APPENDIX G

CITY OF GILROY 2040 GENERAL PLAN TRANSPORTATION ANALYSIS

HEXAGON TRANSPORTATION CONSULTANTS, INC.

City of Gilroy 2040 General Plan

Transportation Analysis

Prepared for:

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Executive Summary

The purpose of this transportation analysis is to evaluate the potential long-term transportation impacts associated with build out of the Gilroy 2040 General Plan in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy. The transportation analysis consists of a long-term evaluation of the effects of the projected growth associated with build out of the 2040 General Plan on the citywide transportation system.

Scope of Study

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In 2013, the State of California passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. Therefore, in adherence to SB 743, the effects and impacts to the transportation network as the result of the build out of the Gilroy 2040 General Plan were evaluated based on VMT.

However, the City of Gilroy currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. In addition, the City is still required to conform to the requirements of the VTA, which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. Therefore, in addition to the evaluation of VMT, this transportation study also includes level of service analysis to evaluate the effects of the build out of the Gilroy 2040 General Plan on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Evaluation Results

The City's Draft VMT guidelines have established an impact threshold of 15% below the current citywide average of 16.46 daily VMT per resident and 20.14 daily VMT per job. The results of the VMT evaluation indicate that the 2040 General Plan would result in a decrease in residential VMT (-1.84) and an increase in employment VMT (1.80) compared to the current levels. Both the residential VMT and employment VMT projections under the 2040 General Plan conditions would be above the established thresholds. Therefore, build out of the 2040 General Plan would result in a VMT impact. The VMT results are presented in Table ES-1.

Trip-Reduction Recommendations

It is recommended that as projects included in the 2040 General Plan develop, project applicants work with the City of Gilroy to identify TDM programs that can be implemented as part of the specific development project (Policy M 5.3 of the 2040 General Plan). The City's existing TDM policy should be updated or replaced with a new policy to be consistent with VMT reduction strategies required for CEQA compliance.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results

The results of the intersection level of service analysis conducted for the study transportation facilities are described below and summarized in Table ES-2.

Existing Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing conditions indicate that eight intersections currently have operational deficiencies during at least one of the peak hours (see Figure ES-1).

2040 General Plan Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that 29 intersections are projected to have operational deficiencies during at least one of the peak hours under 2040 General Plan conditions (see Figure ES-2).

Based on the City of Gilroy level of service standards, the above intersections would be deficient under 2040 General Plan conditions. This indicates that portions of the baseline General Plan roadway network will need to be made more robust in order to satisfy the City level of service policy.

Possible Intersection Improvements under 2040 General Plan Conditions

Possible intersection improvements to maintain the applicable level of service standard and acceptable intersection operations are described in Chapter 4. The identified improvements have not been reviewed in detail and their feasibility has yet to be determined.

At locations where implementation of the proposed improvements is not feasible, development projects contributing to the deterioration of the intersection's operating condition could be required to implement alternative transportation system improvements that are focused on making the transportation system more efficient and improving the City's overall multimodal transportation system. Multimodal transportation system improvements could be required in lieu of intersection improvements to offset an operational deficiency, improving the transportation system for all users. However, such improvements may not completely offset the degradation in traffic operations.

Freeway Segment Evaluation

The results of the freeway level of service analysis under existing and 2040 General Plan conditions are summarized in Table ES-3.

Existing Freeway Segment Level of Service Results

The results of the freeway level of serivce analysis show that five freeway segments currently operate at an unacceptable LOS F (see Figure ES-3).

2040 General Plan Freeway Segment Level of Service Results

The results of the analysis show that seven freeway segments are projected to operate at an unacceptable LOS F under 2040 General Plan conditions (see Figure ES-4).

Possible Freeway Segment Improvements

In order to improve the level of service conditions to acceptable levels at the study freeway segments that are projected to be deficient under 2040 General Plan conditions, the following measures can be implemented:

Increase capacity on the deficient freeway segment – This can be accomplished with the addition of lanes on deficient freeway mainline segments. The VTP 2040 identifies the widening of US 101 to include an HOV lane in both the southbound and northbound directions between Cochrane Road in Morgan Hill and Monterey Road in Gilroy. The VTP also identifies the conversion of the HOV lanes along US 101 within Santa Clara County to express lanes. Ultimately, the VTA and Caltrans are the responsible agencies for planning for and implementing improvements within the US 101 corridor.

Reduce traffic volumes on the freeway – In order to reduce traffic volumes on the freeway, alternative non-auto modes of travel must be available. Examples of such measures include, increasing the existing Caltrain service to and from Gilroy, adding additional regional/express bus lines between Gilroy and other communities, and implementing strong TDM programs that would result in less traffic being added to the freeway. The VTP 2040 identifies improvements to implement double track segment on the Caltrain line between San Jose and Gilroy. Increasing the existing transit services that are currently available in Gilroy could attract more commuters to use public transportation as an alternative to passenger vehicle. The implementation of these improvements, however, is beyond Gilroy's control.

Freeway Ramp Analysis Results

The results of the freeway ramp analysis under existing and 2040 General Plan conditions are described below and summarized in Table ES-4.

Existing Conditions

Based on the calculated volume-to-capacity (V/C) ratios, all of the existing study freeway ramps currently operate at acceptable levels.

Year 2040 General Plan Conditions

Based on the ramp capacities and traffic volume projections under 2040 General Plan conditions, it was determined that the following study freeway ramps would operate at unacceptable levels of service, based on Caltrans standards:

Northbound On-Ramp at SR 25/Santa Teresa Boulevard (LOS F – AM peak hour)
Northbound On-Ramp at Monterey Street (LOS F – AM peak hour)
Northbound Diagonal On-Ramp at Tenth Street (LOS D – AM peak hour)

Northbound On-Ramp at Buena Vista Avenue (LOS F – AM peak hour)

All other study freeway ramps are projected to operate at acceptable levels.

Possible Freeway Ramp Improvements

In order to improve the level of service conditions to acceptable levels at the study freeway ramps that are projected to be deficient under 2040 General Plan conditions, the following measures can be implemented:

Increase capacity on the deficient freeway ramps – This can be accomplished by providing a higher service rate (increase meter rate) at the metered on-ramps. A higher meter rate would require additional lanes on the freeway, as discussed above.

Reduce traffic volumes on the ramps – In order to reduce traffic volumes on the freeway ramps, alternative non-auto modes of travel must be available. Examples of such measures are summarized above under possible freeway segment improvements.

Table ES 1
VMT Analysis Summary

Year	Residential VMT [1]	Population	Residential VMT per Capita [2]	Employment VMT [3]	Jobs	Employment VMT per Job [4]
City of Gilroy						
Base Year 2017	893,941	54,320	16.46	437,578	21,729	20.14
2040 General Plan	1,134,166	77,595	14.62	954,322	43,499	21.94
Change (2040 - 2017)	240,225	23,275	-1.84	516,744	21,771	1.80

Notes:
[1] Residential VMT = Home-Based Trip Productions * Distance
[2] Residential VMT per Capita = Residential VMT / Population
[3] Employment VMT = Home-Based Work Trip Attractions * Distance
[4] Employment VMT per Job = Employment VMT / Jobs

Table ES 2
Intersection Level of Service Results

Int. #	Intersection	Jurisdiction	LOS Standard[1]	Peak Hour	Existing Count Date	Existing Control	Existing Warrant Met?	Existing Delay	Existing LOS	2040 General Plan Control	2040 General Plan Warrant Met?	2040 General Plan Delay	2040 General Plan LOS
1	Santa Teresa Boulevard and Fitzgerald Avenue	SCC	C	AM	03/27/18	Signal	--	**70.0**	**E**	Signal	--	**87.2**	**F**
				PM	03/27/18		--	**40.0**	**D**		--	**>120**	**D**
2	Monterey Road and Masten Avenue/Fitzgerald Avenue	SCC	C	AM	03/27/18	Signal	--	32.1	C-	Signal	--	29.9	C
				PM	03/27/18		--	**43.7**	**D**		--	**41.1**	**D**
3	US 101 SB Ramps and Masten Avenue	Caltrans	D	AM	11/20/19	OWSC	**Yes**	16.3	C+	OWSC	No	10.5	B+
				PM	11/20/19		**Yes**	12.1	B		No	10.3	B+
4	US 101 NB Ramps and Masten Avenue	Caltrans	E	AM	11/20/19	OWSC	**Yes**	**172.9**	**F**	OWSC	No	11.7	B+
				PM	11/20/19		No	18.1	C+		No	10.8	B+
5	Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue	CofG	C	AM	11/20/19	Signal	--	18.8	B-	Signal	--	**81.2**	**F**
				PM	11/20/19		--	13.1	B		--	**43.7**	**D**
6	Wren Avenue and Buena Vista Avenue	SCC	D	AM	Future	Future	--	--	--	TWSC	**Yes**	**>120**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
7	Church Street and Buena Vista Avenue	SCC	D	AM	Future	Future	--	--	--	TWSC	**Yes**	16.7	C+
				PM	Future		--	--	--		**Yes**	10.4	B+
8	Monterey Road and Buena Vista Avenue	SCC	D	AM	11/20/19	OWSC	**Yes**	**87.4**	**F**	TWSC	**Yes**	**>120**	**F**
				PM	11/20/19		**Yes**	**61.0**	**F**		**Yes**	**>120**	**F**
9	Murray Avenue and Buena Vista Avenue	SCC	D	AM	Future	Future	--	--	--	TWSC	**Yes**	**>120**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
10	US 101 SB Ramps and Buena Vista Avenue	Caltrans	D	AM	Future	Future	--	--	--	OWSC	**Yes**	**64.6**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
11	US 101 NB Ramps and Buena Vista Avenue	Caltrans	E	AM	Future	Future	--	--	--	OWSC	**Yes**	**>120**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
12	Marcella Avenue and Buena Vista Avenue	SCC	D	AM	11/20/19	OWSC	No	8.8	A-	TWSC	No	10.2	B+
				PM	11/20/19		No	8.9	A-		**Yes**	24.3	C-
13	Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue	CofG	C	AM	11/20/19	Signal	--	24.2	C	Signal	--	34.4	C-
				PM	11/20/19		--	8.0	A		--	22.2	C+
14	Kern Avenue and Cohansey Avenue	CofG	D	AM	Future	Future	--	--	--	TWSC	No	14.9	B-
				PM	Future		--	--	--		No	14.0	B-
15	Wren Avenue and Cohansey Avenue	CofG	C	AM	11/20/19	AWSC	No	7.3	A	AWSC	**Yes**	**41.1**	**E**
				PM	11/20/19		No	7.3	A		**Yes**	**62.3**	**F**
16	Church Street and Cohansey Avenue	CofG	C	AM	11/20/19	AWSC	No	7.5	A	AWSC	No	9.5	A
				PM	11/20/19		No	7.5	A		No	10.7	B
17	Monterey Road and Cohansey Avenue	CofG	D	AM	03/28/18	TWSC	No	29.9	D	TWSC	**Yes**	**>120**	**F**
				PM	03/28/18		No	33.9	D-		**Yes**	**>120**	**F**
18	Santa Teresa Boulevard and Longmeadow Drive	CofG	C	AM	11/20/19	Signal	--	19.8	B-	Signal	--	20.1	C+
				PM	11/20/19		--	18.0	B		--	20.1	C+
19	Wren Avenue and Farrell Avenue	CofG	C	AM	11/20/19	AWSC	No	10.8	B	AWSC	**Yes**	**>120**	**F**
				PM	11/20/19		No	12.9	B		**Yes**	**82.2**	**F**
20	Church Street and Farrell Avenue	CofG	C	AM	03/28/18	AWSC	No	16.1	C	AWSC	**Yes**	16.1	C
				PM	03/28/18		No	11.5	B		No	10.6	B
21	Monterey Road and Farrell Avenue	CofG	C	AM	03/28/18	Signal	--	13.9	B	Signal	--	15.0	B
				PM	03/28/18		--	9.5	A		--	13.3	B
22	Murray Avenue and Las Animas Avenue	CofG	D	AM	Future	Future	--	--	--	TWSC	**Yes**	**102.6**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
23	San Ysidro Avenue/No Name Uno and Las Animas Avenue	CofG	E	AM	11/20/19	OWSC	No	9.8	A-	TWSC	No	**>120**	**F**
				PM	11/20/19		No	10.3	B+		**Yes**	**>120**	**F**
24	Santa Teresa Boulevard and Mantelli Drive	CofG	C	AM	11/20/19	Signal	--	28.8	C	Signal	--	29.4	C
				PM	11/20/19		--	26.5	C		--	27.4	C
25	Kern Avenue and Mantelli Drive	CofG	C	AM	11/20/19	AWSC	No	13.5	B	AWSC	**Yes**	19.1	C
				PM	11/20/19		No	11.2	B		No	15.6	C
26	Wren Avenue and Mantelli Drive	CofG	C	AM	11/20/19	AWSC	**Yes**	18.5	C	AWSC	**Yes**	**59.7**	**F**
				PM	11/20/19		**Yes**	16.0	C		**Yes**	**50.2**	**F**
27	Church Street and Mantelli Drive	CofG	C	AM	11/20/19	AWSC	**Yes**	15.2	C	AWSC	**Yes**	**36.1**	**E**
				PM	11/20/19		No	14.6	B		**Yes**	**45.7**	**E**
28	Kern Avenue and Welburn Avenue	CofG	C	AM	10/17/19	AWSC	No	12.8	B	AWSC	No	13.2	B
				PM	10/17/19		No	11.0	B		No	11.1	B
29	Wren Avenue and Welburn Avenue	CofG	C	AM	10/17/19	Signal	--	**36.7**	**D+**	Signal	--	**39.5**	**D**
				PM	10/17/19		--	**39.3**	**D**		--	**39.7**	**D**
30	Church Street and Welburn Avenue	CofG	C	AM	10/17/19	Signal	--	30.7	C	Signal	--	32.2	C-
				PM	10/17/19		--	25.2	C		--	27.2	C
31	Monterey Street and Leavesley Road/Welburn Avenue	Caltrans	C	AM	10/17/19	Signal	--	27.1	C	Signal	--	30.5	C
				PM	12/18/18		--	30.6	C		--	**41.0**	**D**
32	Murray Avenue and Leavesley Road	Caltrans	C	AM	10/17/19	Signal	--	26.0	C	Signal	--	27.2	C
				PM	10/17/19		--	30.0	C		--	33.2	C-
33	US 101 SB Ramps and Leavesley Road	Caltrans	D	AM	10/17/19	Signal	--	17.4	B	Signal	--	19.0	B-
				PM	10/17/19		--	26.3	C		--	20.9	C+
34	US 101 NB Ramps/San Ysidro Avenue and Leavesley Road	Caltrans	D	AM	10/17/19	Signal	--	26.2	C	Signal	--	27.3	C
				PM	10/17/19		--	29.0	C		--	31.3	C
35	Arroyo Circle and Leavesley Road	CofG	D	AM	11/20/19	Signal	--	20.1	C+	Signal	--	18.7	B-
				PM	11/20/19		--	23.1	C		--	23.8	C
36	Cameron Boulevard/Marcella Avenue and Leavesley Road	SCC	E	AM	11/20/19	OWSC	No	12.2	B	TWSC	No	16.9	C+
				PM	11/20/19		No	13.1	B		**Yes**	**92.9**	**F**
37	Santa Teresa Boulevard and First Street/Hecker Pass Highway	Caltrans	C	AM	10/17/19	Signal	--	22.2	C+	Signal	--	26.1	C
				PM	10/17/19		--	30.4	C		--	**35.6**	**D+**
38	Wren Avenue and First Street	Caltrans	C	AM	10/17/19	Signal	--	29.2	C	Signal	--	30.5	C
				PM	10/17/19		--	32.4	C-		--	33.7	C-
39	Wayland Lane/Miller Avenue and First Street	Caltrans	C	AM	10/17/19	Signal	--	12.3	B	Signal	--	12.1	B
				PM	10/17/19		--	8.7	A		--	8.2	A
40	Church Street and First Street	Caltrans	C	AM	10/17/19	Signal	--	17.3	B	Signal	--	24.7	C
				PM	10/17/19		--	17.4	B		--	24.8	C

Table ES 2 (Continued)
Intersection Level of Service Results

Int. #	Intersection	Jurisdiction	Current LOS Standard[1]	Peak Hour	Existing Count Date	Existing Control	Existing Warrant Met?	Existing Delay	Existing LOS	2040 General Plan Control	2040 General Plan Warrant Met?	2040 General Plan Delay	2040 General Plan LOS
41	Monterey Street and First Street	Caltrans	C	AM	10/17/19	Signal	--	15.9	B	Signal	--	16.2	B
				PM	10/17/19		--	16.0	B		--	23.9	C
42	Monterey Street and IOOF Avenue	CofG	D	AM	11/20/19	OWSC	**Yes**	**73.6**	**F**	OWSC	**Yes**	**>120**	**F**
				PM	11/20/19		**Yes**	25.7	D+		**Yes**	**>120**	**F**
43	Monterey Street and Third Street	CofG	C	AM	11/20/19	Signal	--	10.3	B+	Signal	--	10.4	B+
				PM	11/20/19		--	6.4	A		--	6.0	A
44	Santa Teresa Boulevard and Club Drive	CofG	C	AM	03/27/18	Signal	--	19.7	B-	Signal	--	24.2	C
				PM	03/27/18		--	19.2	B-		--	**65.3**	**E**
45	Wren Avenue and Sixth Street	CofG	D	AM	11/20/19	OWSC	No	11.7	B+	OWSC	No	12.7	B
				PM	11/20/19		No	11.6	B+		No	12.1	B
46	Princevalle Street and Sixth Street	CofG	C	AM	11/20/19	AWSC	No	11.4	B	AWSC	No	11.7	B
				PM	11/20/19		No	10.8	B		No	11.7	B
47	Church Street and Sixth Street	CofG	C	AM	11/20/19	AWSC	No	14.0	B	AWSC	**Yes**	18.6	C
				PM	11/20/19		No	19.5	C		**Yes**	**77.8**	**F**
48	Monterey Street and Sixth Street	CofG	C	AM	11/20/19	Signal	--	15.5	B	Signal	--	17.2	B
				PM	11/20/19		--	16.5	B		--	23.5	C
49	Chestnut Street and Sixth Street	CofG	C	AM	11/20/19	AWSC	No	9.6	A	AWSC	No	9.8	A
				PM	11/20/19		No	12.9	B		No	13.1	B
50	Miller Avenue and Uvas Park Drive	CofG	C	AM	03/27/18	AWSC	No	12.8	B	AWSC	No	11.0	B
				PM	03/27/18		No	11.7	B		No	11.6	B
51	Princevalle Street and Tenth Street	CofG	C	AM	09/26/19	Signal	--	**37.1**	**D+**	Signal	--	**37.4**	**D+**
				PM	09/26/19		--	19.5	B-		--	22.5	C+
52	Church Street and Tenth Street	CofG	C	AM	09/26/19	Signal	--	33.8	C-	Signal	--	34.5	C-
				PM	09/26/19		--	23.0	C+		--	24.1	C
53	Monterey Street and Tenth Street	CofG	D	AM	05/07/19	Signal	--	22.7	C+	Signal	--	23.6	C
				PM	05/07/19		--	26.4	C		--	29.3	C
54	Chestnut Street and Tenth Street	CofG	D	AM	05/07/19	Signal	--	31.3	C	Signal	--	32.1	C-
				PM	05/07/19		--	34.3	C-		--	36.2	D+
55	US 101 SB Ramps and Tenth Street	Caltrans	D	AM	05/07/19	Signal	--	19.4	B-	Signal	--	20.6	C+
				PM	05/07/19		--	22.9	C+		--	22.4	C+
56	US 101 NB Off-Ramp and Pacheco Pass Highway	Caltrans	D	AM	05/07/19	Signal	--	8.8	A	Signal	--	11.5	B+
				PM	05/07/19		--	7.1	A		--	12.8	B
57	Camino Arroyo and Pacheco Pass Highway	Caltrans	D	AM	05/07/19	Signal	--	23.8	C	Signal	--	21.4	C+
				PM	05/07/19		--	29.7	C		--	34.8	C-
58	Cameron Boulevard and Pacheco Pass Highway	Caltrans	D	AM	11/20/19	Signal	--	5.0	A	Signal	--	17.6	B
				PM	11/20/19		--	7.4	A		--	26.6	C
59	Tenth Street/Miller Avenue and Santa Teresa Boulevard	CofG	C	AM	03/27/18	RAB	--	8.0	A	RAB	--	10.6	B
				PM	03/27/18		--	5.3	A		--	10.9	B
60	Thomas Road and Luchessa Avenue	CofG	C	AM	03/27/18	RAB	--	6.9	A	RAB	--	**34.7**	**D**
				PM	09/05/19		--	5.6	A		--	8.4	A
61	Monterey Street and Luchessa Avenue	CofG	D	AM	11/05/19	Signal	--	25.3	C	Signal	--	29.6	C
				PM	09/05/19		--	39.8	D		--	39.2	D
62	Rossi Lane and Luchessa Avenue	CofG	E	AM	Future	Future	--	--	--	TWSC	No	18.5	C
				PM	Future		--	--	--		No	29.6	D
63	Cameron Boulevard and Luchessa Avenue	CofG	E	AM	Future	Future	--	--	--	TWSC	No	10.6	B+
				PM	Future		--	--	--		No	13.1	B
64	Thomas Road and Santa Teresa Boulevard	CofG	C	AM	11/20/19	Signal	--	19.2	B-	Signal	--	23.0	C
				PM	11/20/19		--	18.2	B-		--	28.3	C
65	US 101 SB Ramps and Monterey Street	Caltrans	D	AM	03/27/18	Signal	--	13.5	B	Signal	--	15.2	B
				PM	09/05/19		--	21.7	C+		--	31.6	C
66	Monterey Street and US 101 NB Ramps	Caltrans	D	AM	03/27/18	Signal	--	18.6	B-	Signal	--	**82.7**	**F**
				PM	09/05/19		--	24.0	C		--	**67.9**	**E**
67	Wren Avenue and Third Street	CofG	C	AM	10/17/19	Signal	--	23.6	C	Signal	--	23.0	C
				PM	10/17/19		--	19.4	B-		--	19.4	B-
68	Santa Teresa Boulevard and Third Street	CofG	C	AM	03/27/18	RAB	--	8.7	A	RAB	--	11.1	B
				PM	03/27/18		--	6.6	A		--	15.6	C
69	Santa Teresa Boulevard and Wellburn Avenue	CofG	C	AM	03/27/18	Signal	--	24.4	C	Signal	--	25.2	C
				PM	03/27/18		--	21.0	C+		--	22.5	C+
70	Monterey Road and Las Animas Avenue	CofG	C	AM	11/20/19	Signal	--	14.9	B	Signal	--	25.0	C
				PM	11/20/19		--	17.1	B		--	**61.6**	**E**
71	No Name Uno and Buena Vista Avenue	SCC	C	AM	11/20/19	AWSC	No	7.9	A	AWSC	No	8.2	A
				PM	11/20/19		No	8.4	A		No	11.5	B
72	Church Street and Luchessa Avenue	CofG	D	AM	11/20/19	TWSC	No	25.6	D+	TWSC	**Yes**	**>120**	**F**
				PM	09/05/19		No	24.2	C-		**Yes**	**>120**	**F**
73	Chestnut Street and Luchessa Avenue	CofG	E	AM	11/20/19	TWSC	No	20.7	C	TWSC	**Yes**	**>120**	**F**
				PM	11/20/19		No	24.4	C-		**Yes**	**86.7**	**F**
74	Princevalle Street and Luchessa Avenue	CofG	C	AM	03/27/18	Signal	--	13.8	B	Signal	--	17.0	B
				PM	09/05/19		--	11.0	B+		--	16.5	B
75	Westwood Drive and First Street	Caltrans	C	AM	03/27/18	Signal	--	12.6	B	Signal	--	12.3	B
				PM	03/27/18		--	12.5	B		--	12.4	B
76	Kern Avenue and First Street	Caltrans	D	AM	10/17/19	OWSC	No	28.3	D+	OWSC	**Yes**	32.1	D-
				PM	10/17/19		**Yes**	**37.0**	**E+**		**Yes**	**61.3**	**F**
77	Kern Avenue and Buena Vista Avenue	SCC	D	AM	Future	Future	--	--	--	OWSC	No	**41.6**	**E**
				PM	Future		--	--	--		No	16.1	C+

Notes: RAB = roundabout; AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled

[1] LOS standard obtained from the current City of Gilroy General Plan.

Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.

Entries denoted in bold and boxed indicate a deficiency based on the City's criteria.

Table ES 3
Freeway Segment Level of Service Results

#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	Existing Volume[1] (pc/hr/ln)	Existing Density[1] (pc/mi/ln)	Existing LOS[1]	2040 General Plan Volume (pc/hr/ln)	2040 General Plan Density (pc/mi/ln)	2040 General Plan LOS
1	US 101	from SR 25 to Monterey Street	NB	AM	36.20	1,846	51	E	2,081	57	E
			NB	PM	42.00	1,940	46	D	2,395	57	E
2	US 101	from Monterey Street to Pacheco Pass Highway	NB	AM	63.80	1,432	22	C	1,763	28	D
			NB	PM	63.20	1,513	24	C	2,027	32	D
3	US 101	from Pacheco Pass Highway to Leavesley Road	NB	AM	58.50	1,854	32	D	2,083	36	D
			NB	PM	59.30	1,819	31	D	2,258	38	D
4	US 101	from Leavesley Road to Buena Vista Avenue	NB	AM	40.40	1,918	47	E	1,992	49	E
			NB	PM	56.60	1,915	34	D	2,344	41	D
5	US 101	from Buena Vista Avenue to Masten Avenue	NB	AM	40.40	1,918	47	E	2,197	54	E
			NB	PM	56.60	1,915	34	D	2,461	43	D
6	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34.20	1,804	53	E	1,883	55	E
			NB	PM	51.80	1,986	38	D	2,323	45	D
7	US 101	from San Martin Avenue to Tennant Avenue	NB	AM	10.40	861	**83**	**F**	905	**87**	**F**
			NB	PM	60.00	1,782	30	D	2,198	37	D
8	US 101	from Tennant Avenue to East Dunne Avenue	NB	AM	9.40	796	**85**	**F**	805	**86**	**F**
			NB	PM	59.80	1,793	30	D	2,163	36	D
9	US 101	from East Dunne Avenue to Tennant Avenue	SB	AM	63.00	1,537	24	C	1,863	30	D
			SB	PM	27.00	1,612	**60**	**F**	1,798	**67**	**F**
10	US 101	from Tennant Avenue to San Martin Avenue	SB	AM	63.00	1,537	24	C	1,957	31	D
			SB	PM	25.40	1,561	**61**	**F**	1,799	**71**	**F**
11	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60.00	1,782	30	D	2,281	38	D
			SB	PM	37.80	1,876	50	E	1,991	53	E
12	US 101	from Masten Avenue to Buena Vista Avenue	SB	AM	52.00	1,984	38	D	2,598	50	E
			SB	PM	37.20	1,865	50	E	2,194	**59**	**F**
13	US 101	from Buena Vista Avenue to Leavesley Road	SB	AM	52.00	1,984	38	D	2,419	47	E
			SB	PM	37.20	1,865	50	E	1,974	53	E
14	US 101	from Leavesley Road to Pacheco Pass Highway	SB	AM	63.60	1,460	23	C	1,996	31	D
			SB	PM	59.20	1,823	31	D	2,099	35	D
15	US 101	from Pacheco Pass Highway to Monterey Street	SB	AM	64.00	1,402	22	C	1,859	29	D
			SB	PM	30.40	1,711	56	E	2,070	**68**	**F**
16	US 101	from Monterey Street to SR 25	SB	AM	61.90	1,648	27	D	2,130	34	D
			SB	PM	20.80	1,391	**67**	**F**	1,789	**86**	**F**

Notes:
[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
Entries denoted in bold indicate unacceptable LOS F conditions.

Table ES 4
Freeway Ramp Analysis Results

Interchange/Ramp	Peak Hour	Ramp Type	Ramp Type	Constraint Point[1]	Existing Control	Existing Volume[3] (vph)	Existing Capacity[2] (vph)	Existing V/C	Existing LOS	2040 General Plan Control	2040 General Plan Volume (vph)	2040 General Plan Capacity[2] (vph)	2040 General Plan V/C	2040 General Plan LOS
US 101 at SR 25/Santa Teresa Boulevard														
Southbound Off-Ramp	AM	Diagonal	Off	1	Uncontrolled	542	1,800	0.301	A	Signal	1,054	1,800	0.586	A
	PM				Uncontrolled	1,192	1,800	0.662	B	Signal	1,104	1,800	0.614	B
Southbound On-Ramp	AM	Diagonal	On	1	Uncontrolled	120	1,800	0.067	A	Meter-Off	407	1,800	0.226	A
	PM				Uncontrolled	140	1,800	0.078	A	Meter-On	690	900	0.766	C
Northbound Off-Ramp	AM	Loop	Off	1	Stop	81	1,600	0.051	A	Signal	525	1,600	0.328	A
	PM				Stop	132	1,600	0.083	A	Signal	424	1,600	0.265	A
Northbound On-Ramp	AM	Diagonal	On	1	Uncontrolled	1,315	1,800	0.731	C	Meter-On	**1,014**	**900**	**1.127**	**F**
	PM				Uncontrolled	734	1,800	0.408	A	Meter-Off	857	1,800	0.476	A
US 101 at Monterey Street														
Southbound Off-Ramp	AM	Diagonal	Off	1	Signal	218	1,800	0.121	A	Signal	549	1,800	0.305	A
	PM				Signal	703	1,800	0.391	A	Signal	1,100	1,800	0.611	B
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	427	1,800	0.237	A	Meter-Off	427	1,800	0.237	A
	PM				Meter-On	475	900	0.528	A	Meter-On	590	900	0.656	B
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	635	1,800	0.353	A	Signal	871	1,800	0.484	A
	PM				Signal	432	1,800	0.240	A	Signal	432	1,800	0.240	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	458	900	0.509	A	Meter-On	**1,217**	**900**	**1.352**	**F**
	PM				Meter-Off	302	1,600	0.189	A	Meter-Off	845	1,600	0.528	A
US 101 at Tenth Street/Pacheco Pass Highway														
Southbound Off-Ramp	AM	Diagonal	Off	2	Signal	743	3,600	0.206	A	Signal	1,083	3,600	0.301	A
	PM				Signal	1,417	3,600	0.394	A	Signal	1,417	3,600	0.394	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	98	1,800	0.054	A	Meter-Off	131	1,800	0.073	A
	PM				Meter-On	139	900	0.154	A	Meter-On	171	900	0.190	A
Southbound On-Ramp	AM	Loop	On	1	Meter-Off	125	1,600	0.078	A	Meter-Off	197	1,600	0.123	A
	PM				Meter-On	331	900	0.368	A	Meter-On	527	900	0.586	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	377	1,800	0.209	A	Signal	678	1,800	0.376	A
	PM				Signal	329	1,800	0.183	A	Signal	637	1,800	0.354	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	609	900	0.677	B	Meter-On	**760**	**900**	**0.844**	**D**
	PM				Meter-Off	688	1,800	0.382	A	Meter-Off	814	1,800	0.452	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	291	900	0.323	A	Meter-On	291	900	0.323	A
	PM				Meter-Off	296	1,600	0.185	A	Meter-Off	296			A
US 101 at Leavesley Road														
Southbound Off-Ramp	AM	Diagonal	Off	1	Signal	743	1,800	0.413	A	Signal	743	1,800	0.413	A
	PM				Signal	1,017	1,800	0.565	A	Signal	302	1,800	0.168	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	458	1,800	0.254	A	Meter-Off	720	1,800	0.400	A
	PM				Meter-On	606	900	0.673	B	Meter-On	532	900	0.592	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	604	1,800	0.336	A	Signal	707	1,800	0.393	A
	PM				Signal	627	1,800	0.348	A	Signal	627	1,800	0.348	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	274	900	0.304	A	Meter-On	355	900	0.394	A
	PM				Meter-Off	418	1,800	0.232	A	Meter-Off	768	1,800	0.427	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	470	900	0.522	A	Meter-On	65	900	0.072	A
	PM				Meter-Off	410	1,600	0.256	A	Meter-Off	59	1,600	0.037	A

Table ES 4 (Continued)
Freeway Ramp Analysis Results

Interchange/Ramp	Peak Hour	Ramp Type	Ramp Type	Constraint Point[1]	Existing Control	Existing Volume[3] (vph)	Existing Capacity[2] (vph)	Existing V/C	Existing LOS	2040 General Plan Control	2040 General Plan Volume (vph)	2040 General Plan Capacity[2] (vph)	2040 General Plan V/C	2040 General Plan LOS
US 101 at Buena Vista Avenue (Future Interchange)														
Southbound Off-Ramp	AM	Diagonal	Off	1	--	--	--	--	--	Signal	926	1,800	0.514	A
	PM				--	--	--	--	--	Signal	854	1,800	0.475	A
Southbound On-Ramp	AM	Diagonal	On	1	--	--	--	--	--	Meter-Off	389	1,800	0.216	A
	PM				--	--	--	--	--	Meter-On	192	900	0.213	A
Northbound Off-Ramp	AM	Diagonal	Off	1	--	--	--	--	--	Signal	356	1,800	0.198	A
	PM				--	--	--	--	--	Signal	742	1,800	0.412	A
Northbound On-Ramp	AM	Diagonal		1	--	--	--	--	--	Meter-On	**971**	**900**	**1.079**	**F**
	PM				--	--	--	--	--	Meter-Off	1,094	1,800	0.608	B
US 101 at Masten Avenue														
Southbound Off-Ramp	AM	Diagonal	Off	1	Stop/Yield	324	1,800	0.180	A	Signal	102	1,800	0.057	A
	PM				Stop/Yield	430	1,800	0.239	A	Signal	98	1,800	0.054	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	220	1,800	0.122	A	Meter-Off	243	1,800	0.135	A
	PM				Meter-On	245	900	0.272	A	Meter-On	257	900	0.286	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Stop/Yield	184	1,800	0.102	A	Signal	184	1,800	0.102	A
	PM				Stop/Yield	118	1,800	0.066	A	Signal	162	1,800	0.090	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	620	900	0.689	B	Meter-On	75	900	0.084	A
	PM				Meter-Off	443	1,800	0.246	A	Meter-Off	48	1,800	0.027	A
US 101 at San Martin Avenue														
Southbound Off-Ramp	AM	Diagonal	Off	1	Stop/Yield	228	1,800	0.127	A	Signal	228	1,800	0.127	A
	PM				Stop/Yield	264	1,800	0.147	A	Signal	672	1,800	0.373	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	171	1,800	0.095	A	Meter-Off	332	1,800	0.185	A
	PM				Meter-On	292	900	0.324	A	Meter-On	330	900	0.366	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Stop/Yield	403	1,800	0.224	A	Signal	403	1,800	0.224	A
	PM				Stop/Yield	173	1,800	0.096	A	Signal	173	1,800	0.096	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	212	900	0.236	A	Meter-On	212	900	0.236	A
	PM				Meter-Off	248	1,800	0.138	A	Meter-Off	362	1,800	0.201	A

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
   The ramp level of service corresponds to the calculated ramp V/C ratios.

Bold and boxed indicate substandard level of service conditions, based on Caltrans level of service standard of LOS C or better.

Figure ES 1
Existing Intersection Levels of Service

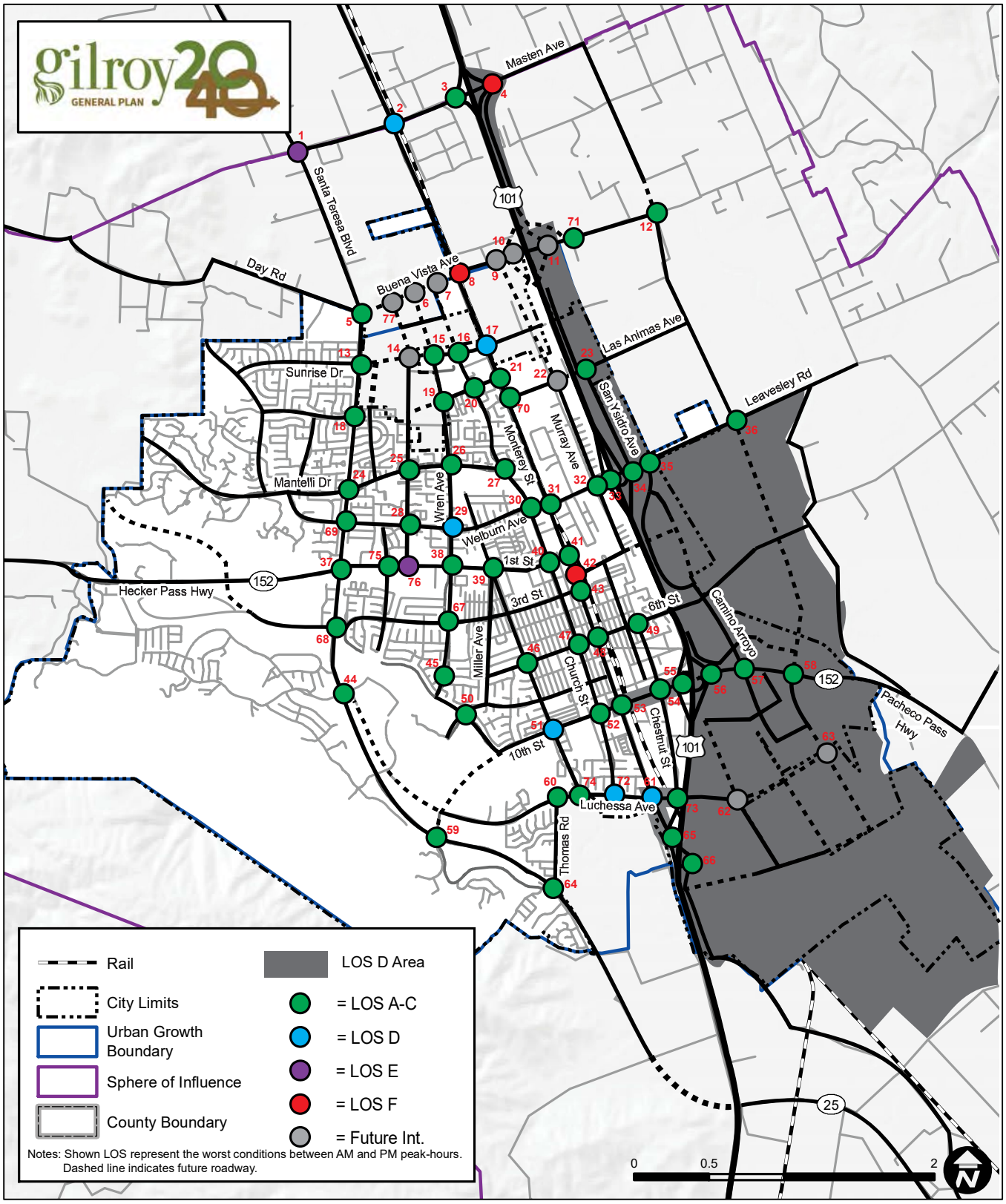


Figure ES 2
2040 General Plan Intersection Levels of Service

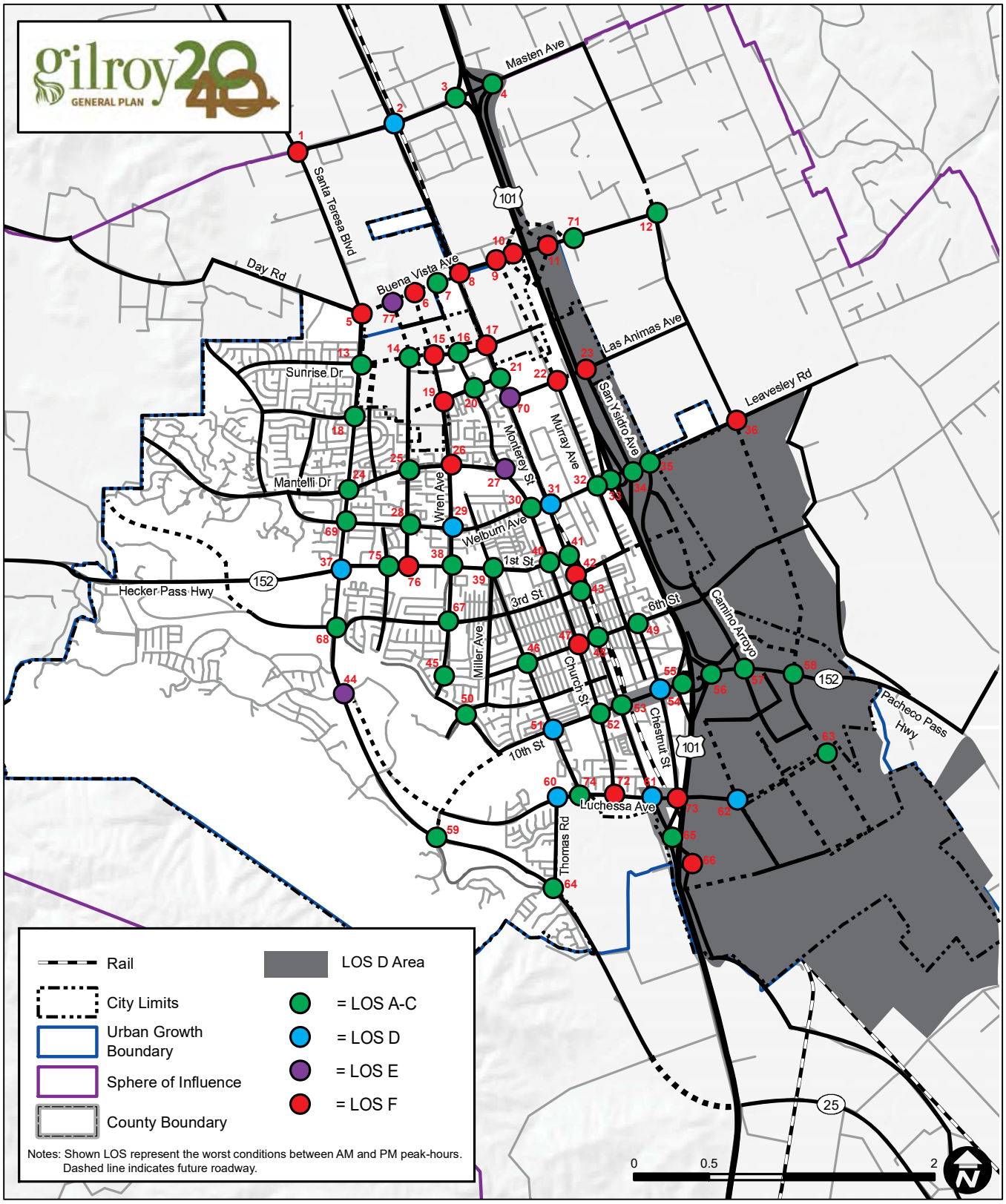


Figure ES 3
Existing Freeway Segment Levels of Service

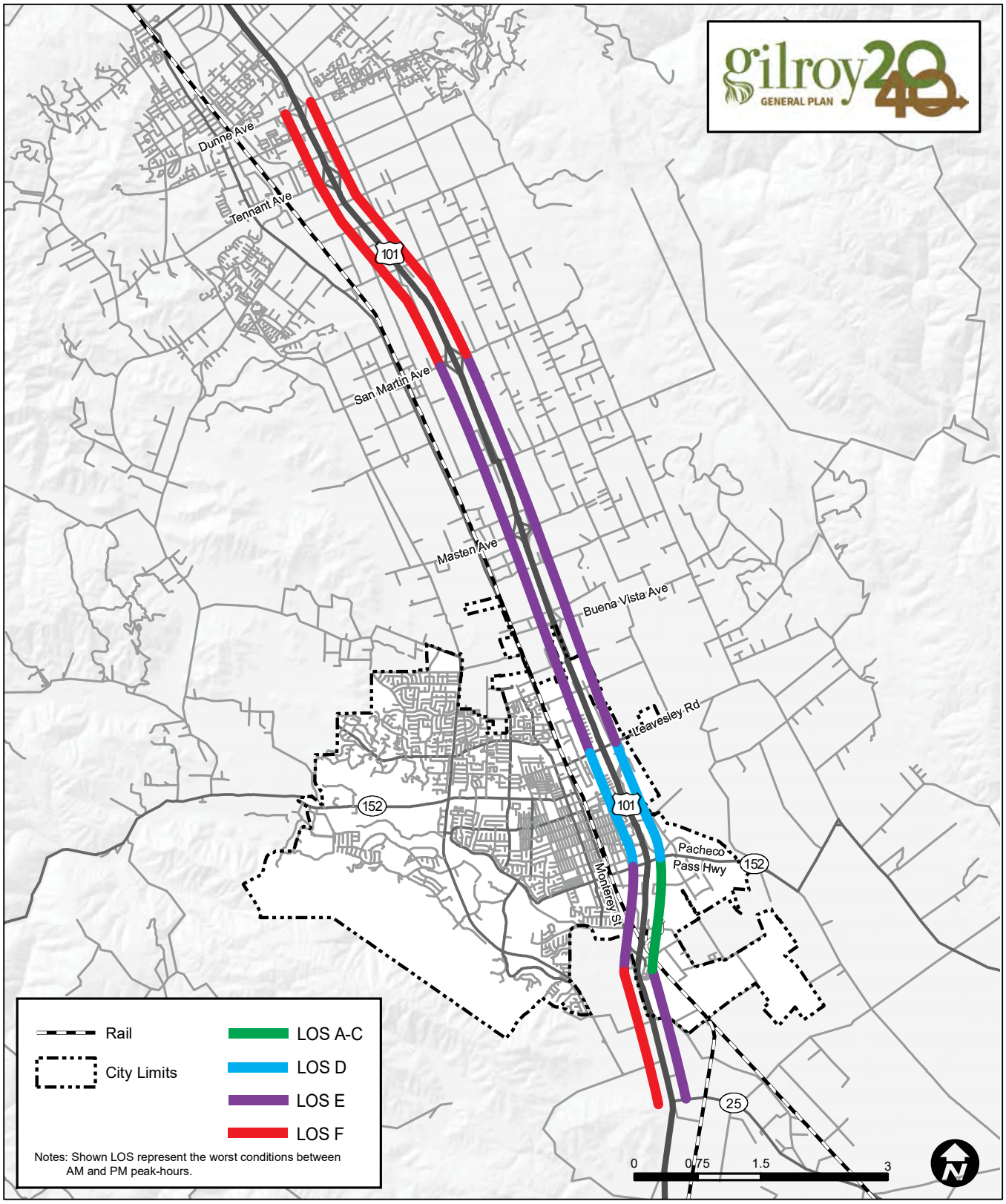
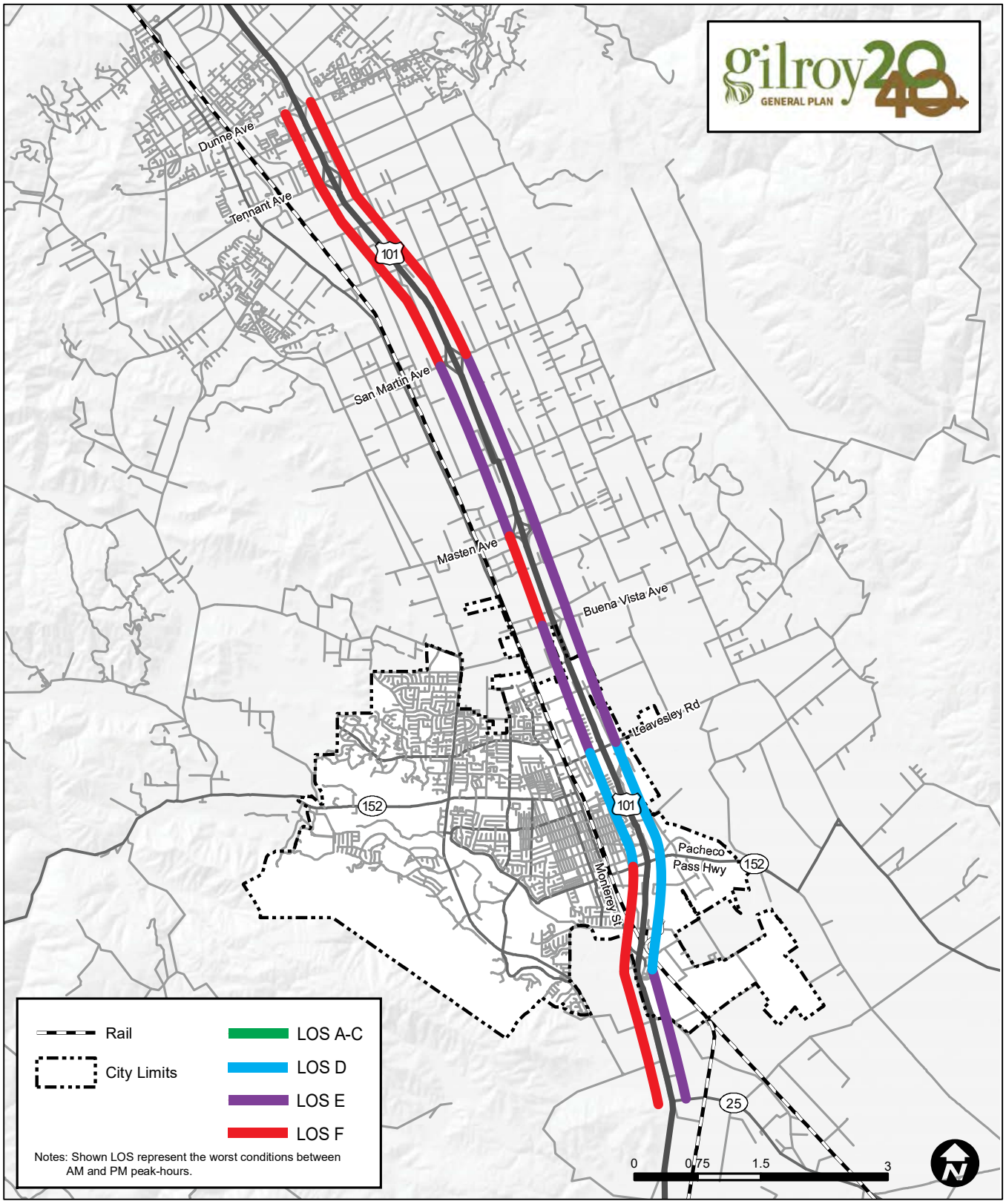


Figure ES 4
2040 General Plan Freeway Segment Levels of Service



1. Introduction

This report presents the results of the transportation analysis completed for the City of Gilroy 2040 General Plan. The Gilroy 2040 General Plan consists of land use designations and development intensities for all under-utilized and vacant land within the City.

The purpose of this transportation analysis is to evaluate the potential long-term transportation impacts associated with build out of the Gilroy 2040 General Plan in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy. The transportation analysis consists of a long-term evaluation of the effects of the projected growth associated with build out of the 2040 General Plan on the citywide transportation system.

Scope of Study

This transportation study has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, by the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

Like most other jurisdictions in Santa Clara County and the State, the City of Gilroy has historically utilized delay and congestion on the roadway system as the primary analysis metric to evaluate traffic impacts and potential roadway improvements to relieve traffic congestion that may result from proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation and the updated CEQA Guidelines (Section 15064.3, Nov 2017), beginning July 1, 2020, the use of intersection level of service as a metric for determining impacts of development growth on the transportation system will no longer be permitted. The use of vehicle miles traveled (VMT) has become the primary metric for the evaluation of impacts on transportation systems due to land use decisions. The change in measurement is intended to better evaluate the effects of development growth on the State's goal for climate change and multi-modal transportation. Therefore, in adherence to SB 743, the effects and impacts to the transportation network as the result of the build out of the Gilroy 2040 General Plan were evaluated based on VMT.

However, the City of Gilroy currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. In addition, the City is still required to conform to the requirements of the VTA, which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, in addition to the evaluation of VMT, this transportation study also includes level of service analysis to evaluates the effects of the build out of the Gilroy 2040 General Plan on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation policies. The determination of project impacts per CEQA requirements is based on the VMT analysis.

Study Scenarios

This study includes the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes were obtained from previously conducted traffic studies in the City and new traffic counts conducted in 2019. Freeway volume data were obtained from the 2018 CMP Annual Monitoring Report.

Scenario 2: *Year 2040 General Plan Conditions*. The City's Travel Demand Forecasting (TDF) model was used to develop VMT projections and forecast traffic growth under 2040 General Plan conditions. Year 2040 General Plan conditions include land use growth projections within the City of Gilroy associated with build out of the 2040 General Plan and the baseline preferred roadway network. VMT results are compared to existing/baseline conditions for the purpose of determining significant transportation impacts.

Data Requirements and Methodology

This section describes the data required for the analysis of the 2040 General Plan and presents the methods used to determine VMT and the traffic conditions for each scenario described above.

Data Requirements

The data required for the analysis (both VMT and LOS) were obtained from new traffic counts, previous traffic studies, the City of Gilroy, the CMP Annual Monitoring Report, the City of Gilroy Travel Demand Forecasting Model, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing and planned lane configurations
- signal timing and phasing (for signalized intersections only)
- average speed (for freeway segments only)
- Year 2040 traffic volume forecasts

City of Gilroy Travel Demand Forecasting Model

The General Plan traffic analysis was completed using the Gilroy Travel Demand Forecasting (TDF) Model. The Gilroy Model, built in 2014, was developed as an extension and refinement of the Santa Clara Valley Transportation Authority Model (VTA Model). The Gilroy Model is a subarea model of VTA's Model and provides a more detailed roadway network and zone system within Gilroy. The Gilroy Model is consistent with the VTA Model in terms of trip generation, distribution and mode choice.

However, VTA's peak-hour (or diurnal) factors were modified to better match existing traffic flows in the larger Gilroy area. The Gilroy Model was validated for a 2017 base year. The horizon year for the Gilroy Model is 2040.

For the areas outside the City of Gilroy (Santa Clara County and the rest of the Bay Area region), the model uses demographic projections that are consistent with those prepared by the Association of Bay Area Governments (ABAG). The travel forecasts developed for this project were based on VTA/ABAG *Projections 2017* and City of Gilroy 2040 General Plan land use data. The ABAG land use and demographic projections include, among other variables, number of households, total population, employed residents and number of jobs. Table 1 shows these land use variables for the traffic analysis zones in the model representing Gilroy for the 2017 base year and for the 2040 General Plan.

To obtain the final traffic volume forecasts, adjustments were made to the raw model volumes based on existing counts. This process is further explained in Chapter 4.

Table 1
Land Use and Demographic Projections for Gilroy in the Gilroy Travel Demand Model

	Base Year (2017)	General Plan (2040)	Projected Increase
Households	16,145	22,715	6,570
Population	54,320	77,595	23,275
Employed Residents	22,676	31,079	8,403
Jobs	21,729	43,499	21,770

Source: 2017 land use data was provided by Hexagon. 2040 land use data was provided by Mintier Harnish.

Year 2040 Transportation Network

A base General Plan roadway network was developed to serve the areas of projected growth under 2040 General Plan conditions. This General Plan roadway network, referred to as the baseline preferred roadway network, was derived based on the location of the proposed land development and assuming the minimum required number of lanes to serve the projected growth (see Figure 1). The baseline preferred roadway network provides a starting point for evaluating projected traffic conditions under 2040 General Plan conditions.

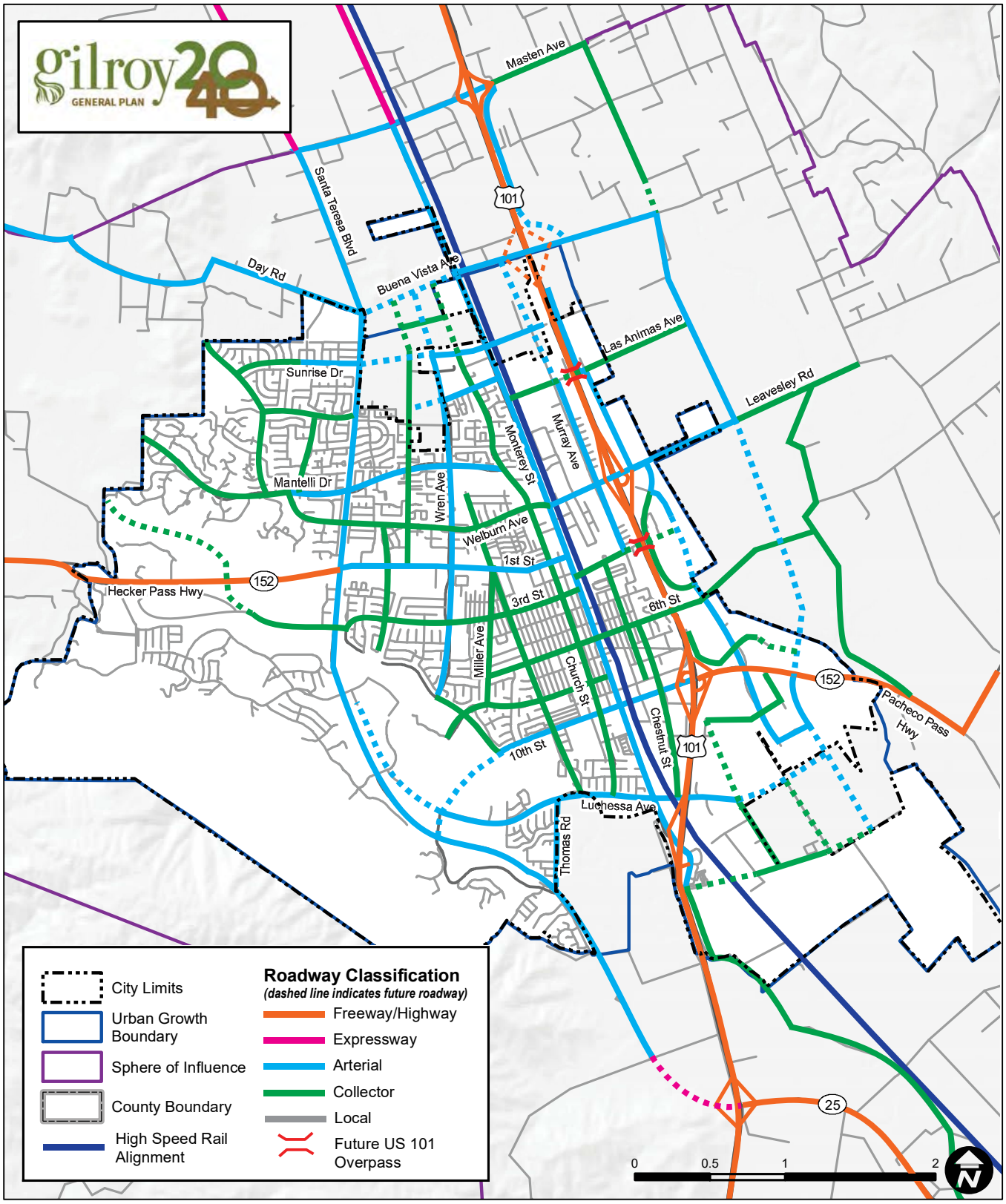
Roadway improvements assumed under 2040 General Plan conditions are discussed below. The *Valley Transportation Plan 2040* (VTP 2040), adopted by VTA in October 2017, also identifies various local and regional roadway improvements for the Gilroy area. The VTP 2040 is a long-range transportation planning document, which is the first step in the development and eventual construction of the projects. The roadway improvements identified in the VTP 2040 located within and surrounding the Gilroy area also are identified below. These local and regional improvements are included the City of Gilroy 2040 traffic model.

Local and Regional Roadway Network Improvements

The following local and regional roadway improvements are assumed to be completed under 2040 General Plan conditions and are included in the Gilroy Model.

Santa Teresa Boulevard is planned to be extended southward from its current terminus point at Castro Valley Road and connect to SR 25 at US 101. Santa Teresa Boulevard also is planned to be widened to four lanes from US 101 to Fitzgerald Avenue and it will be classified as a major arterial

Figure 1
2040 General Plan Conditions Baseline Preferred Roadway Network



Tenth Street/Pacheco Pass Highway is planned to be widened to six travel lanes from Monterey Street to Holsclaw Road. Tenth Street is planned to be extended westward from its current terminus point at Uvas Parkway, across Uvas Creek (Tenth Street Bridge), and connect to Santa Teresa Boulevard at the existing Miller Avenue/Santa Teresa Boulevard intersection. (VTP ID #R4 – Tenth Street Bridge Project)

Luchessa Avenue is planned to be extended westward and transition into Merlot Way, a new collector street parallel to and east of Santa Teresa Boulevard. At its existing eastern terminus point, Luchessa Avenue is planned to be extended eastward to the future Cameron Boulevard extension.

Camino Arroyo is planned to be extended northward from Arroyo Circle and connecting to the existing Camino Arroyo cul-de-sac in the Gilroy Premium Outlets area.

Marcella Avenue is planned to be extended northward from Buena Vista Avenue to north of Masten Avenue and southward from Leavesley Road to Southside Drive. The new roadway segment south of Leavesley Road will change designation to Cameron Boulevard. Cameron Boulevard will extend southward to Southside Drive. Cameron Boulevard will have two lanes in each direction between Southside Drive and Renz Lane.

I.O.O.F Avenue is planned to be extended eastward, with a new freeway overcrossing at US 101, and connect to the Camino Arroyo extension.

Southside Drive is planned to be extended westward over the railroad tracks and connected to Bolsa Road.

First Street is planned to be widened to four lanes between Monterey Street and Miller Avenue.

Church Street is planned to be extended northward to Buena Vista Avenue.

Wren Avenue is planned to be extended northward to Buena Vista Avenue.

Kern Avenue is planned to be extended northward past Buena Vista Avenue.

Buena Vista Avenue is planned to have a future interchange with US 101. Additionally, Buena Vista Avenue will be extended westward to Santa Teresa Boulevard and connect to Day Road (West). Buena Vista Avenue will become a four-lane major arterial between Santa Teresa Boulevard and the new freeway interchange. (VTP ID# R3 – extension of Buena Vista Avenue as a four-lane arterial between Santa Teresa Boulevard and Monterey Road; and VTP ID# H31 – construction of a full interchange at US 101)

No Name Uno will be disconnected from Buena Vista Avenue, south of Buena Vista Avenue in order to make room for the new freeway interchange.

Murray Avenue will be extended northward to Buena Vista Avenue.

Las Animas Avenue is planned to have a new overcrossing at US 101, connecting No Name Uno east of the freeway with Murray Avenue west of the freeway.

Day Road (East) will be disconnected from Santa Teresa Boulevard and Monterey Road with the completion of the Buena Vista Avenue and Cohansey Avenue extensions between Monterey Road and Santa Teresa Boulevard.

Cohansey Avenue is planned to be extended westward to Santa Teresa Boulevard, becoming the east leg of the current Santa Teresa Boulevard/Sunrise Drive intersection.

Farrell Avenue is planned to be extended to Kern Avenue.

Rossi Lane will extend northward to Holloway Road.

Center Avenue (VTP ID# R3) is planned to be extended approximately 0.2 miles as a two-lane roadway to connect to Marcella Avenue. This improvement includes construction of a bridge over Llagas Creek.

Fitzgerald Avenue/Masten Avenue (VTP ID# 34) is planned to be realigned at Monterey Road to provide an aligned intersection and add a left-turn lane to Fitzgerald Avenue. Additionally, this project will provide bike lanes and sidewalks.

Railroad crossing improvements at ***Church Avenue*** and ***Monterey Highway*** (VTP ID# 37) are planned, including traffic operations and safety improvements for all modes of transportation.

Watsonville Road (VTP ID# 38) is planned to be improved with the installation of center and right-turn lanes to serve driveways/cross streets. Project also includes improving paved shoulders for bicycle use.

SR 152 alignment project (VTP ID# H18) will include the widening of US 101 from Monterey Street to the SR 25/US 101 interchange, new interchange at SR 25/US 101, and a new alignment that will be operated as a toll facility from US 101 to SR 156.

SR 152 ramp/intersection improvements (VTP ID# H37) consist of improvements along SR 152 at the following locations: Frazier Lake Road, Bloomfield Road, Watsonville Road, and Ferguson Road.

2040 Bicycle and Pedestrian Facilities

Bicycle facilities are divided into three classes of relative significance:

> **Class I Bikeways (Bike Path)**. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path.
>
> **Class II Bikeways (Bike Lane)**. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings.
>
> **Class III Bikeways (Bike Route)**. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

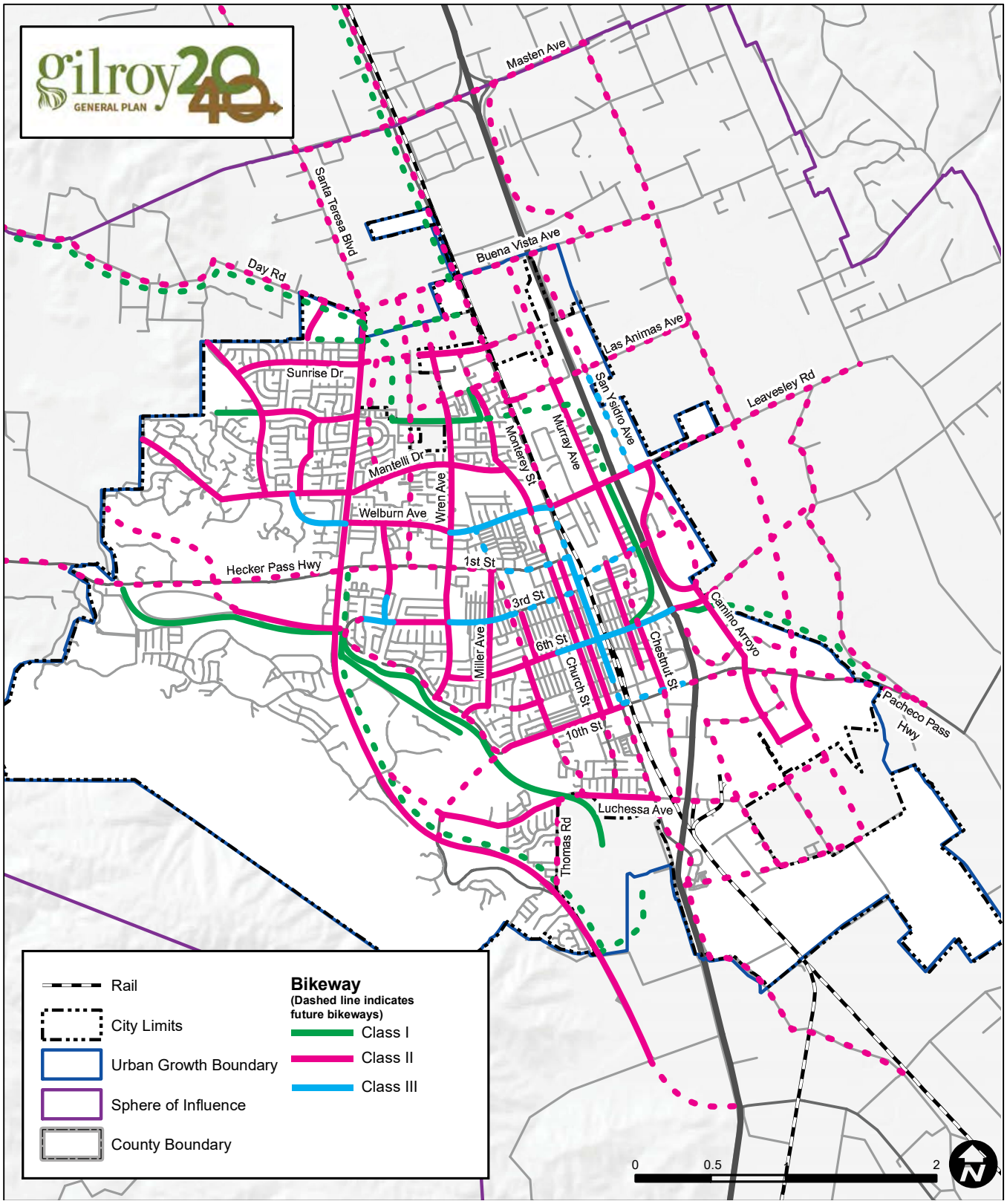
The planned bicycle network in the *2040 Gilroy General Plan*, the *City of Gilroy Bicycle/Pedestrian Transportation Plan*, and the *City of Gilroy Trails Master Plan* all indicate that a variety of bicycle facilities are planned in the Gilroy area. The majority of the planned facilities consist of bike lanes, with a few bike paths that would connect to or extend existing bike path facilities, and some bike routes mainly located within the central Gilroy Area (including downtown Gilroy). The proposed bicycle facilities are shown graphically on Figure 2.

Additionally, the VTA *Valley Transportation Plan 2040* (VTP 2040) identifies various bicycle projects in the Gilroy area. The bicycle projects identified in the VTP 2040 located in the Gilroy area are also shown on Figure 2.

2040 Transit Service

The VTP 2040 lists two planned transit projects in Gilroy. One of the planned transit projects in the City of Gilroy is the construction of a double track segment on the Caltrain line between San Jose and Gilroy. The second transit project consists of improvements to the Gilroy Caltrain Station to accommodate and support the future High-Speed Rail (HSR) project, described below.

Figure 2
2040 Planned Bicycle Facilities



High-Speed Rail Project

In 2008, the voters of California approved Proposition 1A to build a high-speed train (HST) system between northern and southern California. The train would operate at speeds up to 220 miles per hour on a dedicated, separated track. The California High-Speed Rail Authority (CHSRA), which has lead responsibility for the planning and environmental review process for the entire HST system, has selected Gilroy as a station site for the section that would link San Francisco with the Central Valley via the Pacheco Pass.

The proposed alignment for the HSR project would run parallel to the existing train tracks east of Monterey Road with a new station located near the existing Gilroy Transit Center (see Figure 1). This alignment was determined to be the preferred of two originally proposed alignments in the Gilroy High-Speed Train Station Vision Plan, developed by the City of Gilroy and VTA and adopted by the Gilroy City Council in March 2012.

Analysis Methodologies, Standards, and Impact Thresholds

Vehicle Miles Traveled Analysis

The State's Office of Planning and Research (OPR) requires using Vehicle Miles Traveled (VMT) instead of Level of Service to evaluate potential project transportation impacts under the California Environmental Quality Act (CEQA). VMT is a metric that is used in noise, air quality, and greenhouse gas emissions analyses because it provides an indication of the usage level of the automobile and truck transportation system within the city. A greater number of vehicle miles traveled generally means more noise and more air pollution. VMT data was calculated using the City of Gilroy Travel Demand Forecasting model and is based on VMT per capita and VMT per employee metrics.

The City of Gilroy draft guidelines for the evaluation of transportation impacts based on VMT are based on OPR's technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures, contained in their *Technical Advisory on Evaluating Transportaton Impacts in CEQA* document, dated December 2018. Thus, for the purpose of this analysis, a comparison of the existing citywide average VMT (or baseline VMT) versus the Year 2040 General Plan conditions citywide average VMT is made to determine the effects of the proposed land use growth. This comparison is made for residential VMT per capita and employment VMT per job. The VMT analysis uses OPR's recommended 15 percent (%) below baseline conditions as the threshold to identify potential VMT impacts.

Roadway Capacity (Level of Service) Analysis

Traffic conditions of the transportation roadway network also 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. Level of service analyses were conducted for intersections, freeway segments, and freeway ramps.

The level of service analysis includes a total of 77 existing and future intersections located within the Gilroy city limits and nearby unincorporated Santa Clara County, in areas determined to be within Gilroy's sphere of influence. A total of 63 of the study intersections are located within the City of Gilroy, and 14 are located within unincorporated Santa Clara County. Of the total study intersections, 21 of them also are under the jurisdiction of Caltrans and one (the intersection of Monterey Street and Leavesley Road/Welburn Avenue) is a CMP designated intersection.

The analysis also includes a freeway segment analysis (eight freeway segments, or sixteen directional segments) and a freeway interchange analysis (seven interchanges).

All study intersections were evaluated based on City of Gilroy methodology and level of service standards. Study freeway segments and freeway ramps were evaluated based on CMP and Caltrans methodology and level of service standards. Traffic conditions at the study facilities were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and mitigation measures to reduce the VMT impact. Chapter 4 describes the roadway capacity (LOS) analysis and includes traffic volume projections, analysis methodologies, adverse traffic effects on the roadway network (including intersections, freeway segments, freeway ramps, and bicycle, pedestrian, and transit facilities) caused by the build out of the 2040 General Plan, and possible improvements that would improve the projected levels of service to acceptable levels. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes existing conditions for the transportation system within the City of Gilroy, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Gilroy's existing roadway network is shown on Figure 3.

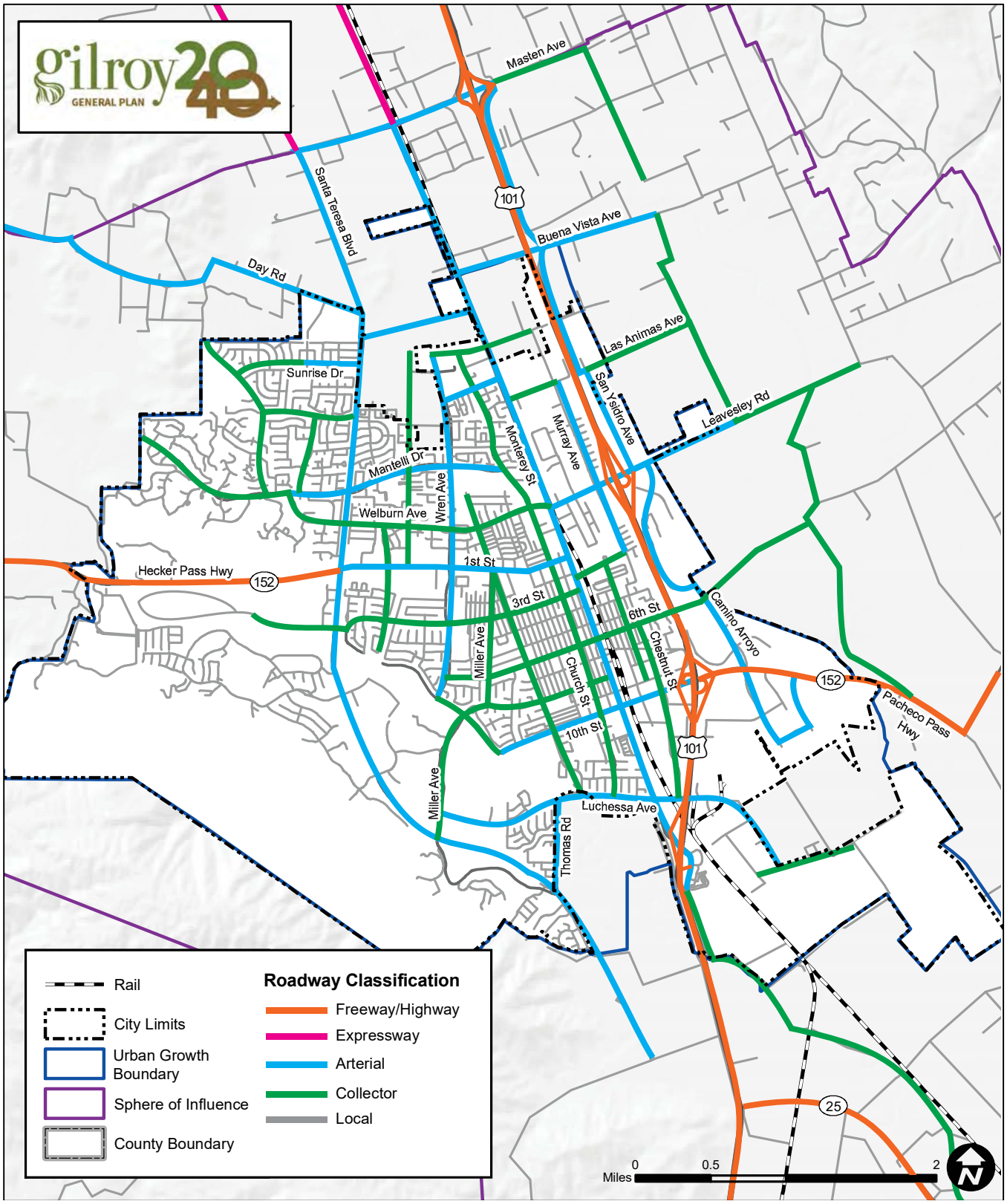
Regional access to Gilroy is provided by US 101 and State Route (SR) 152. Local access within the Gilroy area is provided by a variety of roadways. The key roadway facilities in Gilroy are described below.

State Highways

US 101 is a major north-south freeway that extends from southern California to northern California. The freeway serves as the primary roadway connection between Gilroy and Morgan Hill and other Santa Clara County communities to the north and between Gilroy and Salinas to the south. Interchanges within the city are provided at Leavesley Road, at Tenth Street/SR 152, and at Monterey Street. A fourth interchange at Masten Avenue, north of Gilroy in unincorporated Santa Clara County, serves the north and northwestern areas of Gilroy. US 101 is a six-lane freeway north of the Monterey Street interchange and transitions to a four-lane freeway south of that point.

SR 152 is a two- to four-lane east-west highway that extends to the east, where it is known as Pacheco Pass Highway, over the Pacheco Pass to Interstate 5 and through Los Banos. West of Gilroy, SR 152 is known as Hecker Pass Highway and extends over the Santa Cruz Mountains to Watsonville and Highway 1. Between Santa Teresa Boulevard and Monterey Street, SR 152 is designated as First Street. The SR 152 alignment through Gilroy also follows portions of Monterey Street, Leavesley Road and US 101. SR 152 connects the communities of Watsonville and Gilroy to the Central Valley via Interstate 5.

Figure 3
Existing Roadway Network



North-South Roadways

Monterey Street is a north-south arterial roadway that begins at its interchange with US 101 in the southern part of Gilroy and extends northward to San Jose. Monterey Street is a two-lane street between Eighth Street and Fourth Street (in the historic downtown district) and a four-lane street south of Eighth Street and north of Fourth Street. In the downtown area, Monterey Street has wide sidewalks, bulb-outs, and other features that create a pedestrian-friendly environment.

Santa Teresa Boulevard is a two- to four-lane north-south arterial roadway that extends from Watsonville Road, in Morgan Hill, to Castro Valley Road in south Gilroy. Between Day Road (E) and First Street/Hecker Pass Highway, Santa Teresa is a four-lane divided roadway. South of First Street/Hecker Pass Highway and north of Sunrise Drive, Santa Teresa Boulevard consists of a two-lane undivided facility.

Church Street is a two-lane north-south collector roadway that begins at Luchessa Avenue in the southern part of Gilroy and extends northward just beyond Farrell Avenue. Church Street runs parallel to and west of Monterey Street providing an alternative north/south roadway and bypassing the downtown area.

Chestnut Street is a north-south collector roadway that begins at Luchessa Avenue and extends northward to just south of Lewis Street where it terminates. The gap on Chestnut Street between its current northern termination point and Lewis Street has been closed with the construction of a pedestrian bridge over the Miller Slough.

Murray Avenue is a two-lane north-south collector roadway that begins where Chestnut Street changes designation to Murray Avenue (north of the Miller Slough and adjacent to San Ysidro Park) and extends northward to Cohansey Avenue in the northern part of the city.

Wren Avenue is a two- to four-lane, north-south arterial roadway that begins in the southern part of Gilroy at Uvas Park Drive and extends northward to north of Cohansey Avenue where it currently terminates.

Kern Avenue is a two-lane, north-south collector roadway that begins at its intersection with First Street and extends northward to north of Vickery Avenue where it currently terminates.

No Name Uno is a two-lane north-south arterial roadway that transitions from San Ysidro Avenue at Las Animas Avenue and extends northward beyond Masten Avenue, running along the east side of US 101.

San Ysidro Avenue is a two- to four-lane north-south arterial roadway that extends between Las Animas Avenue and Leavesley Road, running along the east side of US 101.

Arroyo Circle/Camino Arroyo is a north-south arterial roadway that extends between Leavesley Road and Venture Way, south of Pacheco Pass Highway. Arroyo Circle mainly consists of a two-lane roadway, with the exception of the segment that runs along the Gilroy Premium Outlets which consists of four lanes, and extends between Leavesley Road and just north of Sixth Street, at which point it transitions into Camino Arroyo extending to Venture Way. Camino Arroyo is a four-lane roadway.

East-West Roadways

Masten Avenue is a two-lane, east-west arterial roadway that begins at Center Avenue and extends westward to Monterey Street where it changes designation to Fitzgerald Avenue. Masten Avenue provides direct access to US 101 via a full interchange and serves as the primary freeway access point

for the north and northwest portions of Gilroy. Masten Avenue is located within unincorporated Santa Clara County; however, it is within the City of Gilroy sphere of influence.

Fitzgerald Avenue is a two-lane east-west arterial roadway that begins at Monterey Road as a transition from Masten Avenue and extends westward to west of Santa Teresa Boulevard where it terminates. Fitzgerald Avenue is located within unincorporated Santa Clara County; however, it is within the City of Gilroy sphere of influence.

Buena Vista Avenue is a two-lane east-west arterial roadway that begins at its intersection with Monterey Street and extends eastward over US 101 to New Avenue, where it terminates. Buena Vista Avenue is one of six freeway crossings within Gilroy.

Day Road is a two-lane east-west arterial roadway composed of Day Road (East) and Day Road (West). Day Road (East) begins at Santa Teresa Boulevard and extends eastward to Monterey Street where it terminates. Day Road (West) begins at Santa Teresa Boulevard (approximately 900 feet north of Day Road (East) and extends westward to Watsonville Road.

Cohansey Avenue is a two-lane, east-west collector roadway that currently consist of two segments: the first segment extends from west of Wren Avenue eastward through the Harvest Park (west) residential neighborhood, over the Santa Clara Valley Water District (SCVWD) channel via a recently completed bridge, through the Harvest Park (east) residential neighborhood, to west of US 101. The second segment is located east of US 101, extending eastward for approximately 2,000 feet from No Name Uno.

Sunrise Drive is a two- to four-lane east-west collector roadway that extends from Santa Teresa Boulevard westward to Rancho Hills Drive, where it terminates. Sunrise Drive is lined with residential units and provides access to the residential area west of Santa Teresa Boulevard.

Mantelli Drive is a two- to four-lane east-west collector roadway that begins at Church Street and extends westward into the west foothills of Gilroy. Mantelli Drive is a four-lane facility between Church Street and Santa Teresa Boulevard and narrows down to two lanes west of Santa Teresa Boulevard. West of Santa Teresa Boulevard, Mantelli Drive is classified as a collector roadway.

Leavesley Road is an east-west arterial that consists of six lanes between Monterey Street and Arroyo Circle and narrows down to two lanes east of Arroyo Circle. West of Monterey Street and east of New Avenue, Leavesley Road changes designation to Welburn Avenue and Ferguson Road, respectively. Leavesley Road has an interchange with US 101 which serves as the primary access point for regional traffic associated with the Gilroy Premium Outlets and surrounding commercial areas. Leavesley Road is one of six freeway crossings within Gilroy.

Welburn Avenue is a two-lane collector roadway that begins at Monterey Road as a transition from Leavesley Road and extends westward towards Santa Teresa Boulevard. After crossing Santa Teresa Boulevard, it curves northward and terminates at Mantelli Drive. Welburn Avenue provides access to and from US 101 via the full interchange at Leavesley Road.

First Street is an east/west arterial roadway that begins at its intersection with Monterey Street and extends westward to Santa Teresa Boulevard, where it changes designation to Hecker Pass Highway. First Street is a two-lane roadway between Monterey Road and Wayland Lane/Miller Avenue then transitions to a four-lane roadway between Wayland Lane/Miller Avenue and Santa Teresa Boulevard, then back to a two-lane roadway west of Santa Teresa Boulevard. The entire length of First Street provides left-turn access (left-turn lanes or two-way left-turn lane) to the adjacent land uses. First Street, along with Hecker Pass Highway and segments of Monterey Street and Leavesley Road, also is designated as State Route (SR) 152 within the City of Gilroy.

Third Street is a collector roadway that extends from the Hecker Pass residential area west of Santa Teresa Boulevard to Monterey Street and serves primarily residential uses.

Sixth Street is a collector roadway that begins at its intersection with Wren Avenue and extends eastward over US 101 to Camino Arroyo, where it changes designation to Gilman Road. Sixth Street is one of six freeway crossings within Gilroy.

Tenth Street is a two- to six-lane arterial that begins at Uvas Park Drive and extends eastward to US 101, where it changes designation to Pacheco Pass Highway (SR 152). Tenth Street has one lane in each direction with a two-way left-turn lane west of Church Street. Between Church Street and Monterey Road, Tenth Street consist of two lanes in each direction, then transitions to three westbound lanes and two eastbound lanes between Monterey Road and Alexander Street, three lanes in each direction with a landscape median between Alexander Street and Chestnut Street, and again to four lanes east of Chestnut Street. Tenth Street is planned to be extended from its current terminus point at Uvas Parkway westward over Llagas Creek to connect to Santa Teresa Boulevard at the current Miller Avenue/Santa Teresa Boulevard intersection. Tenth Street is one of six freeway crossings within Gilroy.

Luchessa Avenue is a two- to four-lane east-west collector roadway that extends from Rossi Lane on the east side of town westward under US 101 and intersects with Monterey Road and Thomas Road, then continues into the Glen Loma Ranch Specific Plan Area, where it currently terminates at Miller Avenue. Luchessa Avenue is planned to be extended westward through the Glen Loma Ranch development area and connect to the existing roundabout intersection of Santa Teresa Boulevard/Ballybunion Drive as the east leg of the intersection.

Existing Bicycle Facilities

Various bicycle facilities are currently provided throughout the City of Gilroy. These are presented graphically on Figure 4 and summarized below:

Class I Bikeways (Bike Paths)

Uvas Creek Trail, north side of Uvas Creek, extending from the Hecker Pass Specific Plan Area (south of Hecker Pass Highway and west of Santa Teresa Boulevard) to the Gilroy Sports Park. Trail access points are located at Santa Teresa Boulevard/Third Street, Wren Avenue, Miller Avenue, Tenth Street, Luchessa Avenue, and at the northwest corner of the Sport Park site.

Uvas Creek Trail, south side of Uvas Creek, extending from Santa Teresa Boulevard and Third Street to Miller Avenue. Trail access points are located at Santa Teresa Boulevard, Club Drive, Grenache Way, and Miller Avenue.

West Branch Llagas Creek Trail – This trail is located in the northern section of the City, beginning near the intersection of Kern Avenue and Tatum Avenue and proceeding to Church Street and Farrell Avenue.

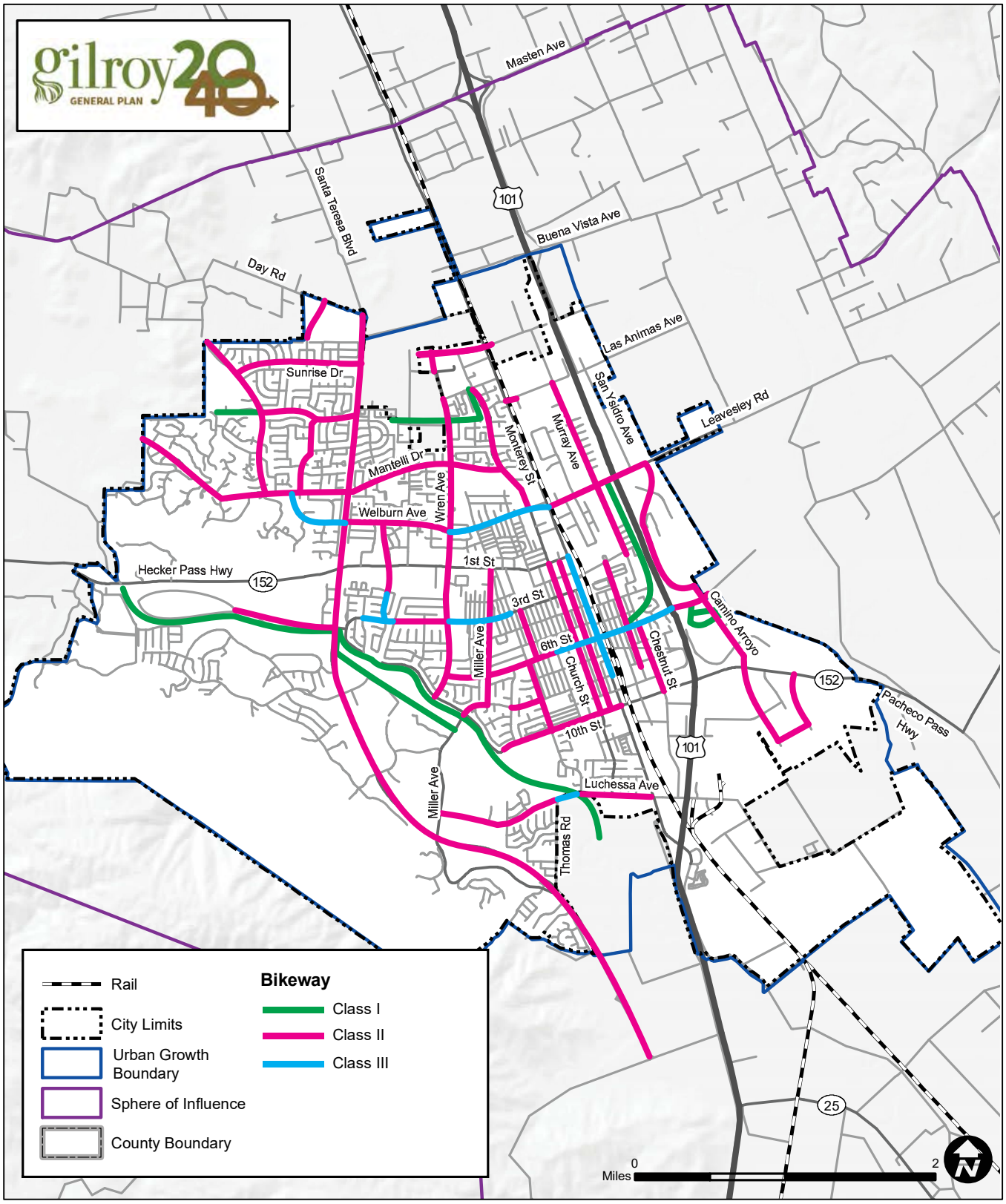
Wester Ronan Channel Trail – This trail is located on the western side of the Ronan Channel between Leavesley Road and Sixth Street.

Class II Bikeways (Bike Lanes)

Class II Bikeways are provided throughout the City along the following roadways:

Arroyo Circle, along the entire length of the street,
Calle Del Rey, between Longmeadow Drive and Mantelli Drive,
Cameron Boulevard, along the entire length of the street,

Figure 4
Existing Bicycle Facilities



Camino Arroyo, along the entire length of the street,
Chestnut Street, between Sixth Street and Tenth Street,
Church Street, between Welburn Avenue and Farrell Avenue and between First Street and Tenth Street,
Cohansey Avenue, between Wren Avenue and Monterey Road,
Cougar Court, from Day Road (East) to Day Road (West),
Dowdy Street, between Third Street and Sixth Street,
Eigleberry Street, between First Street and Tenth Street,
Forest Street, from IOOF Avenue to Eighth Street,
Leavesley Road, from Monterey Road to Arroyo Circle,
Longmeadow Drive, from Santa Teresa Boulevard to Rancho Hills Drive,
Luchessa Avenue, between Miller Avenue and Thomas Road and between Princevalle Street and Monterey Street,
Mantelli Drive, along the entire length of the street,
Miller Avenue, between First Street and Uvas Park Drive,
Murray Avenue, from the Ronan Channel overcrossing to IOOF Avenue,
Princevalle Street, between Sixth Street and Tenth Street,
Rancho Hills Drive, along the entire length of the street,
Santa Teresa Boulevard, along the entire length of the street within the City of Gilroy,
Sixth Street, from Wren Avenue to Hanna Street and from Rogers Lane to Camino Arroyo,
Sunrise Drive, along the entire length of the street,
Tenth Street, from Uvas Parkway to Monterey Road,
Third Street, between Santa Barbara Street and Wren Avenue and west of Santa Teresa Boulevard,
Welburn Avenue, from Wren Avenue to Santa Teresa Boulevard,
Westwood Drive, between Juniper Drive and Welburn Avenue, and
Wren Avenue, between Farrell Avenue and Uvas Creek Trail and north of Vickery Avenue/Lane.

Class III Bikeways (Bike Routes)

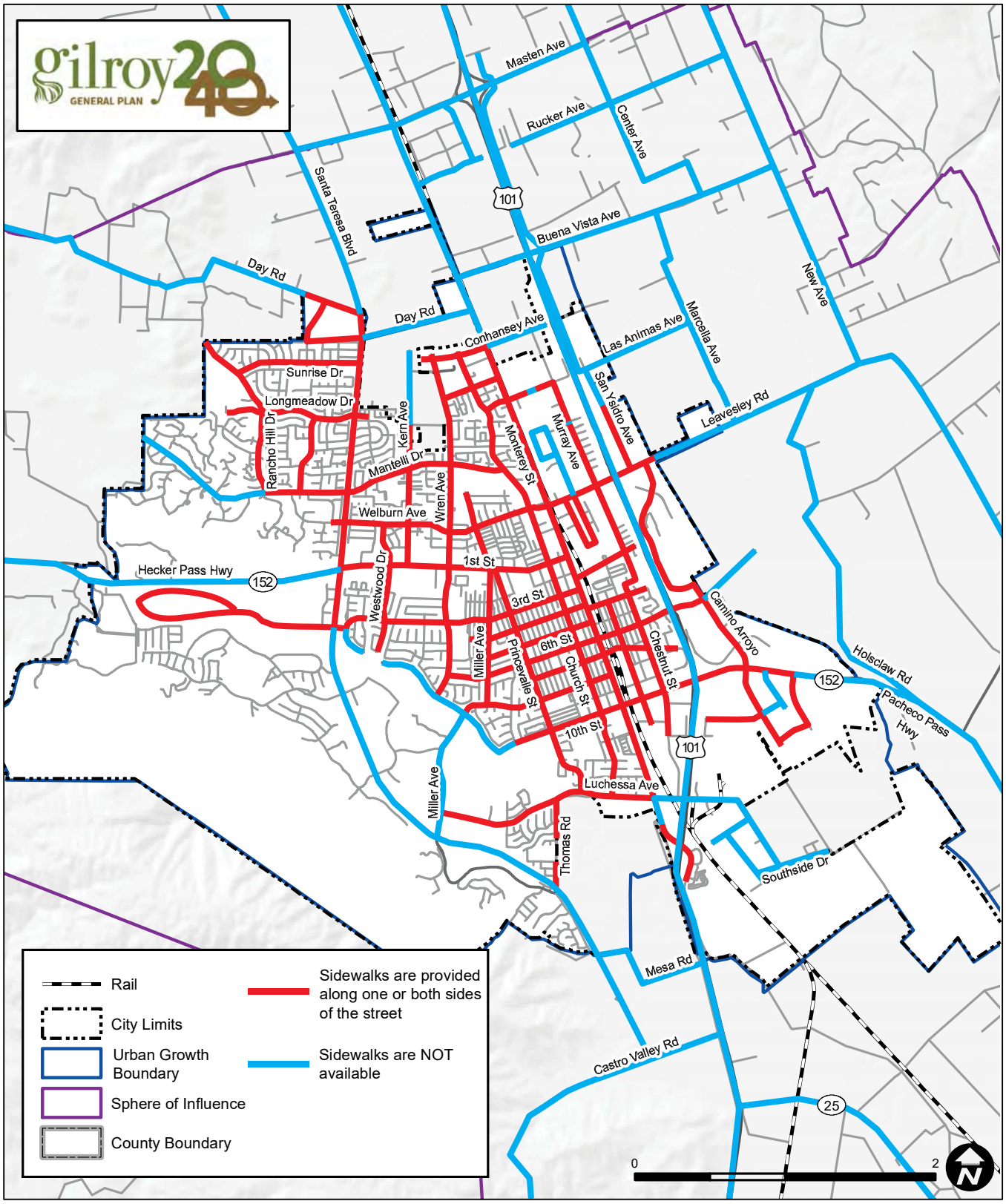
Class III Bikeways are provided throughout the City along the following roadways:

Luchessa Avenue, between Thomas Road and Princevalle Street,
Monterey Street, between First Street and Eighth Street,
Sixth Street, between Hanna Street and Rogers Lane,
Third Street, between Laurel Drive and Santa Barbara Drive and between Wren Avenue and Princevalle Street,
Welburn Avenue, between Mantelli Drive and Santa Teresa Boulevard and Wren Avenue and Monterey Street, and
Westwood Drive, between Juniper Drive and Third Street.

Existing Pedestrian Facilities

Pedestrian facilities are comprised of sidewalks, crosswalks, pedestrian signals, and off-street paths that are meant to provide safe and convenient routes for pedestrians to access destinations such as schools, institutions, businesses, public transportation, and recreation facilities. The existing pedestrian facilities are shown on Figure 5.

Figure 5
Existing Pedestrian Facilities



Sidewalks and crosswalks are provided throughout most of Gilroy. Pedestrian facilities are less extensive, and sometimes completely lacking, in the more rural areas and areas that used to be unincorporated. There are still some spot locations within town that lack sidewalks on one or both sides of the street. A few older residential neighborhoods fall into this category as do many of the existing industrial areas in Gilroy. Many of the older neighborhoods in Gilroy lack *Americans with Disability Act* (ADA)-compliant curb ramps at street corners.

As envisioned by the Downtown Specific Plan, the downtown area is being redesigned to create an inviting, pedestrian-friendly environment. Along Monterey Street from 4th Street to 8th Street and along 6th Street from Eigleberry Street to Railroad Street, sidewalks have been widened, bulb-outs have been constructed, and enhanced crossings with curb ramps have been implemented. Street trees and other landscaping improvements, trash receptacles, lighting, and benches that enhance the pedestrian environment also have been added along these streets. Similar streetscape improvements are planned for the remaining streets throughout the Downtown Specific Plan area. The Specific Plan also includes "paseos," or pedestrian alleyways, that facilitate mid-block pedestrian access between streets without walking around an entire block. Gateways, plazas, and accent treatments at crosswalks are included in the specific plan to enhance the streetscape in the downtown area to create an inviting place to walk.

The City requires developers to construct sidewalks and curb ramps when a new development is approved, or to upgrade them as needed if a sidewalk already exists in the project area. Pedestrian signals and ADA-compliant crossings are also required at signalized intersections. New traffic signals and modification to existing traffic signals are required to include proper pedestrian facilities. In this way, additional pedestrian facilities are being added and/or improved as part of the city's normal growth process.

Existing Transit Service

Transit services in Gilroy consist of local, regional, and intercity bus services, rail service, and paratransit services. Existing transit service in Gilroy is provided primarily by Santa Clara County VTA buses, Caltrain commuter rail service, San Benito County express bus service, Monterey-Salinas transit bus service, and Greyhound bus service.

The Gilroy Transit Center, located at Monterey Street and 7th Street, serves as a transfer center for all the transit services listed above. It includes a park-and-ride lot with 471 parking spaces, 10 bicycle lockers, and 4 bicycle racks.

The transit services that currently operate within Gilroy are described below and shown on Figure 6. The existing bus services are summarized in Table 2.

Santa Clara County VTA Bus Service

VTA bus routes serving the Gilroy area include the following:

Frequent Route 68 provides weekday and weekend service between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road with approximately 20- to 30-minute headways during commute hours.

Local Route 84 provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital via the Gilroy Outlets with approximately 60-minute headways during commute hours.

Local Route 85 provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital via west Gilroy with approximately 60-minute headways during commute hours.

Figure 6
Existing Transit Services

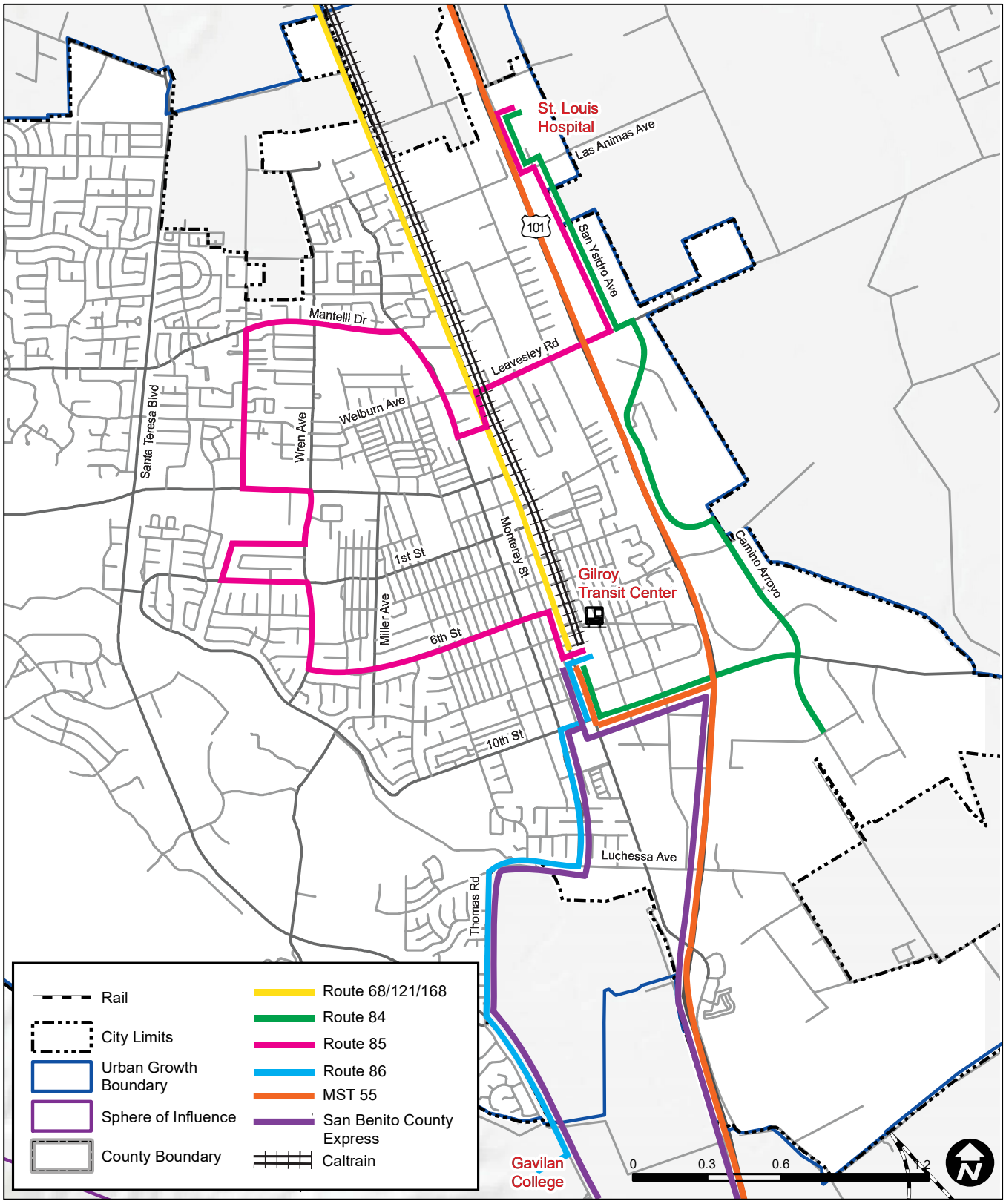


Table 2
Bus Services in Gilroy

Route	Description	Cities Served	Stops	Days of Operation
VTA Frequent Bus Route				
68	Gilroy Transit Center to San Jose Diridon Transit Center	Gilroy San Martin Morgan Hill San Jose	Gilroy Transit Center Morgan Hill Caltrain Station Santa Teresa LRT Station Monterey Hwy & Senter San Jose Diridon Transit Center	Weekdays and Weekends
VTA Local Bus Routes				
84	Gilroy Transit Center to Saint Louise Regional Hospital via Gilroy Outlets	Gilroy	Gilroy Transit Center Camino Arroyo & Gilroy Crossing Arroyo & Camino Arroyo St. Louise Regional Hospital	Weekdays and Weekends
85	Gilroy Transit Center to Saint Louise Regional Hospital via west Gilroy	Gilroy	Gilroy Transit Center 6th & Hanna Monte Bello & Santa Barbara 1st & Kern Mantelli & Wren Howson & Monterey St. Louise Regional Hospital	Weekdays and Weekends
86	Gilroy Transit Center to Gavilan College	Gilroy	Gilroy Transit Center Princevalle & 10th Gavilan College	Weekdays only
VTA Express Bus Routes				
121	Gilroy Transit Center to Lockheed Martin Transit Center	Gilroy San Martin Morgan Hill Santa Clara Sunnyvale Mt. View	Gilroy Transit Center Monterey & San Martin Morgan Hill Caltrain Station Tasman & Old Ironsides Lockheed Martin Transit Center	Weekday peak commute direction only (NB AM and SB PM)
168	Gilroy Transit Center to San Jose Diridon Transit Center	Gilroy San Martin Morgan Hill San Jose	Gilroy Transit Center Monterey & San Martin Morgan Hill Caltrain Station San Carlos & Convention Center 1st & Santa Clara San Jose Diridon Transit Center	Weekday peak commute direction only (NB AM and SB PM)
Inter-County Bus Service				
MST 55	Monterey to Downtown San Jose (Express)	Monterey Sand City Prunedale Gilroy Morgan Hill San Jose	Monterey Transit Plaza Sand City Station Prunedale Park&Ride Gilroy Transit Center San Jose Diridon Transit Center	Weekdays and Weekends
	Greyhound	Over 3,700 destinations in the USA, Canada, and Mexico	Gilroy Transit Center	Weekdays and Weekends
Shuttles - San Benito County Express Bus Service				
Gavilan	Hollister to Gavilan College	Hollister San Juan Bautista Gilroy	Veterans' Park, 4th&San Benito, and 4th&Miller (Hollister); Abbe Park and Anzar HS (SJB); Gavilan College	Weekdays only
Caltrain	Hollister to Gilroy Transit Center	Hollister San Juan Bautista Gilroy	Veterans' Park 4th&San Benito (Hollister); Anzar HS (SJB) Gilroy Transit Center	Weekdays only
Greyhound	Hollister to Gilroy Transit Center	Hollister San Juan Bautista Gilroy	Veterans' Park, 4th&San Benito, and 4th&Miller (Hollister); Abbe Park (SJB); Gilroy Transit Center	Weekends only
Other Bus Services				
	VTA's Outreach Paratransit Service	Gilroy	By request	Weekdays and Weekends

Source: VTA Santa Clara Valley Bus and Rail Map and the Monterey-Salinas Transit website (February 2020).
Santa Clara Valley Transportation Authority website: www.VTA.org, February 2020.
Monterey-Salinas Transit website: www.mst.org, February 2020.
San Benito County Express website: www.sanbenitocountyexpress.org, February 2020.

Local Route 86 provides weekday service between the Gilroy Transit Center and Gavilan College with approximately 30-minute headways during commute hours.

Express Route 121 provides weekday northbound service during the morning commute period and southbound service during the afternoon commute period between the Gilroy Transit Center and the Lockheed Martin Transit Center via Monterey Road with approximately 15- to 30-minute headways. Line 121 operates during the commute periods (peak direction) only.

Express Route 168 provides weekday northbound service during the morning commute period and southbound service during the afternoon commute period between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road with approximately 15- to 30-minute headways. Line 168 operates during the commute periods (peak direction) only.

Outreach Paratransit Service

For persons with disabilities who are unable to access or use VTA's fixed route bus services, VTA has contracted with Outreach to provide door-to-door paratransit services. Service is provided on a shared ride basis with at least one day advance reservation. Both wheelchair-accessible vans and sedans provide service to those who meet the eligibility criteria established by VTA.

Caltrain

Caltrain provides train service from Gilroy to San Francisco, with limited-stop service at other stations along the peninsula corridor. Caltrain service to Gilroy is only provided on weekdays; weekend service south of San Jose is not available. Currently, the Gilroy Caltrain station is served by three northbound trains in the morning and three southbound trains in the evening. The northbound trains have scheduled departures from the Gilroy Transit Center at 6:06, 6:28, and 7:06 AM. The southbound trains have scheduled arrivals at the Gilroy Transit Center at 5:37, 6:35 and 7:18 PM. Currently, there is no mid-day or reverse-commute Caltrain service available in Gilroy.

San Benito County Express Bus Service

San Benito County Express operates three shuttles between Hollister and the Gilroy Transit Center. These are described below.

Gavilan College Shuttle operates Monday through Friday between Hollister, San Juan Bautista, and Gilroy (Gavilan College). Regularly scheduled service is provided during the school year only. Limited service is available during school vacation periods and summer. There are five northbound (from Hollister to Gilroy) runs in the morning starting at 6:55 AM and three southbound (from Gilroy to Hollister) runs starting at 7:35 AM. There are five northbound runs and five southbound runs in the afternoon/evening between 12:05 and 8:25 PM.

Caltrain Shuttle service is provided between Hollister and the Gilroy Transit Center Monday through Friday. Three northbound shuttles run during the morning commute period between 5:00 and 6:40 AM, and four run during the evening commute period between 3:30 and 7:20 PM. In addition, there are three southbound runs in the morning between 5:40 and 7:35 AM and four runs in the evening between 4:50 and 8:25 PM. The schedule is coordinated with the Caltrain schedule to facilitate connections with Caltrain arrivals and departures.

Greyhound Shuttle service is provided between Hollister and the Gilroy Transit Center, (which serves as the Greyhound Bus Depot) on Saturdays and Sundays. The Greyhound Shuttles make one stop in Gilroy (at the Transit Center), one stop in San Juan Bautista, and three stops in Hollister, thus giving Gilroy residents access to those communities. There are two northbound (to Gilroy) and two southbound (to Hollister) runs in the morning between 7:35 and 10:50 AM and two northbound and two

southbound runs in the evening between 12:10 and 6:15 PM. The schedule is designed to allow for connections to Greyhound service.

Monterey-Salinas Transit Bus Service

Monterey-Salinas Transit (MST) operates ***Route 55***, known as the "Monterey-San Jose Express." MST Route 55 provides service between the Diridon Transit Station in San Jose and the Monterey Transit Plaza in the City of Monterey, with a stop in Gilroy (at the Transit Center) on weekdays and weekends. Four buses run on the weekdays: two leaving from Monterey at 9:50 AM and 3:10 PM, and two leaving from San Jose at 8:39 AM and 1:00 PM. Six buses run on the weekend, two in the morning and four in the afternoon/evening.

MST Route 55 is designated as an Amtrak Thruway Bus Route, providing a linkage to the Amtrak Capitol Corridor train service that runs from the San Jose Diridon Transit Center to Sacramento, with stops in between. This route also provides Gilroy residents with access to Monterey, Sand City, and Prunedale.

Greyhound Bus Service

Greyhound Lines, Inc. is an intercity, long distance bus service offering services to over 3,700 destinations in the United States, Canada, and Mexico. The Gilroy Transit Center also serves as the Greyhound Bus Depot in Gilroy. Greyhound buses operate from the Transit Center from 9:30 AM to 10:30 AM and 2:30 PM to 6:30 PM every day of the week.

3. CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter summarizes the VMT analysis conducted for the evaluation of the Gilroy 2040 General Plan.

VMT Evaluation Methodology and Criteria

VMT measures the amount and distance people drive by personal vehicle to a destination. VMT is measured by multiplying the number of vehicle trips by the length of those trips, adjusted for the number of people in the vehicles.

The Gilroy Travel Demand Forecasting model was used to calculate daily VMT per capita and daily VMT per employee metrics. Daily VMT per capita and per employee are the metrics used to calculate average trips length per resident and per employee for CEQA purposes. In accordance with OPR guidelines, all proposed projects are required to analyze transportation impacts as a component of environmental review using average trip length per resident and/or per employee as metrics. The daily VMT per resident accounts for trips that start or end at the home. Daily VMT per employee is calculated based on trips made by people driving to and from work. VMT per capita and VMT per employee were evaluated and are defined as follows:

VMT / Capita (residential VMT) = VMT associated with daily "home-based" vehicle trips generated by Gilroy residents divided by the population.

VMT / Employee (employment VMT) = VMT associated with daily "home-based-work" vehicle trips divided by the number of jobs in Gilroy.

Average daily VMT for all the existing development in the City serves as the baseline from which a project is evaluated.

Significance Criteria

Pursuant to Senate Bill 743, the Governor's Office of Planning and Research (OPR) released the current *CEQA Guidelines Update* in late 2018, which proposes VMT as the replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Final Guidelines* suggests criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment. For instance,

a project that results in VMT greater than the regional average for the land use type (e.g. residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 mile of an existing major transit stop, or results in a net decrease in area-wide VMT when compared to existing conditions.

For the purpose of this analysis, a comparison of the existing citywide average VMT (or baseline VMT) versus the Year 2040 General Plan conditions citywide average VMT is made to determine the effects of the proposed land use growth. This comparison is made for residential VMT per capita and employment VMT per job. The VMT analysis considers OPR's recommended 15 percent (%) below baseline conditions as the threshold to identify potential VMT impacts.

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the identified thresholds of significance), mitigating the impact through multimodal transportation improvements, and/or by establishing a trip cap.

VMT Evaluation

The City's Draft VMT guidelines have established an impact threshold of 15% below the citywide average residential VMT of 16.46 miles per resident and citywide average employment VMT of 20.14 miles per job. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds daily residential VMT of 13.99 and employment VMT of 17.12. The results of the VMT evaluation indicate that the 2040 General Plan would result in a decrease in residential VMT (-1.84) and an increase in employment VMT (1.80) compared to baseline citywide average VMT. However, both the residential VMT and the employment VMT projections under the 2040 General Plan conditions would be above the established thresholds. The VMT results are presented in Table 3.

For informational purposes, citywide daily VMT per service population information is provided in Appendix A.

Possible Measures to Reduce VMT Projections

Average VMT for the City of Gilroy can be reduced by implementing measures that would reduce the total number of trips or trip length. There are various strategies/measures that can be implemented in an effort to reduce total traveled miles within the City, ranging from policy changes (trip reduction policies) and infrastructure changes (mixed-use development, housing near major transit facilities/employment, easy access to public transportation, enhanced bicycle and pedestrian network) to employer incentives (workplace amenities and incentives, telecommuting).

The City of Gilroy Municipal Code includes a Transportation Demand Management Program (Chapter 25B) that describes the average vehicle occupancy goals for Gilroy (up to the year 1999) and lists possible Transportation Demand Management (TDM) measures that can be implemented (TDM program) by an employer to decrease trips.

The average vehicle occupancy goal for Gilroy for the year 1999 in the Municipal Code was 1.35 employees per vehicle. These goals were established in order to achieve and measure progress towards a net increase in the use of commute alternatives and a reduction in vehicle trips. The Code also lists various TDM services and incentives that can be implemented by employers in an effort to reduce trips.

The Santa Clara County VTA, in their 2017 Congestion Management Program document, also lists various TDM strategies that employers, developers, and local agencies can adopt to manage

Table 3
VMT Analysis Summary

Year	Residential VMT [1]	Population	Residential VMT per Capita [2]	Employment VMT [3]	Jobs	Employment VMT per Job [4]
City of Gilroy						
Base Year 2017	893,941	54,320	16.46	437,578	21,729	20.14
2040 General Plan	1,134,166	77,595	14.62	954,322	43,499	21.94
Change (2040 - 2017)	240,225	23,275	-1.84	516,744	21,771	1.80

Notes:
[1] Residential VMT = Home-Based Trip Productions * Distance
[2] Residential VMT per Capita = Residential VMT / Population
[3] Employment VMT = Home-Based Work Trip Attractions * Distance
[4] Employment VMT per Job = Employment VMT / Jobs

congestion on the transportation network. Below is a list of possible TDM measures, including measures contained with the City Code and VTA's 2017 CMP document, that could be implemented in the City of Gilroy to achieve its goal of reducing vehicle trips.

- Ridesharing matching
- Preferential parking for ridesharing vehicles/carpoolers
- Carpool/vanpool subsidies or rewards
- Car-sharing program
- Bike-sharing program
- Transit ticket sales/subsidies
- Child care services at workplaces
- Guaranteed ride home
- Shuttle to transit line
- Flexible work hours for people who do not drive alone
- Flexible/alternative hours workweek program
- Compressed work weeks
- Work-at-home programs
- Telecommuting
- Establishing fees for employees parking or parking cash-out program
- Membership in a transportation management association that provides TDM services and incentives
- Contribution to a transportation system management program administered by a member agency
- Cycling and walking subsidies and rewards
- Secure bicycle storage
- Site design amenities that would encourage transit use, ridesharing, cycling, and walking (such as showers and changing rooms)
- Other programs approved by the City's designee to reduce the number of employees who drive alone to the work place.
- Unbundled parking in residential developments
- Employee pre-tax commuter benefits
- Alternative cash incentive programs
- Road pricing/congestion pricing
- Housing closer to employment areas/transit centers
- Bicycle and pedestrian improvements
- Park and ride lots

Trip-Reduction Recommendations

It is recommended that as the projects included in the 2040 General Plan develop, project applicants work with the City of Gilroy in an effort to identify TDM programs that can be implemented as part of the specific development project (Policy M 5.3 of the 2040 General Plan). The City's existing TDM policy should be updated or replaced with a new policy to be consistent with VMT reduction strategies required for CEQA compliance.

4. Roadway Capacity Analysis and Other Transportation Issues

This chapter describes the roadway capacity analysis conducted for the evaluation of the 2040 General Plan. The roadway capacity analysis is based on level of service at intersections, freeway segments, and freeway ramps. Included within this chapter are the procedures used to determine 2040 General Plan traffic volumes and the projected traffic conditions. Projected traffic conditions at intersections, freeway segments, and freeway ramps are evaluated based on City of Gilroy and Santa Clara County CMP level of service methodology and standards. Facilities projected to operate at substandard levels of service are identified and possible improvements that would improve the projected levels of service to acceptable levels also are discussed within this chapter.

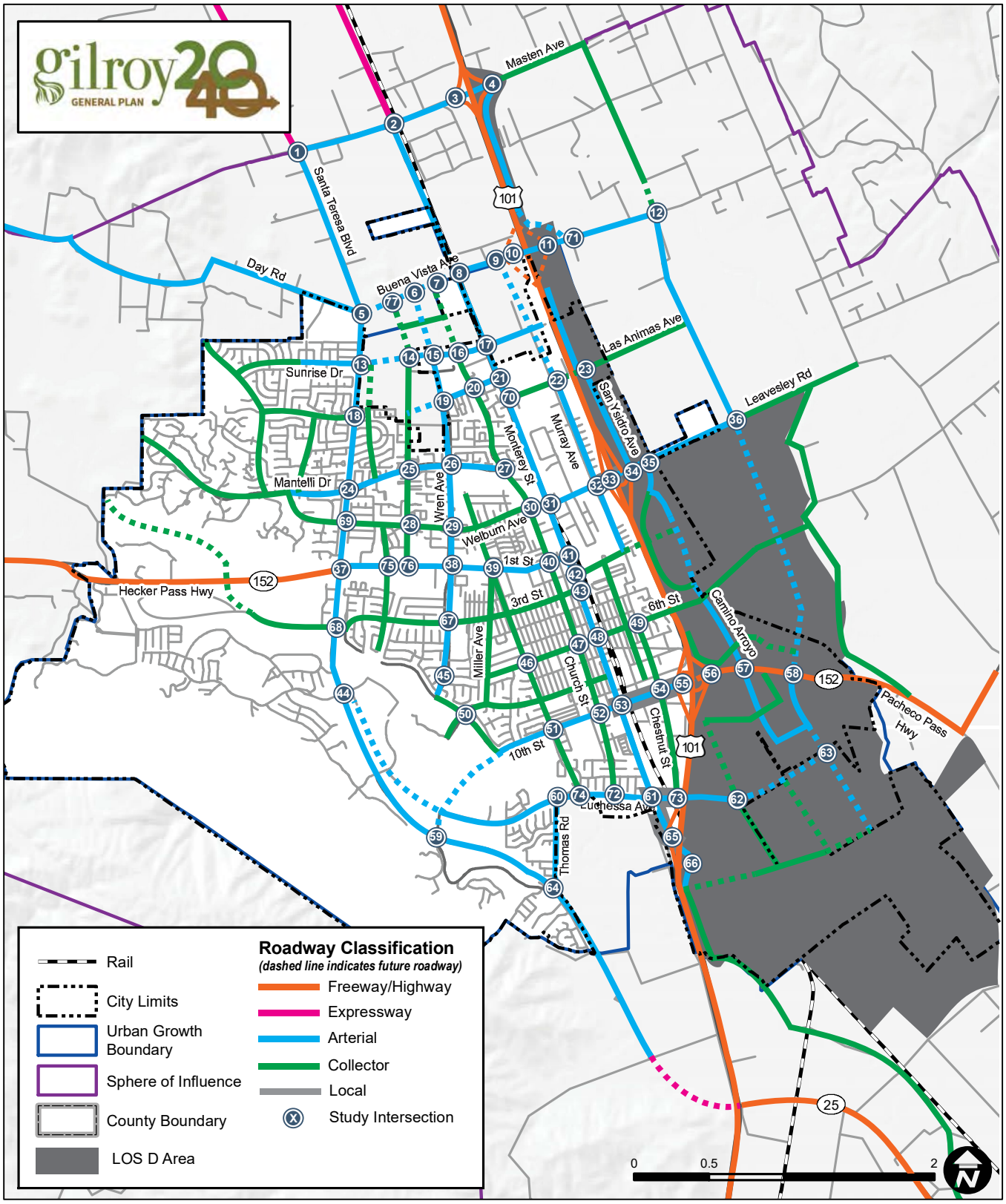
Scope of Analysis

A level of service analysis at key intersections, freeway segments, and freeway ramps was completed to satisfy local guidelines and determine conformance to General Plan transportation policies. The analysis includes the evaluation of 39 signalized intersections, 25 unsignalized intersections, 3 roundabout intersections, and 10 future intersections, for a total of 77 study intersections. The future intersections would be created with the implementation of the local roadway improvements assumed under 2040 General Plan conditions (baseline preferred roadway network, discussed in Chapter 1). The study intersections are located within the City of Gilroy city limits and nearby unincorporated Santa Clara County, within Gilroy's sphere of influence. The analysis also includes a freeway analysis (eight freeway segments) and a freeway interchange analysis (seven interchanges). The study intersections, freeway segments, and interchanges are identified below and shown on Figure 7.

Study Intersections

1. Santa Teresa Boulevard and Fitzgerald Avenue [SCC]
2. Monterey Road and Masten Avenue/Fitzgerald Avenue [SCC]
3. US 101 SB Ramps and Masten Avenue [CT]
4. US 101 NB Ramps and Masten Avenue [CT]
5. Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue [CofG]
6. Wren Avenue and Buena Vista Avenue (future) [SCC]
7. Church Street and Buena Vista Avenue (future) [SCC]
8. Monterey Road and Buena Vista Avenue [SCC]
9. Murray Avenue and Buena Vista Avenue (future) [SCC]
10. US 101 SB Ramps and Buena Vista Avenue (future) [CT]

Figure 7
Study Intersections



11. US 101 NB Ramps and Buena Vista Avenue (future) [CT]
12. Marcella Avenue and Buena Vista Avenue [SCC]
13. Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue [CofG]
14. Kern Avenue and Cohansey Avenue (future) [CofG]
15. Wren Avenue and Cohansey Avenue [CofG]
16. Church Street and Cohansey Avenue [CofG]
17. Monterey Road and Cohansey Avenue [CofG]
18. Santa Teresa Boulevard and Longmeadow Drive [CofG]
19. Wren Avenue and Farrell Avenue [CofG]
20. Church Street and Farrell Avenue [CofG]
21. Monterey Road and Farrell Avenue [CofG]
22. Murray Avenue and Las Animas Avenue (future) [CofG]
23. San Ysidro Avenue/No Name Uno and Las Animas Avenue [CofG]
24. Santa Teresa Boulevard and Mantelli Drive [CofG]
25. Kern Avenue and Mantelli Drive [CofG]
26. Wren Avenue and Mantelli Drive [CofG]
27. Church Street and Mantelli Drive [CofG]
28. Kern Avenue and Welburn Avenue [CofG]
29. Wren Avenue and Welburn Avenue [CofG]
30. Church Street and Welburn Avenue [CofG]
31. Monterey Street and Leavesley Road/Welburn Avenue [CT]
32. Murray Avenue and Leavesley Road [CT]
33. US 101 SB Ramps and Leavesley Road [CT]
34. US 101 NB Ramps/San Ysidro Avenue and Leavesley Road [CT]
35. Arroyo Circle and Leavesley Road [CofG]
36. Cameron Boulevard/Marcella Avenue and Leavesley Road [SCC]
37. Santa Teresa Boulevard and First Street/Hecker Pass Highway [CT]
38. Wren Avenue and First Street [CT]
39. Wayland Lane/Miller Avenue and First Street [CT]
40. Church Street and First Street [CT]
41. Monterey Street and First Street [CT]
42. Monterey Street and IOOF Avenue [CofG]
43. Monterey Street and Third Street [CofG]
44. Santa Teresa Boulevard and Club Drive [CofG]
45. Wren Avenue and Sixth Street [CofG]
46. Princevalle Street and Sixth Street [CofG]
47. Church Street and Sixth Street [CofG]
48. Monterey Street and Sixth Street [CofG]
49. Chestnut Street and Sixth Street [CofG]
50. Miller Avenue and Uvas Park Drive [CofG]
51. Princevalle Street and Tenth Street [CofG]
52. Church Street and Tenth Street [CofG]
53. Monterey Street and Tenth Street [CofG]
54. Chestnut Street and Tenth Street [CofG]
55. US 101 SB Ramps and Tenth Street [CT]
56. US 101 NB Off-Ramp and Pacheco Pass Highway [CT]
57. Camino Arroyo and Pacheco Pass Highway [CT]
58. Cameron Boulevard and Pacheco Pass Highway [CT]
59. Tenth Street/Miller Avenue and Santa Teresa Boulevard [CofG]
60. Thomas Road and Luchessa Avenue [CofG]
61. Monterey Street and Luchessa Avenue [CofG]

62. Rossi Lane and Luchessa Avenue (future) CofG
63. Cameron Boulevard and Luchessa Avenue (future) CofG
64. Thomas Road and Santa Teresa Boulevard CofG
65. US 101 SB Ramps and Monterey Street CT
66. Monterey Street and US 101 NB Ramps CT
67. Wren Avenue and Third Street CofG
68. Santa Teresa Boulevard and Third Street CofG
69. Santa Teresa Boulevard and Welburn Avenue CofG
70. Monterey Road and Las Animas Avenue CofG
71. No Name Uno and Buena Vista Avenue SCC
72. Church Street and Luchessa Avenue CofG
73. Chestnut Street and Luchessa Avenue CofG
74. Princevalle Street and Luchessa Avenue CofG
75. Westwood Drive and First Street CT
76. Kern Avenue and First Street CT
77. Kern Avenue and Buena Vista Avenue (future) SCC

SCC = Santa Clara County intersections = 10 intersections
CofG = City of Gilroy intersections = 46 intersections
CT = Caltrans intersections = 21 intersections
* = CMP intersection

Study Freeway Segments

1. US 101, between East Dunne Avenue to Tennant Avenue
2. US 101, between Tennant Avenue and San Martin Avenue
3. US 101, between San Martin Avenue and Masten Avenue
4. US 101, between Masten Avenue and Buena Vista Avenue (future interchange)
5. US 101, between Buena Vista Avenue (future interchange) and Leavesley Road
6. US 101, between Leavesley Road and 10th Street/Pacheco Pass Highway
7. US 101, between 10th Street/Pacheco Pass Highway and Monterey Road
8. US 101, between Monterey Road and Bloomfield Avenue (SR 25)

Study Freeway Interchanges

1. US 101 at SR 25/Santa Teresa Boulevard
2. US 101 at Monterey Street
3. US 101 at Tenth Street/Pacheco Pass Highway
4. US 101 at Leavesley Road Interchange
5. US 101 at Buena Vista Avenue Interchange (future interchange)
6. US 101 at Masten Avenue Interchange
7. US 101 at San Martin Avenue Interchange

Study Time Periods

Traffic conditions at the study intersections and freeway facilities were analyzed for the weekday AM and PM peak hours of traffic. The weekday AM peak hour of traffic generally falls within the 7:00 to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on an average day.

Roadway Capacity Analysis Methodologies

This section presents the methods used to evaluate traffic operations at the study intersections and freeway facilities. It includes descriptions of the analysis methodologies, the applicable level of service standards, and the criteria defining deficiencies at the study facilities.

The roadway capacity (level of service) analysis is intended to quantify the operations of the roadway network and to identify potential operational deficiencies due to the projected growth associated with the 2040 General Plan. However, identified deficiencies on study facilities within this chapter are not considered a CEQA impact metric.

Analysis Methodologies, Standards, and Deficiency Thresholds

Intersection Level of Service Analysis

All study intersections were evaluated based on City of Gilroy methodology and level of service standards. Study freeway segments and freeway ramps were evaluated based on CMP and Caltrans methodology and level of service standards.

Signalized Intersections

The City of Gilroy uses the Santa Clara County CMP level of service analysis procedure, TRAFFIX, for evaluation of signalized intersections, based on the *2000 Highway Capacity Manual* (2000 HCM) method. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 4.

The City of Gilroy level of service standard for most signalized intersections located west of US 101 is LOS C or better. For signalized intersections located east of US 101 and those in the commercial area designated in the current City of Gilroy General Plan (LOS D Area), the City standard is LOS D or better. The level of service D area includes all areas east of US 101, the Tenth Street corridor from Monterey Street to US 101, the Luchessa corridor east of Monterey Street, and the Monterey Street corridor from Luchessa Avenue to the Monterey Street/US 101 interchange. The current City of Gilroy LOS D Area is depicted graphically on Figure 7.

Twelve of the signalized study intersections are located within the LOS D area:

33. US 101 SB Ramps and Leavesley Road
34. US 101 NB Ramps/San Ysidro Avenue and Leavesley Road
35. Arroyo Circle and Leavesley Road
53. Monterey Street and Tenth Street
54. Chestnut Street and Tenth Street
55. US 101 SB Ramps and Tenth Street
56. US 101 NB Off-Ramp and Pacheco Pass Highway
57. Camino Arroyo and Pacheco Pass Highway
58. Cameron Boulevard and Pacheco Pass Highway
61. Monterey Street and Luchessa Avenue
65. US 101 SB Ramps and Monterey Street
66. Monterey Street and US 101 NB Ramps

Table 4
Signalized Intersection Level of Service Definition Based on Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	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
E	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	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual* (Santa Clara County and City of Gilroy adopted level of service methodology) *Traffic Level of Service Analysis Guidelines* , Santa Clara County Transportation Authority Congestion Management Program, June 2003.

All twelve of the signalized intersections listed above were evaluated with a LOS D standard. The remaining signalized study intersections are located within the LOS C area and are subject to the LOS C or better standard.

City of Gilroy Definition of Operational Deficiencies at Signalized Intersections

Based on City of Gilroy intersection level of service standards, for the purpose of this analysis, an operational deficiency at a signalized intersection would occur if any of the following criteria are satisfied:

LOS C Area

The level of service at the intersection is projected to be an unacceptable LOS D or worse under 2040 General Plan conditions.

LOS D Area

The level of service at the intersection is projected to be an unacceptable LOS E or F under 2040 General Plan conditions.

Operational deficiencies may be addressed by implementing measures that would restore intersection level of service to baseline conditions or better.

Unsignalized Intersections

For unsignalized intersections in the City of Gilroy, an assessment of traffic operations at the intersection is based on two methodologies: (1) peak-hour levels of service are calculated for the intersection and (2) an assessment is made of the need for signalization of the intersection based on traffic volume levels.

The methodology used to determine the level of service for unsignalized intersections is TRAFFIX and the Santa Clara County CMP adopted *2000 Highway Capacity Manual* methodology. This method is applicable for both two-way and all-way stop-controlled intersections.

For the purpose of reporting level of service for stop-controlled intersections, two levels of service are used. For all-way stop-controlled intersections, "overall intersection average" delay and corresponding level of service is used, which is a measure of the average delay incurred by all motorists at the intersection. For one- and two-way stop-controlled intersections, the delay and corresponding level of service for the "highest delay approach", which is a measure of the delay incurred by motorists only on the stop-controlled approach which is most impacted by traffic conditions at the intersection, is used. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 5.

Table 5
Unsignalized Intersection Level of Service Definition Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delays occurring with favorable progression.	up to 10.0
B	Operations with low delays occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression of high V/C ratios.	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limited of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual*(Santa Clara County and City of Gilroy adopted level of service methodology).

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the operating conditions at the intersection (i.e., level of service) and on the peak-hour traffic signal warrant, warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method provides an indication

of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

The City of Gilroy level of service standard for unsignalized intersections is based on the intersection control type as follows:

> All-way stop-controlled intersections must operate with an overall intersection average delay of LOS C or better for those intersections located within the LOS C area (as defined previously under the signalized intersection methodology) and LOS D or better for those intersections located within the LOS D area and/or the peak-hour traffic volume level at the intersection must fall below the threshold that would warrant installation of a traffic signal.
>
> One-way/two-way stop controlled intersections must operate with average delays corresponding to LOS D or better for those intersections located within the LOS C area or LOS E or better for intersections located within the LOS D area on their stop controlled approach with the highest delay and/or the peak-hour traffic volume level at the intersection must fall below the threshold that would warrant installation of a traffic signal.

Seven of the unsignalized study intersections are located within the LOS D area:

4. US 101 NB Ramps and Masten Avenue
11. US 101 NB Ramps and Buena Vista Avenue (future)
23. San Ysidro Avenue/No Name Uno and Las Animas Avenue
36. Cameron Boulevard/Marcella Avenue and Leavesley Road
62. Rossi Lane and Luchessa Avenue (future)
63. Cameron Boulevard and Luchessa Avenue (future)
73. Chestnut Street and Luchessa Avenue

The above seven intersections, therefore, were evaluated based on an overall intersection level of service standard of LOS D for all-way stops and a level of service standard of LOS E for the stop-controlled approach with the highest delay at one-and two-way stops.

The remaining unsignalized study intersections are located within the LOS C area and, therefore, have an overall intersection level of service standard of LOS C for all-way stops and a level of service standard of LOS D for the stop-controlled approach with the highest delay at one-and two-way stops.

Roundabout Intersections

The City of Gilroy does not have an adopted methodology for evaluating level of service at roundabouts. For this analysis, the *Highway Capacity Manual (HCM) 6th Edition* methodology (latest available), with the use of the Synchro software, was utilized to evaluate the study roundabout intersections. The HCM 6th Edition methodology is capable of evaluating multilane roundabouts and will calculate delays on the entry approaches as well as an overall average delay and level of service grade for the roundabout. The HCM 6th Edition roundabout level of service methodology evaluates operations on the basis of average control delay time for all vehicles at the intersection or on a particular approach, as the case may be.

According to information contained in the HCM 6th Edition, Chapter 22 (Roundabouts), roundabouts share the same basic control delay formulation with two-way and all-way stop-controlled intersections, adjusting for the effect of yield control (drivers do not need to come to a complete stop when there is no conflicting traffic). However, at the time of the publication of the latest HCM, no research was available on travel perception of quality of service at roundabouts. Therefore, in the absence of such research, and based on the judgment of the Transportation Research Board Committee on Highway Capacity and Quality of Service, the service measure and thresholds for the evaluation of roundabouts have

been made consistent with those for other unsignalized intersections, primarily on the basis of the similar control delay formulations.

For the purpose of reporting level of service at a roundabout, the overall intersection average delay and corresponding level of service are reported. This is a measure of the average delay incurred by all motorists at the intersection. The roundabout intersections were evaluated based on a level of service standard of LOS C. The correlation between average delay at a roundabout and level of service is shown in Table 6.

Table 6
Roundabout Level of Service Definitions Based on Control Delay

Average Control Delay per Vehicle (sec.)	LOS by Volume-to-Capacity Ratio [1]	
	v/c up to 1.0	v/c greater than 1.0
up to 10.0	A	F
10.1 to 15.0	B	F
15.1 to 25.0	C	F
25.1 to 35.0	D	F
35.1 to 50.0	E	F
Greater than 50.0	F	F

[1] For approaches and intersectionwide assessment, LOS is defined solely by control delay.
Source: Transportation Research Board, Highway Capacity Manual 6th Edition, (Washington, D.C., 2016).

City of Gilroy Definition of Operational Deficiencies at Unsignalized and Roundabout Intersections

Based on City of Gilroy intersection level of service standards, for the purpose of this analysis, an operational deficiency at an unsignalized or roundabout intersection would occur if any of the following criteria are satisfied:

All-Way Stop-Controlled and Roundabout Intersections:

LOS C Area

The level of service at the intersection is projected to be an unacceptable LOS D or worse under 2040 General Plan conditions and the traffic volumes at the intersection satisfy the peak-hour volume traffic signal warrant adopted by Caltrans.

LOS D Area

The level of service at the intersection is projected to be an unacceptable LOS E or F under 2040 General Plan conditions and the traffic volumes at the intersection satisfy the peak-hour volume traffic

signal warrant adopted by Caltrans.

One- and Two-Way Stop-Controlled Intersections:

LOS C Area

The worst approach of the intersection is projected to operate at an unacceptable LOS E or F under future conditions and the traffic volumes at the intersection satisfy the peak-hour volume traffic signal warrant adopted by Caltrans.

LOS D Area

The worst approach of the intersection is projected to operate at an unacceptable LOS F under future conditions and the traffic volumes at the intersection satisfy the peak-hour volume traffic signal warrant adopted by Caltrans.

Operational deficiencies at unsignalized intersections may be addressed by implementing measures that would restore intersection level of service to acceptable conditions or by signalizing the intersection.

Freeway Segments

In Santa Clara County, freeway segments are evaluated using CMP procedures and methodologies. As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak-hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 7. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

CMP Definition of Adverse Operations Effects on Freeway Segments

The CMP defines an acceptable level of service for freeway segments as LOS E or better. An adverse effect on traffic conditions on a freeway segment would occur if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under baseline conditions to an unacceptable LOS F under future conditions, or
2. The level of service on the freeway segment is LOS F and the amount of traffic added to that segment constitutes at least one percent of capacity on that segment.

An adverse effect on freeway segments by CMP standards may be addressed by implementing measures that would restore freeway conditions to background conditions or better.

Table 7
Freeway Levels of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Sources: Transportation Research Board, *2000 Highway Capacity Manual* (Santa Clara County and City of Gilroy adopted level of service methodology). *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Freeway Interchange Ramp Analysis

The freeway ramp analysis was performed at the seven interchanges (six existing and one future) that provide or will provide access to the Gilroy area. The analysis was performed to evaluate projected interchange operations under 2040 General Plan conditions and supplements the intersection level of service analysis at the freeway ramp intersections. The analysis is based on calculated ramp capacity (volume-to-capacity (V/C) ratios) at the study freeway ramps. Evaluation of the ramps' operating levels is based on Caltrans level of service standards (LOS C or better). The correlation between V/C ratio and level of service for freeway ramps is shown in Table 8.

Caltrans Definition of Adverse Operations Effects on Freeway Ramps

The Caltrans level of service standard for freeway ramps is LOS C or better. An adverse effect on traffic conditions on a freeway ramp would occur if for either peak hour:

1. The level of service at the study facility degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under future conditions, or

Table 8
Freeway Ramp Levels of Service Based on Volume-to-Capacity Ratio

Level of Service	V/C Ratio
A	Less than 0.600
B	0.600-0.699
C	0.700-0.799
D	0.800-0.899
E	0.900-0.999
F	1.000 and Greater

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

2. The level of service on the freeway ramp is deficient under baseline conditions and additional traffic is added to the ramp under future conditions.

An adverse effect on freeway ramps by Caltrans standards may be addressed by implementing measures that would restore conditions to baseline conditions or better.

Lane Configurations

Existing Conditions

The existing lane configurations and traffic-control devices at the study intersections were determined by observations in the field and are presented graphically on Figure 8.

Year 2040 General Plan Conditions

A base General Plan roadway network was developed to serve the areas of projected growth under 2040 General Plan conditions. This General Plan roadway network, referred to as the baseline preferred roadway network, was derived based on the location of the proposed land development and assuming the minimum required number of lanes to serve the projected growth. The preferred roadway network and associated roadway improvements assumed under 2040 General Plan conditions are described in Chapter 1 of this report.

With the assumed 2040 General Plan roadway improvements, various new intersections would be created. For the baseline preferred roadway network, all new future intersections were assumed to be unsignalized. In addition, intersection lane geometrics and/or intersection control type at some of the existing study intersections would change as the result of the assumed General Plan roadway improvements. Intersection control type at the following intersections is projected to change under 2040 General Plan conditions:

Figure 8
Existing Intersection Lane Configurations and Traffic Control Devices

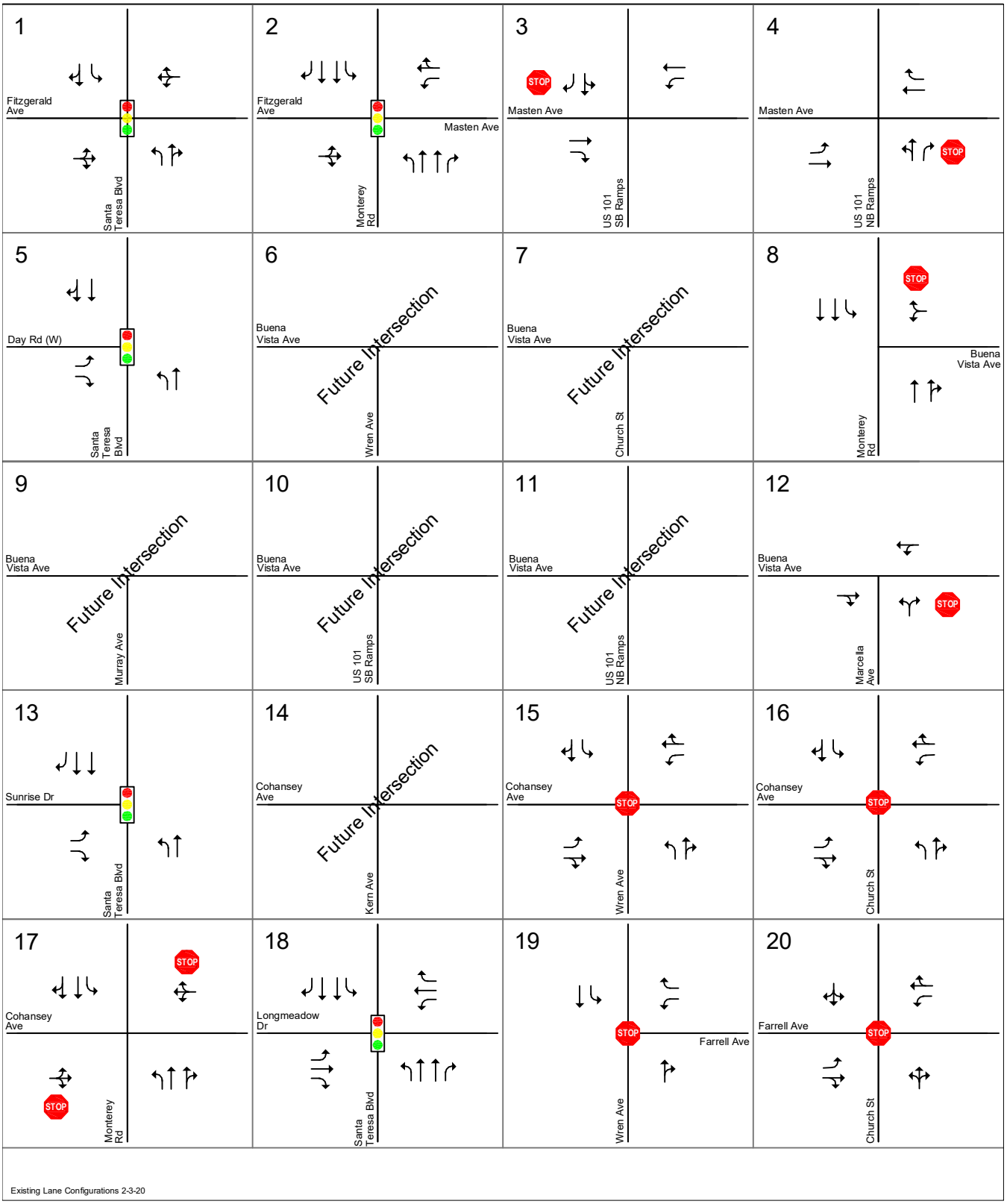


Figure 8 (Continued)
Existing Intersection Lane Configurations and Traffic Control Devices

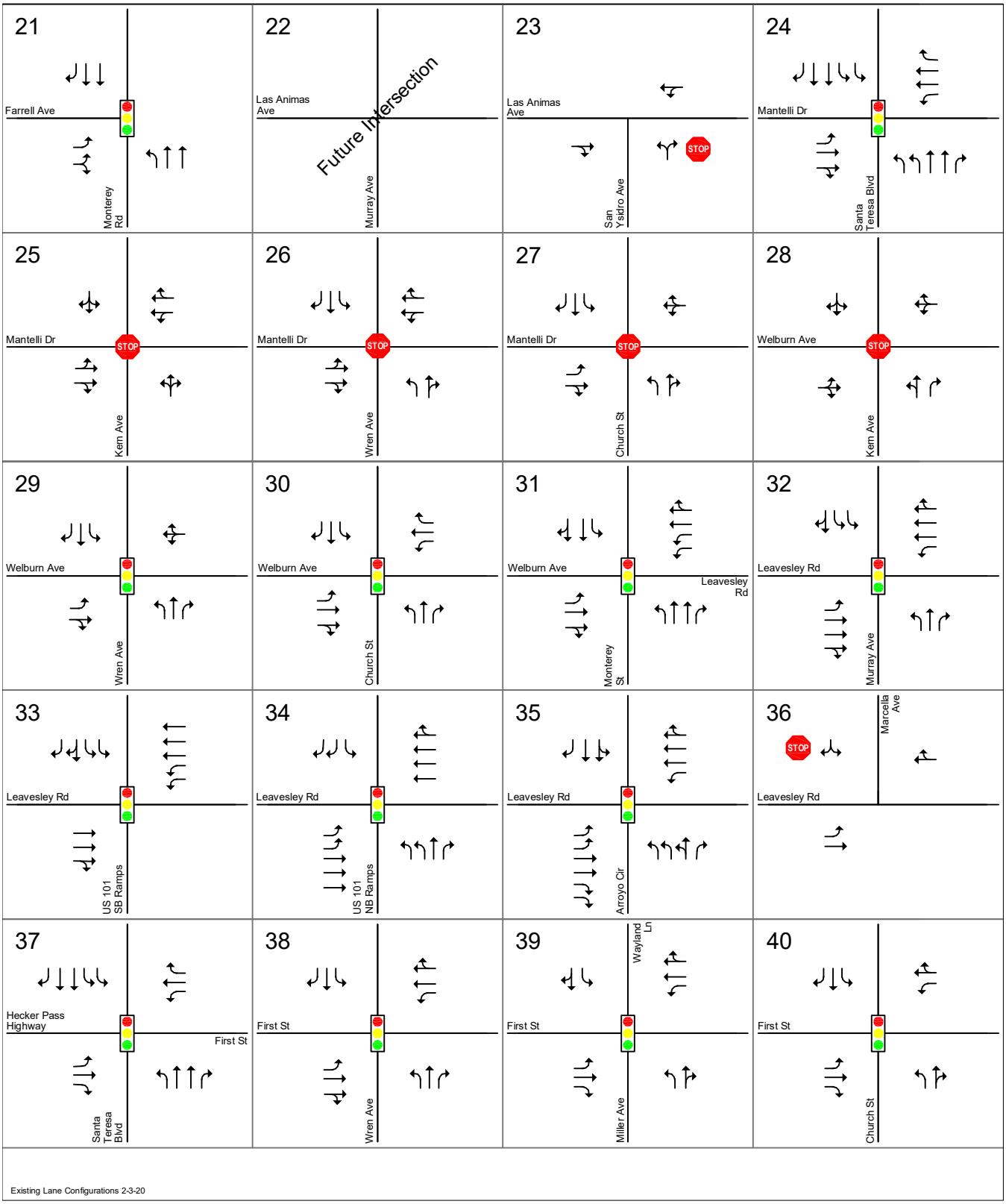


Figure 8 (Continued)
Existing Intersection Lane Configurations and Traffic Control Devices

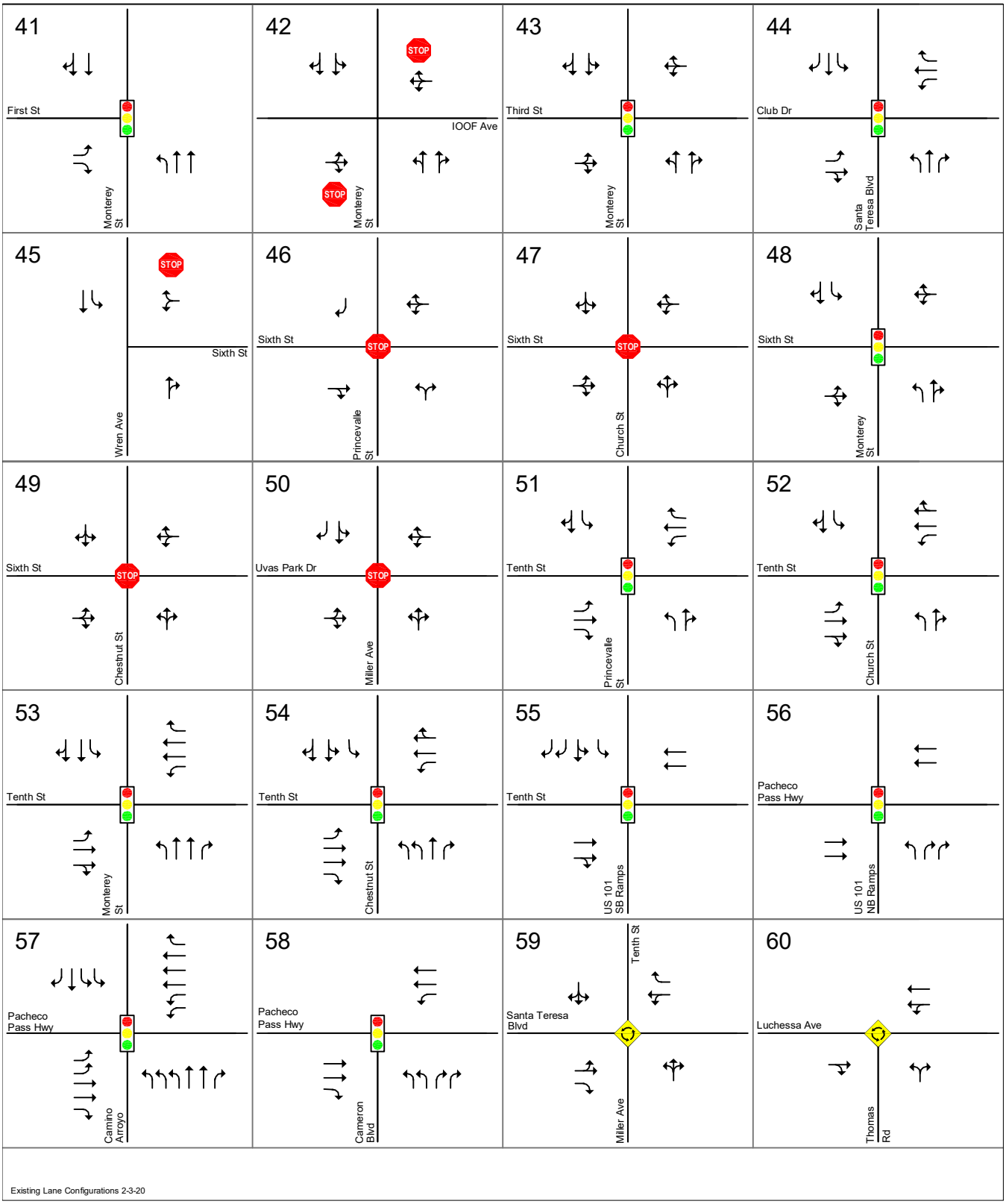
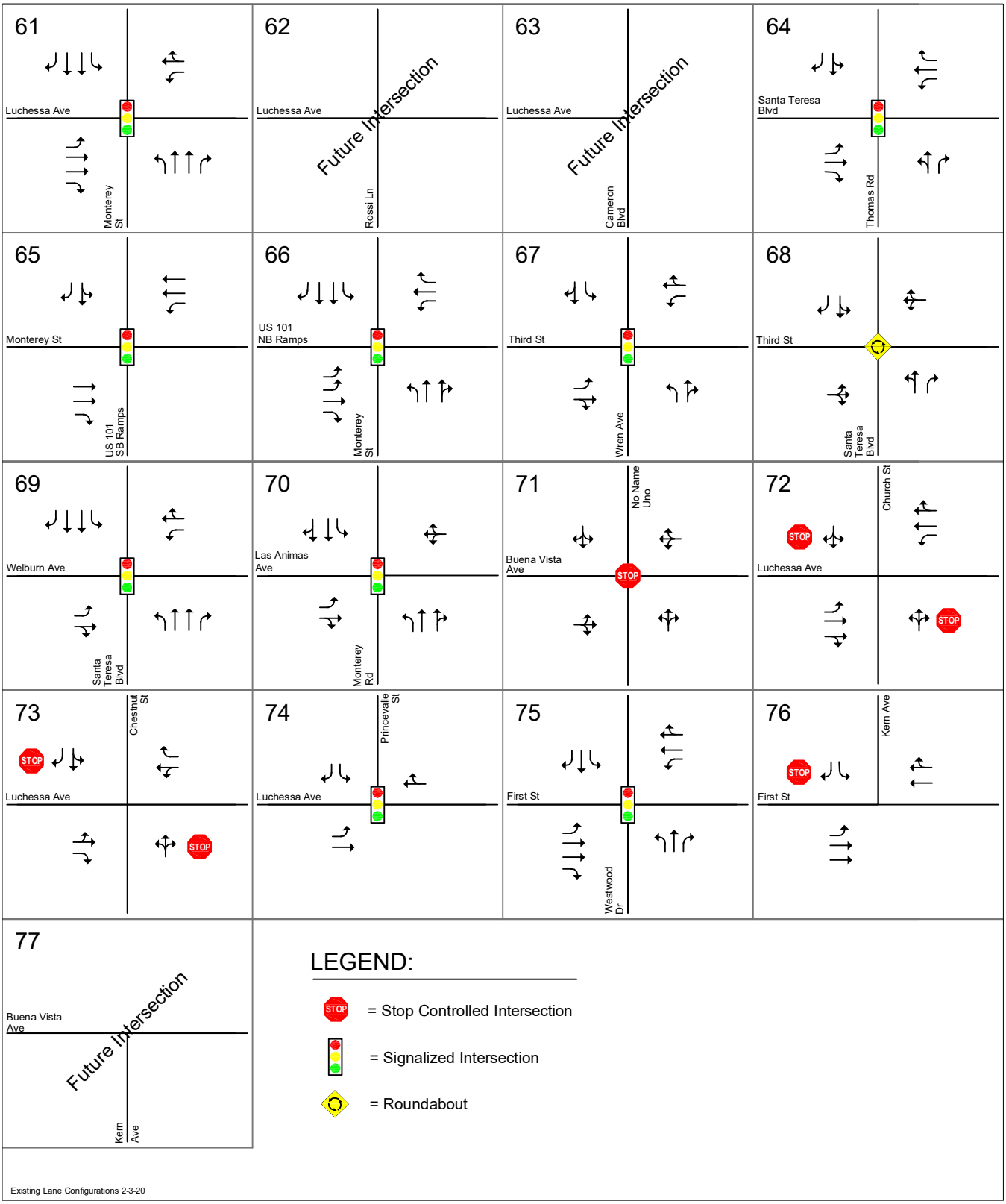


Figure 8 (Continued)
Existing Intersection Lane Configurations and Traffic Control Devices



8. Monterey Road and Buena Vista Avenue - from OWSC to TWSC
23. San Ysidro Avenue/No Name Uno and Las Animas Avenue - from OWSC to TWSC
36. Cameron Boulevard/Marcella Avenue and Leavesley Road - from OWSC to TWSC

Table 9 summarizes the assumed lane configuration for all new intersections and for existing intersections where the existing lane configuration is projected to change. The lane configuration and traffic control changes also are shown graphically on Figure 9.

Traffic Volumes

Existing Conditions

Existing weekday AM and PM peak-hour traffic volumes were obtained from previously conducted traffic studies in Gilroy and new peak-hour turning movement counts. All intersection turn-movement counts were collected in 2018 and 2019. The existing peak-hour intersection volumes are shown on Figure 10. The traffic count data are included in Appendix B. Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix C.

Year 2040 General Plan Conditions

Traffic volumes under Year 2040 General Plan conditions were obtained from traffic forecasts produced using the Gilroy Traffic Forecasting Model (Gilroy Model). These volumes represent traffic conditions that would occur with build out of all projects and planned roadway improvements included in the 2040 General Plan (described in Chapter 1). Traffic volumes for the study freeway segments also were obtained from the Gilroy Model. The freeway ramp traffic volumes were calculated from the forecasted turn-movement volumes at the adjacent ramp intersections.

“Raw” model volume forecasts for both Year 2017 baseline conditions and 2040 General Plan conditions, in conjunction with existing count data, were used to develop the General Plan traffic volumes used in the level of service analysis, using the adjustment process explained below.

Turn-Movement Adjustments

Adjustments were made to the raw forecasted volumes from the model to arrive at intersection turning movements.

To obtain the final traffic volume forecasts, raw model volume forecasts in conjunction with existing count data were used. Final traffic volume forecasts are developed by adding to the existing traffic count data the projected growth between the base (year 2017) and the future (year 2040) raw model volume forecasts. The adjustment process is outlined below:

Final Traffic Volume Forecast = Existing Count + (2040 GP Forecast – 2017 Base Forecast)

When a major change in the roadway network or existing land use is projected, causing future traffic volumes to decrease, the following adjustment is applied:

Final Traffic Volume Forecast = Existing Count * (2040 GP Forecast / 2017 Base Forecast)

Figure 11 shows the Year 2040 General Plan traffic volumes at the study intersections. Appendix C includes Year 2040 General Plan traffic volumes at each study intersection.

Table 9
Intersection Lane Configuration Changes under the 2040 Baseline Preferred Roadway Network

#	Intersection	Northbound	Southbound	Eastbound	Westbound	Other
5	Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue	Add T/R	Add 1L	Convert R to TR	1L, 1TR	
6	Wren Avenue and Buena Vista Avenue	1L, 1R		1T, 1T/R	1L, 2T	OWSC
7	Church Street and Buena Vista Avenue	1L/R		1T, 1T/R	1L, 2T	OWSC
8	Monterey Road and Buena Vista Avenue	Add L	Convert T to T/R	1L, 1T, 1TR	Convert L/R to 1L, 1T, 1TR	OWSC to TWSC
9	Murray Avenue and Buena Vista Avenue	1L/R		1T, 1TR	1L, 2T	OWSC
10	US 101 SB Ramps and Buena Vista Avenue		1L,1R	1T, 1TR	1L, 2T	OWSC
11	US 101 NB Ramps and Buena Vista Avenue	1L, 1R		1L, 2T	1T, 1TR	OWSC
13	Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue	Add T/R	Add L	Add T	1L, 1TR	
14	Kern Avenue and Cohansey Avenue	L/T/R	L/T/R	L/T/R	L/T/R	TWSC
19	Wren Avenue and Farrell Avenue	Add 1L	Convert T to TR	1L, 1TR	Convert R to TR	
22	Murray Avenue and Las Animas Avenue	L/T/R	L/T/R	1L, 1T/R	1L, 1T/R	TWSC
23	San Ysidro Avenue/No Name Uno and Las Animas Avenue	Convert L/R to 1L,1TR	1L,1TR	Add L	Convert T/L to 1L, 1TR	OWSC to TWSC
36	Cameron Boulevard/Marcella Avenue and Leavesley Road	1L, 1T/R	L/R to 1L, 1T/R	Convert T to T/R	Add L	OWSC to TWSC
39	Wayland Lane/Miller Avenue and First Street			Convert R to T/R		
40	Church Street and First Street			Convert R to TR	Add T	E/W Permitted to Protected
44	Santa Teresa Boulevard and Club Drive	Convert R to TR	Convert R to TR			
54	Chestnut Street and Tenth Street			Convert R to TR	Add T	
55	US 101 SB Ramps and Tenth Street			Add T	Add T	
56	US 101 NB Off-Ramp and Pacheco Pass Highway			Add T	Add T	
57	Camino Arroyo and Pacheco Pass Highway			Convert R to TR		
58	Cameron Boulevard and Pacheco Pass Highway	Convert 2R to 1T and 1TR	1L, 1T, 1TR	Add L and convert R to TR	Add TR	
59	Tenth Street/Miller Avenue and Santa Teresa Boulevard			Add 2nd T	Add 2nd T	
60	Thomas Road and Luchessa Avenue			Add 2nd T		
61	Monterey Street and Luchessa Avenue				Add 2nd T	
62	Rossi Lane and Luchessa Avenue	1L/T/R	1L/T/R	1T/L, 1T/R	1T/L, 1T/R	TWSC
63	Cameron Boulevard and Luchessa Avenue	1L, 2T	1T, 1T/R	1L, 1R		OWSC
64	Thomas Road and Santa Teresa Boulevard	RT Ingore to Include	RT Ingore to Include	Convert R to TR	Convert R to TR	
68	Santa Teresa Boulevard and Third Street	Add 2nd T	Add 2nd T			
71	No Name Uno and Buena Vista Avenue	Removed				
73	Chestnut Street and Luchessa Avenue			Convert R to T/R	Convert R to T/R	
74	Princevalle Street and Luchessa Avenue			Add 2nd T	Add 2nd T	
77	Kern Avenue and Buena Vista Avenue	1L/R		1T, 1T/R	1L, 2T	OWSC

Notes:

L = Left, T = Through, R = Right, TWSC = two-way stop-controlled, OWSC = one-way stop-controlled

Figure 9
2040 General Plan Conditions Intersection Lane Configurations and Traffic Control

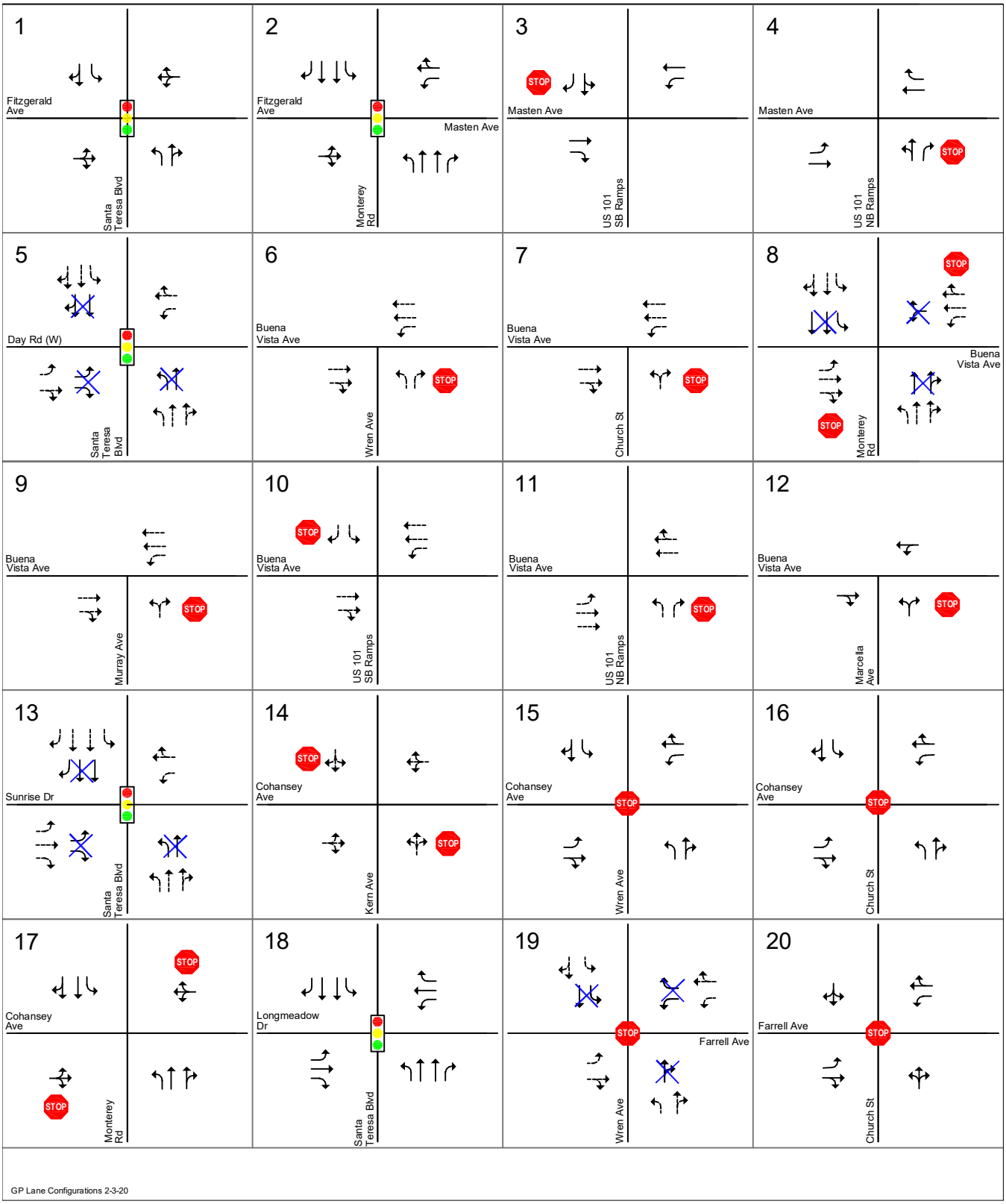


Figure 9 (Continued)
2040 General Plan Conditions Intersection Lane Configurations and Traffic Control

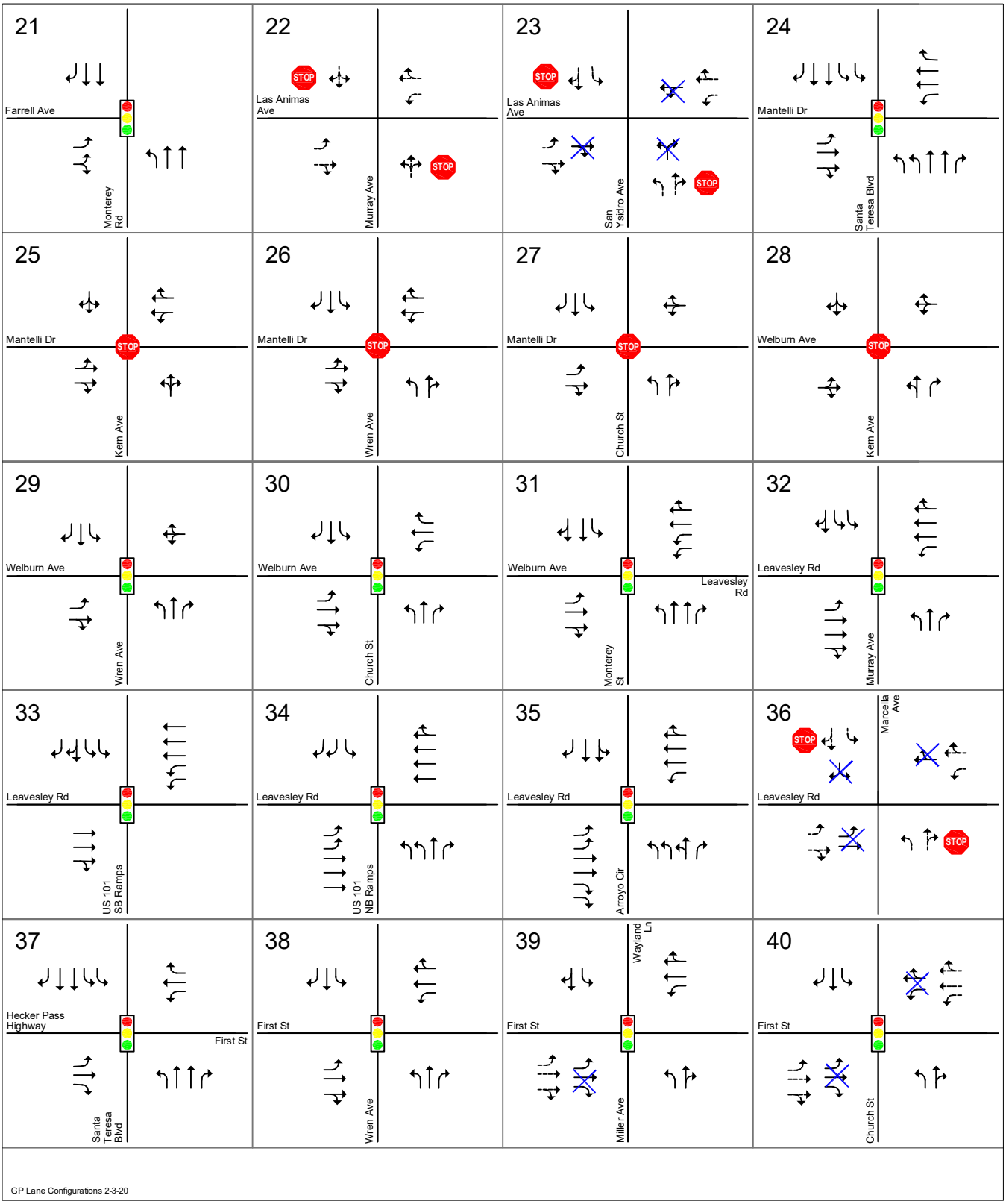


Figure 9 (Continued)
2040 General Plan Conditions Intersection Lane Configurations and Traffic Control

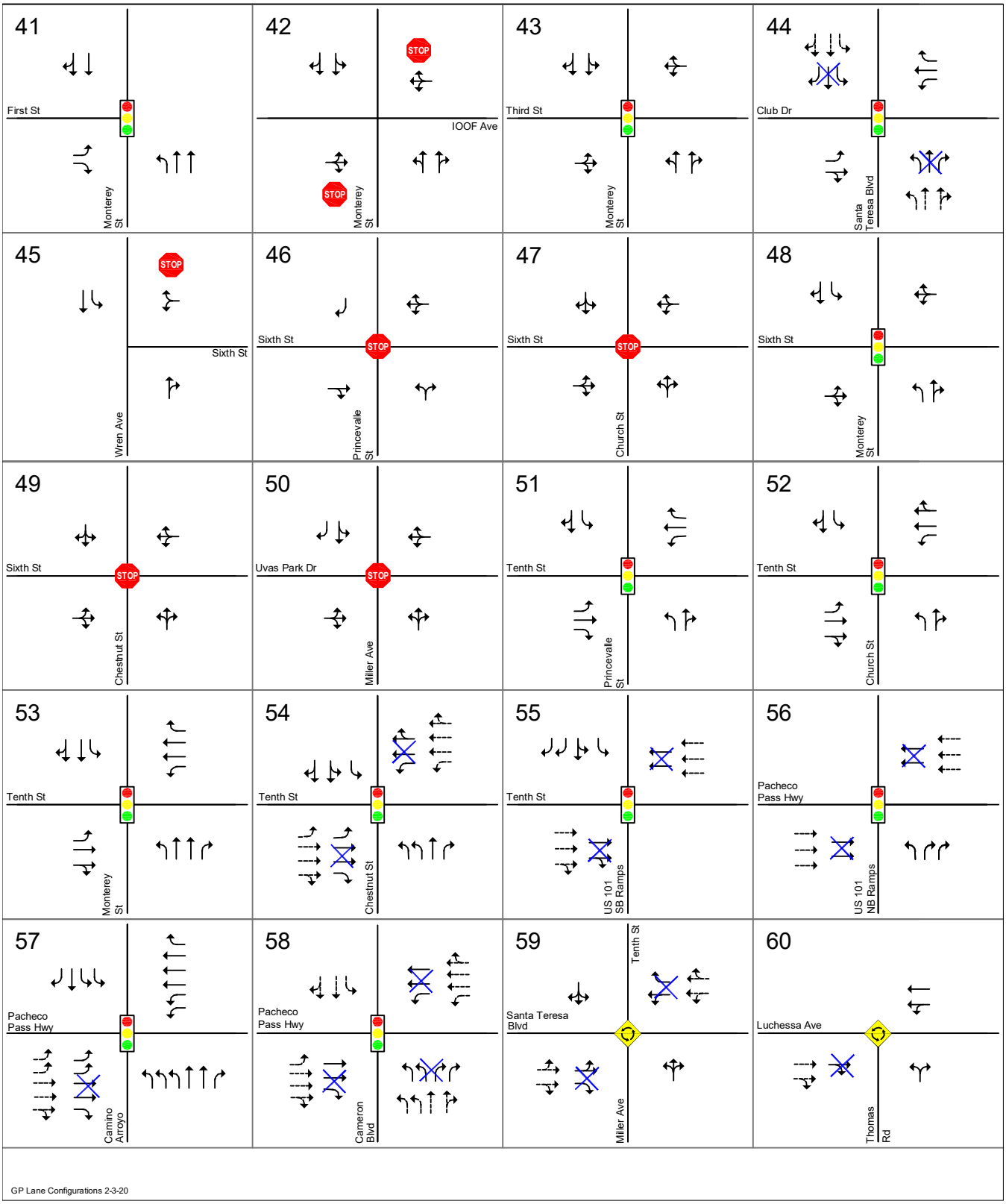


Figure 9 (Continued)
2040 General Plan Conditions Intersection Lane Configurations and Traffic Control

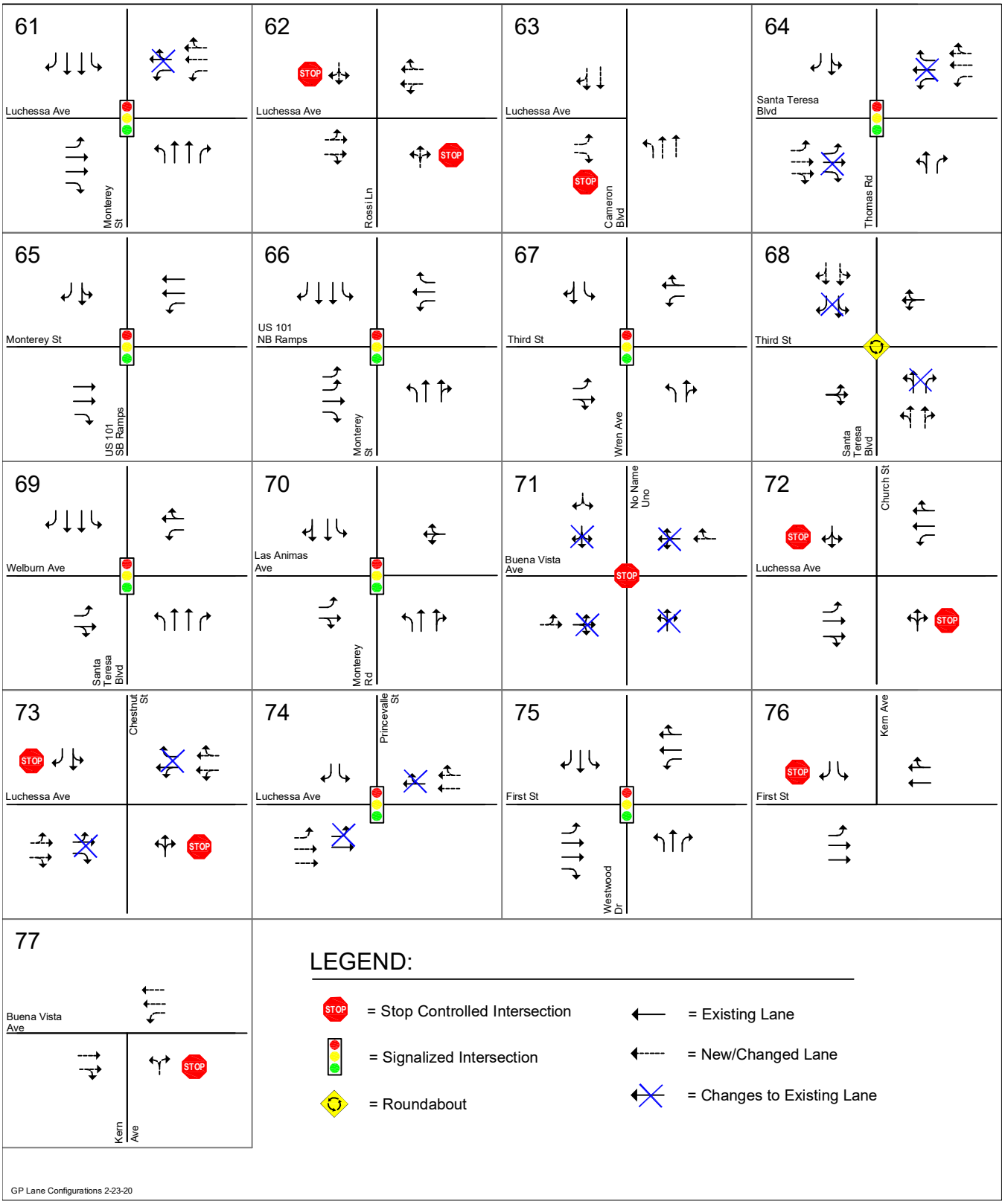


Figure 10
Existing Conditions Traffic Volumes

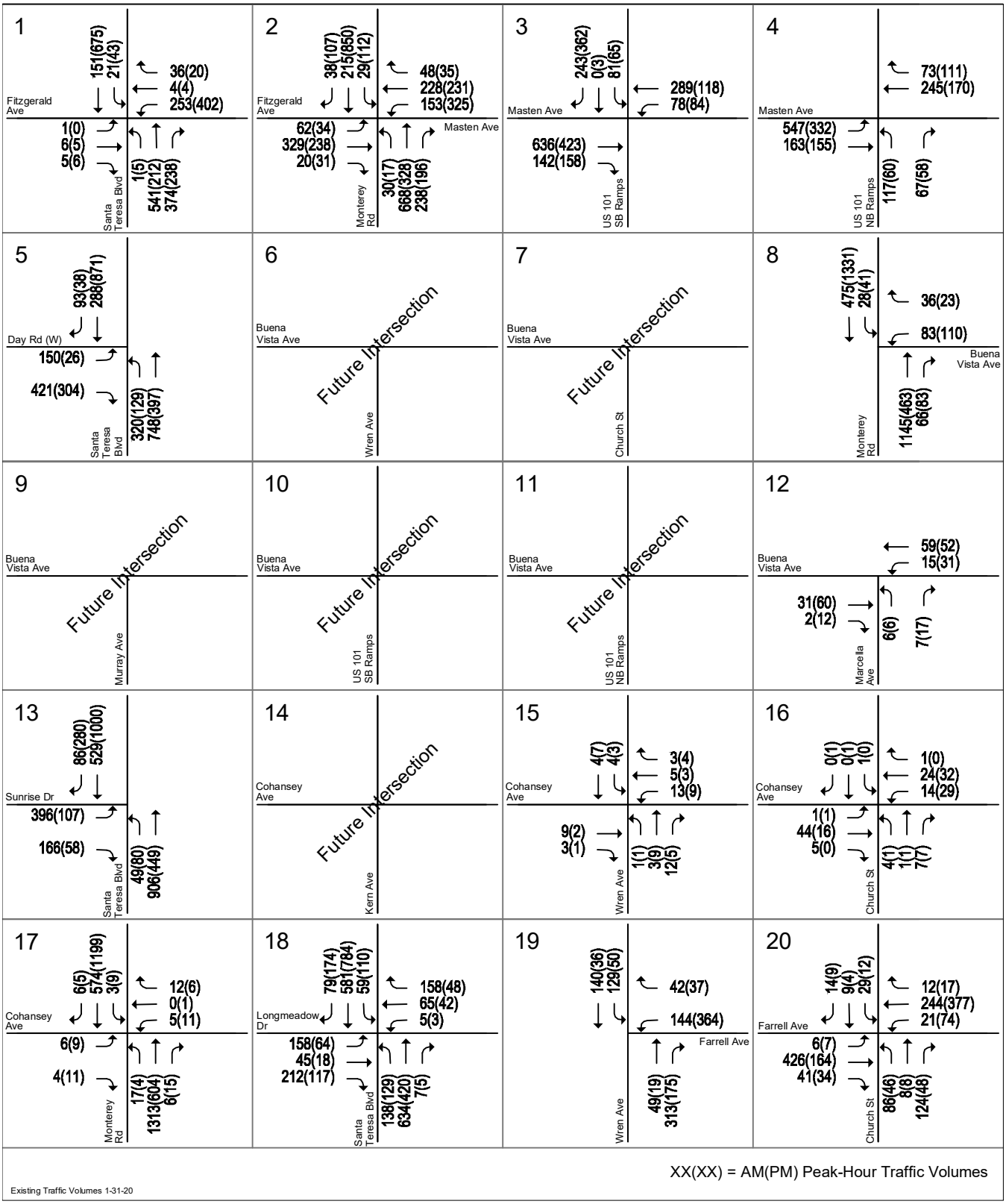


Figure 10 (Continued)
Existing Conditions Traffic Volumes

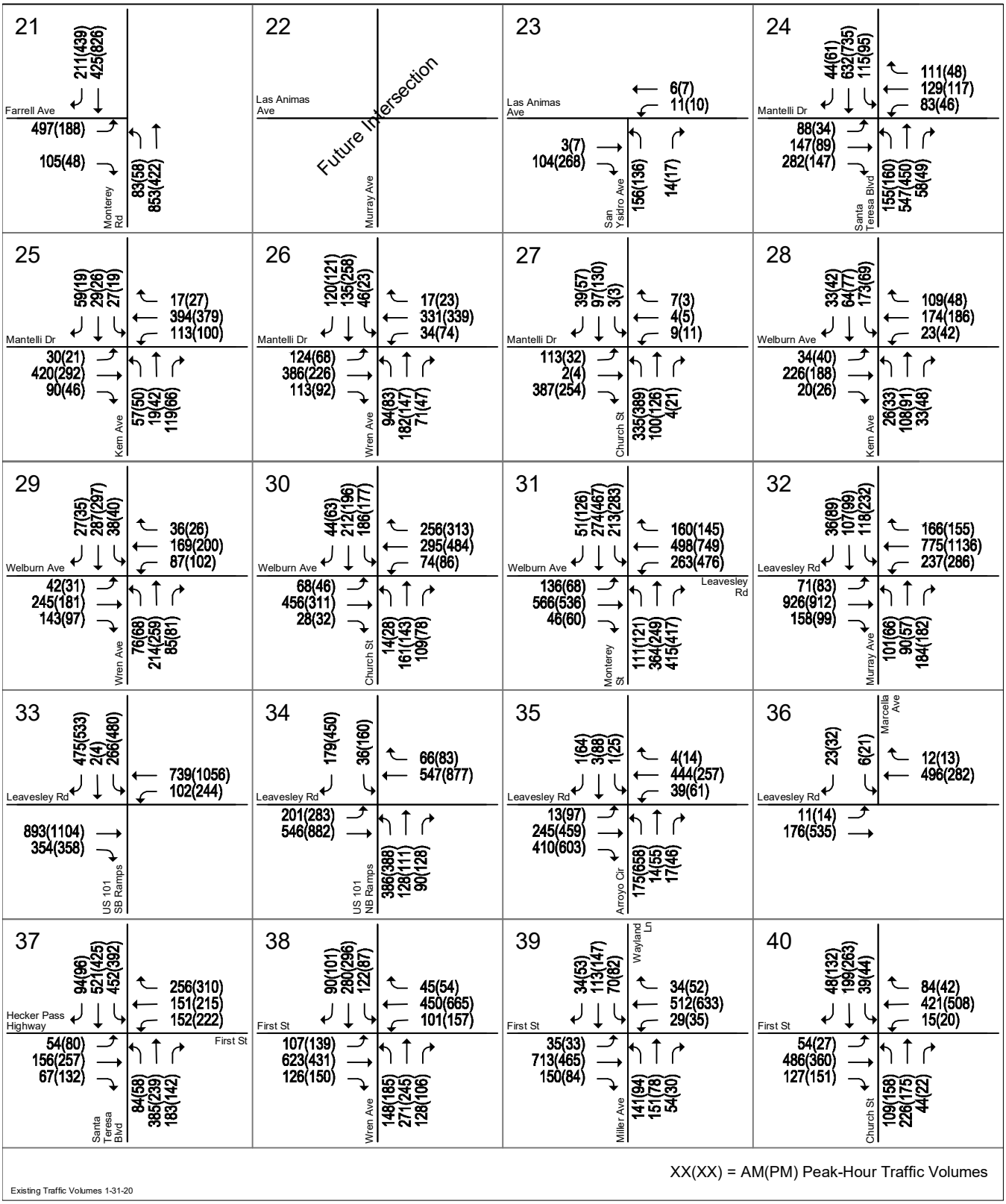


Figure 10 (Continued)
Existing Conditions Traffic Volumes

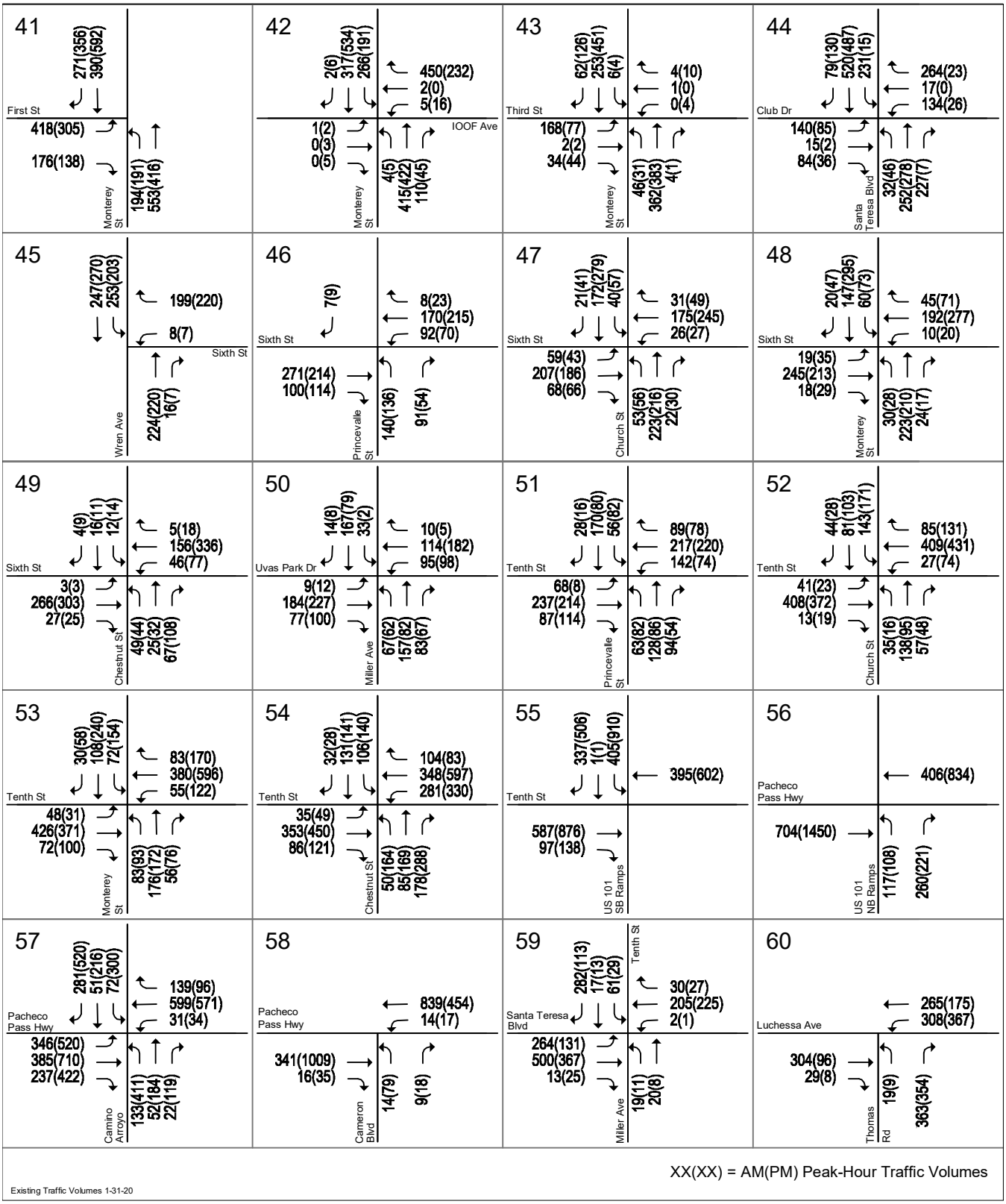


Figure 10 (Continued)
Existing Conditions Traffic Volumes

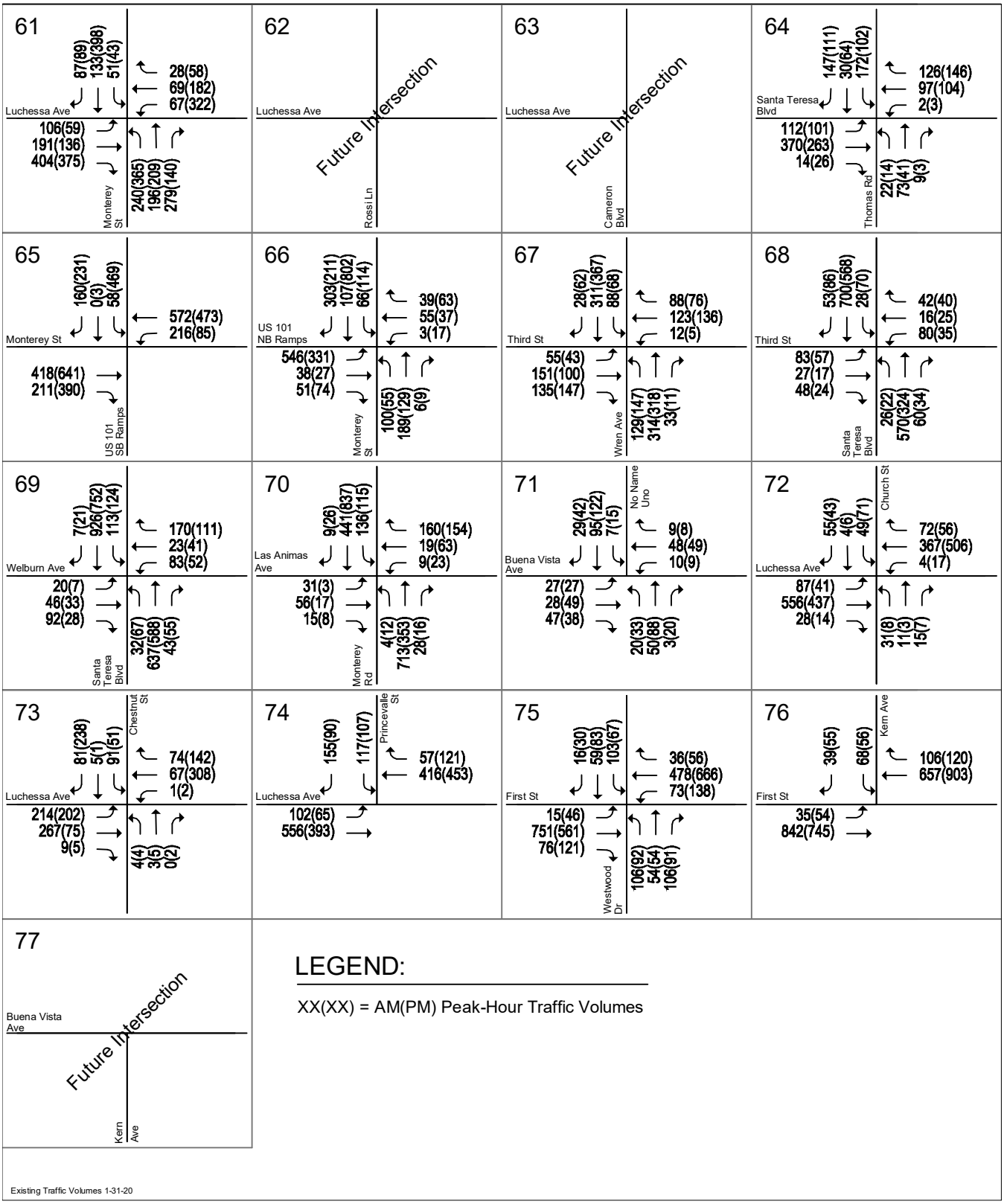


Figure 11
2040 General Plan Conditions Traffic Volumes

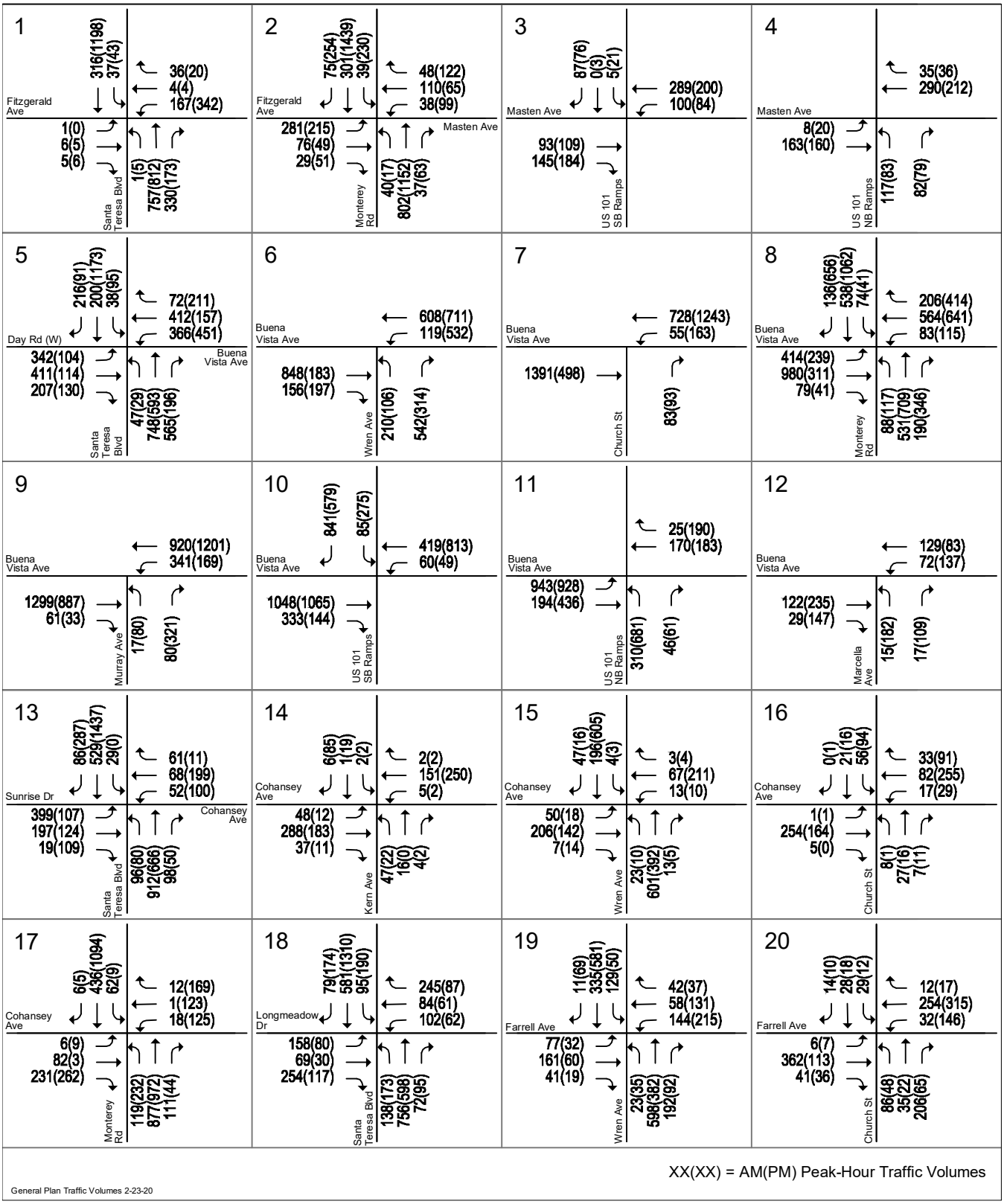
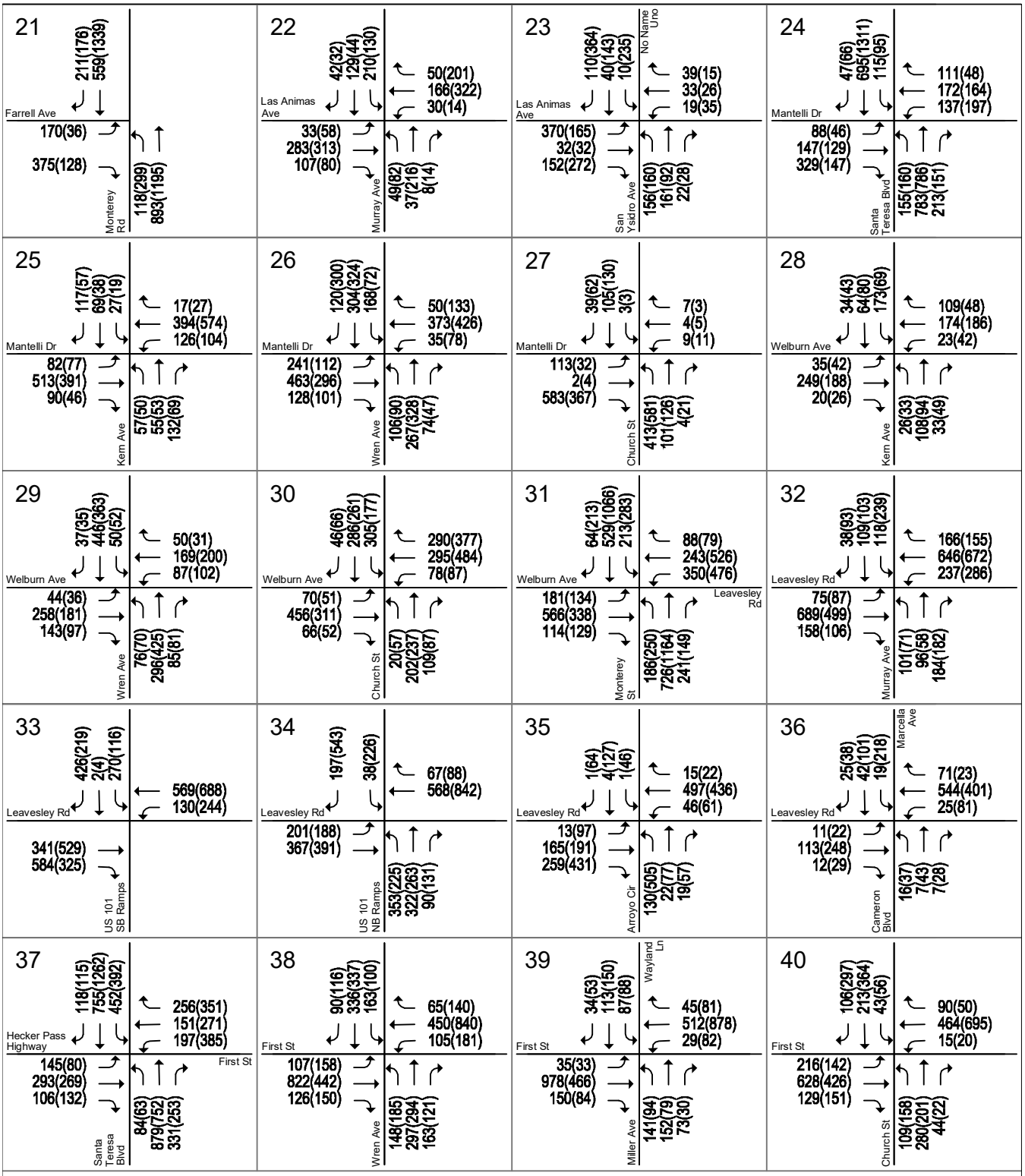


Figure 11 (Continued)
2040 General Plan Conditions Traffic Volumes



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2040 General Plan Conditions Traffic Volumes

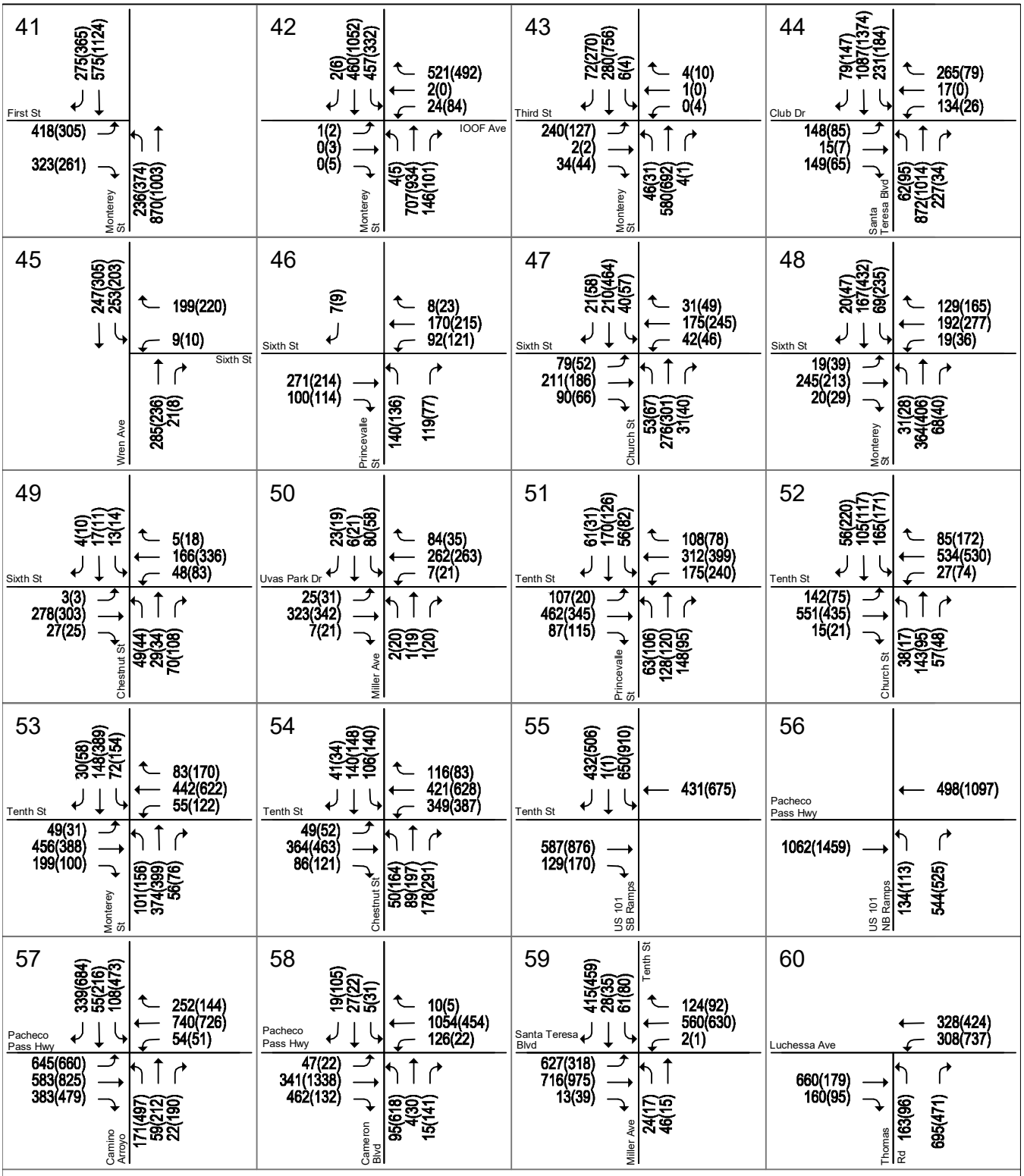
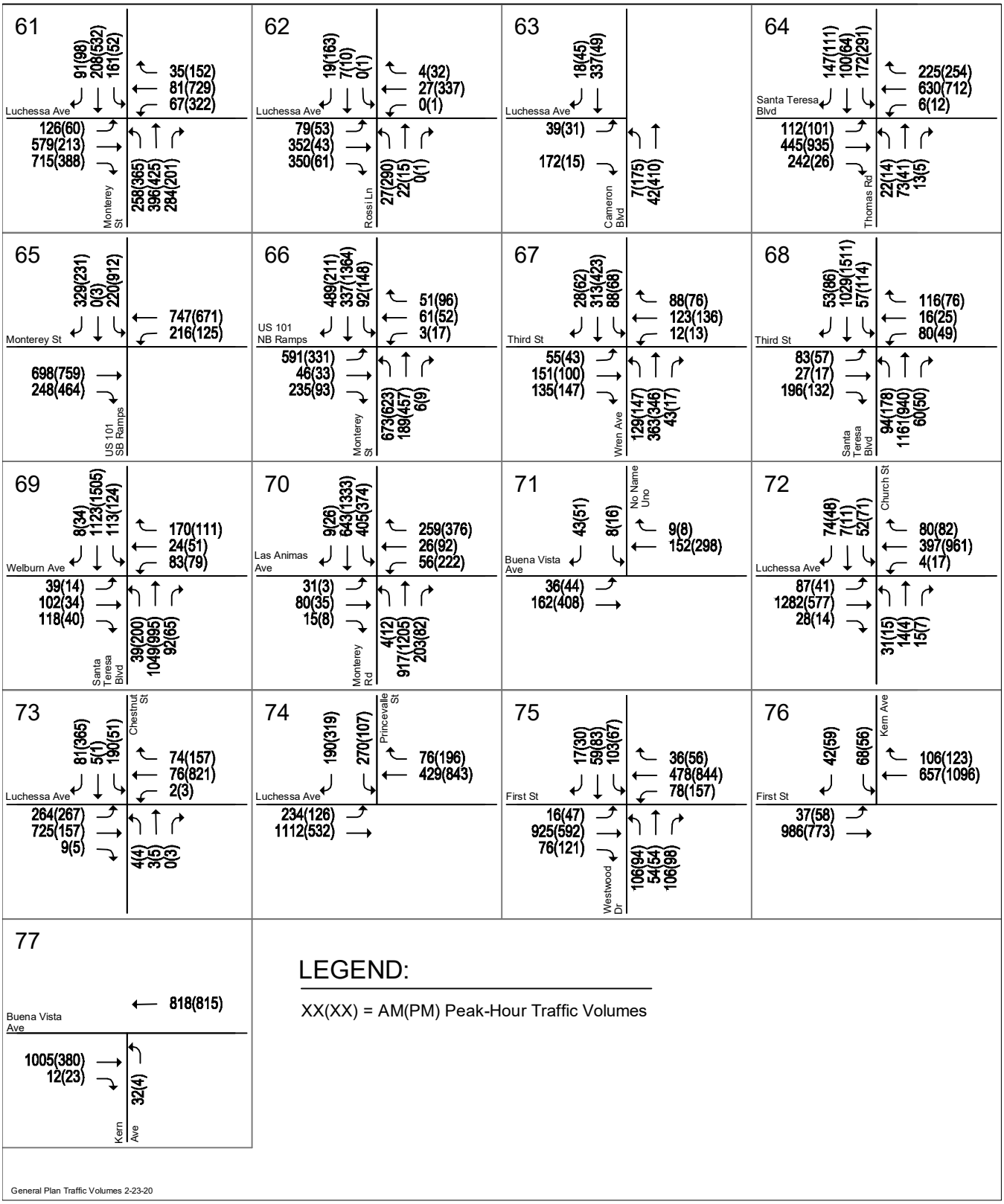


Figure 11 (Continued)
2040 General Plan Conditions Traffic Volumes



Intersection Level of Service Analysis Results

The results of the intersection level of service analysis conducted for the study transportation facilities are described below and summarized in Table 10. The level of service calculation sheets are included in Appendix D. The peak-hour signal warrant sheets are contained in Appendix E.

Existing Intersection Level of Service Analysis

The results of the level of service analysis of the study intersections under existing conditions indicate that eight intersections currently have operational deficiencies during at least one of the peak hours (see Figure 12).

2040 General Plan Intersection Level of Service Analysis

The results of the level of service analysis of the study intersections indicate that 29intersections are projected to have operational deficiencies during at least one of the peak hours under 2040 General Plan conditions (see Figure 13).

Based on the City of Gilroy level of service standards, the above intersections would be deficient under 2040 General Plan conditions. In order for these intersections to operate within the LOS standard, it will be necessary to add turn lanes and/or signalization beyond the baseline General Plan roadway network assumptions. These intersection modifications are discussed below.

Possible Intersection Improvements under 2040 General Plan Conditions

Described below are the intersection deficiencies that are projected to occur under 2040 General Plan conditions assuming the baseline preferred roadway network is in place. Possible intersection improvements to maintain the applicable level of service standard and acceptable intersection operations also are described below.

The proposed improvements are summarized in Table 11 and shown graphically on Figure 14. The resulting level of service conditions with the proposed intersection improvements in place are summarized in Table 12.

1. Santa Teresa Boulevard and Fitzgerald Avenue

This Santa Clara County signalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours under 2040 General Plan conditions.

Possible improvements include the addition of a second southbound through lane and a separate northbound right-turn lane. With implementation of these improvements, the intersection is projected to operate at acceptable LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

Table 10
Intersection Level of Service Results

Int. #	Intersection	Jurisdiction	LOS Standard[1]	Peak Hour	Existing Count Date	Existing Warrant Control	Existing Warrant Met?	Existing Delay	Existing LOS	2040 General Plan Warrant Control	2040 General Plan Warrant Met?	2040 General Plan Delay	2040 General Plan LOS
1	Santa Teresa Boulevard and Fitzgerald Avenue	SCC	C	AM	03/27/18	Signal	--	**70.0**	**E**	Signal	--	**87.2**	**F**
				PM	03/27/18		--	**40.0**	**D**		--	**>120**	**F**
2	Monterey Road and Masten Avenue/Fitzgerald Avenue	SCC	C	AM	03/27/18	Signal	--	32.1	C-	Signal	--	29.9	C
				PM	03/27/18		--	**43.7**	**D**		--	**41.1**	**D**
3	US 101 SB Ramps and Masten Avenue	Caltrans	D	AM	11/20/19	OWSC	**Yes**	16.3	C+	OWSC	No	10.5	B+
				PM	11/20/19		**Yes**	12.1	B		No	10.3	B+
4	US 101 NB Ramps and Masten Avenue	Caltrans	E	AM	11/20/19	OWSC	**Yes**	**172.9**	**F**	OWSC	No	11.7	B+
				PM	11/20/19		No	18.1	C+		No	10.8	B+
5	Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue	CofG	C	AM	11/20/19	Signal	--	18.8	B-	Signal	--	**81.2**	**F**
				PM	11/20/19		--	13.1	B		--	**43.7**	**D**
6	Wren Avenue and Buena Vista Avenue	SCC	D	AM	Future	Future	--	--	--	TWSC	**Yes**	**>120**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
7	Church Street and Buena Vista Avenue	SCC	D	AM	Future	Future	--	--	--	TWSC	**Yes**	16.7	C+
				PM	Future		--	--	--		**Yes**	10.4	B+
8	Monterey Road and Buena Vista Avenue	SCC	D	AM	11/20/19	OWSC	**Yes**	**87.4**	**F**	TWSC	**Yes**	**>120**	**F**
				PM	11/20/19		**Yes**	**61.0**	**F**		**Yes**	**>120**	**F**
9	Murray Avenue and Buena Vista Avenue	SCC	D	AM	Future	Future	--	--	--	TWSC	**Yes**	**>120**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
10	US 101 SB Ramps and Buena Vista Avenue	Caltrans	D	AM	Future	Future	--	--	--	OWSC	**Yes**	**64.6**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
11	US 101 NB Ramps and Buena Vista Avenue	Caltrans	E	AM	Future	Future	--	--	--	OWSC	**Yes**	**>120**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
12	Marcella Avenue and Buena Vista Avenue	SCC	D	AM	11/20/19	OWSC	No	8.8	A-	TWSC	No	10.2	B+
				PM	11/20/19		No	8.9	A-		**Yes**	24.3	C-
13	Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue	CofG	C	AM	11/20/19	Signal	--	24.2	C	Signal	--	34.4	C-
				PM	11/20/19		--	8.0	A		--	22.2	C+
14	Kern Avenue and Cohansey Avenue	CofG	D	AM	Future	Future	--	--	--	TWSC	No	14.9	B-
				PM	Future		--	--	--		No	14.0	B-
15	Wren Avenue and Cohansey Avenue	CofG	C	AM	11/20/19	AWSC	No	7.3	A	AWSC	**Yes**	**41.1**	**E**
				PM	11/20/19		No	7.3	A		**Yes**	**62.3**	**F**
16	Church Street and Cohansey Avenue	CofG	C	AM	11/20/19	AWSC	No	7.5	A	AWSC	No	9.5	A
				PM	11/20/19		No	7.5	A		No	10.7	B
17	Monterey Road and Cohansey Avenue	CofG	D	AM	03/28/18	TWSC	No	29.9	D	TWSC	**Yes**	**>120**	**F**
				PM	03/28/18		No	33.9	D-		**Yes**	**>120**	**F**
18	Santa Teresa Boulevard and Longmeadow Drive	CofG	C	AM	11/20/19	Signal	--	19.8	B-	Signal	--	20.1	C+
				PM	11/20/19		--	18.0	B		--	20.1	C+
19	Wren Avenue and Farrell Avenue	CofG	C	AM	11/20/19	AWSC	No	10.8	B	AWSC	**Yes**	**>120**	**F**
				PM	11/20/19		No	12.9	B		**Yes**	**82.2**	**F**
20	Church Street and Farrell Avenue	CofG	C	AM	03/28/18	AWSC	No	16.1	C	AWSC	**Yes**	16.1	C
				PM	03/28/18		No	11.5	B		No	10.6	B
21	Monterey Road and Farrell Avenue	CofG	C	AM	03/28/18	Signal	--	13.9	B	Signal	--	15.0	B
				PM	03/28/18		--	9.5	A		--	13.3	B
22	Murray Avenue and Las Animas Avenue	CofG	D	AM	Future	Future	--	--	--	TWSC	**Yes**	**102.6**	**F**
				PM	Future		--	--	--		**Yes**	**>120**	**F**
23	San Ysidro Avenue/No Name Uno and Las Animas Avenue	CofG	E	AM	11/20/19	OWSC	No	9.8	A-	TWSC	No	**>120**	**F**
				PM	11/20/19		No	10.3	B+		**Yes**	**>120**	**F**
24	Santa Teresa Boulevard and Mantelli Drive	CofG	C	AM	11/20/19	Signal	--	28.8	C	Signal	--	29.4	C
				PM	11/20/19		--	26.5	C		--	27.4	C
25	Kern Avenue and Mantelli Drive	CofG	C	AM	11/20/19	AWSC	No	13.5	B	AWSC	**Yes**	19.1	C
				PM	11/20/19		No	11.2	B		No	15.6	C
26	Wren Avenue and Mantelli Drive	CofG	C	AM	11/20/19	AWSC	**Yes**	18.5	C	AWSC	**Yes**	**59.7**	**F**
				PM	11/20/19		**Yes**	16.0	C		**Yes**	**50.2**	**F**
27	Church Street and Mantelli Drive	CofG	C	AM	11/20/19	AWSC	**Yes**	15.2	C	AWSC	**Yes**	**36.1**	**E**
				PM	11/20/19		No	14.6	B		**Yes**	**45.7**	**E**
28	Kern Avenue and Welburn Avenue	CofG	C	AM	10/17/19	AWSC	No	12.8	B	AWSC	No	13.2	B
				PM	10/17/19		No	11.0	B		No	11.1	B
29	Wren Avenue and Welburn Avenue	CofG	C	AM	10/17/19	Signal	--	**36.7**	**D+**	Signal	--	**39.5**	**D**
				PM	10/17/19		--	**39.3**	**D**		--	**39.7**	**D**
30	Church Street and Welburn Avenue	CofG	C	AM	10/17/19	Signal	--	30.7	C	Signal	--	32.2	C-
				PM	10/17/19		--	25.2	C		--	27.2	C
31	Monterey Street and Leavesley Road/Welburn Avenue	Caltrans	C	AM	10/17/19	Signal	--	27.1	C	Signal	--	30.5	C
				PM	12/18/18		--	30.6	C		--	**41.0**	**D**
32	Murray Avenue and Leavesley Road	Caltrans	C	AM	10/17/19	Signal	--	26.0	C	Signal	--	27.2	C
				PM	10/17/19		--	30.0	C		--	33.2	C-
33	US 101 SB Ramps and Leavesley Road	Caltrans	D	AM	10/17/19	Signal	--	17.4	B	Signal	--	19.0	B-
				PM	10/17/19		--	26.3	C		--	20.9	C+
34	US 101 NB Ramps/San Ysidro Avenue and Leavesley Road	Caltrans	D	AM	10/17/19	Signal	--	26.2	C	Signal	--	27.3	C
				PM	10/17/19		--	29.0	C		--	31.3	C
35	Arroyo Circle and Leavesley Road	CofG	D	AM	11/20/19	Signal	--	20.1	C+	Signal	--	18.7	B-
				PM	11/20/19		--	23.1	C		--	23.8	C
36	Cameron Boulevard/Marcella Avenue and Leavesley Road	SCC	E	AM	11/20/19	OWSC	No	12.2	B	TWSC	No	16.9	C+
				PM	11/20/19		No	13.1	B		**Yes**	**92.9**	**F**
37	Santa Teresa Boulevard and First Street/Hecker Pass Highway	Caltrans	C	AM	10/17/19	Signal	--	22.2	C+	Signal	--	26.1	C
				PM	10/17/19		--	30.4	C		--	**35.6**	**D+**
38	Wren Avenue and First Street	Caltrans	C	AM	10/17/19	Signal	--	29.2	C	Signal	--	30.5	C
				PM	10/17/19		--	32.4	C-		--	33.7	C-
39	Wayland Lane/Miller Avenue and First Street	Caltrans	C	AM	10/17/19	Signal	--	12.3	B	Signal	--	12.1	B
				PM	10/17/19		--	8.7	A		--	8.2	A
40	Church Street and First Street	Caltrans	C	AM	10/17/19	Signal	--	17.3	B	Signal	--	24.7	C
				PM	10/17/19		--	17.4	B		--	24.8	C

Table 10 (Continued)
Intersection Level of Service Results

Int. #	Intersection	Jurisdiction	Current LOS Standard[1]	Peak Hour	Existing Count Date	Existing Control	Existing Warrant Met?	Existing Delay	Existing LOS	2040 General Plan Control	2040 General Plan Warrant Met?	2040 General Plan Delay	2040 General Plan LOS
41	Monterey Street and First Street	Caltrans	C	AM	10/17/19	Signal	--	15.9	B	Signal	--	16.2	B
				PM	10/17/19		--	16.0	B		--	23.9	C
42	Monterey Street and IOOF Avenue	CofG	D	AM	11/20/19	OWSC	**Yes**	**73.6**	**F**	OWSC	**Yes**	**>120**	**F**
				PM	11/20/19		**Yes**	25.7	D+		**Yes**	**>120**	**F**
43	Monterey Street and Third Street	CofG	C	AM	11/20/19	Signal	--	10.3	B+	Signal	--	10.4	B+
				PM	11/20/19		--	6.4	A		--	6.0	A
44	Santa Teresa Boulevard and Club Drive	CofG	C	AM	03/27/18	Signal	--	19.7	B-	Signal	--	24.2	C
				PM	03/27/18		--	19.2	B-		--	**65.3**	**E**
45	Wren Avenue and Sixth Street	CofG	D	AM	11/20/19	OWSC	No	11.7	B+	OWSC	No	12.7	B
				PM	11/20/19		No	11.6	B+		No	12.1	B
46	Princevalle Street and Sixth Street	CofG	C	AM	11/20/19	AWSC	No	11.4	B	AWSC	No	11.7	B
				PM	11/20/19		No	10.8	B		No	11.7	B
47	Church Street and Sixth Street	CofG	C	AM	11/20/19	AWSC	No	14.0	B	AWSC	**Yes**	18.6	C
				PM	11/20/19		No	19.5	C		**Yes**	**77.8**	**F**
48	Monterey Street and Sixth Street	CofG	C	AM	11/20/19	Signal	--	15.5	B	Signal	--	17.2	B
				PM	11/20/19		--	16.5	B		--	23.5	C
49	Chestnut Street and Sixth Street	CofG	C	AM	11/20/19	AWSC	No	9.6	A	AWSC	No	9.8	A
				PM	11/20/19		No	12.9	B		No	13.1	B
50	Miller Avenue and Uvas Park Drive	CofG	C	AM	03/27/18	AWSC	No	12.8	B	AWSC	No	11.0	B
				PM	03/27/18		No	11.7	B		No	11.6	B
51	Princevalle Street and Tenth Street	CofG	C	AM	09/26/19	Signal	--	**37.1**	**D+**	Signal	--	**37.4**	**D+**
				PM	09/26/19		--	19.5	B-		--	22.5	C+
52	Church Street and Tenth Street	CofG	C	AM	09/26/19	Signal	--	33.8	C-	Signal	--	34.5	C-
				PM	09/26/19		--	23.0	C+		--	24.1	C
53	Monterey Street and Tenth Street	CofG	D	AM	05/07/19	Signal	--	22.7	C+	Signal	--	23.6	C
				PM	05/07/19		--	26.4	C		--	29.3	C
54	Chestnut Street and Tenth Street	CofG	D	AM	05/07/19	Signal	--	31.3	C	Signal	--	32.1	C-
				PM	05/07/19		--	34.3	C-		--	36.2	D+
55	US 101 SB Ramps and Tenth Street	Caltrans	D	AM	05/07/19	Signal	--	19.4	B-	Signal	--	20.6	C+
				PM	05/07/19		--	22.9	C+		--	22.4	C+
56	US 101 NB Off-Ramp and Pacheco Pass Highway	Caltrans	D	AM	05/07/19	Signal	--	8.8	A	Signal	--	11.5	B+
				PM	05/07/19		--	7.1	A		--	12.8	B
57	Camino Arroyo and Pacheco Pass Highway	Caltrans	D	AM	05/07/19	Signal	--	23.8	C	Signal	--	21.4	C+
				PM	05/07/19		--	29.7	C		--	34.8	C-
58	Cameron Boulevard and Pacheco Pass Highway	Caltrans	D	AM	11/20/19	Signal	--	5.0	A	Signal	--	17.6	B
				PM	11/20/19		--	7.4	A		--	26.6	C
59	Tenth Street/Miller Avenue and Santa Teresa Boulevard	CofG	C	AM	03/27/18	RAB	--	8.0	A	RAB	--	10.6	B
				PM	03/27/18		--	5.3	A		--	10.9	B
60	Thomas Road and Luchessa Avenue	CofG	C	AM	03/27/18	RAB	--	6.9	A	RAB	--	**34.7**	**D**
				PM	09/05/19		--	5.6	A		--	8.4	A
61	Monterey Street and Luchessa Avenue	CofG	D	AM	11/05/19	Signal	--	25.3	C	Signal	--	29.6	C
				PM	09/05/19		--	39.8	D		--	39.2	D
62	Rossi Lane and Luchessa Avenue	CofG	E	AM	Future	Future	--	--	--	TWSC	No	18.5	C
				PM	Future		--	--	--		No	29.6	D
63	Cameron Boulevard and Luchessa Avenue	CofG	E	AM	Future	Future	--	--	--	TWSC	No	10.6	B+
				PM	Future		--	--	--		No	13.1	B
64	Thomas Road and Santa Teresa Boulevard	CofG	C	AM	11/20/19	Signal	--	19.2	B-	Signal	--	23.0	C
				PM	11/20/19		--	18.2	B-		--	28.3	C
65	US 101 SB Ramps and Monterey Street	Caltrans	D	AM	03/27/18	Signal	--	13.5	B	Signal	--	15.2	B
				PM	09/05/19		--	21.7	C+		--	31.6	C
66	Monterey Street and US 101 NB Ramps	Caltrans	D	AM	03/27/18	Signal	--	18.6	B-	Signal	--	**82.7**	**F**
				PM	09/05/19		--	24.0	C		--	**67.9**	**E**
67	Wren Avenue and Third Street	CofG	C	AM	10/17/19	Signal	--	23.6	C	Signal	--	23.0	C
				PM	10/17/19		--	19.4	B-		--	19.4	B-
68	Santa Teresa Boulevard and Third Street	CofG	C	AM	03/27/18	RAB	--	8.7	A	RAB	--	11.1	B
				PM	03/27/18		--	6.6	A		--	15.6	C
69	Santa Teresa Boulevard and Wellburn Avenue	CofG	C	AM	03/27/18	Signal	--	24.4	C	Signal	--	25.2	C
				PM	03/27/18		--	21.0	C+		--	22.5	C+
70	Monterey Road and Las Animas Avenue	CofG	C	AM	11/20/19	Signal	--	14.9	B	Signal	--	25.0	C
				PM	11/20/19		--	17.1	B		--	**61.6**	**E**
71	No Name Uno and Buena Vista Avenue	SCC	C	AM	11/20/19	AWSC	No	7.9	A	AWSC	No	8.2	A
				PM	11/20/19		No	8.4	A		No	11.5	B
72	Church Street and Luchessa Avenue	CofG	D	AM	11/20/19	TWSC	No	25.6	D+	TWSC	**Yes**	**>120**	**F**
				PM	09/05/19		No	24.2	C-		**Yes**	**>120**	**F**
73	Chestnut Street and Luchessa Avenue	CofG	E	AM	11/20/19	TWSC	No	20.7	C	TWSC	**Yes**	**>120**	**F**
				PM	11/20/19		No	24.4	C-		**Yes**	**86.7**	**F**
74	Princevalle Street and Luchessa Avenue	CofG	C	AM	03/27/18	Signal	--	13.8	B	Signal	--	17.0	B
				PM	09/05/19		--	11.0	B+		--	16.5	B
75	Westwood Drive and First Street	Caltrans	C	AM	03/27/18	Signal	--	12.6	B	Signal	--	12.3	B
				PM	03/27/18		--	12.5	B		--	12.4	B
76	Kern Avenue and First Street	Caltrans	D	AM	10/17/19	OWSC	No	28.3	D+	OWSC	**Yes**	32.1	D-
				PM	10/17/19		**Yes**	**37.0**	**E+**		**Yes**	**61.3**	**F**
77	Kern Avenue and Buena Vista Avenue	SCC	D	AM	Future	Future	--	--	--	OWSC	No	**41.6**	**E**
				PM	Future		--	--	--		No	16.1	C+

Notes: RAB = roundabout; AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled
[1] LOS standard obtained from the current City of Gilroy General Plan.
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
Entries denoted in bold and boxed indicate a deficiency based on the City's criteria.

Figure 12
Existing Intersection Levels of Service

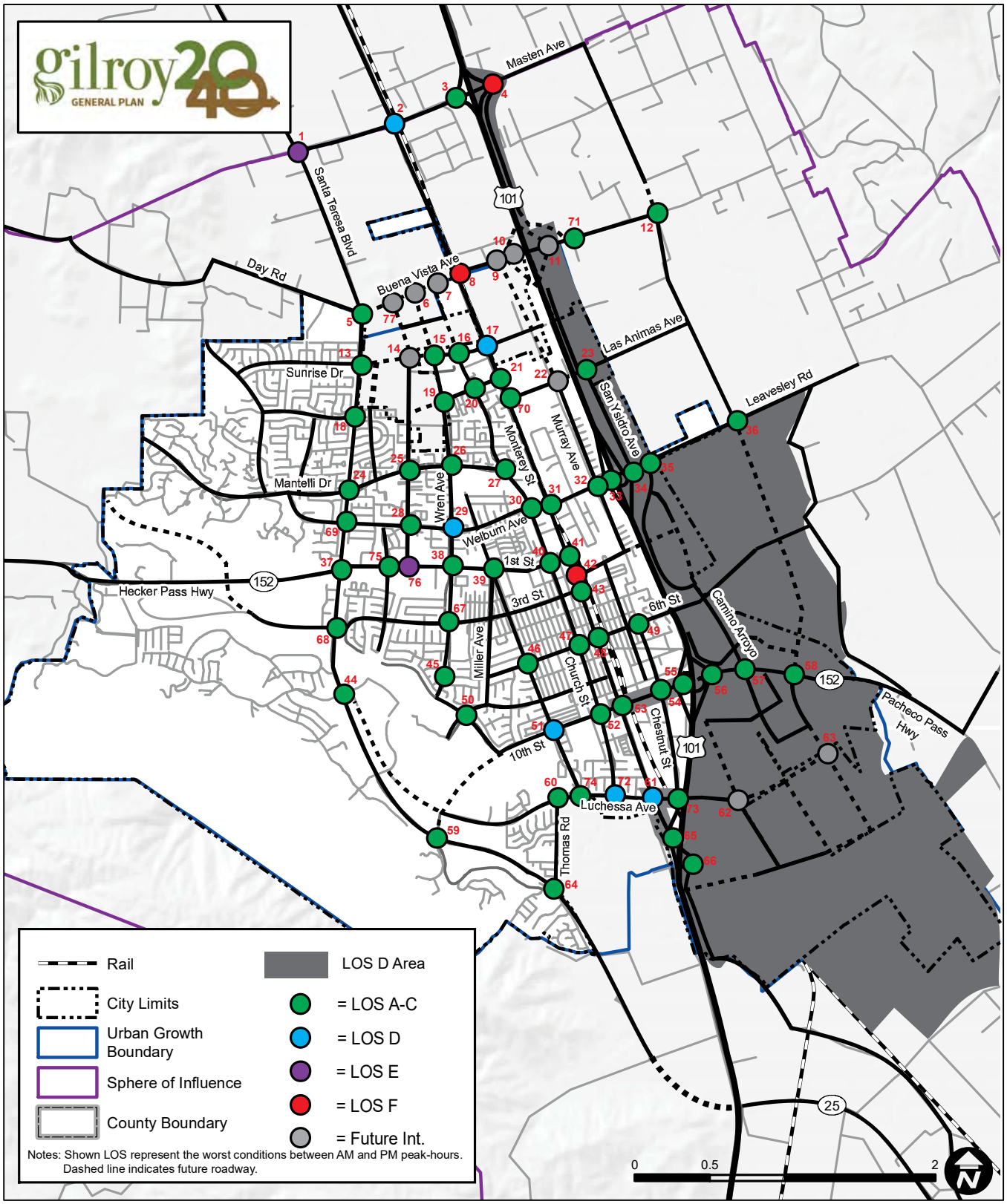


Figure 13
2040 General Plan Intersection Levels of Service

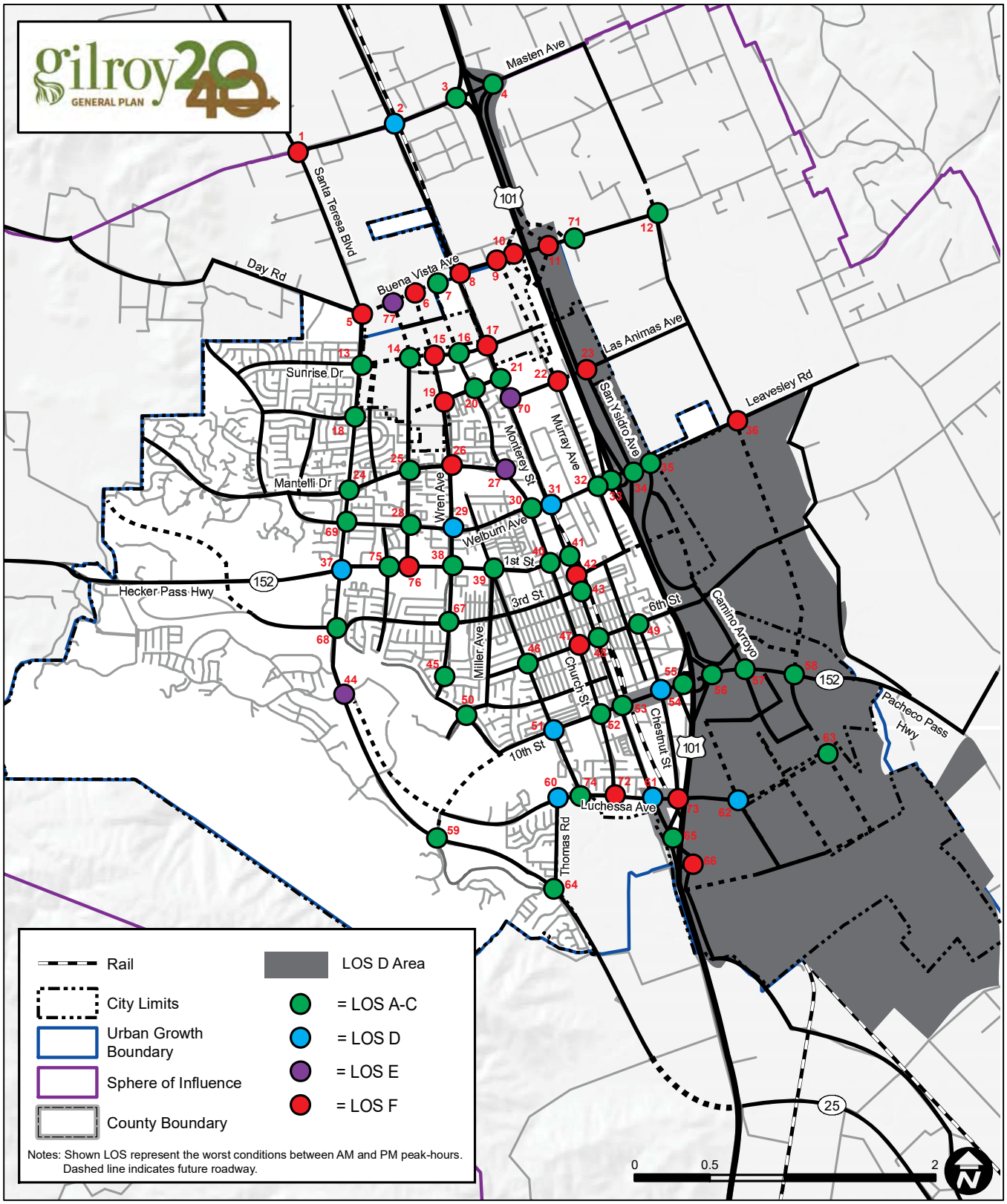


Table 11
Possible Intersection Improvements Under 2040 General Plan Conditions

#	Intersection	Northbound	Southbound	Eastbound	Westbound	Other
1	Santa Teresa Boulevard and Fitzgerald Avenue	Separate R	2nd T			
2	Monterey Road and Masten Avenue/Fitzgerald Avenue			1L, 1T/R	Separate R	Protected E/W
5	Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue	Separate R	Separate R	2L, 2T, 1R	2L,1T,1R	
6	Wren Avenue and Buena Vista Avenue					Signalize
8	Monterey Road and Buena Vista Avenue		Separate R		Separate R	Signalize
9	Murray Avenue and Buena Vista Avenue					Signalize
10	US 101 SB Ramps and Buena Vista Avenue		Add 2nd R			Signalize
11	US 101 NB Ramps and Buena Vista Avenue	Add 2nd L		Add 2nd L		Signalize
15	Wren Avenue and Cohansey Avenue					Signalize
17	Monterey Road and Cohansey Avenue			Convert L/T/R to 1L, 1T/R		Signalize
19	Wren Avenue and Farrell Avenue					Signalize
22	Murray Avenue and Las Animas Avenue					Signalize
23	San Ysidro Avenue/No Name Uno and Las Animas Avenue					Signalize
26	Wren Avenue and Mantelli Drive			Separate L	Separate L	Signalize
27	Church Street and Mantelli Drive			1T/L, 1R		Signalize
29	Wren Avenue and Welburn Avenue				Separate L	Protected E/W
31	Monterey Street and Leavesley Road/Welburn Avenue	Add 2nd L	Add 2nd L			
36	Cameron Boulevard/Marcella Avenue and Leavesley Road					Signalize
37	Santa Teresa Boulevard and First Street/Hecker Pass Highway				Add 2nd L	
42	Monterey Street and IOOF Avenue	Separate L	Separate L		Separate R	Signalize
44	Santa Teresa Boulevard and Club Drive					Protected E/W
47	Church Street and Sixth Street					Signalize
51	Princevalle Street and Tenth Street	Separate R	Separate R			
60	Thomas Road and Luchessa Avenue	Separate R				
66	Monterey Street and US 101 NB Ramps	Add 2nd L				
70	Monterey Road and Las Animas Avenue	Separate R			1L, 1T, 1R	Protected E/W
72	Church Street and Luchessa Avenue					Signalize
73	Chestnut Street and Luchessa Avenue			Separate L	Separate L	Signalize
76	Kern Avenue and First Street					Signalize

Notes:
L = Left, T = Through, R = Right

Figure 14
2040 General Plan Conditions Intersection Lane Configurations – With Improvements

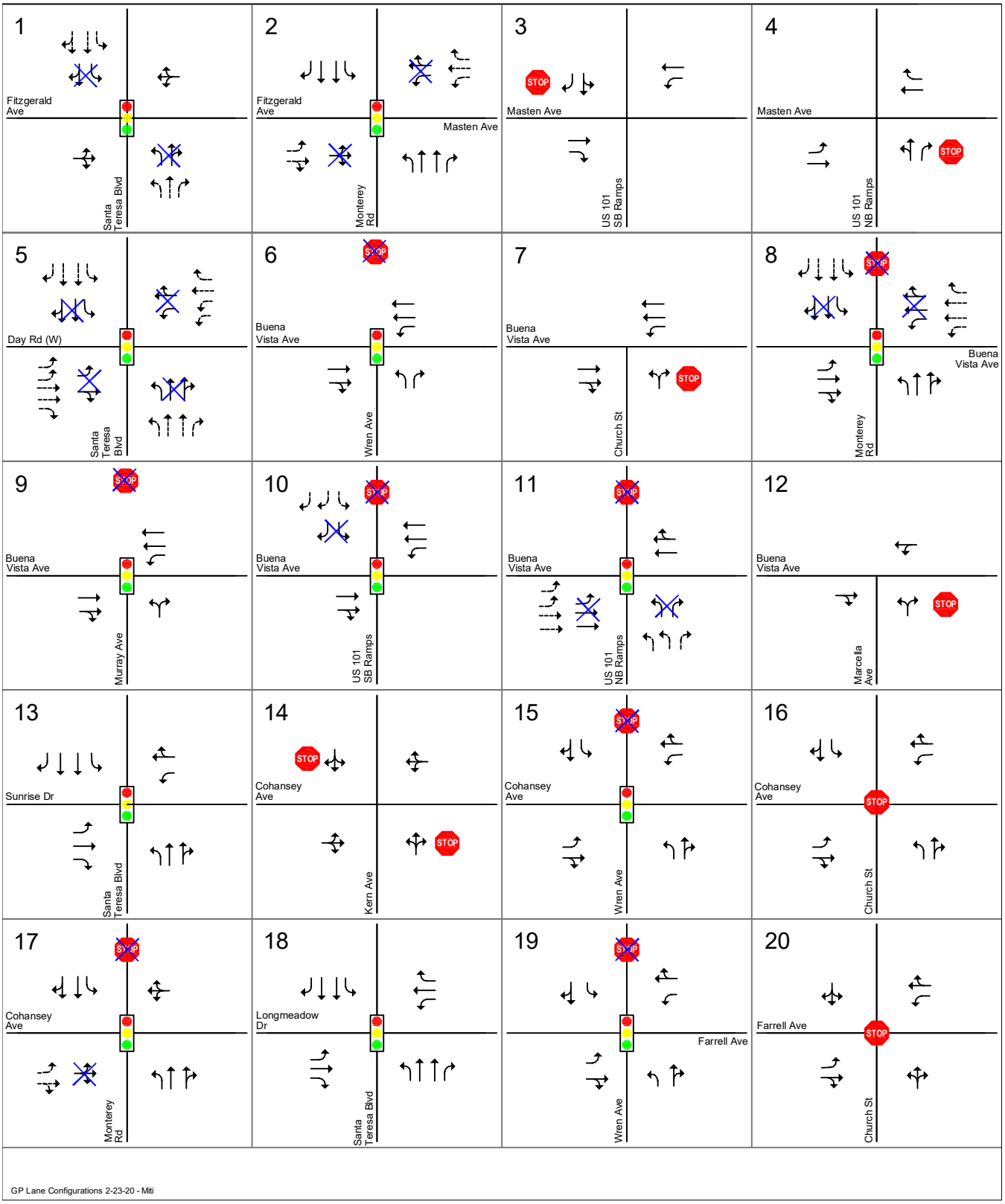


Figure 14 (Continued)
2040 General Plan Conditions Intersection Lane Configurations – With Improvements

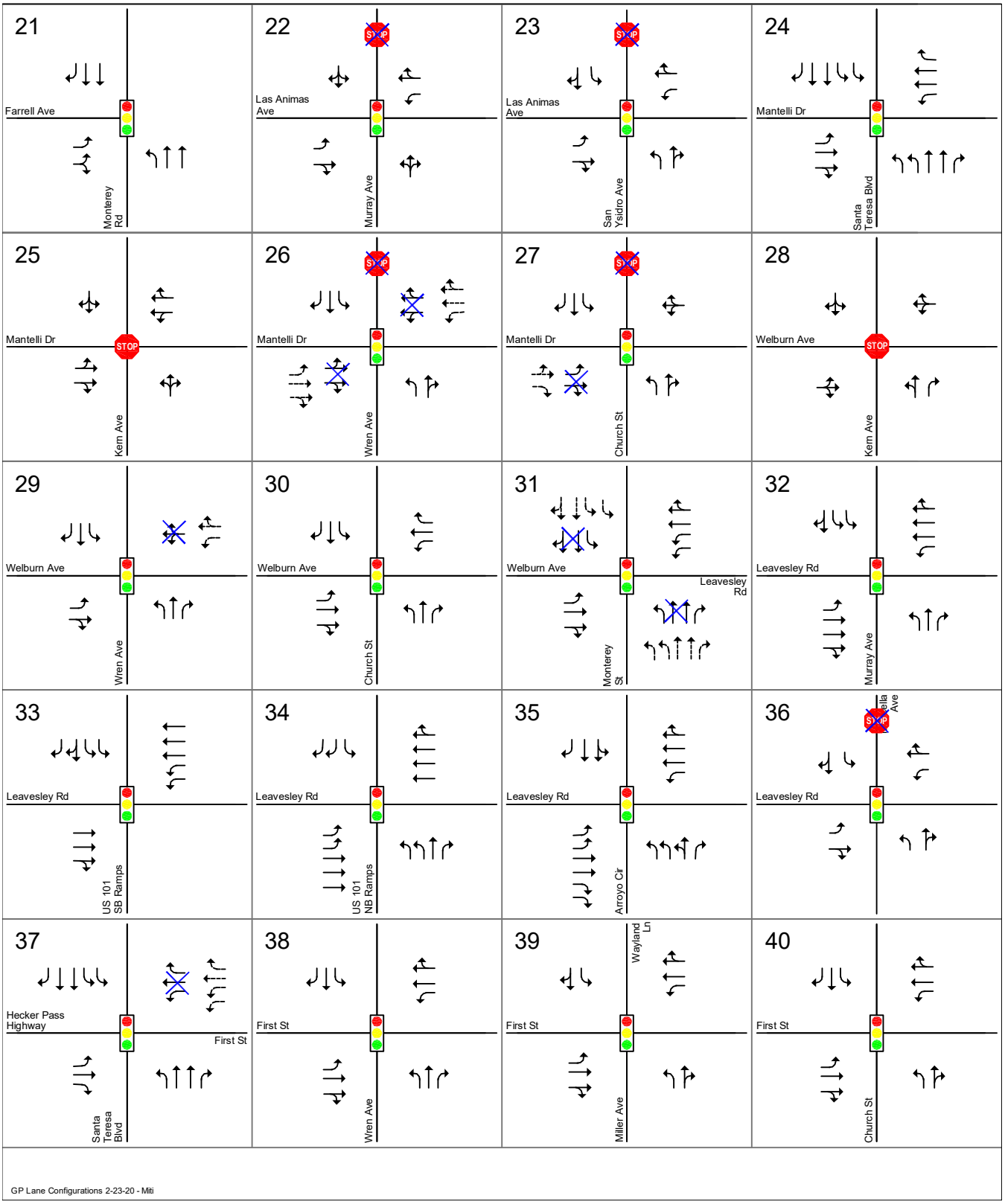


Figure 14 (Continued)
2040 General Plan Conditions Intersection Lane Configurations – With Improvements

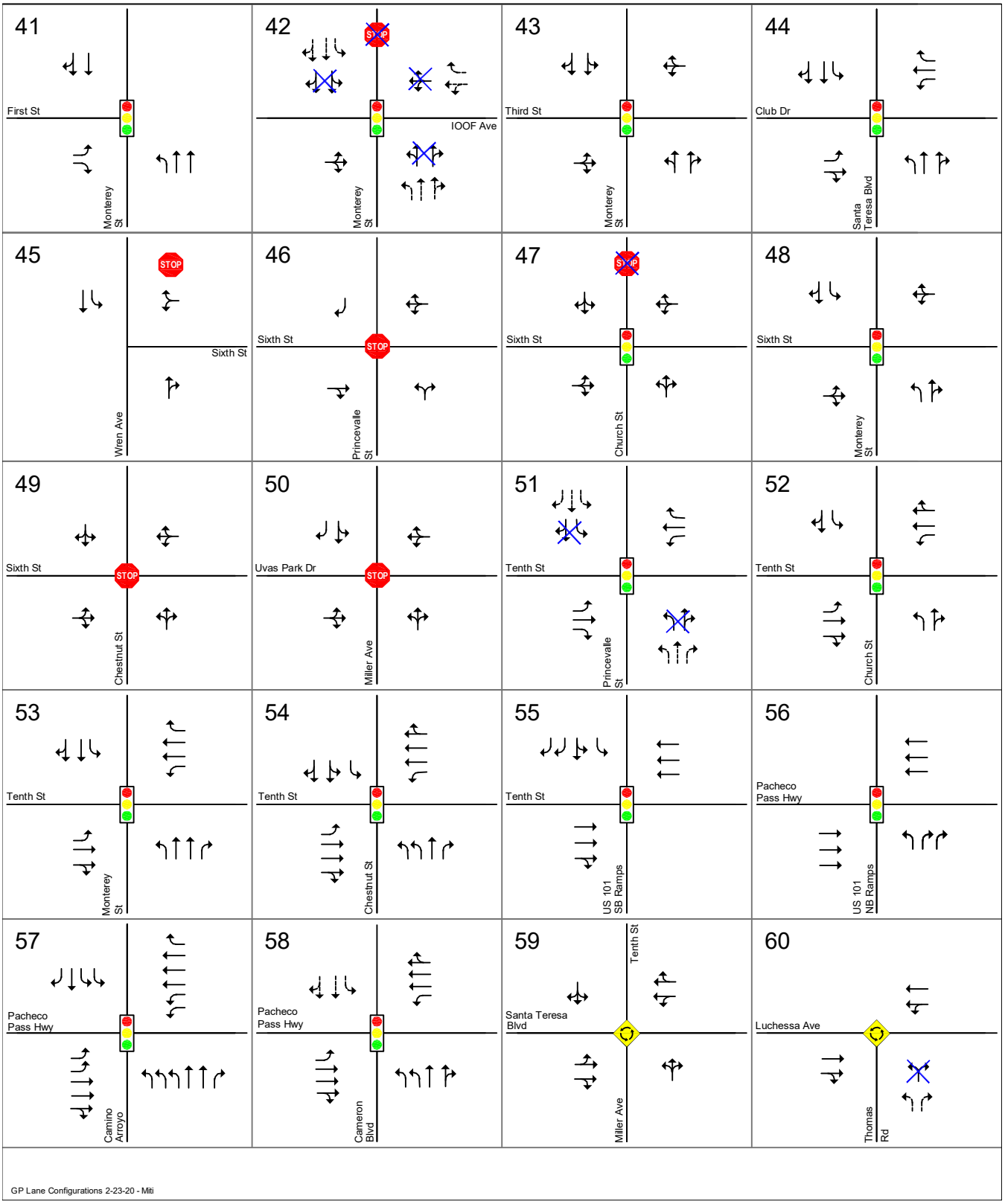


Figure 14 (Continued)
2040 General Plan Conditions Intersection Lane Configurations – With Improvements

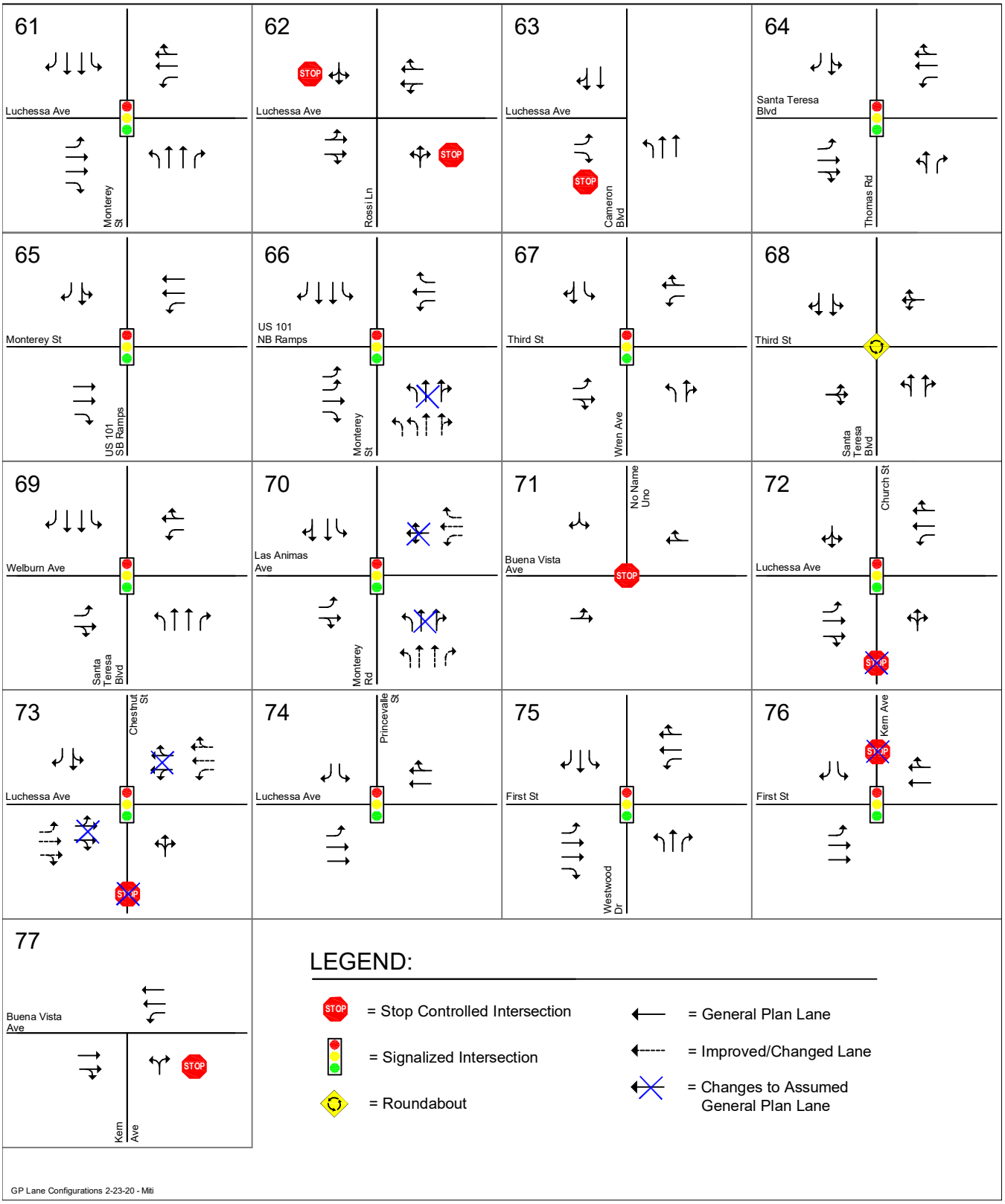


Table 12
2040 General Plan Conditions Intersection Levels of Service – With Improvements

Int. #	Intersection	Jurisdiction	LOS Standard[1]	Peak Hour	2040 General Plan Control	2040 General Plan Warrant Met?	2040 General Plan Delay	2040 General Plan LOS	2040 General Plan with Improvements Control	2040 General Plan with Improvements Delay	2040 General Plan with Improvements LOS
1	Santa Teresa Boulevard and Fitzgerald Avenue	SCC	C	AM	Signal	--	**87.2**	**F**	Signal	22.6	C+
				PM		--	**>120**	**F**		34.0	C-
2	Monterey Road and	SCC	C	AM	Signal	--	29.9	C	Signal	26.2	C
	Masten Avenue/Fitzgerald Avenue			PM		--	**41.1**	**D**		30.9	C
5	Santa Teresa Boulevard and	CofG	C	AM	Signal	--	**81.2**	**F**	Signal	35.0	C-
	Day Road (W)/Buena Vista Avenue			PM		--	**43.7**	**D**		22.2	C+
6	Wren Avenue and Buena Vista Avenue	SCC	D	AM	TWSC	**Yes**	**>120**	**F**	Signal	25.5	C
				PM		**Yes**	**>120**	**F**		23.1	C
8	Monterey Road and Buena Vista Avenue	SCC	D	AM	TWSC	**Yes**	**>120**	**F**	Signal	32.3	C-
				PM		**Yes**	**>120**	**F**		31.8	C
9	Murray Avenue and Buena Vista Avenue	SCC	D	AM	TWSC	**Yes**	**>120**	**F**	Signal	16.4	B
				PM		**Yes**	**>120**	**F**		22.6	C+
10	US 101 SB Ramps and Buena Vista Avenue	Caltrans	D	AM	OWSC	**Yes**	**64.6**	**F**	Signal	24.3	C
				PM		**Yes**	**>120**	**F**		19.2	B-
11	US 101 NB Ramps and Buena Vista Avenue	Caltrans	E	AM	OWSC	**Yes**	**>120**	**F**	Signal	19.4	B-
				PM		**Yes**	**>120**	**F**		26.3	C
15	Wren Avenue and Cohansey Avenue	CofG	C	AM	AWSC	**Yes**	**41.1**	**E**	Signal	24.4	C
				PM		**Yes**	**62.3**	**F**		24.3	C
17	Monterey Road and Cohansey Avenue	CofG	D	AM	TWSC	**Yes**	**>120**	**F**	Signal	22.1	C+
				PM		**Yes**	**>120**	**F**		27.4	C
19	Wren Avenue and Farrell Avenue	CofG	C	AM	AWSC	**Yes**	**>120**	**F**	Signal	24.4	C
				PM		**Yes**	**82.2**	**F**		20.7	C+
22	Murray Avenue and Las Animas Avenue	CofG	D	AM	TWSC	**Yes**	**102.6**	**F**	Signal	17.4	B
				PM		**Yes**	**>120**	**F**		16.4	B
23	San Ysidro Avenue/No Name Uno and	CofG	E	AM	TWSC	No	**>120**	**F**	Signal	30.7	C
	Las Animas Avenue			PM		**Yes**	**>120**	**F**		33.5	C-
26	Wren Avenue and Mantelli Drive	CofG	C	AM	AWSC	**Yes**	**59.7**	**F**	Signal	33.8	C-
				PM		**Yes**	**50.2**	**F**		30.7	C
27	Church Street and Mantelli Drive	CofG	C	AM	AWSC	**Yes**	**36.1**	**E**	Signal	19.0	B-
				PM		**Yes**	**45.7**	**E**		18.8	B-
29	Wren Avenue and Welburn Avenue	CofG	C	AM	Signal	--	**39.5**	**D**	Signal	31.8	C
				PM		--	**39.7**	**D**		33.0	C-
31	Monterey Street and	Caltrans	C	AM	Signal	--	30.5	C	Signal	28.6	C
	Leavesley Road/Welburn Avenue			PM		--	**41.0**	**D**		34.5	C-
36	Cameron Boulevard/Marcella Avenue and	SCC	E	AM	TWSC	No	16.9	C+	Signal	12.5	B
	Leavesley Road			PM		**Yes**	**92.9**	**F**		22.1	C+
37	Santa Teresa Boulevard and	Caltrans	C	AM	Signal	--	26.1	C	Signal	24.4	C
	First Street/Hecker Pass Highway			PM		--	**35.6**	**D+**		31.0	C
42	Monterey Street and IOOF Avenue	CofG	D	AM	OWSC	**Yes**	**>120**	**F**	Signal	20.9	C+
				PM		**Yes**	**>120**	**F**		18.3	B-
44	Santa Teresa Boulevard and Club Drive	CofG	C	AM	Signal	--	24.2	C	Signal	23.7	C
				PM		--	**65.3**	**E**		34.8	C-
47	Church Street and Sixth Street	CofG	C	AM	AWSC	**Yes**	18.6	C	Signal	17.6	B
				PM		**Yes**	**77.8**	**F**		18.1	B-
51	Princevalle Street and Tenth Street	CofG	C	AM	Signal	--	**37.4**	**D+**	Signal	33.3	C-
				PM		--	22.5	C+		22.2	C+
60	Thomas Road and Luchessa Avenue	CofG	C	AM	RAB	--	**34.7**	**D**	RAB	14.7	B
				PM		--	8.4	A		8.0	A
66	Monterey Street and US 101 NB Ramps	Caltrans	D	AM	Signal	--	**82.7**	**F**	Signal	24.9	C
				PM		--	**67.9**	**E**		33.0	C-
70	Monterey Road and Las Animas Avenue	CofG	C	AM	Signal	--	25.0	C	Signal	27.2	C
				PM		--	**61.6**	**E**		30.7	C
72	Church Street and Luchessa Avenue	CofG	D	AM	TWSC	**Yes**	**>120**	**F**	Signal	13.2	B
				PM		**Yes**	**>120**	**F**		13.5	B
73	Chestnut Street and Luchessa Avenue	CofG	E	AM	TWSC	**Yes**	**>120**	**F**	Signal	19.7	B-
				PM		**Yes**	**86.7**	**F**		30.0	C
76	Kern Avenue and First Street	Caltrans	D	AM	OWSC	**Yes**	32.1	D-	Signal	7.2	A
				PM		**Yes**	**61.3**	**F**		7.4	A

Notes: RAB = roundabout; AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled

[1] LOS standard obtained from the current City of Gilroy General Plan.

[2] Same mitigations as current LOS standard scenarios.

Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.

Entries denoted in bold and boxed indicate a deficiency based on the City's criteria.

2. Monterey Road and Masten Avenue/Fitzgerald Avenue

This Santa Clara County signalized intersection is projected to operate at an unacceptable LOS D during the PM peak hour under 2040 General Plan conditions.

Possible improvements include a separate left-turn lane in the eastbound direction, a separate right-turn lane in the westbound direction, and modification of the east-west phasing from split to protected. With implementation of these improvements, the intersection is projected to operate at acceptable LOS C during both peak hours under 2040 General Plan conditions.

5. Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue

This City of Gilroy signalized intersection is projected to operate at unacceptable LOS F and D during the AM and PM peak hours, respectively, under 2040 General Plan conditions.

Possible improvements include the addition of separate right-turn lanes in the northbound and southbound directions and reconfigurations of the eastbound approach to provide two left-turn lanes, two through lanes, and a separate right-turn lane and of the westbound approach to provide two left-turn lanes, one through lane, and a separate right-turn lane. With implementation of these improvements, the intersection is projected to operate at acceptable LOS C during both peak hours under 2040 General Plan conditions.

6. Wren Avenue and Buena Vista Avenue

This future Santa Clara County unsignalized intersection is projected to operate at LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

8. Monterey Road and Buena Vista Avenue

This Santa Clara County unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal and the addition of separate right-turn lanes in the southbound and westbound directions. Signalization of the intersection and implementation of these improvements would improve the intersection level of service conditions to acceptable LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

9. Murray Avenue and Buena Vista Avenue

This future Santa Clara County unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS B and C during the AM and PM peak hours, respectively, under 2040 General Plan conditions.

10. US 101 SB Ramps and Buena Vista Avenue

This future Caltrans unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal and the addition of a second right-turn lane in the southbound direction. Signalization of the intersection and implementation of the above improvements would improve the intersection level of service conditions to acceptable LOS C and B during the AM and PM peak hours, respectively, under 2040 General Plan conditions.

11. US 101 NB Ramps and Buena Vista Avenue

This future Caltrans unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal and the addition of second left-turn lanes in the northbound and eastbound directions. Signalization of the intersection and implementation of these improvements would improve the intersection level of service conditions to acceptable LOS B and C during the AM and PM peak hours, respectively, under 2040 General Plan conditions.

15. Wren Avenue and Cohansey Avenue

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS E and F during the AM and PM peak hours, respectively. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

17. Monterey Road and Cohansey Avenue

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal and addition of a separate eastbound left-turn lane. Signalization of the intersection and implementation of these improvements would improve the intersection level of service conditions to acceptable LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

19. Wren Avenue and Farrell Avenue

This City of Gilroy unsignalized intersection is projected to operate an unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

22. Murray Avenue and Las Animas Avenue

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS B during both the AM and PM peak hours under 2040 General Plan conditions.

23. San Ysidro Avenue/No Name Uno and Las Animas Avenue

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during the PM peak hour.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

26. Wren Avenue and Mantelli Drive

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal and the addition of separate left-turn lanes in the eastbound and westbound directions. Signalization of the intersection and implementation of these improvements would improve the intersection level of service conditions to acceptable LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

27. Church Street and Mantelli Drive

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS E during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal and conversion of the eastbound approach from one left-turn lane and one shared through-and-right turn lane to one shared through-and-left turn lane and one right-turn lane. Signalization of the intersection and implementation of these improvements would improve the intersection level of service conditions to acceptable LOS B during both the AM and PM peak hours under 2040 General Plan conditions.

29. Wren Avenue and Welburn Avenue

This City of Gilroy signalized intersection is projected to operate at unacceptable LOS D during both the AM and PM peak hours under 2040 General Plan conditions.

Possible improvements include the addition of a separate westbound left-turn lane and modification of the east-west phasing from split to protected. With implementation of these improvements, the intersection level of service is projected to improve to LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

31. Monterey Street and Leavesley Road/Welburn Avenue

This Caltrans signalized intersection is projected to operate at unacceptable LOS D during the PM peak-hour under 2040 General Plan conditions.

Possible improvements include the addition of second left-turn lanes in the northbound and southbound directions. With implementation of these improvements, the intersection level of service is projected to improve to LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

36. Cameron Boulevard/Marcella Avenue and Leavesley Road

This Santa Clara County unsignalized intersection is projected to operate at an unacceptable LOS F during the PM peak hour. Additionally the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during the same peak hour.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS B and C during the AM and PM peak hours, respectively, under 2040 General Plan conditions.

37. Santa Teresa Boulevard and First Street/Hecker Pass Highway

This Caltrans signalized intersection is projected to operate at unacceptable LOS D during the PM peak hour under 2040 General Plan conditions.

Possible improvements include the addition of a second westbound left-turn lane. With implementation of these improvements, the intersection is projected to operate at acceptable LOS C during both the AM and PM peak hours under 2040 General Plan Conditions.

42. Monterey Street and IOOF Avenue

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal and the addition of separate left-turn lanes in both the northbound and southbound directions and a separate right-turn lane in the westbound direction. Signalization of the intersection and implementation of these improvements would improve the intersection level of service conditions to acceptable LOS C and B during the AM and PM peak hours, respectively, under 2040 General Plan conditions.

44. Santa Teresa Boulevard and Club Drive

This City of Gilroy signalized intersection is projected to operate at unacceptable LOS E during the PM peak hour under 2040 General Plan conditions.

Possible improvements include changing the east-west left-turn signal phasing from split to protected. With implementation of this improvement, the intersection is projected to operate at acceptable LOS C during both the AM and PM peak hours under 2040 General Plan Conditions.

47. Church Street and Sixth Street

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS F during the PM peak-hour. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during the same peak hour.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS B during both the AM and PM peak hours under 2040 General Plan conditions.

51. Princevalle Street and Tenth Street

This City of Gilroy signalized intersection is projected to operate at unacceptable LOS D during the AM peak hour under 2040 General Plan conditions.

Possible improvements include the addition of separate right-turns in the northbound and southbound directions. With implementation of these improvements, the intersection is projected to operate at acceptable LOS C during both the AM and PM peak hours under 2040 General Plan Conditions.

60. Thomas Road and Luchessa Avenue

This City of Gilroy roundabout intersection is projected to operate at unacceptable LOS D during the AM peak hour under 2040 General Plan conditions.

Possible improvements include the addition of a separate right-turn lane in the northbound direction. With implementation of this improvement, the intersection is projected to operate at acceptable LOS B and A during the AM and PM peak hours, respectively, under 2040 General Plan Conditions.

66. Monterey Street and US 101 NB Ramps

This Caltrans signalized intersection is projected to operate at unacceptable LOS F and E during the AM and PM peak hours, respectively, under 2040 General Plan conditions.

Possible improvements include the addition of a second left-turn lane in the northbound direction. With implementation of this improvement, the intersection level of service is projected to improve to LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

70. Monterey Road and Las Animas Avenue

This City of Gilroy signalized intersection is projected to operate at unacceptable LOS E during the PM peak-hour under 2040 General Plan conditions.

Possible improvements include the addition of a separate right-turn lane in the northbound direction and the conversion of the westbound approach to provide one left-turn, one through, and one right-turn lane with protected east-west phasing. With implementation of these improvements, the intersection level of service is projected to improve to LOS C during both the AM and PM peak hours under 2040 General Plan conditions.

72. Church Street and Luchessa Avenue

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS B during both the AM and PM peak hours under 2040 General Plan conditions.

73. Chestnut Street and Luchessa Avenue

This City of Gilroy unsignalized intersection is projected to operate at unacceptable LOS F during both the AM and PM peak hours. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during both peak hours.

Possible improvements include the installation of a traffic signal with separate left-turn lanes and protected phasing on the Luchessa Avenue approaches. Signalization of the intersection and implementation of these improvements would improve the intersection level of service conditions to acceptable LOS B and C during the AM and PM peak hours, respecitvely, under 2040 General Plan conditions.

76. Kern Avenue and First Street

This Caltrans unsignalized intersection is projected to operate at unacceptable LOS F during the PM peak-hour. Additionally, the intersection traffic volumes would be high enough to satisfy the peak-hour volume traffic signal warrant during the same peak-hour.

Possible improvements include the installation of a traffic signal, which would improve the intersection level of service conditions to acceptable LOS A during both the AM and PM peak hours under 2040 General Plan conditions.

Feasibility of Improvements

The identified improvements consist of the minimum changes to each intersection required to maintain the intersection's level of service standard. The identified improvements have not been reviewed in detail. Reviews may show that the full intersection improvements, as described above, are not feasible due to right-of-way constraints, detrimental impacts to non-auto modes, or other environmental impacts. If the full intersection improvements are not implemented, the intersection would operate at substandard levels and likely would continue to exhibit some level of traffic operational deficiency.

At locations where implementation of the proposed improvements is not feasible, development projects contributing to the deterioration of the intersection's operating condition could be required to implement alternative transportation system improvements that are focused on making the transportation system more efficient and improving the City's overall multimodal transportation system. Multimodal transportation system improvements could be required in lieu of intersection improvements to offset an operational deficiency, improving the transportation system for all users. However, such improvements may not completely offset the degradation in traffic operations.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed.

The results of the freeway level of service analysis under existing and 2040 General Plan conditions are summarized in Table 13.

Existing Freeway Segment Level of Service Results

Existing traffic volumes, average speeds, and densities for the subject freeway segments were obtained from the Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018, which was the latest available monitoring report at the time the traffic analysis was prepared. The results show that five freeway segments currently operate at an unacceptable LOS F (see Figure 15).

2040 General Plan Freeway Segment Level of Service Results

The results of the analysis show that seven freeway segments are projected to operate at an unacceptable LOS F under 2040 General Plan conditions (see Figure 16).

Possible Freeway Segment Improvements

In order to improve the level of service conditions to acceptable levels at the study freeway segments that are projected to be deficient under 2040 General Plan conditions, the following measures can be implemented:

Increase capacity on the deficient freeway segment – This can be accomplished with the addition of lanes on deficient freeway mainline segments. The VTP 2040 identifies the widening of US 101 to include an HOV lane in both the southbound and northbound directions between Cochrane Road in Morgan Hill and Monterey Road in Gilroy. The VTP also identifies the conversion of the HOV lanes along US 101 within Santa Clara County to express lanes. Ultimately, the VTA and Caltrans are the responsible agencies for planning for and implementing improvements within the US 101 corridor.

Reduce traffic volumes on the freeway – In order to reduce traffic volumes on the freeway, alternative non-auto modes of travel must be available. Examples of such measures include, increasing the existing Caltrain service to and from Gilroy, adding additional regional/express bus lines between Gilroy and other communities, and implementing strong TDM programs that would result in less traffic being added to the freeway. The VTP 2040 identifies improvements to implement double track segment on the Caltrain line between San Jose and Gilroy. Increasing the existing transit services that are currently available in Gilroy could attract more commuters to use public transportation as an alternative to passenger vehicle. The implementation of these improvements, however, is beyond Gilroy's control.

Table 13
Freeway Segment Level of Service Results

#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/hr)	Existing Volume[1] (pc/hr/ln)	Existing Density[1] (pc/mi/ln)	Existing LOS[1]	2040 General Plan Volume (pc/hr/ln)	2040 General Plan Density (pc/mi/ln)	2040 General Plan LOS
1	US 101	from SR 25 to Monterey Road	NB	AM	36.20	1,846	51	E	2,081	57	E
			NB	PM	42.00	1,940	46	D	2,395	57	E
2	US 101	from Monterey Road to Pacheco Pass Highway	NB	AM	63.80	1,432	22	C	1,763	28	D
			NB	PM	63.20	1,513	24	C	2,027	32	D
3	US 101	from Pacheco Pass Highway to Leavesley Road	NB	AM	58.50	1,854	32	D	2,083	36	D
			NB	PM	59.30	1,819	31	D	2,258	38	D
4	US 101	from Leavesley Road to Buena Vista Avenue	NB	AM	40.40	1,918	47	E	1,992	49	E
			NB	PM	56.60	1,915	34	D	2,344	41	D
5	US 101	from Buena Vista Avenue to Masten Avenue	NB	AM	40.40	1,918	47	E	2,197	54	E
			NB	PM	56.60	1,915	34	D	2,461	43	D
6	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34.20	1,804	53	E	1,883	55	E
			NB	PM	51.80	1,986	38	D	2,323	45	D
7	US 101	from San Martin Avenue to Tennant Avenue	NB	AM	10.40	861	**83**	**F**	905	**87**	**F**
			NB	PM	60.00	1,782	30	D	2,198	37	D
8	US 101	from Tennant Avenue to East Dunne Avenue	NB	AM	9.40	796	**85**	**F**	805	**86**	**F**
			NB	PM	59.80	1,793	30	D	2,163	36	D
9	US 101	from East Dunne Avenue to Tennant Avenue	SB	AM	63.00	1,537	24	C	1,863	30	D
			SB	PM	27.00	1,612	**60**	**F**	1,798	**67**	**F**
10	US 101	from Tennant Avenue to San Martin Avenue	SB	AM	63.00	1,537	24	C	1,957	31	D
			SB	PM	25.40	1,561	**61**	**F**	1,799	**71**	**F**
11	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60.00	1,782	30	D	2,281	38	D
			SB	PM	37.80	1,876	50	E	1,991	53	E
12	US 101	from Masten Avenue to Buena Vista Avenue	SB	AM	52.00	1,984	38	D	2,598	50	E
			SB	PM	37.20	1,865	50	E	2,194	**59**	**F**
13	US 101	from Buena Vista Avenue to Leavesley Road	SB	AM	52.00	1,984	38	D	2,419	47	E
			SB	PM	37.20	1,865	50	E	1,974	53	E
14	US 101	from Leavesley Road to Pacheco Pass Highway	SB	AM	63.60	1,460	23	C	1,996	31	D
			SB	PM	59.20	1,823	31	D	2,099	35	D
15	US 101	from Pacheco Pass Highway to Monterey Road	SB	AM	64.00	1,402	22	C	1,859	29	D
			SB	PM	30.40	1,711	56	E	2,070	**68**	**F**
16	US 101	from Monterey Road to SR 25	SB	AM	61.90	1,648	27	D	2,130	34	D
			SB	PM	20.80	1,391	**67**	**F**	1,789	**86**	**F**

Notes:
[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
Entries denoted in bold indicate unacceptable LOS F conditions.

Figure 15
Existing Freeway Segment Levels of Service

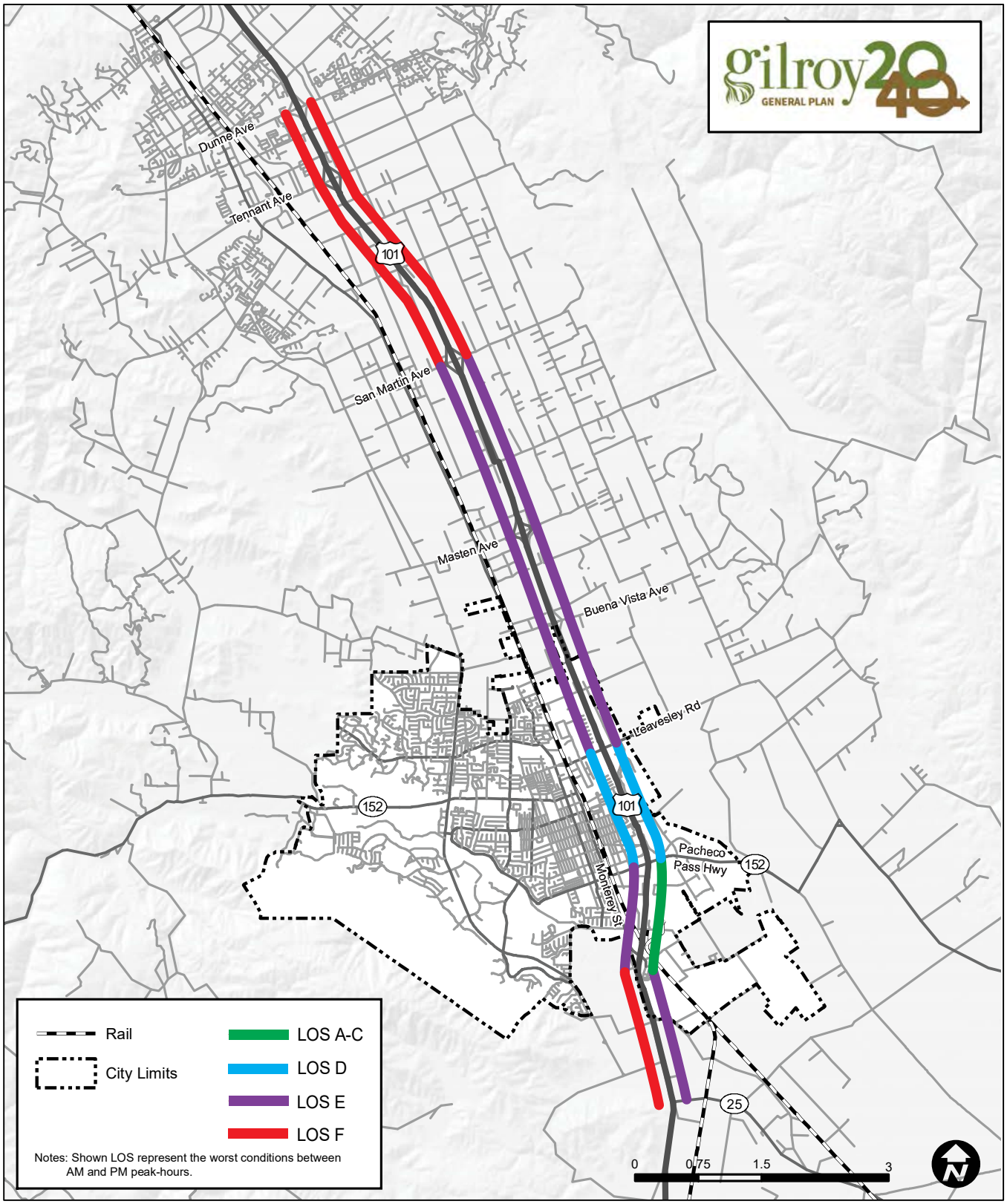
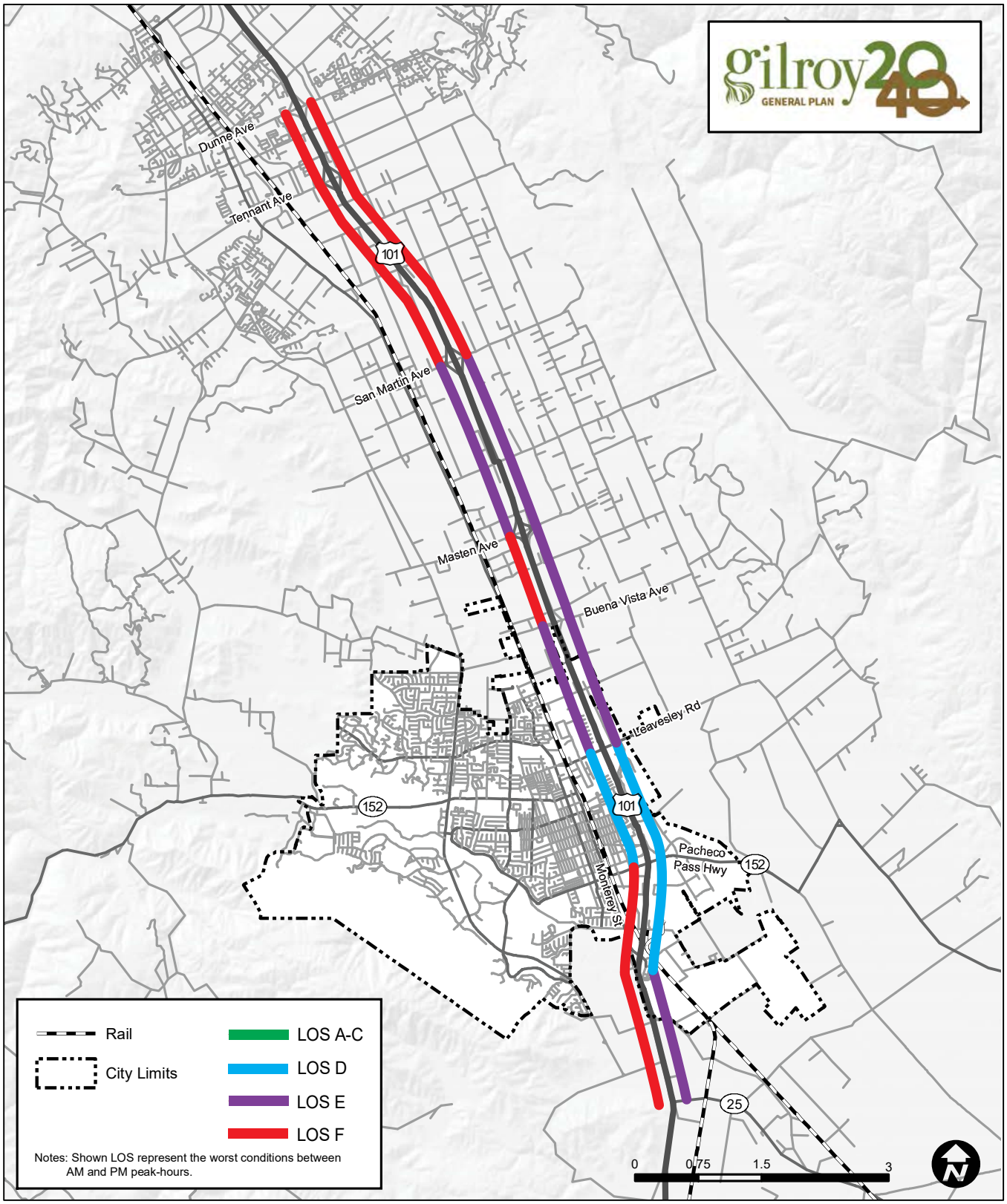


Figure 16
2040 General Plan Freeway Segment Levels of Service



Freeway Ramp Analysis

A freeway ramp analysis was conducted for all existing and future freeway interchanges serving the Gilroy area. The analysis is based on calculated volume-to-capacity (V/C) ratios at the study freeway ramps.

Freeway Ramp Volumes

Existing peak-hour ramp volumes were interpolated from turning-movement traffic counts at the adjacent ramp intersections. General Plan 2040 ramp traffic volumes were calculated from the forecasted turn-movement volumes at the adjacent ramp intersections.

Freeway Ramp Capacities

Existing Conditions

The study freeway off-ramps consist of one or two lanes at the point where they diverge from the freeway mainline and some widen to multiple lanes at the off-ramp intersection. For this ramp analysis, the ramp capacity for the off-ramps is dictated by the number of lanes at the ramps' diverging point from the freeway mainline, since this is the location that dictates how much traffic exits the freeway.

The study on-ramps consist of one or two mixed-flow lanes with or without a separate HOV lane and are controlled by a ramp meter during the peak hours in the peak commute direction only (northbound in the morning and southbound in the evening). All multiple-lane on-ramps studied narrow to a single lane after the ramp meter before the freeway merge point. For metered on-ramps, the constraint point is at the meter. For non-metered on-ramps, the constraint point is at the ramps' merging point with the freeway.

The typical capacity for a diagonal freeway ramp is 1,800 vehicles per hour per lane (vphpl). Loop ramps have a typical capacity of 1,600 vphpl. For metered on-ramps, the capacity depends on the ramp meter rate. Freeway ramp meter rates for the study on-ramps were assumed to be 900 vph (maximum allowable rate per ramp in Caltrans District 4).

Year 2040 General Plan Conditions

Capacities at the existing freeway ramps would remain the same as described above. Capacities at the freeway off-ramps and unmetered on-ramps at the Buena Vista interchange were assumed to be 1,800 vph. Based on previous correspondence with Caltrans regarding ramp metering rates, it was determined that a capacity of 900 vph for the mixed-flow and HOV lanes would be a reasonable assumption for the metered on-ramps at the Buena Vista interchange.

Freeway Ramp Configurations

Existing Conditions

Regional access to the Gilroy area is currently provided directly by four existing interchanges with US 101. These include:

- *US 101 at Monterey Street interchange*
- *US 101 at Tenth Street/Pacheco Pass Highway (SR 152) interchange*
- *US 101 at Leavesley Road interchange*
- *US 101 at Masten Avenue interchange*

Additionally, one interchange north and one interchange south of the Gilroy area potentially could be utilized by traffic traveling to/from Gilroy and therefore also were included in the analysis. These interchanges are:

- *US 101 at San Martin Avenue interchange*
- *US 101 at State Route (SR) 25 interchange*

Interchanges farther north or south of these interchanges would be too far from Gilroy to be utilized by drivers traveling to or from Gilroy.

Year 2040 General Plan Conditions

The freeway ramp configurations at the existing study interchanges under 2040 General Plan conditions were assumed to remain the same as described above.

The new US 101 interchange at Buena Vista Avenue included as part of the baseline 2040 roadway network would consist of a full-access diamond interchange. All freeway off-ramps at the new interchange were assumed to be diagonal single-lane ramps controlled by a traffic signal at their intersection with Buena Vista Avenue, while the on-ramps were assumed to consist of one mixed-flow and one HOV lane controlled by a meter prior to the merging point with the freeway.

Freeway Ramp Analysis Results

The results of the freeway ramp analysis under existing and 2040 General Plan conditions are described below and summarized in Table 14.

Existing Conditions

Based on the calculated V/C ratios, all of the existing study freeway ramps currently operate at acceptable levels.

Year 2040 General Plan Conditions

Based on the ramp capacities and traffic volume projections under 2040 General Plan conditions, it was determined that the following study freeway ramps would operate at unacceptable levels of service, based on Caltrans standards:

Northbound On-Ramp at SR 25/Santa Teresa Boulevard (LOS F – AM peak hour)
Northbound On-Ramp at Monterey Street (LOS F – AM peak hour)
Northbound Diagonal On-Ramp at Tenth Street (LOS D – AM peak hour)
Northbound On-Ramp at Buena Vista Avenue (LOS F – AM peak hour)

All other study freeway ramps are projected to operate at acceptable levels.

Possible Freeway Ramp Improvements

In order to improve the level of service conditions to acceptable levels at the study freeway ramps that are projected to be deficient under 2040 General Plan conditions, the following measures can be implemented:

Increase capacity on the deficient freeway ramps – This can be accomplished by providing a higher service rate (increase meter rate) at the metered on-ramps. A higher meter rate would require additional lanes on the freeway, as discussed above.

Table 14
Freeway Ramp Analysis Results

Interchange/Ramp	Peak Hour	Ramp Type	Ramp Type	Constraint Point[1]	Existing Control	Existing Volume[3] (vph)	Existing Capacity[2] (vph)	Existing V/C	Existing LOS	2040 General Plan Control	2040 General Plan Volume (vph)	2040 General Plan Capacity[2] (vph)	2040 General Plan V/C	2040 General Plan LOS
US 101 at SR 25/Santa Teresa Boulevard														
Southbound Off-Ramp	AM	Diagonal	Off	1	Uncontrolled	542	1,800	0.301	A	Signal	1,054	1,800	0.586	A
	PM				Uncontrolled	1,192	1,800	0.662	B	Signal	1,104	1,800	0.614	B
Southbound On-Ramp	AM	Diagonal	On	1	Uncontrolled	120	1,800	0.067	A	Meter-Off	407	1,800	0.226	A
	PM				Uncontrolled	140	1,800	0.078	A	Meter-On	690	900	0.766	C
Northbound Off-Ramp	AM	Loop	Off	1	Stop	81	1,600	0.051	A	Signal	525	1,600	0.328	A
	PM				Stop	132	1,600	0.083	A	Signal	424	1,600	0.265	A
Northbound On-Ramp	AM	Diagonal	On	1	Uncontrolled	1,315	1,800	0.731	C	Meter-On	**1,014**	**900**	**1.127**	**F**
	PM				Uncontrolled	734	1,800	0.408	A	Meter-Off	857	1,800	0.476	A
US 101 at Monterey Street														
Southbound Off-Ramp	AM	Diagonal	Off	1	Signal	218	1,800	0.121	A	Signal	549	1,800	0.305	A
	PM				Signal	703	1,800	0.391	A	Signal	1,100	1,800	0.611	B
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	427	1,800	0.237	A	Meter-Off	427	1,800	0.237	A
	PM				Meter-On	475	900	0.528	A	Meter-On	590	900	0.656	B
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	635	1,800	0.353	A	Signal	871	1,800	0.484	A
	PM				Signal	432	1,800	0.240	A	Signal	432	1,800	0.240	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	458	900	0.509	A	Meter-On	**1,217**	**900**	**1.352**	**F**
	PM				Meter-Off	302	1,600	0.189	A	Meter-Off	845	1,600	0.528	A
US 101 at Tenth Street/Pacheco Pass Highway														
Southbound Off-Ramp	AM	Diagonal	Off	2	Signal	743	3,600	0.206	A	Signal	1,083	3,600	0.301	A
	PM				Signal	1,417	3,600	0.394	A	Signal	1,417	3,600	0.394	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	98	1,800	0.054	A	Meter-Off	131	1,800	0.073	A
	PM				Meter-On	139	900	0.154	A	Meter-On	171	900	0.190	A
Southbound On-Ramp	AM	Loop	On	1	Meter-Off	125	1,600	0.078	A	Meter-Off	197	1,600	0.123	A
	PM				Meter-On	331	900	0.368	A	Meter-On	527	900	0.586	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	377	1,800	0.209	A	Signal	678	1,800	0.376	A
	PM				Signal	329	1,800	0.183	A	Signal	637	1,800	0.354	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	609	900	0.677	B	Meter-On	**760**	**900**	**0.844**	**D**
	PM				Meter-Off	688	1,800	0.382	A	Meter-Off	814	1,800	0.452	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	291	900	0.323	A	Meter-On	291	900	0.323	A
	PM				Meter-Off	296	1,600	0.185	A	Meter-Off	296			A
US 101 at Leavesley Road														
Southbound Off-Ramp	AM	Diagonal	Off	1	Signal	743	1,800	0.413	A	Signal	743	1,800	0.413	A
	PM				Signal	1,017	1,800	0.565	A	Signal	302	1,800	0.168	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	458	1,800	0.254	A	Meter-Off	720	1,800	0.400	A
	PM				Meter-On	606	900	0.673	B	Meter-On	532	900	0.592	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	604	1,800	0.336	A	Signal	707	1,800	0.393	A
	PM				Signal	627	1,800	0.348	A	Signal	627	1,800	0.348	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	274	900	0.304	A	Meter-On	355	900	0.394	A
	PM				Meter-Off	418	1,800	0.232	A	Meter-Off	768	1,800	0.427	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	470	900	0.522	A	Meter-On	65	900	0.072	A
	PM				Meter-Off	410	1,600	0.256	A	Meter-Off	59	1,600	0.037	A

Table 14 (Continued)
Freeway Ramp Analysis Results

Interchange/Ramp	Peak Hour	Ramp Type	Ramp Type	Constraint Point[1]	Existing Control	Existing Volume[3] (vph)	Existing Capacity[2] (vph)	Existing V/C	Existing LOS	2040 General Plan Control	2040 General Plan Volume (vph)	2040 General Plan Capacity[2] (vph)	2040 General Plan V/C	2040 General Plan LOS
US 101 at Buena Vista Avenue (Future Interchange)														
Southbound Off-Ramp	AM	Diagonal	Off	1	--	--	--	--	--	Signal	926	1,800	0.514	A
	PM				--	--	--	--	--	Signal	854	1,800	0.475	A
Southbound On-Ramp	AM	Diagonal	On	1	--	--	--	--	--	Meter-Off	389	1,800	0.216	A
	PM				--	--	--	--	--	Meter-On	192	900	0.213	A
Northbound Off-Ramp	AM	Diagonal	Off	1	--	--	--	--	--	Signal	356	1,800	0.198	A
	PM				--	--	--	--	--	Signal	742	1,800	0.412	A
Northbound On-Ramp	AM	Diagonal		1	--	--	--	--	--	Meter-On	**971**	**900**	**1.079**	**F**
	PM				--	--	--	--	--	Meter-Off	1,094	1,800	0.608	B
US 101 at Masten Avenue														
Southbound Off-Ramp	AM	Diagonal	Off	1	Stop/Yield	324	1,800	0.180	A	Signal	102	1,800	0.057	A
	PM				Stop/Yield	430	1,800	0.239	A	Signal	98	1,800	0.054	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	220	1,800	0.122	A	Meter-Off	243	1,800	0.135	A
	PM				Meter-On	245	900	0.272	A	Meter-On	257	900	0.286	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Stop/Yield	184	1,800	0.102	A	Signal	184	1,800	0.102	A
	PM				Stop/Yield	118	1,800	0.066	A	Signal	162	1,800	0.090	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	620	900	0.689	B	Meter-On	75	900	0.084	A
	PM				Meter-Off	443	1,800	0.246	A	Meter-Off	48	1,800	0.027	A
US 101 at San Martin Avenue														
Southbound Off-Ramp	AM	Diagonal	Off	1	Stop/Yield	228	1,800	0.127	A	Signal	228	1,800	0.127	A
	PM				Stop/Yield	264	1,800	0.147	A	Signal	672	1,800	0.373	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	171	1,800	0.095	A	Meter-Off	332	1,800	0.185	A
	PM				Meter-On	292	900	0.324	A	Meter-On	330	900	0.366	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Stop/Yield	403	1,800	0.224	A	Signal	403	1,800	0.224	A
	PM				Stop/Yield	173	1,800	0.096	A	Signal	173	1,800	0.096	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	212	900	0.236	A	Meter-On	212	900	0.236	A
	PM				Meter-Off	248	1,800	0.138	A	Meter-Off	362	1,800	0.201	A

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
   The ramp level of service corresponds to the calculated ramp V/C ratios.

Bold and boxed indicate substandard level of service conditions, based on Caltrans level of service standard of LOS C or better.

Reduce traffic volumes on the ramps – In order to reduce traffic volumes on the freeway ramps, alternative non-auto modes of travel must be available. Examples of such measures are summarized above under possible freeway segment improvements.

Bicycle and Pedestrian Circulation

The California Complete Streets Act of 2008

The California Complete Streets Act of 2008 requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, the elderly, and persons with disabilities, as well as motorists. It complements an existing policy which directs Caltrans to "fully consider the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products." Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

To promote a street network that accommodates cars without requiring car-dependence, local agencies are encouraged to plan for use of roadways by all vehicle types and users, including automobiles, trucks, alternative energy vehicles, transit, bicyclists, and pedestrians, when planning and constructing or modifying roadways.

This focus on non-auto modes of transportation includes the following:

Creating multi-modal street connections in order to establish a comprehensive, integrated, and connected transportation network;
Incorporating pedestrian and bicycle facilities, where appropriate and feasible, that promote safety and maximize access;
Planting street trees adjacent to curbs and between the street and sidewalk to provide a buffer between the pedestrian and the automobile to create a more inviting pedestrian environment;
Incorporating traffic calming devices such as roundabouts, bulb-outs at intersections, and raised intersections; and
Coordinating with other agencies and cities to ensure connections are made between jurisdictions.

2040 General Plan Policies

The Mobility chapter (Chapter 3) of the Public Review Draft of the *Gilroy 2040 General Plan* document describes the City's goals to achieving a complete streets transportation network designed for all users. The following are some of the policies of the 2040 General Plan that promote the implementation of complete streets in the City's transportation system:

Policy M 2.1 – Serving All Users. Provide safe, consistent, and convenient travel along and across streets to serve all users, including pedestrians, the disabled, bicyclists, motorists, movers of commercial goods, and users and operators of public transportation.

Policy M 2.2 – Complete Street Standards. Adopt, maintain, and implement complete streets standards consistent with the NACTO Guidelines that are applicable to adjacent land uses and sensitive to nearby neighborhoods.

Policy M 2.5 – Complete Street Conversions. Identify streets that could be made more complete by adding bicycle lanes, and/or pedestrian amenities. Such street improvements should be considered for inclusion in the Capital Improvement Plan.

Policy M 2.7 – Safe Street Crossing. Design street crossings to provide for the safety needs of bicyclists and pedestrians. Bridge crossings over creeks and at other locations shall be designed to accommodate bicycle lanes or paths in accordance with the designations set forth in the Bicycle and Pedestrian Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles should be considered whenever barriers exist that impede convenient and safe access.

Bicycle Circulation

As described in Chapter 2 (Existing Transportation Setting), there are currently various bicycle facilities throughout the City serving different areas in Gilroy. Existing facilities include bike paths, bike lanes, and bike routes (see Figure 4.) New bicycle facilities are planned in Gilroy in an effort to provide a roadway network that supports transportation modes other than the automobile, closes gaps in the existing facilities, and connects new areas to the existing bicycle facilities. The planned bicycle facilities in the Gilroy area are described below.

Planned Bicycle Facilities

The planned bicycle network in the *2040 Gilroy General Plan*, the *City of Gilroy Bicycle/Pedestrian Transportation Plan*, and the *City of Gilroy Trails Master Plan* all indicate that a variety of bicycle facilities are planned in the Gilroy area. The majority of the planned facilities consist of bike lanes, with a few bike paths that would connect to or extend existing bike path facilities, and some bike routes mainly located within the central Gilroy Area (including downtown Gilroy). The proposed bicycle facilities are shown graphically on Figure 2 in Chapter 1.

As the proposed land development included in the 2040 General Plan materializes, the demand for bicycle facilities in the Gilroy area would increase. With implementation of the planned and proposed bicycle facilities, continuous bicycle facilities would be provided throughout the City and would directly serve existing/planned bicycle destinations, such as schools, parks, and commercial areas. New bicycle facilities also would connect to other existing and planned bicycle facilities providing connections to different parts of the City. The planned bicycle improvements would serve the demand for bicycle facilities created by the 2040 General Plan growth and would promote alternative modes of transportation.

2040 General Plan Policies

The Public Review Draft of the *Gilroy 2040 General Plan* document, Mobility chapter, describes the City's goals in providing a safe and extensive bicycle and pedestrian network. The following are some of the policies of the 2040 General Plan that promote the improvement and expansion of the bicycle network within the City:

Policy M 3.1 – Roadway Design. Require the design of all future roads, bridges, and facilities to accommodate bicycle and pedestrian travel.

Policy M 3.2 – New Development. Require new development to include a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities in accordance with the Mobility Diagrams.

Policy M 3.4 – Bicycle and Pedestrian Path Network. Develop and maintain a network of paths along linear parks, public easements, drainages, and other open space areas to accommodate bicycle and pedestrian traffic.

Policy M 3.5 – Bicycle and Pedestrian Transportation Plan. Maintain and implement a Bicycle and Pedestrian Transportation Plan that guide investment in Gilroy's bicycle and pedestrian networks. These networks should connect residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.

Policy M 3.6 – Bicycle and Pedestrian Priority. Prioritize designs that favor pedestrian and bicycle circulation improvements over those for vehicular circulation on existing or proposed streets that provide opportunities to expand walking and bicycling as viable alternative modes of transportation. Such improvements could include separate bicycle lanes, wider sidewalks, and bicycle/pedestrian-friendly intersection improvements.

Policy M 3.9 – Bicycle Parking. Require adequate short- and long-term bicycle parking for all land uses except for single-family residential uses.

Policy M 3.12 – Inter-Regional Bicycle Connectivity. Support Santa Clara County Parks Department, Santa Clara County Roads and Airports Department, and the State Highway Department (Caltrans) in their efforts to develop a south county bike lanes, routes, and trails, particularly as they provide inter-regional connectivity between Gilroy and its neighbors. Promote connectivity between city, county, and state bicycle improvements by coordinating the City's Bicycle and Pedestrian Master plans with the South County Circulation Element, County Trails Master Plan, and other relevant pedestrian and bicycle plans.

Policy M 3.14 – Safe Routes to School. Encourage the construction of facilities and provision of programs so that Gilroy children can walk or bicycle to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs.

Policy M 3.17 – Traffic Impact Fee for Bicycle/Pedestrian Improvements. Support and finance the construction of pedestrian and bicycle improvements [specified in the Mobility Diagrams] by using the comprehensive traffic impact fee.

Bicycle Facility Recommendations

It is recommended that as the land development projects included in the 2040 General Plan develop, project applicants work with the City of Gilroy to implement any bicycle facilities that are planned along the project's frontage or within the project site, and/or to determine if the project must contribute to the completion of planned bicycle facilities within the City (Policies M 3.1, M 3.2, and M 3.17 of the 2040 General Plan). Designing new and undeveloped roadways to accommodate bicycle facilities will ensure that a continuous bicycle network is provided within the City and can connect to regional facilities outside of Gilroy (Policies M 3.5 and M 3.12 of the 2014 General Plan).

Pedestrian Circulation

As discussed in Chapter 2 (Existing Transportation Setting), pedestrian facilities within Gilroy are less extensive, and sometimes completely lacking, in the more rural areas and unincorporated areas. There are still some spot locations within town that lack sidewalks on one or both sides of the street. A few older residential neighborhoods fall into this category as do many of the existing industrial areas in Gilroy. Many of the older neighborhoods in Gilroy also lack *Americans with Disability Act* (ADA)-compliant curb ramps at street corners.

The City of Gilroy requires developers to construct sidewalks and curb ramps when a new development is proposed, or to upgrade them as needed if a sidewalk already exists in the project area. Pedestrian signals and ADA-compliant crossings also are required at signalized intersections. New traffic signals and modifications to existing traffic signals are required to include proper pedestrian facilities. This process ensures that additional pedestrian facilities are being added and/or improved as part of the City's normal growth process.

New pedestrian trips most likely would be made to pedestrian destinations within the City (such as pedestrian trails, commercial areas, parks, schools, and others). New sidewalks, in addition to planned pedestrian trails, would provide an enhanced pedestrian network that would facilitate pedestrian access to all areas within and outside the City.

With the implementation of the 2040 General Plan, pedestrian facilities consisting of sidewalks would be installed along all new roadway segments. Additionally, all new signalized intersections would include pedestrian signal phases and ADA-compliant crosswalks. The proposed roadway network under 2040 General Plan conditions (baseline preferred roadway network) would extend existing streets into the development areas and also connect new streets to existing streets, providing for continuous pedestrian facilities within the City. These pedestrian facilities would enhance the currently limited north/south and east/west connections within the City.

2040 General Plan Policies

The Public Review Draft of the *Gilroy 2040 General Plan* document, Mobility chapter, describes the City's goals in providing a safe and extensive bicycle and pedestrian network. Some of the policies of the 2040 General Plan that promote the improvement and expansion of the pedestrian network within the City are listed in the previous section (Bicycle Circulation). Additionally, the following policies would enhance the existing pedestrian network:

Policy M 3.3 – Sidewalk Network Gaps. Fill gaps in the city's existing sidewalk network as funds become available. New development in the vicinity of such gaps shall contribute to such projects when there is a nexus to do so, as a community benefit, or as an off-setting measure for a transportation impact, such as one identified in a transportation analysis or environmental review process.

Pedestrian Circulation Recommendations

It is recommended that the City of Gilroy require all new development to install sidewalks along both sides of the street (Policies M 3.1 and M 3.2 of the General Plan). Neighborhoods should be designed with adequate and continuous pedestrian facilities to encourage the use of non-auto modes of travel (Policies M 3.1, M 3.2, M 3.3, M 3.5, and M 3.14 of the General Plan). This includes, but it is not limited to, providing wide sidewalks, curb ramps at intersections, landscaping, lighting, barriers between the pedestrian and vehicles on the road, and closing sidewalk gaps in existing streets as funds become available or as properties redevelop.

Transit Services

As described in Chapter 2 (Existing Transportation Setting), transit services in Gilroy consist of local, regional, and intercity bus services, rail service, and paratransit services provided primarily by Santa Clara County VTA buses, Caltrain commuter rail service, San Benito County express bus service, Monterey-Salinas transit bus service, and Greyhound bus service. The Gilroy Transit Center, located at Monterey Street and 7th Street, serves as a transfer center for all the existing transit services. Additionally, local bus routes serve different parts of the City throughout the day.

The VTP 2040 lists two planned transit projects in Gilroy: 1) the construction of a double track segment on the Caltrain line between San Jose and Gilroy and 2) improvements to the Gilroy Caltrain Station to accommodate and support the future High-Speed Rail (HSR) project. The HSR project was approved in 2008 by voters and consists of a high-speed train system between northern and southern California. The California High-Speed Rail Authority (CHSRA) has selected Gilroy as a station site for the section that would link San Francisco with the Central Valley via the Pacheco Pass.

Besides the above planned regional transit improvements, no other transit projects or extensions of existing transit service are currently planned. As the proposed development projects included in the 2040 General Plan develop, the demand for transit service in the area would increase. As such, coordination will be necessary between the City of Gilroy, VTA, and other transit providers to determine if additional bus services are needed to adequately serve the future demand under 2040 General Plan conditions. If transit service remains unchanged, the lack of adequate transit services in Gilroy potentially could discourage the use of public transportation and increase congestion on local and regional roadways.

VTA's Transit Service Guidelines

In April 2018, VTA's Board of Directors adopted the VTA's *Transit Service Guidelines*, a document to guide VTA's service planning efforts by establishing a framework to monitor and evaluate transit services, a process to develop service change recommendations, and measures to guide service planning decisions to achieve the goal of providing Faster Frequent Reliable Transit from the VTA Strategic Plan. The Transit Service Guidelines document updates the previous VTA's *Transit Sustainability Policy* and the *Service Design Guidelines* (both adopted in 2007) to reflect the Next Network Transit Service Plan and VTA's 2017-2022 Strategic Plan.

The Transit Service Guidelines policy establishes guidelines to design, evaluate, and improve transit services. It includes route design guidelines (from coordinating multiple routes on the same corridor to identifying the ideal distance between transit stops), service level guidelines (based on service span, service frequency, and passenger loads), and service productivity guidelines (which is the primary criteria for guiding transit investment, setting minimum productivity levels to ensure that operating resources are being invested effectively). The document also includes information on the service planning process, which includes quarterly performance monitoring, route evaluations, service change recommendations, annual transit service plan, and community engagement.

2040 General Plan Policies

The Public Review Draft of the *Gilroy 2040 General Plan* document, Mobility chapter, describes the City's goals in providing an efficient and convenient local and regional transit system. The following are some of the policies of the 2040 General Plan that promote the improvement and expansion of the transit system within the City:

Policy M 4.1 – Access to Transit. Work with the VTA to maximize the opportunity for all residents to have access to safe and convenient public transit options.

Policy M 4.2 – Transit and Development. Require new development to fully accommodate, enhance, and facilitate public transit, including pedestrian and bicycle access to transit.

Policy M 4.3 – Regional Transit Services. Support regional transit operations that serve the Gilroy area through coordination of planning efforts and development policies that promote transit use.

Policy M 4.4 – Shuttle Service. Encourage private entities and transit providers to establish shuttle services to Gilroy's commercial and tourist areas. Support public and private efforts and activities to bridge gaps in existing transit service.

Policy M 4.7 – Santa Clara Valley Transportation Authority (VTA). Coordinate with VTA on the planning of new transit routes within Gilroy and maintain a strong relationship with VTA management to ensure continued cooperation.

Policy M 4.8 – Update Transit Plan. Coordinate with VTA in their evaluation and development of a transit needs and opportunities study to use in the development of a new transit plan.

Policy M 7.4 – Intercity Rail. Coordinate with Amtrak, Caltrain, Transportation Agency for Monterey County (TAMC), the San Benito Express, and the Capital Corridor Joint Powers Authority to plan for new intercity rail service to San Benito and Monterey counties.

Policy M 7.5 – Intercity Transit. Coordinate with the VTA, TAMC, San Benito Express, and the Capital Corridor Joint Powers Authority to explore future opportunities for new transit services to northern Santa Clara County and the rest of the Bay Area.

Policy M 7.6 – Expanded Caltrain Service. Coordinate with Caltrain to add additional off-peak service to Gilroy. Work with Caltrain to increase service in the reverse commute direction.

Policy M 7.7 – High Speed Rail Coordination. Support State and regional efforts to bring a high speed rail station to Gilroy. Develop plans and programs to accommodate high speed rail.

Transit Service Recommendations

With the implementation of the 2040 General Plan, VTA should consider adding bus services and/or expanding existing services, in particular to areas where a great amount of growth is projected (Policies M 4.7 and M 4.8 of the 2040 General Plan). New roadways should be designed, as feasible, with the potential future expansion/ extension of transit services in mind (Policy M 4.2 of the 2040 General Plan). The planning and design of future new transit service or expansion of the existing service into the project area should adhere to VTA's *Transit Sustainability Policy* and *Service Design Guidelines*. Additionally, Caltrain and other regional transit services to Gilroy also could be expanded to include additional trains throughout the day and the weekends (Policies M 7.4, M 7.5, M 7.6, and M 7.7 of the 2040 General Plan).

Travel Demand Management Programs

Transportation Demand Management (TDM), as defined by the Santa Clara County *2017 Congestion Management Program* (CMP) report, “refers to various strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific planning objectives”. The CMP encourages the implementation of TDM programs, as well as other strategies, to reduce system-wide traffic congestion and improve air quality in the region. Other strategies include:

Mixed-use development (which increases internal trips),
Project location and design features that encourage walking, bicycling and transit usage,
Development near frequent transit services, and
Parking demand management programs, which discourage drive-alone trips.

Projects that incorporate these concepts into their design may be awarded trip reduction credits, which may be applied to the total number of trips generated by the project, subject to Lead Agency approval and discretion.

Categories of TDM Strategies

There are various TDM programs that can be implemented by developers, employers, and local agencies in an effort to reduce system wide traffic congestion and encourage the use of non-automobile modes of transportation. The CMP breaks these strategies into several categories, which include different programs that can be implemented to achieve the desired trip reduction. These categories and corresponding programs, as identified in the CMP report, include:

Pricing. Pricing strategies aim to adjust the cost of various forms of transportation to encourage more efficient use of the transportation system. These strategies can encourage mode shifts away from single occupant automobile use by adjusting the relative costs of driving and alternative modes.

Parking cash-out program
Unbundled parking in residential developments
Parking management and pricing
Subsidizing ridesharing
Employee pre-tax commuter benefits
Transit subsidies
Alternative cash incentive programs
Road pricing/congestion pricing
Express lanes

Alternative Modes. Providing options and services to travelers makes it easier for them to change their travel mode. The following is a list of strategies that can reduce the number of travelers that drive alone to their destination.

Bicycle and pedestrian improvements
Carpools and vanpools
Car-sharing program
Bike-sharing program
Guaranteed ride home
First and last mile connections
Park and ride lots

Employment Amenities and Services. These strategies rely on employers to provide amenities that encourage alternative modes or allow flexibility in where and when work gets done, opening up the possibility of reducing the transportation demand during the most congested periods of the day.

On-site amenities and services
Flexible schedules and work arrangements
Telecommunicating
New working arrangements

Jobs/Housing Balance and Mixed Uses. This category covers a range of strategies that bring the places people go throughout the day – employment sites, shopping, entertainment, etc. – closer to where people live, thus requiring fewer and/or shorter auto trips to accomplish daily tasks. The primary focus is on access, the ability to reach destinations rather than mobility. Under this paradigm, some amount of localized congestion in dense, urban activity centers may occur. However, a good mixed-use environment, where people are able to get around by walking, biking, transit, and short car trips, provides alternatives to auto-only travel.

Promotion strategies
Marketing campaigns

Compliance and Conformance

Currently, the VTA does not require local jurisdictions to implement TDM programs in order to be in conformance with the Congestion Management Program. However, TDM programs are highly encouraged in order to reduce vehicular trips on the transportation network, in particular in the instances when a CMP facility has fallen, or is projected to fall, below the CMP standard and increasing capacity on the facility is not feasible.

Gilroy requires all work sites within the City with one hundred (100) or more employees to implement a TDM program (Chapter 25B of the Municipal Code). The goal of such TDM programs is to achieve a net increase in the use of commute alternatives and a reduction in vehicle trips to the work site during the 6:00 AM to 9:00 AM commute period.

The City's requirement states that TDM programs may include any or all of the flowing TDM service and incentives:

- Ridesharing matching
- Preferential parking for ridesharing vehicles
- Carpool/vanpool subsidies or rewards
- Transit ticket sales
- Transit ticket subsidies
- Shuttle to transit line
- Flexible work hours for people who do not drive alone
- Compressed work weeks
- Work-at-home programs
- Telecommuting
- Establishing fees for employees parking
- Membership in a transportation management association that provides TDM services and incentives
- Contribution to a transportation system management program administered by a member agency
- Cycling and walking subsidies and rewards
- Site design amenities that would encourage transit use, ridesharing, cycling, and walking
- Other programs approved by the City's designee to reduce the number of employees who drive alone to the work place.

2040 General Plan Policies

The Public Review Draft of the *Gilroy 2040 General Plan* document, Mobility chapter, includes the following policy to promote non-auto modes of transportation:

Policy M 5.3 – Promote Non-Auto Modes of Transportation. Consider offering incentives as part of a multimodal system approach, for projects that incorporate travel demand management techniques and promote transit ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions.

Trip-Reduction Recommendations

It is recommended that as the land development projects included in the 2040 General Plan develop, project applicants work with the City of Gilroy and the VTA in an effort to identify TDM programs that can be implemented as part of the specific development project (Policy M 5.3 of the 2040 General Plan). The City's existing TDM policy should be updated or replaced with a new policy to be consistent with VMT reduction strategies required for CEQA compliance.

6. Conclusions

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In adherence to SB 743, the effects and impacts to the transportation network as the result of the build out of the Gilroy 2040 General Plan were evaluated based on VMT. In addition to the evaluation of VMT, this transportation study also includes level of service analysis to evaluates the effects of the build out of the Gilroy 2040 General Plan on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Evaluation Results

The City's Draft VMT guidelines have established an impact threshold of 15% below the current citywide average of 16.46 daily VMT per resident and 20.14 daily VMT per job. The results of the VMT evaluation indicate that the 2040 General Plan would result in a decrease in residential VMT (-1.84) and an increase in employment VMT (1.80) compared to the current levels. Both the residential VMT and employment VMT projections under the 2040 General Plan conditions would be above the established thresholds. Therefore, build out of the 2040 General Plan would result in a VMT impact.

Trip-Reduction Recommendations

It is recommended that as projects included in the 2040 General Plan develop, project applicants work with the City of Gilroy to identify TDM programs that can be implemented as part of the specific development project (Policy M 5.3 of the 2040 General Plan). The City's existing TDM policy should be updated or replaced with a new policy to be consistent with VMT reduction strategies required for CEQA compliance.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results

Existing Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing conditions indicate that eight intersections currently have operational deficiencies during at least one of the peak hours.

2040 General Plan Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that 29 intersections are projected to have operational deficiencies during at least one of the peak hours under 2040 General Plan conditions.

Possible Intersection Improvements under 2040 General Plan Conditions

Possible intersection improvements to maintain the applicable level of service standard and acceptable intersection operations are described in Chapter 4. The identified improvements have not been reviewed in detail and their feasibility has yet to be determined.

At locations where implementation of the proposed improvements is not feasible, development projects contributing to the deterioration of the intersection's operating condition could be required to implement alternative transportation system improvements that are focused on making the transportation system more efficient and improving the City's overall multimodal transportation system. Multimodal transportation system improvements could be required in lieu of intersection improvements to offset an operational deficiency, improving the transportation system for all users. However, such improvements may not completely offset the degradation in traffic operations.

Freeway Segment Evaluation

Existing Freeway Segment Level of Service Results

The results of the freeway level of serivce analysis show that five freeway segments currently operate at an unacceptable LOS F.

2040 General Plan Freeway Segment Level of Service Results

The results of the analysis show that seven freeway segments are projected to operate at an unacceptable LOS F under 2040 General Plan conditions.

Possible Freeway Segment Improvements

In order to improve the level of service conditions to acceptable levels at the study freeway segments that are projected to be deficient under 2040 General Plan conditions, the following measures can be implemented:

> Increase capacity on the deficient freeway segment – This can be accomplished with the addition of lanes on deficient freeway mainline segments. The VTP 2040 identifies the widening of US 101 to include an HOV lane in both the southbound and northbound directions between Cochrane Road in Morgan Hill and Monterey Road in Gilroy. The VTP

also identifies the conversion of the HOV lanes along US 101 within Santa Clara County to express lanes. Ultimately, the VTA and Caltrans are the responsible agencies for planning for and implementing improvements within the US 101 corridor.

Reduce traffic volumes on the freeway – In order to reduce traffic volumes on the freeway, alternative non-auto modes of travel must be available. Examples of such measures include, increasing the existing Caltrain service to and from Gilroy, adding additional regional/express bus lines between Gilroy and other communities, and implementing strong TDM programs that would result in less traffic being added to the freeway. The VTP 2040 identifies improvements to implement double track segment on the Caltrain line between San Jose and Gilroy. Increasing the existing transit services that are currently available in Gilroy could attract more commuters to use public transportation as an alternative to passenger vehicle. The implementation of these improvements, however, is beyond Gilroy's control.

Freeway Ramp Analysis Results

Existing Conditions

Based on the calculated volume-to-capacity (V/C) ratios, all of the existing study freeway ramps currently operate at acceptable levels.

Year 2040 General Plan Conditions

The following study freeway ramps would operate at unacceptable levels of service, based on Caltrans standards:

Northbound On-Ramp at SR 25/Santa Teresa Boulevard (LOS F – AM peak hour)
Northbound On-Ramp at Monterey Street (LOS F – AM peak hour)
Northbound Diagonal On-Ramp at Tenth Street (LOS D – AM peak hour)
Northbound On-Ramp at Buena Vista Avenue (LOS F – AM peak hour)

Possible Freeway Ramp Improvements

In order to improve the level of service conditions to acceptable levels at the study freeway ramps that are projected to be deficient under 2040 General Plan conditions, the following measures can be implemented:

Increase capacity on the deficient freeway ramps – This can be accomplished by providing a higher service rate (increase meter rate) at the metered on-ramps. A higher meter rate would require additional lanes on the freeway, as discussed above.

Reduce traffic volumes on the ramps – In order to reduce traffic volumes on the freeway ramps, alternative non-auto modes of travel must be available. Examples of such measures are summarized above under possible freeway segment improvements.

Gilroy 2040 General Plan
Technical Appendices

May 12, 2020

Appendix A
Daily Vehicle Miles Traveled Per Service Population

Gilroy General Plan
Daily Vehicle Miles Traveled Per Service Population

	Base Year (2017)	General Plan (2040)
Citywide Daily VMT[1]	1,440,164	2,446,223
Citywide Service Population[2]	76,049	121,094
- Total Residents	54,320	77,595
- Total Jobs	21,729	43,499
Daily VMT Per Service Population	**18.94**	**20.20**

Note:

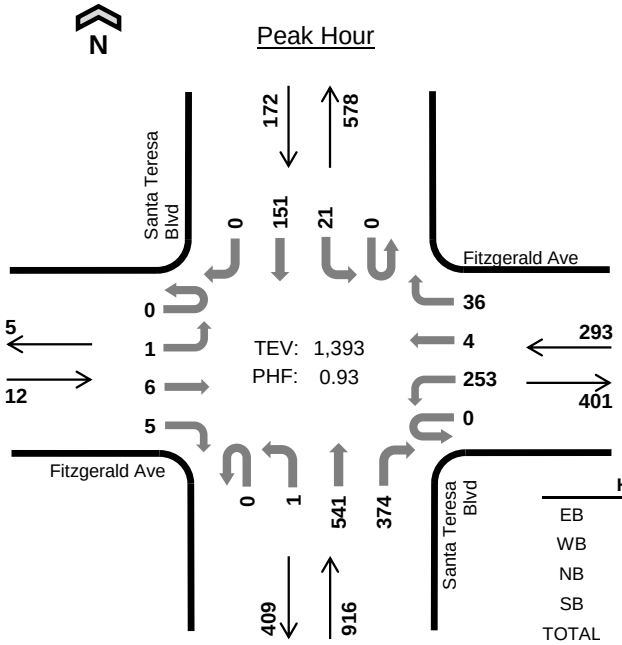
[1]The calculation of Citywide Daily VMT assumes 100% of the VMT generated by vehicles that start **and** end in Gilroy and 50% of the VMT generated by vehicles that start **or** end in Gilroy.

[2]Service Population = Residents + Jobs

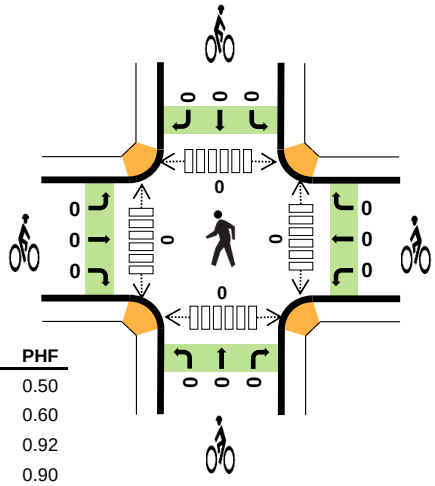
Appendix B
Traffic Counts

Santa Teresa Blvd
Fitzgerald Ave

Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.50
WB	2.7%	0.60
NB	0.3%	0.92
SB	1.2%	0.90
TOTAL	0.9%	0.93



Two-Hour Count Summaries

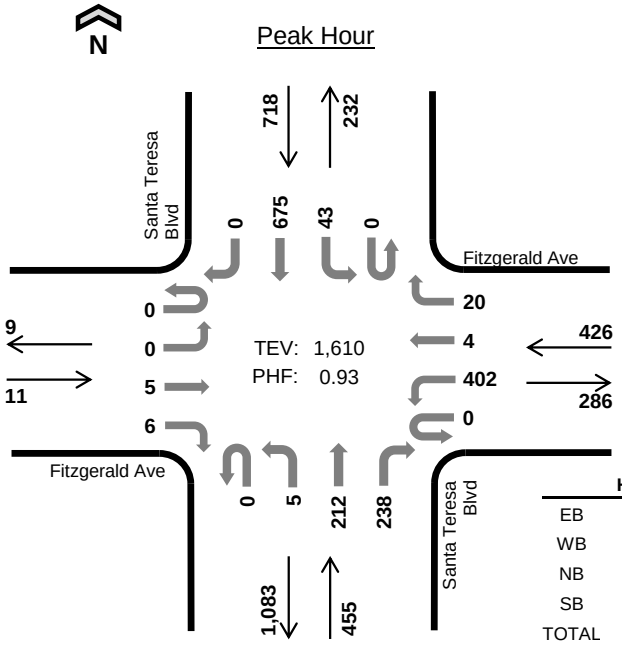
Interval Start		Fitzgerald Ave Eastbound				Fitzgerald Ave Westbound				Santa Teresa Blvd Northbound				Santa Teresa Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	1	1	0	41	1	7	0	0	205	62	1	1	17	0	337	0
7:15 AM		0	0	1	3	0	35	0	7	0	2	186	45	0	7	26	0	312	0
7:30 AM		**0**	**0**	**1**	**1**	**0**	**55**	**0**	**6**	**0**	**0**	**167**	**83**	**0**	**5**	**43**	**0**	**361**	0
7:45 AM		**0**	**0**	**3**	**3**	**0**	**107**	**0**	**15**	**0**	**0**	**110**	**92**	**0**	**3**	**41**	**0**	**374**	1,384
8:00 AM		**0**	**1**	**2**	**1**	**0**	**56**	**4**	**9**	**0**	**0**	**131**	**103**	**0**	**5**	**30**	**0**	**342**	1,389
8:15 AM		**0**	**0**	**0**	**0**	**0**	**35**	**0**	**6**	**0**	**1**	**133**	**96**	**0**	**8**	**37**	**0**	**316**	**1,393**
8:30 AM		0	0	1	0	0	35	0	8	0	0	99	109	0	4	27	0	283	1,315
8:45 AM		0	0	1	1	0	51	1	3	0	1	81	85	0	3	26	0	253	1,194
Count Total		0	1	10	10	0	415	6	61	0	4	1,112	675	1	36	247	0	2,578	0
Peak Hour	**All**	**0**	**1**	**6**	**5**	**0**	**253**	**4**	**36**	**0**	**1**	**541**	**374**	**0**	**21**	**151**	**0**	**1,393**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**13**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**6%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**1%**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

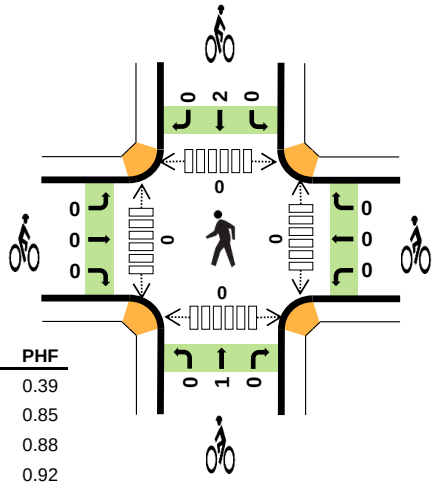
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	4	0	0	*5*	0	0	0	1	*1*	0	0	0	0	*0*
7:15 AM	0	2	1	1	*4*	0	0	2	0	*2*	0	0	0	0	*0*
7:30 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**3**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**4**	**3**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	3	0	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	2	8	3	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	19	12	8	*40*	0	0	2	1	*3*	0	0	0	0	*0*
Peak Hour	**0**	**8**	**3**	**2**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Santa Teresa Blvd
Fitzgerald Ave

Date: 03-27-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.39
WB	1.2%	0.85
NB	0.7%	0.88
SB	0.0%	0.92
TOTAL	0.5%	0.93



Two-Hour Count Summaries

Interval Start		Fitzgerald Ave Eastbound UT	LT	TH	RT	Fitzgerald Ave Westbound UT	LT	TH	RT	Santa Teresa Blvd Northbound UT	LT	TH	RT	Santa Teresa Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	0	2	0	0	68	2	12	0	1	67	58	0	9	112	0	331	0
4:15 PM		0	1	1	2	0	73	1	5	0	1	54	44	0	13	139	0	334	0
4:30 PM		0	0	2	2	0	89	3	3	0	2	47	51	0	17	119	0	335	0
4:45 PM		0	0	1	2	0	60	3	6	0	0	38	54	0	16	171	0	351	1,351
5:00 PM		**0**	**0**	**0**	**1**	**0**	**77**	**0**	**6**	**0**	**2**	**56**	**63**	**0**	**17**	**167**	**0**	**389**	1,409
5:15 PM		**0**	**0**	**4**	**3**	**0**	**119**	**1**	**5**	**0**	**1**	**55**	**73**	**0**	**10**	**164**	**0**	**435**	1,510
5:30 PM		**0**	**0**	**0**	**1**	**0**	**119**	**1**	**6**	**0**	**1**	**42**	**51**	**0**	**5**	**191**	**0**	**417**	1,592
5:45 PM		**0**	**0**	**1**	**1**	**0**	**87**	**2**	**3**	**0**	**1**	**59**	**51**	**0**	**11**	**153**	**0**	**369**	**1,610**
Count Total		0	1	11	12	0	692	13	46	0	9	418	445	0	98	1,216	0	2,961	0
Peak Hour	**All**	**0**	**0**	**5**	**6**	**0**	**402**	**4**	**20**	**0**	**5**	**212**	**238**	**0**	**43**	**675**	**0**	**1,610**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**8**	**0**
	HV%	**-**	**-**	**0%**	**0%**	**-**	**1%**	**0%**	**5%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**-**	**0%**	**0**

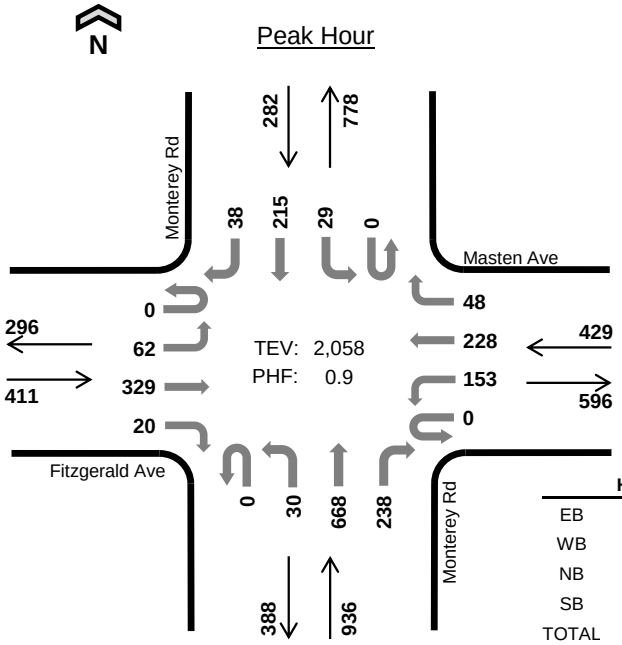
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	1	3	1	*5*	0	0	1	0	*1*	0	0	0	0	*0*
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	0	3	0	*4*	0	0	0	1	*1*	0	0	0	0	*0*
4:45 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
Count Total	1	6	12	1	*20*	0	0	2	3	*5*	0	0	0	0	*0*
Peak Hour	**0**	**5**	**3**	**0**	***8***	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***

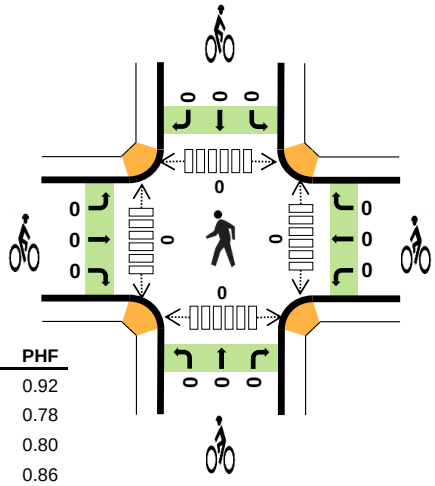
Monterey Rd
Fitzgerald Ave

Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	0.0%	0.92
WB	5.4%	0.78
NB	2.5%	0.80
SB	5.3%	0.86
TOTAL	3.0%	0.90



Two-Hour Count Summaries

Interval Start		Fitzgerald Ave Eastbound UT	LT	TH	RT	Masten Ave Westbound UT	LT	TH	RT	Monterey Rd Northbound UT	LT	TH	RT	Monterey Rd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	13	30	1	0	27	32	20	0	3	210	48	0	7	26	6	423	0
7:15 AM		0	19	40	5	0	30	35	13	0	5	185	50	0	4	37	8	431	0
7:30 AM		**0**	**21**	**66**	**3**	**0**	**32**	**64**	**16**	**0**	**12**	**223**	**57**	**0**	**9**	**54**	**12**	**569**	0
7:45 AM		**0**	**14**	**86**	**8**	**0**	**45**	**78**	**14**	**0**	**8**	**139**	**61**	**0**	**5**	**61**	**16**	**535**	1,958
8:00 AM		**0**	**15**	**92**	**5**	**0**	**38**	**55**	**13**	**0**	**8**	**169**	**56**	**0**	**8**	**44**	**6**	**509**	2,044
8:15 AM		**0**	**12**	**85**	**4**	**0**	**38**	**31**	**5**	**0**	**2**	**137**	**64**	**0**	**7**	**56**	**4**	**445**	**2,058**
8:30 AM		0	20	106	4	0	34	38	9	0	6	111	57	0	9	46	4	444	1,933
8:45 AM		0	7	74	4	0	29	46	7	0	4	60	70	0	10	53	6	370	1,768
Count Total		0	121	579	34	0	273	379	97	0	48	1,234	463	0	59	377	62	3,726	0
Peak Hour	**All**	**0**	**62**	**329**	**20**	**0**	**153**	**228**	**48**	**0**	**30**	**668**	**238**	**0**	**29**	**215**	**38**	**2,058**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**13**	**6**	**4**	**0**	**0**	**19**	**4**	**0**	**1**	**13**	**1**	**61**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**8%**	**3%**	**8%**	**-**	**0%**	**3%**	**2%**	**-**	**3%**	**6%**	**3%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

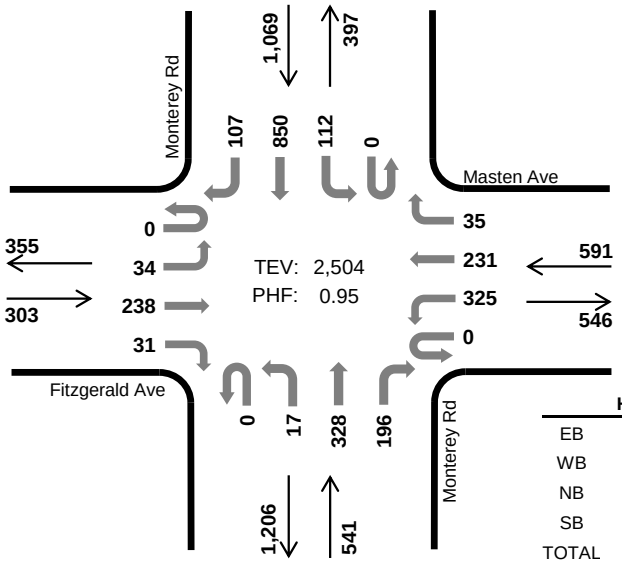
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	1	9	8	3	*21*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	3	5	3	*12*	0	0	1	0	*1*	0	0	0	0	*0*
7:30 AM	**0**	**5**	**6**	**4**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**6**	**7**	**6**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**7**	**6**	**3**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**5**	**4**	**2**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	11	4	3	*18*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	5	4	9	*19*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	3	51	44	33	*131*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	**0**	**23**	**23**	**15**	***61***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Monterey Rd
Fitzgerald Ave

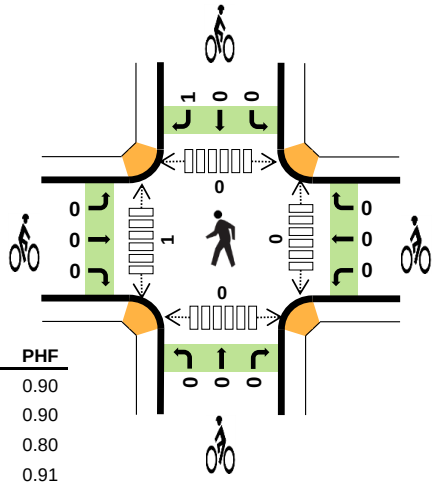
Date: 03-27-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

N

Peak Hour



	HV %:	PHF
EB	0.7%	0.90
WB	2.2%	0.90
NB	1.8%	0.80
SB	2.2%	0.91
TOTAL	1.9%	0.95



Two-Hour Count Summaries

Interval Start	Fitzgerald Ave				Masten Ave				Monterey Rd				Monterey Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	8	58	1	0	77	63	11	0	5	75	40	0	21	170	15	544	0
4:15 PM	0	12	45	4	0	67	68	8	0	2	81	43	0	18	210	13	571	0
4:30 PM	0	8	56	8	0	62	65	2	0	2	66	42	0	29	195	21	556	0
4:45 PM	**0**	**6**	**56**	**9**	**0**	**71**	**56**	**8**	**0**	**5**	**69**	**45**	**0**	**18**	**190**	**21**	**554**	2,225
5:00 PM	**0**	**9**	**50**	**13**	**0**	**82**	**56**	**9**	**0**	**3**	**109**	**57**	**0**	**29**	**219**	**22**	**658**	2,339
5:15 PM	**0**	**9**	**69**	**6**	**0**	**83**	**57**	**5**	**0**	**5**	**71**	**43**	**0**	**32**	**228**	**34**	**642**	2,410
5:30 PM	**0**	**10**	**63**	**3**	**0**	**89**	**62**	**13**	**0**	**4**	**79**	**51**	**0**	**33**	**213**	**30**	**650**	**2,504**
5:45 PM	0	9	43	5	0	79	68	7	0	3	48	33	0	27	187	25	534	2,484
Count Total	0	71	440	49	0	610	495	63	0	29	598	354	0	207	1,612	181	4,709	0
Peak Hour All	**0**	**34**	**238**	**31**	**0**	**325**	**231**	**35**	**0**	**17**	**328**	**196**	**0**	**112**	**850**	**107**	**2,504**	**0**
Peak Hour HV	**0**	**1**	**0**	**1**	**0**	**6**	**3**	**4**	**0**	**0**	**8**	**2**	**0**	**1**	**22**	**0**	**48**	**0**
Peak Hour HV%	**-**	**3%**	**0%**	**3%**	**-**	**2%**	**1%**	**11%**	**-**	**0%**	**2%**	**1%**	**-**	**1%**	**3%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

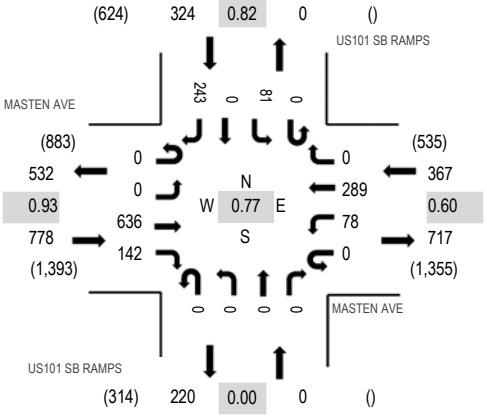
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	3	3	*8*	0	0	0	0	*0*	1	0	0	0	*1*
4:15 PM	0	3	3	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	2	4	2	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**3**	**3**	**6**	***12***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**1**	**6**	**4**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:15 PM	**0**	**2**	**0**	**4**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**1**	**2**	**3**	**8**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	1	3	3	6	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	5	25	21	40	*91*	0	0	0	1	*1*	1	1	0	0	*2*
Peak Hour	**2**	**13**	**10**	**23**	***48***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	***1***

All Traffic Data Services Inc.

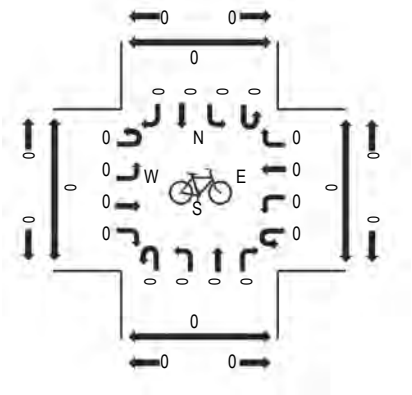
(303) 216-2439
www.alltrafficdata.net

Location: 1 US101 SB RAMPS & MASTEN AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

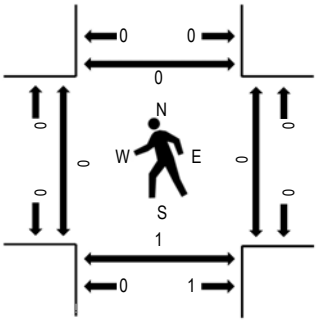
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MASTEN AVE Eastbound				MASTEN AVE Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	110	4	0	13	25	0	0	0	0	0	0	13	0	39	204	1,293	0	0	0	0
7:15 AM	0	0	142	13	0	15	53	0	0	0	0	0	0	14	0	47	284	1,438	0	0	0	0
7:30 AM	0	0	114	31	0	20	96	0	0	0	0	0	0	17	0	48	326	1,469	0	0	0	0
7:45 AM	0	0	149	62	0	37	129	0	0	0	0	0	0	28	0	74	479	1,444	0	0	1	0
8:00 AM	0	0	185	35	0	12	34	0	0	0	0	0	0	18	0	65	349	1,259	0	0	0	0
8:15 AM	0	0	188	14	0	9	30	0	0	0	0	0	0	18	0	56	315		0	0	0	0
8:30 AM	0	0	170	18	0	10	21	0	0	0	0	0	0	16	0	66	301		0	0	0	0
8:45 AM	0	0	150	8	0	13	18	0	0	0	0	0	0	23	0	82	294		0	0	0	0

Peak Rolling Hour Flow Rates

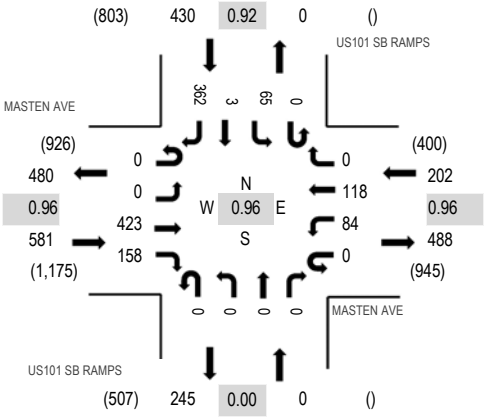
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	2	11	0	0	0	0	0	0	1	0	5	20
Lights	0	0	627	136	0	72	272	0	0	0	0	0	0	78	0	219	1,404
Mediums	0	0	9	5	0	4	6	0	0	0	0	0	0	2	0	19	45
Total	0	0	636	142	0	78	289	0	0	0	0	0	0	81	0	243	1,469

All Traffic Data Services Inc.

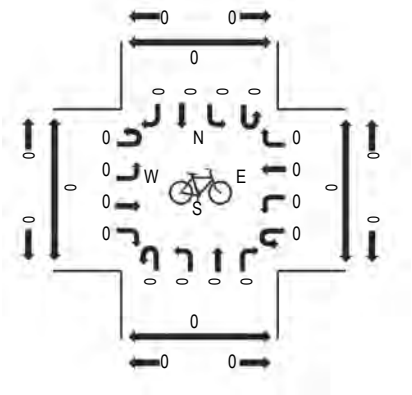
(303) 216-2439
www.alltrafficdata.net

Location: 1 US101 SB RAMPS & MASTEN AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

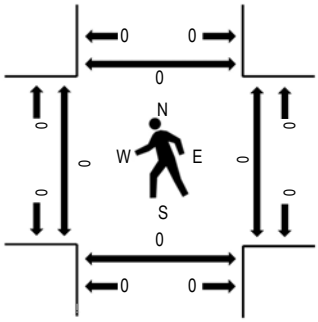
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MASTEN AVE Eastbound				MASTEN AVE Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	117	44	0	16	28	0	0	0	0	0	0	7	0	68	280	1,168	0	0	0	1
4:15 PM	0	0	110	52	0	17	38	0	0	0	0	0	0	10	1	65	293	1,202	0	0	0	0
4:30 PM	0	0	86	49	0	24	33	0	0	0	0	0	0	16	1	78	287	1,185	0	0	0	0
4:45 PM	0	0	116	45	0	19	36	0	0	0	0	0	0	19	1	72	308	1,213	0	0	0	0
5:00 PM	0	0	104	40	0	26	33	0	0	0	0	0	0	22	1	88	314	1,210	0	0	0	0
5:15 PM	0	0	90	31	0	23	29	0	0	0	0	0	0	13	0	90	276		0	0	0	0
5:30 PM	0	0	113	42	0	16	20	0	0	0	0	0	0	11	1	112	315		0	0	0	0
5:45 PM	0	0	92	44	0	13	29	0	0	0	0	0	0	19	1	107	305		0	0	0	0

Peak Rolling Hour Flow Rates

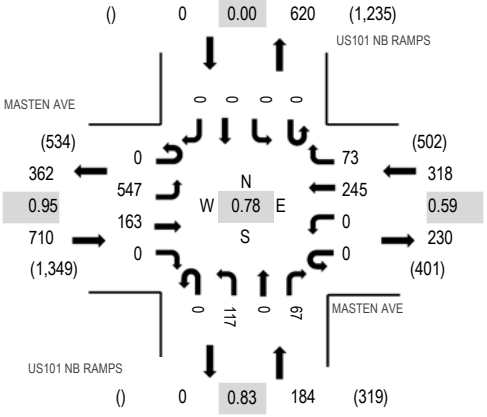
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	4
Lights	0	0	420	155	0	83	116	0	0	0	0	0	0	57	3	358	1,192
Mediums	0	0	3	3	0	1	1	0	0	0	0	0	0	6	0	3	17
Total	0	0	423	158	0	84	118	0	0	0	0	0	0	65	3	362	1,213

All Traffic Data Services Inc.

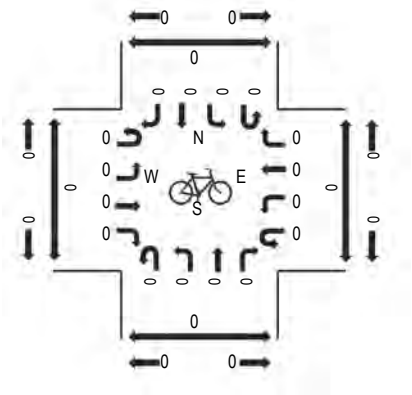
(303) 216-2439
www.alltrafficdata.net

Location: 2 US101 NB RAMPS & MASTEN AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

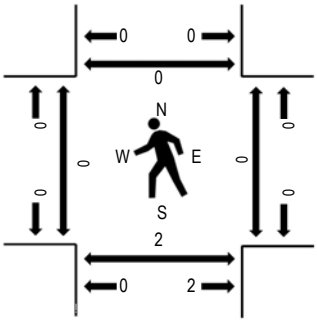
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MASTEN AVE Eastbound				MASTEN AVE Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	105	19	0	0	0	25	28	0	16	0	14	0	0	0	0	207	1,137	0	0	0	0
7:15 AM	0	127	27	0	0	0	35	25	0	32	0	19	0	0	0	0	265	1,200	0	0	0	0
7:30 AM	0	100	27	0	0	0	74	15	0	44	0	17	0	0	0	0	277	1,212	0	0	0	0
7:45 AM	0	121	59	0	0	0	127	20	0	36	0	25	0	0	0	0	388	1,178	0	0	1	0
8:00 AM	0	157	46	0	0	0	28	12	0	15	0	12	0	0	0	0	270	1,033	0	0	1	0
8:15 AM	0	169	31	0	0	0	16	26	0	22	0	13	0	0	0	0	277		0	0	0	0
8:30 AM	0	162	27	0	0	0	19	15	0	13	0	7	0	0	0	0	243		0	0	0	0
8:45 AM	0	133	39	0	0	0	17	20	0	15	0	19	0	0	0	0	243		0	0	0	0

Peak Rolling Hour Flow Rates

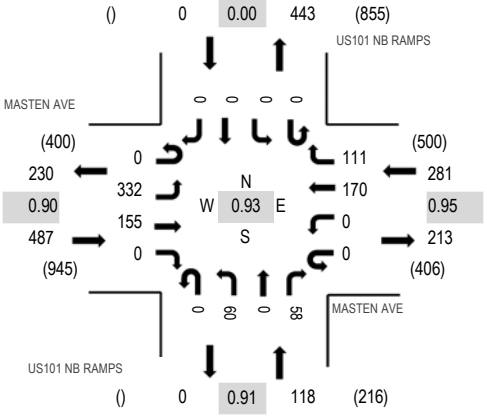
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	1	0	9	0	3	0	0	0	0	17
Lights	0	538	160	0	0	0	236	67	0	102	0	60	0	0	0	0	1,163
Mediums	0	9	2	0	0	0	6	5	0	6	0	4	0	0	0	0	32
Total	0	547	163	0	0	0	245	73	0	117	0	67	0	0	0	0	1,212

All Traffic Data Services Inc.

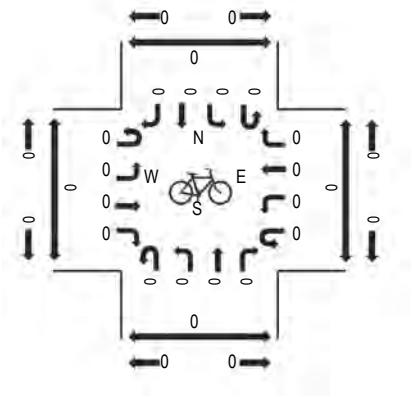
(303) 216-2439
www.alltrafficdata.net

Location: 2 US101 NB RAMPS & MASTEN AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

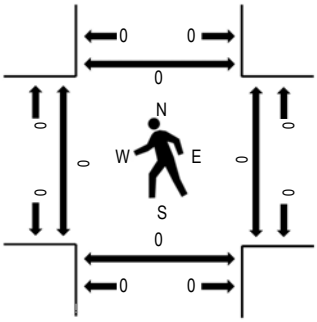
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MASTEN AVE Eastbound				MASTEN AVE Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	95	27	0	0	0	37	28	0	7	0	14	0	0	0	0	208	868	0	0	0	0
4:15 PM	0	82	38	0	0	0	40	22	0	16	0	8	0	0	0	0	206	886	0	0	0	0
4:30 PM	0	71	38	0	0	0	41	32	0	17	0	17	0	0	0	0	216	876	0	0	0	0
4:45 PM	0	94	42	0	0	0	39	33	0	14	0	16	0	0	0	0	238	851	0	0	0	0
5:00 PM	0	85	37	0	0	0	50	24	0	13	0	17	0	0	0	0	226	793	0	0	0	0
5:15 PM	0	76	31	0	0	0	37	22	0	11	0	19	0	0	0	0	196		0	0	0	0
5:30 PM	0	79	40	0	0	0	28	27	0	10	0	7	0	0	0	0	191		0	0	0	0
5:45 PM	0	73	37	0	0	0	28	12	0	12	0	18	0	0	0	0	180		0	0	0	0

Peak Rolling Hour Flow Rates

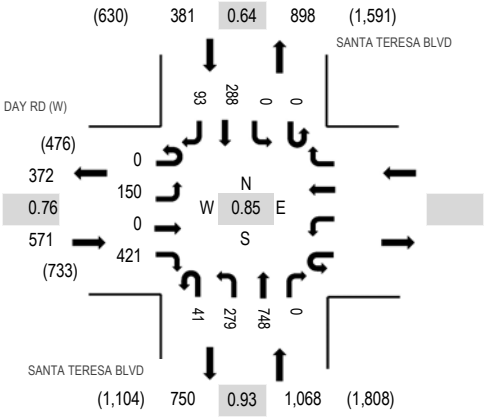
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	1	0	0	3	0	1	0	0	0	0	7
Lights	0	329	147	0	0	0	169	110	0	56	0	56	0	0	0	0	867
Mediums	0	1	8	0	0	0	0	1	0	1	0	1	0	0	0	0	12
Total	0	332	155	0	0	0	170	111	0	60	0	58	0	0	0	0	886

All Traffic Data Services Inc.

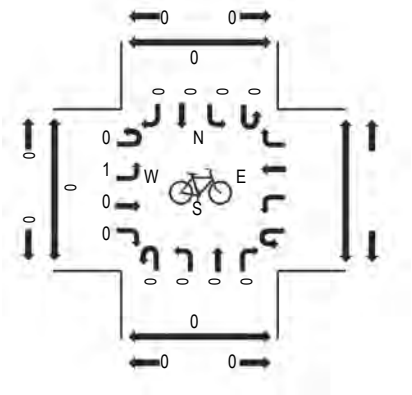
(303) 216-2439
www.alltrafficdata.net

Location: 3 SANTA TERESA BLVD & DAY RD (W) AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

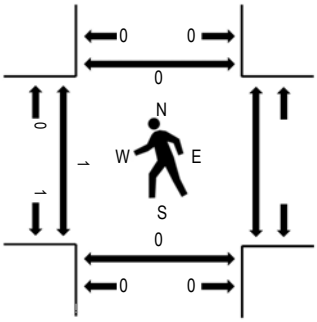
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAY RD (W) Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	SANTA TERESA BLVD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	SANTA TERESA BLVD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:00 AM	0	15	0	58					2	41	228	0	0	0	40	7	391	1,915	0		0	0
7:15 AM	0	20	0	36					1	51	226	0	0	0	38	20	392	2,020	0		0	0
7:30 AM	0	42	0	111					16	101	178	0	0	0	68	22	538	1,921	1		0	0
7:45 AM	0	46	0	142					18	95	143	0	0	0	105	45	594	1,612	0		0	0
8:00 AM	0	42	0	132					6	32	201	0	0	0	77	6	496	1,256	0		0	0
8:15 AM	0	14	0	19					1	20	179	0	0	0	58	2	293		0		0	0
8:30 AM	0	6	0	18					3	13	134	0	0	0	51	4	229		0		0	0
8:45 AM	0	9	0	23					1	10	108	0	0	0	80	7	238		0		0	0

Peak Rolling Hour Flow Rates

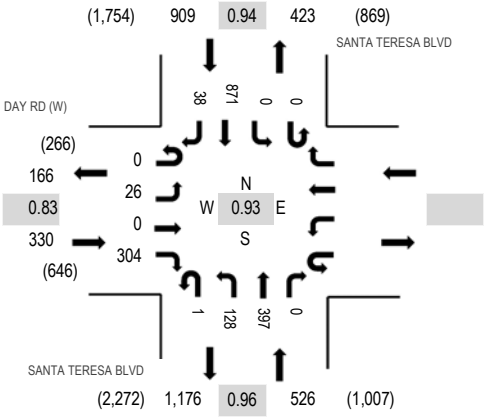
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	1					0	2	0	0	0	0	1	0	4
Lights	0	150	0	417					41	274	743	0	0	0	282	92	1,999
Mediums	0	0	0	3					0	3	5	0	0	0	5	1	17
Total	0	150	0	421					41	279	748	0	0	0	288	93	2,020

All Traffic Data Services Inc.

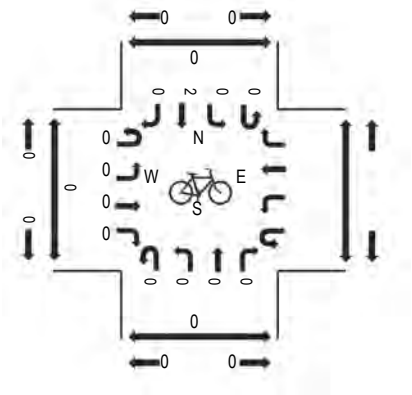
(303) 216-2439
www.alltrafficdata.net

Location: 3 SANTA TERESA BLVD & DAY RD (W) PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

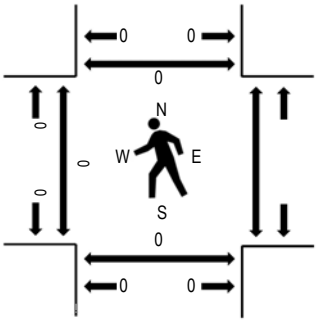
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAY RD (W) Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	SANTA TERESA BLVD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	SANTA TERESA BLVD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
4:00 PM	0	11	0	69					0	11	105	0	0	0	205	5	406	1,642	0		0	0
4:15 PM	0	13	0	72					0	21	105	0	0	0	204	5	420	1,648	0		0	0
4:30 PM	0	6	0	57					2	25	106	0	0	0	195	9	400	1,672	0		0	0
4:45 PM	0	7	0	81					0	13	93	0	0	0	211	11	416	1,708	0		0	0
5:00 PM	0	5	0	59					0	24	113	0	0	0	202	9	412	1,765	0		0	0
5:15 PM	0	6	0	77					0	30	100	0	0	0	224	7	444		0		0	0
5:30 PM	0	10	0	73					1	30	96	0	0	0	215	11	436		0		0	0
5:45 PM	0	5	0	95					0	44	88	0	0	0	230	11	473		0		0	0

Peak Rolling Hour Flow Rates

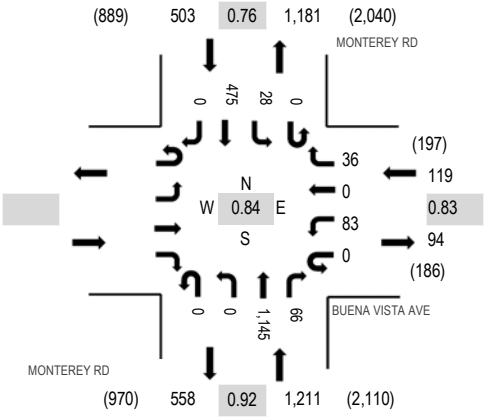
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	0	26	0	303					1	128	394	0	0	0	869	37	1,758
Mediums	0	0	0	1					0	0	2	0	0	0	2	1	6
Total	0	26	0	304					1	128	397	0	0	0	871	38	1,765

All Traffic Data Services Inc.

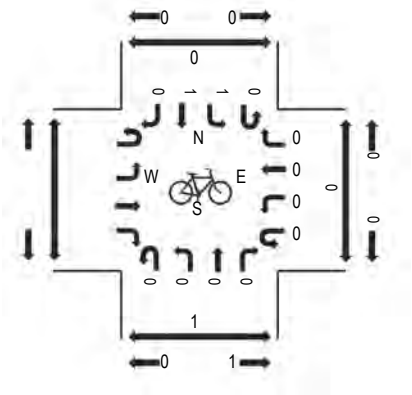
(303) 216-2439
www.alltrafficdata.net

Location: 4 MONTEREY RD & BUENA VISTA AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

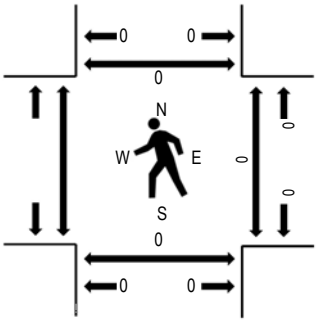
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	BUENA VISTA AVE Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	MONTEREY RD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	MONTEREY RD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:00 AM					0	10	0	8	0	0	275	10	0	5	55	0	363	1,760		0	0	0
7:15 AM					0	19	0	8	0	0	269	11	0	3	67	0	377	1,833		0	0	0
7:30 AM					0	23	0	13	0	0	315	11	0	4	109	0	475	1,833		0	0	0
7:45 AM					0	23	0	10	0	0	313	21	0	10	168	0	545	1,676		0	0	0
8:00 AM					0	18	0	5	0	0	248	23	0	11	131	0	436	1,436		0	0	0
8:15 AM					0	14	0	8	0	0	222	27	0	8	98	0	377			0	0	0
8:30 AM					0	9	0	5	0	0	188	16	0	4	96	0	318			0	0	0
8:45 AM					0	16	0	8	0	0	145	16	0	6	114	0	305			0	0	0

Peak Rolling Hour Flow Rates

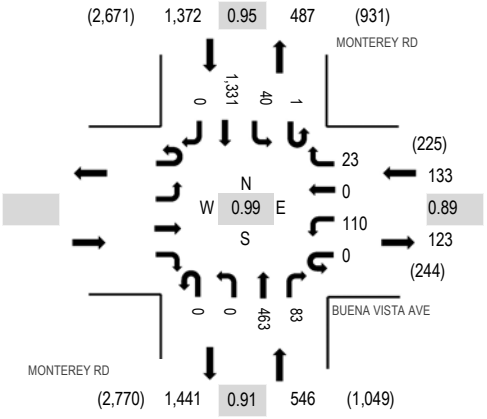
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	7	0	7
Lights					0	83	0	32	0	0	1,116	66	0	20	440	0	1,757
Mediums					0	0	0	4	0	0	29	0	0	8	28	0	69
Total					0	83	0	36	0	0	1,145	66	0	28	475	0	1,833

All Traffic Data Services Inc.

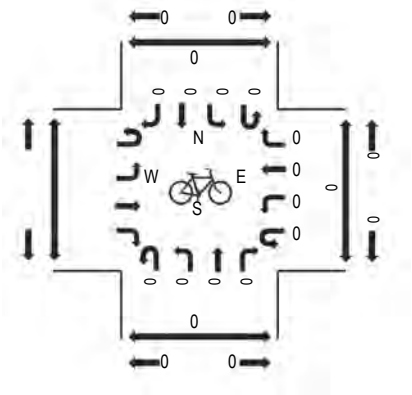
(303) 216-2439
www.alltrafficdata.net

Location: 4 MONTEREY RD & BUENA VISTA AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

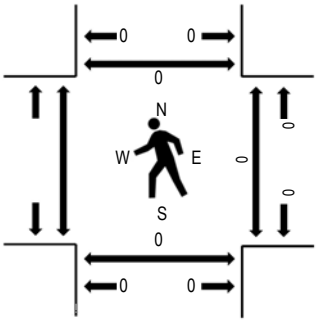
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	BUENA VISTA AVE Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	MONTEREY RD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	MONTEREY RD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
4:00 PM					0	20	0	4	0	0	123	16	0	11	332	0	506	1,948		0	0	0
4:15 PM					0	13	0	4	0	0	123	15	0	12	316	0	483	1,961		0	0	0
4:30 PM					0	30	0	5	0	0	94	25	0	16	270	0	440	1,996		0	0	0
4:45 PM					0	27	0	3	0	0	137	16	0	14	322	0	519	2,051		0	0	0
5:00 PM					0	25	0	8	0	0	128	27	0	9	322	0	519	1,997		0	0	0
5:15 PM					0	32	0	6	0	0	104	15	0	7	354	0	518			0	0	0
5:30 PM					0	26	0	6	0	0	94	25	1	10	333	0	495			0	0	0
5:45 PM					0	11	0	5	0	0	85	22	1	4	337	0	465			0	0	0

Peak Rolling Hour Flow Rates

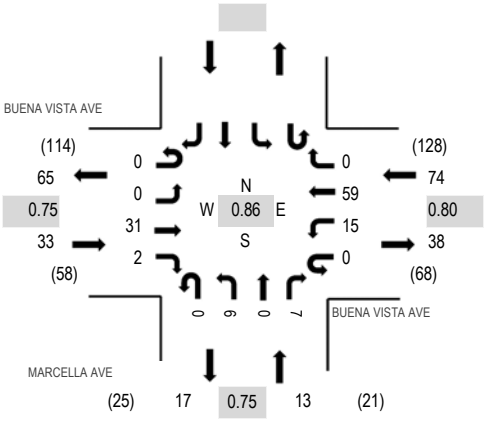
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	109	0	23	0	0	457	83	0	40	1,309	0	2,021
Mediums					0	1	0	0	0	0	6	0	1	0	22	0	30
Total					0	110	0	23	0	0	463	83	1	40	1,331	0	2,051

All Traffic Data Services Inc.

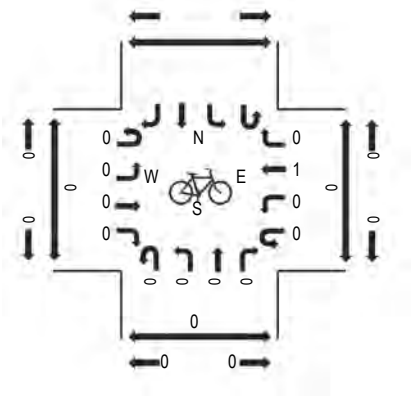
(303) 216-2439
www.alltrafficdata.net

Location: 5 MARCELLA AVE & BUENA VISTA AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

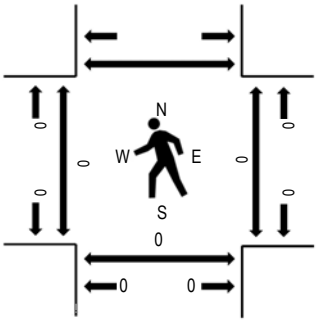
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BUENA VISTA AVE Eastbound				BUENA VISTA AVE Westbound				MARCELLA AVE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	5	0	0	4	9	0	0	0	0	2					20	112	0	0	0	
7:15 AM	0	0	8	1	0	1	19	0	0	1	0	1					31	120	0	0	0	
7:30 AM	0	0	5	1	0	2	15	0	0	2	0	1					26	114	0	0	0	
7:45 AM	0	0	7	0	0	7	16	0	0	2	0	3					35	111	0	0	0	
8:00 AM	0	0	11	0	0	5	9	0	0	1	0	2					28	95	0	0	0	
8:15 AM	0	0	8	1	0	1	11	0	0	0	0	4					25		0	0	0	
8:30 AM	0	0	6	0	0	0	15	0	0	1	0	1					23		0	0	0	
8:45 AM	0	0	4	1	0	1	13	0	0	0	0	0					19		0	0	0	

Peak Rolling Hour Flow Rates

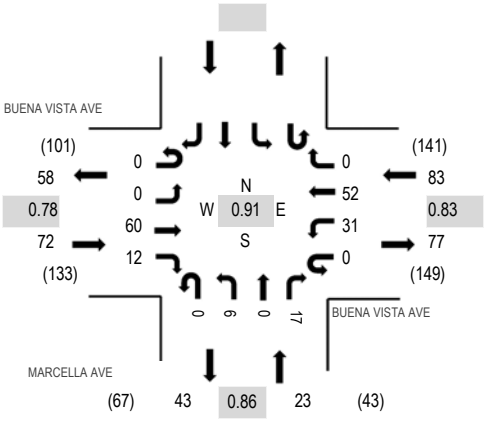
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	31	2	0	13	59	0	0	6	0	7					118
Mediums	0	0	0	0	0	2	0	0	0	0	0	0					2
Total	0	0	31	2	0	15	59	0	0	6	0	7					120

All Traffic Data Services Inc.

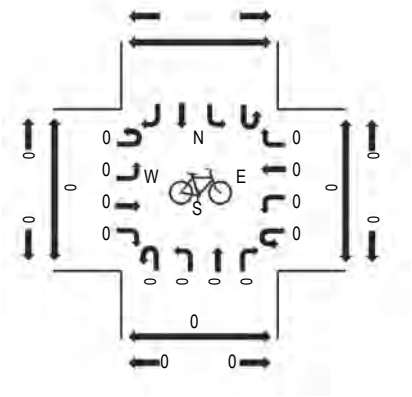
(303) 216-2439
www.alltrafficdata.net

Location: 5 MARCELLA AVE & BUENA VISTA AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

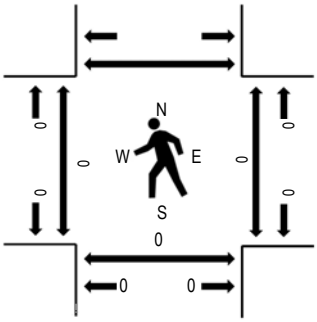
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BUENA VISTA AVE Eastbound				BUENA VISTA AVE Westbound				MARCELLA AVE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	18	3	0	10	8	0	0	0	0	4					43	176	0	0	0	
4:15 PM	0	0	16	3	0	4	12	0	0	1	0	6					42	178	0	0	0	
4:30 PM	0	0	15	3	0	10	15	0	0	1	0	5					49	172	0	0	0	
4:45 PM	0	0	9	3	0	10	14	0	0	1	0	5					42	154	0	0	0	
5:00 PM	0	0	20	3	0	7	11	0	0	3	0	1					45	141	0	0	0	
5:15 PM	0	0	12	1	0	2	14	0	0	1	0	6					36		0	0	0	
5:30 PM	0	0	11	0	0	5	8	0	0	3	0	4					31		0	0	0	
5:45 PM	0	0	15	1	0	2	9	0	0	0	0	2					29		0	0	0	

Peak Rolling Hour Flow Rates

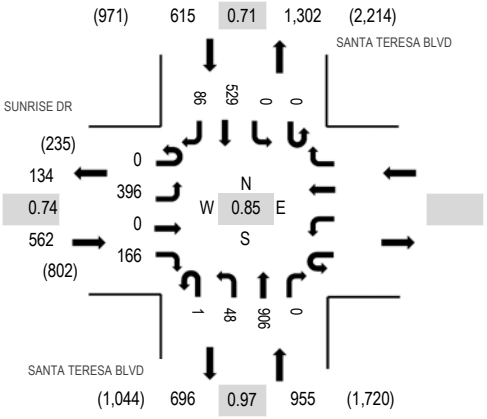
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	57	12	0	28	50	0	0	6	0	17					170
Mediums	0	0	3	0	0	3	2	0	0	0	0	0					8
Total	0	0	60	12	0	31	52	0	0	6	0	17					178

All Traffic Data Services Inc.

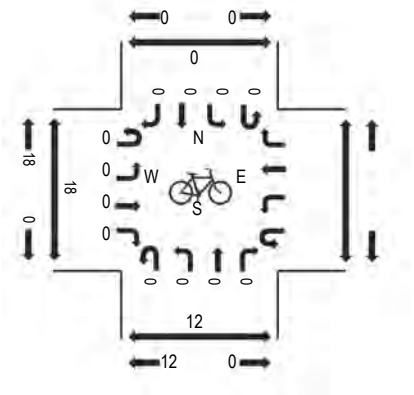
(303) 216-2439
www.alltrafficdata.net

Location: 6 SANTA TERESA BLVD & SUNRISE DR AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

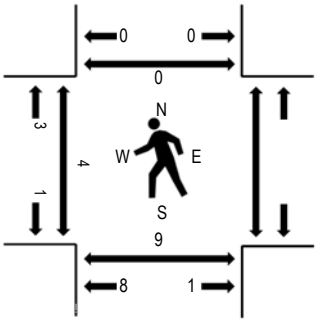
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE DR Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	SANTA TERESA BLVD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	SANTA TERESA BLVD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:00 AM	0	80	0	8					0	4	231	0	0	0	79	16	418	2,018	1		2	0
7:15 AM	0	92	0	16					0	11	231	0	0	0	57	12	419	2,132	0		0	0
7:30 AM	0	131	0	44					0	15	234	0	0	0	111	20	555	2,077	1		4	0
7:45 AM	0	116	0	74					0	10	228	0	0	0	165	33	626	1,828	3		5	0
8:00 AM	0	57	0	32					1	12	213	0	0	0	196	21	532	1,475	0		0	0
8:15 AM	0	49	0	13					1	23	207	0	0	0	58	13	364		1		1	0
8:30 AM	0	31	0	12					0	12	163	0	0	0	75	13	306		0		1	0
8:45 AM	0	36	0	11					0	9	115	0	0	0	91	11	273		1		1	0

Peak Rolling Hour Flow Rates

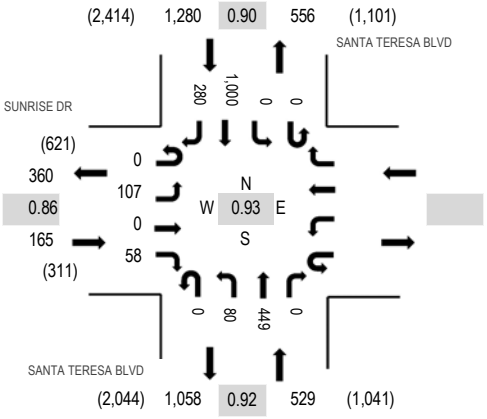
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	394	0	164					1	48	900	0	0	0	518	86	2,111
Mediums	0	2	0	2					0	0	6	0	0	0	11	0	21
Total	0	396	0	166					1	48	906	0	0	0	529	86	2,132

All Traffic Data Services Inc.

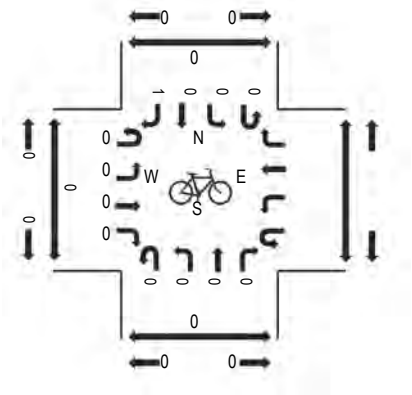
(303) 216-2439
www.alltrafficdata.net

Location: 6 SANTA TERESA BLVD & SUNRISE DR PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

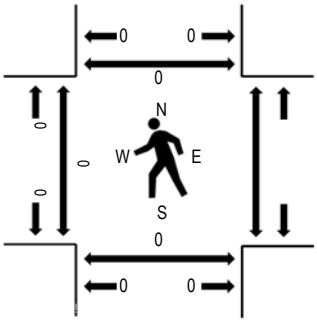
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE DR Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	SANTA TERESA BLVD Northbound U-Turn	Left	Thru	Right	SANTA TERESA BLVD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
4:00 PM	0	19	0	16					0	8	120	0	0	0	219	49	431	1,792	1		0	0
4:15 PM	0	26	0	11					0	21	114	0	0	0	227	53	452	1,828	2		2	0
4:30 PM	0	26	0	14					0	17	115	0	0	0	225	42	439	1,854	0		0	0
4:45 PM	0	22	0	12					1	13	103	0	0	0	261	58	470	1,914	0		0	0
5:00 PM	0	33	0	15					0	9	113	0	0	0	236	61	467	1,974	0		0	0
5:15 PM	0	20	0	16					0	20	124	0	0	0	234	64	478		0		0	0
5:30 PM	0	22	0	16					0	25	105	0	0	0	256	75	499		0		0	0
5:45 PM	0	32	0	11					0	26	107	0	0	0	274	80	530		0		0	0

Peak Rolling Hour Flow Rates

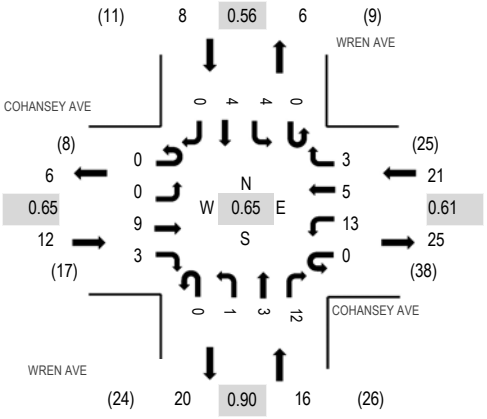
Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	0	107	0	58					0	80	446	0	0	0	998	279	1,968
Mediums	0	0	0	0					0	0	2	0	0	0	2	1	5
Total	0	107	0	58					0	80	449	0	0	0	1,000	280	1,974

All Traffic Data Services Inc.

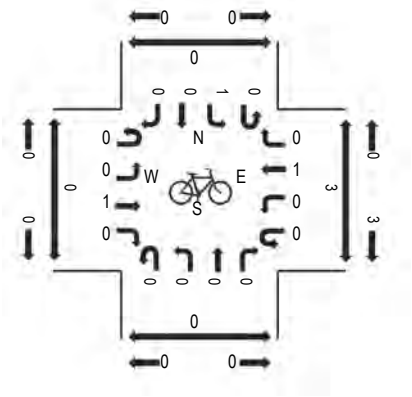
(303) 216-2439
www.alltrafficdata.net

Location: 7 WREN AVE & COHANSEY AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

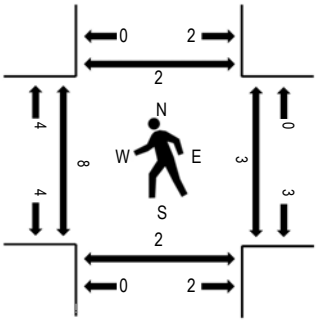
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COHANSEY AVE Eastbound				COHANSEY AVE Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	4	44	0	0	0	0
7:15 AM	0	0	3	0	0	0	1	1	0	0	2	1	0	1	0	0	9	57	2	0	0	0
7:30 AM	0	0	1	1	0	3	0	0	0	0	1	3	0	0	0	0	9	57	4	1	0	2
7:45 AM	0	0	4	1	0	6	1	2	0	1	0	4	0	0	3	0	22	53	0	1	0	0
8:00 AM	0	0	1	1	0	4	3	0	0	0	0	4	0	3	1	0	17	35	2	1	2	0
8:15 AM	0	0	0	0	0	2	1	0	0	0	2	3	0	0	1	0	9		1	0	1	0
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	2	0	1	0	0	5		0	1	0	2
8:45 AM	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	0	4		0	1	0	0

Peak Rolling Hour Flow Rates

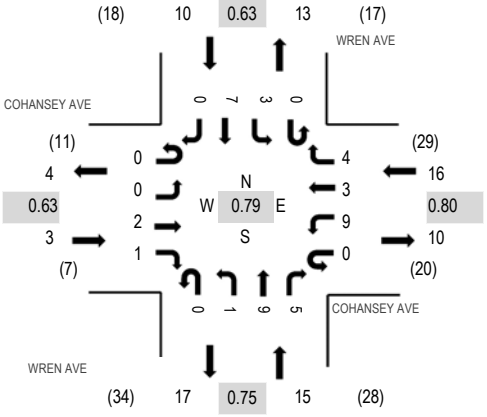
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	9	3	0	13	5	3	0	1	3	12	0	4	4	0	57
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	9	3	0	13	5	3	0	1	3	12	0	4	4	0	57

All Traffic Data Services Inc.

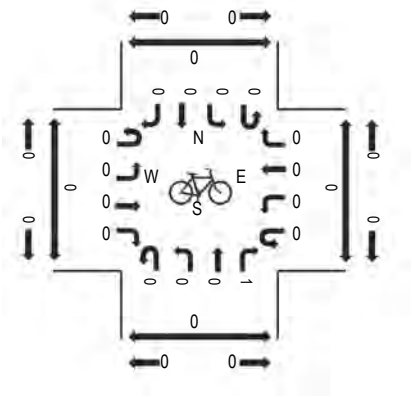
(303) 216-2439
www.alltrafficdata.net

Location: 7 WREN AVE & COHANSEY AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

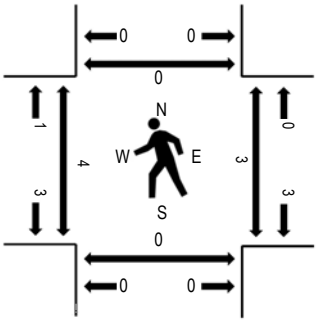
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COHANSEY AVE Eastbound				COHANSEY AVE Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1	0	1	1	0	0	1	1	1	0	2	2	0	10	38	0	0	0	0
4:15 PM	0	0	0	0	0	2	2	0	1	1	0	3	0	0	2	0	11	42	0	0	0	0
4:30 PM	0	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	6	42	0	0	0	0
4:45 PM	0	0	1	1	0	3	0	2	0	1	0	2	0	0	1	0	11	43	0	1	0	0
5:00 PM	0	0	1	0	0	5	0	0	0	0	4	0	0	1	3	0	14	44	2	0	0	0
5:15 PM	0	0	1	0	0	1	1	2	0	1	3	0	0	1	1	0	11		0	3	0	0
5:30 PM	0	0	0	1	0	1	1	0	0	0	2	0	0	1	1	0	7		0	0	0	0
5:45 PM	0	0	0	0	0	2	1	2	0	0	0	5	0	0	2	0	12		2	0	0	0

Peak Rolling Hour Flow Rates

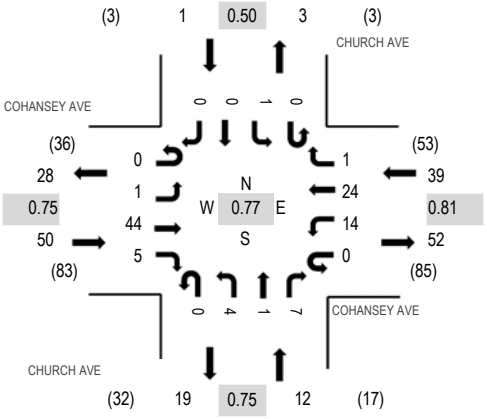
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	2	1	0	9	3	4	0	1	9	5	0	3	7	0	44
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	1	0	9	3	4	0	1	9	5	0	3	7	0	44

All Traffic Data Services Inc.

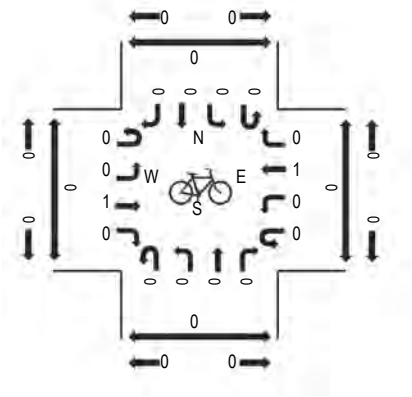
(303) 216-2439
www.alltrafficdata.net

Location: 8 CHURCH AVE & COHANSEY AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

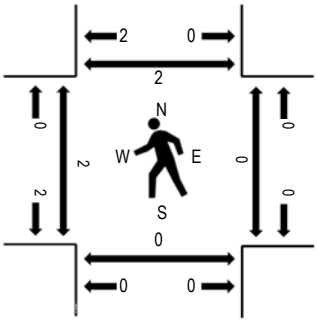
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COHANSEY AVE Eastbound				COHANSEY AVE Westbound				CHURCH AVE Northbound				CHURCH AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	8	1	0	2	0	0	0	0	0	2	0	1	0	0	14	93	1	0	0	0
7:15 AM	0	0	13	0	0	2	3	1	0	0	1	3	0	0	0	0	23	102	0	0	0	0
7:30 AM	0	0	11	1	0	4	5	0	0	0	0	2	0	0	0	0	23	95	1	0	0	1
7:45 AM	0	1	12	4	0	4	8	0	0	2	0	2	0	0	0	0	33	85	0	0	0	0
8:00 AM	0	0	8	0	0	4	8	0	0	2	0	0	0	1	0	0	23	63	1	0	0	1
8:15 AM	0	0	9	2	0	0	3	0	0	0	0	1	0	0	1	0	16		1	3	0	2
8:30 AM	0	0	5	2	0	3	3	0	0	0	0	0	0	0	0	0	13		0	0	0	0
8:45 AM	0	0	5	1	0	1	2	0	0	0	0	2	0	0	0	0	11		0	1	0	1

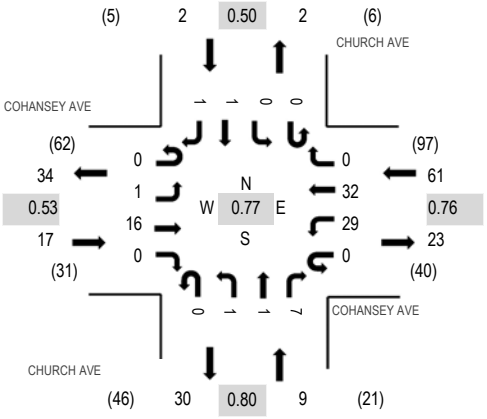
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	44	5	0	13	24	1	0	4	1	6	0	1	0	0	100
Mediums	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	44	5	0	14	24	1	0	4	1	7	0	1	0	0	102

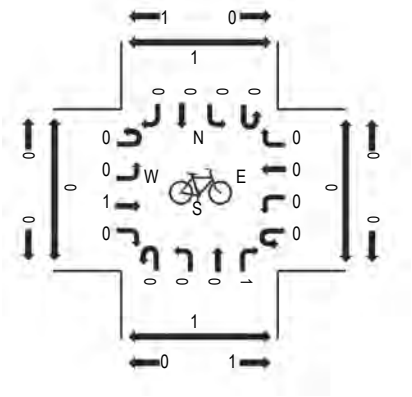
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 8 CHURCH AVE & COHANSEY AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

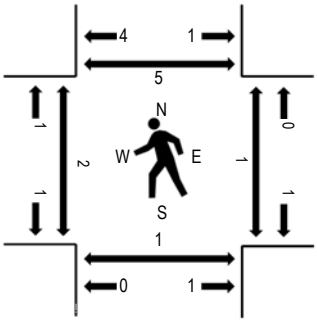
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COHANSEY AVE Eastbound				COHANSEY AVE Westbound				CHURCH AVE Northbound				CHURCH AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	1	1	0	1	5	0	0	0	0	1	0	0	0	0	9	65	0	0	0	0
4:15 PM	0	0	0	3	0	3	7	1	0	1	0	4	0	0	1	0	20	76	0	0	0	0
4:30 PM	0	1	4	0	0	3	5	0	0	0	0	1	0	0	0	0	14	75	0	1	1	0
4:45 PM	0	1	3	0	0	3	8	0	0	1	1	3	0	0	1	1	22	82	0	0	0	0
5:00 PM	0	0	3	0	0	3	9	0	0	0	0	5	0	0	0	0	20	89	1	0	0	1
5:15 PM	0	0	2	0	0	6	9	0	0	0	1	1	0	0	0	0	19		0	0	0	3
5:30 PM	0	0	4	0	0	11	3	0	0	0	0	1	0	0	1	1	21		1	1	1	1
5:45 PM	0	1	7	0	0	9	11	0	0	1	0	0	0	0	0	0	29		0	0	0	0

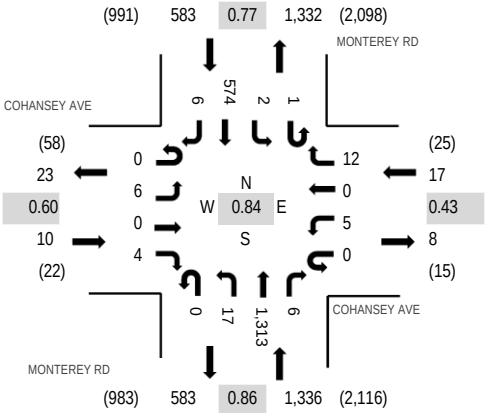
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	16	0	0	29	32	0	0	1	1	7	0	0	1	1	89
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	16	0	0	29	32	0	0	1	1	7	0	0	1	1	89

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

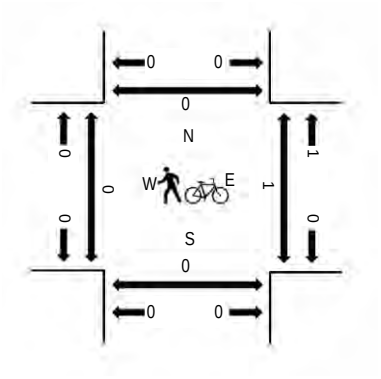
Location: 2 MONTEREY RD & COHANSEY AVE AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COHANSEY AVE Eastbound				COHANSEY AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	0	2	0	0	0	0	0	13	246	2	0	0	62	6	335	1,810	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	2	0	4	280	0	0	0	82	2	372	1,946	0	1	0	0
7:30 AM	0	1	0	0	0	3	0	7	0	5	381	1	1	1	127	0	527	1,900	0	0	0	0
7:45 AM	0	2	0	0	0	1	0	1	0	5	367	1	0	1	195	3	576	1,663	0	0	0	0
8:00 AM	0	2	0	3	0	1	0	2	0	3	285	4	0	0	170	1	471	1,344	0	0	0	0
8:15 AM	0	1	0	0	0	2	0	0	0	4	206	3	0	0	108	2	326		0	0	0	0
8:30 AM	0	3	0	1	0	0	0	1	0	2	173	0	0	0	107	3	290		0	0	0	0
8:45 AM	0	1	0	0	0	2	0	3	0	3	128	0	0	2	116	2	257		1	0	0	0

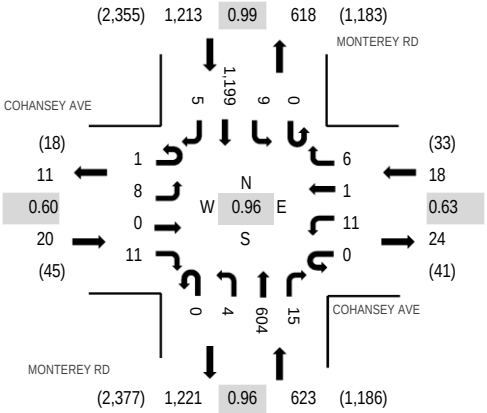
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9
Lights	0	6	0	4	0	4	0	12	0	14	1,282	6	1	2	541	6	1,878
Mediums	0	0	0	0	0	1	0	0	0	3	31	0	0	0	24	0	59
Total	0	6	0	4	0	5	0	12	0	17	1,313	6	1	2	574	6	1,946

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

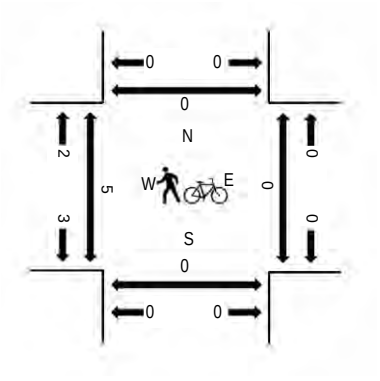
Location: 2 MONTEREY RD & COHANSEY AVE PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COHANSEY AVE Eastbound				COHANSEY AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	3	0	2	0	0	0	1	0	2	156	0	0	2	266	2	436	1,788	0	0	0	0
4:15 PM	0	3	0	7	0	3	0	1	0	0	155	2	0	1	256	0	428	1,840	0	0	0	0
4:30 PM	0	1	0	3	0	3	1	0	0	2	145	5	0	1	300	1	462	1,874	1	0	0	0
4:45 PM	1	0	0	2	0	1	0	3	0	0	164	2	0	4	284	1	462	1,868	1	0	0	0
5:00 PM	0	1	0	2	0	6	0	2	0	0	165	3	0	3	306	0	488	1,831	1	0	0	0
5:15 PM	0	6	0	4	0	1	0	1	0	2	130	5	0	1	309	3	462		0	0	0	0
5:30 PM	0	2	0	4	0	5	0	0	0	0	129	5	0	3	307	1	456		0	1	0	0
5:45 PM	0	2	0	0	0	4	0	1	0	0	112	2	0	2	302	0	425		0	0	0	0

Peak Rolling Hour Flow Rates

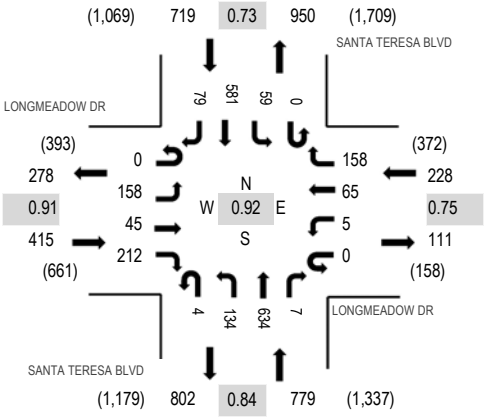
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5
Lights	1	8	0	11	0	11	1	6	0	4	589	14	0	9	1,170	5	1,829
Mediums	0	0	0	0	0	0	0	0	0	0	14	1	0	0	25	0	40
Total	1	8	0	11	0	11	1	6	0	4	604	15	0	9	1,199	5	1,874

All Traffic Data Services Inc.

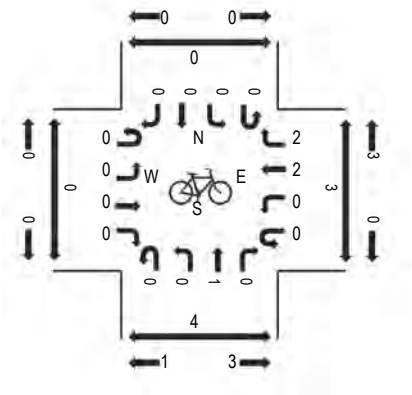
(303) 216-2439
www.alltrafficdata.net

Location: 9 SANTA TERESA BLVD & LONGMEADOW DR AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

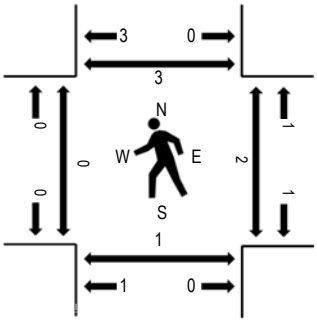
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONGMEADOW DR Eastbound				LONGMEADOW DR Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	40	5	19	0	1	1	37	1	3	130	1	0	9	73	6	326	1,841	0	0	0	0
7:15 AM	0	53	3	24	0	2	9	53	0	13	143	3	0	6	56	9	374	2,098	0	0	0	0
7:30 AM	0	42	7	40	0	1	14	60	1	41	189	2	0	14	131	16	558	2,141	0	1	0	2
7:45 AM	0	32	18	57	0	1	34	54	1	35	119	1	0	19	186	26	583	1,896	0	0	1	0
8:00 AM	0	41	17	56	0	2	10	26	2	32	148	3	0	23	198	25	583	1,598	0	1	0	1
8:15 AM	0	43	3	59	0	1	7	18	0	26	178	1	0	3	66	12	417		0	0	0	0
8:30 AM	0	23	2	18	0	0	5	15	0	23	139	0	0	6	71	11	313		0	0	0	0
8:45 AM	0	24	7	28	0	0	8	13	0	12	89	1	0	4	84	15	285		0	0	0	2

Peak Rolling Hour Flow Rates

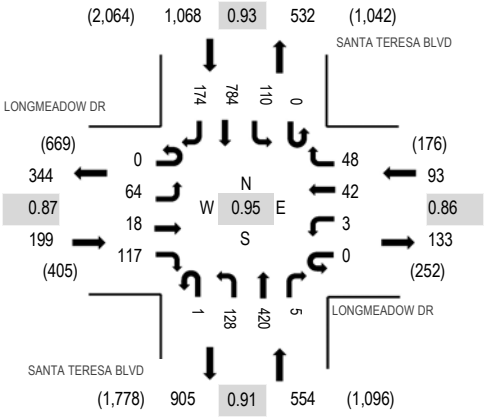
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
Lights	0	158	45	212	0	5	63	157	4	132	630	7	0	59	574	74	2,120
Mediums	0	0	0	0	0	0	1	1	0	2	4	0	0	0	5	5	18
Total	0	158	45	212	0	5	65	158	4	134	634	7	0	59	581	79	2,141

All Traffic Data Services Inc.

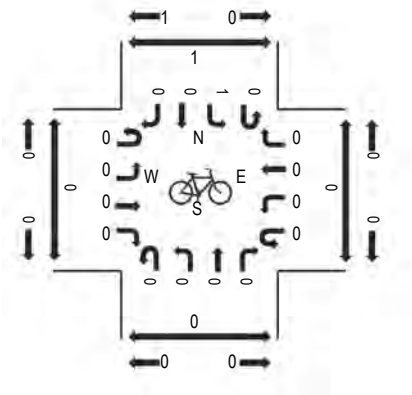
(303) 216-2439
www.alltrafficdata.net

Location: 9 SANTA TERESA BLVD & LONGMEADOW DR PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

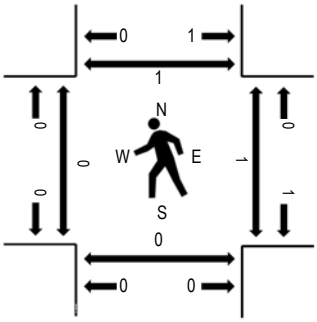
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONGMEADOW DR Eastbound				LONGMEADOW DR Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	20	6	23	0	3	10	10	1	31	92	1	1	18	168	38	422	1,827	0	1	0	1
4:15 PM	0	17	7	35	0	1	8	11	0	32	104	2	0	19	201	38	475	1,849	0	0	0	3
4:30 PM	0	23	5	24	0	0	9	13	0	44	101	3	0	31	162	43	458	1,836	0	0	0	0
4:45 PM	0	11	3	32	0	1	8	9	0	30	98	3	0	21	222	34	472	1,880	0	3	0	1
5:00 PM	0	22	3	22	0	0	11	11	0	24	90	2	0	24	198	37	444	1,914	0	0	0	0
5:15 PM	0	18	4	29	0	2	8	15	0	30	111	0	0	29	172	44	462		0	1	0	0
5:30 PM	0	12	6	33	0	0	9	10	0	33	111	1	0	34	200	53	502		0	0	0	0
5:45 PM	0	12	5	33	0	1	14	12	1	41	108	2	0	23	214	40	506		0	0	0	1

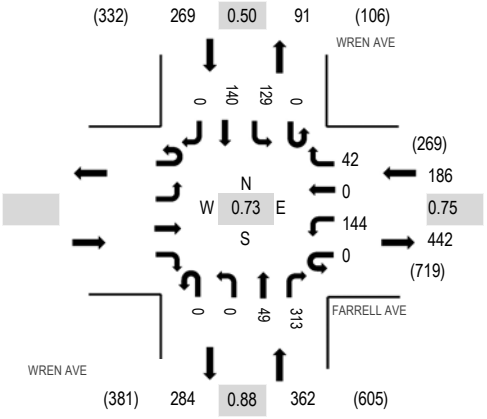
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	64	18	116	0	3	42	48	1	128	415	5	0	110	782	174	1,906
Mediums	0	0	0	1	0	0	0	0	0	0	4	0	0	0	2	0	7
Total	0	64	18	117	0	3	42	48	1	128	420	5	0	110	784	174	1,914

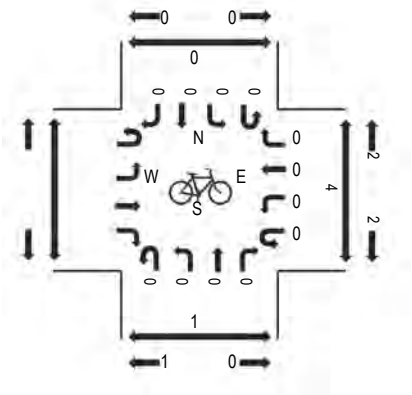
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 10 WREN AVE & FARRELL AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

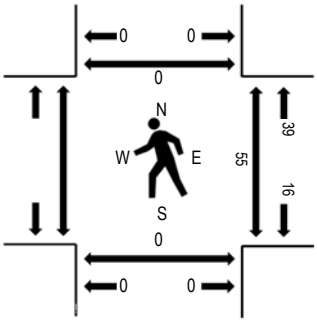
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	FARRELL AVE Westbound U-Turn	FARRELL AVE Westbound Left	FARRELL AVE Westbound Thru	FARRELL AVE Westbound Right	WREN AVE Northbound U-Turn	WREN AVE Northbound Left	WREN AVE Northbound Thru	WREN AVE Northbound Right	WREN AVE Southbound U-Turn	WREN AVE Southbound Left	WREN AVE Southbound Thru	WREN AVE Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	Pedestrian Crossings East	Pedestrian Crossings South	Pedestrian Crossings North
7:00 AM					0	12	0	0	0	0	4	84	0	3	2	0	105	633		0	0	0
7:15 AM					0	30	0	1	0	0	3	72	0	7	2	0	115	809		2	1	0
7:30 AM					0	34	0	11	0	0	14	94	0	24	21	0	198	817		9	0	0
7:45 AM					0	42	0	20	0	0	15	82	0	24	32	0	215	722		12	0	0
8:00 AM					0	38	0	9	0	0	16	83	0	68	67	0	281	573		31	0	0
8:15 AM					0	30	0	2	0	0	4	54	0	13	20	0	123			3	0	0
8:30 AM					0	17	0	2	0	0	2	45	0	24	13	0	103			3	0	0
8:45 AM					0	19	0	2	0	0	1	32	0	10	2	0	66			0	0	0

Peak Rolling Hour Flow Rates

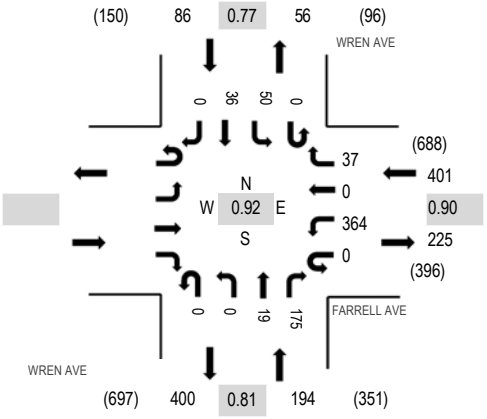
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks					0	1	0	0	0	0	0	0	0	0	0	0	1
Lights					0	140	0	41	0	0	49	309	0	129	139	0	807
Mediums					0	3	0	1	0	0	0	4	0	0	1	0	9
Total					0	144	0	42	0	0	49	313	0	129	140	0	817

All Traffic Data Services Inc.

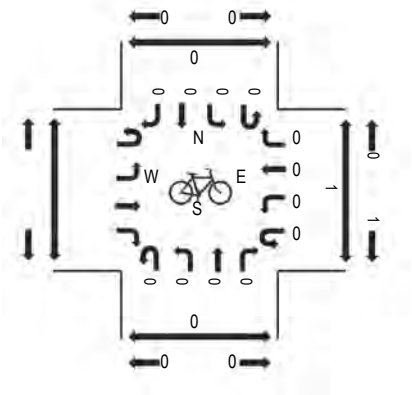
(303) 216-2439
www.alltrafficdata.net

Location: 10 WREN AVE & FARRELL AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

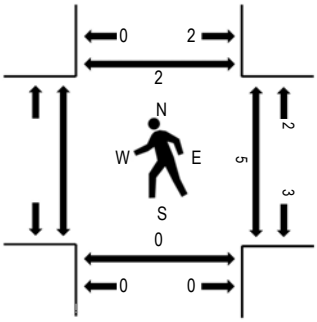
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	FARRELL AVE Westbound U-Turn	FARRELL AVE Westbound Left	FARRELL AVE Westbound Thru	FARRELL AVE Westbound Right	WREN AVE Northbound U-Turn	WREN AVE Northbound Left	WREN AVE Northbound Thru	WREN AVE Northbound Right	WREN AVE Southbound U-Turn	WREN AVE Southbound Left	WREN AVE Southbound Thru	WREN AVE Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	Pedestrian Crossings East	Pedestrian Crossings South	Pedestrian Crossings North
4:00 PM					0	68	0	7	0	0	4	37	0	14	8	0	138	508		0	0	0
4:15 PM					0	59	0	1	0	0	8	35	0	9	9	0	121	516		7	0	0
4:30 PM					0	62	0	6	0	0	3	26	0	7	8	0	112	569		3	0	0
4:45 PM					0	79	0	5	0	0	6	38	0	5	4	0	137	633		2	0	0
5:00 PM					0	77	0	2	0	0	3	36	0	21	7	0	146	681		0	0	0
5:15 PM					0	90	0	14	0	0	6	54	0	7	3	0	174			0	0	0
5:30 PM					0	100	0	7	0	0	6	41	0	14	8	0	176			2	0	2
5:45 PM					0	97	0	14	0	0	4	44	0	8	18	0	185			3	0	0

Peak Rolling Hour Flow Rates

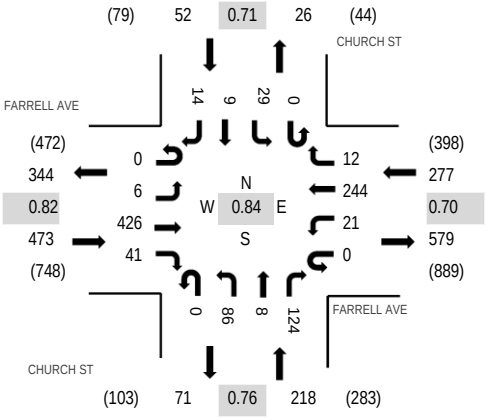
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	364	0	37	0	0	19	174	0	50	36	0	680
Mediums					0	0	0	0	0	0	0	1	0	0	0	0	1
Total					0	364	0	37	0	0	19	175	0	50	36	0	681

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

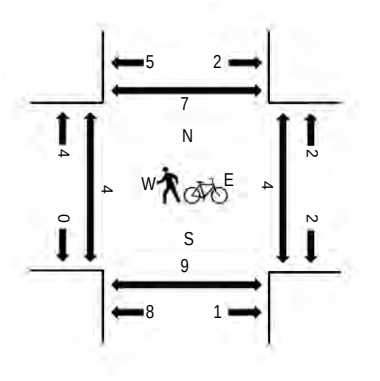
Location: 3 CHURCH ST & FARRELL AVE AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FARRELL AVE Eastbound				FARRELL AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	76	1	0	2	18	1	0	2	2	15	0	7	1	4	130	865	3	0	2	1
7:15 AM	0	0	100	6	0	6	30	4	0	9	2	25	0	5	1	2	190	1,020	0	0	4	0
7:30 AM	0	1	98	7	0	5	56	1	0	24	3	29	0	12	4	3	243	976	0	2	2	6
7:45 AM	0	2	100	14	0	3	93	3	0	29	1	42	0	8	2	5	302	838	2	1	2	1
8:00 AM	0	3	128	14	0	7	65	4	0	24	2	28	0	4	2	4	285	643	2	1	1	0
8:15 AM	0	2	68	10	0	2	39	1	0	4	1	11	0	5	1	2	146		0	1	0	0
8:30 AM	0	3	55	4	0	2	22	1	0	4	0	11	0	2	0	1	105		0	0	0	0
8:45 AM	0	2	48	5	0	3	27	3	0	4	1	10	0	2	1	1	107		0	0	1	0

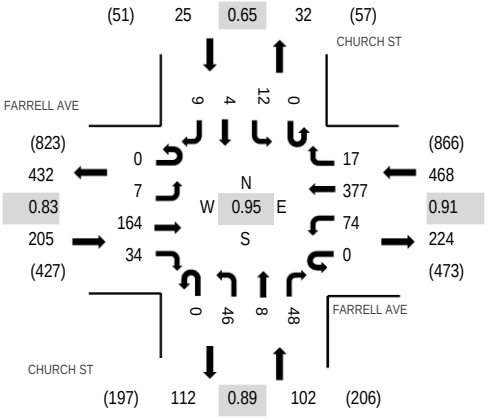
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
Lights	0	5	423	39	0	19	237	11	0	83	8	123	0	28	9	12	997
Mediums	0	1	3	2	0	2	5	0	0	3	0	1	0	1	0	2	20
Total	0	6	426	41	0	21	244	12	0	86	8	124	0	29	9	14	1,020

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

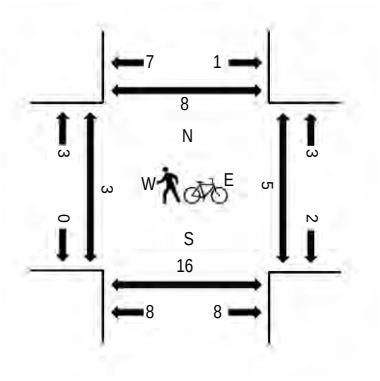
Location: 3 CHURCH ST & FARRELL AVE PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FARRELL AVE Eastbound				FARRELL AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	55	7	0	9	69	3	0	10	2	7	0	3	3	3	176	750	0	2	3	0
4:15 PM	0	1	52	9	0	15	83	2	0	11	1	14	0	1	1	2	192	766	0	0	1	1
4:30 PM	0	0	45	3	0	14	82	6	0	17	0	13	0	3	2	5	190	781	2	0	1	1
4:45 PM	0	1	39	5	0	16	95	4	0	13	0	16	0	1	1	1	192	782	0	1	1	1
5:00 PM	0	3	49	7	0	18	86	4	0	8	1	12	0	2	1	1	192	800	0	0	1	1
5:15 PM	0	1	36	5	0	26	99	4	0	12	1	14	0	5	1	3	207		0	1	2	1
5:30 PM	0	0	36	8	0	19	95	4	0	11	5	8	0	1	1	3	191		2	2	4	3
5:45 PM	0	3	43	14	0	11	97	5	0	15	1	14	0	4	1	2	210		1	2	2	3

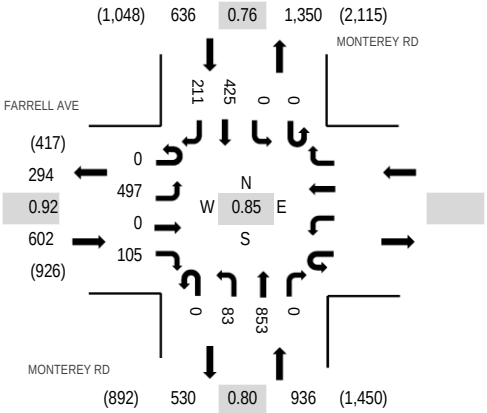
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	162	34	0	74	377	17	0	46	8	47	0	12	4	9	797
Mediums	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3
Total	0	7	164	34	0	74	377	17	0	46	8	48	0	12	4	9	800

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

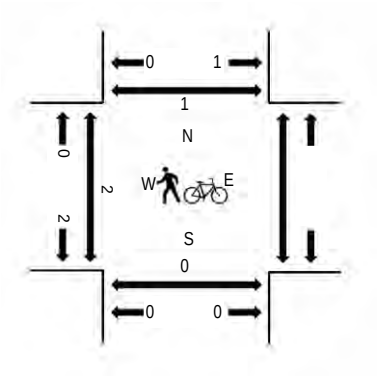
Location: 1 MONTEREY RD & FARRELL AVE AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FARRELL AVE Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	MONTEREY RD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	MONTEREY RD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
7:00 AM	0	96	0	9					0	7	167	0	0	0	55	20	354	1,996	1		3	1
7:15 AM	0	121	0	14					0	11	176	0	0	0	63	27	412	2,174	0		0	0
7:30 AM	0	129	0	17					0	21	272	0	0	0	101	53	593	2,098	0		0	0
7:45 AM	0	126	0	32					0	29	234	0	0	0	142	74	637	1,797	1		0	0
8:00 AM	0	121	0	42					0	22	171	0	0	0	119	57	532	1,428	0		0	0
8:15 AM	0	68	0	13					0	13	133	0	0	0	87	22	336		0		0	0
8:30 AM	0	64	0	10					0	5	103	0	0	0	89	21	292		0		0	0
8:45 AM	0	55	0	9					0	7	79	0	0	0	90	28	268		1		0	0

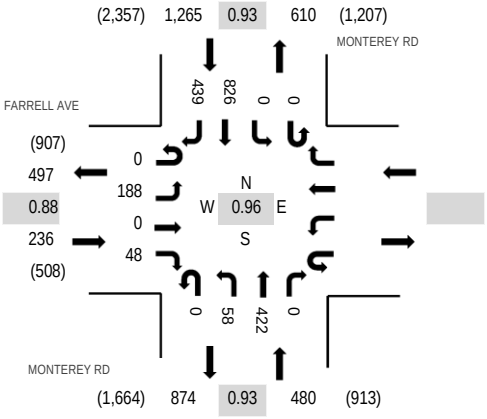
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	0					0	1	0	0	0	0	7	2	10
Lights	0	491	0	104					0	81	822	0	0	0	399	204	2,101
Mediums	0	6	0	1					0	1	31	0	0	0	19	5	63
Total	0	497	0	105					0	83	853	0	0	0	425	211	2,174

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

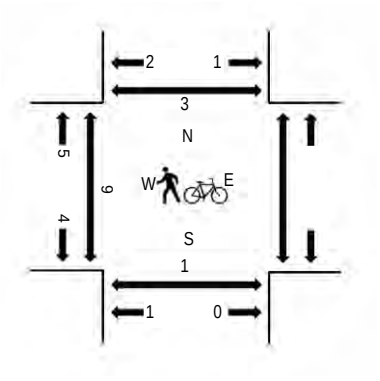
Location: 1 MONTEREY RD & FARRELL AVE PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FARRELL AVE Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	MONTEREY RD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	MONTEREY RD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
4:00 PM	0	52	0	25					0	9	108	0	0	0	187	79	460	1,876	1		0	0
4:15 PM	0	63	0	12					0	7	97	0	0	0	173	93	445	1,908	0		0	3
4:30 PM	0	46	0	12					0	17	114	0	0	0	204	95	488	1,978	0		0	1
4:45 PM	0	58	0	4					0	11	108	0	0	0	197	105	483	1,981	0		0	1
5:00 PM	0	49	0	18					0	15	121	0	0	0	179	110	492	1,902	0		0	0
5:15 PM	0	40	0	15					0	19	100	0	0	0	232	109	515		1		0	0
5:30 PM	0	41	0	11					0	13	93	0	0	0	218	115	491		3		0	1
5:45 PM	0	51	0	11					0	15	66	0	0	0	166	95	404		2		0	0

Peak Rolling Hour Flow Rates

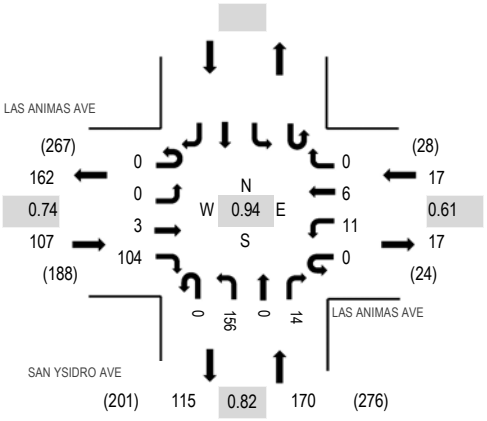
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	2	0	3
Lights	0	182	0	48					0	57	410	0	0	0	800	439	1,936
Mediums	0	6	0	0					0	1	11	0	0	0	24	0	42
Total	0	188	0	48					0	58	422	0	0	0	826	439	1,981

All Traffic Data Services Inc.

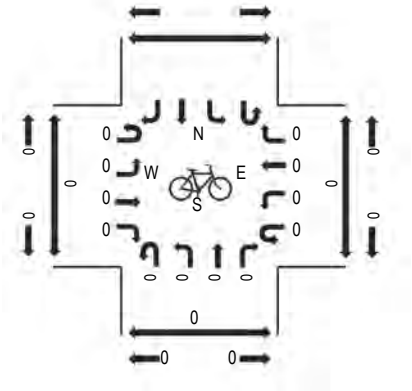
(303) 216-2439
www.alltrafficdata.net

Location: 11 SAN YSIDRO AVE & LAS ANIMAS AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

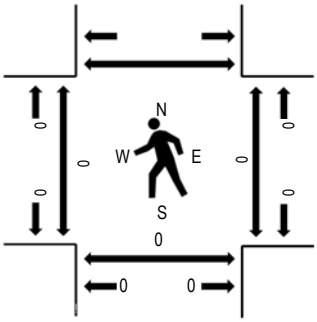
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAS ANIMAS AVE Eastbound				LAS ANIMAS AVE Westbound				SAN YSIDRO AVE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	15	0	3	1	0	0	20	0	1					40	216	0	0	0	
7:15 AM	0	0	1	14	0	1	1	0	0	18	0	1					36	254	0	0	0	
7:30 AM	0	0	0	36	0	1	1	0	0	25	0	0					63	294	0	0	0	
7:45 AM	0	0	1	23	0	6	1	0	0	44	0	2					77	286	0	0	0	
8:00 AM	0	0	1	27	0	3	2	0	0	41	0	4					78	276	0	0	0	
8:15 AM	0	0	1	18	0	1	2	0	0	46	0	8					76		0	0	0	
8:30 AM	0	0	0	21	0	1	0	0	0	32	0	1					55		0	0	0	
8:45 AM	0	0	2	28	0	3	1	0	0	32	0	1					67		0	0	0	

Peak Rolling Hour Flow Rates

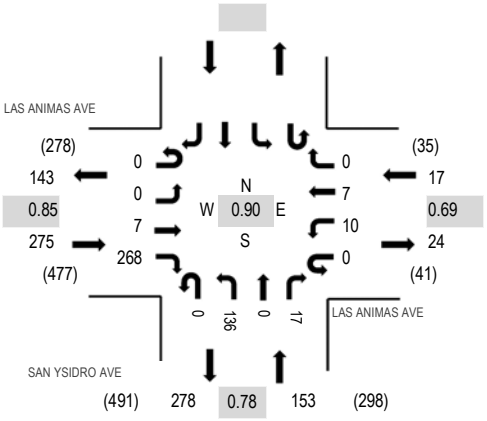
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	4	0	0	0	0	0	4	0	0					8
Lights	0	0	3	94	0	11	6	0	0	144	0	14					272
Mediums	0	0	0	6	0	0	0	0	0	8	0	0					14
Total	0	0	3	104	0	11	6	0	0	156	0	14					294

All Traffic Data Services Inc.

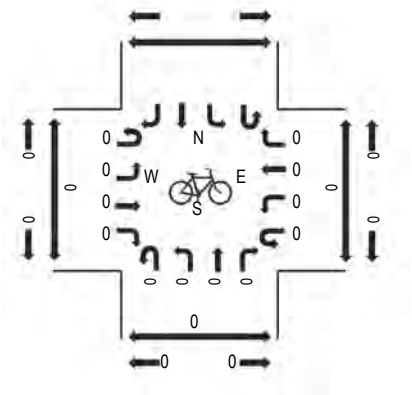
(303) 216-2439
www.alltrafficdata.net

Location: 11 SAN YSIDRO AVE & LAS ANIMAS AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

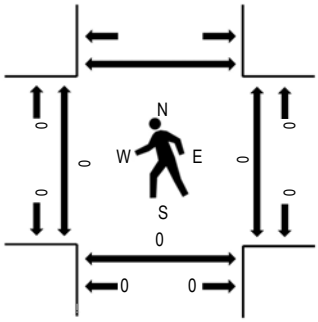
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAS ANIMAS AVE Eastbound				LAS ANIMAS AVE Westbound				SAN YSIDRO AVE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	67	0	5	3	0	0	44	0	5					124	445	0	0	0	
4:15 PM	0	0	0	60	0	1	0	0	0	33	0	4					98	445	0	0	0	
4:30 PM	0	0	6	79	0	1	1	0	0	33	0	4					124	436	0	0	0	
4:45 PM	0	0	1	62	0	3	3	0	0	26	0	4					99	391	0	0	0	
5:00 PM	0	0	1	79	0	7	2	0	0	34	0	1					124	365	0	0	0	
5:15 PM	0	0	2	48	0	7	1	0	0	26	0	5					89		0	0	0	
5:30 PM	0	0	0	39	0	0	1	0	0	36	0	3					79		0	0	0	
5:45 PM	0	0	0	33	0	0	0	0	0	35	0	5					73		0	0	0	

Peak Rolling Hour Flow Rates

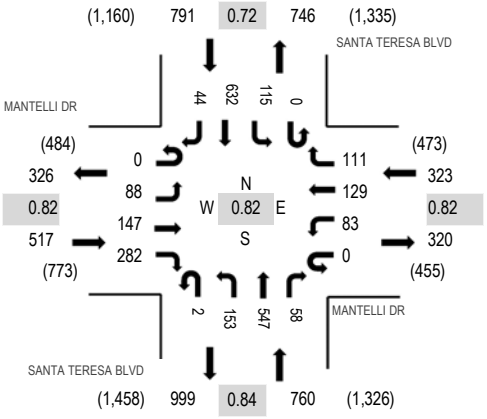
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	6	261	0	9	6	0	0	130	0	17					429
Mediums	0	0	1	7	0	1	1	0	0	6	0	0					16
Total	0	0	7	268	0	10	7	0	0	136	0	17					445

All Traffic Data Services Inc.

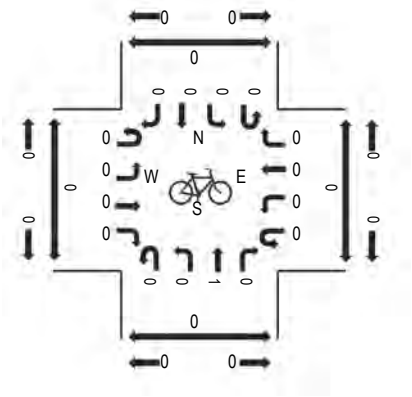
(303) 216-2439
www.alltrafficdata.net

Location: 12 SANTA TERESA BLVD & MANTELLI DR AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

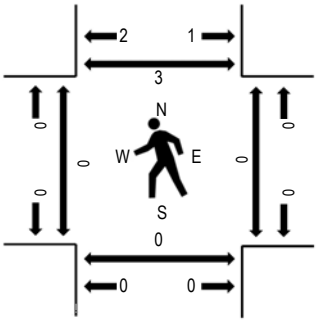
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANTELLI DR Eastbound				MANTELLI DR Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	20	15	20	0	5	13	16	0	16	104	4	0	11	73	5	302	1,808	0	0	0	0
7:15 AM	0	17	21	33	1	12	16	23	0	14	141	13	0	5	78	2	376	2,234	0	0	0	0
7:30 AM	0	20	31	50	0	18	20	44	0	11	161	9	0	33	118	7	522	2,391	0	0	0	0
7:45 AM	0	11	42	70	0	33	37	29	0	44	102	8	0	41	180	11	608	2,218	0	0	0	1
8:00 AM	0	27	31	78	0	21	49	23	1	54	151	20	0	31	220	22	728	1,924	0	0	0	0
8:15 AM	0	30	43	84	0	11	23	15	1	44	133	21	0	10	114	4	533		0	0	0	2
8:30 AM	0	10	20	30	0	7	15	12	0	31	134	2	0	7	77	4	349		0	0	0	1
8:45 AM	0	19	20	31	0	2	13	15	1	24	78	4	0	12	90	5	314		0	0	0	0

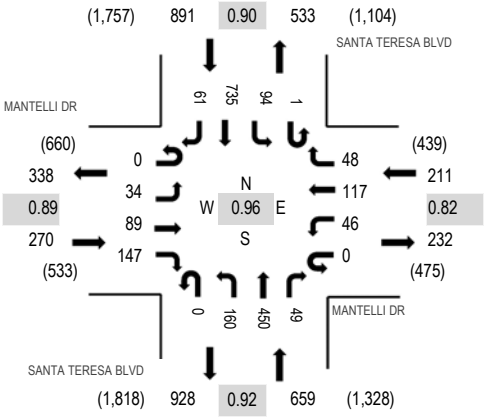
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	87	145	277	0	83	127	108	2	153	543	58	0	113	628	44	2,368
Mediums	0	1	2	5	0	0	2	3	0	0	4	0	0	2	2	0	21
Total	0	88	147	282	0	83	129	111	2	153	547	58	0	115	632	44	2,391

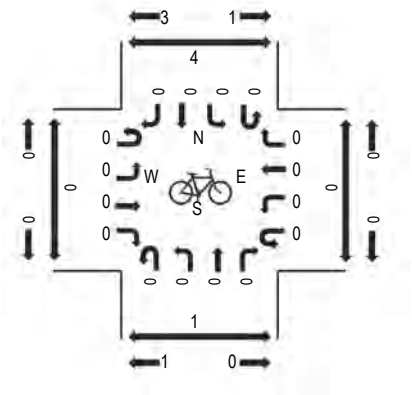
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 12 SANTA TERESA BLVD & MANTELLI DR PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

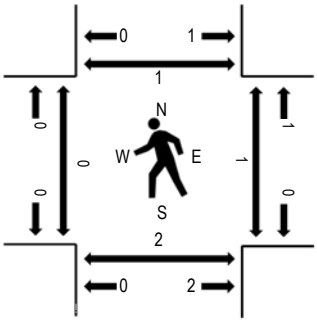
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANTELLI DR Eastbound				MANTELLI DR Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	13	19	38	0	11	33	13	0	29	111	28	0	23	159	14	491	2,029	0	0	0	0
4:15 PM	0	10	25	43	0	14	30	11	0	42	115	15	0	24	170	13	512	2,031	0	1	1	0
4:30 PM	0	10	28	42	0	12	36	11	0	40	128	13	1	16	180	11	528	2,012	0	0	1	0
4:45 PM	0	9	20	28	0	8	22	18	0	37	101	9	0	32	192	22	498	1,993	0	0	0	1
5:00 PM	0	5	16	34	0	12	29	8	0	41	106	12	0	22	193	15	493	2,028	0	0	0	0
5:15 PM	0	11	24	33	0	12	27	12	0	39	119	9	0	21	174	12	493		0	0	1	2
5:30 PM	0	9	16	33	0	18	30	19	0	41	110	19	0	25	177	12	509		0	0	0	3
5:45 PM	0	9	23	35	0	10	17	26	0	37	119	8	0	28	190	31	533		0	0	0	0

Peak Rolling Hour Flow Rates

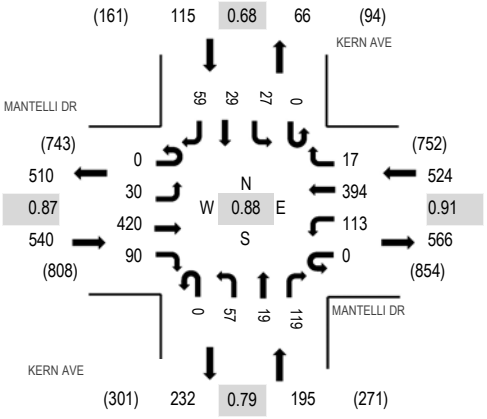
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	34	89	146	0	46	117	48	0	159	444	49	1	94	731	61	2,019
Mediums	0	0	0	1	0	0	0	0	0	1	4	0	0	0	3	0	9
Total	0	34	89	147	0	46	117	48	0	160	450	49	1	94	735	61	2,031

All Traffic Data Services Inc.

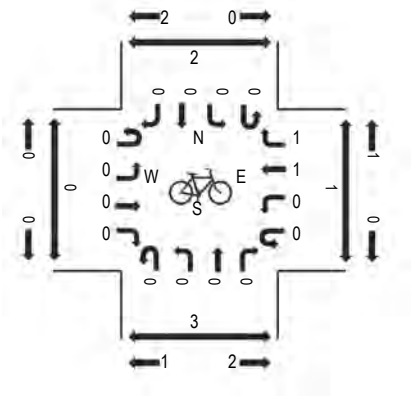
(303) 216-2439
www.alltrafficdata.net

Location: 13 KERN AVE & MANTELLI DR AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

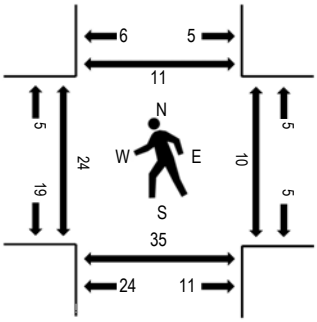
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANTELLI DR Eastbound				MANTELLI DR Westbound				KERN AVE Northbound				KERN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	56	6	0	6	41	1	0	6	1	9	0	4	4	2	138	1,047	0	1	0	1
7:15 AM	0	3	54	10	0	9	62	3	0	11	5	13	0	5	3	6	184	1,292	0	2	0	0
7:30 AM	0	6	100	23	0	29	94	1	0	23	3	25	0	6	7	19	336	1,374	4	0	0	3
7:45 AM	0	11	99	38	0	43	96	5	0	16	5	34	0	11	11	20	389	1,194	9	1	13	1
8:00 AM	0	8	126	21	0	31	107	6	0	10	6	46	0	2	7	13	383	945	7	5	19	2
8:15 AM	0	5	95	8	0	10	97	5	0	8	5	14	0	8	4	7	266		4	4	3	5
8:30 AM	0	2	59	7	0	10	46	3	0	6	2	8	0	6	2	5	156		1	1	1	1
8:45 AM	0	3	60	6	0	3	42	2	0	5	1	9	0	5	3	1	140		0	0	0	0

Peak Rolling Hour Flow Rates

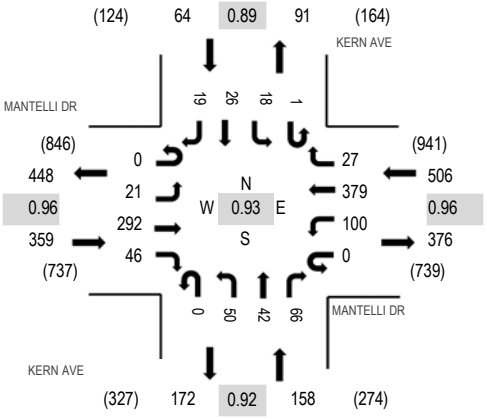
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
Lights	0	30	418	88	0	112	387	17	0	57	19	118	0	26	29	59	1,360
Mediums	0	0	2	2	0	1	6	0	0	0	0	1	0	0	0	0	12
Total	0	30	420	90	0	113	394	17	0	57	19	119	0	27	29	59	1,374

All Traffic Data Services Inc.

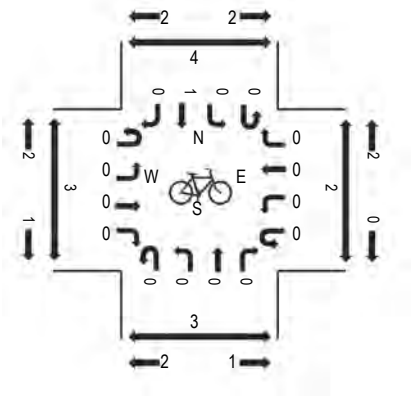
(303) 216-2439
www.alltrafficdata.net

Location: 13 KERN AVE & MANTELLI DR PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

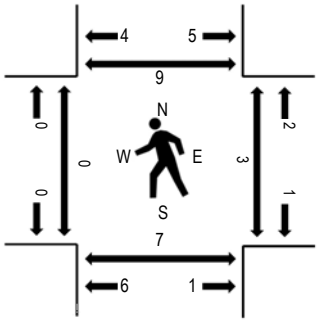
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANTELLI DR Eastbound				MANTELLI DR Westbound				KERN AVE Northbound				KERN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	11	76	11	0	21	81	6	0	14	3	8	0	7	4	3	245	989	2	0	1	2
4:15 PM	0	6	80	11	0	25	77	6	0	14	4	10	0	3	5	4	245	1,002	0	0	1	3
4:30 PM	0	5	71	20	0	14	92	7	0	12	7	9	0	5	6	2	250	1,017	0	0	2	2
4:45 PM	0	3	71	13	0	18	83	5	0	12	10	13	0	10	7	4	249	1,045	2	0	3	5
5:00 PM	0	3	66	8	0	30	88	8	0	13	9	19	0	3	8	3	258	1,087	0	2	4	1
5:15 PM	0	7	67	7	0	20	91	9	0	11	8	19	0	5	10	6	260		0	0	2	3
5:30 PM	0	4	74	17	0	23	100	5	0	11	17	8	0	8	4	7	278		0	0	1	2
5:45 PM	0	7	85	14	0	27	100	5	0	15	8	20	1	2	4	3	291		0	1	0	3

Peak Rolling Hour Flow Rates

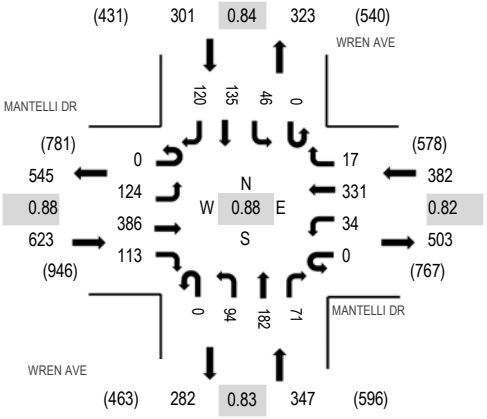
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	292	46	0	100	379	27	0	50	42	64	1	18	26	19	1,085
Mediums	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	21	292	46	0	100	379	27	0	50	42	66	1	18	26	19	1,087

All Traffic Data Services Inc.

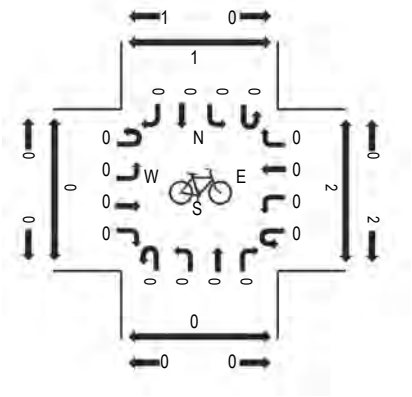
(303) 216-2439
www.alltrafficdata.net

Location: 14 WREN AVE & MANTELLI DR AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

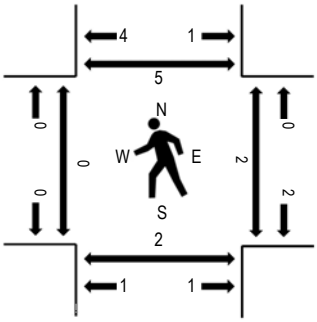
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANTELLI DR Eastbound				MANTELLI DR Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	27	33	17	0	12	33	2	0	9	39	14	0	6	15	6	213	1,339	0	0	0	2
7:15 AM	0	21	57	11	0	11	56	1	0	19	42	8	0	3	25	15	269	1,584	0	1	0	2
7:30 AM	0	36	88	20	0	12	74	2	0	27	44	13	0	7	33	30	386	1,653	0	0	0	3
7:45 AM	0	28	109	27	0	9	102	6	0	22	57	25	0	15	34	37	471	1,494	0	0	0	0
8:00 AM	0	36	101	39	0	12	87	5	0	18	53	17	0	14	41	35	458	1,212	0	1	1	1
8:15 AM	0	24	88	27	0	1	68	4	0	27	28	16	0	10	27	18	338		0	1	1	1
8:30 AM	0	10	53	18	0	6	40	4	0	13	33	15	0	7	25	3	227		0	2	1	0
8:45 AM	0	9	48	19	0	5	25	1	0	14	28	15	0	5	17	3	189		0	2	0	0

Peak Rolling Hour Flow Rates

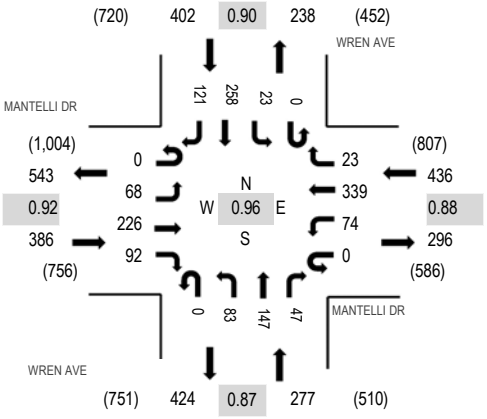
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Lights	0	123	385	110	0	34	327	17	0	91	179	71	0	45	133	119	1,634
Mediums	0	1	0	3	0	0	4	0	0	2	3	0	0	1	2	1	17
Total	0	124	386	113	0	34	331	17	0	94	182	71	0	46	135	120	1,653

All Traffic Data Services Inc.

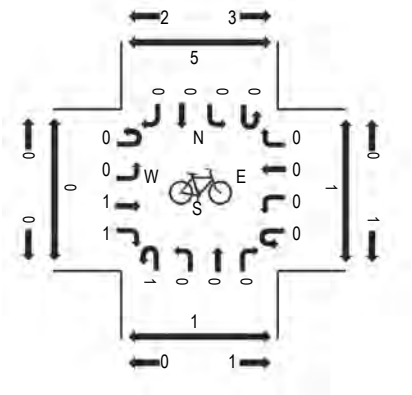
(303) 216-2439
www.alltrafficdata.net

Location: 14 WREN AVE & MANTELLI DR PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

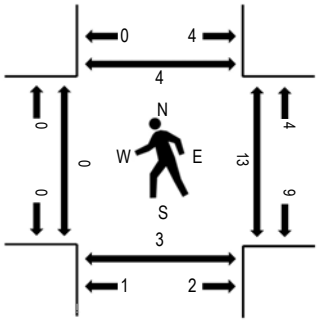
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANTELLI DR Eastbound				MANTELLI DR Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	14	53	26	0	12	75	7	0	22	33	7	0	5	45	24	323	1,292	2	2	1	4
4:15 PM	0	21	56	18	1	7	70	5	0	21	29	8	0	8	52	18	314	1,335	0	2	3	0
4:30 PM	0	12	57	21	0	9	80	3	0	16	25	11	0	4	51	23	312	1,377	0	3	2	2
4:45 PM	0	18	63	11	0	13	79	10	0	14	37	10	0	7	62	19	343	1,457	0	6	2	0
5:00 PM	0	16	60	22	0	21	74	3	0	29	45	6	0	5	54	31	366	1,501	0	1	0	2
5:15 PM	0	22	53	16	0	21	83	6	0	20	35	9	0	5	58	28	356		0	4	1	1
5:30 PM	0	17	48	27	0	19	97	8	0	18	37	12	0	6	76	27	392		0	7	0	1
5:45 PM	0	13	65	27	0	13	85	6	0	16	30	20	0	7	70	35	387		0	1	2	0

Peak Rolling Hour Flow Rates

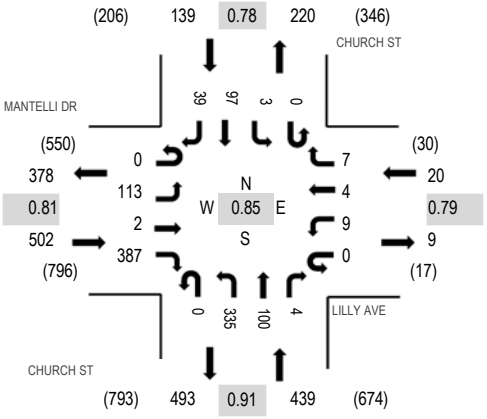
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	68	226	90	0	74	339	23	0	83	146	47	0	23	257	121	1,497
Mediums	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	4
Total	0	68	226	92	0	74	339	23	0	83	147	47	0	23	258	121	1,501

All Traffic Data Services Inc.

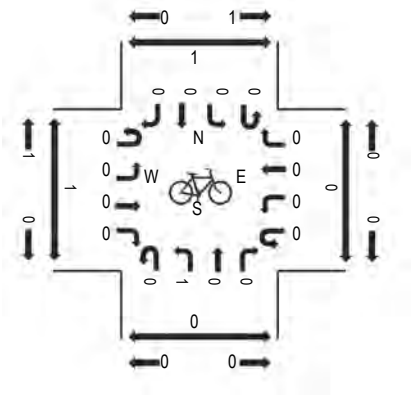
(303) 216-2439
www.alltrafficdata.net

Location: 15 CHURCH ST & LILLY AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

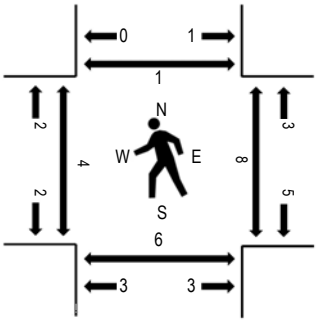
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANTELLI DR Eastbound				LILLY AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	15	0	42	0	0	0	2	0	32	20	0	0	0	13	2	126	890	0	0	0	0
7:15 AM	0	12	1	66	0	2	1	0	0	55	24	2	0	0	17	5	185	1,064	0	0	0	0
7:30 AM	0	36	0	72	0	1	3	3	0	75	34	2	0	0	20	9	255	1,100	1	2	1	0
7:45 AM	0	32	2	120	0	5	1	0	0	93	27	0	0	1	29	14	324	1,013	2	2	3	0
8:00 AM	0	26	0	108	0	3	0	3	0	89	25	1	0	2	31	12	300	816	0	3	2	1
8:15 AM	0	19	0	87	0	0	0	1	0	78	14	1	0	0	17	4	221		1	1	0	0
8:30 AM	0	13	0	68	0	1	1	0	0	44	21	4	0	0	13	3	168		2	3	1	1
8:45 AM	0	13	0	64	0	3	0	0	0	27	6	0	0	1	11	2	127		1	1	1	0

Peak Rolling Hour Flow Rates

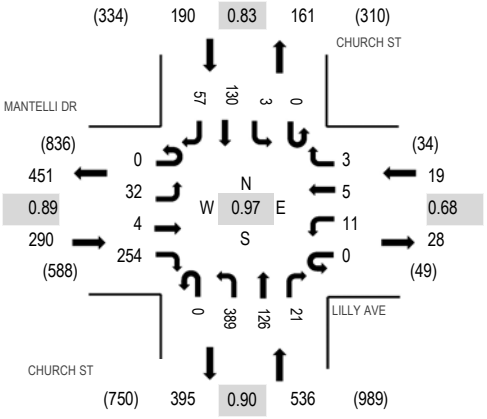
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	113	2	385	0	9	4	7	0	332	99	4	0	3	95	39	1,092
Mediums	0	0	0	1	0	0	0	0	0	3	1	0	0	0	2	0	7
Total	0	113	2	387	0	9	4	7	0	335	100	4	0	3	97	39	1,100

All Traffic Data Services Inc.

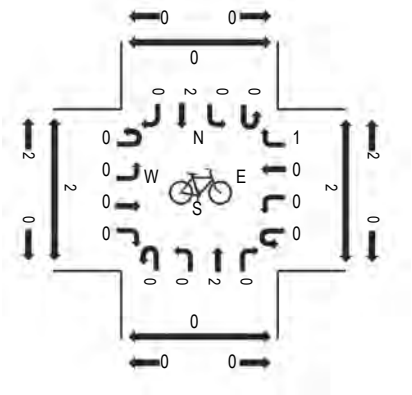
(303) 216-2439
www.alltrafficdata.net

Location: 15 CHURCH ST & LILLY AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

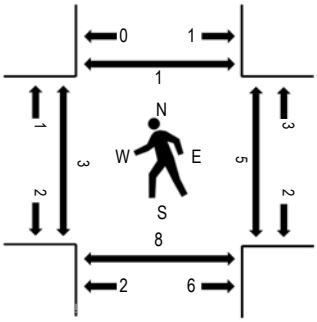
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MANTELLI DR Eastbound				LILLY AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	0	60	0	0	1	1	0	79	30	7	0	0	29	8	224	910	0	0	0	0
4:15 PM	0	7	0	64	0	3	2	2	0	73	19	2	0	1	14	14	201	936	3	1	3	0
4:30 PM	0	15	0	58	0	4	1	0	0	78	29	5	0	1	28	14	233	994	2	1	1	0
4:45 PM	0	9	3	73	0	0	1	0	0	101	28	2	0	0	22	13	252	1,027	2	1	0	0
5:00 PM	0	10	0	64	0	4	0	0	0	83	28	4	0	1	33	23	250	1,035	2	3	4	0
5:15 PM	0	5	0	58	0	0	1	1	0	98	39	5	0	1	33	18	259		1	1	3	0
5:30 PM	0	8	2	59	0	4	2	0	0	113	29	7	0	0	31	11	266		0	0	1	0
5:45 PM	0	9	2	73	0	3	2	2	0	95	30	5	0	1	33	5	260		0	1	0	1

Peak Rolling Hour Flow Rates

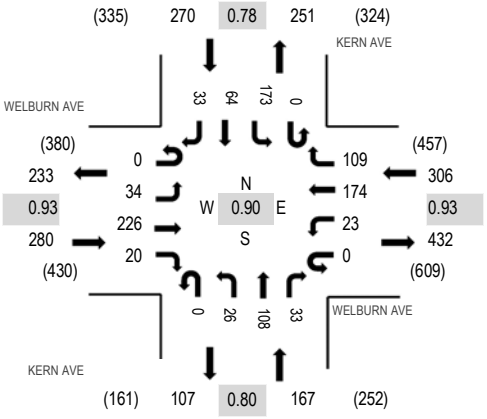
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	32	4	254	0	11	5	3	0	388	126	21	0	3	130	57	1,034
Mediums	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	32	4	254	0	11	5	3	0	389	126	21	0	3	130	57	1,035

All Traffic Data Services Inc.

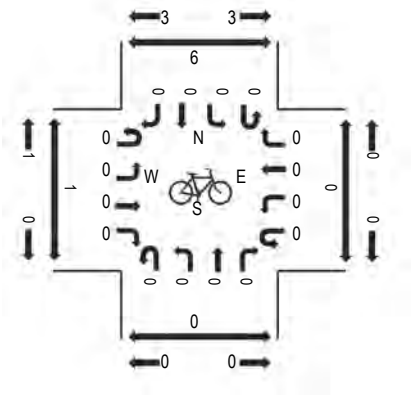
(303) 216-2439
www.alltrafficdata.net

Location: 8 KERN AVE & WELBURN AVE AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

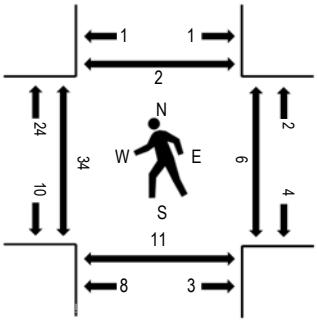
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				KERN AVE Northbound				KERN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	24	1	0	2	20	1	0	10	11	4	0	3	5	3	90	748	0	0	0	0
7:15 AM	0	5	31	5	0	2	33	13	0	6	11	4	0	9	10	3	132	943	1	0	2	0
7:30 AM	0	11	61	3	0	3	50	29	0	11	30	7	0	31	11	13	260	1,023	3	2	3	1
7:45 AM	0	10	55	4	0	4	26	48	0	7	35	10	0	47	15	5	266	892	18	0	7	0
8:00 AM	0	8	59	8	0	10	50	19	0	4	32	9	0	60	18	8	285	726	10	2	1	1
8:15 AM	0	5	51	5	0	6	48	13	0	4	11	7	0	35	20	7	212		3	2	0	0
8:30 AM	0	4	36	2	0	8	37	4	0	5	6	9	0	9	6	3	129		1	0	0	0
8:45 AM	0	1	35	0	0	5	25	1	0	1	10	8	0	5	8	1	100		0	1	2	1

Peak Rolling Hour Flow Rates

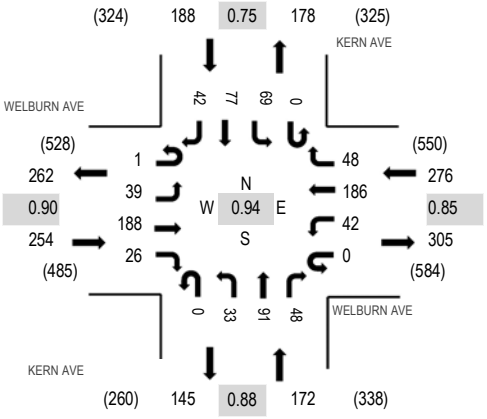
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	34	221	18	0	23	170	108	0	26	106	32	0	172	64	31	1,005
Mediums	0	0	5	2	0	0	4	1	0	0	2	1	0	1	0	2	18
Total	0	34	226	20	0	23	174	109	0	26	108	33	0	173	64	33	1,023

All Traffic Data Services Inc.

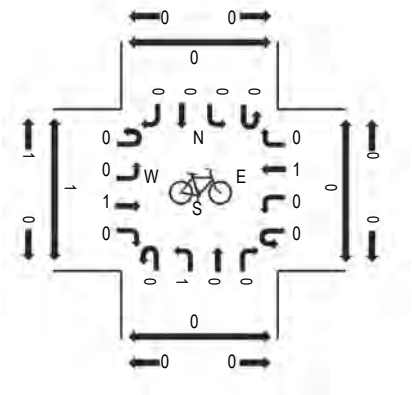
(303) 216-2439
www.alltrafficdata.net

Location: 8 KERN AVE & WELBURN AVE PM
Date: Thursday, October 17, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

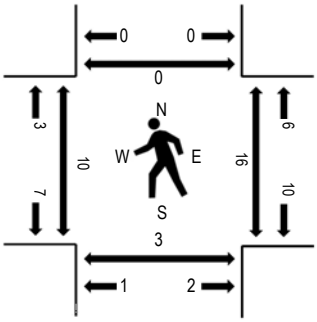
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				KERN AVE Northbound				KERN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	41	4	0	9	48	8	0	12	25	12	0	10	14	5	198	807	1	0	1	0
4:15 PM	0	4	48	5	0	8	59	16	0	6	15	12	0	3	13	4	193	827	0	0	0	0
4:30 PM	0	6	47	9	0	8	46	9	0	9	22	12	0	21	19	8	216	852	1	1	0	0
4:45 PM	0	6	46	5	0	5	52	6	0	5	20	16	0	11	16	12	200	854	0	0	0	0
5:00 PM	0	12	45	8	0	10	57	6	0	7	17	11	0	16	16	13	218	890	2	2	1	0
5:15 PM	0	9	55	8	0	14	39	9	0	9	25	10	0	9	21	10	218		3	1	0	0
5:30 PM	1	8	48	7	0	7	45	18	0	5	25	14	0	11	17	12	218		5	1	0	0
5:45 PM	0	10	40	3	0	11	45	15	0	12	24	13	0	33	23	7	236		0	12	2	0

Peak Rolling Hour Flow Rates

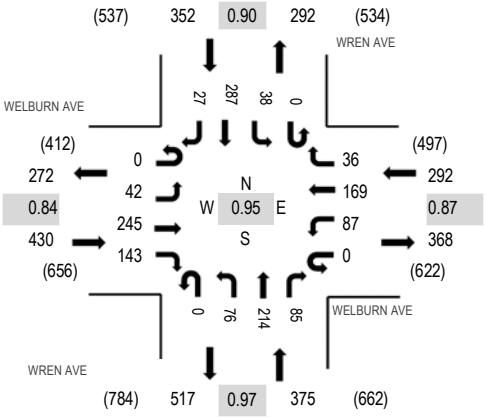
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	39	188	26	0	42	186	48	0	33	89	46	0	69	77	42	886
Mediums	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4
Total	1	39	188	26	0	42	186	48	0	33	91	48	0	69	77	42	890

All Traffic Data Services Inc.

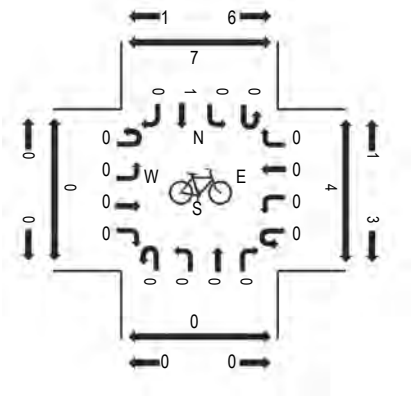
(303) 216-2439
www.alltrafficdata.net

Location: 9 WREN AVE & WELBURN AVE AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

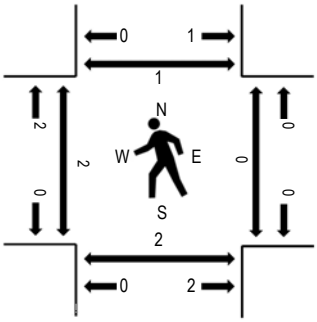
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	9	30	8	0	12	16	3	0	4	39	16	0	6	24	2	169	1,107	0	0	0	0
7:15 AM	0	4	46	10	0	12	28	8	0	10	55	12	0	8	39	2	234	1,321	0	0	0	0
7:30 AM	0	13	49	34	0	14	39	7	0	16	60	21	0	4	71	5	333	1,449	2	0	0	1
7:45 AM	0	18	73	37	0	18	51	4	0	22	47	21	0	9	64	7	371	1,386	0	0	2	0
8:00 AM	0	5	59	41	0	34	42	12	0	19	54	19	0	14	76	8	383	1,245	0	0	0	0
8:15 AM	0	6	64	31	0	21	37	13	0	19	53	24	0	11	76	7	362		0	0	0	0
8:30 AM	0	8	38	15	0	28	36	11	0	7	51	22	0	9	38	7	270		2	0	0	0
8:45 AM	0	5	38	15	0	28	19	4	0	5	45	21	0	8	38	4	230		0	0	0	1

Peak Rolling Hour Flow Rates

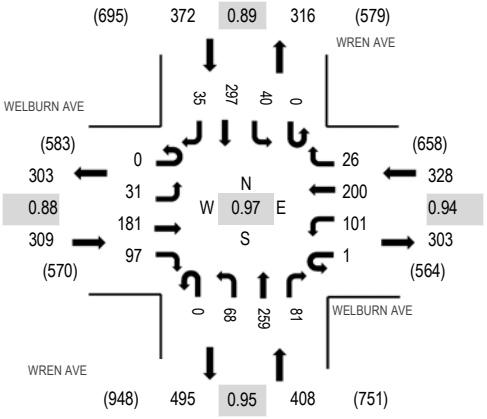
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
Lights	0	41	240	142	0	82	168	36	0	74	212	85	0	38	282	26	1,426
Mediums	0	1	5	0	0	4	0	0	0	2	2	0	0	0	5	1	20
Total	0	42	245	143	0	87	169	36	0	76	214	85	0	38	287	27	1,449

All Traffic Data Services Inc.

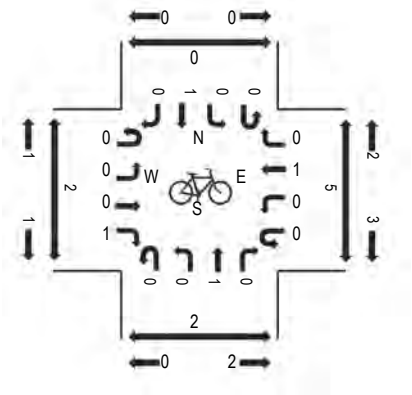
(303) 216-2439
www.alltrafficdata.net

Location: 9 WREN AVE & WELBURN AVE PM
Date: Thursday, October 17, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

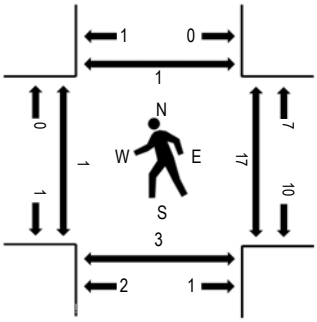
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	33	26	0	22	40	7	0	16	52	18	0	6	65	7	297	1,257	3	1	0	0
4:15 PM	0	6	32	15	0	22	60	4	0	21	56	17	0	12	71	5	321	1,316	1	3	0	0
4:30 PM	0	8	46	19	0	33	53	8	0	9	46	25	0	8	63	7	325	1,362	3	2	0	0
4:45 PM	0	9	33	29	0	27	42	12	0	13	50	20	0	11	61	7	314	1,369	1	2	0	0
5:00 PM	0	5	47	22	1	33	53	4	0	22	60	25	0	10	71	3	356	1,417	0	3	1	1
5:15 PM	0	11	44	26	0	23	46	8	0	11	67	26	0	11	84	10	367		0	6	0	0
5:30 PM	0	8	33	25	0	21	57	5	0	20	68	14	0	11	60	10	332		0	5	0	0
5:45 PM	0	7	57	24	0	24	44	9	0	15	64	16	0	8	82	12	362		1	3	2	0

Peak Rolling Hour Flow Rates

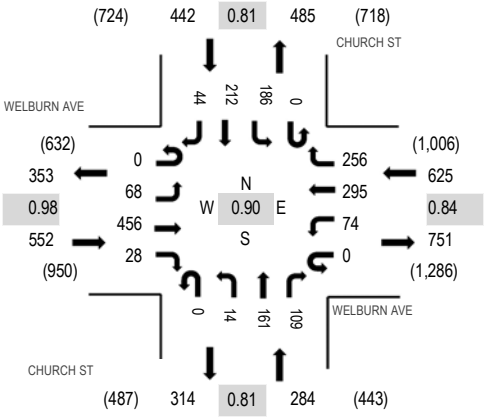
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	31	181	97	1	101	200	26	0	68	257	79	0	39	295	35	1,410
Mediums	0	0	0	0	0	0	0	0	0	0	2	1	0	1	2	0	6
Total	0	31	181	97	1	101	200	26	0	68	259	81	0	40	297	35	1,417

All Traffic Data Services Inc.

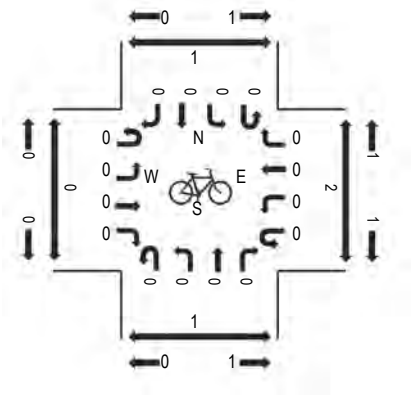
(303) 216-2439
www.alltrafficdata.net

Location: 11 CHURCH ST & WELBURN AVE AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

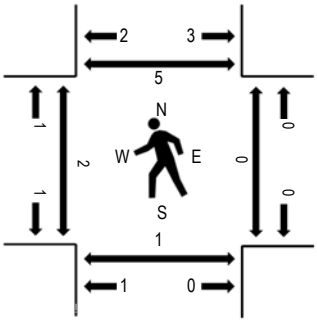
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	9	74	8	0	8	35	21	0	0	25	16	0	23	18	3	240	1,457	0	1	1	0
7:15 AM	0	8	92	4	0	11	49	30	0	3	17	14	0	34	34	7	303	1,746	0	1	0	1
7:30 AM	0	14	117	4	0	10	58	49	0	2	38	16	0	42	35	10	395	1,903	0	0	1	1
7:45 AM	0	13	113	11	0	26	67	77	0	2	38	36	0	48	76	12	519	1,859	0	0	0	2
8:00 AM	0	23	112	4	0	18	90	78	0	6	53	29	0	60	46	10	529	1,666	2	0	0	1
8:15 AM	0	18	114	9	0	20	80	52	0	4	32	28	0	36	55	12	460		0	0	0	1
8:30 AM	0	15	91	1	0	13	71	33	0	3	24	19	0	29	34	18	351		0	0	0	0
8:45 AM	0	6	85	5	0	5	77	28	0	2	17	19	0	39	32	11	326		0	0	0	0

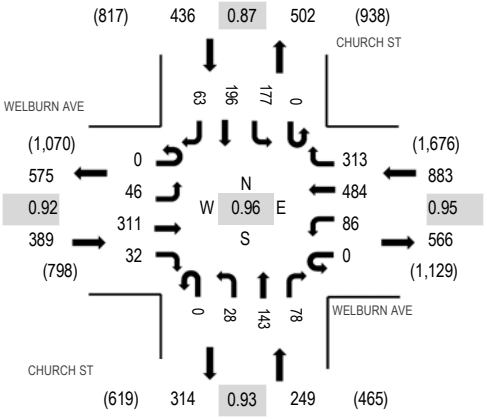
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
Lights	0	67	451	28	0	71	290	252	0	14	158	105	0	186	210	44	1,876
Mediums	0	1	5	0	0	2	4	2	0	0	3	4	0	0	2	0	23
Total	0	68	456	28	0	74	295	256	0	14	161	109	0	186	212	44	1,903

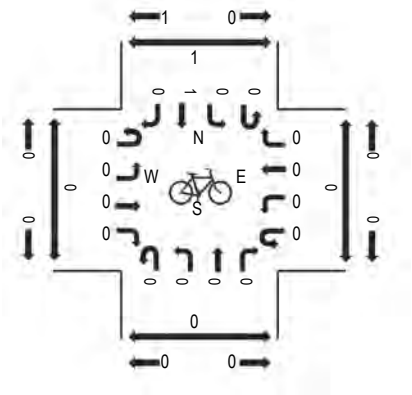
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 11 CHURCH ST & WELBURN AVE PM
Date: Thursday, October 17, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

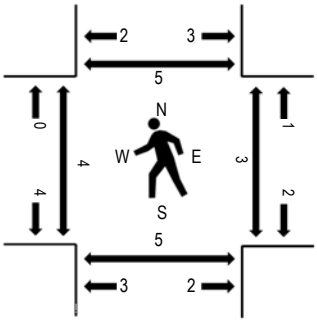
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	76	6	0	20	96	65	0	5	29	18	0	41	38	9	413	1,830	2	0	1	1
4:15 PM	0	11	93	11	0	31	118	64	0	5	21	27	0	30	45	10	466	1,909	1	2	3	0
4:30 PM	0	20	78	7	0	18	93	73	0	5	31	20	0	38	36	27	446	1,953	2	0	0	0
4:45 PM	0	14	75	11	0	24	108	79	0	7	35	21	0	50	67	14	505	1,957	1	2	3	1
5:00 PM	0	17	78	9	0	24	121	76	0	9	39	19	0	39	46	15	492	1,926	1	1	0	1
5:15 PM	0	4	86	5	0	28	126	79	0	4	34	21	0	51	52	20	510		0	0	0	2
5:30 PM	0	11	72	7	0	10	129	79	0	8	35	17	0	37	31	14	450		2	0	2	1
5:45 PM	0	8	80	9	0	32	105	78	0	7	26	22	0	40	52	15	474		2	0	1	0

Peak Rolling Hour Flow Rates

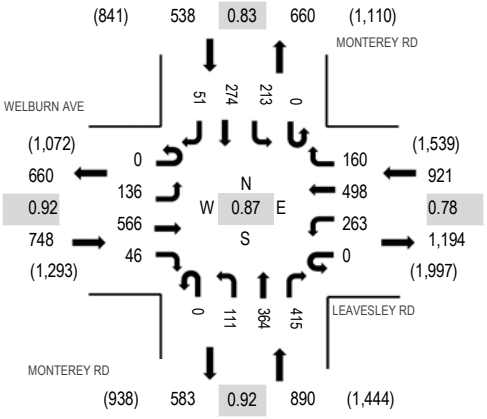
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Lights	0	46	308	32	0	84	484	310	0	28	143	75	0	177	196	63	1,946
Mediums	0	0	2	0	0	2	0	2	0	0	0	3	0	0	0	0	9
Total	0	46	311	32	0	86	484	313	0	28	143	78	0	177	196	63	1,957

All Traffic Data Services Inc.

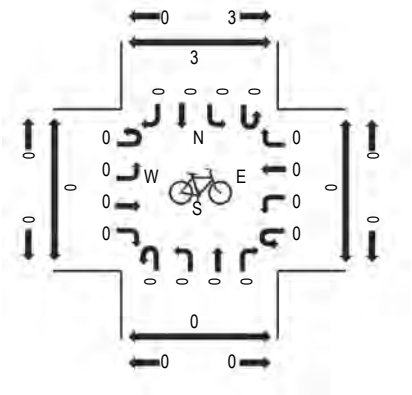
(303) 216-2439
www.alltrafficdata.net

Location: 12 MONTEREY RD & LEAVESLEY RD AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

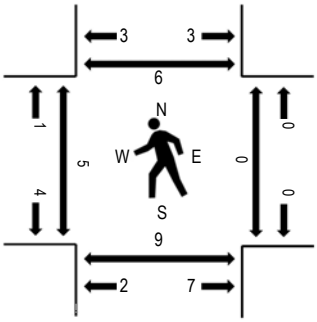
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				LEAVESLEY RD Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	38	69	2	0	39	69	20	0	7	59	71	0	22	15	7	418	2,474	3	0	1	1
7:15 AM	0	36	98	15	0	39	63	32	0	15	86	54	0	31	21	9	499	2,884	1	0	1	0
7:30 AM	0	33	118	15	0	54	97	44	0	19	89	87	0	42	58	6	662	3,097	4	0	3	3
7:45 AM	0	44	140	15	0	86	154	54	0	26	114	100	0	48	101	13	895	3,000	1	0	2	2
8:00 AM	0	32	169	3	0	58	135	32	0	29	87	126	0	66	71	20	828	2,643	0	0	3	0
8:15 AM	0	27	139	13	0	65	112	30	0	37	74	102	0	57	44	12	712		0	0	1	1
8:30 AM	0	22	115	4	0	57	97	23	0	16	49	77	0	47	43	15	565		6	0	8	4
8:45 AM	0	21	116	9	0	64	89	26	0	12	38	70	0	33	47	13	538		0	0	2	0

Peak Rolling Hour Flow Rates

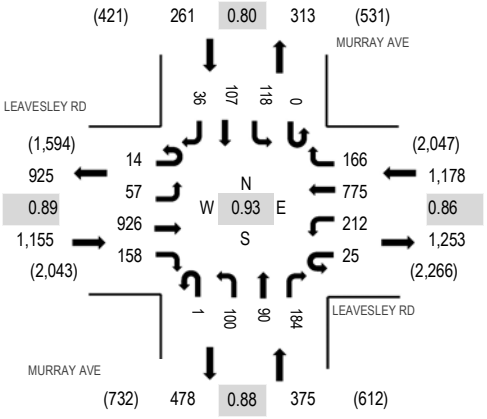
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	7	3	3	0	0	1	4	0	2	1	1	23
Lights	0	135	554	46	0	248	488	149	0	110	352	401	0	200	264	48	2,995
Mediums	0	1	11	0	0	8	7	8	0	1	11	10	0	11	9	2	79
Total	0	136	566	46	0	263	498	160	0	111	364	415	0	213	274	51	3,097

All Traffic Data Services Inc.

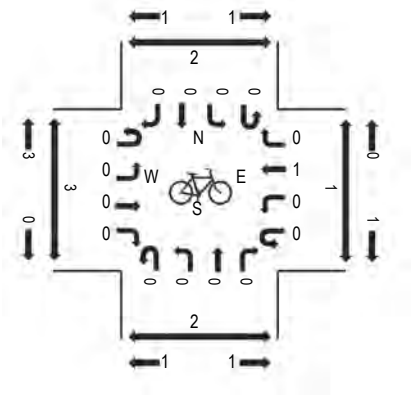
(303) 216-2439
www.alltrafficdata.net

Location: 13 MURRAY AVE & LEAVESLEY RD AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

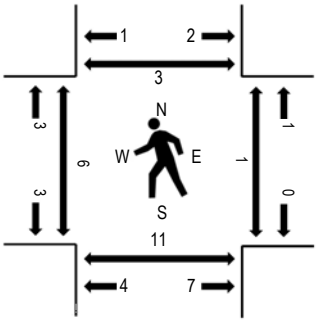
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				MURRAY AVE Northbound				MURRAY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	4	11	143	16	8	30	111	19	0	15	7	46	0	16	7	9	442	2,444	0	0	4	0
7:15 AM	1	12	174	23	5	51	115	28	0	12	24	46	0	25	8	6	530	2,798	0	0	1	0
7:30 AM	3	11	222	24	9	60	169	37	0	20	18	45	0	29	17	9	673	2,969	3	0	0	0
7:45 AM	2	13	234	35	6	51	235	52	0	23	30	54	0	26	27	11	799	2,891	0	0	6	2
8:00 AM	3	17	239	64	9	48	195	44	0	26	22	47	0	30	43	9	796	2,679	1	0	2	0
8:15 AM	6	16	231	35	1	53	176	33	1	31	20	38	0	33	20	7	701		2	1	3	1
8:30 AM	5	10	221	19	7	34	167	43	0	14	7	31	0	25	6	6	595		0	0	3	0
8:45 AM	6	16	207	20	4	33	178	36	0	12	5	18	0	37	7	8	587		0	2	3	0

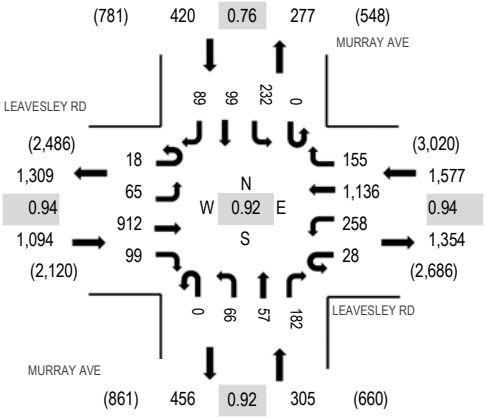
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	14	1	0	1	15	2	0	1	1	0	0	0	0	0	35
Lights	14	54	885	154	25	195	740	161	1	97	88	176	0	114	105	34	2,843
Mediums	0	3	27	3	0	16	20	3	0	2	1	8	0	4	2	2	91
Total	14	57	926	158	25	212	775	166	1	100	90	184	0	118	107	36	2,969

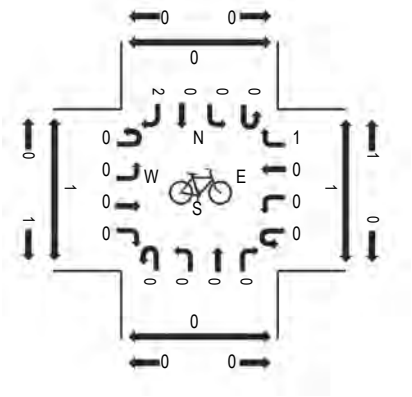
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 13 MURRAY AVE & LEAVESLEY RD PM
Date: Thursday, October 17, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

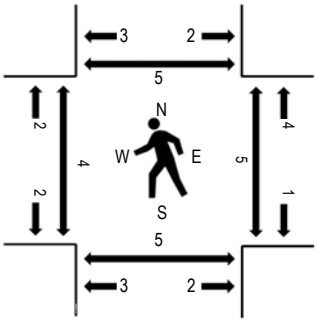
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				MURRAY AVE Northbound				MURRAY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	3	21	185	21	14	61	260	39	0	12	15	55	0	50	15	21	772	3,185	5	0	5	2
4:15 PM	6	6	232	20	17	57	250	47	0	16	22	46	0	49	24	20	812	3,331	3	0	1	1
4:30 PM	2	13	225	28	12	68	234	38	0	24	17	52	0	50	25	12	800	3,377	5	0	2	0
4:45 PM	9	7	228	20	11	45	261	29	0	30	17	49	0	57	21	17	801	3,371	1	0	1	1
5:00 PM	5	23	242	22	5	63	306	36	0	18	5	51	0	93	24	25	918	3,396	1	1	0	3
5:15 PM	4	14	223	21	9	60	300	49	0	11	19	39	0	63	23	23	858		3	0	1	2
5:30 PM	3	9	231	29	7	70	269	35	0	15	17	39	0	33	20	17	794		0	0	1	0
5:45 PM	6	19	216	27	7	65	261	35	0	22	16	53	0	43	32	24	826		0	4	3	0

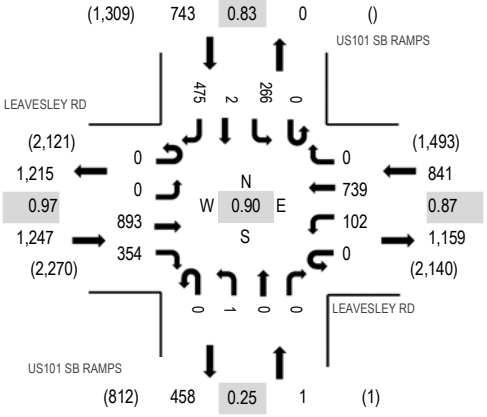
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	8	0	0	1	8	1	0	0	0	1	0	0	0	0	20
Lights	17	64	892	97	28	250	1,116	152	0	66	56	180	0	229	96	87	3,330
Mediums	0	1	12	2	0	7	12	2	0	0	1	1	0	3	3	2	46
Total	18	65	912	99	28	258	1,136	155	0	66	57	182	0	232	99	89	3,396

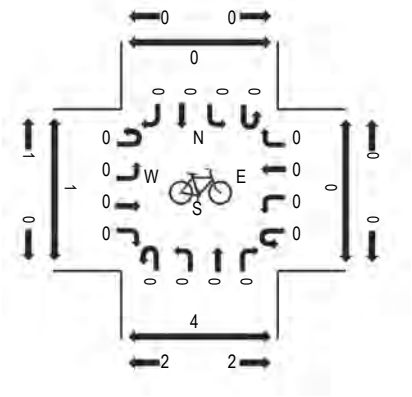
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 14 US101 SB RAMPS & LEAVESLEY RD AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

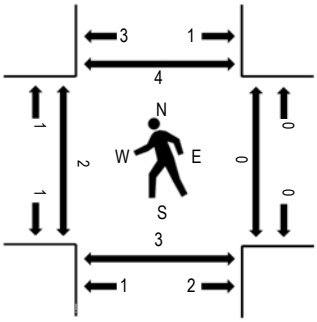
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	145	74	0	12	112	0	0	0	0	0	0	45	1	63	452	2,444	1	0	2	1
7:15 AM	0	0	181	75	0	18	136	0	0	0	0	0	0	49	0	71	530	2,712	0	0	0	0
7:30 AM	0	0	207	98	0	31	198	0	0	0	0	0	0	46	0	92	672	2,832	0	0	1	2
7:45 AM	0	0	224	93	0	27	214	0	0	0	0	0	0	89	0	143	790	2,789	1	0	1	1
8:00 AM	0	0	235	86	0	25	171	0	0	1	0	0	0	70	1	131	720	2,629	0	0	0	0
8:15 AM	0	0	227	77	0	19	156	0	0	0	0	0	0	61	1	109	650		1	0	1	1
8:30 AM	0	0	222	56	0	19	169	0	0	0	0	0	0	72	1	90	629		0	0	2	0
8:45 AM	0	0	205	65	0	31	155	0	0	0	0	0	0	62	2	110	630		0	0	1	1

Peak Rolling Hour Flow Rates

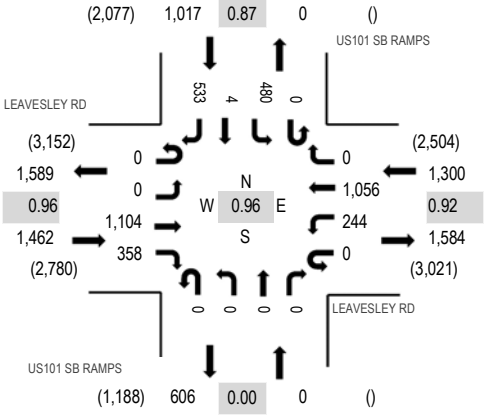
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	6	0	1	10	0	0	0	0	0	0	3	0	8	34
Lights	0	0	870	326	0	97	707	0	0	1	0	0	0	257	2	453	2,713
Mediums	0	0	17	22	0	4	22	0	0	0	0	0	0	6	0	14	85
Total	0	0	893	354	0	102	739	0	0	1	0	0	0	266	2	475	2,832

All Traffic Data Services Inc.

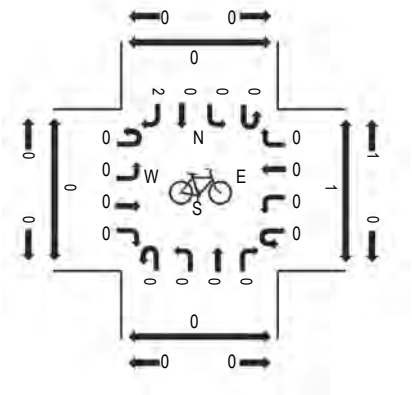
(303) 216-2439
www.alltrafficdata.net

Location: 14 US101 SB RAMPS & LEAVESLEY RD PM
Date: Thursday, October 17, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

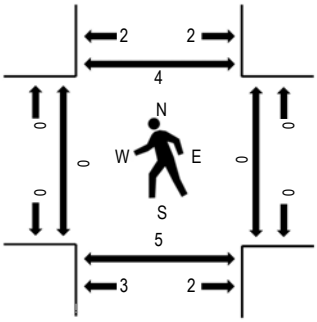
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	238	83	0	66	234	0	0	0	0	0	0	151	1	147	920	3,645	0	0	1	2
4:15 PM	0	0	262	94	0	51	255	0	0	0	0	0	0	109	2	150	923	3,714	0	0	0	1
4:30 PM	0	0	251	83	0	68	224	0	0	0	0	0	0	126	3	117	872	3,779	0	0	4	0
4:45 PM	0	0	287	94	0	53	260	0	0	0	0	0	0	121	1	114	930	3,769	0	0	0	4
5:00 PM	0	0	291	91	0	73	266	0	0	0	0	0	0	118	0	150	989	3,716	0	0	1	0
5:15 PM	0	0	275	90	0	50	306	0	0	0	0	0	0	115	0	152	988		0	0	0	0
5:30 PM	0	0	224	82	0	66	243	0	0	0	0	0	0	120	0	127	862		0	0	2	1
5:45 PM	0	0	240	95	0	42	247	0	0	0	0	0	0	93	0	160	877		0	0	1	2

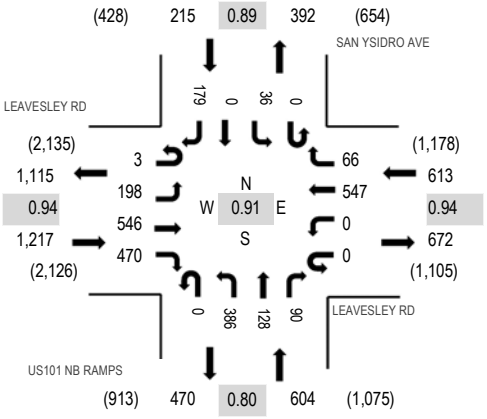
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	3	0	3	6	0	0	0	0	0	0	2	0	3	20
Lights	0	0	1,093	349	0	240	1,037	0	0	0	0	0	0	472	4	519	3,714
Mediums	0	0	8	6	0	1	13	0	0	0	0	0	0	6	0	11	45
Total	0	0	1,104	358	0	244	1,056	0	0	0	0	0	0	480	4	533	3,779

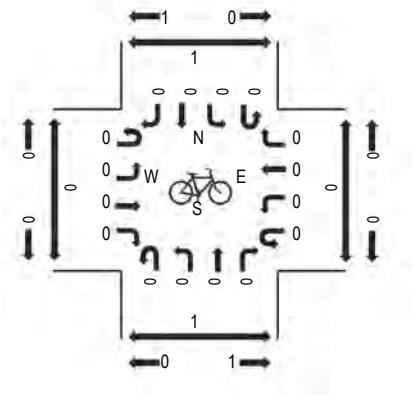
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 15 US101 NB RAMPS & LEAVESLEY RD AM
Date: Thursday, October 17, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

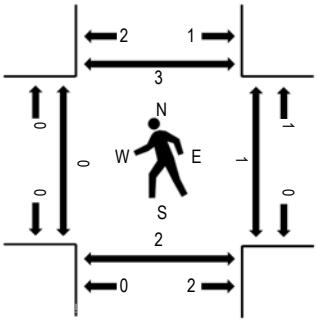
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 NB RAMPS Northbound				SAN YSIDRO AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	21	65	95	0	0	106	4	0	63	14	9	0	6	0	29	412	2,265	0	1	0	0
7:15 AM	0	28	71	123	0	0	119	9	0	74	16	13	0	10	0	41	504	2,510	1	1	1	0
7:30 AM	0	30	81	139	0	0	159	10	0	108	20	14	0	11	0	52	624	2,634	0	0	2	0
7:45 AM	1	45	161	118	0	0	141	16	0	126	37	28	0	9	0	43	725	2,649	0	0	1	1
8:00 AM	1	43	122	136	0	0	151	14	0	90	30	23	0	7	0	40	657	2,542	0	0	0	0
8:15 AM	1	48	136	110	0	0	129	18	0	85	31	16	0	10	0	44	628		0	1	0	2
8:30 AM	0	62	127	106	0	0	126	18	0	85	30	23	0	10	0	52	639		0	0	1	0
8:45 AM	1	59	110	86	0	0	140	18	0	76	33	31	0	12	0	52	618		0	0	0	0

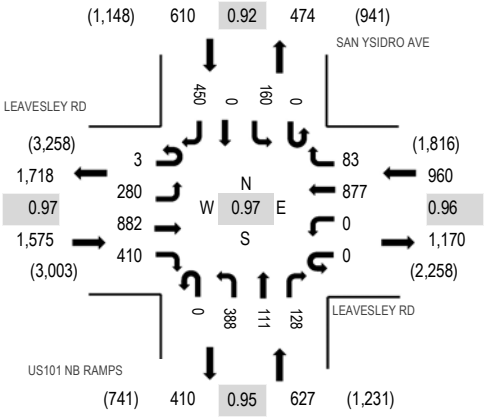
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	2	0	0	0	0	0	5	1	1	0	0	0	0	13
Lights	3	192	532	455	0	0	529	63	0	369	122	87	0	34	0	172	2,558
Mediums	0	5	11	13	0	0	18	3	0	12	5	2	0	2	0	7	78
Total	3	198	546	470	0	0	547	66	0	386	128	90	0	36	0	179	2,649

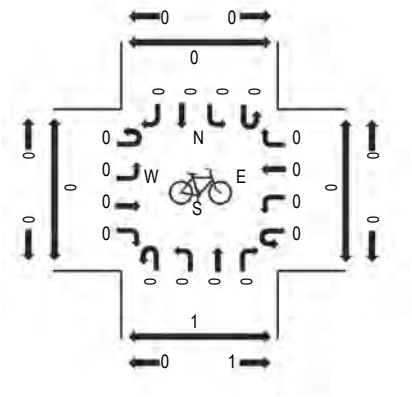
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 15 US101 NB RAMPS & LEAVESLEY RD PM
Date: Thursday, October 17, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

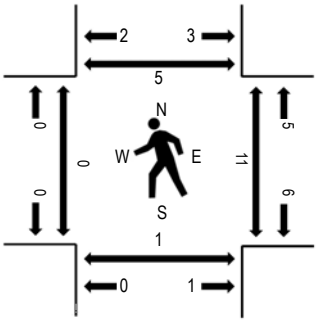
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 NB RAMPS Northbound				SAN YSIDRO AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	4	69	227	84	0	0	211	28	0	76	35	27	0	46	0	99	906	3,644	0	1	0	4
4:15 PM	4	69	209	88	0	0	202	24	0	86	34	23	0	33	0	96	868	3,714	0	2	1	3
4:30 PM	1	70	217	89	0	0	216	19	0	89	26	41	0	42	0	93	903	3,772	0	2	0	0
4:45 PM	1	71	244	89	0	0	214	25	0	91	33	34	0	46	0	119	967	3,715	0	0	0	1
5:00 PM	0	73	212	120	0	0	234	15	0	101	28	27	0	42	0	124	976	3,554	0	7	1	4
5:15 PM	1	66	209	112	0	0	213	24	0	107	24	26	0	30	0	114	926		0	2	0	0
5:30 PM	0	66	186	90	0	0	181	20	0	104	28	36	0	32	0	103	846		0	0	3	1
5:45 PM	1	49	213	69	0	0	168	22	0	104	23	28	0	28	0	101	806		0	0	2	0

Peak Rolling Hour Flow Rates

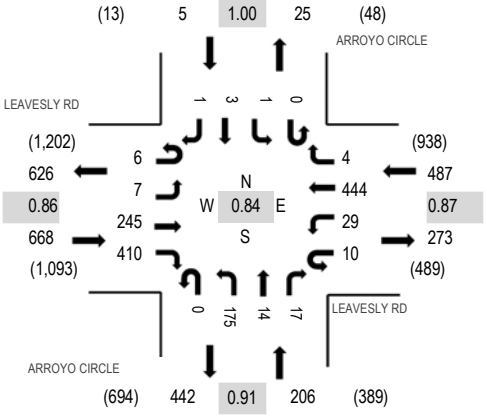
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	3	0	0	1	0	0	6	0	0	0	0	0	2	14
Lights	3	277	871	401	0	0	861	78	0	376	110	124	0	159	0	439	3,699
Mediums	0	3	9	6	0	0	15	5	0	6	1	4	0	1	0	9	59
Total	3	280	882	410	0	0	877	83	0	388	111	128	0	160	0	450	3,772

All Traffic Data Services Inc.

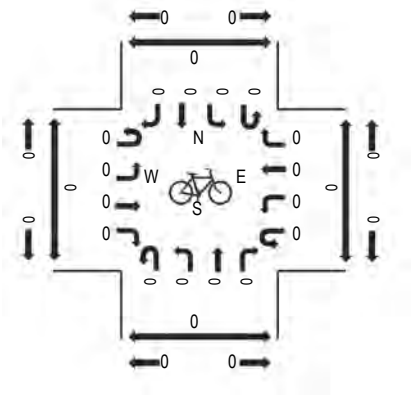
(303) 216-2439
www.alltrafficdata.net

Location: 16 ARROYO CIRCLE & LEAVESLY RD AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

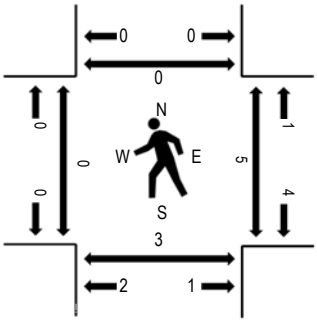
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLY RD Eastbound				LEAVESLY RD Westbound				ARROYO CIRCLE Northbound				ARROYO CIRCLE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	35	37	4	5	89	3	0	41	0	4	0	0	0	2	220	1,160	0	0	1	0
7:15 AM	0	1	49	40	2	3	123	2	0	39	3	3	0	2	0	0	267	1,276	0	0	1	0
7:30 AM	0	0	52	56	4	2	116	1	0	31	2	2	0	1	1	0	268	1,323	0	0	0	0
7:45 AM	1	2	58	134	4	14	138	0	0	44	4	4	0	1	1	0	405	1,366	0	1	1	0
8:00 AM	0	0	58	95	1	8	121	2	0	41	4	5	0	0	1	0	336	1,273	0	3	2	0
8:15 AM	2	4	59	101	0	0	97	0	0	45	2	3	0	0	1	0	314		0	1	0	0
8:30 AM	3	1	70	80	5	7	88	2	0	45	4	5	0	0	0	1	311		0	0	0	0
8:45 AM	0	5	50	100	3	8	85	1	0	50	5	3	0	2	0	0	312		0	0	0	0

Peak Rolling Hour Flow Rates

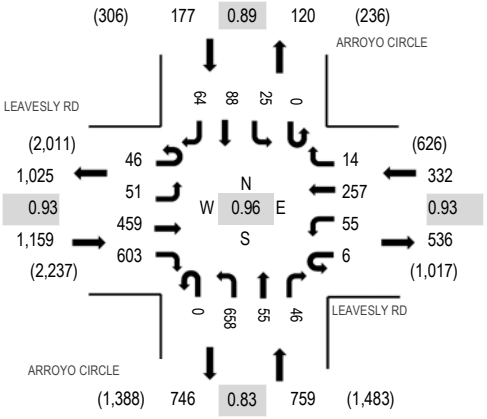
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	4	0	0	1	0	1	0	0	0	0	15
Lights	6	7	228	401	10	28	431	4	0	170	13	15	0	1	2	1	1,317
Mediums	0	0	8	9	0	1	9	0	0	4	1	1	0	0	1	0	34
Total	6	7	245	410	10	29	444	4	0	175	14	17	0	1	3	1	1,366

All Traffic Data Services Inc.

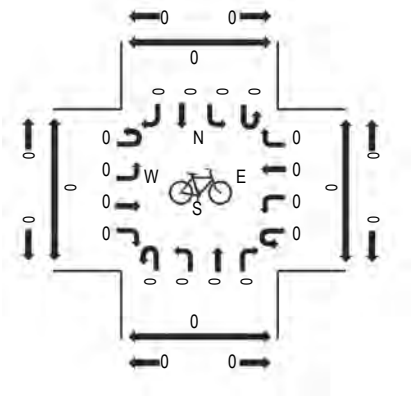
(303) 216-2439
www.alltrafficdata.net

Location: 16 ARROYO CIRCLE & LEAVESLY RD PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

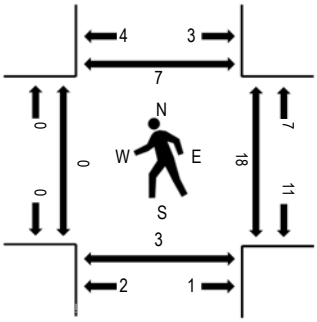
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLY RD Eastbound				LEAVESLY RD Westbound				ARROYO CIRCLE Northbound				ARROYO CIRCLE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	15	11	129	143	0	7	63	6	0	169	22	8	0	3	6	21	603	2,398	0	1	0	0
4:15 PM	16	18	145	140	1	9	58	3	0	150	10	8	0	4	22	16	600	2,427	0	4	0	3
4:30 PM	12	10	95	154	2	15	69	4	0	162	18	10	0	6	17	14	588	2,383	0	3	2	1
4:45 PM	7	9	113	173	2	21	61	5	0	145	11	10	0	10	22	18	607	2,321	0	4	0	0
5:00 PM	11	14	106	136	1	10	69	2	0	201	16	18	0	5	27	16	632	2,254	0	7	1	3
5:15 PM	10	9	91	145	0	8	62	4	0	162	21	10	0	2	17	15	556		0	7	0	2
5:30 PM	9	5	113	128	2	8	45	2	0	161	12	10	0	4	9	18	526		0	3	2	2
5:45 PM	15	13	97	145	0	10	73	4	0	134	7	8	0	4	16	14	540		0	0	1	0

Peak Rolling Hour Flow Rates

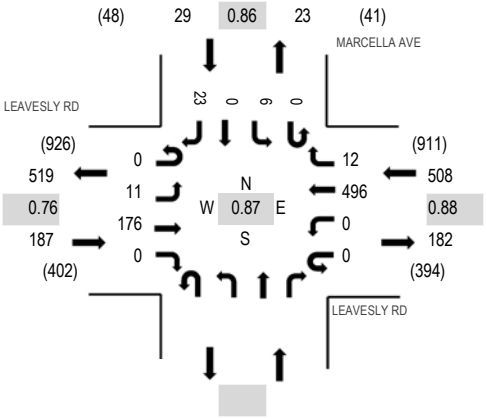
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Lights	45	51	449	598	6	54	253	13	0	655	55	45	0	25	88	63	2,400
Mediums	0	0	7	5	0	1	4	1	0	3	0	1	0	0	0	1	23
Total	46	51	459	603	6	55	257	14	0	658	55	46	0	25	88	64	2,427

All Traffic Data Services Inc.

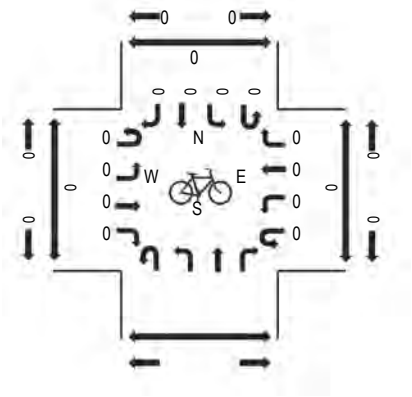
(303) 216-2439
www.alltrafficdata.net

Location: 17 MARCELLA AVE & LEAVESLY RD AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

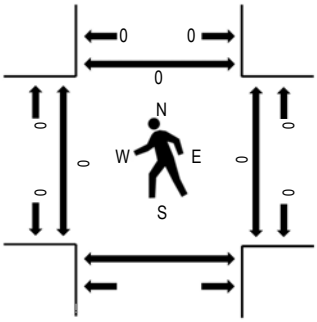
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLY RD Eastbound				LEAVESLY RD Westbound				Northbound				MARCELLA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	41	0	0	0	111	3					0	2	0	3	163	711	0	0		0
7:15 AM	0	1	37	0	0	0	118	3					0	2	0	5	166	724	0	0		0
7:30 AM	0	4	42	0	0	0	116	4					0	1	0	7	174	717	0	0		0
7:45 AM	0	5	51	0	0	0	143	2					0	1	0	6	208	721	0	0		0
8:00 AM	0	1	46	0	0	0	119	3					0	2	0	5	176	650	0	0		0
8:15 AM	0	3	48	0	0	0	97	2					0	4	0	5	159		0	0		0
8:30 AM	0	4	71	0	0	0	99	1					0	1	0	2	178		0	0		0
8:45 AM	0	1	44	0	0	0	89	1					0	1	0	1	137		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	2	0					0	0	0	1	6
Lights	0	10	166	0	0	0	489	12					0	6	0	21	704
Mediums	0	1	7	0	0	0	5	0					0	0	0	1	14
Total	0	11	176	0	0	0	496	12					0	6	0	23	724

All Traffic Data Services Inc.

(303) 216-2439
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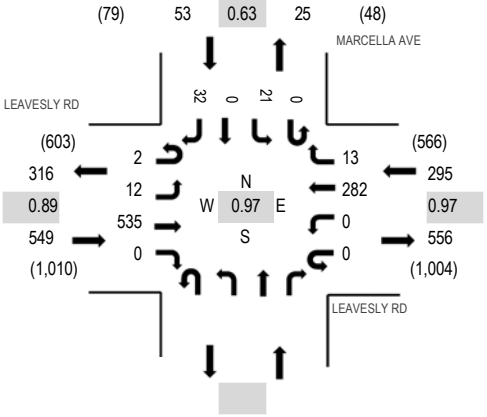
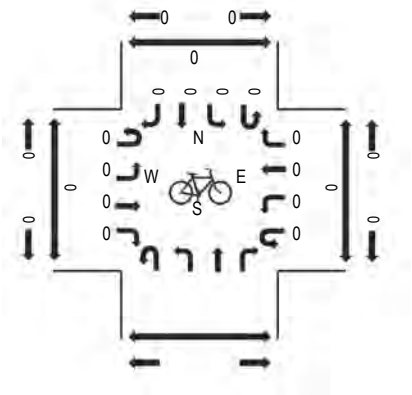
Location: 17 MARCELLA AVE & LEAVESLY RD PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

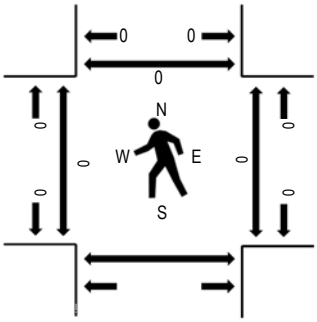
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLY RD Eastbound				LEAVESLY RD Westbound				Northbound				MARCELLA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	2	152	0	0	0	62	3					0	5	0	5	230	897	0	0		0
4:15 PM	0	0	147	0	0	0	72	6					0	4	0	3	232	879	0	0		0
4:30 PM	1	3	119	0	0	0	77	2					0	7	0	8	217	833	0	0		0
4:45 PM	0	7	117	0	0	0	71	2					0	5	0	16	218	788	0	0		0
5:00 PM	0	3	126	0	0	0	73	3					0	1	0	6	212	758	0	0		0
5:15 PM	0	5	105	0	0	0	68	1					0	3	0	4	186		0	0		0
5:30 PM	0	6	116	0	0	0	47	0					0	0	0	3	172		0	0		0
5:45 PM	0	4	96	0	0	0	78	1					0	1	0	8	188		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0					0	0	0	0	1
Lights	2	12	524	0	0	0	277	13					0	20	0	31	879
Mediums	0	0	10	0	0	0	5	0					0	1	0	1	17
Total	2	12	535	0	0	0	282	13					0	21	0	32	897

All Traffic Data Services Inc.

(303) 216-2439
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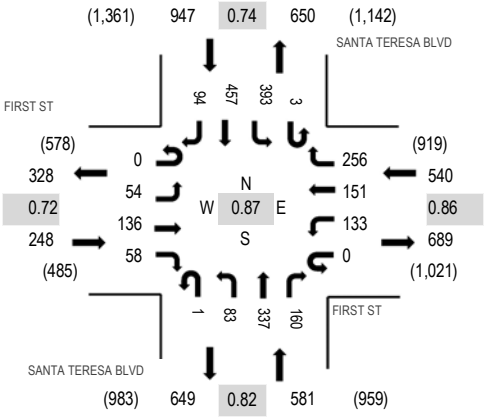
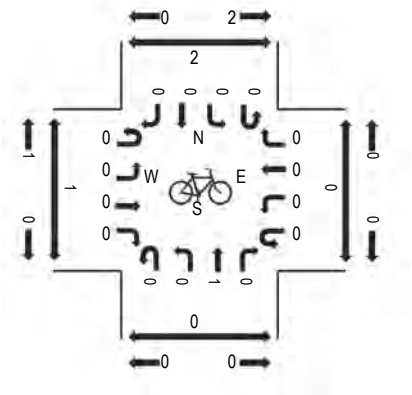
Location: 1 SANTA TERESA BLVD & FIRST ST AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

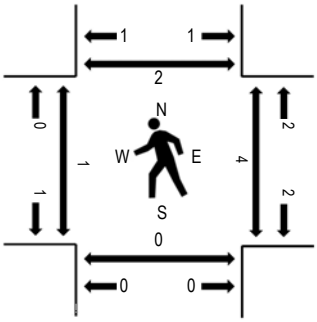
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	33	8	0	15	30	34	0	26	65	14	0	31	42	24	332	1,782	1	0	0	0
7:15 AM	0	11	23	18	0	23	21	49	0	19	75	11	0	47	57	15	369	2,112	0	1	0	0
7:30 AM	0	16	32	14	0	29	32	59	0	20	68	29	1	65	107	19	491	2,316	0	1	0	0
7:45 AM	0	19	48	25	0	35	40	52	0	11	75	46	1	84	135	19	590	2,181	0	1	0	0
8:00 AM	0	12	29	12	0	41	36	59	0	17	99	39	0	150	141	27	662	1,942	1	0	0	1
8:15 AM	0	7	27	7	0	28	43	86	1	35	95	46	1	94	74	29	573		0	2	0	1
8:30 AM	0	26	41	11	0	20	35	52	1	14	51	8	0	31	45	21	356		0	0	0	0
8:45 AM	0	14	32	10	0	35	26	39	0	6	66	22	0	39	49	13	351		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	1	2	0	2	1	1	0	0	0	0	9
Lights	0	53	136	56	0	128	150	251	1	79	328	158	3	393	453	94	2,283
Mediums	0	1	0	1	0	4	0	3	0	2	8	1	0	0	4	0	24
Total	0	54	136	58	0	133	151	256	1	83	337	160	3	393	457	94	2,316

All Traffic Data Services Inc.

(303) 216-2439
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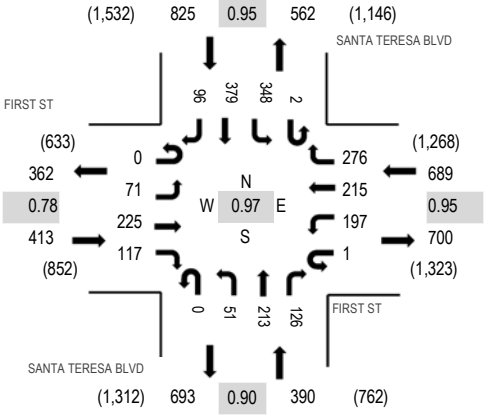
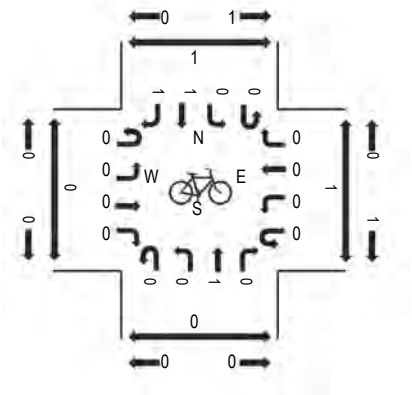
Location: 1 SANTA TERESA BLVD & FIRST ST PM
Date: Thursday, October 17, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

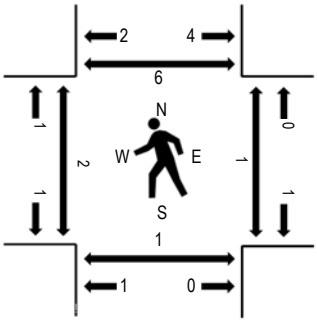
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	22	60	27	1	34	33	62	0	9	62	23	0	66	85	16	500	2,097	2	0	1	0
4:15 PM	0	14	50	34	0	39	37	56	0	10	54	24	0	75	71	25	489	2,161	0	3	0	3
4:30 PM	0	20	74	47	0	46	39	70	1	14	68	27	1	85	75	20	587	2,256	0	0	0	0
4:45 PM	0	23	40	28	0	44	37	81	0	10	51	19	0	79	88	21	521	2,240	1	2	0	0
5:00 PM	0	14	58	31	0	48	59	68	0	10	47	32	1	91	76	29	564	2,317	2	0	0	2
5:15 PM	0	18	46	26	0	45	54	70	0	13	59	36	0	86	102	29	584		0	1	1	1
5:30 PM	0	23	61	25	0	48	49	67	0	18	55	29	0	76	98	22	571		0	0	0	3
5:45 PM	0	16	60	35	1	56	53	71	0	10	52	29	1	95	103	16	598		0	0	0	0

Peak Rolling Hour Flow Rates

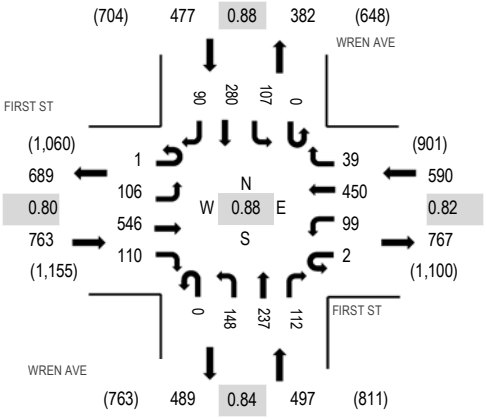
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Lights	0	71	221	117	1	196	214	275	0	50	212	124	2	345	377	96	2,301
Mediums	0	0	3	0	0	1	0	1	0	0	1	2	0	3	2	0	13
Total	0	71	225	117	1	197	215	276	0	51	213	126	2	348	379	96	2,317

All Traffic Data Services Inc.

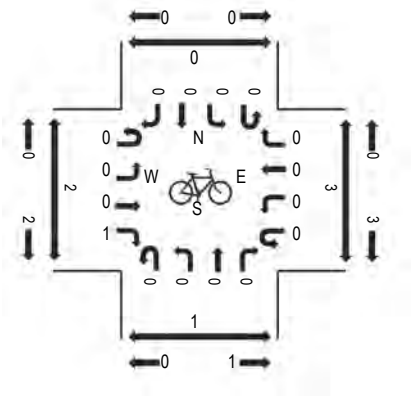
(303) 216-2439
www.alltrafficdata.net

Location: 3 WREN AVE & FIRST ST AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

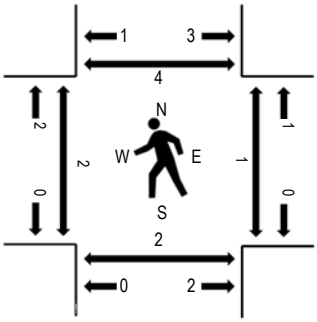
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	45	12	0	6	42	4	0	24	38	16	0	6	23	8	237	1,596	0	1	1	1
7:15 AM	0	21	64	24	0	8	50	4	0	20	49	16	0	10	24	14	304	2,018	0	0	0	3
7:30 AM	1	24	71	28	1	24	78	8	0	28	57	23	0	17	60	26	446	2,327	0	0	0	1
7:45 AM	0	30	156	24	0	30	108	11	0	32	56	27	0	27	87	21	609	2,243	1	0	0	2
8:00 AM	0	21	191	26	0	22	118	10	0	41	72	35	0	36	67	20	659	1,975	1	0	1	1
8:15 AM	0	31	128	32	1	23	146	10	0	47	52	27	0	27	66	23	613		0	1	1	0
8:30 AM	0	25	65	19	1	22	74	11	0	23	45	10	0	13	41	13	362		0	0	0	4
8:45 AM	1	14	64	25	1	19	63	6	0	24	36	13	0	9	51	15	341		0	0	0	2

Peak Rolling Hour Flow Rates

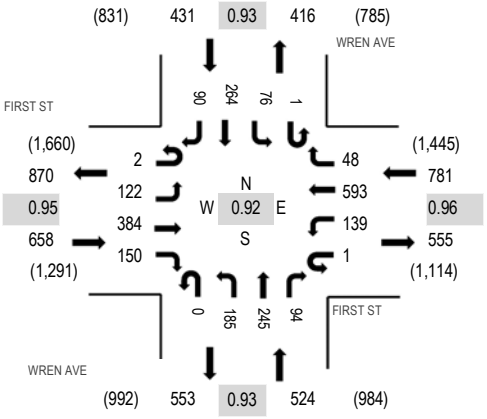
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	4	0	0	0	0	0	0	1	1	0	7
Lights	1	106	542	110	2	97	437	38	0	147	234	112	0	102	274	90	2,292
Mediums	0	0	3	0	0	2	9	1	0	1	3	0	0	4	5	0	28
Total	1	106	546	110	2	99	450	39	0	148	237	112	0	107	280	90	2,327

All Traffic Data Services Inc.

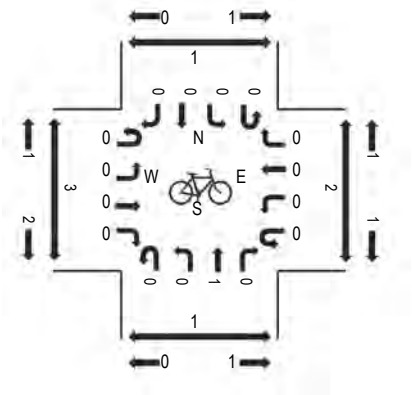
(303) 216-2439
www.alltrafficdata.net

Location: 3 WREN AVE & FIRST ST PM
Date: Thursday, October 17, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

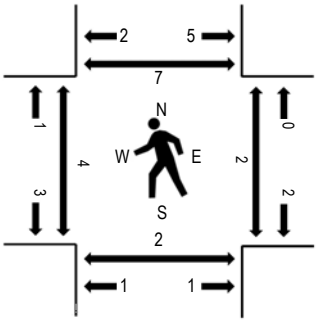
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	3	18	97	32	0	29	136	14	0	56	59	18	0	22	49	21	554	2,157	3	0	2	5
4:15 PM	0	24	90	26	0	20	121	14	0	43	49	13	0	15	50	28	493	2,206	5	4	0	7
4:30 PM	0	33	120	27	0	23	123	18	0	45	44	13	0	15	55	28	544	2,363	2	1	0	1
4:45 PM	1	29	99	34	0	30	122	14	0	43	53	24	0	33	64	20	566	2,379	1	1	0	4
5:00 PM	1	31	95	35	1	40	140	10	0	51	69	24	1	18	67	20	603	2,394	1	0	0	0
5:15 PM	1	35	106	39	0	33	160	11	0	53	69	23	0	27	65	28	650		2	1	1	4
5:30 PM	0	21	83	33	0	36	136	15	0	49	57	27	0	17	63	23	560		0	1	1	0
5:45 PM	0	35	100	43	0	30	157	12	0	32	50	20	0	14	69	19	581		1	0	0	3

Peak Rolling Hour Flow Rates

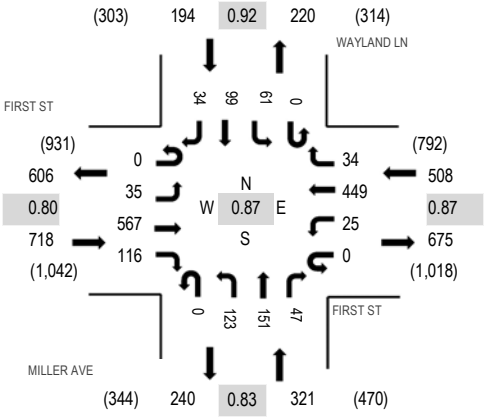
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Lights	2	122	377	149	1	139	590	48	0	183	243	94	1	76	261	90	2,376
Mediums	0	0	6	1	0	0	2	0	0	2	1	0	0	0	3	0	15
Total	2	122	384	150	1	139	593	48	0	185	245	94	1	76	264	90	2,394

All Traffic Data Services Inc.

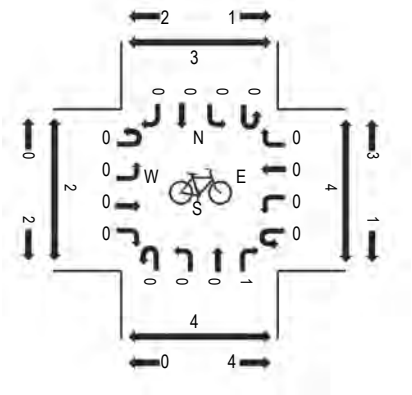
(303) 216-2439
www.alltrafficdata.net

Location: 4 MILLER AVE & FIRST ST AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

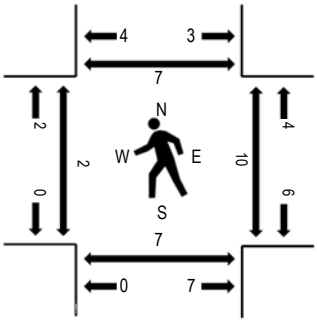
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				MILLER AVE Northbound				WAYLAND LN Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	63	2	0	3	32	2	0	14	15	12	0	6	7	2	161	1,128	0	0	0	1
7:15 AM	0	1	78	5	0	4	56	4	0	12	13	9	0	7	9	6	204	1,467	1	2	0	1
7:30 AM	0	8	95	11	0	6	87	2	0	18	27	11	0	12	21	8	306	1,741	1	2	0	1
7:45 AM	0	8	167	24	0	8	115	9	0	21	38	18	0	11	30	8	457	1,683	0	2	3	2
8:00 AM	0	6	173	45	0	8	122	4	0	32	46	13	0	19	21	11	500	1,479	0	3	3	1
8:15 AM	0	13	132	36	0	3	125	19	0	52	40	5	0	19	27	7	478		1	3	1	3
8:30 AM	0	7	64	10	0	6	86	7	0	12	15	9	0	7	19	6	248		0	1	0	0
8:45 AM	0	7	70	14	0	8	74	2	0	14	18	6	0	12	17	11	253		0	0	0	2

Peak Rolling Hour Flow Rates

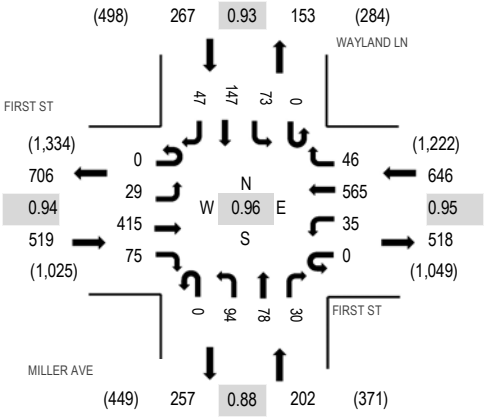
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	3	0	0	0	0	0	0	0	1	0	9
Lights	0	34	558	115	0	24	435	34	0	123	150	47	0	60	98	34	1,712
Mediums	0	1	4	1	0	1	11	0	0	0	1	0	0	1	0	0	20
Total	0	35	567	116	0	25	449	34	0	123	151	47	0	61	99	34	1,741

All Traffic Data Services Inc.

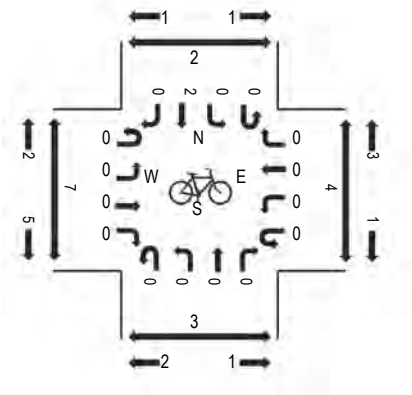
(303) 216-2439
www.alltrafficdata.net

Location: 4 MILLER AVE & FIRST ST PM
Date: Thursday, October 17, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

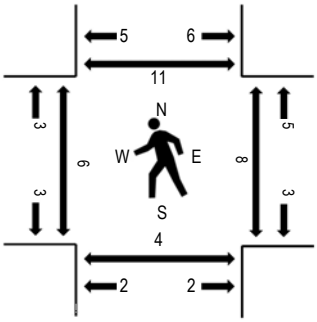
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				MILLER AVE Northbound				WAYLAND LN Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	108	13	0	11	116	1	0	6	17	8	0	23	29	12	348	1,493	1	1	1	0
4:15 PM	0	9	99	11	0	10	110	15	0	21	19	6	0	22	26	11	359	1,547	3	2	2	3
4:30 PM	0	9	108	20	0	11	131	9	0	15	21	5	0	19	26	14	388	1,615	6	1	2	0
4:45 PM	0	9	114	20	0	7	129	14	0	31	14	5	0	10	33	12	398	1,634	2	1	2	2
5:00 PM	0	5	105	14	0	12	143	8	0	17	22	6	0	24	33	13	402	1,623	2	3	0	3
5:15 PM	0	9	104	22	0	8	156	9	0	21	19	9	0	20	43	7	427		0	3	1	2
5:30 PM	0	6	92	19	0	8	137	15	0	25	23	10	0	19	38	15	407		2	1	1	4
5:45 PM	0	5	105	15	0	5	148	9	0	27	13	11	0	17	15	17	387		0	3	0	5

Peak Rolling Hour Flow Rates

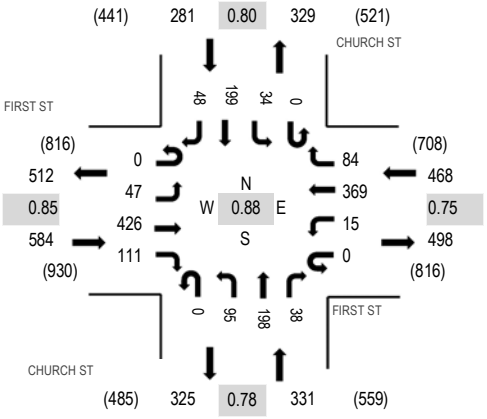
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	29	411	75	0	35	563	46	0	94	77	30	0	73	147	47	1,627
Mediums	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Total	0	29	415	75	0	35	565	46	0	94	78	30	0	73	147	47	1,634

All Traffic Data Services Inc.

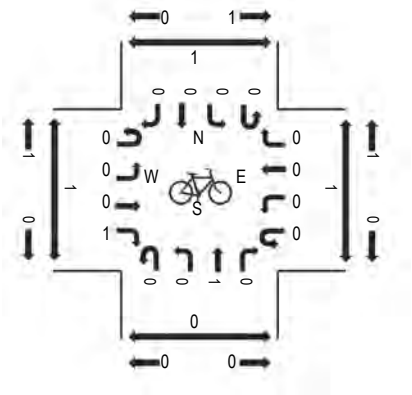
(303) 216-2439
www.alltrafficdata.net

Location: 5 CHURCH ST & FIRST ST AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

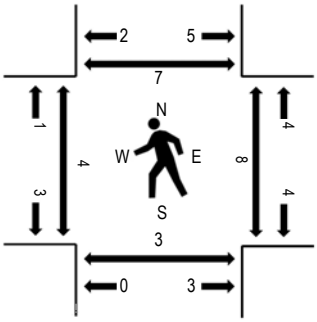
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	9	72	12	0	0	25	5	0	15	40	13	0	5	18	6	220	1,251	0	0	1	0
7:15 AM	0	10	59	10	0	0	52	6	0	12	32	4	0	9	27	13	234	1,506	2	0	2	1
7:30 AM	0	7	103	18	0	1	77	6	0	14	42	10	0	7	31	6	322	1,664	0	1	2	2
7:45 AM	0	18	108	31	0	5	93	33	0	27	69	10	0	8	59	14	475	1,617	1	2	1	2
8:00 AM	0	12	127	32	0	4	115	37	0	24	50	6	0	11	41	16	475	1,387	0	4	0	2
8:15 AM	0	10	88	30	0	5	84	8	0	30	37	12	0	8	68	12	392		3	1	0	1
8:30 AM	0	6	72	13	0	3	70	8	0	22	32	9	0	4	26	10	275		0	0	0	3
8:45 AM	0	8	57	18	0	5	59	7	0	15	29	5	0	9	28	5	245		1	0	0	2

Peak Rolling Hour Flow Rates

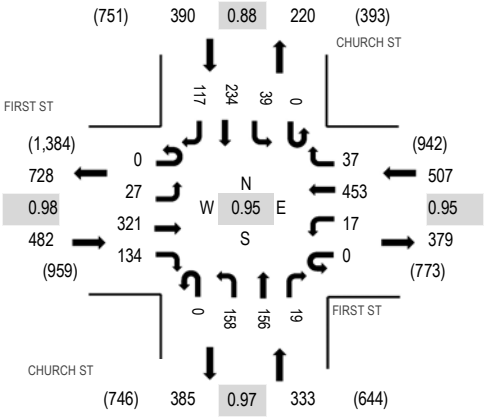
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	1	7	0	0	0	0	0	0	0	1	0	13
Lights	0	46	418	111	0	14	349	82	0	94	196	38	0	34	195	45	1,622
Mediums	0	1	4	0	0	0	13	2	0	1	2	0	0	0	3	3	29
Total	0	47	426	111	0	15	369	84	0	95	198	38	0	34	199	48	1,664

All Traffic Data Services Inc.

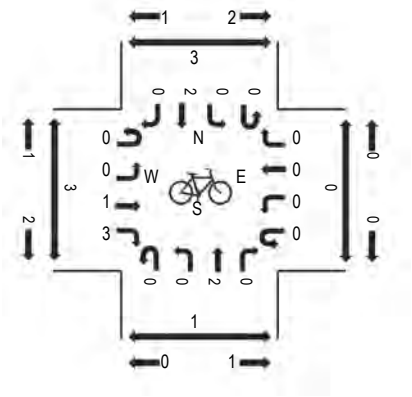
(303) 216-2439
www.alltrafficdata.net

Location: 5 CHURCH ST & FIRST ST PM
Date: Thursday, October 17, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

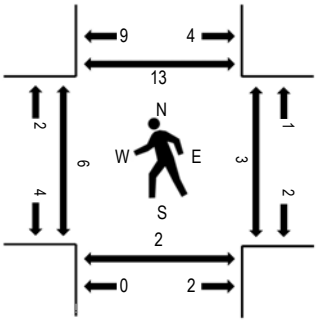
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	86	32	0	4	101	5	0	41	31	5	0	12	47	24	390	1,587	1	1	1	3
4:15 PM	0	7	85	23	0	3	103	6	0	34	32	6	0	6	62	22	389	1,639	2	0	2	4
4:30 PM	0	11	83	32	0	2	86	4	0	45	29	9	0	7	53	20	381	1,702	0	0	1	2
4:45 PM	0	7	86	28	0	2	108	10	0	39	34	3	0	11	66	33	427	1,712	1	2	2	5
5:00 PM	0	9	83	33	0	1	123	10	0	36	46	4	0	9	64	24	442	1,709	0	0	0	2
5:15 PM	0	3	90	35	0	10	110	7	0	39	37	8	0	12	62	39	452		3	0	0	3
5:30 PM	0	8	62	38	0	4	112	10	0	44	39	4	0	7	42	21	391		2	1	0	3
5:45 PM	0	9	72	35	0	2	114	5	0	33	32	14	0	9	66	33	424		2	4	0	0

Peak Rolling Hour Flow Rates

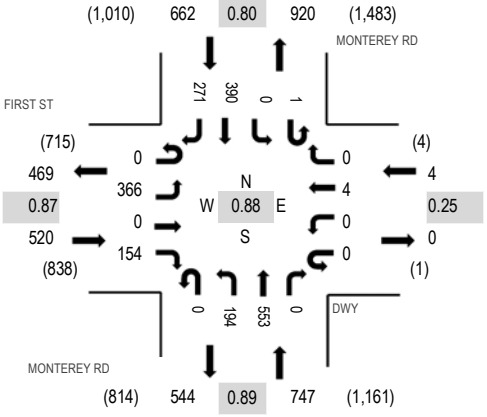
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	27	317	134	0	17	450	34	0	158	156	19	0	38	233	117	1,700
Mediums	0	0	2	0	0	0	2	3	0	0	0	0	0	1	1	0	9
Total	0	27	321	134	0	17	453	37	0	158	156	19	0	39	234	117	1,712

All Traffic Data Services Inc.

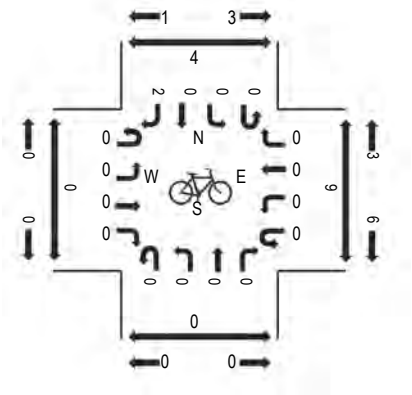
(303) 216-2439
www.alltrafficdata.net

Location: 6 MONTEREY RD & DWY AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

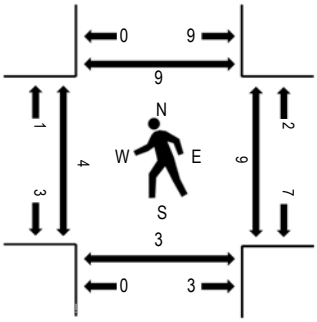
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				DWY Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	62	0	22	0	0	0	0	0	13	78	0	0	0	33	19	227	1,455	0	1	1	0
7:15 AM	0	61	0	22	0	0	0	0	0	28	92	0	0	0	33	35	271	1,779	0	2	1	0
7:30 AM	0	78	0	40	0	0	4	0	0	39	115	0	1	0	83	47	407	1,933	2	8	3	5
7:45 AM	0	100	0	41	0	0	0	0	0	45	156	0	0	0	114	94	550	1,822	2	0	0	0
8:00 AM	0	103	0	47	0	0	0	0	0	52	158	0	0	0	107	84	551	1,558	0	0	0	3
8:15 AM	0	85	0	26	0	0	0	0	0	58	124	0	0	0	86	46	425		0	1	0	1
8:30 AM	0	61	0	22	0	0	0	0	0	28	76	0	0	0	60	49	296		0	2	1	1
8:45 AM	0	54	1	13	0	0	0	0	0	21	78	0	1	0	65	53	286		1	0	1	1

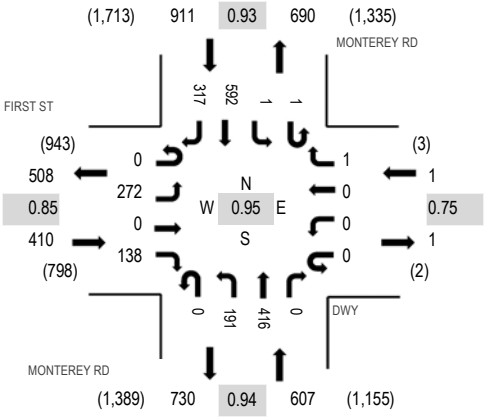
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	0	0	0	0	0	0	0	1	0	0	0	0	2	6	14
Lights	0	359	0	153	0	0	4	0	0	187	531	0	1	0	379	254	1,868
Mediums	0	2	0	1	0	0	0	0	0	6	22	0	0	0	9	11	51
Total	0	366	0	154	0	0	4	0	0	194	553	0	1	0	390	271	1,933

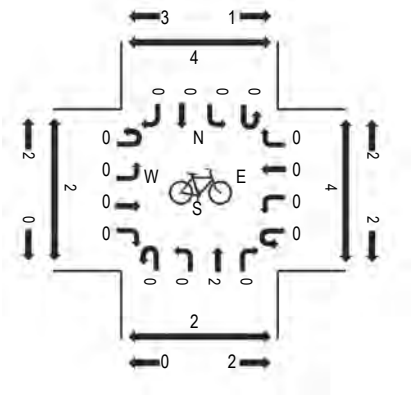
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 6 MONTEREY RD & DWY PM
Date: Thursday, October 17, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

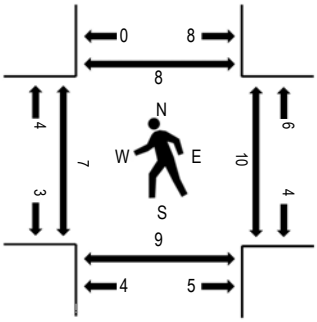
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				DWY Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	71	0	35	0	0	0	1	0	36	106	0	1	0	120	70	440	1,786	2	3	2	0
4:15 PM	0	65	1	37	0	0	0	0	0	37	99	0	0	0	143	74	456	1,851	4	2	0	1
4:30 PM	0	57	0	33	0	0	0	1	0	44	91	0	0	0	150	58	434	1,894	1	0	0	0
4:45 PM	0	71	0	34	0	0	0	1	0	43	107	0	0	0	134	66	456	1,929	3	1	2	0
5:00 PM	0	70	0	28	0	0	0	0	0	56	105	0	0	0	157	89	505	1,883	3	5	5	1
5:15 PM	0	84	0	39	0	0	0	0	0	43	95	0	0	1	155	82	499		0	3	1	4
5:30 PM	0	47	0	37	0	0	0	0	0	49	109	0	1	0	146	80	469		1	1	1	3
5:45 PM	0	62	0	27	0	0	0	0	0	45	90	0	1	0	114	71	410		6	2	3	1

Peak Rolling Hour Flow Rates

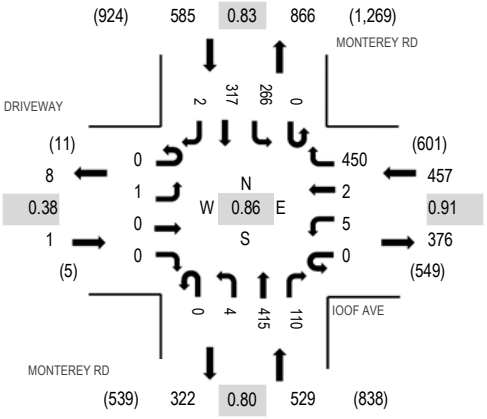
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Lights	0	268	0	137	0	0	0	1	0	191	410	0	1	1	576	309	1,894
Mediums	0	2	0	1	0	0	0	0	0	0	5	0	0	0	16	7	31
Total	0	272	0	138	0	0	0	1	0	191	416	0	1	1	592	317	1,929

All Traffic Data Services Inc.

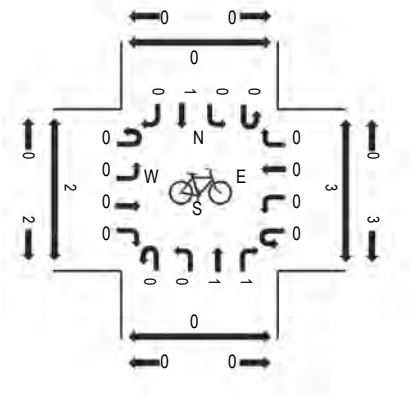
(303) 216-2439
www.alltrafficdata.net

Location: 18 MONTEREY RD & IOOF AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

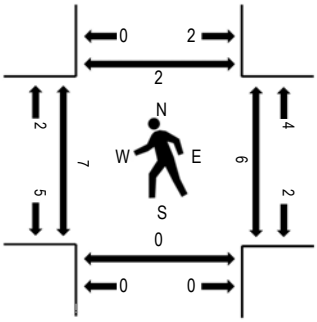
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY Eastbound				IOOF AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	1	0	22	0	0	67	9	1	22	28	1	151	1,155	1	0	0	0
7:15 AM	0	0	0	1	0	1	0	56	0	0	66	13	0	39	30	1	207	1,417	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	91	0	0	87	32	0	71	56	0	339	1,572	0	1	0	1
7:45 AM	0	1	0	0	0	0	1	113	0	1	126	39	0	85	92	0	458	1,451	0	1	0	0
8:00 AM	0	0	0	0	0	1	0	124	0	2	114	25	0	67	79	1	413	1,213	5	3	0	1
8:15 AM	0	0	0	0	0	2	1	122	0	1	88	14	0	43	90	1	362		2	1	0	0
8:30 AM	0	1	1	0	0	1	0	35	1	0	74	11	0	26	68	0	218		3	4	1	2
8:45 AM	0	0	1	0	0	1	0	27	0	0	54	14	0	37	85	1	220		8	0	0	0

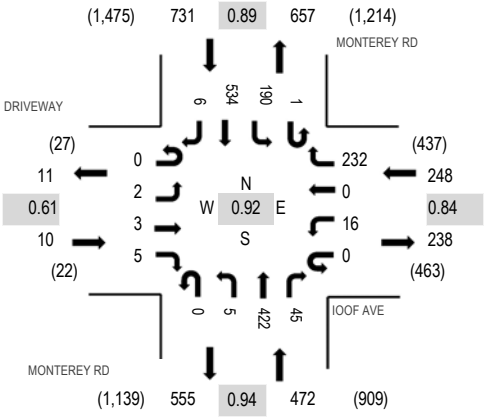
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	0	0	5	2	450	0	4	393	107	0	266	307	2	1,537
Mediums	0	0	0	0	0	0	0	0	0	0	22	3	0	0	10	0	35
Total	0	1	0	0	0	5	2	450	0	4	415	110	0	266	317	2	1,572

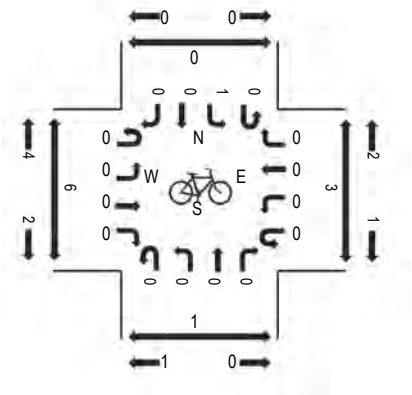
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 18 MONTEREY RD & IOOF AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

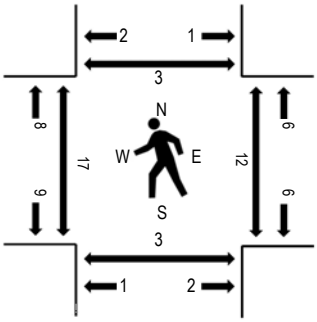
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY Eastbound				IOOF AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	2	0	8	0	37	1	0	97	10	1	35	149	2	342	1,395	5	4	0	0
4:15 PM	0	0	1	1	0	5	0	27	0	1	108	10	0	58	151	2	364	1,448	5	2	1	1
4:30 PM	0	0	1	0	0	7	0	54	0	0	105	13	0	47	125	7	359	1,429	2	0	0	0
4:45 PM	0	0	0	0	0	3	0	50	0	2	92	19	1	29	133	1	330	1,461	2	5	0	3
5:00 PM	0	1	0	2	0	4	0	70	0	2	112	8	0	58	137	1	395	1,448	7	2	0	0
5:15 PM	0	1	1	3	0	3	0	48	0	1	100	10	0	47	128	3	345		6	0	1	0
5:30 PM	0	0	2	0	0	6	0	64	0	0	118	8	0	56	136	1	391		2	5	2	0
5:45 PM	0	3	1	3	0	6	1	44	0	0	80	12	1	37	126	3	317		5	0	1	0

Peak Rolling Hour Flow Rates

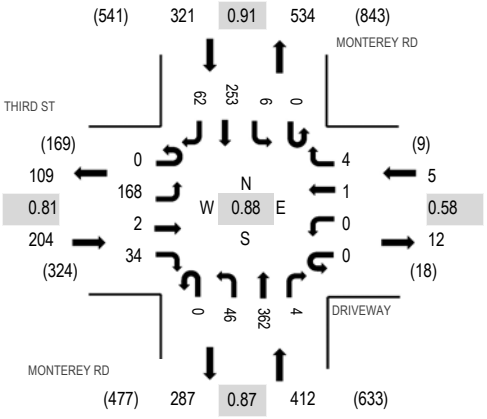
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	2	3	5	0	16	0	230	0	5	415	45	1	189	520	6	1,437
Mediums	0	0	0	0	0	0	0	2	0	0	7	0	0	1	14	0	24
Total	0	2	3	5	0	16	0	232	0	5	422	45	1	190	534	6	1,461

All Traffic Data Services Inc.

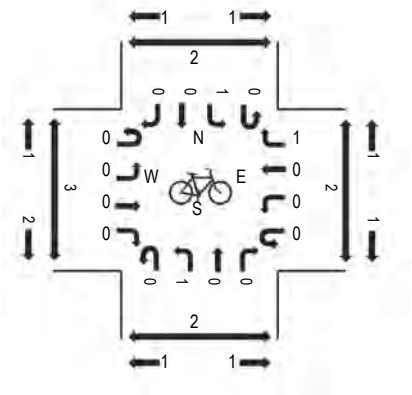
(303) 216-2439
www.alltrafficdata.net

Location: 19 MONTEREY RD & DRIVEWAY AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

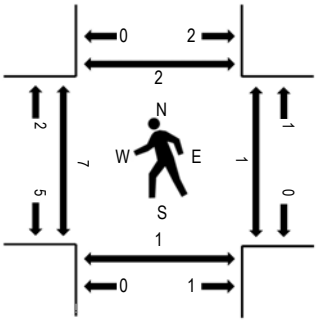
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	THIRD ST Eastbound				DRIVEWAY Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	25	0	1	0	0	0	1	0	2	49	0	0	0	25	5	108	693	0	0	0	0
7:15 AM	0	20	2	3	0	0	0	2	0	1	59	1	0	0	24	5	117	830	0	0	0	0
7:30 AM	0	40	1	4	0	0	0	3	0	7	83	1	0	5	40	15	199	942	1	0	0	0
7:45 AM	0	56	0	7	0	0	0	1	0	10	108	1	0	1	66	19	269	919	0	1	0	0
8:00 AM	0	42	0	8	0	0	0	0	0	12	99	1	0	0	67	16	245	814	4	0	0	2
8:15 AM	0	30	1	15	0	0	1	0	0	17	72	1	0	0	80	12	229		2	0	1	0
8:30 AM	0	25	1	11	0	0	1	0	0	5	61	0	0	1	53	18	176		3	0	0	0
8:45 AM	0	26	0	6	0	0	0	0	0	2	41	0	0	1	67	21	164		2	0	0	1

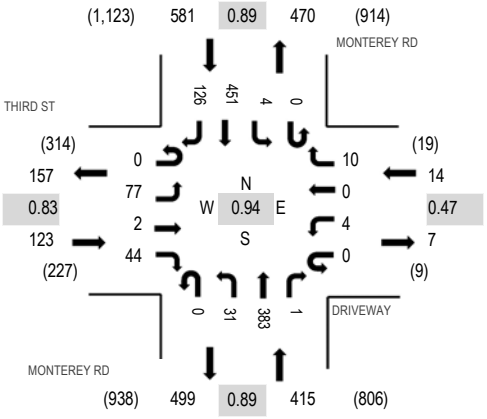
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	157	2	33	0	0	1	2	0	46	349	4	0	5	246	60	905
Mediums	0	11	0	1	0	0	0	2	0	0	13	0	0	1	7	2	37
Total	0	168	2	34	0	0	1	4	0	46	362	4	0	6	253	62	942

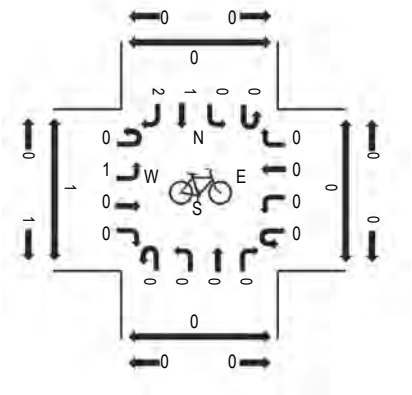
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 19 MONTEREY RD & DRIVEWAY PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

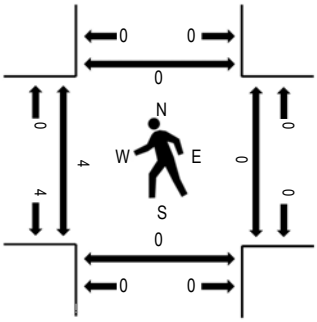
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	THIRD ST Eastbound				DRIVEWAY Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	21	0	6	0	1	0	1	0	6	83	0	0	0	116	34	268	1,103	0	1	0	0
4:15 PM	0	15	0	6	0	0	0	1	0	10	105	0	0	0	125	38	300	1,133	1	0	0	0
4:30 PM	0	22	1	11	0	1	0	1	0	5	95	0	0	0	110	27	273	1,092	0	0	0	0
4:45 PM	0	25	1	11	0	0	0	3	0	5	85	0	0	3	106	23	262	1,103	1	0	0	0
5:00 PM	0	15	0	16	0	3	0	5	0	11	98	1	0	1	110	38	298	1,072	2	0	0	0
5:15 PM	0	14	0	6	0	1	0	1	0	9	98	0	0	1	100	29	259		3	0	0	0
5:30 PM	0	18	0	4	0	0	0	1	0	12	106	1	0	0	109	33	284		1	0	0	0
5:45 PM	0	29	0	6	0	0	0	0	0	4	72	0	0	0	90	30	231		2	1	0	0

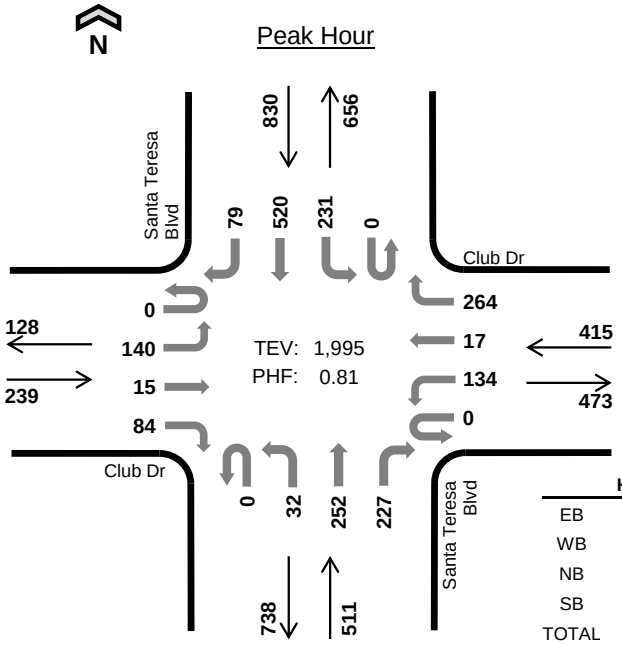
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	76	2	44	0	4	0	10	0	31	374	1	0	4	438	123	1,107
Mediums	0	1	0	0	0	0	0	0	0	0	9	0	0	0	13	3	26
Total	0	77	2	44	0	4	0	10	0	31	383	1	0	4	451	126	1,133

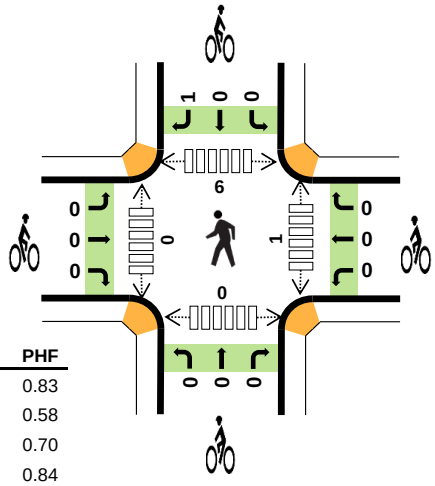
Santa Teresa Blvd
Club Dr

Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	0.4%	0.83
WB	1.9%	0.58
NB	1.6%	0.70
SB	1.1%	0.84
TOTAL	1.3%	0.81



Two-Hour Count Summaries

Interval Start		Club Dr Eastbound UT	LT	TH	RT	Club Dr Westbound UT	LT	TH	RT	Santa Teresa Blvd Northbound UT	LT	TH	RT	Santa Teresa Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	37	0	13	0	1	0	4	0	11	42	7	0	9	45	12	181	0
7:15 AM		0	42	10	10	0	23	3	20	0	4	35	32	0	25	58	9	271	0
7:30 AM		**0**	**45**	**1**	**25**	**0**	**20**	**2**	**30**	**0**	**5**	**50**	**21**	**0**	**33**	**124**	**13**	**369**	0
7:45 AM		**0**	**33**	**3**	**36**	**0**	**15**	**2**	**36**	**0**	**3**	**75**	**48**	**0**	**41**	**184**	**18**	**494**	1,315
8:00 AM		**0**	**30**	**7**	**17**	**0**	**43**	**6**	**83**	**0**	**16**	**75**	**92**	**0**	**90**	**126**	**32**	**617**	1,751
8:15 AM		**0**	**32**	**4**	**6**	**0**	**56**	**7**	**115**	**0**	**8**	**52**	**66**	**0**	**67**	**86**	**16**	**515**	**1,995**
8:30 AM		0	37	1	2	0	8	2	19	0	7	40	1	0	6	43	20	186	1,812
8:45 AM		0	30	0	14	0	1	0	3	0	5	32	0	0	2	62	19	168	1,486
Count Total		0	286	26	123	0	167	22	310	0	59	401	267	0	273	728	139	2,801	0
Peak Hour	**All**	**0**	**140**	**15**	**84**	**0**	**134**	**17**	**264**	**0**	**32**	**252**	**227**	**0**	**231**	**520**	**79**	**1,995**	**0**
	HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**4**	**4**	**0**	**4**	**4**	**1**	**26**	**0**
	HV%	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**3%**	**-**	**0%**	**2%**	**2%**	**-**	**2%**	**1%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

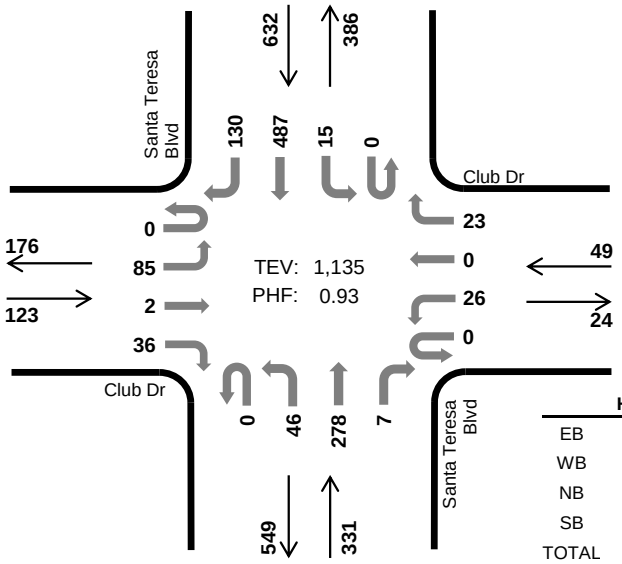
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	1	0	2	*3*	1	0	0	0	*1*	0	0	0	0	*0*
7:15 AM	1	0	1	1	*3*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
7:45 AM	**1**	**0**	**4**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:00 AM	**0**	**6**	**1**	**6**	***13***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**2**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**0**	***5***
8:30 AM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	1	0	*1*
8:45 AM	0	0	2	2	*4*	0	0	0	4	*4*	4	0	0	0	*4*
Count Total	2	9	13	16	*40*	1	0	0	5	*6*	5	0	7	1	*13*
Peak Hour	**1**	**8**	**8**	**9**	***26***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**6**	**0**	***7***

Santa Teresa Blvd
Club Dr

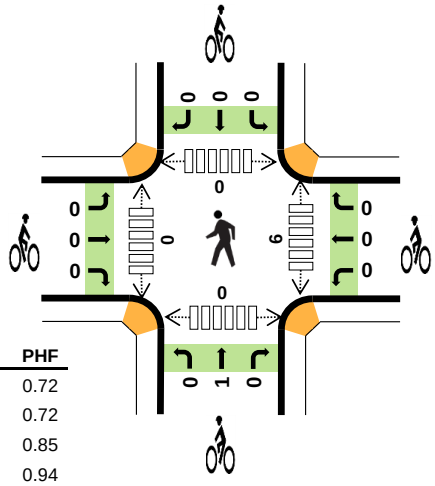
Date: 03-27-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour



	HV %:	PHF
EB	1.6%	0.72
WB	0.0%	0.72
NB	0.6%	0.85
SB	0.3%	0.94
TOTAL	0.5%	0.93



Two-Hour Count Summaries

Interval Start		Club Dr Eastbound UT	LT	TH	RT	Club Dr Westbound UT	LT	TH	RT	Santa Teresa Blvd Northbound UT	LT	TH	RT	Santa Teresa Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	20	1	6	0	5	0	4	0	11	75	0	0	5	102	45	274	0
4:15 PM		0	28	0	5	0	3	0	3	0	7	54	2	0	6	121	27	256	0
4:30 PM		0	37	0	12	0	4	1	10	0	10	62	1	0	5	113	32	287	0
4:45 PM		0	13	0	11	0	5	0	6	0	10	47	7	0	8	123	28	258	1,075
5:00 PM		**0**	**32**	**2**	**9**	**0**	**6**	**0**	**7**	**0**	**11**	**59**	**2**	**0**	**0**	**107**	**27**	**262**	1,063
5:15 PM		**0**	**16**	**0**	**5**	**0**	**6**	**0**	**5**	**0**	**13**	**66**	**1**	**0**	**7**	**120**	**39**	**278**	1,085
5:30 PM		**0**	**17**	**0**	**16**	**0**	**5**	**0**	**3**	**0**	**10**	**69**	**3**	**0**	**7**	**128**	**33**	**291**	1,089
5:45 PM		**0**	**20**	**0**	**6**	**0**	**9**	**0**	**8**	**0**	**12**	**84**	**1**	**0**	**1**	**132**	**31**	**304**	**1,135**
Count Total		0	183	3	70	0	43	1	46	0	84	516	17	0	39	946	262	2,210	0
Peak Hour	**All**	**0**	**85**	**2**	**36**	**0**	**26**	**0**	**23**	**0**	**46**	**278**	**7**	**0**	**15**	**487**	**130**	**1,135**	**0**
	HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**6**	**0**
	HV%	**-**	**0%**	**0%**	**6%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

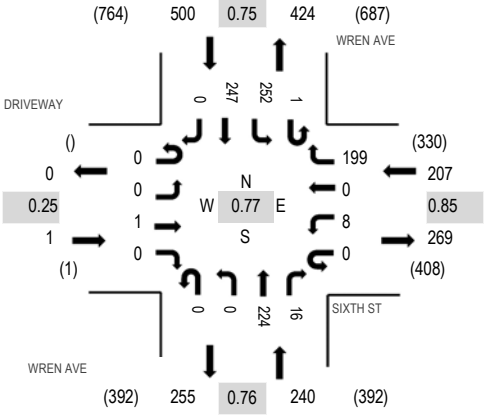
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	1	4	*5*	0	0	0	0	*0*	1	0	1	0	*2*
4:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	2	0	2	0	*4*	0	0	1	0	*1*	0	1	0	0	*1*
4:45 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**2**	**0**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**4**	**0**	**0**	**0**	*4*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
Count Total	5	0	5	7	*17*	0	0	2	0	*2*	8	1	1	0	*10*
Peak Hour	**2**	**0**	**2**	**2**	***6***	**0**	**0**	**1**	**0**	***1***	**6**	**0**	**0**	**0**	***6***

All Traffic Data Services Inc.

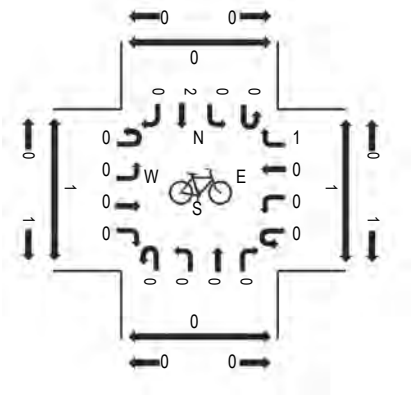
(303) 216-2439
www.alltrafficdata.net

Location: 20 WREN AVE & SIXTH ST AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

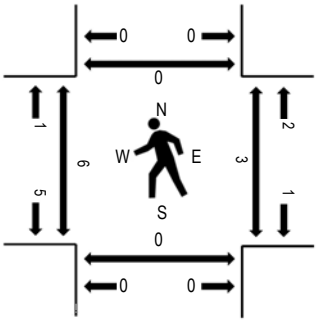
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY Eastbound				SIXTH ST Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	25	0	0	40	2	0	24	35	0	126	775	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	27	0	0	32	1	0	27	35	0	125	876	0	0	0	0
7:30 AM	0	0	1	0	0	3	0	46	0	0	40	2	0	35	89	0	216	948	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	61	0	0	70	11	0	90	76	0	308	885	2	2	0	0
8:00 AM	0	0	0	0	0	0	0	49	0	0	72	2	1	65	38	0	227	712	3	1	0	0
8:15 AM	0	0	0	0	0	5	0	43	0	0	42	1	0	62	44	0	197		0	0	0	0
8:30 AM	0	0	0	0	0	2	0	28	0	0	47	2	0	44	30	0	153		0	8	0	0
8:45 AM	0	0	0	0	0	0	0	38	0	0	26	2	0	37	32	0	135		2	0	0	0

Peak Rolling Hour Flow Rates

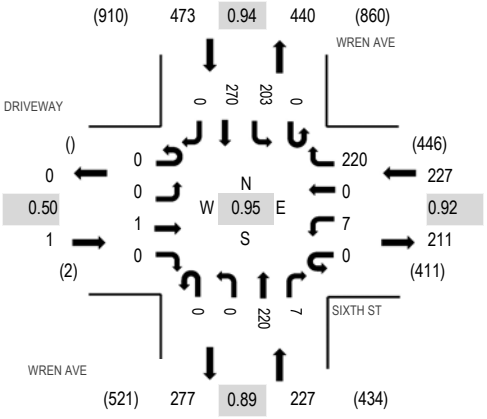
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	1	0	0	8	0	195	0	0	220	16	1	251	244	0	936
Mediums	0	0	0	0	0	0	0	3	0	0	4	0	0	1	3	0	11
Total	0	0	1	0	0	8	0	199	0	0	224	16	1	252	247	0	948

All Traffic Data Services Inc.

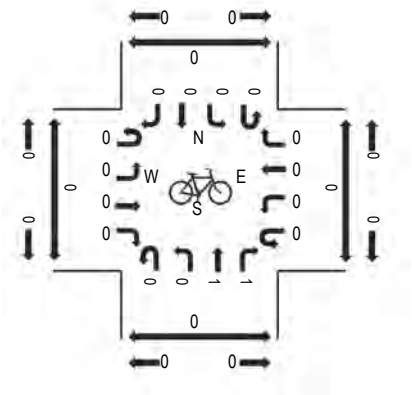
(303) 216-2439
www.alltrafficdata.net

Location: 20 WREN AVE & SIXTH ST PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

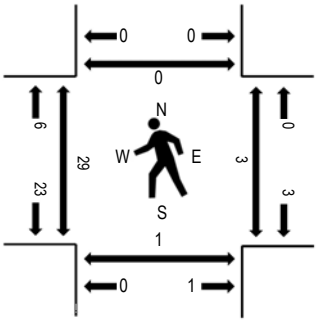
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY Eastbound				SIXTH ST Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	2	0	64	0	0	40	0	0	51	52	0	209	864	1	0	0	0
4:15 PM	0	0	0	1	0	0	0	48	0	0	58	1	0	49	52	0	209	884	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	41	0	0	53	0	0	46	81	0	223	919	1	0	0	0
4:45 PM	0	0	0	0	0	2	0	58	0	0	51	2	0	41	69	0	223	928	20	2	0	0
5:00 PM	0	0	1	0	0	3	0	58	0	0	51	1	0	50	65	0	229	928	2	0	0	0
5:15 PM	0	0	0	0	0	1	0	58	0	0	57	1	0	57	70	0	244		4	0	1	0
5:30 PM	0	0	0	0	0	1	0	46	0	0	61	3	0	55	66	0	232		3	1	0	0
5:45 PM	0	0	0	0	0	1	0	61	0	0	55	0	0	53	53	0	223		0	0	0	0

Peak Rolling Hour Flow Rates

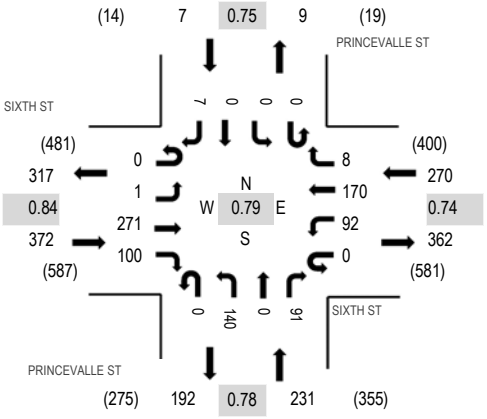
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	1	0	0	7	0	219	0	0	218	7	0	202	270	0	924
Mediums	0	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	4
Total	0	0	1	0	0	7	0	220	0	0	220	7	0	203	270	0	928

All Traffic Data Services Inc.

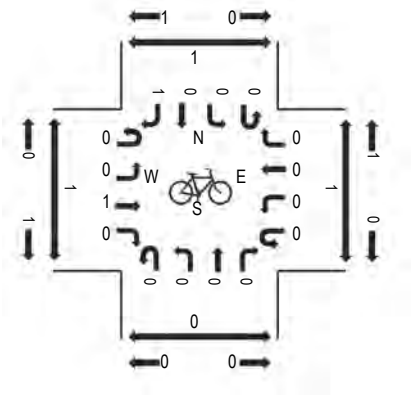
(303) 216-2439
www.alltrafficdata.net

Location: 21 PRINCEVALLE ST & SIXTH ST AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

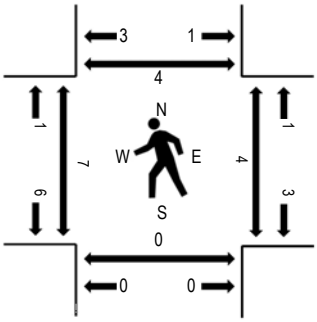
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				SIXTH ST Westbound				PRINCEVALLE ST Northbound				PRINCEVALLE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	25	13	0	6	13	0	0	19	0	20	0	0	0	1	97	680	0	1	0	0
7:15 AM	0	0	31	13	0	11	28	1	0	15	0	15	0	0	0	1	115	799	4	0	2	4
7:30 AM	0	0	41	25	0	31	35	0	0	36	0	19	0	0	0	1	188	880	5	2	0	1
7:45 AM	0	0	78	34	0	39	49	3	0	45	0	29	0	0	0	3	280	818	0	1	0	0
8:00 AM	0	0	80	24	0	14	39	3	0	33	0	22	0	0	0	1	216	676	2	1	0	1
8:15 AM	0	1	72	17	0	8	47	2	0	26	0	21	0	0	0	2	196		0	0	0	2
8:30 AM	0	0	52	17	0	9	20	6	0	13	0	6	0	0	0	3	126		1	2	0	0
8:45 AM	0	0	54	10	0	4	29	3	0	20	0	16	0	0	0	2	138		0	4	1	0

Peak Rolling Hour Flow Rates

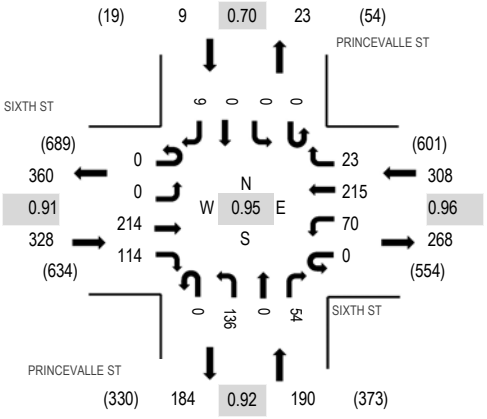
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	270	99	0	92	163	8	0	139	0	89	0	0	0	7	867
Mediums	0	1	1	1	0	0	7	0	0	1	0	2	0	0	0	0	13
Total	0	1	271	100	0	92	170	8	0	140	0	91	0	0	0	7	880

All Traffic Data Services Inc.

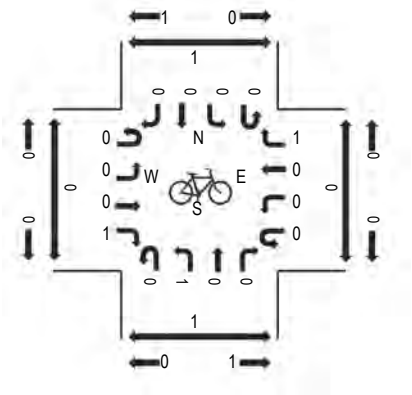
(303) 216-2439
www.alltrafficdata.net

Location: 21 PRINCEVALLE ST & SIXTH ST PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

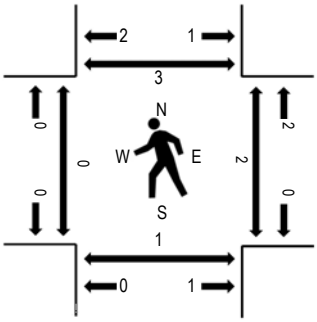
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				SIXTH ST Westbound				PRINCEVALLE ST Northbound				PRINCEVALLE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	60	26	0	13	51	4	0	30	0	17	0	0	0	4	205	813	0	0	2	1
4:15 PM	0	0	55	21	0	17	51	11	0	27	0	14	0	0	0	2	198	814	4	1	1	0
4:30 PM	0	0	50	16	0	18	48	11	0	22	0	22	0	0	0	3	190	828	0	1	0	2
4:45 PM	0	0	52	38	0	17	58	4	0	35	0	11	0	0	0	5	220	835	0	0	1	0
5:00 PM	0	0	47	25	0	16	55	8	0	38	0	15	0	0	0	2	206	814	0	1	0	2
5:15 PM	0	0	61	23	0	22	55	6	0	32	0	12	0	0	0	1	212		0	1	0	0
5:30 PM	0	0	54	28	0	15	47	5	0	31	0	16	0	0	0	1	197		0	0	0	1
5:45 PM	0	0	52	26	0	9	55	5	0	35	0	16	0	0	0	1	199		0	0	1	2

Peak Rolling Hour Flow Rates

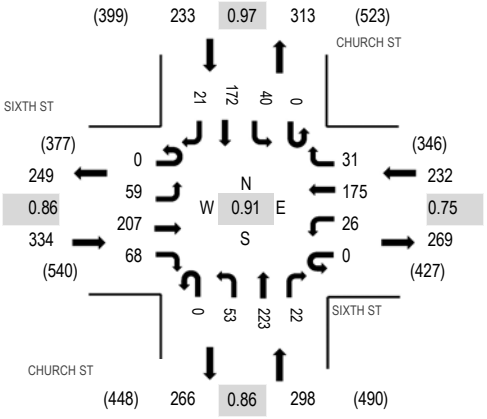
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	213	114	0	70	213	23	0	136	0	54	0	0	0	9	832
Mediums	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
Total	0	0	214	114	0	70	215	23	0	136	0	54	0	0	0	9	835

All Traffic Data Services Inc.

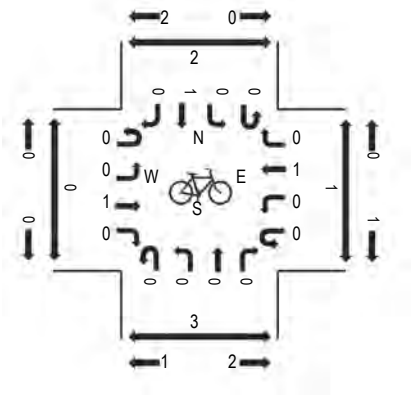
(303) 216-2439
www.alltrafficdata.net

Location: 22 CHURCH ST & SIXTH ST AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

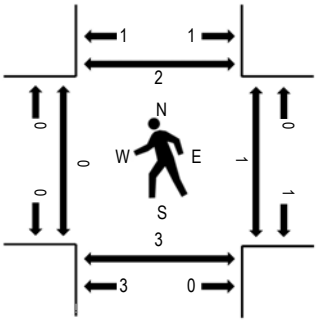
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				SIXTH ST Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	12	18	14	0	2	11	2	0	9	46	2	0	3	27	0	146	832	1	0	2	1
7:15 AM	0	10	21	8	0	4	22	7	0	10	34	4	0	4	26	1	151	976	0	0	0	1
7:30 AM	0	10	34	14	0	7	38	5	0	8	50	6	0	6	47	7	232	1,097	0	0	0	1
7:45 AM	0	19	48	23	0	11	59	7	0	15	59	3	0	10	42	7	303	1,065	0	1	1	1
8:00 AM	0	19	61	18	0	5	35	10	0	10	68	9	0	8	43	4	290	943	0	0	0	0
8:15 AM	0	11	64	13	0	3	43	9	0	20	46	4	0	16	40	3	272		0	0	2	0
8:30 AM	0	10	41	9	0	4	25	8	0	8	35	1	0	14	38	7	200		1	0	1	2
8:45 AM	0	11	35	17	0	2	21	6	0	10	29	4	0	11	31	4	181		0	1	1	1

Peak Rolling Hour Flow Rates

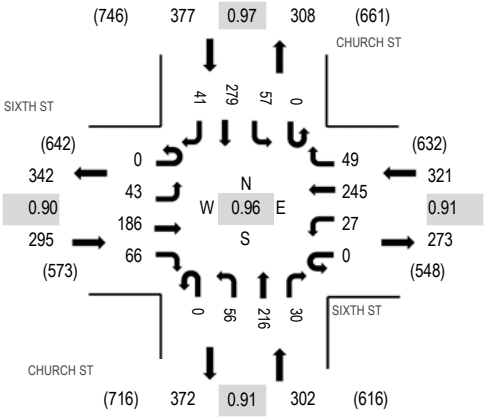
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	58	205	68	0	25	172	30	0	47	216	21	0	40	169	20	1,071
Mediums	0	1	2	0	0	1	3	1	0	6	7	1	0	0	3	1	26
Total	0	59	207	68	0	26	175	31	0	53	223	22	0	40	172	21	1,097

All Traffic Data Services Inc.

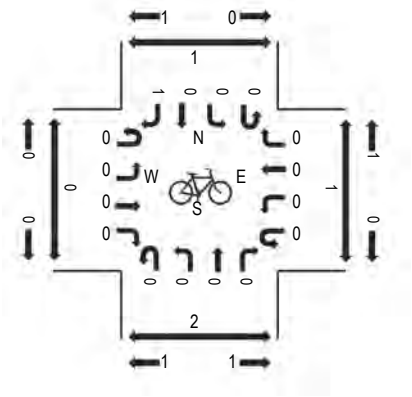
(303) 216-2439
www.alltrafficdata.net

Location: 22 CHURCH ST & SIXTH ST PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

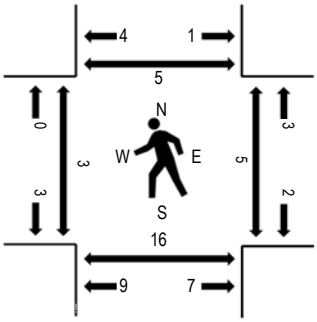
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				SIXTH ST Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	16	48	3	0	9	46	10	0	13	64	9	0	23	59	7	307	1,288	0	1	2	7
4:15 PM	0	17	46	14	0	9	51	15	0	10	57	12	0	13	78	6	328	1,286	0	0	6	4
4:30 PM	0	13	46	16	0	7	62	16	0	17	52	5	0	22	62	14	332	1,295	0	0	0	0
4:45 PM	0	14	42	17	0	7	57	10	0	11	52	11	0	16	77	7	321	1,288	1	2	7	1
5:00 PM	0	7	42	16	0	6	63	10	0	10	52	7	0	9	73	10	305	1,279	1	0	6	2
5:15 PM	0	9	56	17	0	7	63	13	0	18	60	7	0	10	67	10	337		1	3	3	2
5:30 PM	0	15	49	5	0	4	56	20	0	17	57	6	0	15	73	8	325		1	0	0	2
5:45 PM	0	10	42	13	0	6	70	15	0	10	57	2	0	10	71	6	312		2	0	1	2

Peak Rolling Hour Flow Rates

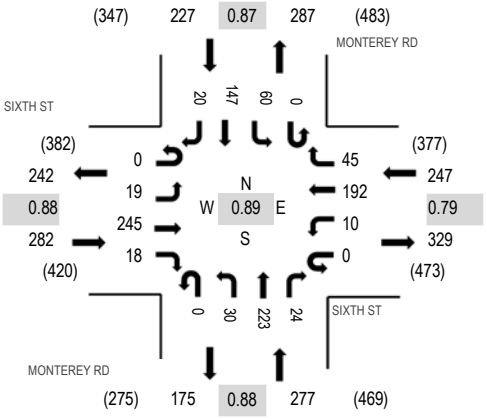
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	43	185	65	0	27	244	47	0	56	215	30	0	57	279	41	1,289
Mediums	0	0	1	1	0	0	1	2	0	0	1	0	0	0	0	0	6
Total	0	43	186	66	0	27	245	49	0	56	216	30	0	57	279	41	1,295

All Traffic Data Services Inc.

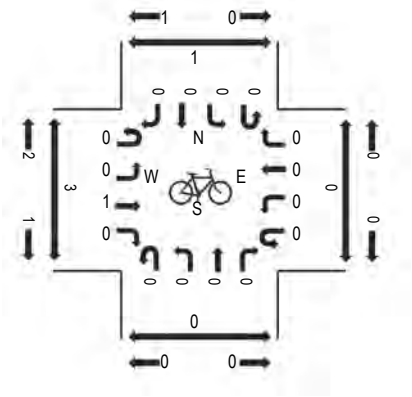
(303) 216-2439
www.alltrafficdata.net

Location: 23 MONTEREY RD & SIXTH ST AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

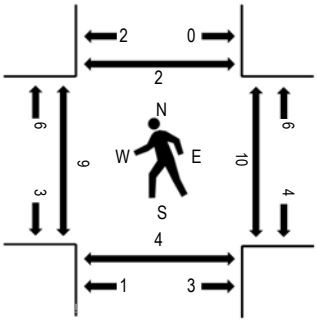
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				SIXTH ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	14	3	0	3	15	8	0	4	35	2	0	7	17	2	112	725	1	0	1	0
7:15 AM	0	2	25	6	0	0	24	6	0	8	43	4	0	3	13	3	137	876	3	6	2	0
7:30 AM	0	5	35	6	0	1	36	4	0	6	57	1	0	8	23	5	187	1,004	0	0	2	0
7:45 AM	0	5	55	5	0	3	61	14	0	9	67	5	0	16	44	5	289	1,033	2	5	2	1
8:00 AM	0	5	69	3	0	0	42	11	0	6	60	8	0	12	41	6	263	888	4	2	2	0
8:15 AM	0	5	69	6	0	2	46	11	0	10	53	3	0	18	39	3	265		1	0	0	0
8:30 AM	0	4	52	4	0	5	43	9	0	5	43	8	0	14	23	6	216		2	3	0	1
8:45 AM	0	4	32	4	0	2	25	6	0	6	24	2	0	11	22	6	144		0	1	1	1

Peak Rolling Hour Flow Rates

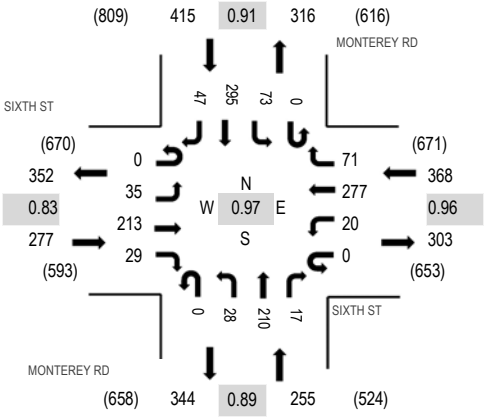
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	19	244	17	0	10	187	44	0	29	212	22	0	60	141	20	1,005
Mediums	0	0	1	1	0	0	4	1	0	1	11	2	0	0	6	0	27
Total	0	19	245	18	0	10	192	45	0	30	223	24	0	60	147	20	1,033

All Traffic Data Services Inc.

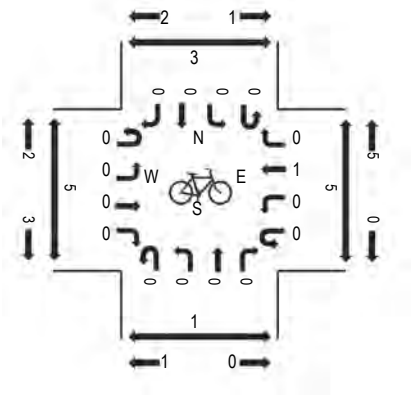
(303) 216-2439
www.alltrafficdata.net

Location: 23 MONTEREY RD & SIXTH ST PM
Date: Wednesday, November 20, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

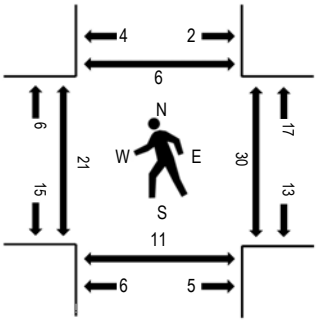
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				SIXTH ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	81	8	0	5	63	10	0	12	50	2	0	22	71	6	336	1,282	3	1	2	0
4:15 PM	0	9	56	7	0	1	65	12	0	4	53	3	1	15	57	8	291	1,264	8	6	5	0
4:30 PM	0	9	71	3	0	1	62	10	0	10	65	1	0	18	86	10	346	1,313	7	7	2	0
4:45 PM	0	7	54	5	0	4	59	11	0	10	57	2	0	25	66	9	309	1,300	3	4	1	1
5:00 PM	0	6	50	8	0	7	70	18	0	5	50	3	0	16	78	7	318	1,315	4	1	2	3
5:15 PM	0	10	57	7	0	8	72	16	0	4	61	3	0	23	69	10	340		7	7	2	1
5:30 PM	0	10	57	4	0	1	68	16	0	10	53	4	0	16	82	12	333		7	16	7	1
5:45 PM	0	9	49	10	0	4	67	21	0	9	46	7	0	18	66	18	324		3	6	0	1

Peak Rolling Hour Flow Rates

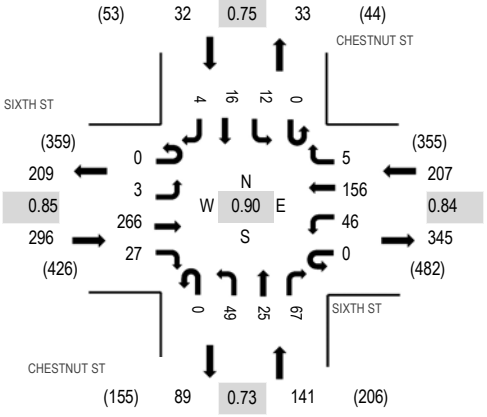
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	35	213	29	0	20	276	71	0	27	206	17	0	73	279	47	1,293
Mediums	0	0	0	0	0	0	1	0	0	1	4	0	0	0	16	0	22
Total	0	35	213	29	0	20	277	71	0	28	210	17	0	73	295	47	1,315

All Traffic Data Services Inc.

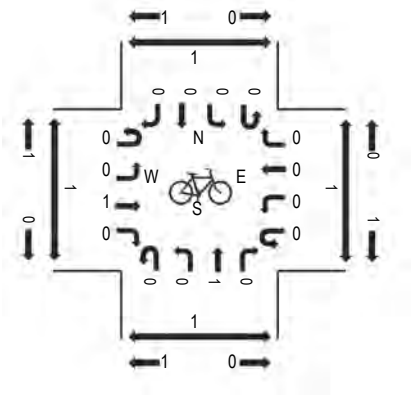
(303) 216-2439
www.alltrafficdata.net

Location: 24 CHESTNUT ST & SIXTH ST AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

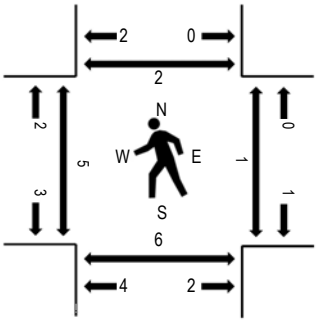
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				SIXTH ST Westbound				CHESTNUT ST Northbound				CHESTNUT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	15	1	0	6	17	1	0	8	1	6	0	2	3	0	60	428	0	0	1	1
7:15 AM	0	1	13	6	0	6	23	0	0	9	1	5	0	0	3	0	67	556	0	1	2	2
7:30 AM	0	0	28	7	0	13	40	1	0	8	2	5	0	0	8	3	115	648	0	0	0	2
7:45 AM	0	2	58	9	0	21	41	1	0	18	7	17	0	3	8	1	186	676	3	0	3	1
8:00 AM	0	1	65	8	0	10	48	1	0	16	11	21	0	2	4	1	188	612	2	1	2	0
8:15 AM	0	0	82	5	0	7	27	1	0	11	2	18	0	3	3	0	159		0	0	0	1
8:30 AM	0	0	61	5	0	8	40	2	0	4	5	11	0	4	1	2	143		0	0	1	0
8:45 AM	0	0	51	8	0	5	36	0	0	5	4	11	0	1	0	1	122		0	0	0	0

Peak Rolling Hour Flow Rates

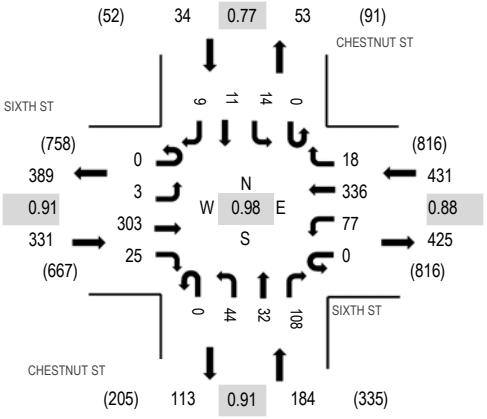
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	3	265	27	0	46	154	5	0	49	24	67	0	12	16	4	672
Mediums	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	0	3	266	27	0	46	156	5	0	49	25	67	0	12	16	4	676

All Traffic Data Services Inc.

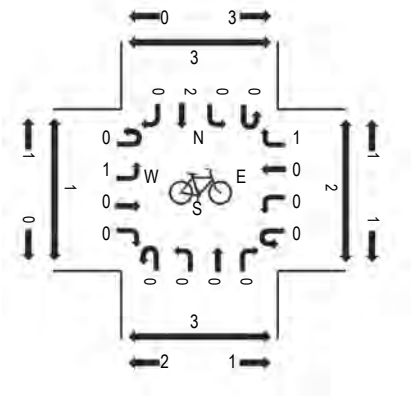
(303) 216-2439
www.alltrafficdata.net

Location: 24 CHESTNUT ST & SIXTH ST PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

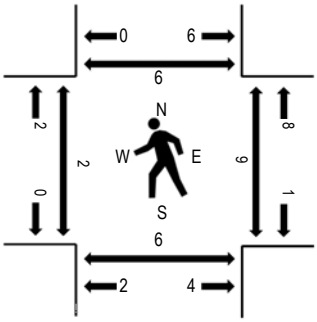
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				SIXTH ST Westbound				CHESTNUT ST Northbound				CHESTNUT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	87	12	0	12	78	1	0	12	3	19	0	1	3	1	230	949	2	1	3	3
4:15 PM	0	0	87	5	0	13	74	3	0	12	10	26	0	5	0	1	236	970	0	4	1	0
4:30 PM	0	0	78	8	0	15	75	6	0	8	8	35	0	1	3	3	240	980	0	6	3	1
4:45 PM	0	2	75	7	0	16	82	3	0	15	5	27	0	6	3	2	243	949	1	1	2	1
5:00 PM	0	0	74	6	0	26	93	5	0	12	10	18	0	2	3	2	251	921	1	1	1	1
5:15 PM	0	1	76	4	0	20	86	4	0	9	9	28	0	5	2	2	246		0	1	0	3
5:30 PM	0	0	62	9	0	13	81	7	0	14	5	16	0	1	1	0	209		0	0	5	0
5:45 PM	0	1	65	7	0	15	86	2	0	8	5	21	0	1	2	2	215		0	0	0	0

Peak Rolling Hour Flow Rates

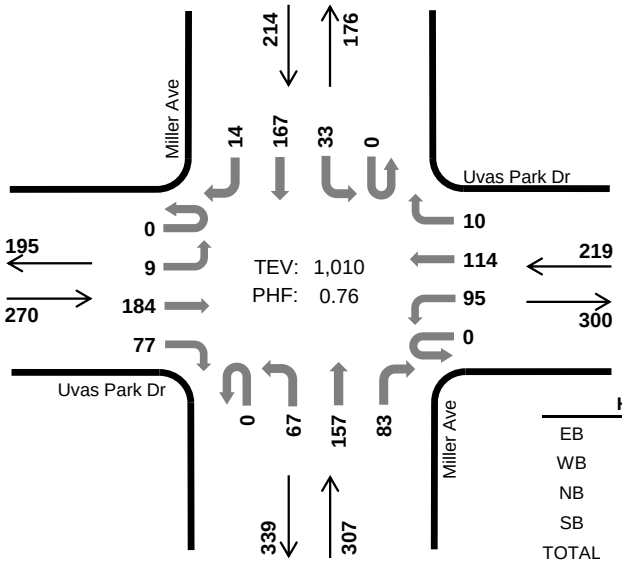
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	301	25	0	75	332	18	0	44	32	108	0	14	11	9	972
Mediums	0	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	8
Total	0	3	303	25	0	77	336	18	0	44	32	108	0	14	11	9	980

Miller Ave
Uvas Park Dr

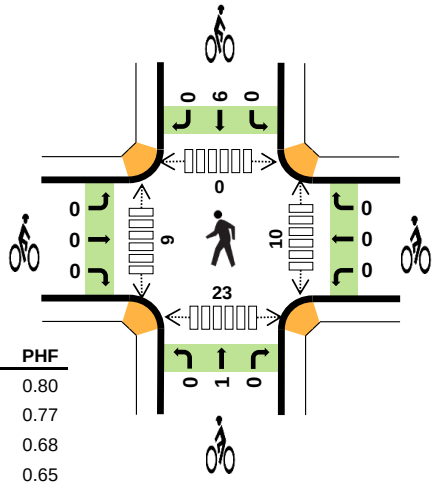
Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

N

Peak Hour



	HV %:	PHF
EB	1.1%	0.80
WB	2.3%	0.77
NB	0.3%	0.68
SB	0.0%	0.65
TOTAL	0.9%	0.76



Two-Hour Count Summaries

Interval Start		Uvas Park Dr Eastbound UT	LT	TH	RT	Uvas Park Dr Westbound UT	LT	TH	RT	Miller Ave Northbound UT	LT	TH	RT	Miller Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	1	30	6	0	10	32	0	0	6	2	3	0	4	3	4	101	0
7:15 AM		0	3	30	4	0	15	23	1	0	4	5	7	0	2	16	2	112	0
7:30 AM		**0**	**1**	**52**	**13**	**0**	**12**	**20**	**3**	**0**	**6**	**27**	**13**	**0**	**3**	**24**	**5**	**179**	0
7:45 AM		**0**	**4**	**57**	**23**	**0**	**28**	**32**	**2**	**0**	**18**	**30**	**26**	**0**	**26**	**51**	**5**	**302**	694
8:00 AM		**0**	**2**	**41**	**29**	**0**	**35**	**35**	**1**	**0**	**25**	**58**	**30**	**0**	**3**	**72**	**2**	**333**	926
8:15 AM		**0**	**2**	**34**	**12**	**0**	**20**	**27**	**4**	**0**	**18**	**42**	**14**	**0**	**1**	**20**	**2**	**196**	**1,010**
8:30 AM		0	0	24	4	0	4	19	1	0	3	11	5	0	1	3	1	76	907
8:45 AM		0	3	17	1	0	8	24	0	0	10	9	8	0	1	8	2	91	696
Count Total		0	16	285	92	0	132	212	12	0	90	184	106	0	41	197	23	1,390	0
Peak Hour	**All**	**0**	**9**	**184**	**77**	**0**	**95**	**114**	**10**	**0**	**67**	**157**	**83**	**0**	**33**	**167**	**14**	**1,010**	**0**
	HV	**0**	**1**	**1**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
	HV%	**-**	**11%**	**1%**	**1%**	**-**	**2%**	**3%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

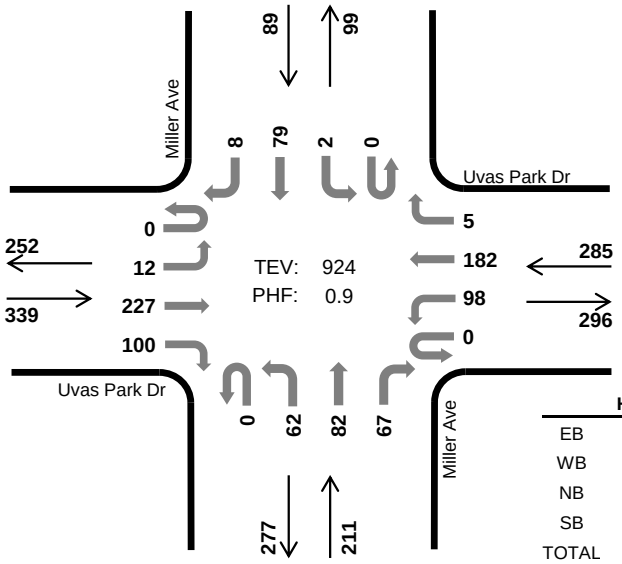
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	2	*2*
7:15 AM	1	3	0	0	*4*	0	0	0	0	*0*	2	0	0	5	*7*
7:30 AM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**1**	**4**	***5***	**0**	**3**	**0**	**6**	*9*
7:45 AM	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**2**	***2***	**6**	**1**	**0**	**11**	*18*
8:00 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**1**	*3*
8:15 AM	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**3**	**4**	**0**	**5**	***12***
8:30 AM	0	0	0	0	*0*	0	0	1	0	*1*	6	3	0	3	*12*
8:45 AM	0	0	1	1	*2*	0	0	1	0	*1*	2	0	0	7	*9*
Count Total	4	8	3	1	*16*	0	0	3	6	*9*	20	12	0	40	*72*
Peak Hour	**3**	**5**	**1**	**0**	***9***	**0**	**0**	**1**	**6**	***7***	**10**	**9**	**0**	**23**	***42***

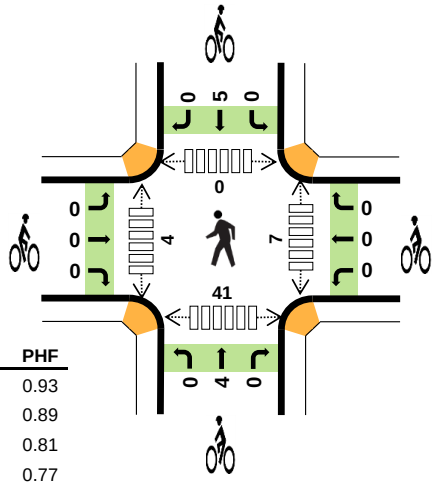
Miller Ave
Uvas Park Dr

Date: 03-27-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour





	HV %:	PHF
EB	0.9%	0.93
WB	0.0%	0.89
NB	0.0%	0.81
SB	0.0%	0.77
TOTAL	0.3%	0.90

Two-Hour Count Summaries

Interval Start		Uvas Park Dr Eastbound				Uvas Park Dr Westbound				Miller Ave Northbound				Miller Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	40	15	0	21	40	0	0	10	13	13	0	2	13	3	171	0
4:15 PM		0	2	55	20	0	9	36	1	0	9	16	8	0	2	14	3	175	0
4:30 PM		0	2	52	13	0	18	52	0	0	15	15	12	0	1	10	2	192	0
4:45 PM		0	2	50	16	0	21	40	0	0	9	16	17	0	1	16	4	192	730
5:00 PM		**0**	**2**	**63**	**26**	**0**	**22**	**42**	**0**	**0**	**16**	**15**	**13**	**0**	**0**	**11**	**2**	**212**	771
5:15 PM		**0**	**3**	**60**	**27**	**0**	**22**	**42**	**1**	**0**	**15**	**19**	**15**	**0**	**0**	**19**	**2**	**225**	821
5:30 PM		**0**	**4**	**46**	**21**	**0**	**30**	**43**	**3**	**0**	**14**	**25**	**14**	**0**	**1**	**25**	**3**	**229**	858
5:45 PM		**0**	**3**	**58**	**26**	**0**	**24**	**55**	**1**	**0**	**17**	**23**	**25**	**0**	**1**	**24**	**1**	**258**	**924**
Count Total		0	19	424	164	0	167	350	6	0	105	142	117	0	8	132	20	1,654	0
Peak Hour	**All**	**0**	**12**	**227**	**100**	**0**	**98**	**182**	**5**	**0**	**62**	**82**	**67**	**0**	**2**	**79**	**8**	**924**	**0**
	HV	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

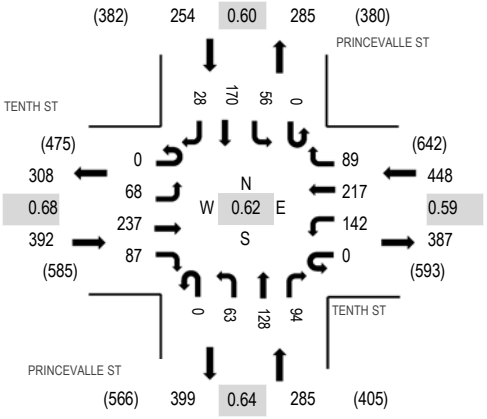
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	*2*	0	0	1	0	*1*	1	1	0	13	*15*
4:15 PM	0	0	0	0	*0*	0	0	2	1	*3*	2	4	0	1	*7*
4:30 PM	0	2	0	0	*2*	0	0	0	0	*0*	1	0	0	7	*8*
4:45 PM	1	0	0	0	*1*	0	0	1	2	*3*	2	4	0	17	*23*
5:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**0**	**2**	*3*
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**2**	**1**	***3***	**3**	**0**	**0**	**18**	*21*
5:30 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**4**	**0**	**13**	*19*
5:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**3**	***4***	**1**	**0**	**0**	**8**	***9***
Count Total	4	4	0	0	*8*	0	0	8	8	*16*	13	13	0	79	*105*
Peak Hour	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**4**	**5**	***9***	**7**	**4**	**0**	**41**	***52***

All Traffic Data Services Inc.

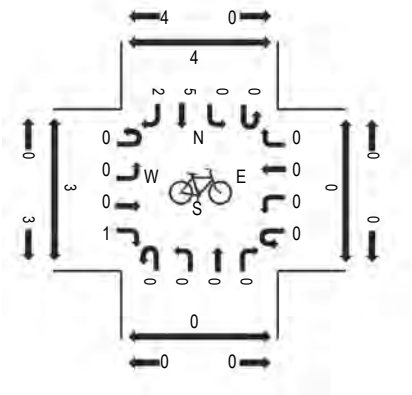
(303) 216-2439
www.alltrafficdata.net

Location: 4 PRINCEVALLE ST & TENTH ST AM
Date: Thursday, September 26, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

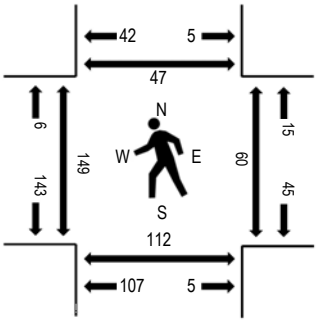
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENTH ST Eastbound				TENTH ST Westbound				PRINCEVALLE ST Northbound				PRINCEVALLE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	31	34	0	16	26	9	0	25	14	13	0	13	19	2	208	1,257	3	0	4	0
7:15 AM	0	1	20	21	0	15	21	10	0	9	11	13	0	17	17	2	157	1,348	7	8	7	6
7:30 AM	0	13	46	27	0	45	61	21	0	10	27	26	0	9	49	6	340	1,379	25	12	36	5
7:45 AM	0	34	82	28	0	73	72	46	0	30	44	38	0	16	80	9	552	1,197	96	40	57	29
8:00 AM	0	19	64	17	0	19	45	13	0	16	33	25	0	14	26	8	299	757	26	8	15	11
8:15 AM	0	2	45	15	0	5	39	9	0	7	24	5	0	17	15	5	188		2	0	4	2
8:30 AM	0	4	32	7	0	6	35	14	0	9	11	3	0	20	14	3	158		15	4	4	1
8:45 AM	0	3	25	9	0	4	30	8	0	4	4	4	0	15	5	1	112		2	3	0	0

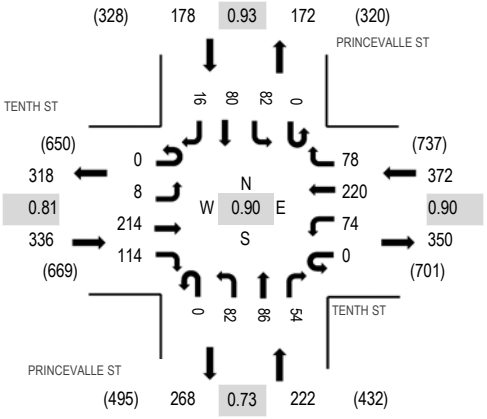
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	66	235	86	0	140	209	89	0	62	127	92	0	56	170	27	1,359
Mediums	0	2	2	1	0	2	7	0	0	1	1	2	0	0	0	1	19
Total	0	68	237	87	0	142	217	89	0	63	128	94	0	56	170	28	1,379

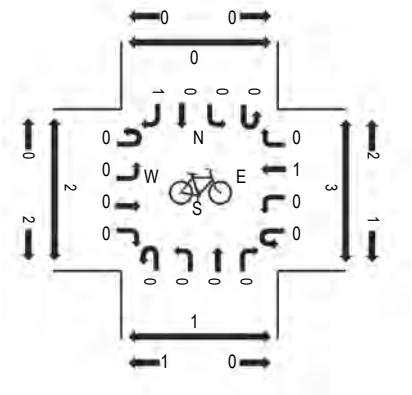
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 4 PRINCEVALLE ST & TENTH ST PM
Date: Thursday, September 26, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

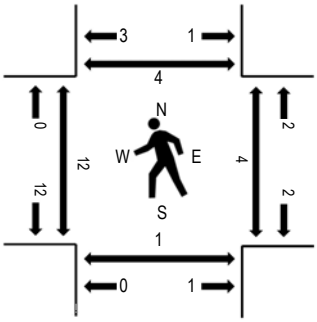
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENTH ST Eastbound				TENTH ST Westbound				PRINCEVALLE ST Northbound				PRINCEVALLE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	43	24	0	12	64	18	0	25	21	18	0	12	23	3	266	1,058	3	3	0	1
4:15 PM	0	1	54	27	0	18	63	18	0	29	13	13	0	15	25	2	278	1,051	2	1	7	1
4:30 PM	0	0	53	15	0	16	59	12	0	21	18	14	0	20	15	3	246	1,051	2	0	5	1
4:45 PM	0	11	76	26	0	14	52	19	0	10	14	14	0	19	12	1	268	1,068	1	1	0	0
5:00 PM	0	2	61	23	0	8	56	20	0	23	13	11	0	21	15	6	259	1,108	3	0	0	2
5:15 PM	0	2	58	30	0	20	60	23	0	19	15	9	0	15	23	4	278		0	2	0	0
5:30 PM	0	2	49	27	0	23	45	15	0	15	27	14	0	24	20	2	263		4	2	0	0
5:45 PM	0	2	46	34	0	23	59	20	0	25	31	20	0	22	22	4	308		5	0	1	2

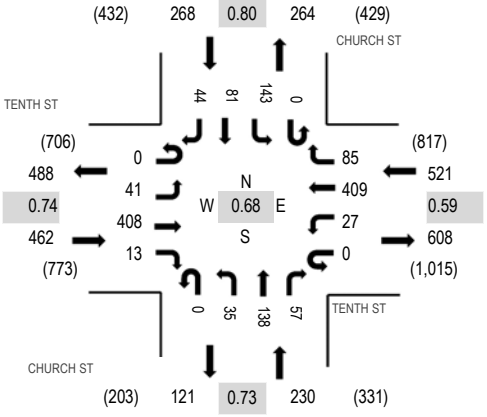
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	8	214	114	0	73	219	78	0	81	86	53	0	82	80	16	1,104
Mediums	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3
Total	0	8	214	114	0	74	220	78	0	82	86	54	0	82	80	16	1,108

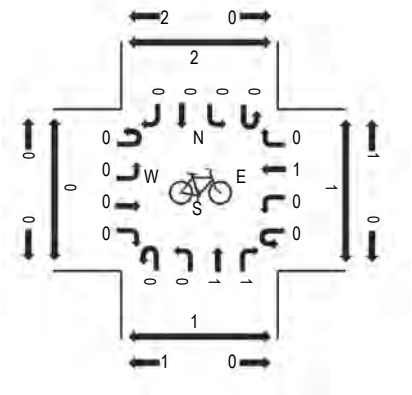
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 3 CHURCH ST & TENTH ST AM
Date: Thursday, September 26, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

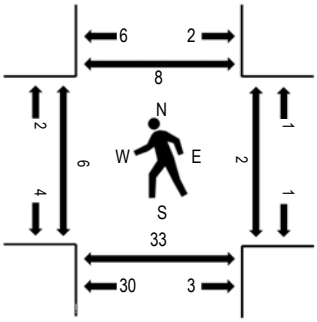
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENTH ST Eastbound				TENTH ST Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	72	5	0	4	43	12	0	3	22	8	0	22	13	3	217	1,336	2	1	4	0
7:15 AM	0	8	73	3	0	6	56	18	0	0	12	10	0	26	12	5	229	1,453	1	8	3	5
7:30 AM	0	7	92	0	0	4	109	20	0	8	34	17	0	23	20	13	347	1,481	2	1	22	6
7:45 AM	0	18	138	3	0	13	178	30	0	19	46	14	0	40	23	21	543	1,362	3	1	5	2
8:00 AM	0	13	110	7	0	6	58	17	0	5	32	16	0	39	24	7	334	1,017	0	0	3	0
8:15 AM	0	3	68	3	0	4	64	18	0	3	26	10	0	41	14	3	257		1	0	3	0
8:30 AM	0	3	77	3	0	3	52	22	0	0	15	7	0	28	13	5	228		0	1	1	1
8:45 AM	0	6	48	3	0	6	47	27	0	2	10	12	0	24	11	2	198		1	1	1	0

Peak Rolling Hour Flow Rates

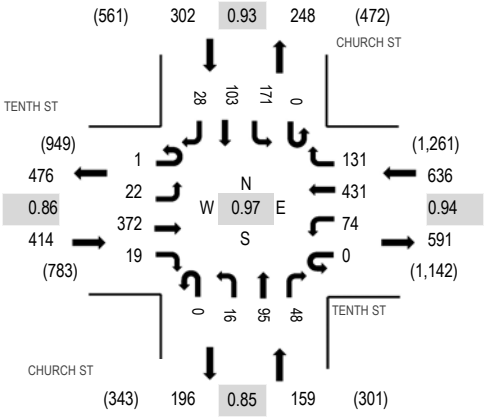
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	41	405	12	0	27	402	84	0	35	135	57	0	141	81	42	1,462
Mediums	0	0	3	1	0	0	6	1	0	0	3	0	0	2	0	2	18
Total	0	41	408	13	0	27	409	85	0	35	138	57	0	143	81	44	1,481

All Traffic Data Services Inc.

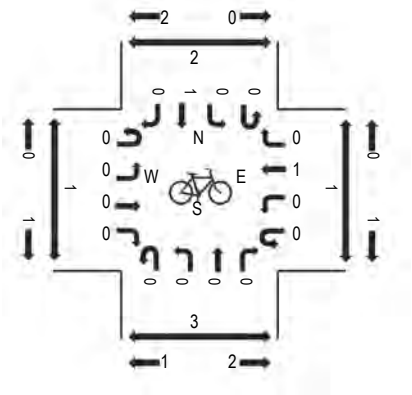
(303) 216-2439
www.alltrafficdata.net

Location: 3 CHURCH ST & TENTH ST PM
Date: Thursday, September 26, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

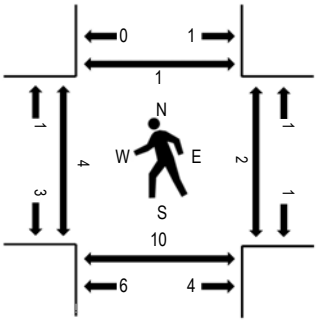
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENTH ST Eastbound				TENTH ST Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	75	4	0	18	95	27	0	1	20	18	0	36	17	9	323	1,396	1	2	1	0
4:15 PM	0	4	78	4	0	13	126	42	0	3	12	18	0	29	17	7	353	1,462	1	0	3	1
4:30 PM	0	3	90	3	0	11	98	30	0	1	18	11	0	45	21	8	339	1,499	2	2	6	0
4:45 PM	1	10	104	5	0	13	108	27	0	4	22	6	0	42	31	8	381	1,511	0	0	2	0
5:00 PM	0	5	91	5	0	26	101	42	0	4	30	10	0	45	28	2	389	1,510	0	2	2	0
5:15 PM	0	3	92	1	0	21	120	32	0	6	23	20	0	41	21	10	390		0	0	1	0
5:30 PM	0	4	85	8	0	14	102	30	0	2	20	12	0	43	23	8	351		4	0	5	1
5:45 PM	0	4	97	4	0	19	114	32	0	4	29	7	0	47	16	7	380		1	6	0	1

Peak Rolling Hour Flow Rates

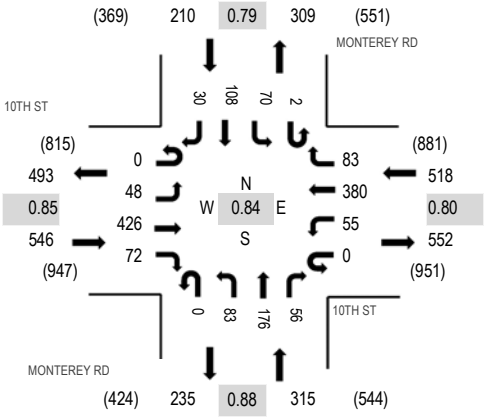
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	22	370	19	0	74	429	130	0	16	95	47	0	171	103	28	1,505
Mediums	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	6
Total	1	22	372	19	0	74	431	131	0	16	95	48	0	171	103	28	1,511

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

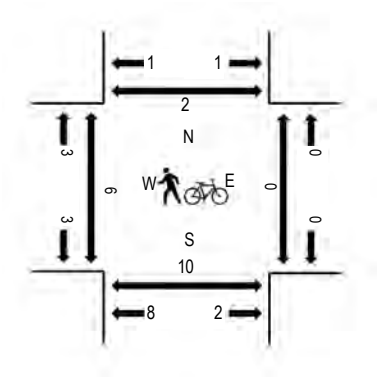
Location: 1 MONTEREY RD & 10TH ST AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	12	75	16	1	9	56	19	0	11	32	8	0	16	22	7	284	1,338	0	1	0	1
7:15 AM	0	9	94	12	0	12	65	14	0	9	36	8	0	10	18	3	290	1,529	1	0	6	0
7:30 AM	0	4	87	18	0	15	74	17	0	20	40	10	1	17	24	5	332	1,589	0	0	4	0
7:45 AM	0	14	98	25	0	13	113	28	0	22	55	12	0	14	26	12	432	1,551	3	0	4	0
8:00 AM	0	18	122	21	0	18	126	18	0	19	45	20	0	18	42	8	475	1,403	1	0	1	0
8:15 AM	0	12	119	8	0	9	67	20	0	22	36	14	1	21	16	5	350		1	0	1	1
8:30 AM	0	3	67	22	0	7	63	20	0	15	34	12	0	17	27	7	294		2	1	0	0
8:45 AM	0	7	69	15	0	13	66	18	0	14	36	14	2	8	16	6	284		1	2	2	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	2	5	1	0	0	0	0	10
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	45	420	72	0	54	372	72	0	79	170	54	2	69	102	27	1,538
Mediums	0	3	5	0	0	1	7	11	0	2	1	1	0	1	6	3	41
Total	0	48	426	72	0	55	380	83	0	83	176	56	2	70	108	30	1,589

All Traffic Data Services Inc.

(303) 216-2439
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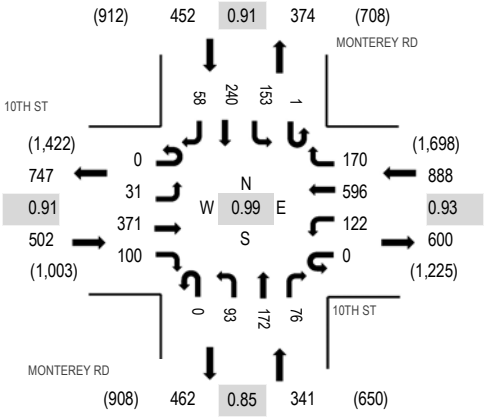
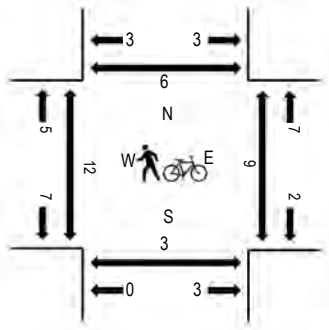
Location: 1 MONTEREY RD & 10TH ST PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	92	21	0	28	120	38	0	25	30	23	0	44	53	9	491	2,080	0	0	6	0
4:15 PM	0	7	99	36	0	31	141	47	0	22	47	17	0	39	61	17	564	2,142	0	0	5	1
4:30 PM	0	5	103	14	0	28	141	44	0	13	37	20	0	44	68	15	532	2,128	2	0	3	0
4:45 PM	0	5	94	17	0	28	132	32	0	23	33	19	1	31	61	17	493	2,139	0	2	6	0
5:00 PM	0	6	113	20	0	30	155	39	0	28	51	21	0	37	41	12	553	2,183	4	1	1	2
5:15 PM	0	8	98	27	0	35	155	48	0	22	46	20	1	28	49	13	550		2	0	2	1
5:30 PM	0	12	79	26	0	29	150	32	0	20	42	13	0	49	73	18	543		5	5	0	1
5:45 PM	0	5	81	27	0	28	136	51	0	23	33	22	0	39	77	15	537		1	1	0	0

Peak Rolling Hour Flow Rates

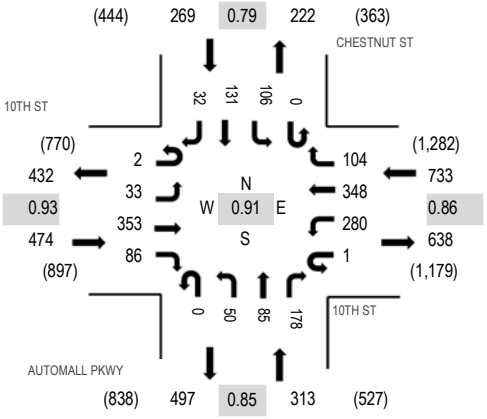
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	30	368	97	0	117	588	163	0	92	169	75	1	152	237	57	2,146
Mediums	0	1	3	3	0	5	8	5	0	1	3	1	0	1	3	1	35
Total	0	31	371	100	0	122	596	170	0	93	172	76	1	153	240	58	2,183

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

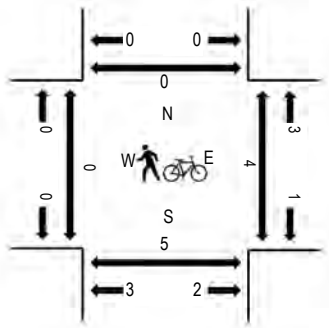
Location: 2 AUTOMALL PKWY & 10TH ST AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				AUTOMALL PKWY Northbound				CHESTNUT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	76	11	0	39	66	22	0	12	5	16	0	32	17	4	304	1,500	1	0	1	0
7:15 AM	0	9	102	16	0	50	63	11	0	4	10	30	0	22	10	4	331	1,677	1	0	1	0
7:30 AM	0	6	86	23	0	52	73	28	0	8	12	33	0	19	26	8	374	1,774	0	1	1	0
7:45 AM	0	12	79	22	1	69	101	30	0	15	27	50	0	36	36	13	491	1,789	0	0	0	0
8:00 AM	1	10	93	22	0	78	103	32	0	8	18	44	0	24	38	10	481	1,650	0	0	3	0
8:15 AM	1	6	101	23	0	72	71	15	0	17	29	41	0	24	21	7	428		0	0	0	0
8:30 AM	0	5	80	19	0	61	73	27	0	10	11	43	0	22	36	2	389		0	1	0	0
8:45 AM	1	7	64	18	0	62	77	6	0	17	21	46	0	15	17	1	352		0	3	0	2

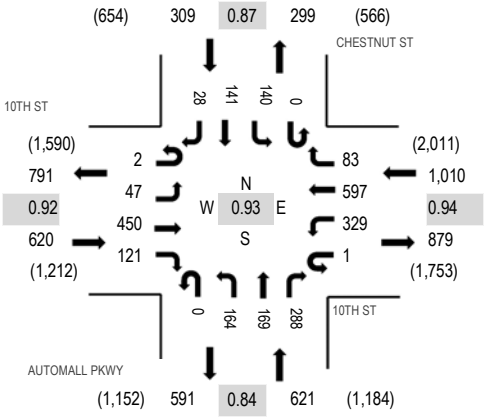
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	9	3	1	0	1	2	13	0	1	2	0	35
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	32	339	84	1	261	334	103	0	46	81	150	0	97	124	29	1,683
Mediums	0	0	12	2	0	10	11	0	0	3	2	15	0	8	5	3	71
Total	2	33	353	86	1	280	348	104	0	50	85	178	0	106	131	32	1,789

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

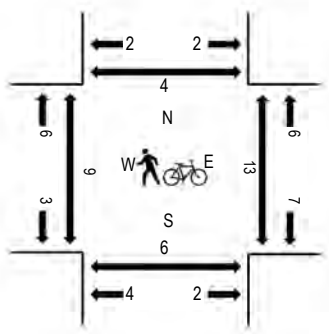
Location: 2 AUTOMALL PKWY & 10TH ST PM
Date: Tuesday, May 7, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				AUTOMALL PKWY Northbound				CHESTNUT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	14	110	21	0	72	152	44	0	51	41	83	0	40	37	7	673	2,534	4	4	2	0
4:15 PM	0	15	92	24	0	88	165	19	0	33	33	67	0	36	37	6	615	2,546	2	0	3	0
4:30 PM	0	13	115	27	1	76	139	27	0	49	54	85	0	31	29	4	650	2,560	0	2	0	4
4:45 PM	1	16	99	25	0	79	137	27	0	38	36	64	0	36	31	7	596	2,529	3	4	4	0
5:00 PM	0	12	133	29	0	89	154	23	0	37	49	75	0	39	39	6	685	2,527	2	3	0	0
5:15 PM	1	6	103	40	0	85	167	6	0	40	30	64	0	34	42	11	629		0	2	2	0
5:30 PM	0	15	122	27	0	85	133	5	0	39	35	56	0	47	46	9	619		0	0	0	0
5:45 PM	0	17	111	23	0	73	160	5	0	35	24	66	0	44	28	8	594		1	1	4	1

Peak Rolling Hour Flow Rates

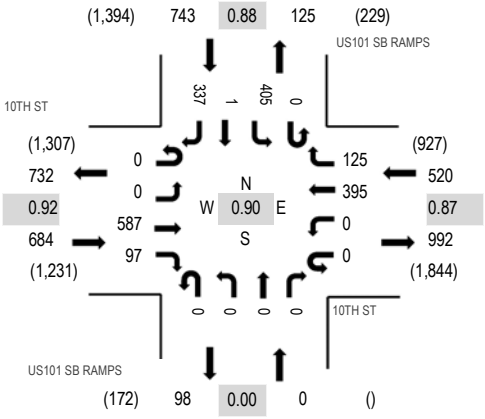
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	3	0	6	3	4	0	1	2	10	0	4	0	0	35
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	47	439	118	1	312	587	76	0	163	166	274	0	130	140	28	2,483
Mediums	0	0	9	0	0	11	7	3	0	0	1	4	0	6	1	0	42
Total	2	47	450	121	1	329	597	83	0	164	169	288	0	140	141	28	2,560

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

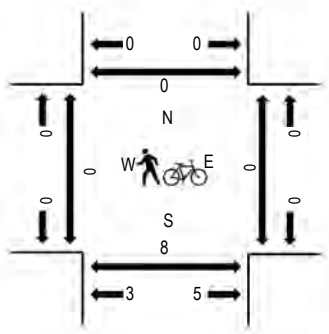
Location: 3 US101 SB RAMPS & 10TH ST AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	103	23	0	0	65	24	0	0	0	0	0	90	0	58	363	1,714	0	0	0	0
7:15 AM	0	0	125	15	0	0	75	35	0	0	0	0	0	86	0	65	401	1,855	0	0	0	0
7:30 AM	0	0	118	21	0	0	78	18	0	0	0	0	0	103	0	72	410	1,927	0	0	0	0
7:45 AM	0	0	145	33	0	0	106	41	0	0	0	0	0	106	1	108	540	1,947	0	0	1	0
8:00 AM	0	0	147	15	0	0	118	31	0	0	0	0	0	101	0	92	504	1,838	0	0	0	0
8:15 AM	0	0	162	23	0	0	89	29	0	0	0	0	0	98	0	72	473		0	0	2	0
8:30 AM	0	0	133	26	0	0	82	24	0	0	0	0	0	100	0	65	430		0	0	1	0
8:45 AM	0	0	127	15	0	0	85	27	0	0	0	0	0	100	0	77	431		0	0	1	0

Peak Rolling Hour Flow Rates

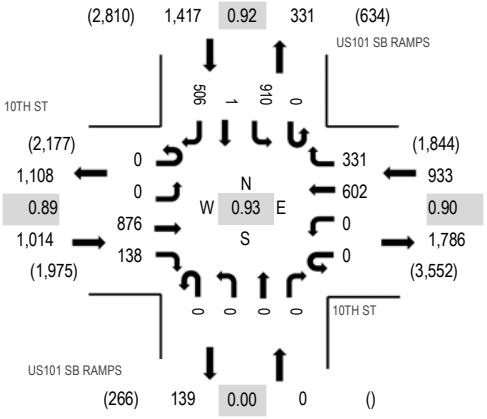
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	16	3	0	0	10	9	0	0	0	0	0	25	0	5	68
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	547	88	0	0	371	110	0	0	0	0	0	370	1	318	1,805
Mediums	0	0	24	6	0	0	14	6	0	0	0	0	0	10	0	14	74
Total	0	0	587	97	0	0	395	125	0	0	0	0	0	405	1	337	1,947

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

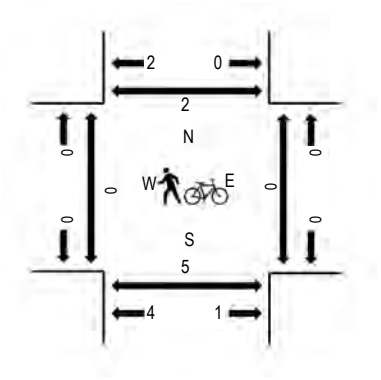
Location: 3 US101 SB RAMPS & 10TH ST PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	233	30	0	0	154	66	0	0	0	0	0	230	1	114	828	3,265	0	0	1	0
4:15 PM	0	0	209	31	0	0	153	81	0	0	0	0	0	246	1	118	839	3,346	0	0	1	0
4:30 PM	0	0	204	37	0	0	159	65	0	0	0	0	0	237	0	114	816	3,289	0	0	2	0
4:45 PM	0	0	190	27	0	0	142	91	0	0	0	0	0	217	0	115	782	3,284	0	0	0	0
5:00 PM	0	0	241	44	0	0	187	79	0	0	0	0	0	235	1	122	909	3,364	0	0	0	0
5:15 PM	0	0	194	34	0	0	144	71	0	0	0	0	0	216	0	123	782		0	0	1	0
5:30 PM	0	0	224	26	0	0	139	89	0	0	0	0	0	217	0	116	811		0	0	1	0
5:45 PM	0	0	217	34	0	0	132	92	0	0	0	0	0	242	0	145	862		0	0	0	2

Peak Rolling Hour Flow Rates

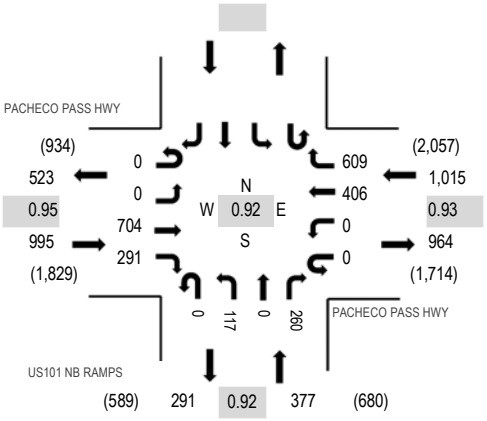
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	2	0	0	3	7	0	0	0	0	0	45	0	4	73
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	849	134	0	0	592	321	0	0	0	0	0	853	1	489	3,239
Mediums	0	0	15	2	0	0	7	3	0	0	0	0	0	12	0	13	52
Total	0	0	876	138	0	0	602	331	0	0	0	0	0	910	1	506	3,364

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

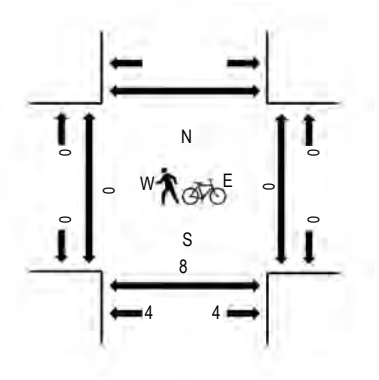
Location: 4 US101 NB RAMPS & PACHECO PASS HWY AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				US101 NB RAMPS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	123	70	1	0	66	208	0	26	0	44					538	2,277	0	0	0	
7:15 AM	0	0	112	92	0	0	84	194	0	23	0	49					554	2,348	0	0	0	
7:30 AM	0	0	129	83	0	0	77	182	0	24	0	41					536	2,380	0	0	1	
7:45 AM	0	0	168	83	0	0	124	174	0	29	0	71					649	2,387	0	0	1	
8:00 AM	0	0	173	77	0	0	107	149	0	37	0	66					609	2,289	0	0	0	
8:15 AM	0	0	192	69	0	0	95	144	0	25	0	61					586		0	0	1	
8:30 AM	0	0	171	62	0	0	80	142	0	26	0	62					543		0	0	1	
8:45 AM	0	0	172	53	1	0	93	136	0	18	0	78					551		0	0	0	

Peak Rolling Hour Flow Rates

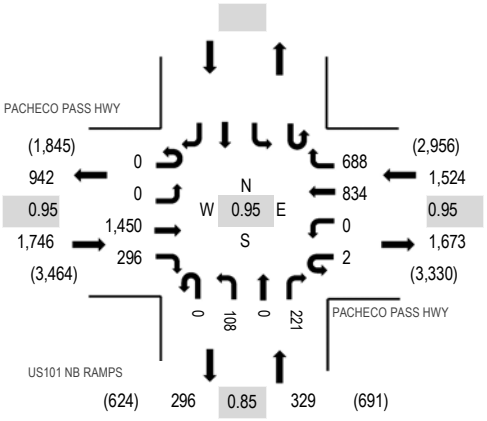
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	33	9	0	0	19	67	0	1	0	7					136
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	652	263	0	0	372	527	0	111	0	245					2,170
Mediums	0	0	19	19	0	0	15	15	0	5	0	8					81
Total	0	0	704	291	0	0	406	609	0	117	0	260					2,387

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

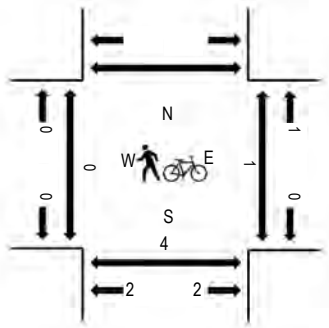
Location: 4 US101 NB RAMPS & PACHECO PASS HWY PM
Date: Tuesday, May 7, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				US101 NB RAMPS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	373	89	0	0	204	163	0	19	0	64					912	3,574	0	0	3	
4:15 PM	0	0	383	67	2	0	202	196	0	32	0	61					943	3,599	0	0	0	
4:30 PM	0	0	356	77	0	0	190	166	0	27	0	42					858	3,468	0	0	1	
4:45 PM	0	0	341	63	0	0	216	158	0	22	0	61					861	3,496	0	0	1	
5:00 PM	0	0	370	89	0	0	226	168	0	27	0	57					937	3,537	0	0	0	
5:15 PM	0	0	307	78	0	0	199	143	0	27	0	58					812		0	0	0	
5:30 PM	0	0	342	87	0	0	196	154	0	28	0	79					886		0	0	1	
5:45 PM	0	0	368	74	0	0	209	164	0	21	0	66					902		0	0	0	

Peak Rolling Hour Flow Rates

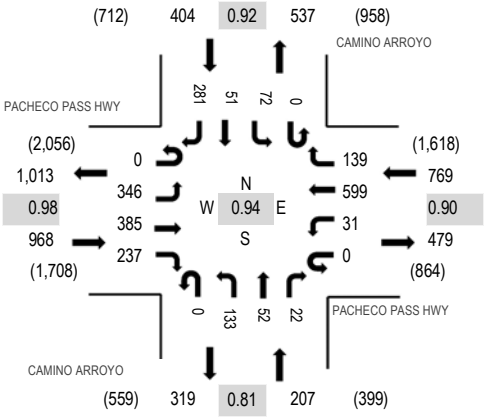
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	51	13	0	0	9	30	0	4	0	8					115
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	1,378	272	2	0	816	639	0	101	0	210					3,418
Mediums	0	0	21	11	0	0	9	19	0	3	0	3					66
Total	0	0	1,450	296	2	0	834	688	0	108	0	221					3,599

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

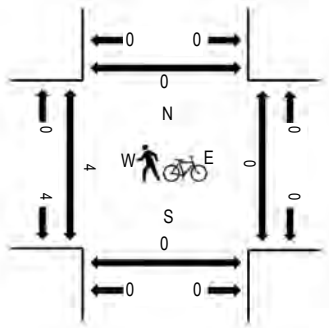
Location: 5 CAMINO ARROYO & PACHECO PASS HWY AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	44	76	45	0	10	219	28	0	24	5	7	0	8	4	52	522	2,125	0	0	0	0
7:15 AM	0	53	78	31	0	5	177	38	0	20	9	6	0	10	6	55	488	2,186	0	0	0	0
7:30 AM	0	44	86	34	0	2	177	35	0	41	6	3	0	11	5	48	492	2,284	1	0	0	0
7:45 AM	0	72	103	67	0	6	189	40	0	34	9	5	0	16	11	71	623	2,348	1	0	0	0
8:00 AM	0	79	104	54	0	13	156	34	0	38	11	10	0	10	11	63	583	2,312	0	0	0	0
8:15 AM	0	101	79	70	0	7	130	35	0	30	17	4	0	23	11	79	586		0	0	0	0
8:30 AM	0	94	99	46	0	5	124	30	0	31	15	3	0	23	18	68	556		0	0	0	0
8:45 AM	0	102	84	63	0	8	113	37	0	41	20	10	0	6	27	76	587		1	0	0	0

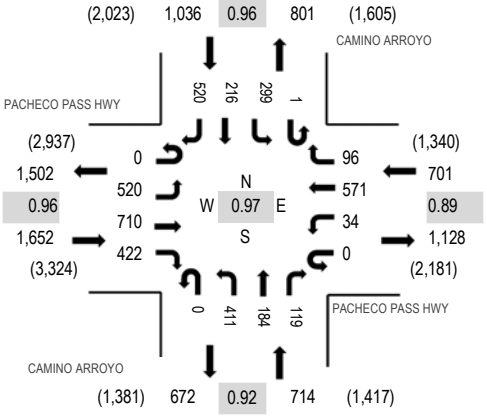
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	34	2	0	0	82	1	0	2	0	0	0	1	0	5	132
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	334	335	232	0	30	499	137	0	128	50	21	0	70	49	268	2,153
Mediums	0	7	16	3	0	1	18	1	0	3	2	1	0	1	2	8	63
Total	0	346	385	237	0	31	599	139	0	133	52	22	0	72	51	281	2,348

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

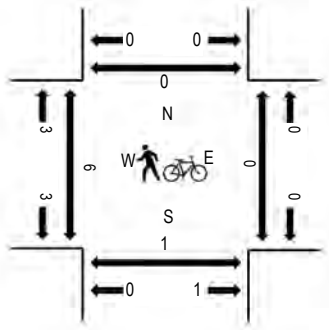
Location: 5 CAMINO ARROYO & PACHECO PASS HWY PM
Date: Tuesday, May 7, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	145	163	117	0	8	134	32	0	94	54	35	0	49	57	131	1,019	4,084	0	0	0	0
4:15 PM	0	121	190	101	0	12	162	24	0	111	56	36	1	79	51	117	1,061	4,103	4	0	0	0
4:30 PM	0	114	199	96	0	8	124	19	0	107	42	33	0	65	54	132	993	4,025	0	0	0	0
4:45 PM	0	143	144	105	0	5	135	31	0	104	45	29	0	81	50	139	1,011	4,005	2	0	1	0
5:00 PM	0	142	177	120	0	9	150	22	0	89	41	21	0	74	61	132	1,038	4,020	0	0	0	0
5:15 PM	0	96	186	108	0	10	122	18	0	93	49	25	0	74	67	135	983		1	0	0	0
5:30 PM	0	136	166	122	0	1	129	23	0	103	39	26	1	70	39	118	973		3	1	1	0
5:45 PM	0	136	179	118	0	8	130	24	0	114	51	20	0	60	54	132	1,026		2	0	1	0

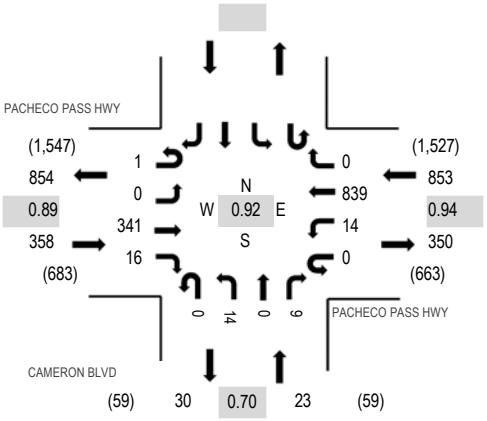
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	57	1	0	0	37	0	0	2	0	2	0	0	0	1	104
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	514	637	418	0	33	515	96	0	404	182	117	1	298	214	515	3,944
Mediums	0	2	16	3	0	1	19	0	0	5	2	0	0	1	2	4	55
Total	0	520	710	422	0	34	571	96	0	411	184	119	1	299	216	520	4,103

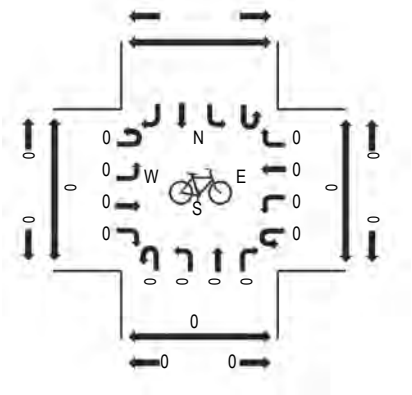
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 25 CAMERON BLVD & PACHECO PASS HWY AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

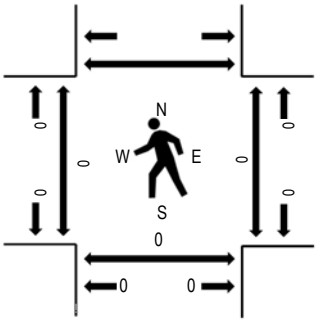
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMERON BLVD Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	70	2	0	2	198	0	0	4	0	1					277	1,207	0	0	0	
7:15 AM	0	0	65	2	0	1	202	0	0	1	0	1					272	1,234	0	0	0	
7:30 AM	1	0	88	2	0	4	222	0	0	4	0	2					323	1,232	0	0	0	
7:45 AM	0	0	102	7	0	3	216	0	0	4	0	3					335	1,169	0	0	0	
8:00 AM	0	0	86	5	0	6	199	0	0	5	0	3					304	1,062	0	0	0	
8:15 AM	1	0	82	3	1	2	171	0	0	5	0	5					270		0	0	0	
8:30 AM	2	0	91	9	0	4	140	0	0	12	0	2					260		0	0	0	
8:45 AM	1	0	61	3	0	4	152	0	0	7	0	0					228		0	0	0	

Peak Rolling Hour Flow Rates

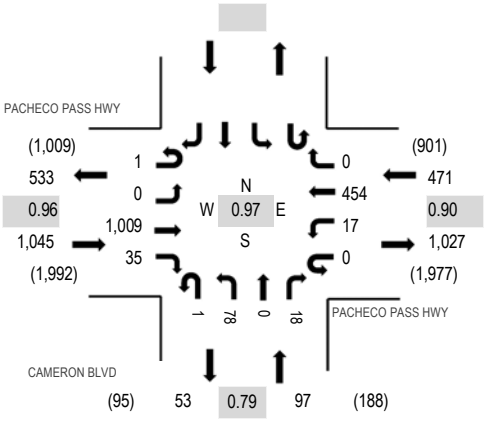
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	29	0	0	1	79	0	0	1	0	4					114
Lights	1	0	303	15	0	12	745	0	0	12	0	4					1,092
Mediums	0	0	9	1	0	1	15	0	0	1	0	1					28
Total	1	0	341	16	0	14	839	0	0	14	0	9					1,234

All Traffic Data Services Inc.

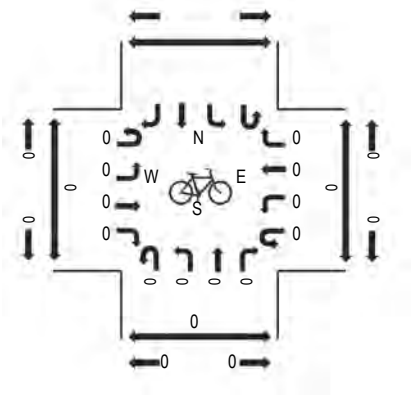
(303) 216-2439
www.alltrafficdata.net

Location: 25 CAMERON BLVD & PACHECO PASS HWY PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

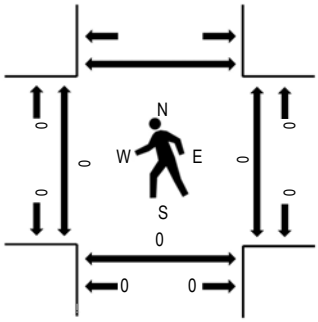
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMERON BLVD Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	240	7	0	6	87	0	0	13	0	8					361	1,556	0	0	0	
4:15 PM	0	0	251	7	0	0	125	0	0	14	0	3					400	1,596	0	0	1	
4:30 PM	0	0	231	7	0	3	129	0	0	24	0	4					398	1,613	0	0	0	
4:45 PM	0	0	264	9	0	6	96	0	1	17	0	4					397	1,570	0	0	0	
5:00 PM	1	0	256	8	0	4	114	0	0	13	0	5					401	1,525	0	0	0	
5:15 PM	0	0	258	11	0	4	115	0	0	24	0	5					417		0	0	0	
5:30 PM	0	0	230	5	0	6	82	0	0	20	0	12					355		0	0	0	
5:45 PM	0	0	198	9	0	2	122	0	0	13	0	8					352		0	0	0	

Peak Rolling Hour Flow Rates

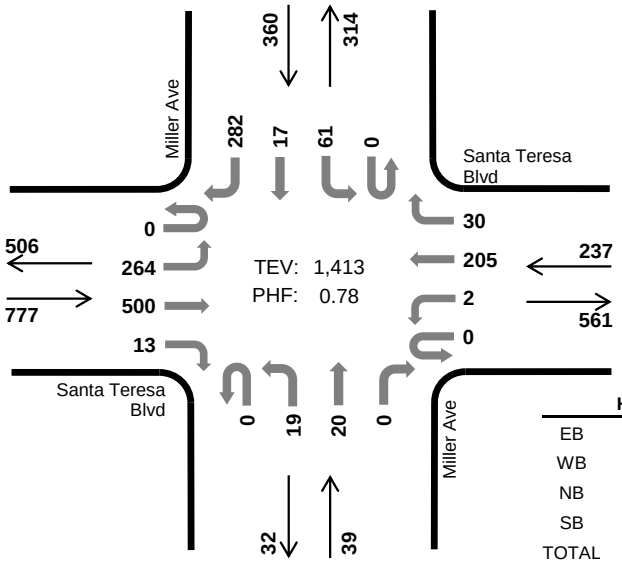
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	49	3	0	2	31	0	0	5	0	1					91
Lights	1	0	951	30	0	14	410	0	1	73	0	17					1,497
Mediums	0	0	9	2	0	1	13	0	0	0	0	0					25
Total	1	0	1,009	35	0	17	454	0	1	78	0	18					1,613

Miller Ave
Santa Teresa Blvd

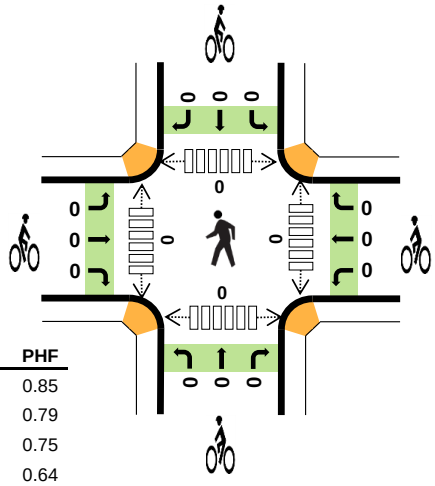
Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

N

Peak Hour



	HV %:	PHF
EB	0.4%	0.85
WB	2.1%	0.79
NB	0.0%	0.75
SB	1.7%	0.64
TOTAL	1.0%	0.78



Two-Hour Count Summaries

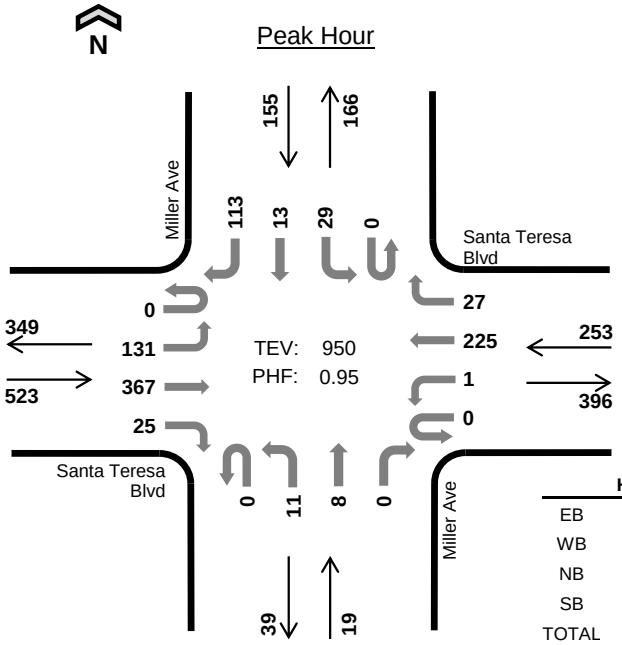
Interval Start		Santa Teresa Blvd Eastbound				Santa Teresa Blvd Westbound				Miller Ave Northbound				Miller Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	10	49	1	1	0	32	3	0	4	1	0	0	4	0	23	128	0
7:15 AM		0	12	71	0	0	0	24	3	0	7	0	0	0	6	1	35	159	0
7:30 AM		**0**	**57**	**108**	**2**	**0**	**0**	**41**	**4**	**0**	**6**	**5**	**0**	**0**	**13**	**1**	**27**	**264**	0
7:45 AM		**0**	**75**	**146**	**3**	**0**	**0**	**65**	**10**	**0**	**4**	**9**	**0**	**0**	**21**	**2**	**71**	**406**	957
8:00 AM		**0**	**93**	**132**	**4**	**0**	**1**	**62**	**12**	**0**	**5**	**1**	**0**	**0**	**18**	**9**	**114**	**451**	1,280
8:15 AM		**0**	**39**	**114**	**4**	**0**	**1**	**37**	**4**	**0**	**4**	**5**	**0**	**0**	**9**	**5**	**70**	**292**	**1,413**
8:30 AM		0	17	45	2	1	0	30	1	0	2	2	0	0	4	0	9	113	1,262
8:45 AM		0	16	56	4	0	0	17	2	0	3	3	0	0	0	3	11	115	971
Count Total		0	319	721	20	2	2	308	39	0	35	26	0	0	75	21	360	1,928	0
Peak Hour	**All**	**0**	**264**	**500**	**13**	**0**	**2**	**205**	**30**	**0**	**19**	**20**	**0**	**0**	**61**	**17**	**282**	**1,413**	**0**
	HV	**0**	**1**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**14**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**50%**	**2%**	**0%**	**-**	**0%**	**0%**	**-**	**-**	**2%**	**0%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

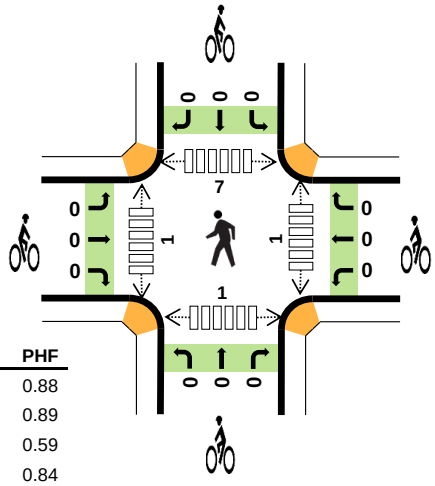
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**1**	**0**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**3**	**1**	**0**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**2**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	1	4	0	0	*5*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	2	1	0	1	*4*	4	0	0	0	*4*	0	0	1	0	*1*
Count Total	7	12	0	7	*26*	4	0	0	0	*4*	1	0	1	0	*2*
Peak Hour	**3**	**5**	**0**	**6**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Miller Ave
Santa Teresa Blvd

Date: 03-27-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.8%	0.88
WB	0.4%	0.89
NB	0.0%	0.59
SB	0.6%	0.84
TOTAL	0.6%	0.95



Two-Hour Count Summaries

Interval Start		Santa Teresa Blvd Eastbound UT	LT	TH	RT	Santa Teresa Blvd Westbound UT	LT	TH	RT	Miller Ave Northbound UT	LT	TH	RT	Miller Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	19	84	5	0	0	60	7	0	2	0	0	0	6	2	26	211	0
4:15 PM		0	25	88	6	0	0	43	7	0	1	1	0	0	5	5	14	195	0
4:30 PM		0	23	99	5	0	1	59	7	0	3	0	0	0	7	3	19	226	0
4:45 PM		1	41	99	3	0	0	41	7	0	4	0	0	0	3	1	21	221	853
5:00 PM		**0**	**27**	**98**	**2**	**0**	**0**	**51**	**4**	**0**	**4**	**4**	**0**	**0**	**10**	**4**	**22**	**226**	868
5:15 PM		**0**	**27**	**84**	**9**	**0**	**0**	**60**	**9**	**0**	**2**	**1**	**0**	**0**	**9**	**1**	**22**	**224**	897
5:30 PM		**0**	**45**	**94**	**9**	**0**	**0**	**51**	**7**	**0**	**2**	**2**	**0**	**0**	**6**	**5**	**30**	**251**	922
5:45 PM		**0**	**32**	**91**	**5**	**0**	**1**	**63**	**7**	**0**	**3**	**1**	**0**	**0**	**4**	**3**	**39**	**249**	**950**
Count Total		1	239	737	44	0	2	428	55	0	21	9	0	0	50	24	193	1,803	0
Peak Hour	**All**	**0**	**131**	**367**	**25**	**0**	**1**	**225**	**27**	**0**	**11**	**8**	**0**	**0**	**29**	**13**	**113**	**950**	**0**
	HV	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**-**	**-**	**0%**	**0%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

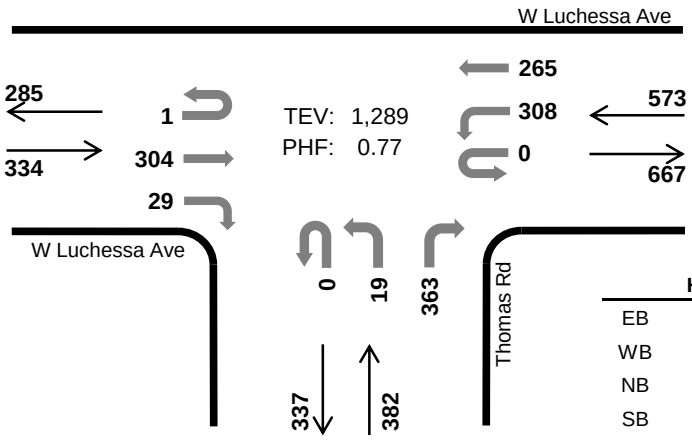
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	2	0	1	*3*	0	1	0	0	*1*	0	0	1	0	*1*
4:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	1	0	*1*
5:00 PM	**2**	**0**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**2**	**1**	*5*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**0**	*4*
5:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
Count Total	8	4	0	2	*14*	0	1	0	0	*1*	1	1	9	1	*12*
Peak Hour	**4**	**1**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**7**	**1**	***10***

Thomas Rd
W Luchessa Ave

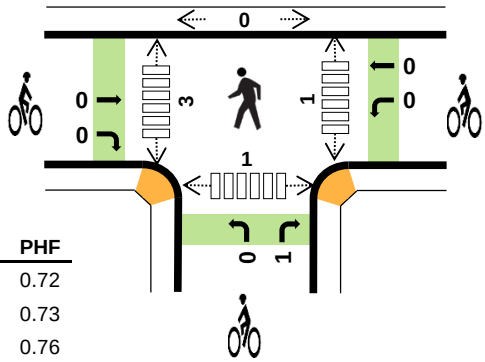
N

Peak Hour

Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.3%	0.72
WB	1.6%	0.73
NB	1.0%	0.76
SB	-	-
TOTAL	1.1%	0.77



Two-Hour Count Summaries

Interval Start		W Luchessa Ave Eastbound UT	LT	TH	RT	W Luchessa Ave Westbound UT	LT	TH	RT	Thomas Rd Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	0	28	1	0	37	16	0	0	0	0	55	0	0	0	0	137	0
7:15 AM		0	0	36	3	0	31	24	0	0	1	0	43	0	0	0	0	138	0
7:30 AM		**0**	**0**	**40**	**2**	**0**	**74**	**51**	**0**	**0**	**4**	**0**	**74**	**0**	**0**	**0**	**0**	**245**	0
7:45 AM		**0**	**0**	**90**	**6**	**0**	**87**	**84**	**0**	**0**	**7**	**0**	**119**	**0**	**0**	**0**	**0**	**393**	913
8:00 AM		**1**	**0**	**105**	**10**	**0**	**84**	**112**	**0**	**0**	**5**	**0**	**100**	**0**	**0**	**0**	**0**	**417**	1,193
8:15 AM		**0**	**0**	**69**	**11**	**0**	**63**	**18**	**0**	**0**	**3**	**0**	**70**	**0**	**0**	**0**	**0**	**234**	**1,289**
8:30 AM		0	0	22	2	0	39	14	0	0	0	0	42	0	0	0	0	119	1,163
8:45 AM		0	0	12	1	0	37	10	0	0	0	0	37	0	0	0	0	97	867
Count Total		1	0	402	36	0	452	329	0	0	20	0	540	0	0	0	0	1,780	0
Peak Hour	**All**	**1**	**0**	**304**	**29**	**0**	**308**	**265**	**0**	**0**	**19**	**0**	**363**	**0**	**0**	**0**	**0**	**1,289**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**14**	**0**
	HV%	**0%**	**-**	**0%**	**0%**	**-**	**2%**	**1%**	**-**	**-**	**0%**	**-**	**1%**	**-**	**-**	**-**	**-**	**1%**	**0**

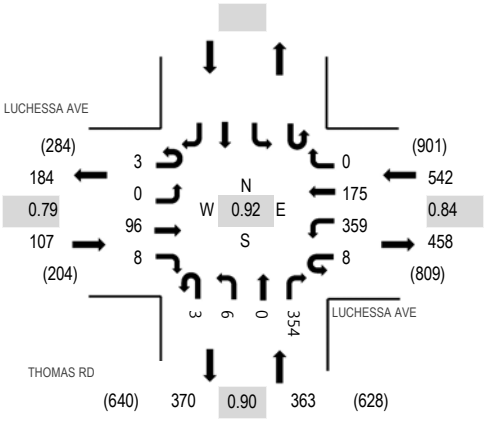
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	1	2	2	0	*5*	0	0	1	0	*1*	0	1	0	0	*1*
7:15 AM	0	2	1	0	*3*	0	0	0	0	*0*	0	1	0	0	*1*
7:30 AM	**0**	**3**	**2**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	*2*
7:45 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:00 AM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**1**	**0**	***1***	**0**	**2**	**0**	**0**	***2***
8:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	1	0	0	*1*
8:45 AM	0	1	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	15	9	0	*26*	0	0	2	0	*2*	1	6	0	1	*8*
Peak Hr	**1**	**9**	**4**	**0**	***14***	**0**	**0**	**1**	**0**	***1***	**1**	**3**	**0**	**1**	***5***

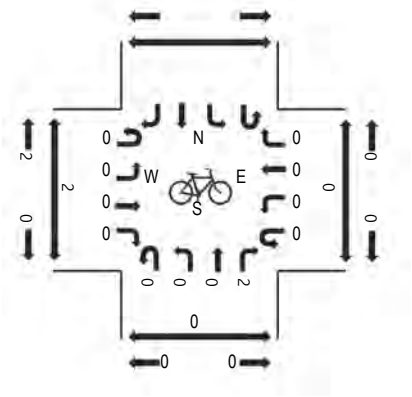
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 6 THOMAS RD & LUCHESSA AVE PM
Date: Thursday, September 5, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

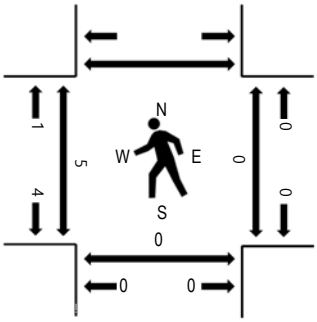
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				THOMAS RD Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	0	20	4	0	58	27	0	1	0	0	73					184	721	1	0	0	
4:15 PM	0	0	24	3	2	60	21	0	0	1	0	54					165	781	0	0	0	
4:30 PM	0	0	22	0	0	68	23	0	0	0	0	57					170	868	1	0	0	
4:45 PM	0	0	22	1	0	73	27	0	2	0	0	77					202	938	0	0	0	
5:00 PM	0	0	28	0	3	75	38	0	0	2	0	98					244	1,012	0	0	0	
5:15 PM	1	0	28	2	3	85	32	0	0	0	0	101					252		0	0	0	
5:30 PM	1	0	11	2	0	89	56	0	3	2	0	76					240		4	0	0	
5:45 PM	1	0	29	4	2	110	49	0	0	2	0	79					276		1	0	0	

Peak Rolling Hour Flow Rates

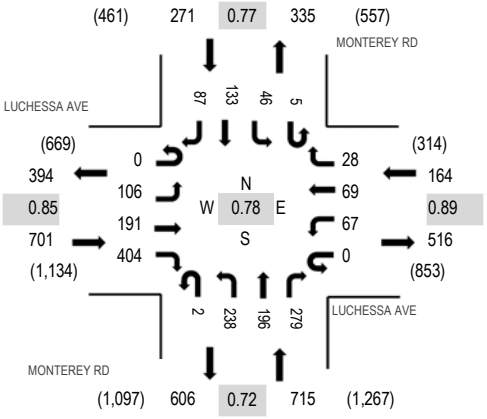
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	3	0	96	8	8	356	175	0	3	6	0	352					1,007
Mediums	0	0	0	0	0	3	0	0	0	0	0	2					5
Total	3	0	96	8	8	359	175	0	3	6	0	354					1,012

All Traffic Data Services Inc.

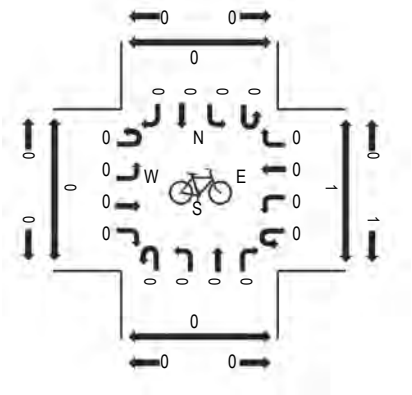
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTEREY RD & LUCHESSA AVE AM
Date: Tuesday, November 5, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

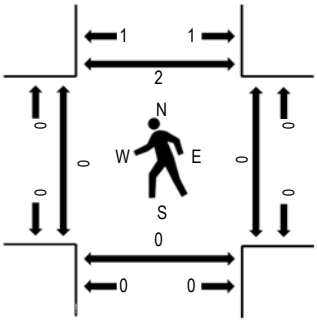
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	19	17	89	0	21	10	4	0	44	30	56	1	10	28	8	337	1,723	0	2	0	3
7:15 AM	0	13	13	98	0	20	10	6	1	58	32	51	1	6	43	15	367	1,831	1	0	0	1
7:30 AM	0	17	30	111	0	15	23	8	1	59	48	61	0	8	29	18	428	1,851	0	0	0	2
7:45 AM	0	39	57	110	0	15	19	9	0	94	62	95	1	18	34	38	591	1,727	0	0	0	0
8:00 AM	0	32	56	93	0	19	17	3	0	46	45	66	1	11	39	17	445	1,453	0	0	0	0
8:15 AM	0	18	48	90	0	18	10	8	1	39	41	57	3	9	31	14	387		0	0	0	0
8:30 AM	0	9	27	74	0	13	11	9	0	38	32	53	1	6	15	16	304		0	1	0	0
8:45 AM	0	7	21	46	0	24	16	6	0	43	48	66	4	11	19	6	317		0	1	0	1

Peak Rolling Hour Flow Rates

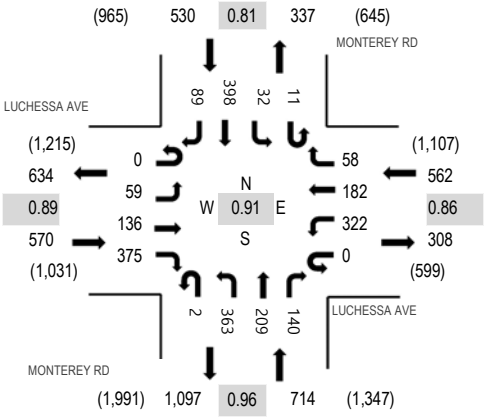
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	13	0	1	0	4	0	20	0	2	0	0	41
Lights	0	106	187	402	0	47	66	23	2	231	192	252	5	42	130	87	1,772
Mediums	0	0	4	1	0	7	3	4	0	3	4	7	0	2	3	0	38
Total	0	106	191	404	0	67	69	28	2	238	196	279	5	46	133	87	1,851

All Traffic Data Services Inc.

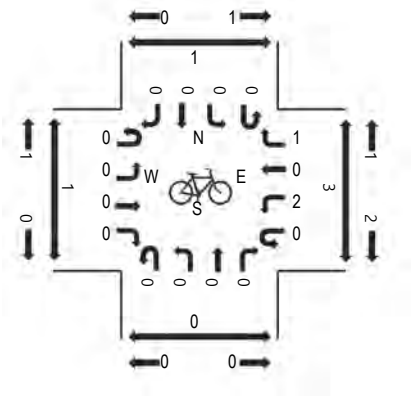
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTEREY RD & LUCHESSA AVE PM
Date: Thursday, September 5, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

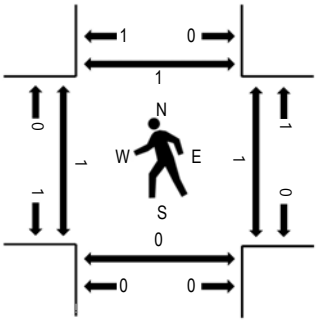
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	15	38	63	0	80	51	15	0	67	47	41	2	10	67	16	512	2,116	0	0	0	0
4:15 PM	0	16	22	57	0	71	38	15	1	66	37	39	0	12	59	22	455	2,256	0	0	0	0
4:30 PM	0	13	33	76	0	111	48	18	1	68	44	37	4	8	89	19	569	2,363	0	1	0	0
4:45 PM	0	17	24	102	0	85	40	13	0	75	61	40	1	10	91	21	580	2,376	1	0	0	0
5:00 PM	0	16	35	110	0	91	56	12	0	88	67	33	4	7	115	18	652	2,334	0	0	0	0
5:15 PM	0	14	43	91	0	74	46	12	1	105	38	39	5	11	69	14	562		0	0	0	0
5:30 PM	0	12	34	72	0	72	40	21	1	95	43	28	1	4	123	36	582		0	1	0	1
5:45 PM	0	29	29	70	0	52	41	5	0	121	47	17	1	5	97	24	538		0	0	0	0

Peak Rolling Hour Flow Rates

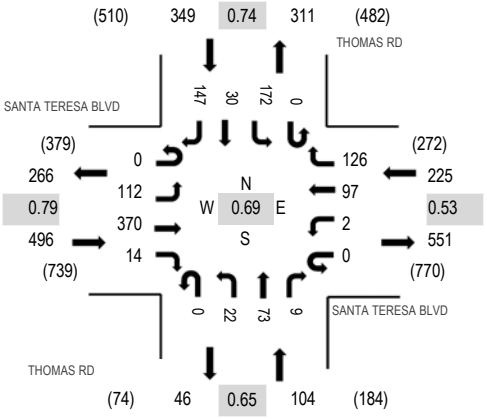
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	6	0	1	0	0	0	17	0	1	3	0	28
Lights	0	57	134	375	0	310	181	56	2	360	208	112	11	27	391	88	2,312
Mediums	0	2	2	0	0	6	1	1	0	3	1	11	0	4	4	1	36
Total	0	59	136	375	0	322	182	58	2	363	209	140	11	32	398	89	2,376

All Traffic Data Services Inc.

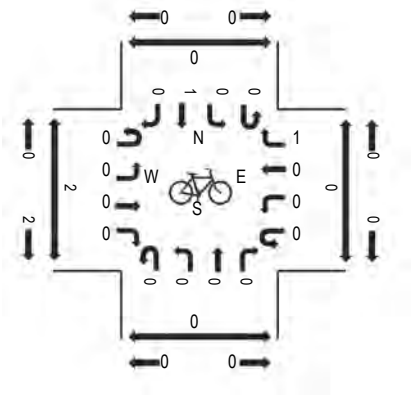
(303) 216-2439
www.alltrafficdata.net

Location: 26 THOMAS RD & SANTA TERESA BLVD AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

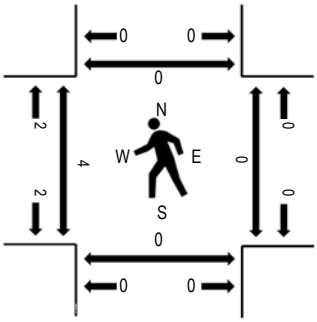
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SANTA TERESA BLVD Eastbound				SANTA TERESA BLVD Westbound				THOMAS RD Northbound				THOMAS RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	24	28	1	0	0	3	4	0	3	18	2	0	10	2	35	130	927	0	0	0	0
7:15 AM	0	15	49	2	0	0	6	11	0	3	14	3	0	15	3	20	141	1,102	0	0	0	0
7:30 AM	0	22	83	1	0	0	15	23	0	5	16	1	0	31	4	31	232	1,174	1	0	0	0
7:45 AM	0	22	130	4	0	2	49	55	0	10	30	4	0	70	4	44	424	1,078	0	0	0	0
8:00 AM	0	34	88	6	0	0	28	34	0	4	21	3	0	37	12	38	305	778	1	0	0	0
8:15 AM	0	34	69	3	0	0	5	14	0	3	6	1	0	34	10	34	213		2	0	0	0
8:30 AM	0	24	35	3	0	0	5	10	0	3	13	0	0	20	9	14	136		1	0	0	0
8:45 AM	0	15	44	3	0	0	2	6	0	4	17	0	0	13	5	15	124		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Lights	0	109	369	14	0	2	96	124	0	22	73	9	0	169	29	144	1,160
Mediums	0	2	1	0	0	0	1	2	0	0	0	0	0	2	1	3	12
Total	0	112	370	14	0	2	97	126	0	22	73	9	0	172	30	147	1,174

All Traffic Data Services Inc.

(303) 216-2439
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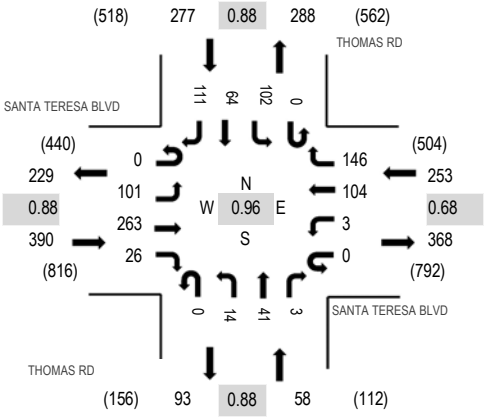
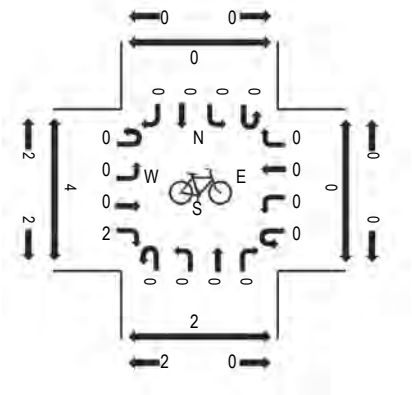
Location: 26 THOMAS RD & SANTA TERESA BLVD PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

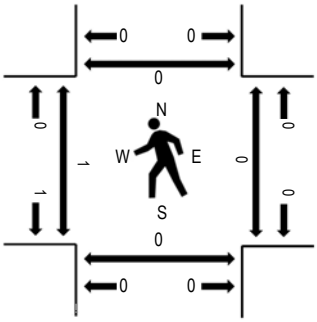
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SANTA TERESA BLVD Eastbound				SANTA TERESA BLVD Westbound				THOMAS RD Northbound				THOMAS RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	31	92	3	0	1	42	61	0	5	14	0	0	20	4	21	294	973	0	0	0	0
4:15 PM	0	18	67	8	0	1	33	26	0	3	8	0	0	25	15	19	223	932	2	0	0	0
4:30 PM	0	35	69	6	0	0	17	28	0	5	11	1	0	26	13	22	233	965	1	0	0	0
4:45 PM	0	34	76	3	0	1	18	18	0	2	10	1	0	19	18	23	223	978	0	0	0	0
5:00 PM	0	26	72	7	0	0	21	37	0	4	11	0	0	24	15	36	253	977	1	0	0	0
5:15 PM	0	22	51	11	0	0	34	61	0	4	13	1	0	21	13	25	256		0	0	0	0
5:30 PM	0	19	64	5	0	2	31	30	0	4	7	1	0	38	18	27	246		0	0	0	0
5:45 PM	0	16	80	1	0	0	20	22	1	2	4	0	0	44	10	22	222		0	0	0	0

Peak Rolling Hour Flow Rates

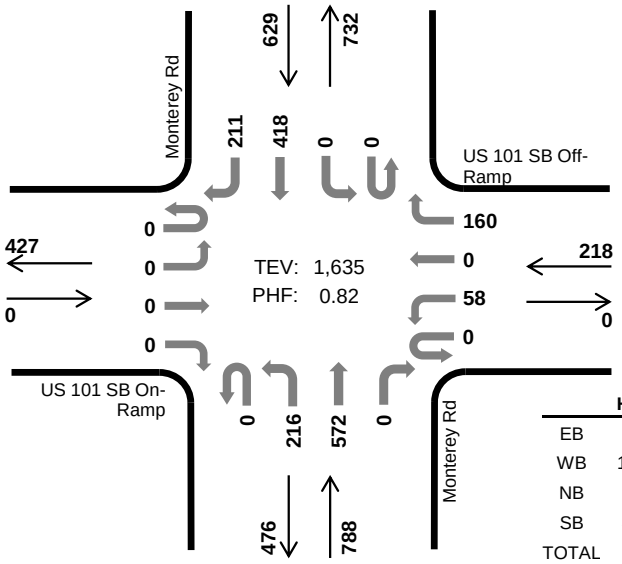
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	101	262	26	0	3	104	144	0	14	41	3	0	100	64	111	973
Mediums	0	0	1	0	0	0	0	2	0	0	0	0	0	2	0	0	5
Total	0	101	263	26	0	3	104	146	0	14	41	3	0	102	64	111	978

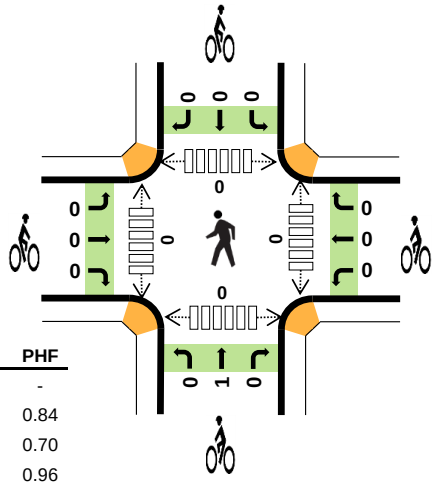
Monterey Rd
US 101 SB Ramps

Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

N

Peak Hour





	HV %:	PHF
EB	-	-
WB	11.5%	0.84
NB	3.7%	0.70
SB	4.5%	0.96
TOTAL	5.0%	0.82

Two-Hour Count Summaries

Interval Start		US 101 SB On-Ramp Eastbound				US 101 SB Off-Ramp Westbound				Monterey Rd Northbound				Monterey Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	17	0	19	0	14	96	0	0	0	92	53	291	0
7:15 AM		0	0	0	0	0	8	0	23	0	37	105	0	0	0	91	40	304	0
7:30 AM		**0**	**0**	**0**	**0**	**0**	**11**	**0**	**30**	**0**	**33**	**130**	**0**	**0**	**0**	**112**	**51**	**367**	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**12**	**0**	**53**	**0**	**87**	**193**	**0**	**0**	**0**	**108**	**47**	**500**	1,462
8:00 AM		**0**	**0**	**0**	**0**	**0**	**17**	**0**	**43**	**0**	**55**	**139**	**0**	**0**	**0**	**106**	**58**	**418**	1,589
8:15 AM		**0**	**0**	**0**	**0**	**0**	**18**	**0**	**34**	**0**	**41**	**110**	**0**	**0**	**0**	**92**	**55**	**350**	**1,635**
8:30 AM		0	0	0	0	0	13	0	30	0	33	96	0	0	0	74	44	290	1,558
8:45 AM		0	0	0	0	0	11	0	30	0	29	105	0	0	0	65	35	275	1,333
Count Total		0	0	0	0	0	107	0	262	0	329	974	0	0	0	740	383	2,795	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**160**	**0**	**216**	**572**	**0**	**0**	**0**	**418**	**211**	**1,635**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**13**	**0**	**11**	**18**	**0**	**0**	**0**	**7**	**21**	**82**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**21%**	**-**	**8%**	**-**	**5%**	**3%**	**-**	**-**	**-**	**2%**	**10%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	8	10	6	*24*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	4	11	8	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**8**	**6**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**2**	**6**	**10**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**4**	**9**	**3**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**11**	**8**	**10**	***29***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	5	13	5	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	3	10	10	*23*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	45	73	57	*175*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	**0**	**25**	**29**	**28**	***82***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

All Traffic Data Services Inc.

(303) 216-2439
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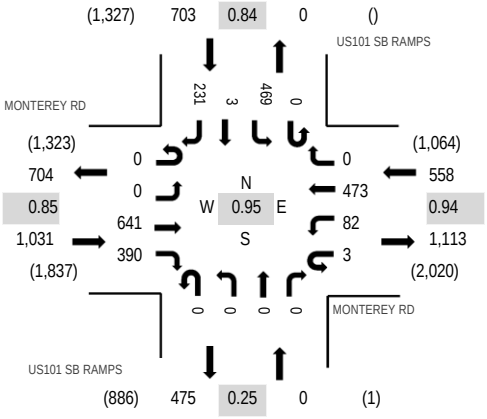
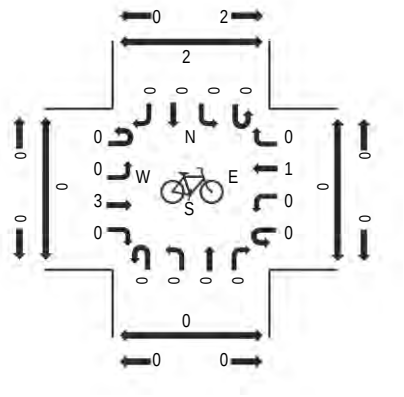
Location: 4 US101 SB RAMPS & MONTEREY RD PM
Date: Thursday, September 5, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

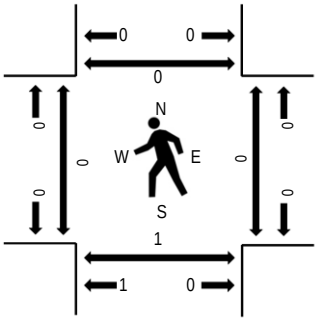
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

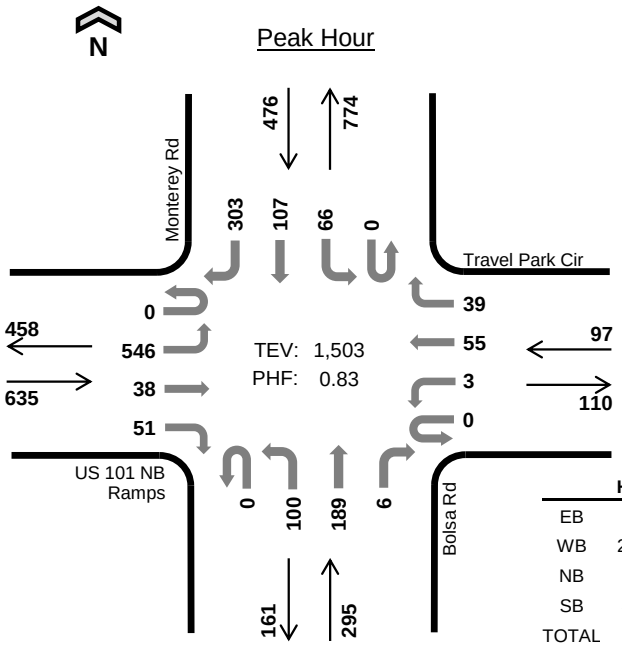
Interval Start Time	MONTEREY RD Eastbound				MONTEREY RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	123	82	0	22	120	0	0	0	0	0	0	89	1	37	474	2,014	0	0	0	0
4:15 PM	0	0	106	76	0	17	92	0	0	0	0	1	0	114	0	39	445	2,144	0	0	0	0
4:30 PM	0	0	141	125	0	19	105	0	0	0	0	0	0	119	0	52	561	2,292	0	0	1	0
4:45 PM	0	0	155	79	1	17	128	0	0	0	0	0	0	102	1	51	534	2,260	0	0	0	0
5:00 PM	0	0	191	112	1	19	119	0	0	0	0	0	0	106	1	55	604	2,215	0	0	0	0
5:15 PM	0	0	154	74	1	27	121	0	0	0	0	0	0	142	1	73	593		0	0	0	0
5:30 PM	0	0	139	93	0	19	108	0	0	0	0	0	0	116	0	54	529		0	0	0	1
5:45 PM	0	0	107	80	0	20	108	0	0	0	0	0	0	112	1	61	489		0	0	0	1

Peak Rolling Hour Flow Rates

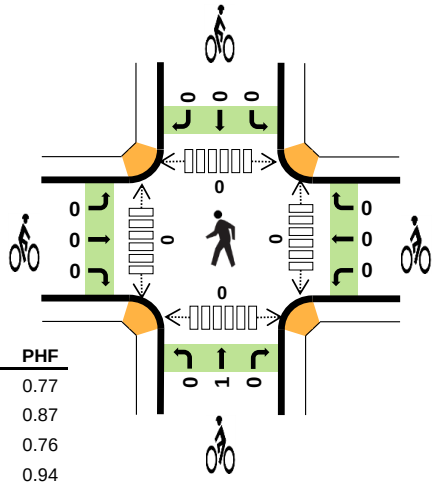
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	6	0	2	9	0	0	0	0	0	0	7	0	10	36
Lights	0	0	632	380	3	80	454	0	0	0	0	0	0	457	3	215	2,224
Mediums	0	0	7	4	0	0	10	0	0	0	0	0	0	5	0	6	32
Total	0	0	641	390	3	82	473	0	0	0	0	0	0	469	3	231	2,292

Monterey Rd
US 101 NB Ramps

Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	5.4%	0.77
WB	27.8%	0.87
NB	2.4%	0.76
SB	4.0%	0.94
TOTAL	5.8%	0.83



Two-Hour Count Summaries

Interval Start		US 101 NB Ramps				Travel Park Cir				Bolsa Rd				Monterey Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	74	8	11	0	0	14	4	0	24	29	1	0	18	21	67	271	0
7:15 AM		0	90	11	11	0	0	6	9	0	16	35	3	0	12	19	67	279	0
7:30 AM		**0**	**136**	**12**	**16**	**0**	**2**	**13**	**10**	**0**	**32**	**37**	**1**	**0**	**14**	**24**	**87**	**384**	0
7:45 AM		**0**	**182**	**9**	**16**	**0**	**1**	**13**	**11**	**0**	**25**	**69**	**3**	**0**	**16**	**19**	**87**	**451**	1,385
8:00 AM		**0**	**128**	**11**	**13**	**0**	**0**	**11**	**8**	**0**	**21**	**42**	**2**	**0**	**20**	**32**	**74**	**362**	1,476
8:15 AM		**0**	**100**	**6**	**6**	**0**	**0**	**18**	**10**	**0**	**22**	**41**	**0**	**0**	**16**	**32**	**55**	**306**	**1,503**
8:30 AM		0	90	10	17	0	1	6	10	0	9	29	0	0	16	22	50	260	1,379
8:45 AM		0	91	16	9	0	0	13	7	0	18	23	3	0	12	17	48	257	1,185
Count Total		0	891	83	99	0	4	94	69	0	167	305	13	0	124	186	535	2,570	0
Peak Hour	**All**	**0**	**546**	**38**	**51**	**0**	**3**	**55**	**39**	**0**	**100**	**189**	**6**	**0**	**66**	**107**	**303**	**1,503**	**0**
	HV	**0**	**17**	**13**	**4**	**0**	**0**	**24**	**3**	**0**	**5**	**2**	**0**	**0**	**12**	**2**	**5**	**87**	**0**
	HV%	**-**	**3%**	**34%**	**8%**	**-**	**0%**	**44%**	**8%**	**-**	**5%**	**1%**	**0%**	**-**	**18%**	**2%**	**2%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

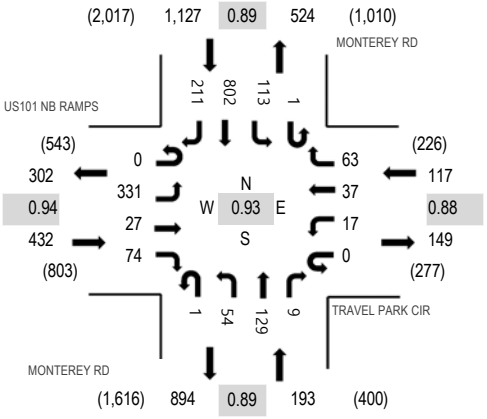
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	8	5	5	*24*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	5	2	1	6	*14*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**6**	**5**	**1**	**2**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**8**	**2**	**1**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**11**	**9**	**2**	**4**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**9**	**11**	**3**	**8**	***31***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:30 AM	13	3	2	6	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	14	7	3	8	*32*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	72	47	18	44	*181*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	**34**	**27**	**7**	**19**	***87***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

All Traffic Data Services Inc.

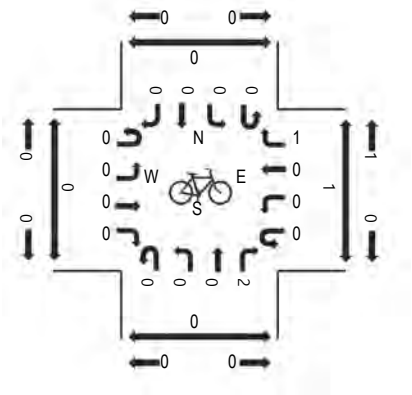
(303) 216-2439
www.alltrafficdata.net

Location: 5 MONTEREY RD & TRAVEL PARK CIR PM
Date: Thursday, September 5, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

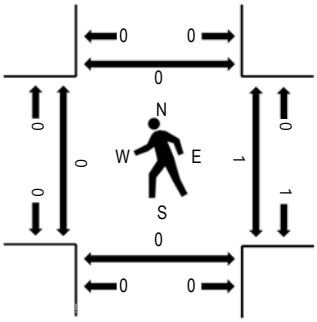
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB RAMPS Eastbound				TRAVEL PARK CIR Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	76	3	21	0	5	9	9	0	15	48	2	0	27	133	46	394	1,647	0	1	0	0
4:15 PM	0	65	4	17	0	6	8	17	0	8	24	2	0	22	176	35	384	1,720	0	0	0	0
4:30 PM	0	66	12	12	0	5	6	18	0	15	36	3	0	23	171	39	406	1,840	1	0	0	0
4:45 PM	0	87	7	17	0	5	12	17	0	12	36	2	0	27	193	48	463	1,869	0	0	0	0
5:00 PM	0	84	9	16	0	4	8	13	0	12	31	2	0	31	206	51	467	1,799	0	0	0	0
5:15 PM	0	76	5	16	0	4	9	19	1	17	38	2	1	27	224	65	504		0	0	0	0
5:30 PM	0	84	6	25	0	4	8	14	0	13	24	3	0	28	179	47	435		0	1	0	0
5:45 PM	0	75	6	14	0	2	11	13	0	13	39	2	0	22	160	36	393		0	0	0	0

Peak Rolling Hour Flow Rates

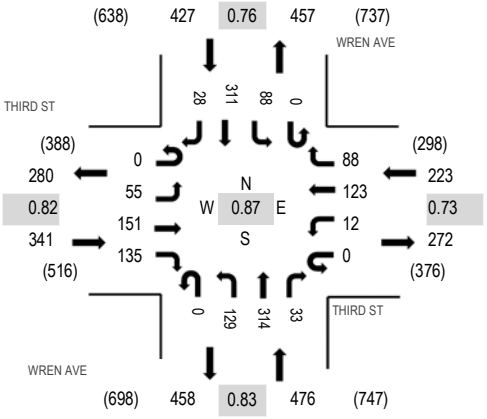
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	7	8	3	0	1	9	3	0	1	0	0	0	7	4	0	43
Lights	0	318	16	69	0	14	24	60	1	53	128	8	1	102	794	210	1,798
Mediums	0	6	3	2	0	2	4	0	0	0	1	1	0	4	4	1	28
Total	0	331	27	74	0	17	37	63	1	54	129	9	1	113	802	211	1,869

All Traffic Data Services Inc.

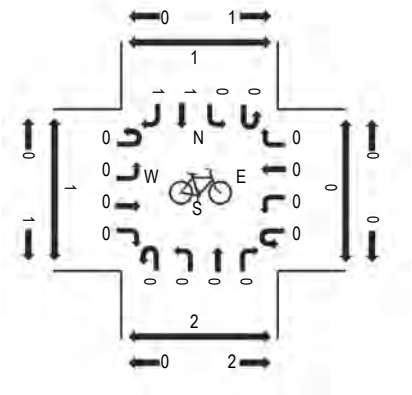
(303) 216-2439
www.alltrafficdata.net

Location: 7 WREN AVE & THIRD ST AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

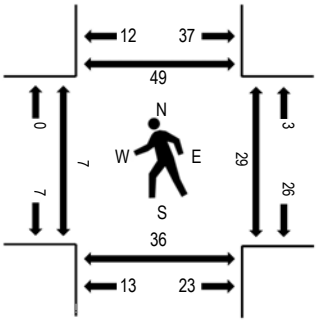
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	THIRD ST Eastbound				THIRD ST Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	12	18	0	0	11	4	0	14	51	1	0	7	33	4	160	1,124	0	0	2	0
7:15 AM	0	14	20	18	0	1	11	8	0	14	57	4	0	7	45	5	204	1,351	1	1	1	2
7:30 AM	0	18	33	34	0	1	30	16	0	18	67	14	0	22	75	9	337	1,467	1	6	0	8
7:45 AM	0	10	48	46	0	3	25	12	0	37	90	11	0	26	112	3	423	1,309	2	16	15	18
8:00 AM	0	18	45	31	0	5	34	21	0	46	89	8	0	25	58	7	387	1,075	2	3	18	21
8:15 AM	0	9	25	24	0	3	34	39	0	28	68	0	0	15	66	9	320		2	4	3	2
8:30 AM	0	6	17	15	0	1	11	14	0	10	50	0	0	10	39	6	179		0	0	0	0
8:45 AM	0	9	16	25	0	0	7	7	0	12	55	3	0	7	45	3	189		1	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	55	150	134	0	12	122	88	0	129	310	31	0	86	310	28	1,455
Mediums	0	0	1	1	0	0	1	0	0	0	3	2	0	2	0	0	10
Total	0	55	151	135	0	12	123	88	0	129	314	33	0	88	311	28	1,467

All Traffic Data Services Inc.

(303) 216-2439
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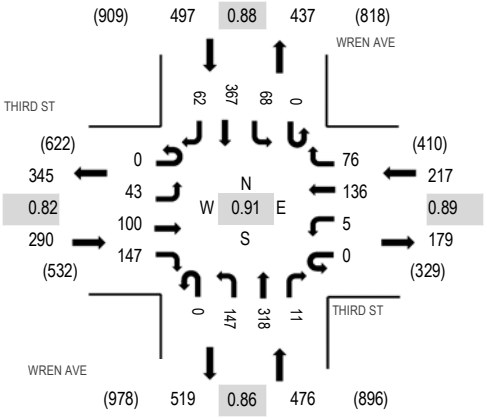
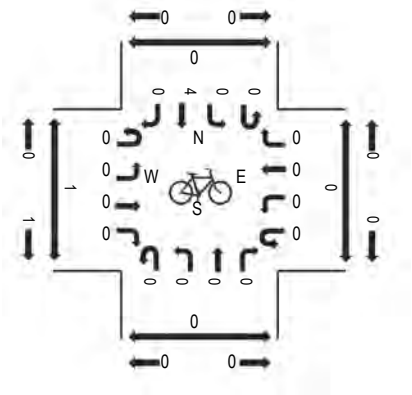
Location: 7 WREN AVE & THIRD ST PM
Date: Thursday, October 17, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

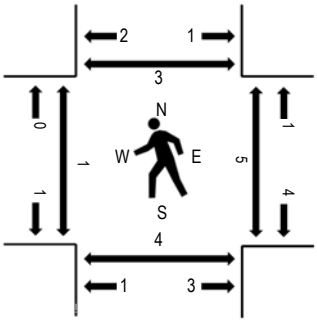
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

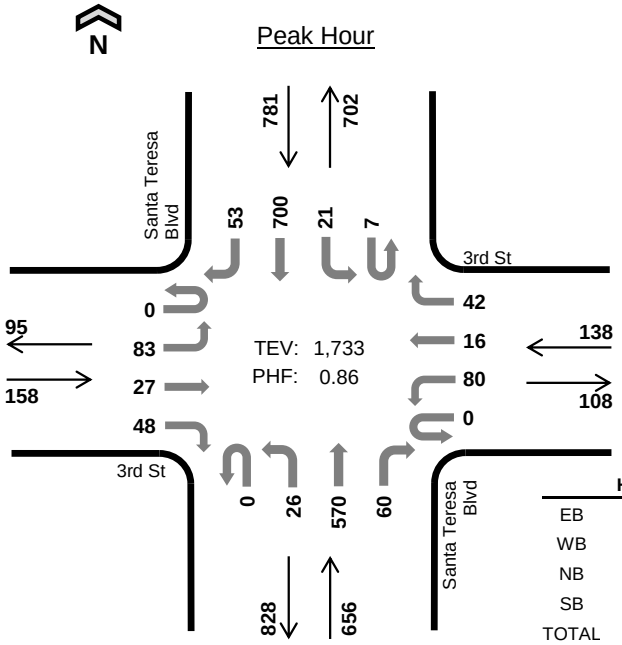
Interval Start Time	THIRD ST Eastbound				THIRD ST Westbound				WREN AVE Northbound				WREN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	19	36	0	3	28	24	0	30	86	1	0	18	74	13	338	1,285	2	0	0	0
4:15 PM	0	3	17	36	0	4	19	17	0	30	68	5	0	12	77	10	298	1,300	1	1	0	1
4:30 PM	0	6	20	37	0	4	24	18	0	31	62	2	0	13	69	10	296	1,407	0	1	0	1
4:45 PM	0	10	30	43	0	5	32	17	0	28	75	3	0	13	84	13	353	1,480	0	0	3	3
5:00 PM	0	10	17	30	0	0	36	21	0	44	74	2	0	18	86	15	353	1,462	0	1	1	0
5:15 PM	0	17	25	47	0	0	42	19	0	28	81	3	0	17	108	18	405		0	1	0	0
5:30 PM	0	6	28	27	0	0	26	19	0	47	88	3	0	20	89	16	369		1	3	0	0
5:45 PM	0	6	28	28	0	1	31	20	0	36	65	4	0	11	90	15	335		1	3	0	3

Peak Rolling Hour Flow Rates

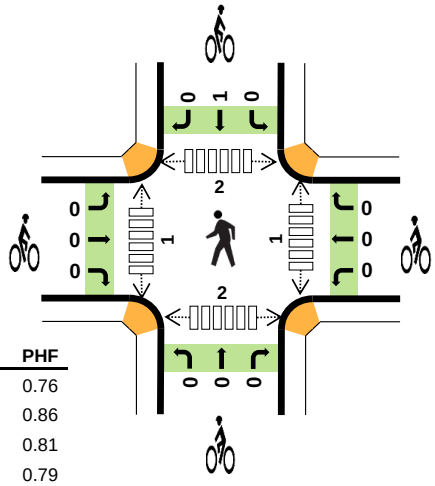
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	43	99	144	0	5	136	76	0	147	316	11	0	68	364	62	1,471
Mediums	0	0	1	3	0	0	0	0	0	0	1	0	0	0	3	0	8
Total	0	43	100	147	0	5	136	76	0	147	318	11	0	68	367	62	1,480

Santa Teresa Blvd
3rd St

Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.9%	0.76
WB	1.4%	0.86
NB	1.8%	0.81
SB	0.8%	0.79
TOTAL	1.3%	0.86



Two-Hour Count Summaries

Interval Start		3rd St Eastbound UT	LT	TH	RT	3rd St Westbound UT	LT	TH	RT	Santa Teresa Blvd Northbound UT	LT	TH	RT	Santa Teresa Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	19	2	4	0	4	1	16	0	9	66	6	0	1	56	11	195	0
7:15 AM		0	20	2	5	0	13	2	18	0	3	89	5	0	3	90	7	257	0
7:30 AM		**0**	**30**	**6**	**10**	**0**	**22**	**3**	**15**	**0**	**2**	**104**	**17**	**0**	**1**	**138**	**11**	**359**	0
7:45 AM		**0**	**22**	**11**	**19**	**0**	**23**	**4**	**8**	**0**	**3**	**128**	**10**	**4**	**5**	**202**	**13**	**452**	1,263
8:00 AM		**0**	**16**	**5**	**16**	**0**	**17**	**3**	**11**	**0**	**7**	**166**	**17**	**1**	**11**	**221**	**14**	**505**	1,573
8:15 AM		**0**	**15**	**5**	**3**	**0**	**18**	**6**	**8**	**0**	**14**	**172**	**16**	**2**	**4**	**139**	**15**	**417**	**1,733**
8:30 AM		0	12	3	9	0	5	2	13	0	5	88	8	2	4	55	15	221	1,595
8:45 AM		1	18	2	2	0	5	4	13	0	7	52	5	5	1	75	11	201	1,344
Count Total		1	152	36	68	0	107	25	102	0	50	865	84	14	30	976	97	2,607	0
Peak Hour	**All**	**0**	**83**	**27**	**48**	**0**	**80**	**16**	**42**	**0**	**26**	**570**	**60**	**7**	**21**	**700**	**53**	**1,733**	**0**
	HV	**0**	**1**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**11**	**0**	**0**	**0**	**6**	**0**	**23**	**0**
	HV%	**-**	**1%**	**4%**	**2%**	**-**	**3%**	**0%**	**0%**	**-**	**4%**	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**1%**	**0**

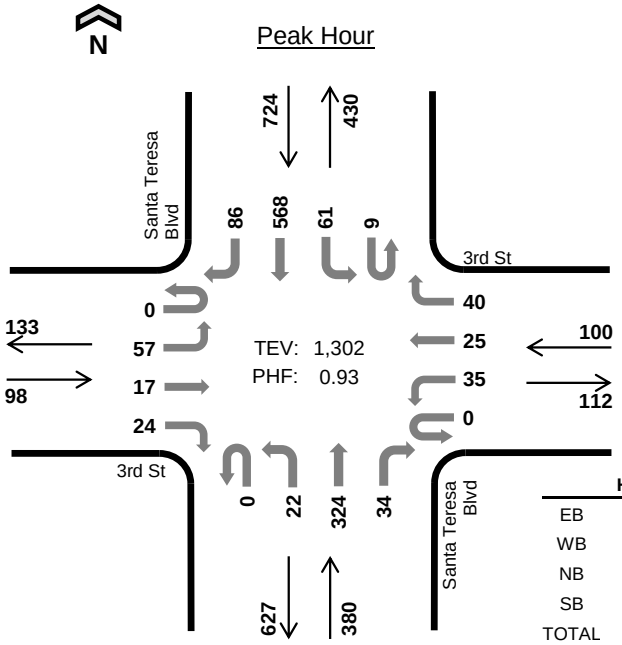
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	1	0	1	2	*4*	0	0	1	0	*1*	0	0	1	1	*2*
7:15 AM	0	0	2	1	*3*	0	0	0	0	*0*	1	0	1	0	*2*
7:30 AM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
7:45 AM	**2**	**0**	**3**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**2**	*4*
8:00 AM	**1**	**1**	**5**	**4**	***11***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:30 AM	2	0	3	1	*6*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	1	0	1	3	*5*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	7	2	19	13	*41*	0	0	1	1	*2*	4	1	4	3	*12*
Peak Hour	**3**	**2**	**12**	**6**	***23***	**0**	**0**	**0**	**1**	***1***	**1**	**1**	**2**	**2**	***6***

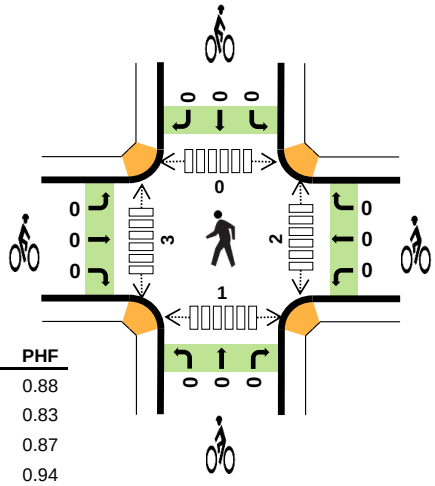
Santa Teresa Blvd
3rd St

Date: 03-27-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour



	HV %:	PHF
EB	1.0%	0.88
WB	0.0%	0.83
NB	0.5%	0.87
SB	0.1%	0.94
TOTAL	0.3%	0.93



Two-Hour Count Summaries

Interval Start		3rd St Eastbound UT	LT	TH	RT	3rd St Westbound UT	LT	TH	RT	Santa Teresa Blvd Northbound UT	LT	TH	RT	Santa Teresa Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	16	6	5	0	13	4	11	0	7	71	14	3	12	129	13	304	0
4:15 PM		1	11	4	12	0	6	5	12	0	5	69	14	1	16	132	15	303	0
4:30 PM		0	10	7	3	0	7	3	9	0	8	93	8	3	10	141	21	323	0
4:45 PM		0	12	6	5	0	3	7	5	1	5	58	5	0	15	148	25	295	1,225
5:00 PM		**0**	**11**	**3**	**4**	**0**	**6**	**8**	**7**	**0**	**1**	**87**	**10**	**2**	**13**	**132**	**14**	**298**	1,219
5:15 PM		**0**	**15**	**5**	**7**	**0**	**12**	**10**	**8**	**0**	**5**	**75**	**4**	**3**	**15**	**141**	**25**	**325**	1,241
5:30 PM		**0**	**17**	**2**	**6**	**0**	**11**	**6**	**13**	**0**	**5**	**72**	**12**	**1**	**18**	**145**	**22**	**330**	1,248
5:45 PM		**0**	**14**	**7**	**7**	**0**	**6**	**1**	**12**	**0**	**11**	**90**	**8**	**3**	**15**	**150**	**25**	**349**	**1,302**
Count Total		1	106	40	49	0	64	44	77	1	47	615	75	16	114	1,118	160	2,527	0
Peak Hour	**All**	**0**	**57**	**17**	**24**	**0**	**35**	**25**	**40**	**0**	**22**	**324**	**34**	**9**	**61**	**568**	**86**	**1,302**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	**0**
	HV%	**-**	**0%**	**0%**	**4%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	1	0	3	*4*	0	0	0	0	*0*	1	0	1	0	*2*
4:15 PM	1	1	1	0	*3*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	0	0	4	0	*4*	0	0	1	0	*1*	0	0	0	0	*0*
4:45 PM	0	0	1	1	*2*	0	0	0	2	*2*	1	0	1	0	*2*
5:00 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**0**	**0**	*4*
5:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
Count Total	2	2	8	5	*17*	0	0	1	2	*3*	5	3	2	1	*11*
Peak Hour	**1**	**0**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**0**	**1**	***6***

All Traffic Data Services Inc.
(303) 216-2439
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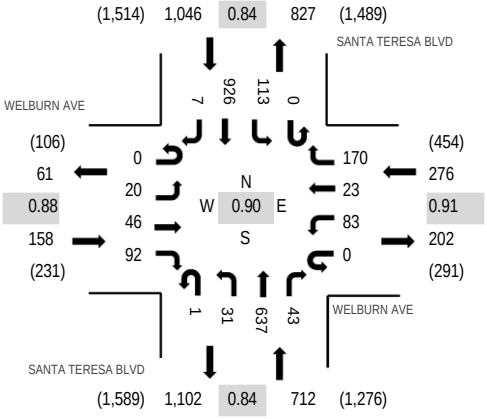
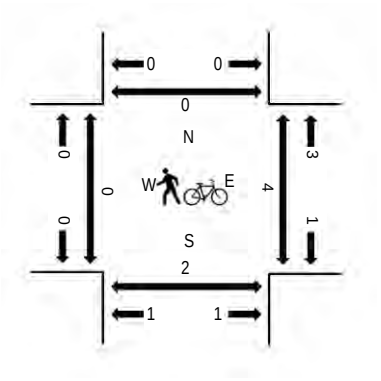
Location: 1 SANTA TERESA BLVD & WELBURN AVE AM
Date and Start Time: Tuesday, March 27, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	4	5	0	5	3	28	0	1	115	3	1	9	106	1	291	1,658	0	2	1	0
7:15 AM	0	11	6	8	0	12	4	44	0	1	130	5	0	11	108	1	341	1,979	0	0	1	0
7:30 AM	0	7	13	8	0	12	5	56	0	4	144	14	0	18	169	1	451	2,192	0	2	0	0
7:45 AM	0	4	16	22	0	29	9	42	0	9	123	9	0	43	269	0	575	2,117	0	1	2	0
8:00 AM	0	4	10	29	0	25	6	46	1	7	172	7	0	22	278	5	612	1,817	0	0	0	0
8:15 AM	0	5	7	33	0	17	3	26	0	11	198	13	0	30	210	1	554		0	0	0	0
8:30 AM	0	3	3	8	0	12	2	39	2	18	162	12	0	11	103	1	376		0	0	1	0
8:45 AM	0	3	5	7	0	8	7	14	1	5	102	7	0	13	102	1	275		0	1	0	0

Peak Rolling Hour Flow Rates

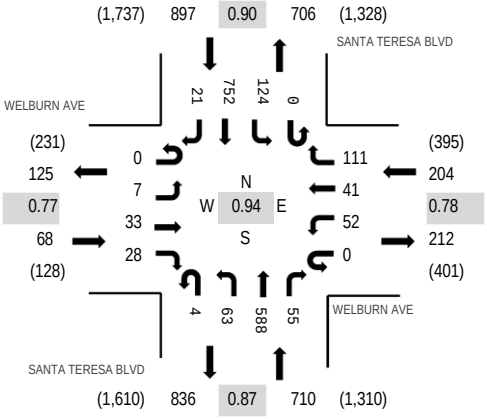
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	20	46	92	0	82	23	168	1	31	631	43	0	112	919	7	2,175
Mediums	0	0	0	0	0	1	0	2	0	0	4	0	0	1	6	0	14
Total	0	20	46	92	0	83	23	170	1	31	637	43	0	113	926	7	2,192

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

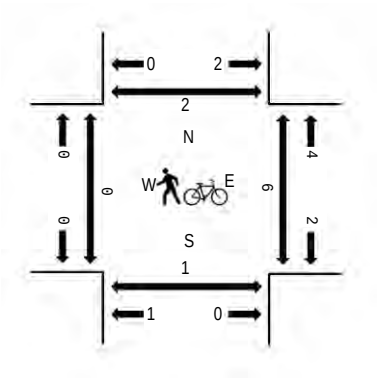
Location: 1 SANTA TERESA BLVD & WELBURN AVE PM
Date and Start Time: Tuesday, March 27, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	8	11	0	14	9	30	0	11	152	9	0	34	158	3	441	1,691	0	0	2	2
4:15 PM	0	2	6	6	0	11	13	26	2	8	123	13	0	26	183	2	421	1,750	0	1	0	1
4:30 PM	0	0	8	1	0	12	9	28	1	15	135	7	0	34	170	6	426	1,815	0	0	2	1
4:45 PM	0	0	9	7	0	9	11	19	1	10	105	8	0	27	188	9	403	1,832	1	0	0	0
5:00 PM	0	3	4	9	0	18	9	42	2	16	167	14	0	37	175	4	500	1,879	0	0	0	1
5:15 PM	0	3	14	5	0	15	12	30	0	18	170	15	0	29	169	6	486		0	1	1	0
5:30 PM	0	0	7	3	0	6	12	19	0	17	112	17	0	36	210	4	443		0	1	0	0
5:45 PM	0	1	8	11	0	13	8	20	2	12	139	9	0	22	198	7	450		0	3	0	0

Peak Rolling Hour Flow Rates

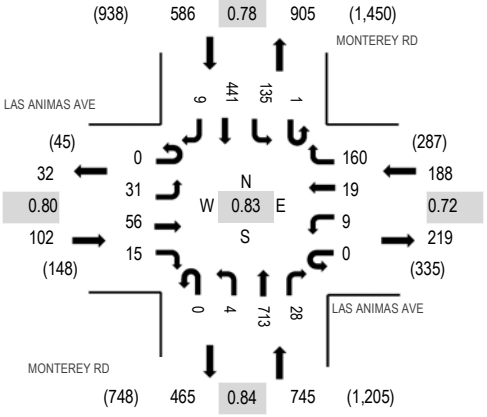
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	33	27	0	52	41	111	4	63	586	55	0	124	750	21	1,874
Mediums	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	5
Total	0	7	33	28	0	52	41	111	4	63	588	55	0	124	752	21	1,879

All Traffic Data Services Inc.

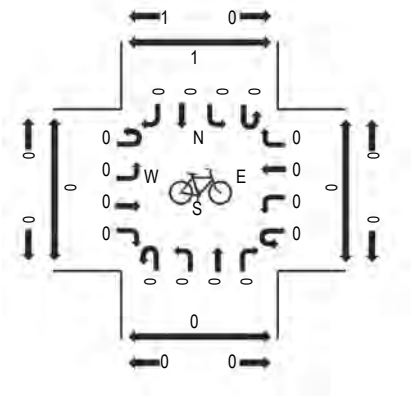
(303) 216-2439
www.alltrafficdata.net

Location: 27 MONTEREY RD & LAS ANIMAS AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

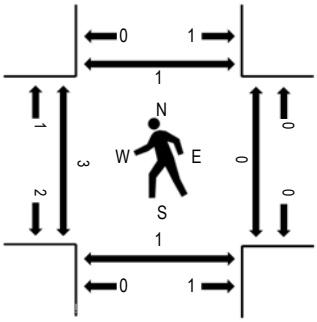
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAS ANIMAS AVE Eastbound				LAS ANIMAS AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	0	2	0	0	2	25	0	1	113	3	0	13	55	0	222	1,433	1	0	0	0
7:15 AM	0	5	7	1	0	0	3	30	0	0	153	5	0	17	56	1	278	1,606	0	0	0	0
7:30 AM	0	18	11	3	0	3	1	64	0	1	222	4	0	23	93	1	444	1,621	1	0	0	0
7:45 AM	0	5	17	4	0	1	11	51	0	1	213	8	1	40	132	5	489	1,405	0	0	0	0
8:00 AM	0	2	18	2	0	0	6	26	0	0	145	8	0	52	134	2	395	1,145	1	0	1	1
8:15 AM	0	6	10	6	0	5	1	19	0	2	133	8	0	20	82	1	293		1	0	0	0
8:30 AM	0	5	6	3	0	1	1	15	0	0	95	3	1	19	77	2	228		0	0	1	0
8:45 AM	0	2	6	1	0	3	2	17	0	0	76	11	0	26	84	1	229		0	0	0	0

Peak Rolling Hour Flow Rates

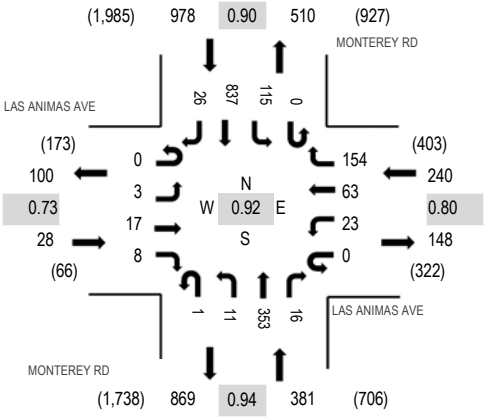
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	6
Lights	0	30	56	15	0	9	19	157	0	4	684	27	1	134	413	9	1,558
Mediums	0	1	0	0	0	0	0	3	0	0	29	0	0	1	23	0	57
Total	0	31	56	15	0	9	19	160	0	4	713	28	1	135	441	9	1,621

All Traffic Data Services Inc.

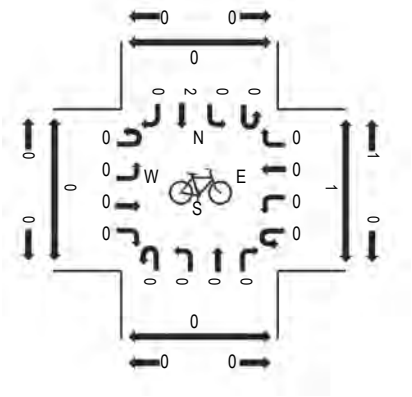
(303) 216-2439
www.alltrafficdata.net

Location: 27 MONTEREY RD & LAS ANIMAS AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

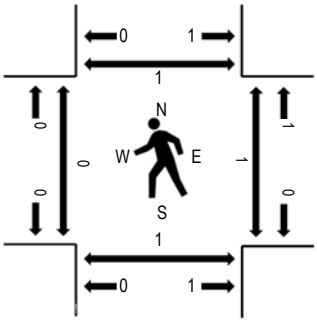
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAS ANIMAS AVE Eastbound				LAS ANIMAS AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	5	1	0	1	9	25	0	1	74	6	0	45	227	5	401	1,587	0	3	1	0
4:15 PM	0	0	3	3	0	2	13	30	0	0	88	2	0	29	216	8	394	1,627	0	0	0	1
4:30 PM	0	1	4	3	0	3	9	33	0	4	81	6	0	29	199	6	378	1,617	0	0	0	0
4:45 PM	0	2	6	1	0	6	19	49	1	2	94	4	0	29	198	3	414	1,598	0	1	1	0
5:00 PM	0	0	4	1	0	12	22	42	0	5	90	4	0	28	224	9	441	1,573	0	0	0	0
5:15 PM	0	2	5	3	0	5	15	28	0	6	69	7	0	26	212	6	384		0	0	0	1
5:30 PM	0	1	4	3	0	5	6	24	0	2	80	2	0	35	193	4	359		0	0	0	1
5:45 PM	0	4	5	3	0	1	11	33	0	0	75	3	0	31	215	8	389		0	0	0	0

Peak Rolling Hour Flow Rates

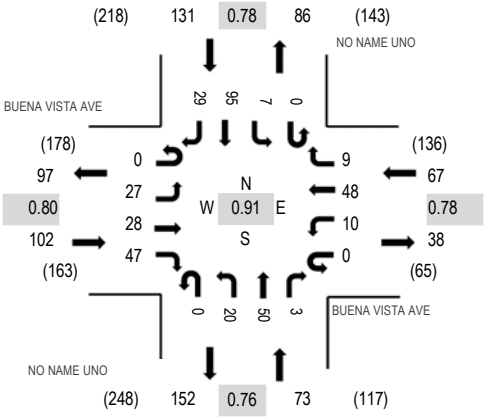
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	3	17	8	0	23	63	154	1	11	347	16	0	114	814	26	1,597
Mediums	0	0	0	0	0	0	0	0	0	0	6	0	0	1	22	0	29
Total	0	3	17	8	0	23	63	154	1	11	353	16	0	115	837	26	1,627

All Traffic Data Services Inc.

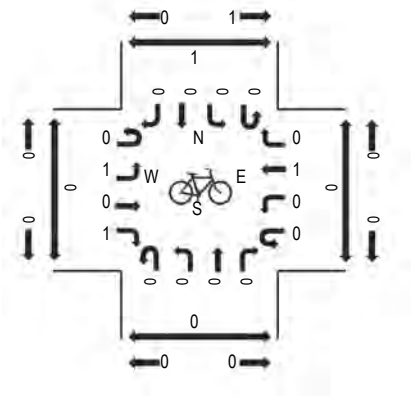
(303) 216-2439
www.alltrafficdata.net

Location: 28 NO NAME UNO & BUENA VISTA AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

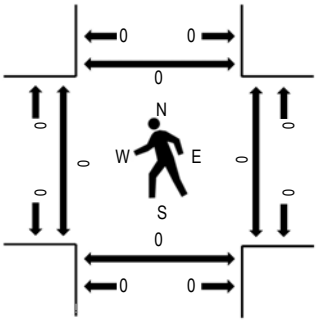
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BUENA VISTA AVE Eastbound				BUENA VISTA AVE Westbound				NO NAME UNO Northbound				NO NAME UNO Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	5	6	0	1	6	2	0	7	8	0	0	0	13	3	54	313	0	0	0	0
7:15 AM	0	3	7	4	0	1	19	6	0	2	3	1	0	2	13	11	72	347	0	0	0	0
7:30 AM	0	4	5	9	0	3	11	5	0	9	14	1	0	1	15	8	85	373	0	0	0	0
7:45 AM	0	4	5	15	0	4	18	1	0	4	9	0	0	2	29	11	102	342	0	0	0	0
8:00 AM	0	6	10	12	0	1	10	2	0	4	12	1	0	2	22	6	88	321	0	0	0	0
8:15 AM	0	13	8	11	0	2	9	1	0	3	15	1	0	2	29	4	98		0	0	0	0
8:30 AM	0	3	6	7	0	3	7	5	0	3	4	0	0	0	13	3	54		0	1	0	0
8:45 AM	0	5	5	7	0	6	11	2	0	3	13	0	0	1	22	6	81		0	0	0	0

Peak Rolling Hour Flow Rates

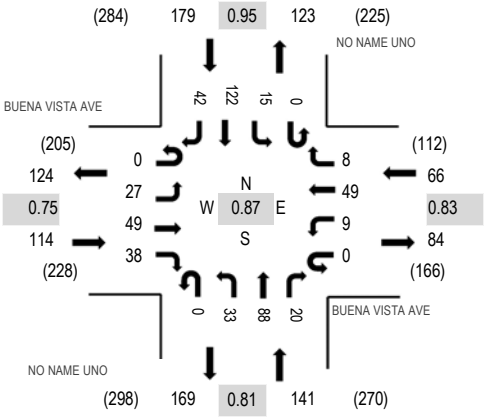
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	3	0	0	0	0	2	1	8
Lights	0	26	28	45	0	10	48	9	0	16	47	3	0	7	89	27	355
Mediums	0	1	0	0	0	0	0	0	0	1	3	0	0	0	4	1	10
Total	0	27	28	47	0	10	48	9	0	20	50	3	0	7	95	29	373

All Traffic Data Services Inc.

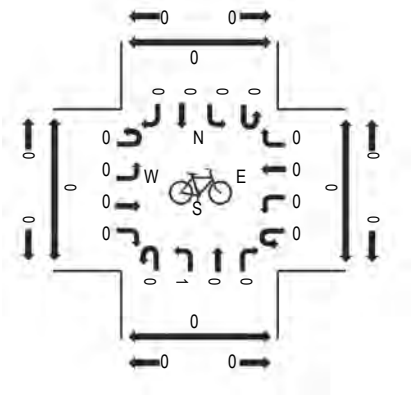
(303) 216-2439
www.alltrafficdata.net

Location: 28 NO NAME UNO & BUENA VISTA AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

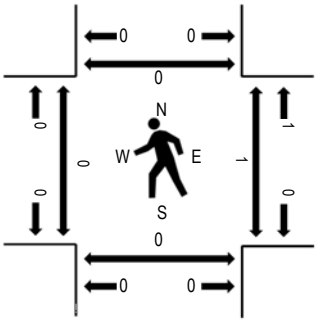
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BUENA VISTA AVE Eastbound				BUENA VISTA AVE Westbound				NO NAME UNO Northbound				NO NAME UNO Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	17	9	0	4	3	1	0	14	24	6	0	3	27	2	113	454	1	0	0	0
4:15 PM	0	4	16	7	0	7	7	2	0	3	11	6	0	1	18	5	87	476	0	0	0	0
4:30 PM	0	10	16	14	0	2	12	3	0	9	26	4	0	2	34	11	143	500	0	0	0	0
4:45 PM	0	4	11	9	0	2	9	1	0	5	22	2	0	4	31	11	111	459	0	1	0	0
5:00 PM	0	7	12	9	0	3	12	2	0	11	24	10	0	4	31	10	135	440	0	0	0	0
5:15 PM	0	6	10	6	0	2	16	2	0	8	16	4	0	5	26	10	111		0	0	0	0
5:30 PM	0	8	10	11	0	1	8	2	0	19	22	3	0	2	12	4	102		0	0	0	0
5:45 PM	0	9	10	10	0	3	7	1	0	3	15	3	0	5	20	6	92		0	0	0	0

Peak Rolling Hour Flow Rates

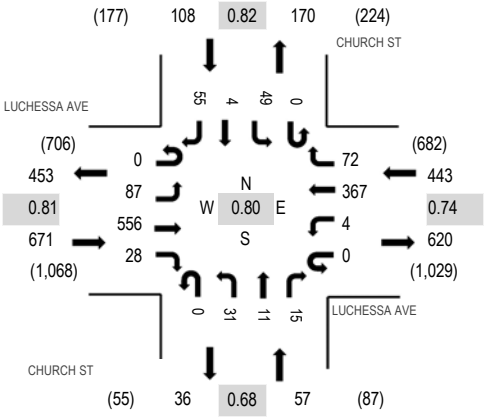
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	26	49	38	0	9	49	8	0	32	87	17	0	15	116	41	487
Mediums	0	1	0	0	0	0	0	0	0	1	1	3	0	0	6	1	13
Total	0	27	49	38	0	9	49	8	0	33	88	20	0	15	122	42	500

All Traffic Data Services Inc.

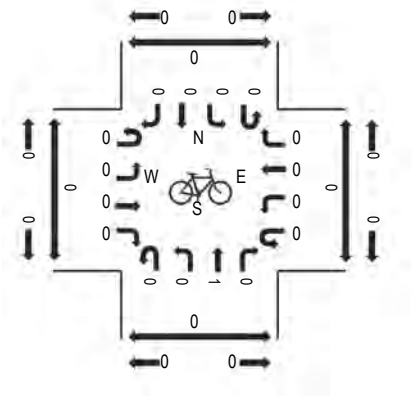
(303) 216-2439
www.alltrafficdata.net

Location: 29 CHURCH ST & LUCHESSA AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

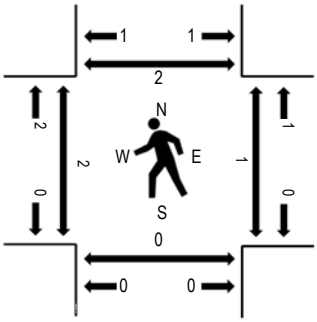
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	114	1	0	1	65	3	0	3	2	3	0	6	0	3	205	1,096	2	0	1	0
7:15 AM	0	10	87	3	0	0	60	8	0	1	1	4	0	9	1	9	193	1,223	1	0	0	0
7:30 AM	0	18	111	3	0	1	98	21	0	9	2	4	0	12	1	17	297	1,279	0	0	0	1
7:45 AM	0	27	173	6	0	2	114	33	0	9	5	7	0	9	0	16	401	1,165	2	0	0	1
8:00 AM	0	27	155	8	0	0	86	8	0	10	2	3	0	17	2	14	332	918	0	1	0	0
8:15 AM	0	15	117	11	0	1	69	10	0	3	2	1	0	11	1	8	249		0	0	0	0
8:30 AM	0	9	82	9	0	0	49	4	0	3	2	3	0	11	2	9	183		0	0	1	0
8:45 AM	0	4	74	0	0	2	41	6	0	2	1	5	0	11	0	8	154		0	0	0	0

Peak Rolling Hour Flow Rates

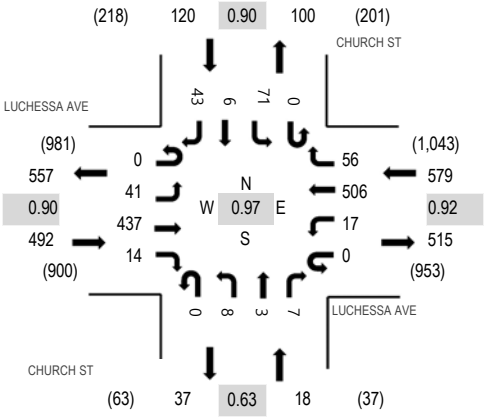
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights	0	87	550	27	0	4	361	72	0	31	11	15	0	48	4	55	1,265
Mediums	0	0	3	1	0	0	6	0	0	0	0	0	0	1	0	0	11
Total	0	87	556	28	0	4	367	72	0	31	11	15	0	49	4	55	1,279

All Traffic Data Services Inc.

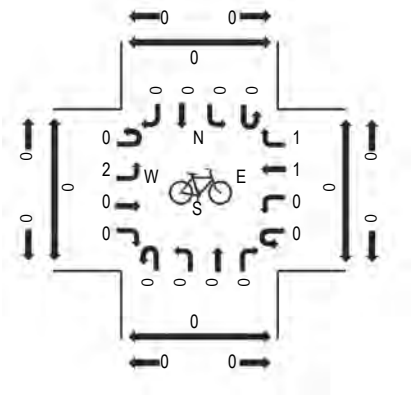
(303) 216-2439
www.alltrafficdata.net

Location: 8 CHURCH ST & LUCHESSA AVE PM
Date: Thursday, September 5, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

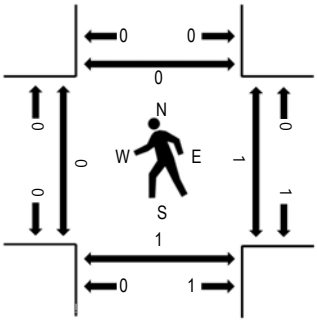
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	7	92	1	0	4	105	19	0	1	0	3	0	8	2	8	250	989	0	0	1	1
4:15 PM	0	9	75	3	0	4	73	18	0	3	0	0	0	18	1	7	211	1,050	0	0	0	0
4:30 PM	0	5	86	1	0	4	104	15	0	0	1	3	0	14	1	11	245	1,139	0	0	1	2
4:45 PM	0	10	117	2	0	3	100	15	0	3	2	3	0	19	0	9	283	1,194	0	1	0	0
5:00 PM	0	12	126	2	0	2	121	15	0	0	2	2	0	21	1	7	311	1,209	0	0	0	0
5:15 PM	0	9	115	4	0	2	121	12	0	2	0	1	0	22	1	11	300		0	0	0	0
5:30 PM	0	10	95	1	0	4	136	17	0	3	1	1	0	15	2	15	300		0	0	0	0
5:45 PM	0	10	101	7	0	9	128	12	0	3	0	3	0	13	2	10	298		0	1	1	0

Peak Rolling Hour Flow Rates

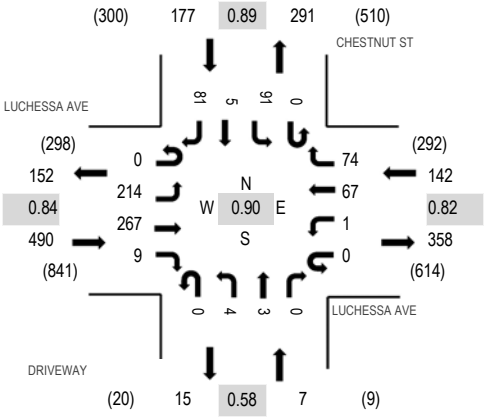
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	41	435	14	0	17	504	56	0	8	3	7	0	71	6	43	1,205
Mediums	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
Total	0	41	437	14	0	17	506	56	0	8	3	7	0	71	6	43	1,209

All Traffic Data Services Inc.

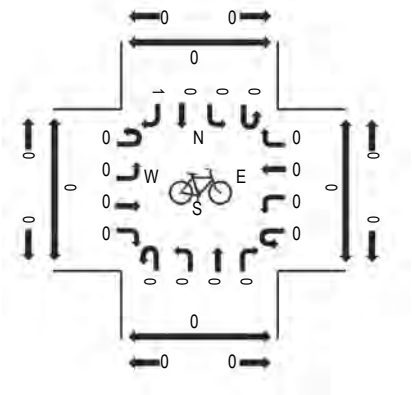
(303) 216-2439
www.alltrafficdata.net

Location: 30 DRIVEWAY & LUCHESSA AVE AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

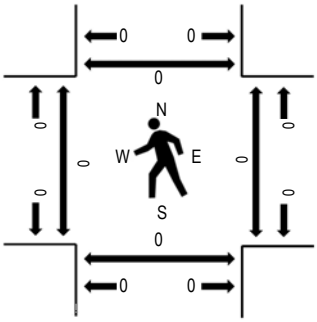
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				DRIVEWAY Northbound				CHESTNUT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	31	66	2	0	0	27	25	0	0	0	0	0	19	0	8	178	667	0	0	0	0
7:15 AM	0	21	33	1	0	0	20	12	0	0	1	0	0	19	0	11	118	708	0	0	0	0
7:30 AM	0	31	50	2	0	0	20	6	0	0	0	0	0	15	0	20	144	772	0	0	0	0
7:45 AM	0	56	86	2	0	0	22	12	0	0	1	0	0	23	1	24	227	816	0	0	0	0
8:00 AM	0	68	76	2	0	0	19	14	0	0	0	0	0	19	4	17	219	775	0	0	0	0
8:15 AM	0	51	58	1	0	1	9	20	0	2	1	0	0	21	0	18	182		0	0	0	0
8:30 AM	0	39	47	4	0	0	17	28	0	2	1	0	0	28	0	22	188		0	0	0	0
8:45 AM	0	72	42	0	0	0	21	19	0	0	1	0	0	12	0	19	186		0	0	0	0

Peak Rolling Hour Flow Rates

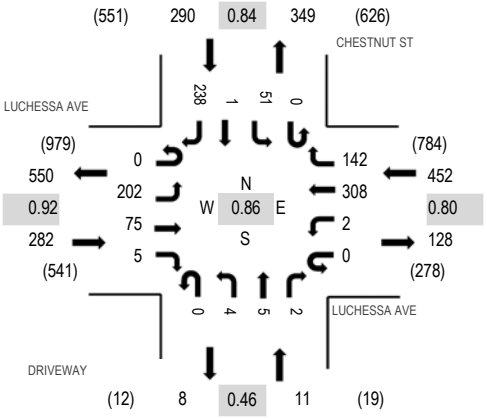
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	11	0	0	0	7	4	0	0	0	0	0	4	0	3	30
Lights	0	211	239	9	0	0	51	58	0	3	2	0	0	81	5	76	735
Mediums	0	2	17	0	0	1	9	12	0	1	1	0	0	6	0	2	51
Total	0	214	267	9	0	1	67	74	0	4	3	0	0	91	5	81	816

All Traffic Data Services Inc.

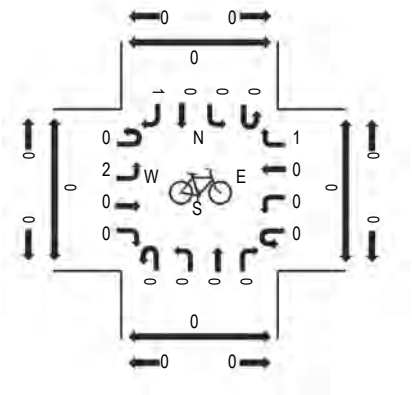
(303) 216-2439
www.alltrafficdata.net

Location: 30 DRIVEWAY & LUCHESSA AVE PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

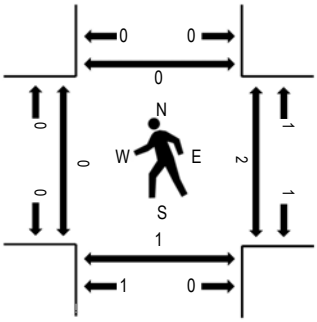
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

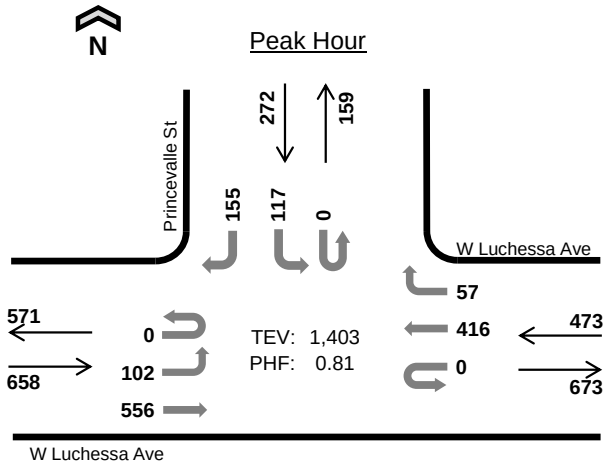
Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				DRIVEWAY Northbound				CHESTNUT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	47	27	0	0	0	79	30	0	2	4	0	0	21	1	57	268	981	0	0	0	0
4:15 PM	0	34	24	0	0	0	62	24	0	0	0	0	0	16	0	52	212	1,014	0	0	0	0
4:30 PM	0	55	19	2	0	0	87	40	0	1	0	0	0	15	1	59	279	1,035	0	0	0	0
4:45 PM	0	42	20	0	0	2	64	35	0	1	1	0	0	7	0	50	222	953	0	0	0	0
5:00 PM	0	49	17	1	0	0	101	41	0	1	3	2	0	13	0	73	301	914	0	0	0	0
5:15 PM	0	56	19	2	0	0	56	26	0	1	1	0	0	16	0	56	233		0	2	1	0
5:30 PM	0	53	18	1	0	0	46	30	0	0	1	0	0	9	0	39	197		0	0	0	0
5:45 PM	0	34	21	0	0	1	40	20	0	1	0	0	0	14	1	51	183		0	0	0	0

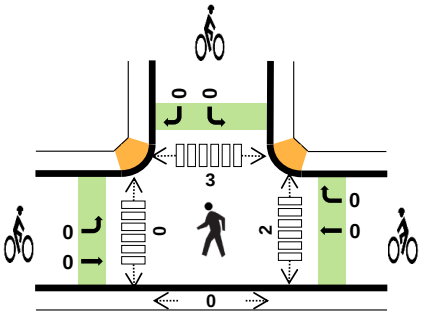
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	8	0	0	0	5	8	0	0	0	0	0	3	0	2	29
Lights	0	199	56	4	0	2	297	132	0	4	5	2	0	36	1	234	972
Mediums	0	0	11	1	0	0	6	2	0	0	0	0	0	12	0	2	34
Total	0	202	75	5	0	2	308	142	0	4	5	2	0	51	1	238	1,035

Princevalle St
W Luchessa Ave

Date: 03-27-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	0.9%	0.84
WB	1.1%	0.75
NB	-	-
SB	1.1%	0.66
TOTAL	1.0%	0.81

Two-Hour Count Summaries

Interval Start		W Luchessa Ave Eastbound				W Luchessa Ave Westbound				0 Northbound				Princevalle St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	18	69	0	0	0	33	11	0	0	0	0	0	16	0	20	167	0
7:15 AM		0	5	69	0	0	0	44	11	0	0	0	0	0	23	0	11	163	0
7:30 AM		**0**	**18**	**94**	**0**	**0**	**0**	**95**	**21**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**30**	**280**	0
7:45 AM		**0**	**45**	**152**	**0**	**0**	**0**	**118**	**17**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**54**	**435**	1,045
8:00 AM		**0**	**21**	**176**	**0**	**0**	**0**	**146**	**12**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**50**	**432**	1,310
8:15 AM		**0**	**18**	**134**	**0**	**0**	**0**	**57**	**7**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**21**	**256**	**1,403**
8:30 AM		0	4	61	0	0	0	42	11	0	0	0	0	0	17	0	9	144	1,267
8:45 AM		0	5	46	0	0	0	43	11	0	0	0	0	0	11	0	4	120	952
Count Total		0	134	801	0	0	0	578	101	0	0	0	0	0	184	0	199	1,997	0
Peak Hour	**All**	**0**	**102**	**556**	**0**	**0**	**0**	**416**	**57**	**0**	**0**	**0**	**0**	**0**	**117**	**0**	**155**	**1,403**	**0**
	HV	**0**	**3**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**14**	**0**
	HV%	**-**	**3%**	**1%**	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

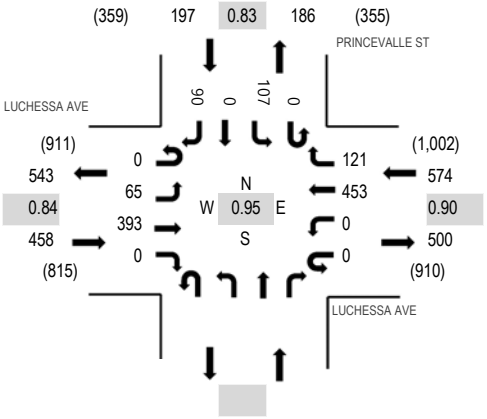
Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	5	0	1	*7*	0	0	0	0	*0*	1	0	1	0	*2*
7:30 AM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
7:45 AM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	*3*
8:00 AM	**2**	**0**	**0**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:15 AM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	1	0	1	*2*	0	1	0	0	*1*	0	0	0	0	*0*
8:45 AM	2	1	0	0	*3*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	11	13	0	6	*30*	0	1	0	0	*1*	4	0	4	0	*8*
Peak Hr	**6**	**5**	**0**	**3**	***14***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**3**	**0**	***5***

All Traffic Data Services Inc.

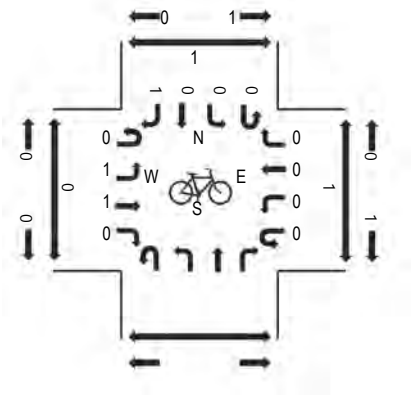
(303) 216-2439
www.alltrafficdata.net

Location: 7 PRINCEVALLE ST & LUCHESSA AVE PM
Date: Thursday, September 5, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

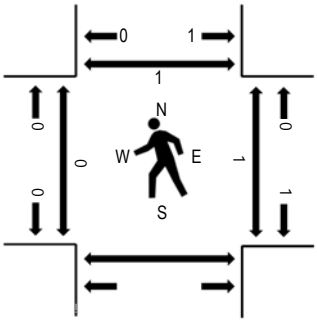
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				Northbound				PRINCEVALLE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	18	79	0	0	0	77	32					0	22	0	13	241	947	0	0		0
4:15 PM	0	12	69	0	0	0	66	21					0	20	0	14	202	1,014	0	0		0
4:30 PM	0	12	68	0	0	0	86	32					0	23	0	11	232	1,119	0	2		3
4:45 PM	0	15	84	0	0	0	87	27					0	45	0	14	272	1,177	0	0		0
5:00 PM	0	15	110	0	0	0	90	38					0	32	0	23	308	1,229	0	0		0
5:15 PM	0	25	111	0	0	0	106	30					0	21	0	14	307		0	0		0
5:30 PM	0	12	79	0	0	0	125	26					0	25	0	23	290		0	0		0
5:45 PM	0	13	93	0	0	0	132	27					0	29	0	30	324		0	1		1

Peak Rolling Hour Flow Rates

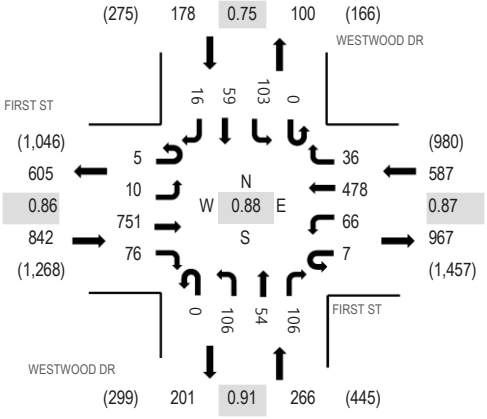
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	1	0	0	1
Lights	0	64	392	0	0	0	451	121					0	106	0	89	1,223
Mediums	0	1	1	0	0	0	2	0					0	0	0	1	5
Total	0	65	393	0	0	0	453	121					0	107	0	90	1,229

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

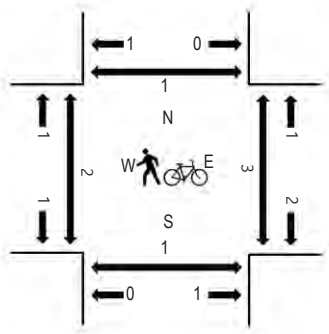
Location: 4 WESTWOOD DR & FIRST ST AM
Date and Start Time: Tuesday, March 27, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				WESTWOOD DR Northbound				WESTWOOD DR Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	71	4	0	6	59	4	0	19	7	12	0	3	6	3	195	1,288	2	0	0	0
7:15 AM	0	0	109	6	0	5	77	6	0	24	10	21	0	7	4	5	274	1,625	2	0	0	0
7:30 AM	1	3	130	20	2	6	109	6	0	26	11	27	0	9	10	3	363	1,873	0	0	0	0
7:45 AM	1	2	208	20	2	18	93	5	0	24	9	30	0	18	20	6	456	1,840	0	0	0	0
8:00 AM	3	1	227	15	2	23	141	7	0	23	19	24	0	22	21	4	532	1,680	1	1	1	1
8:15 AM	0	4	186	21	1	19	135	18	0	33	15	25	0	54	8	3	522		1	1	0	0
8:30 AM	1	6	90	13	3	15	109	8	0	24	6	17	0	27	4	7	330		3	0	2	3
8:45 AM	1	4	108	12	1	9	86	5	0	18	9	12	0	9	14	8	296		1	0	4	1

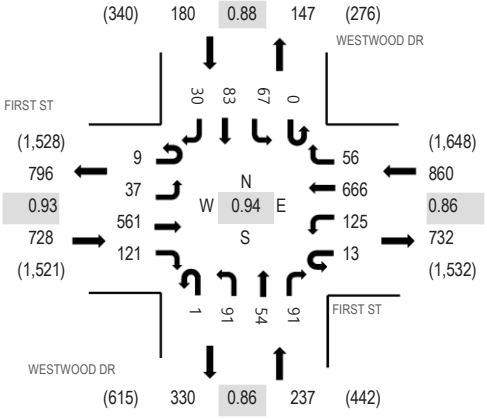
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	4	0	0	1	0	1	0	0	0	0	7
Lights	5	10	740	75	7	64	471	36	0	105	54	104	0	102	58	16	1,847
Mediums	0	0	11	1	0	1	3	0	0	0	0	1	0	1	1	0	19
Total	5	10	751	76	7	66	478	36	0	106	54	106	0	103	59	16	1,873

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

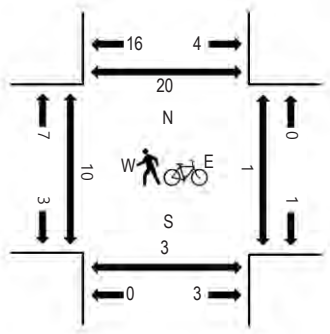
Location: 4 WESTWOOD DR & FIRST ST PM
Date and Start Time: Tuesday, March 27, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				WESTWOOD DR Northbound				WESTWOOD DR Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	9	158	24	3	26	171	13	0	19	11	22	0	14	9	10	491	1,946	1	1	3	1
4:15 PM	0	6	165	27	5	24	164	9	0	15	14	31	0	21	18	9	508	1,990	4	2	0	1
4:30 PM	0	12	171	30	6	23	143	5	0	16	14	11	0	15	24	9	479	1,976	6	0	0	2
4:45 PM	0	11	141	37	1	31	153	11	0	18	14	20	0	16	12	3	468	1,966	0	1	0	0
5:00 PM	1	10	148	27	7	34	192	18	0	19	14	23	0	15	20	7	535	2,005	1	0	2	2
5:15 PM	2	6	123	23	3	35	169	13	1	32	20	16	0	24	24	3	494		1	0	0	3
5:30 PM	3	12	131	42	1	28	143	10	0	12	12	30	0	11	22	12	469		7	0	0	6
5:45 PM	3	9	159	29	2	28	162	15	0	28	8	22	0	17	17	8	507		0	1	1	8

Peak Rolling Hour Flow Rates

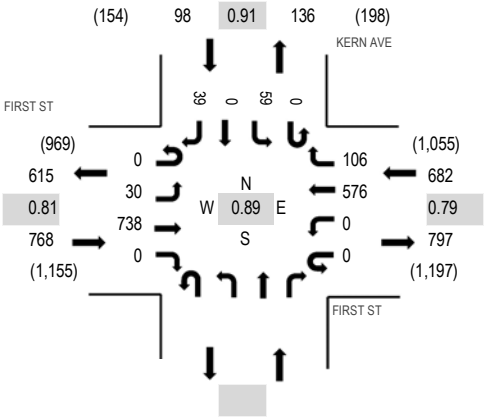
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	9	37	560	119	13	125	664	56	1	91	54	91	0	67	83	30	2,000
Mediums	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	5
Total	9	37	561	121	13	125	666	56	1	91	54	91	0	67	83	30	2,005

All Traffic Data Services Inc.

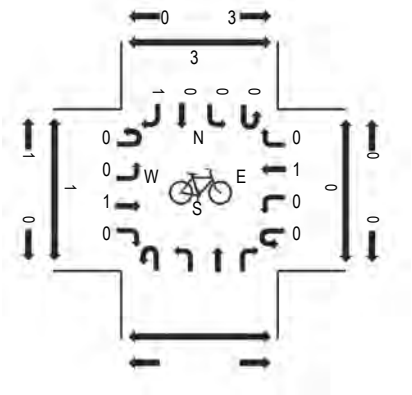
(303) 216-2439
www.alltrafficdata.net

Location: 2 KERN AVE & FIRST ST AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

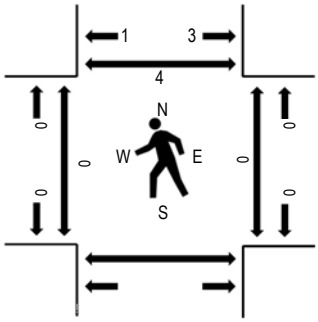
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				Northbound				KERN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	82	0	0	0	60	12					0	6	0	3	168	1,056	0	0		1
7:15 AM	0	4	91	0	0	0	79	9					0	16	0	3	202	1,322	0	0		1
7:30 AM	0	7	137	0	0	0	102	25					0	11	0	11	293	1,548	0	0		2
7:45 AM	0	8	192	0	0	0	139	29					0	15	0	10	393	1,471	0	0		0
8:00 AM	0	7	229	0	0	0	143	28					0	17	0	10	434	1,308	0	0		0
8:15 AM	0	8	180	0	0	0	192	24					0	16	0	8	428		0	0		2
8:30 AM	0	4	95	0	0	0	93	11					0	7	0	6	216		0	0		4
8:45 AM	0	8	98	0	0	0	100	9					0	5	0	10	230		0	0		3

Peak Rolling Hour Flow Rates

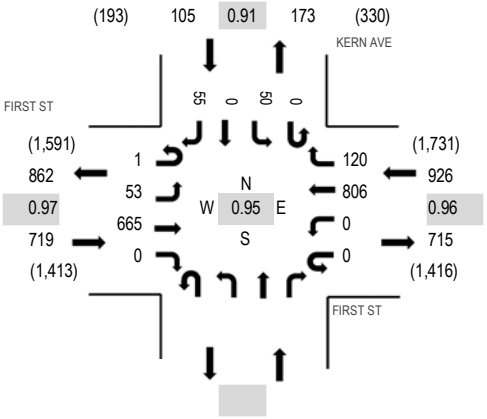
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	4	0					0	0	0	0	5
Lights	0	30	736	0	0	0	567	105					0	59	0	38	1,535
Mediums	0	0	1	0	0	0	5	1					0	0	0	1	8
Total	0	30	738	0	0	0	576	106					0	59	0	39	1,548

All Traffic Data Services Inc.

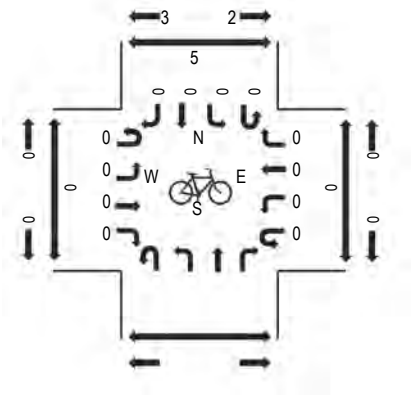
(303) 216-2439
www.alltrafficdata.net

Location: 2 KERN AVE & FIRST ST PM
Date: Thursday, October 17, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

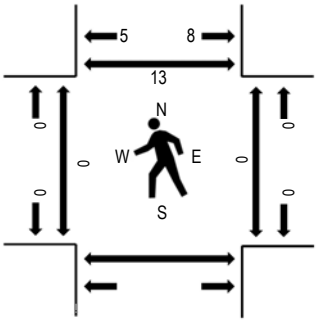
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Eastbound				FIRST ST Westbound				Northbound				KERN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	150	0	0	0	170	35					0	11	0	11	386	1,587	0	0		2
4:15 PM	0	5	157	0	0	0	167	31					0	7	0	8	375	1,645	0	0		1
4:30 PM	0	12	175	0	0	0	167	28					0	21	0	8	411	1,714	0	0		2
4:45 PM	0	18	168	0	0	0	188	19					0	12	0	10	415	1,706	0	0		5
5:00 PM	0	12	178	0	0	0	198	27					0	13	0	16	444	1,750	0	0		5
5:15 PM	0	11	166	0	0	0	212	29					0	12	0	14	444		0	0		0
5:30 PM	1	13	143	0	0	0	189	31					0	12	0	14	403		0	0		2
5:45 PM	0	17	178	0	0	0	207	33					0	13	0	11	459		0	0		6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0					0	0	0	0	2
Lights	1	53	658	0	0	0	803	118					0	50	0	55	1,738
Mediums	0	0	6	0	0	0	2	2					0	0	0	0	10
Total	1	53	665	0	0	0	806	120					0	50	0	55	1,750

Counts AM															
Node	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Date	Intersection
4134x	84	337	160	396	457	94	54	136	58	133	151	256	2316	10/17/19	Santa Teresa Boulevard and First Street
251x	0	0	0	59	0	39	30	738	0	0	576	106	1548	10/17/19	Kern Avenue and First Street
7484x	148	237	112	107	280	90	107	546	110	101	450	39	2327	10/17/19	Wren Avenue and First Street
4449x	123	151	47	61	99	34	35	567	116	25	449	34	1741	10/17/19	Miller Avenue/Wayland Lane and First Street
7482x	95	198	38	34	199	48	47	426	111	15	369	84	1664	10/17/19	Church Street and First Street
7653x	194	553	0	0	390	271	366	0	154	0	0	0	1928	10/17/19	Monterey Road and First Street
Adjusted Counts Due to First Street Construction															
4134	84	385	183	452	521	94	54	156	67	152	151	256	2555	10/17/19	Santa Teresa Boulevard and First Street
251	0	0	0	68	0	39	35	842	0	0	657	106	1747	10/17/19	Kern Avenue and First Street
7484	148	271	128	122	280	90	107	623	126	101	450	45	2491	10/17/19	Wren Avenue and First Street
4449	141	151	54	70	113	34	35	713	150	29	512	34	2036	10/17/19	Miller Avenue/Wayland Lane and First Street
7482	109	226	44	39	199	48	54	486	127	15	421	84	1852	10/17/19	Church Street and First Street
7653	194	553	0	0	390	271	418	0	176	0	0	0	2002	10/17/19	Monterey Road and First Street
Counts PM															
Node	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Date	Intersection
4134x	51	213	126	350	379	96	71	225	117	198	215	276	2317	10/17/19	Santa Teresa Boulevard and First Street
251x	0	0	0	50	0	55	54	665	0	0	806	120	1750	10/17/19	Kern Avenue and First Street
7484x	185	245	94	77	264	90	124	384	150	140	593	48	2394	10/17/19	Wren Avenue and First Street
4449x	94	78	30	73	147	47	29	415	75	35	565	46	1634	10/17/19	Miller Avenue/Wayland Lane and First Street
7482x	158	156	19	39	234	117	27	321	134	17	453	37	1712	10/17/19	Church Street and First Street
7653x	191	416	0	0	592	317	272	0	138	0	0	0	1926	10/17/19	Monterey Road and First Street
Adjusted Counts Due to First Street Construction															
4134	58	239	142	392	425	96	80	225	132	222	215	310	2536	10/17/19	Santa Teresa Boulevard and First Street
251	0	0	0	56	0	55	54	745	0	0	903	120	1933	10/17/19	Kern Avenue and First Street
7484	185	245	106	87	296	101	139	431	150	157	665	54	2616	10/17/19	Wren Avenue and First Street
4449	94	78	30	82	147	53	33	465	84	35	633	52	1786	10/17/19	Miller Avenue/Wayland Lane and First Street
7482	158	175	22	44	263	132	27	360	151	20	508	42	1902	10/17/19	Church Street and First Street
7653	191	416	0	0	592	356	305	0	138	0	0	0	1998	10/17/19	Monterey Road and First Street

Intersection # 1
Traffix Node # 4134
Intersection Name: Santa Teresa Boulevard and First Street
Peak Hour: AM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	03/30/17	82	426	197	406	474	87	49	136	63	177	125	252	2,474
New Counts	10/17/19	84	337	160	396	457	94	54	136	58	133	151	256	2,316
Difference (New-Old)		2	-89	-37	-10	-17	7	5	0	-5	-44	26	4	-158
% Change		2%	-21%	-19%	-2%	-4%	8%	10%	0%	-8%	-25%	21%	2%	-6%

Intersection # 2
Traffix Node # 251
Intersection Name: Kern Avenue and First Street
Peak Hour: AM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	03/27/18	0	0	0	69	0	37	34	929	0	0	583	89	1,741
New Counts	10/17/19	0	0	0	59	0	39	30	738	0	0	576	106	1,548
Difference (New-Old)		0	0	0	-10	0	2	-4	-191	0	0	-7	17	-193
% Change		0%	0%	0%	-14%	0%	5%	-12%	-21%	0%	0%	-1%	19%	-11%

Intersection # 3
Traffix Node # 7484
Intersection Name: Wren Avenue and First Street
Peak Hour: AM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	05/16/17	101	237	125	129	263	61	86	655	118	96	436	63	2,370
New Counts	10/17/19	148	237	112	107	280	90	107	546	110	101	450	39	2,327
Difference (New-Old)		47	0	-13	-22	17	29	21	-109	-8	5	14	-24	-43
% Change		47%	0%	-10%	-17%	6%	48%	24%	-17%	-7%	5%	3%	-38%	-2%

Intersection # 4
Traffix Node # 4449
Intersection Name: Miller Avenue/Wayland Lane and First Street
Peak Hour: AM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	05/18/17	131	150	55	73	103	28	31	713	150	30	512	29	2,005
New Counts	10/17/19	123	151	47	61	99	34	35	567	116	25	449	34	1,741
Difference (New-Old)		-8	1	-8	-12	-4	6	4	-146	-34	-5	-63	5	-264
% Change		-6%	1%	-15%	-16%	-4%	21%	13%	-20%	-23%	-17%	-12%	17%	-13%

Intersection # 5
Traffix Node # 7482
Intersection Name: Church Street and First Street
Peak Hour: AM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	05/18/17	95	200	47	42	189	46	71	515	139	11	409	76	1,840
New Counts	10/17/19	95	198	38	34	199	48	47	426	111	15	369	84	1,664
Difference (New-Old)		0	-2	-9	-8	10	2	-24	-89	-28	4	-40	8	-176
% Change		0%	-1%	-19%	-19%	5%	4%	-34%	-17%	-20%	36%	-10%	11%	-10%

Intersection # 6
Traffix Node # 7653
Intersection Name: Monterey Road and First Street
Peak Hour: AM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	05/18/17	190	534	0	3	357	249	410	0	186	0	0	0	1,929
New Counts	10/17/19	194	553	0	1	390	271	366	0	154	0	4	0	1,933
Difference (New-Old)		4	19	0	-2	33	22	-44	0	-32	0	4	0	4
% Change		2%	4%	0%	-67%	9%	9%	-11%	0%	-17%	0%	0%	0%	0%

Intersection # 1
Traffix Node # 4134
Intersection Name: Santa Teresa Boulevard and First Street
Peak Hour: PM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	03/30/17	56	305	142	379	422	64	76	221	120	217	199	291	2,492
New Counts	10/17/19	51	213	126	350	379	96	71	225	117	198	215	276	2,317
Difference (New-Old)		-5	-92	-16	-29	-43	32	-5	4	-3	-19	16	-15	-175
% Change		-9%	-30%	-11%	-8%	-10%	50%	-7%	2%	-3%	-9%	8%	-5%	-7%

Intersection # 2
Traffix Node # 251
Intersection Name: Kern Avenue and First Street
Peak Hour: PM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	03/27/18	0	0	0	53	0	40	50	766	0	0	849	89	1,847
New Counts	10/17/19	0	0	0	50	0	55	54	665	0	0	806	120	1,750
Difference (New-Old)		0	0	0	-3	0	15	4	-101	0	0	-43	31	-97
% Change		0%	0%	0%	-6%	0%	38%	8%	-13%	0%	0%	-5%	35%	-5%

Intersection # 3
Traffix Node # 7484
Intersection Name: Wren Avenue and First Street
Peak Hour: PM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	05/16/17	167	243	109	97	265	101	132	450	127	147	620	90	2,548
New Counts	10/17/19	185	245	94	77	264	90	124	384	150	140	593	48	2,394
Difference (New-Old)		18	2	-15	-20	-1	-11	-8	-66	23	-7	-27	-42	-154
% Change		11%	1%	-14%	-21%	0%	-11%	-6%	-15%	18%	-5%	-4%	-47%	-6%

Intersection # 4
Traffix Node # 4449
Intersection Name: Miller Avenue/Wayland Lane and First Street
Peak Hour: PM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	05/18/17	72	42	17	82	114	55	31	523	79	33	615	57	1,720
New Counts	10/17/19	94	78	30	73	147	47	29	415	75	35	565	46	1,634
Difference (New-Old)		22	36	13	-9	33	-8	-2	-108	-4	2	-50	-11	-86
% Change		31%	86%	76%	-11%	29%	-15%	-6%	-21%	-5%	6%	-8%	-19%	-5%

Intersection # 5
Traffix Node # 7482
Intersection Name: Church Street and First Street
Peak Hour: PM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	05/18/17	150	186	29	40	249	126	23	343	138	28	462	42	1,816
New Counts	10/17/19	158	156	19	39	234	117	27	321	134	17	453	37	1,712
Difference (New-Old)		8	-30	-10	-1	-15	-9	4	-22	-4	-11	-9	-5	-104
% Change		5%	-16%	-34%	-3%	-6%	-7%	17%	-6%	-3%	-39%	-2%	-12%	-6%

Intersection # 6
Traffix Node # 7653
Intersection Name: Monterey Road and First Street
Peak Hour: PM

Scenario:	Count Date	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Int. Total
Old Counts	05/18/17	178	376	0	1	570	357	306	0	127	0	0	0	1,915
New Counts	10/17/19	191	416	0	2	592	317	272	0	138	0	0	1	1,929
Difference (New-Old)		13	40	0	1	22	-40	-34	0	11	0	0	1	14
% Change		7%	11%	0%	100%	4%	-11%	-11%	0%	9%	0%	0%	0%	1%

Appendix C
Volume Summary

Int.(Existing #)[GP #]	1	5318	5318														
Intersection Name:	Santa Teresa Boulevard and Fitzgerald Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**151**	**21**	**172**	**36**	**4**	**253**	**293**	**374**	**541**	**1**	**916**	**5**	**6**	**1**	**12**	**1393**
2040 GP Conditions	**0**	**316**	**37**	**353**	**36**	**4**	**167**	**207**	**330**	**757**	**1**	**1088**	**5**	**6**	**1**	**12**	**1660**

Int.(Existing #)[GP #]	2	8617	8617														
Intersection Name:	Monterey Road and Masten Avenue/Fitzgerald Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**38**	**215**	**29**	**282**	**48**	**228**	**153**	**429**	**238**	**668**	**30**	**936**	**20**	**329**	**62**	**411**	**2058**
2040 GP Conditions	**75**	**301**	**39**	**415**	**48**	**110**	**38**	**197**	**37**	**802**	**40**	**879**	**29**	**76**	**281**	**386**	**1877**

Int.(Existing #)[GP #]	3	5320	5320														
Intersection Name:	US 101 SB Ramps and Masten Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**243**	**0**	**81**	**324**	**0**	**289**	**78**	**367**	**0**	**0**	**0**	**0**	**142**	**636**	**0**	**778**	**1469**
2040 GP Conditions	**87**	**0**	**5**	**92**	**0**	**289**	**100**	**389**	**0**	**0**	**0**	**0**	**145**	**93**	**0**	**238**	**719**

Int.(Existing #)[GP #]	4	6060	6060														
Intersection Name:	US 101 NB Ramps and Masten Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**73**	**245**	**0**	**318**	**67**	**0**	**117**	**184**	**0**	**163**	**547**	**710**	**1212**
2040 GP Conditions	**0**	**0**	**0**	**0**	**35**	**290**	**0**	**325**	**82**	**0**	**117**	**199**	**0**	**163**	**8**	**171**	**695**

Int.(Existing #)[GP #]	5	8618	8618														
Intersection Name:	Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**93**	**288**	**0**	**381**	**0**	**0**	**0**	**0**	**0**	**748**	**320**	**1068**	**421**	**0**	**150**	**571**	**2020**
2040 GP Conditions	**216**	**200**	**38**	**454**	**72**	**412**	**366**	**850**	**565**	**748**	**47**	**1360**	**207**	**411**	**342**	**960**	**3624**

Int.(Existing #)[GP #]	6	52047	52047														
Intersection Name:	Wren Avenue and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**608**	**119**	**727**	**542**	**0**	**210**	**752**	**156**	**848**	**0**	**1004**	**2483**

Int.(Existing #)[GP #]	7	52048	52048														
Intersection Name:	Church Street and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**728**	**55**	**783**	**83**	**0**	**0**	**83**	**0**	**1391**	**0**	**1391**	**2257**

Int.(Existing #)[GP #]	8	10463	10463														
Intersection Name:	Monterey Road and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**475**	**28**	**503**	**36**	**0**	**83**	**119**	**66**	**1145**	**0**	**1211**	**0**	**0**	**0**	**0**	**1833**
2040 GP Conditions	**136**	**538**	**74**	**748**	**206**	**564**	**83**	**853**	**190**	**531**	**88**	**809**	**79**	**980**	**414**	**1473**	**3883**

Int.(Existing #)[GP #]	9	62160	62160														
Intersection Name:	Murray Avenue and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**920**	**341**	**1261**	**80**	**0**	**17**	**97**	**61**	**1299**	**0**	**1360**	**2718**

Int.(Existing #)[GP #]	10	62161	62161														
Intersection Name:	US 101 SB Ramps and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**841**	**0**	**85**	**926**	**0**	**419**	**60**	**479**	**0**	**0**	**0**	**0**	**333**	**1048**	**0**	**1381**	**2786**
Int.(Existing #)[GP #]	11	62162	62162														
Intersection Name:	US 101 NB Ramps and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**25**	**170**	**0**	**195**	**46**	**0**	**310**	**356**	**0**	**194**	**943**	**1137**	**1688**
Int.(Existing #)[GP #]	12	6651	6651														
Intersection Name:	Marcella Avenue and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**59**	**15**	**74**	**7**	**0**	**6**	**13**	**2**	**31**	**0**	**33**	**120**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**129**	**72**	**201**	**17**	**0**	**15**	**32**	**29**	**122**	**0**	**151**	**384**
Int.(Existing #)[GP #]	13	50704	50704														
Intersection Name:	Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**86**	**529**	**0**	**615**	**0**	**0**	**0**	**0**	**0**	**906**	**49**	**955**	**166**	**0**	**396**	**562**	**2132**
2040 GP Conditions	**86**	**529**	**29**	**644**	**61**	**68**	**52**	**181**	**98**	**912**	**96**	**1106**	**19**	**197**	**399**	**615**	**2546**
Int.(Existing #)[GP #]	14	62147	62147														
Intersection Name:	Kern Avenue and Cohansey Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**6**	**1**	**2**	**9**	**2**	**151**	**5**	**158**	**4**	**16**	**47**	**67**	**37**	**288**	**48**	**373**	**607**
Int.(Existing #)[GP #]	15	62198	62198														
Intersection Name:	Wren Avenue and Cohansey Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**4**	**4**	**8**	**3**	**5**	**13**	**21**	**12**	**3**	**1**	**16**	**3**	**9**	**0**	**12**	**57**
2040 GP Conditions	**47**	**196**	**4**	**247**	**3**	**67**	**13**	**83**	**13**	**601**	**23**	**637**	**7**	**206**	**50**	**263**	**1230**
Int.(Existing #)[GP #]	16	52054	52054														
Intersection Name:	Church Street and Cohansey Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**1**	**1**	**1**	**24**	**14**	**39**	**7**	**1**	**4**	**12**	**5**	**44**	**1**	**50**	**102**
2040 GP Conditions	**0**	**21**	**56**	**77**	**33**	**82**	**17**	**132**	**7**	**27**	**8**	**42**	**5**	**254**	**1**	**260**	**511**
Int.(Existing #)[GP #]	17	4135	4135														
Intersection Name:	Monterey Road and Cohansey Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**6**	**574**	**3**	**583**	**12**	**0**	**5**	**17**	**6**	**1313**	**17**	**1336**	**4**	**0**	**6**	**10**	**1946**
2040 GP Conditions	**6**	**436**	**62**	**504**	**12**	**1**	**18**	**31**	**111**	**877**	**119**	**1107**	**231**	**82**	**6**	**319**	**1961**
Int.(Existing #)[GP #]	18	10477	10477														
Intersection Name:	Santa Teresa Boulevard and Longmeadow Drive																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**79**	**581**	**59**	**719**	**158**	**65**	**5**	**228**	**7**	**634**	**138**	**779**	**212**	**45**	**158**	**415**	**2141**
2040 GP Conditions	**79**	**581**	**95**	**755**	**245**	**84**	**102**	**431**	**72**	**756**	**138**	**966**	**254**	**69**	**158**	**481**	**2633**

Int.(Existing #)[GP #]	19	4835	4835														
Intersection Name:	Wren Avenue and Farrell Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**140**	**129**	**269**	**42**	**0**	**144**	**186**	**313**	**49**	**0**	**362**	**0**	**0**	**0**	**0**	**817**
2040 GP Conditions	**11**	**335**	**129**	**475**	**42**	**58**	**144**	**244**	**192**	**598**	**23**	**813**	**41**	**161**	**77**	**279**	**1811**
Int.(Existing #)[GP #]	20	50711	50711														
Intersection Name:	Church Street and Farrell Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**14**	**9**	**29**	**52**	**12**	**244**	**21**	**277**	**124**	**8**	**86**	**218**	**41**	**426**	**6**	**473**	**1020**
2040 GP Conditions	**14**	**28**	**29**	**71**	**12**	**254**	**32**	**298**	**206**	**35**	**86**	**327**	**41**	**362**	**6**	**409**	**1105**
Int.(Existing #)[GP #]	21	10479	10479														
Intersection Name:	Monterey Road and Farrell Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**211**	**425**	**0**	**636**	**0**	**0**	**0**	**0**	**0**	**853**	**83**	**936**	**105**	**0**	**497**	**602**	**2174**
2040 GP Conditions	**211**	**559**	**0**	**770**	**0**	**0**	**0**	**0**	**0**	**893**	**118**	**1011**	**375**	**0**	**170**	**545**	**2326**
Int.(Existing #)[GP #]	22	62163	62163														
Intersection Name:	Murray Avenue and Las Animas Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**42**	**129**	**210**	**381**	**50**	**166**	**30**	**246**	**8**	**37**	**49**	**94**	**107**	**283**	**33**	**423**	**1144**
Int.(Existing #)[GP #]	23	10499	10499														
Intersection Name:	San Ysidro Avenue/No Name Uno and Las Animas Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**6**	**11**	**17**	**14**	**0**	**156**	**170**	**104**	**3**	**0**	**107**	**294**
2040 GP Conditions	**110**	**40**	**10**	**160**	**39**	**33**	**19**	**91**	**22**	**161**	**156**	**339**	**152**	**32**	**370**	**554**	**1144**
Int.(Existing #)[GP #]	24	10514	10514														
Intersection Name:	Santa Teresa Boulevard and Mantelli Drive																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**44**	**632**	**115**	**791**	**111**	**129**	**83**	**323**	**58**	**547**	**155**	**760**	**282**	**147**	**88**	**517**	**2391**
2040 GP Conditions	**47**	**695**	**115**	**857**	**111**	**172**	**137**	**420**	**213**	**783**	**155**	**1151**	**329**	**147**	**88**	**564**	**2992**
Int.(Existing #)[GP #]	25	50696	50696														
Intersection Name:	Kern Avenue and Mantelli Drive																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**59**	**29**	**27**	**115**	**17**	**394**	**113**	**524**	**119**	**19**	**57**	**195**	**90**	**420**	**30**	**540**	**1374**
2040 GP Conditions	**117**	**69**	**27**	**213**	**17**	**394**	**126**	**537**	**132**	**55**	**57**	**244**	**90**	**513**	**82**	**685**	**1679**
Int.(Existing #)[GP #]	26	10511	10511														
Intersection Name:	Wren Avenue and Mantelli Drive																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**120**	**135**	**46**	**301**	**17**	**331**	**34**	**382**	**71**	**182**	**94**	**347**	**113**	**386**	**124**	**623**	**1653**
2040 GP Conditions	**120**	**304**	**168**	**592**	**50**	**373**	**35**	**458**	**74**	**267**	**106**	**447**	**128**	**463**	**241**	**832**	**2329**
Int.(Existing #)[GP #]	27	10510	10510														
Intersection Name:	Church Street and Mantelli Drive																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**39**	**97**	**3**	**139**	**7**	**4**	**9**	**20**	**4**	**100**	**335**	**439**	**387**	**2**	**113**	**502**	**1100**
2040 GP Conditions	**39**	**105**	**3**	**147**	**7**	**4**	**9**	**20**	**4**	**101**	**413**	**518**	**583**	**2**	**113**	**698**	**1383**

Int.(Existing #)[GP #]	28	50695	50695														
Intersection Name:	Kern Avenue and Welburn Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**33**	**64**	**173**	**270**	**109**	**174**	**23**	**306**	**33**	**108**	**26**	**167**	**20**	**226**	**34**	**280**	**1023**
2040 GP Conditions	**34**	**64**	**173**	**271**	**109**	**174**	**23**	**306**	**33**	**108**	**26**	**167**	**20**	**249**	**35**	**304**	**1048**
Int.(Existing #)[GP #]	29	9774	9774														
Intersection Name:	Wren Avenue and Welburn Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**27**	**287**	**38**	**352**	**36**	**169**	**87**	**292**	**85**	**214**	**76**	**375**	**143**	**245**	**42**	**430**	**1449**
2040 GP Conditions	**37**	**446**	**50**	**533**	**50**	**169**	**87**	**306**	**85**	**296**	**76**	**457**	**143**	**258**	**44**	**445**	**1741**
Int.(Existing #)[GP #]	30	10513	10513														
Intersection Name:	Church Street and Welburn Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**44**	**212**	**186**	**442**	**256**	**295**	**74**	**625**	**109**	**161**	**14**	**284**	**28**	**456**	**68**	**552**	**1903**
2040 GP Conditions	**46**	**286**	**305**	**637**	**290**	**295**	**78**	**663**	**109**	**202**	**20**	**331**	**66**	**456**	**70**	**592**	**2223**
Int.(Existing #)[GP #]	31	7654	7654														
Intersection Name:	Monterey Street and Leavesley Road/Welburn Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**51**	**274**	**213**	**538**	**160**	**498**	**263**	**921**	**415**	**364**	**111**	**890**	**46**	**566**	**136**	**748**	**3097**
2040 GP Conditions	**64**	**529**	**213**	**806**	**88**	**243**	**350**	**681**	**241**	**726**	**186**	**1153**	**114**	**566**	**181**	**861**	**3501**
Int.(Existing #)[GP #]	32	7463	7463														
Intersection Name:	Murray Avenue and Leavesley Road																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**36**	**107**	**118**	**261**	**166**	**775**	**237**	**1178**	**184**	**90**	**101**	**375**	**158**	**926**	**71**	**1155**	**2969**
2040 GP Conditions	**38**	**109**	**118**	**265**	**166**	**646**	**237**	**1049**	**184**	**96**	**101**	**381**	**158**	**689**	**75**	**922**	**2617**
Int.(Existing #)[GP #]	33	7676	7676														
Intersection Name:	US 101 SB Ramps and Leavesley Road																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**475**	**2**	**266**	**743**	**0**	**739**	**102**	**841**	**0**	**0**	**0**	**0**	**354**	**893**	**0**	**1247**	**2831**
2040 GP Conditions	**426**	**2**	**270**	**698**	**0**	**569**	**130**	**699**	**0**	**0**	**0**	**0**	**584**	**341**	**0**	**925**	**2322**
Int.(Existing #)[GP #]	34	7675	7675														
Intersection Name:	US 101 NB Ramps/San Ysidro Avenue and Leavesley Road																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**179**	**0**	**36**	**215**	**66**	**547**	**0**	**613**	**90**	**128**	**386**	**604**	**0**	**546**	**201**	**747**	**2179**
2040 GP Conditions	**197**	**0**	**38**	**235**	**67**	**568**	**0**	**635**	**90**	**322**	**353**	**765**	**0**	**367**	**201**	**568**	**2202**
Int.(Existing #)[GP #]	35	7467	7467														
Intersection Name:	Arroyo Circle and Leavesley Road																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**1**	**3**	**1**	**5**	**4**	**444**	**39**	**487**	**17**	**14**	**175**	**206**	**410**	**245**	**13**	**668**	**1366**
2040 GP Conditions	**1**	**4**	**1**	**6**	**15**	**497**	**46**	**558**	**19**	**22**	**130**	**171**	**259**	**165**	**13**	**437**	**1172**
Int.(Existing #)[GP #]	36	10481	10481														
Intersection Name:	Cameron Boulevard/Marcella Avenue and Leavesley Road																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**23**	**0**	**6**	**29**	**12**	**496**	**0**	**508**	**0**	**0**	**0**	**0**	**0**	**176**	**11**	**187**	**724**
2040 GP Conditions	**25**	**42**	**19**	**86**	**71**	**544**	**25**	**640**	**7**	**7**	**16**	**30**	**12**	**113**	**11**	**136**	**892**

Int.(Existing #)[GP #]	37	4134	4134														
Intersection Name:	Santa Teresa Boulevard and First Street/Hecker Pass Highway																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**94**	**521**	**452**	**1067**	**256**	**151**	**152**	**559**	**183**	**385**	**84**	**652**	**67**	**156**	**54**	**277**	**2555**
2040 GP Conditions	**118**	**755**	**452**	**1325**	**256**	**151**	**197**	**604**	**331**	**879**	**84**	**1294**	**106**	**293**	**145**	**544**	**3767**
Int.(Existing #)[GP #]	38	7484	7484														
Intersection Name:	Wren Avenue and First Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**90**	**280**	**122**	**492**	**45**	**450**	**101**	**596**	**128**	**271**	**148**	**547**	**126**	**623**	**107**	**856**	**2491**
2040 GP Conditions	**90**	**336**	**163**	**589**	**65**	**450**	**105**	**620**	**163**	**297**	**148**	**608**	**126**	**822**	**107**	**1055**	**2872**
Int.(Existing #)[GP #]	39	4449	4449														
Intersection Name:	Wayland Lane/Miller Avenue and First Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**34**	**113**	**70**	**217**	**34**	**512**	**29**	**575**	**54**	**151**	**141**	**346**	**150**	**713**	**35**	**898**	**2036**
2040 GP Conditions	**34**	**113**	**87**	**234**	**45**	**512**	**29**	**586**	**73**	**152**	**141**	**366**	**150**	**978**	**35**	**1163**	**2349**
Int.(Existing #)[GP #]	40	7482	7482														
Intersection Name:	Church Street and First Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**48**	**199**	**39**	**286**	**84**	**421**	**15**	**520**	**44**	**226**	**109**	**379**	**127**	**486**	**54**	**667**	**1852**
2040 GP Conditions	**106**	**213**	**43**	**362**	**90**	**464**	**15**	**569**	**44**	**280**	**109**	**433**	**129**	**628**	**216**	**973**	**2337**
Int.(Existing #)[GP #]	41	7653	7653														
Intersection Name:	Monterey Street and First Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**271**	**390**	**0**	**661**	**0**	**0**	**0**	**0**	**0**	**553**	**194**	**747**	**176**	**0**	**418**	**594**	**2002**
2040 GP Conditions	**275**	**575**	**0**	**850**	**0**	**0**	**0**	**0**	**0**	**870**	**236**	**1106**	**323**	**0**	**418**	**741**	**2697**
Int.(Existing #)[GP #]	42	10567	10567														
Intersection Name:	Monterey Street and IOOF Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**2**	**317**	**266**	**585**	**450**	**2**	**5**	**457**	**110**	**415**	**4**	**529**	**0**	**0**	**1**	**1**	**1572**
2040 GP Conditions	**2**	**460**	**457**	**919**	**521**	**2**	**24**	**547**	**146**	**707**	**4**	**857**	**0**	**0**	**1**	**1**	**2324**
Int.(Existing #)[GP #]	43	7473	7473														
Intersection Name:	Monterey Street and Third Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**62**	**253**	**6**	**321**	**4**	**1**	**0**	**5**	**4**	**362**	**46**	**412**	**34**	**2**	**168**	**204**	**942**
2040 GP Conditions	**72**	**280**	**6**	**358**	**4**	**1**	**0**	**5**	**4**	**580**	**46**	**630**	**34**	**2**	**240**	**276**	**1269**
Int.(Existing #)[GP #]	44	6653	6653														
Intersection Name:	Santa Teresa Boulevard and Club Drive																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**79**	**520**	**231**	**830**	**264**	**17**	**134**	**415**	**227**	**252**	**32**	**511**	**84**	**15**	**140**	**239**	**1995**
2040 GP Conditions	**79**	**1087**	**231**	**1397**	**265**	**17**	**134**	**416**	**227**	**872**	**62**	**1161**	**149**	**15**	**148**	**312**	**3286**
Int.(Existing #)[GP #]	45	7515	7515														
Intersection Name:	Wren Avenue and Sixth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**247**	**253**	**500**	**199**	**0**	**8**	**207**	**16**	**224**	**0**	**240**	**0**	**0**	**0**	**0**	**947**
2040 GP Conditions	**0**	**247**	**253**	**500**	**199**	**0**	**9**	**208**	**21**	**285**	**0**	**306**	**0**	**0**	**0**	**0**	**1014**

Int.(Existing #)[GP #]	46	102	102														
Intersection Name:	Princevalle Street and Sixth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**7**	**0**	**0**	**7**	**8**	**170**	**92**	**270**	**91**	**0**	**140**	**231**	**100**	**271**	**0**	**371**	**879**
2040 GP Conditions	**7**	**0**	**0**	**7**	**8**	**170**	**92**	**270**	**119**	**0**	**140**	**259**	**100**	**271**	**0**	**371**	**907**

Int.(Existing #)[GP #]	47	7496	7496														
Intersection Name:	Church Street and Sixth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**21**	**172**	**40**	**233**	**31**	**175**	**26**	**232**	**22**	**223**	**53**	**298**	**68**	**207**	**59**	**334**	**1097**
2040 GP Conditions	**21**	**210**	**40**	**271**	**31**	**175**	**42**	**248**	**31**	**276**	**53**	**360**	**90**	**211**	**79**	**380**	**1259**

Int.(Existing #)[GP #]	48	7479	7479														
Intersection Name:	Monterey Street and Sixth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**20**	**147**	**60**	**227**	**45**	**192**	**10**	**247**	**24**	**223**	**30**	**277**	**18**	**245**	**19**	**282**	**1033**
2040 GP Conditions	**20**	**167**	**69**	**256**	**129**	**192**	**19**	**340**	**68**	**364**	**31**	**463**	**20**	**245**	**19**	**284**	**1343**

Int.(Existing #)[GP #]	49	50839	50839														
Intersection Name:	Chestnut Street and Sixth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**4**	**16**	**12**	**32**	**5**	**156**	**46**	**207**	**67**	**25**	**49**	**141**	**27**	**266**	**3**	**296**	**676**
2040 GP Conditions	**4**	**17**	**13**	**34**	**5**	**166**	**48**	**219**	**70**	**29**	**49**	**148**	**27**	**278**	**3**	**308**	**709**

Int.(Existing #)[GP #]	50	7502	7502														
Intersection Name:	Miller Avenue and Uvas Park Drive																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**14**	**167**	**33**	**214**	**10**	**114**	**95**	**219**	**83**	**157**	**67**	**307**	**77**	**184**	**9**	**270**	**1010**
2040 GP Conditions	**23**	**6**	**80**	**109**	**84**	**262**	**7**	**353**	**1**	**1**	**2**	**4**	**7**	**323**	**25**	**355**	**821**

Int.(Existing #)[GP #]	51	7485	7485														
Intersection Name:	Princevalle Street and Tenth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**28**	**170**	**56**	**254**	**89**	**217**	**142**	**448**	**94**	**128**	**63**	**285**	**87**	**237**	**68**	**392**	**1379**
2040 GP Conditions	**61**	**170**	**56**	**287**	**108**	**312**	**175**	**595**	**148**	**128**	**63**	**339**	**87**	**462**	**107**	**656**	**1877**

Int.(Existing #)[GP #]	52	7492	7492														
Intersection Name:	Church Street and Tenth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**44**	**81**	**143**	**268**	**85**	**409**	**27**	**521**	**57**	**138**	**35**	**230**	**13**	**408**	**41**	**462**	**1481**
2040 GP Conditions	**56**	**105**	**165**	**326**	**85**	**534**	**27**	**646**	**57**	**143**	**38**	**238**	**15**	**551**	**142**	**708**	**1918**

Int.(Existing #)[GP #]	53	7657	7657														
Intersection Name:	Monterey Street and Tenth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**30**	**108**	**72**	**210**	**83**	**380**	**55**	**518**	**56**	**176**	**83**	**315**	**72**	**426**	**48**	**546**	**1589**
2040 GP Conditions	**30**	**148**	**72**	**250**	**83**	**442**	**55**	**580**	**56**	**374**	**101**	**531**	**199**	**456**	**49**	**704**	**2065**

Int.(Existing #)[GP #]	54	7536	7536														
Intersection Name:	Chestnut Street and Tenth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**32**	**131**	**106**	**269**	**104**	**348**	**281**	**733**	**178**	**85**	**50**	**313**	**86**	**353**	**35**	**474**	**1789**
2040 GP Conditions	**41**	**140**	**106**	**287**	**116**	**421**	**349**	**886**	**178**	**89**	**50**	**317**	**86**	**364**	**49**	**499**	**1989**

Int.(Existing #)[GP #]	55	7665	7665														
Intersection Name:	US 101 SB Ramps and Tenth Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**337**	**1**	**405**	**743**	**0**	**395**	**0**	**395**	**0**	**0**	**0**	**0**	**97**	**587**	**0**	**684**	**1822**
2040 GP Conditions	**432**	**1**	**650**	**1083**	**0**	**431**	**0**	**431**	**0**	**0**	**0**	**0**	**129**	**587**	**0**	**716**	**2230**

Int.(Existing #)[GP #]	56	7671	7671														
Intersection Name:	US 101 NB Off-Ramp and Pacheco Pass Highway																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**406**	**0**	**406**	**260**	**0**	**117**	**377**	**0**	**704**	**0**	**704**	**1487**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**498**	**0**	**498**	**544**	**0**	**134**	**678**	**0**	**1062**	**0**	**1062**	**2238**

Int.(Existing #)[GP #]	57	50715	50715														
Intersection Name:	Camino Arroyo and Pacheco Pass Highway																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**281**	**51**	**72**	**404**	**139**	**599**	**31**	**769**	**22**	**52**	**133**	**207**	**237**	**385**	**346**	**968**	**2348**
2040 GP Conditions	**339**	**55**	**108**	**502**	**252**	**740**	**54**	**1046**	**22**	**59**	**171**	**252**	**383**	**583**	**645**	**1611**	**3411**

Int.(Existing #)[GP #]	58	52068	52068														
Intersection Name:	Cameron Boulevard and Pacheco Pass Highway																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**839**	**14**	**853**	**9**	**0**	**14**	**23**	**16**	**341**	**0**	**357**	**1233**
2040 GP Conditions	**19**	**27**	**5**	**51**	**10**	**1054**	**126**	**1190**	**15**	**4**	**95**	**114**	**462**	**341**	**47**	**850**	**2205**

Int.(Existing #)[GP #]	59	7503	7503														
Intersection Name:	Tenth Street/Miller Avenue and Santa Teresa Boulevard																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**282**	**17**	**61**	**360**	**30**	**205**	**2**	**237**	**0**	**20**	**19**	**39**	**13**	**500**	**264**	**777**	**1413**
2040 GP Conditions	**415**	**28**	**61**	**504**	**124**	**560**	**2**	**686**	**0**	**46**	**24**	**70**	**13**	**716**	**627**	**1356**	**2616**

Int.(Existing #)[GP #]	60	5555	5555														
Intersection Name:	Thomas Road and Luchessa Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**265**	**308**	**573**	**363**	**0**	**19**	**382**	**29**	**304**	**0**	**333**	**1288**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**328**	**308**	**636**	**695**	**0**	**163**	**858**	**160**	**660**	**0**	**820**	**2314**

Int.(Existing #)[GP #]	61	10570	10570														
Intersection Name:	Monterey Street and Luchessa Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**87**	**133**	**51**	**271**	**28**	**69**	**67**	**164**	**279**	**196**	**240**	**715**	**404**	**191**	**106**	**701**	**1851**
2040 GP Conditions	**91**	**208**	**161**	**460**	**35**	**81**	**67**	**183**	**284**	**396**	**258**	**938**	**715**	**579**	**126**	**1420**	**3001**

Int.(Existing #)[GP #]	62	11594	11594														
Intersection Name:	Rossi Lane and Luchessa Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**19**	**7**	**0**	**26**	**4**	**27**	**0**	**31**	**0**	**22**	**27**	**49**	**350**	**352**	**79**	**781**	**887**

Int.(Existing #)[GP #]	63	52128	52128														
Intersection Name:	Cameron Boulevard and Luchessa Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**18**	**337**	**0**	**355**	**0**	**0**	**0**	**0**	**0**	**42**	**7**	**49**	**172**	**0**	**39**	**211**	**615**

Int.(Existing #)[GP #]	64	6655	6655														
Intersection Name:	Thomas Road and Santa Teresa Boulevard																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**147**	**30**	**172**	**349**	**126**	**97**	**2**	**225**	**9**	**73**	**22**	**104**	**14**	**370**	**112**	**496**	**1174**
2040 GP Conditions	**147**	**100**	**172**	**419**	**225**	**630**	**6**	**861**	**13**	**73**	**22**	**108**	**242**	**445**	**112**	**799**	**2187**

Int.(Existing #)[GP #]	65	8800	8800														
Intersection Name:	US 101 SB Ramps and Monterey Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**160**	**0**	**58**	**218**	**0**	**572**	**216**	**788**	**0**	**0**	**0**	**0**	**211**	**418**	**0**	**629**	**1635**
2040 GP Conditions	**329**	**0**	**220**	**549**	**0**	**747**	**216**	**963**	**0**	**0**	**0**	**0**	**248**	**698**	**0**	**946**	**2458**

Int.(Existing #)[GP #]	66	7668	7668														
Intersection Name:	Monterey Street and US 101 NB Ramps																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**303**	**107**	**66**	**476**	**39**	**55**	**3**	**97**	**6**	**189**	**100**	**295**	**51**	**38**	**546**	**635**	**1503**
2040 GP Conditions	**489**	**337**	**92**	**918**	**51**	**61**	**3**	**115**	**6**	**189**	**673**	**868**	**235**	**46**	**591**	**872**	**2773**

Int.(Existing #)[GP #]	67	7501	7501														
Intersection Name:	Wren Avenue and Third Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**28**	**311**	**88**	**427**	**88**	**123**	**12**	**223**	**33**	**314**	**129**	**476**	**135**	**151**	**55**	**341**	**1467**
2040 GP Conditions	**28**	**313**	**88**	**429**	**88**	**123**	**12**	**223**	**43**	**363**	**129**	**535**	**135**	**151**	**55**	**341**	**1528**

Int.(Existing #)[GP #]	68	7500	7500														
Intersection Name:	Santa Teresa Boulevard and Third Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**53**	**700**	**28**	**781**	**42**	**16**	**80**	**138**	**60**	**570**	**26**	**656**	**48**	**27**	**83**	**158**	**1733**
2040 GP Conditions	**53**	**1029**	**57**	**1139**	**116**	**16**	**80**	**212**	**60**	**1161**	**94**	**1315**	**196**	**27**	**83**	**306**	**2972**

Int.(Existing #)[GP #]	69	7440	7440														
Intersection Name:	Santa Teresa Boulevard and Wellburn Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**7**	**926**	**113**	**1046**	**170**	**23**	**83**	**276**	**43**	**637**	**32**	**712**	**92**	**46**	**20**	**158**	**2192**
2040 GP Conditions	**8**	**1123**	**113**	**1244**	**170**	**24**	**83**	**277**	**92**	**1049**	**39**	**1180**	**118**	**102**	**39**	**259**	**2960**

Int.(Existing #)[GP #]	70	7687	7687														
Intersection Name:	Monterey Road and Las Animas Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**9**	**441**	**136**	**586**	**160**	**19**	**9**	**188**	**28**	**713**	**4**	**745**	**15**	**56**	**31**	**102**	**1621**
2040 GP Conditions	**9**	**643**	**405**	**1057**	**259**	**26**	**56**	**341**	**203**	**917**	**4**	**1124**	**15**	**80**	**31**	**126**	**2648**

Int.(Existing #)[GP #]	71	11894	11894														
Intersection Name:	No Name Uno and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**29**	**95**	**7**	**131**	**9**	**48**	**10**	**67**	**3**	**50**	**20**	**73**	**47**	**28**	**27**	**102**	**373**
2040 GP Conditions	**43**	**0**	**8**	**51**	**9**	**152**	**0**	**161**	**0**	**0**	**0**	**0**	**0**	**162**	**36**	**198**	**410**

Int.(Existing #)[GP #]	72	179	179														
Intersection Name:	Church Street and Luchessa Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**55**	**4**	**49**	**108**	**72**	**367**	**4**	**443**	**15**	**11**	**31**	**57**	**28**	**556**	**87**	**671**	**1279**
2040 GP Conditions	**74**	**7**	**52**	**133**	**80**	**397**	**4**	**481**	**15**	**14**	**31**	**60**	**28**	**1282**	**87**	**1397**	**2071**

Int.(Existing #)[GP #]	73	11592	11592														
Intersection Name:	Chestnut Street and Luchessa Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**81**	**5**	**91**	**177**	**74**	**67**	**1**	**142**	**0**	**3**	**4**	**7**	**9**	**267**	**214**	**490**	**816**
2040 GP Conditions	**81**	**5**	**190**	**276**	**74**	**76**	**2**	**152**	**0**	**3**	**4**	**7**	**9**	**725**	**264**	**998**	**1433**

Int.(Existing #)[GP #]	74	50758	50758														
Intersection Name:	Princevalle Street and Luchessa Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**155**	**0**	**117**	**272**	**57**	**416**	**0**	**473**	**0**	**0**	**0**	**0**	**0**	**556**	**102**	**658**	**1403**
2040 GP Conditions	**190**	**0**	**270**	**460**	**76**	**429**	**0**	**505**	**0**	**0**	**0**	**0**	**0**	**1112**	**234**	**1346**	**2311**

Int.(Existing #)[GP #]	75	7504	7504														
Intersection Name:	Westwood Drive and First Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**16**	**59**	**103**	**178**	**36**	**478**	**73**	**587**	**106**	**54**	**106**	**266**	**76**	**751**	**15**	**842**	**1873**
2040 GP Conditions	**17**	**59**	**103**	**179**	**36**	**478**	**78**	**592**	**106**	**54**	**106**	**266**	**76**	**925**	**16**	**1017**	**2054**

Int.(Existing #)[GP #]	76	251	251														
Intersection Name:	Kern Avenue and First Street																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**39**	**0**	**68**	**107**	**106**	**657**	**0**	**763**	**0**	**0**	**0**	**0**	**0**	**842**	**35**	**877**	**1747**
2040 GP Conditions	**42**	**0**	**68**	**110**	**106**	**657**	**0**	**763**	**0**	**0**	**0**	**0**	**0**	**986**	**37**	**1023**	**1896**

Int.(Existing #)[GP #]	77	62212	62212														
Intersection Name:	Kern Avenue and Buena Vista Avenue																
AM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**818**	**0**	**818**	**0**	**0**	**32**	**32**	**12**	**1005**	**0**	**1017**	**1867**

Int.(Existing #)[GP #]	1	5318	5318														
Intersection Name:	Santa Teresa Boulevard and Fitzgerald Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**675**	**43**	**718**	**20**	**4**	**402**	**426**	**238**	**212**	**5**	**455**	**6**	**5**	**0**	**11**	**1610**
2040 GP Conditions	**0**	**1198**	**43**	**1241**	**20**	**4**	**342**	**366**	**173**	**812**	**5**	**990**	**6**	**5**	**0**	**11**	**2607**

Int.(Existing #)[GP #]	2	8617	8617														
Intersection Name:	Monterey Road and Masten Avenue/Fitzgerald Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**107**	**850**	**112**	**1069**	**35**	**231**	**325**	**591**	**196**	**328**	**17**	**541**	**31**	**238**	**34**	**303**	**2504**
2040 GP Conditions	**254**	**1439**	**230**	**1923**	**122**	**65**	**99**	**285**	**63**	**1152**	**17**	**1232**	**51**	**49**	**215**	**315**	**3755**

Int.(Existing #)[GP #]	3	5320	5320														
Intersection Name:	US 101 SB Ramps and Masten Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**362**	**3**	**65**	**430**	**0**	**118**	**84**	**202**	**0**	**0**	**0**	**0**	**158**	**423**	**0**	**581**	**1213**
2040 GP Conditions	**76**	**3**	**21**	**101**	**0**	**200**	**84**	**284**	**0**	**0**	**0**	**0**	**184**	**109**	**0**	**293**	**678**

Int.(Existing #)[GP #]	4	6060	6060														
Intersection Name:	US 101 NB Ramps and Masten Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**111**	**170**	**0**	**281**	**58**	**0**	**60**	**118**	**0**	**155**	**332**	**487**	**886**
2040 GP Conditions	**0**	**0**	**0**	**0**	**36**	**212**	**0**	**248**	**79**	**0**	**83**	**162**	**0**	**160**	**20**	**180**	**590**

Int.(Existing #)[GP #]	5	8618	8618														
Intersection Name:	Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**38**	**871**	**0**	**909**	**0**	**0**	**0**	**0**	**0**	**397**	**129**	**526**	**304**	**0**	**26**	**330**	**1765**
2040 GP Conditions	**91**	**1173**	**95**	**1359**	**211**	**157**	**451**	**819**	**196**	**593**	**29**	**818**	**130**	**114**	**104**	**348**	**3344**

Int.(Existing #)[GP #]	6	52047	52047														
Intersection Name:	Wren Avenue and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**711**	**532**	**1243**	**314**	**0**	**106**	**420**	**197**	**183**	**0**	**380**	**2043**

Int.(Existing #)[GP #]	7	52048	52048														
Intersection Name:	Church Street and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**1243**	**163**	**1406**	**93**	**0**	**0**	**93**	**0**	**498**	**0**	**498**	**1997**

Int.(Existing #)[GP #]	8	10463	10463														
Intersection Name:	Monterey Road and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**1331**	**41**	**1372**	**23**	**0**	**110**	**133**	**83**	**463**	**0**	**546**	**0**	**0**	**0**	**0**	**2051**
2040 GP Conditions	**656**	**1062**	**41**	**1759**	**414**	**641**	**115**	**1170**	**346**	**709**	**117**	**1172**	**41**	**311**	**239**	**591**	**4692**

Int.(Existing #)[GP #]	9	62160	62160														
Intersection Name:	Murray Avenue and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**1201**	**169**	**1370**	**321**	**0**	**80**	**401**	**33**	**887**	**0**	**920**	**2691**

Int.(Existing #)[GP #]	10	62161	62161														
Intersection Name:	US 101 SB Ramps and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**579**	**0**	**275**	**854**	**0**	**813**	**49**	**862**	**0**	**0**	**0**	**0**	**144**	**1065**	**0**	**1209**	**2925**
Int.(Existing #)[GP #]	11	62162	62162														
Intersection Name:	US 101 NB Ramps and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**190**	**183**	**0**	**373**	**61**	**0**	**681**	**742**	**0**	**436**	**928**	**1364**	**2479**
Int.(Existing #)[GP #]	12	6651	6651														
Intersection Name:	Marcella Avenue and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**52**	**31**	**83**	**17**	**0**	**6**	**23**	**12**	**60**	**0**	**72**	**178**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**83**	**137**	**220**	**109**	**0**	**182**	**291**	**147**	**235**	**0**	**382**	**893**
Int.(Existing #)[GP #]	13	50704	50704														
Intersection Name:	Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**280**	**1000**	**0**	**1280**	**0**	**0**	**0**	**0**	**0**	**449**	**80**	**529**	**58**	**0**	**107**	**165**	**1974**
2040 GP Conditions	**287**	**1437**	**0**	**1724**	**11**	**199**	**100**	**310**	**50**	**666**	**80**	**796**	**109**	**124**	**107**	**340**	**3170**
Int.(Existing #)[GP #]	14	62147	62147														
Intersection Name:	Kern Avenue and Cohansey Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**85**	**19**	**2**	**106**	**2**	**250**	**2**	**254**	**2**	**0**	**22**	**24**	**11**	**183**	**12**	**206**	**590**
Int.(Existing #)[GP #]	15	62198	62198														
Intersection Name:	Wren Avenue and Cohansey Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**7**	**3**	**10**	**4**	**3**	**9**	**16**	**5**	**9**	**1**	**15**	**1**	**2**	**0**	**3**	**44**
2040 GP Conditions	**16**	**605**	**3**	**624**	**4**	**211**	**10**	**225**	**5**	**392**	**10**	**407**	**14**	**142**	**18**	**174**	**1430**
Int.(Existing #)[GP #]	16	52054	52054														
Intersection Name:	Church Street and Cohansey Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**1**	**1**	**0**	**2**	**0**	**32**	**29**	**61**	**7**	**1**	**1**	**9**	**0**	**16**	**1**	**17**	**89**
2040 GP Conditions	**1**	**16**	**94**	**111**	**91**	**255**	**29**	**375**	**11**	**16**	**1**	**28**	**0**	**164**	**1**	**165**	**679**
Int.(Existing #)[GP #]	17	4135	4135														
Intersection Name:	Monterey Road and Cohansey Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**5**	**1199**	**9**	**1213**	**6**	**1**	**11**	**18**	**15**	**604**	**4**	**623**	**11**	**0**	**9**	**20**	**1874**
2040 GP Conditions	**5**	**1094**	**9**	**1108**	**169**	**123**	**125**	**417**	**44**	**972**	**232**	**1248**	**262**	**3**	**9**	**274**	**3047**
Int.(Existing #)[GP #]	18	10477	10477														
Intersection Name:	Santa Teresa Boulevard and Longmeadow Drive																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**174**	**784**	**110**	**1068**	**48**	**42**	**3**	**93**	**5**	**420**	**129**	**554**	**117**	**18**	**64**	**199**	**1914**
2040 GP Conditions	**174**	**1310**	**190**	**1674**	**87**	**61**	**62**	**210**	**95**	**598**	**173**	**866**	**117**	**30**	**80**	**227**	**2977**

Int.(Existing #)[GP #]	19	4835	4835														
Intersection Name:	Wren Avenue and Farrell Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**36**	**50**	**86**	**37**	**0**	**364**	**401**	**175**	**19**	**0**	**194**	**0**	**0**	**0**	**0**	**681**
2040 GP Conditions	**69**	**581**	**50**	**700**	**37**	**131**	**215**	**383**	**92**	**382**	**35**	**509**	**19**	**60**	**32**	**111**	**1703**
Int.(Existing #)[GP #]	20	50711	50711														
Intersection Name:	Church Street and Farrell Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**9**	**4**	**12**	**25**	**17**	**377**	**74**	**468**	**48**	**8**	**46**	**102**	**34**	**164**	**7**	**205**	**800**
2040 GP Conditions	**10**	**18**	**12**	**40**	**17**	**315**	**146**	**478**	**65**	**22**	**48**	**135**	**36**	**113**	**7**	**156**	**809**
Int.(Existing #)[GP #]	21	10479	10479														
Intersection Name:	Monterey Road and Farrell Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**439**	**826**	**0**	**1265**	**0**	**0**	**0**	**0**	**0**	**422**	**58**	**480**	**48**	**0**	**188**	**236**	**1981**
2040 GP Conditions	**176**	**1339**	**0**	**1515**	**0**	**0**	**0**	**0**	**0**	**1195**	**299**	**1494**	**128**	**0**	**36**	**164**	**3173**
Int.(Existing #)[GP #]	22	62163	62163														
Intersection Name:	Murray Avenue and Las Animas Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**32**	**44**	**130**	**206**	**201**	**322**	**14**	**537**	**14**	**216**	**82**	**312**	**80**	**313**	**58**	**451**	**1506**
Int.(Existing #)[GP #]	23	10499	10499														
Intersection Name:	San Ysidro Avenue/No Name Uno and Las Animas Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**7**	**10**	**17**	**17**	**0**	**136**	**153**	**268**	**7**	**0**	**275**	**445**
2040 GP Conditions	**364**	**143**	**235**	**742**	**15**	**26**	**35**	**76**	**28**	**92**	**160**	**280**	**272**	**32**	**165**	**469**	**1567**
Int.(Existing #)[GP #]	24	10514	10514														
Intersection Name:	Santa Teresa Boulevard and Mantelli Drive																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**61**	**735**	**95**	**891**	**48**	**117**	**46**	**211**	**49**	**450**	**160**	**659**	**147**	**89**	**34**	**270**	**2031**
2040 GP Conditions	**66**	**1311**	**95**	**1472**	**48**	**164**	**197**	**409**	**151**	**786**	**160**	**1097**	**147**	**129**	**46**	**322**	**3300**
Int.(Existing #)[GP #]	25	50696	50696														
Intersection Name:	Kern Avenue and Mantelli Drive																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**19**	**26**	**19**	**64**	**27**	**379**	**100**	**506**	**66**	**42**	**50**	**158**	**46**	**292**	**21**	**359**	**1087**
2040 GP Conditions	**57**	**38**	**19**	**114**	**27**	**574**	**104**	**705**	**69**	**53**	**50**	**172**	**46**	**391**	**77**	**514**	**1505**
Int.(Existing #)[GP #]	26	10511	10511														
Intersection Name:	Wren Avenue and Mantelli Drive																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**121**	**258**	**23**	**402**	**23**	**339**	**74**	**436**	**47**	**147**	**83**	**277**	**92**	**226**	**68**	**386**	**1501**
2040 GP Conditions	**300**	**324**	**72**	**696**	**133**	**426**	**78**	**637**	**47**	**328**	**90**	**465**	**101**	**296**	**112**	**509**	**2307**
Int.(Existing #)[GP #]	27	10510	10510														
Intersection Name:	Church Street and Mantelli Drive																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**57**	**130**	**3**	**190**	**3**	**5**	**11**	**19**	**21**	**126**	**389**	**536**	**254**	**4**	**32**	**290**	**1035**
2040 GP Conditions	**62**	**130**	**3**	**195**	**3**	**5**	**11**	**19**	**21**	**126**	**581**	**728**	**367**	**4**	**32**	**403**	**1345**

Int.(Existing #)[GP #]	28	50695	50695														
Intersection Name:	Kern Avenue and Welburn Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**42**	**77**	**69**	**188**	**48**	**186**	**42**	**276**	**48**	**91**	**33**	**172**	**26**	**188**	**40**	**254**	**890**
2040 GP Conditions	**43**	**80**	**69**	**192**	**48**	**186**	**42**	**276**	**49**	**94**	**33**	**176**	**26**	**188**	**42**	**256**	**900**
Int.(Existing #)[GP #]	29	9774	9774														
Intersection Name:	Wren Avenue and Welburn Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**35**	**297**	**40**	**372**	**26**	**200**	**102**	**328**	**81**	**259**	**68**	**408**	**97**	**181**	**31**	**309**	**1417**
2040 GP Conditions	**35**	**363**	**52**	**450**	**31**	**200**	**102**	**333**	**81**	**425**	**70**	**576**	**97**	**181**	**36**	**314**	**1673**
Int.(Existing #)[GP #]	30	10513	10513														
Intersection Name:	Church Street and Welburn Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**63**	**196**	**177**	**436**	**313**	**484**	**86**	**883**	**78**	**143**	**28**	**249**	**32**	**311**	**46**	**389**	**1957**
2040 GP Conditions	**66**	**261**	**177**	**504**	**377**	**484**	**87**	**948**	**87**	**237**	**57**	**381**	**52**	**311**	**51**	**414**	**2247**
Int.(Existing #)[GP #]	31	7654	7654														
Intersection Name:	Monterey Street and Leavesley Road/Welburn Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**126**	**467**	**283**	**876**	**145**	**749**	**476**	**1370**	**417**	**249**	**121**	**787**	**60**	**536**	**68**	**664**	**3697**
2040 GP Conditions	**213**	**1066**	**283**	**1562**	**79**	**526**	**476**	**1081**	**149**	**1164**	**250**	**1563**	**129**	**338**	**134**	**601**	**4807**
Int.(Existing #)[GP #]	32	7463	7463														
Intersection Name:	Murray Avenue and Leavesley Road																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**89**	**99**	**232**	**420**	**155**	**1136**	**286**	**1577**	**182**	**57**	**66**	**305**	**99**	**912**	**83**	**1094**	**3396**
2040 GP Conditions	**93**	**103**	**239**	**435**	**155**	**672**	**286**	**1113**	**182**	**58**	**71**	**311**	**106**	**499**	**87**	**692**	**2550**
Int.(Existing #)[GP #]	33	7676	7676														
Intersection Name:	US 101 SB Ramps and Leavesley Road																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**533**	**4**	**480**	**1017**	**0**	**1056**	**244**	**1300**	**0**	**0**	**0**	**0**	**358**	**1104**	**0**	**1462**	**3779**
2040 GP Conditions	**219**	**4**	**116**	**338**	**0**	**688**	**244**	**932**	**0**	**0**	**0**	**0**	**325**	**529**	**0**	**853**	**2123**
Int.(Existing #)[GP #]	34	7675	7675														
Intersection Name:	US 101 NB Ramps/San Ysidro Avenue and Leavesley Road																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**450**	**0**	**160**	**610**	**83**	**877**	**0**	**960**	**128**	**111**	**388**	**627**	**0**	**882**	**283**	**1165**	**3362**
2040 GP Conditions	**543**	**0**	**226**	**769**	**88**	**842**	**0**	**930**	**131**	**263**	**225**	**619**	**0**	**391**	**188**	**578**	**2897**
Int.(Existing #)[GP #]	35	7467	7467														
Intersection Name:	Arroyo Circle and Leavesley Road																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**64**	**88**	**25**	**177**	**14**	**257**	**61**	**332**	**46**	**55**	**658**	**759**	**603**	**459**	**97**	**1159**	**2427**
2040 GP Conditions	**64**	**127**	**46**	**237**	**22**	**436**	**61**	**519**	**57**	**77**	**505**	**639**	**431**	**191**	**97**	**719**	**2114**
Int.(Existing #)[GP #]	36	10481	10481														
Intersection Name:	Cameron Boulevard/Marcella Avenue and Leavesley Road																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**32**	**0**	**21**	**53**	**13**	**282**	**0**	**295**	**0**	**0**	**0**	**0**	**0**	**535**	**14**	**549**	**897**
2040 GP Conditions	**38**	**101**	**218**	**357**	**23**	**401**	**81**	**505**	**28**	**43**	**37**	**108**	**29**	**248**	**22**	**299**	**1269**

Int.(Existing #)[GP #]	37	4134	4134														
Intersection Name:	Santa Teresa Boulevard and First Street/Hecker Pass Highway																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**96**	**425**	**392**	**913**	**310**	**215**	**222**	**747**	**142**	**239**	**58**	**439**	**132**	**257**	**80**	**469**	**2568**
2040 GP Conditions	**115**	**1262**	**392**	**1769**	**351**	**271**	**385**	**1007**	**253**	**752**	**63**	**1068**	**132**	**269**	**80**	**481**	**4325**
Int.(Existing #)[GP #]	38	7484	7484														
Intersection Name:	Wren Avenue and First Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**101**	**296**	**87**	**484**	**54**	**665**	**157**	**876**	**106**	**245**	**185**	**536**	**150**	**431**	**139**	**720**	**2616**
2040 GP Conditions	**116**	**337**	**100**	**553**	**140**	**840**	**181**	**1161**	**121**	**294**	**185**	**600**	**150**	**442**	**158**	**750**	**3064**
Int.(Existing #)[GP #]	39	4449	4449														
Intersection Name:	Wayland Lane/Miller Avenue and First Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**53**	**147**	**82**	**282**	**52**	**633**	**35**	**720**	**30**	**78**	**94**	**202**	**84**	**465**	**33**	**582**	**1786**
2040 GP Conditions	**53**	**150**	**88**	**291**	**81**	**878**	**82**	**1041**	**30**	**79**	**94**	**203**	**84**	**466**	**33**	**583**	**2118**
Int.(Existing #)[GP #]	40	7482	7482														
Intersection Name:	Church Street and First Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**132**	**263**	**44**	**439**	**42**	**508**	**20**	**570**	**22**	**175**	**158**	**355**	**151**	**360**	**27**	**538**	**1902**
2040 GP Conditions	**297**	**364**	**56**	**717**	**50**	**695**	**20**	**765**	**22**	**201**	**158**	**381**	**151**	**426**	**142**	**719**	**2582**
Int.(Existing #)[GP #]	41	7653	7653														
Intersection Name:	Monterey Street and First Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**356**	**592**	**0**	**948**	**0**	**0**	**0**	**0**	**0**	**416**	**191**	**607**	**138**	**0**	**305**	**443**	**1998**
2040 GP Conditions	**365**	**1124**	**0**	**1489**	**0**	**0**	**0**	**0**	**0**	**1003**	**374**	**1377**	**261**	**0**	**305**	**566**	**3432**
Int.(Existing #)[GP #]	42	10567	10567														
Intersection Name:	Monterey Street and IOOF Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**6**	**534**	**191**	**731**	**232**	**0**	**16**	**248**	**45**	**422**	**5**	**472**	**5**	**3**	**2**	**10**	**1461**
2040 GP Conditions	**6**	**1052**	**332**	**1390**	**492**	**0**	**84**	**576**	**101**	**934**	**5**	**1040**	**5**	**3**	**2**	**10**	**3016**
Int.(Existing #)[GP #]	43	7473	7473														
Intersection Name:	Monterey Street and Third Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**126**	**451**	**4**	**581**	**10**	**0**	**4**	**14**	**1**	**383**	**31**	**415**	**44**	**2**	**77**	**123**	**1133**
2040 GP Conditions	**270**	**756**	**4**	**1030**	**10**	**0**	**4**	**14**	**1**	**692**	**31**	**724**	**44**	**2**	**127**	**173**	**1941**
Int.(Existing #)[GP #]	44	6653	6653														
Intersection Name:	Santa Teresa Boulevard and Club Drive																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**130**	**487**	**15**	**632**	**23**	**0**	**26**	**49**	**7**	**278**	**46**	**331**	**36**	**2**	**85**	**123**	**1135**
2040 GP Conditions	**147**	**1374**	**184**	**1705**	**79**	**0**	**26**	**105**	**34**	**1014**	**95**	**1143**	**65**	**7**	**85**	**157**	**3110**
Int.(Existing #)[GP #]	45	7515	7515														
Intersection Name:	Wren Avenue and Sixth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**270**	**203**	**473**	**220**	**0**	**7**	**227**	**7**	**220**	**0**	**227**	**0**	**0**	**0**	**0**	**927**
2040 GP Conditions	**0**	**305**	**203**	**508**	**220**	**0**	**10**	**230**	**8**	**236**	**0**	**244**	**0**	**0**	**0**	**0**	**982**

Int.(Existing #)[GP #]	46	102	102														
Intersection Name:	Princevalle Street and Sixth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**9**	**0**	**0**	**9**	**23**	**215**	**70**	**308**	**54**	**0**	**136**	**190**	**114**	**214**	**0**	**328**	**835**
2040 GP Conditions	**9**	**0**	**0**	**9**	**23**	**215**	**121**	**359**	**77**	**0**	**136**	**213**	**114**	**214**	**0**	**328**	**909**
Int.(Existing #)[GP #]	47	7496	7496														
Intersection Name:	Church Street and Sixth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**41**	**279**	**57**	**377**	**49**	**245**	**27**	**321**	**30**	**216**	**56**	**302**	**66**	**186**	**43**	**295**	**1295**
2040 GP Conditions	**58**	**464**	**57**	**579**	**49**	**245**	**46**	**340**	**40**	**301**	**67**	**408**	**66**	**186**	**52**	**304**	**1631**
Int.(Existing #)[GP #]	48	7479	7479														
Intersection Name:	Monterey Street and Sixth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**47**	**295**	**73**	**415**	**71**	**277**	**20**	**368**	**17**	**210**	**28**	**255**	**29**	**213**	**35**	**277**	**1315**
2040 GP Conditions	**47**	**432**	**235**	**714**	**165**	**277**	**36**	**478**	**40**	**406**	**28**	**474**	**29**	**213**	**39**	**281**	**1947**
Int.(Existing #)[GP #]	49	50839	50839														
Intersection Name:	Chestnut Street and Sixth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**9**	**11**	**14**	**34**	**18**	**336**	**77**	**431**	**108**	**32**	**44**	**184**	**25**	**303**	**3**	**331**	**980**
2040 GP Conditions	**10**	**11**	**14**	**35**	**18**	**336**	**83**	**437**	**108**	**34**	**44**	**186**	**25**	**303**	**3**	**331**	**989**
Int.(Existing #)[GP #]	50	7502	7502														
Intersection Name:	Miller Avenue and Uvas Park Drive																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**8**	**79**	**2**	**89**	**5**	**182**	**98**	**285**	**67**	**82**	**62**	**211**	**100**	**227**	**12**	**339**	**924**
2040 GP Conditions	**19**	**21**	**58**	**98**	**35**	**263**	**21**	**319**	**20**	**19**	**20**	**59**	**21**	**342**	**31**	**394**	**870**
Int.(Existing #)[GP #]	51	7485	7485														
Intersection Name:	Princevalle Street and Tenth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**16**	**80**	**82**	**178**	**78**	**220**	**74**	**372**	**54**	**86**	**82**	**222**	**114**	**214**	**8**	**336**	**1108**
2040 GP Conditions	**31**	**126**	**82**	**239**	**78**	**399**	**240**	**717**	**95**	**120**	**106**	**321**	**115**	**345**	**20**	**480**	**1757**
Int.(Existing #)[GP #]	52	7492	7492														
Intersection Name:	Church Street and Tenth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**28**	**103**	**171**	**302**	**131**	**431**	**74**	**636**	**48**	**95**	**16**	**159**	**19**	**372**	**23**	**414**	**1511**
2040 GP Conditions	**220**	**117**	**171**	**508**	**172**	**530**	**74**	**776**	**48**	**95**	**17**	**160**	**21**	**435**	**75**	**531**	**1975**
Int.(Existing #)[GP #]	53	7657	7657														
Intersection Name:	Monterey Street and Tenth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**58**	**240**	**154**	**452**	**170**	**596**	**122**	**888**	**76**	**172**	**93**	**341**	**100**	**371**	**31**	**502**	**2183**
2040 GP Conditions	**58**	**389**	**154**	**601**	**170**	**622**	**122**	**914**	**76**	**399**	**156**	**631**	**100**	**388**	**31**	**519**	**2665**
Int.(Existing #)[GP #]	54	7536	7536														
Intersection Name:	Chestnut Street and Tenth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**28**	**141**	**140**	**309**	**83**	**597**	**330**	**1010**	**288**	**169**	**164**	**621**	**121**	**450**	**49**	**620**	**2560**
2040 GP Conditions	**34**	**148**	**140**	**322**	**83**	**628**	**387**	**1098**	**291**	**197**	**164**	**652**	**121**	**463**	**52**	**636**	**2708**

Int.(Existing #)[GP #]	55	7665	7665														
Intersection Name:	US 101 SB Ramps and Tenth Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**506**	**1**	**910**	**1417**	**0**	**602**	**0**	**602**	**0**	**0**	**0**	**0**	**138**	**876**	**0**	**1014**	**3033**
2040 GP Conditions	**506**	**1**	**910**	**1417**	**0**	**675**	**0**	**675**	**0**	**0**	**0**	**0**	**170**	**876**	**0**	**1046**	**3138**

Int.(Existing #)[GP #]	56	7671	7671														
Intersection Name:	US 101 NB Off-Ramp and Pacheco Pass Highway																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**834**	**0**	**834**	**221**	**0**	**108**	**329**	**0**	**1450**	**0**	**1450**	**2613**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**1097**	**0**	**1097**	**525**	**0**	**113**	**638**	**0**	**1459**	**0**	**1459**	**3194**

Int.(Existing #)[GP #]	57	50715	50715														
Intersection Name:	Camino Arroyo and Pacheco Pass Highway																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**520**	**216**	**300**	**1036**	**96**	**571**	**34**	**701**	**119**	**184**	**411**	**714**	**422**	**710**	**520**	**1652**	**4103**
2040 GP Conditions	**684**	**216**	**473**	**1373**	**144**	**726**	**51**	**921**	**190**	**212**	**497**	**899**	**479**	**825**	**660**	**1964**	**5157**

Int.(Existing #)[GP #]	58	52068	52068														
Intersection Name:	Cameron Boulevard and Pacheco Pass Highway																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**454**	**17**	**471**	**18**	**0**	**79**	**97**	**35**	**1009**	**0**	**1044**	**1612**
2040 GP Conditions	**105**	**22**	**31**	**158**	**5**	**454**	**22**	**481**	**141**	**30**	**618**	**789**	**132**	**1338**	**22**	**1492**	**2920**

Int.(Existing #)[GP #]	59	7503	7503														
Intersection Name:	Tenth Street/Miller Avenue and Santa Teresa Boulevard																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**113**	**13**	**29**	**155**	**27**	**225**	**1**	**253**	**0**	**8**	**11**	**19**	**25**	**367**	**131**	**523**	**950**
2040 GP Conditions	**459**	**35**	**80**	**574**	**92**	**630**	**1**	**723**	**0**	**15**	**17**	**32**	**39**	**975**	**318**	**1332**	**2661**

Int.(Existing #)[GP #]	60	5555	5555														
Intersection Name:	Thomas Road and Luchessa Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**175**	**367**	**542**	**354**	**0**	**9**	**363**	**8**	**96**	**0**	**104**	**1009**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**424**	**737**	**1161**	**471**	**0**	**96**	**567**	**95**	**179**	**0**	**274**	**2002**

Int.(Existing #)[GP #]	61	10570	10570														
Intersection Name:	Monterey Street and Luchessa Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**89**	**398**	**43**	**530**	**58**	**182**	**322**	**562**	**140**	**209**	**365**	**714**	**375**	**136**	**59**	**570**	**2376**
2040 GP Conditions	**98**	**532**	**52**	**682**	**152**	**729**	**322**	**1203**	**201**	**425**	**365**	**991**	**388**	**213**	**60**	**661**	**3537**

Int.(Existing #)[GP #]	62	11594	11594														
Intersection Name:	Rossi Lane and Luchessa Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**163**	**10**	**1**	**174**	**32**	**337**	**1**	**370**	**1**	**15**	**290**	**306**	**61**	**43**	**53**	**157**	**1007**

Int.(Existing #)[GP #]	63	52128	52128														
Intersection Name:	Cameron Boulevard and Luchessa Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**45**	**49**	**0**	**94**	**0**	**0**	**0**	**0**	**0**	**410**	**175**	**585**	**15**	**0**	**31**	**46**	**725**

Int.(Existing #)[GP #]	64	6655	6655														
Intersection Name:	Thomas Road and Santa Teresa Boulevard																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**111**	**64**	**102**	**277**	**146**	**104**	**3**	**253**	**3**	**41**	**14**	**58**	**26**	**263**	**101**	**390**	**978**
2040 GP Conditions	**111**	**64**	**291**	**466**	**254**	**712**	**12**	**978**	**5**	**41**	**14**	**60**	**26**	**935**	**101**	**1062**	**2566**

Int.(Existing #)[GP #]	65	8800	8800														
Intersection Name:	US 101 SB Ramps and Monterey Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**231**	**3**	**469**	**703**	**0**	**473**	**85**	**558**	**0**	**0**	**0**	**0**	**390**	**641**	**0**	**1031**	**2292**
2040 GP Conditions	**231**	**3**	**912**	**1146**	**0**	**671**	**125**	**796**	**0**	**0**	**0**	**0**	**464**	**759**	**0**	**1223**	**3165**

Int.(Existing #)[GP #]	66	7668	7668														
Intersection Name:	Monterey Street and US 101 NB Ramps																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**211**	**802**	**114**	**1127**	**63**	**37**	**17**	**117**	**9**	**129**	**55**	**193**	**74**	**27**	**331**	**432**	**1869**
2040 GP Conditions	**211**	**1364**	**148**	**1723**	**96**	**52**	**17**	**165**	**9**	**457**	**623**	**1089**	**93**	**33**	**331**	**457**	**3434**

Int.(Existing #)[GP #]	67	7501	7501														
Intersection Name:	Wren Avenue and Third Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**62**	**367**	**68**	**497**	**76**	**136**	**5**	**217**	**11**	**318**	**147**	**476**	**147**	**100**	**43**	**290**	**1480**
2040 GP Conditions	**62**	**423**	**68**	**553**	**76**	**136**	**13**	**225**	**17**	**346**	**147**	**510**	**147**	**100**	**43**	**290**	**1578**

Int.(Existing #)[GP #]	68	7500	7500														
Intersection Name:	Santa Teresa Boulevard and Third Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**86**	**568**	**70**	**724**	**40**	**25**	**35**	**100**	**34**	**324**	**22**	**380**	**24**	**17**	**57**	**98**	**1302**
2040 GP Conditions	**86**	**1511**	**114**	**1711**	**76**	**25**	**49**	**150**	**50**	**940**	**178**	**1168**	**132**	**17**	**57**	**206**	**3235**

Int.(Existing #)[GP #]	69	7440	7440														
Intersection Name:	Santa Teresa Boulevard and Wellburn Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**21**	**752**	**124**	**897**	**111**	**41**	**52**	**204**	**55**	**588**	**67**	**710**	**28**	**33**	**7**	**68**	**1879**
2040 GP Conditions	**34**	**1505**	**124**	**1663**	**111**	**51**	**79**	**241**	**65**	**995**	**200**	**1260**	**40**	**34**	**14**	**88**	**3252**

Int.(Existing #)[GP #]	70	7687	7687														
Intersection Name:	Monterey Road and Las Animas Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**26**	**837**	**115**	**978**	**154**	**63**	**23**	**240**	**16**	**353**	**12**	**381**	**8**	**17**	**3**	**28**	**1627**
2040 GP Conditions	**26**	**1333**	**374**	**1733**	**376**	**92**	**222**	**690**	**82**	**1205**	**12**	**1299**	**8**	**35**	**3**	**46**	**3768**

Int.(Existing #)[GP #]	71	11894	11894														
Intersection Name:	No Name Uno and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**42**	**122**	**15**	**179**	**8**	**49**	**9**	**66**	**20**	**88**	**33**	**141**	**38**	**49**	**27**	**114**	**500**
2040 GP Conditions	**51**	**0**	**16**	**67**	**8**	**298**	**0**	**306**	**0**	**0**	**0**	**0**	**0**	**408**	**44**	**452**	**825**

Int.(Existing #)[GP #]	72	179	179														
Intersection Name:	Church Street and Luchessa Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**43**	**6**	**71**	**120**	**56**	**506**	**17**	**579**	**7**	**3**	**8**	**18**	**14**	**437**	**41**	**492**	**1209**
2040 GP Conditions	**48**	**11**	**71**	**130**	**82**	**961**	**17**	**1060**	**7**	**4**	**15**	**26**	**14**	**577**	**41**	**632**	**1848**

Int.(Existing #)[GP #]	73	11592	11592														
Intersection Name:	Chestnut Street and Luchessa Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**238**	**1**	**51**	**290**	**142**	**308**	**2**	**452**	**2**	**5**	**4**	**11**	**5**	**75**	**202**	**282**	**1035**
2040 GP Conditions	**365**	**1**	**51**	**417**	**157**	**821**	**3**	**981**	**3**	**5**	**4**	**12**	**5**	**157**	**267**	**429**	**1839**

Int.(Existing #)[GP #]	74	50758	50758														
Intersection Name:	Princevalle Street and Luchessa Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**90**	**0**	**107**	**197**	**121**	**453**	**0**	**574**	**0**	**0**	**0**	**0**	**0**	**393**	**65**	**458**	**1229**
2040 GP Conditions	**319**	**0**	**107**	**426**	**196**	**843**	**0**	**1039**	**0**	**0**	**0**	**0**	**0**	**532**	**126**	**658**	**2123**

Int.(Existing #)[GP #]	75	7504	7504														
Intersection Name:	Westwood Drive and First Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**30**	**83**	**67**	**180**	**56**	**666**	**138**	**860**	**91**	**54**	**92**	**237**	**121**	**561**	**46**	**728**	**2005**
2040 GP Conditions	**30**	**83**	**67**	**180**	**56**	**844**	**157**	**1057**	**98**	**54**	**94**	**246**	**121**	**592**	**47**	**760**	**2243**

Int.(Existing #)[GP #]	76	251	251														
Intersection Name:	Kern Avenue and First Street																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**55**	**0**	**56**	**111**	**120**	**903**	**0**	**1023**	**0**	**0**	**0**	**0**	**0**	**745**	**54**	**799**	**1933**
2040 GP Conditions	**59**	**0**	**56**	**115**	**123**	**1096**	**0**	**1219**	**0**	**0**	**0**	**0**	**0**	**773**	**58**	**831**	**2165**

Int.(Existing #)[GP #]	77	62212	62212														
Intersection Name:	Kern Avenue and Buena Vista Avenue																
PM																	
		North Approach				East Approach				South Approach				West Approach			
Scenario:	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	RT	TH	LT	Sum	Total
Existing Conditions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2040 GP Conditions	**0**	**0**	**0**	**0**	**0**	**815**	**0**	**815**	**0**	**0**	**4**	**4**	**23**	**380**	**0**	**403**	**1222**

Appendix D
Intersection Level of Service Calculations

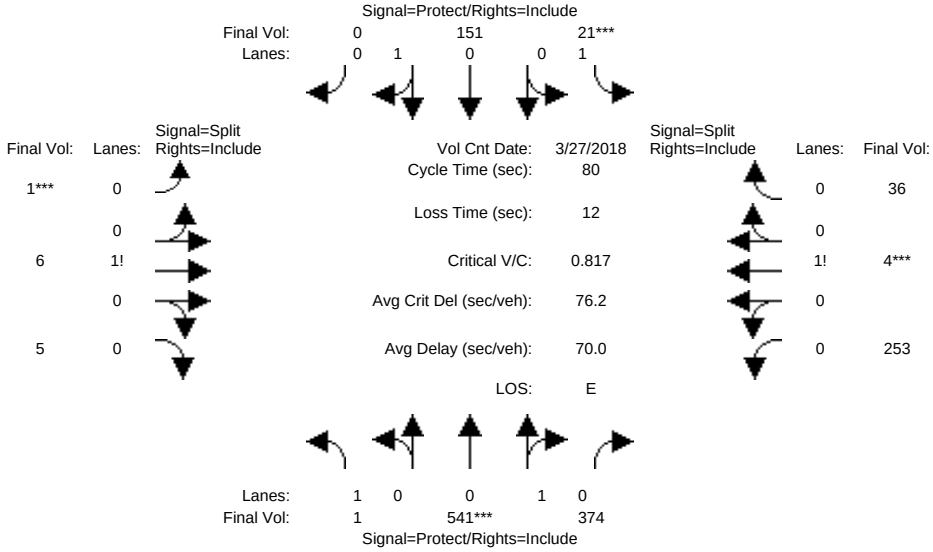
Gilroy 2040 General Plan Study Intersection Summary

Study Intersection			
#	Traffix #	N/S street	E/W street
1	5318	Santa Teresa Boulevard	Fitzgerald Avenue
2	8617	Monterey Road	Masten Avenue/Fitzgerald Avenue
3	5320	US 101 SB Ramps	Masten Avenue
4	6060	US 101 NB Ramps	Masten Avenue
5	8618	Santa Teresa Boulevard	Day Road (W)/Buena Vista Avenue
6	52047	Wren Avenue	Buena Vista Avenue
7	52048	Church Street	Buena Vista Avenue
8	10463	Monterey Road	Buena Vista Avenue
9	62160	Murray Avenue	Buena Vista Avenue
10	62161	US 101 SB Ramps	Buena Vista Avenue
11	62162	US 101 NB Ramps	Buena Vista Avenue
12	6651	Marcella Avenue	Buena Vista Avenue
13	50704	Santa Teresa Boulevard	Sunrise Drive/Cohansey Avenue
14	62147	Kern Avenue	Cohansey Avenue
15	62198	Wren Avenue	Cohansey Avenue
16	52054	Church Street	Cohansey Avenue
17	4135	Monterey Road	Cohansey Avenue
18	10477	Santa Teresa Boulevard	Longmeadow Drive
19	4835	Wren Avenue	Farrell Avenue
20	50711	Church Street	Farrell Avenue
21	10479	Monterey Road	Farrell Avenue
22	62163	Murray Avenue	Las Animas Avenue
23	10499	San Ysidro Avenue/No Name Uno	Las Animas Avenue
24	10514	Santa Teresa Boulevard	Mantelli Drive
25	50696	Kern Avenue	Mantelli Drive
26	10511	Wren Avenue	Mantelli Drive
27	10510	Church Street	Mantelli Drive
28	50695	Kern Avenue	Welburn Avenue
29	9774	Wren Avenue	Welburn Avenue
30	10513	Church Street	Welburn Avenue
31	7654	Monterey Street	Leavesley Road/Welburn Avenue
32	7463	Murray Avenue	Leavesley Road
33	7676	US 101 SB Ramps	Leavesley Road
34	7675	US 101 NB Ramps/San Ysidro Avenue	Leavesley Road
35	7467	Arroyo Circle	Leavesley Road
36	10481	Cameron Boulevard/Marcella Avenue	Leavesley Road
37	4134	Santa Teresa Boulevard	First Street/Hecker Pass Highway
38	7484	Wren Avenue	First Street
39	4449	Wayland Lane/Miller Avenue	First Street
40	7482	Church Street	First Street
41	7653	Monterey Street	First Street
42	10567	Monterey Street	IOOF Avenue
43	7473	Monterey Street	Third Street
44	6653	Santa Teresa Boulevard	Club Drive
45	7515	Wren Avenue	Sixth Street
46	102	Princevalle Street	Sixth Street
47	7496	Church Street	Sixth Street
48	7479	Monterey Street	Sixth Street
49	50839	Chestnut Street	Sixth Street
50	7502	Miller Avenue	Uvas Park Drive
51	7485	Princevalle Street	Tenth Street
52	7492	Church Street	Tenth Street
53	7657	Monterey Street	Tenth Street
54	7536	Chestnut Street	Tenth Street
55	7665	US 101 SB Ramps	Tenth Street
56	7671	US 101 NB Off-Ramp	Pacheco Pass Highway
57	50715	Camino Arroyo	Pacheco Pass Highway
58	52068	Cameron Boulevard	Pacheco Pass Highway
59	7503	Tenth Street/Miller Avenue	Santa Teresa Boulevard
60	5555	Thomas Road	Luchessa Avenue
61	10570	Monterey Street	Luchessa Avenue
62	11594	Rossi Lane	Luchessa Avenue
63	52128	Cameron Boulevard	Luchessa Avenue
64	6655	Thomas Road	Santa Teresa Boulevard
65	8800	US 101 SB Ramps	Monterey Street
66	7668	Monterey Street	US 101 NB Ramps
67	7501	Wren Avenue	Third Street
68	7500	Santa Teresa Boulevard	Third Street
69	7440	Santa Teresa Boulevard	Wellburn Avenue
70	7687	Monterey Road	Las Animas Avenue
71	11894	No Name Uno	Buena Vista Avenue
72	179	Church Street	Luchessa Avenue
73	11592	Chestnut Street	Luchessa Avenue
74	50758	Princevalle Street	Luchessa Avenue
75	7504	Westwood Drive	First Street
76	251	Kern Avenue	First Street
77	62212	Kern Avenue	Buena Vista Avenue

Gilroy 2040 General Plan

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

Intersection #5318: Santa Teresa Boulevard and Fitzgerald Avenue



Street Name:	Santa Teresa Boulevard						Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	1	541	374	21	151	0	1	6	5	253	4	36
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:	1	541	374	21	151	0	1	6	5	253	4	36
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:	1	541	374	21	151	0	1	6	5	253	4	36
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:	1	541	374	21	151	0	1	6	5	253	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	541	374	21	151	0	1	6	5	253	4	36
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:	1	541	374	21	151	0	1	6	5	253	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.59	0.41	1.00	1.00	0.00	0.08	0.50	0.42	0.87	0.01	0.12
Final Sat.:	1750	1064	736	1750	1800	0	146	875	729	1511	24	215
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.01	0.08	0.00	0.01	0.01	0.01	0.17	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	18.7	38.4	38.4	7.0	26.7	0.0	10.0	10.0	10.0	12.6	12.6	12.6
Volume/Cap:	0.00	1.06	1.06	0.14	0.25	0.00	0.05	0.05	0.05	1.06	1.06	1.06
Delay/Veh:	23.5	68.6	68.6	34.1	19.6	0.0	30.9	30.9	30.9	104.5	105	104.5
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:	23.5	68.6	68.6	34.1	19.6	0.0	30.9	30.9	30.9	104.5	105	104.5
LOS by Move:	C	E	E	C-	B-	A	C	C	C	F	F	F
HCM2kAvgQ:	0	36	36	1	3	0	0	0	0	15	15	15

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

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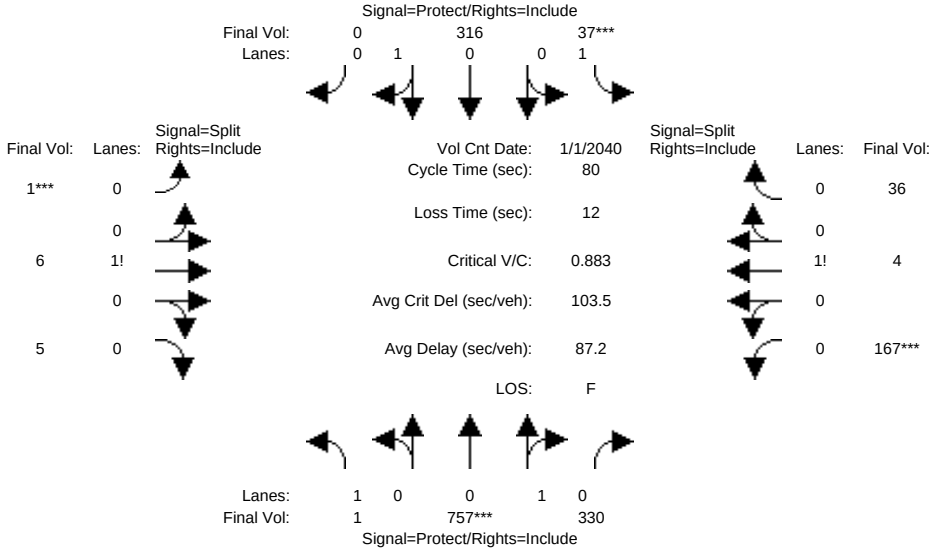
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #5318: Santa Teresa Boulevard and Fitzgerald Avenue



Street Name:	Santa Teresa Boulevard						Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	1	757	330	37	316	0	1	6	5	167	4	36
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:	1	757	330	37	316	0	1	6	5	167	4	36
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:	1	757	330	37	316	0	1	6	5	167	4	36
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:	1	757	330	37	316	0	1	6	5	167	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	757	330	37	316	0	1	6	5	167	4	36
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:	1	757	330	37	316	0	1	6	5	167	4	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.70	0.30	1.00	1.00	0.00	0.08	0.50	0.42	0.81	0.02	0.17
Final Sat.:	1750	1254	546	1750	1800	0	146	875	729	1412	34	304
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.60	0.02	0.18	0.00	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:		****		****			****			****		
Green Time:	16.0	41.0	41.0	7.0	32.0	0.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	1.18	1.18	0.24	0.44	0.00	0.05	0.05	0.05	0.95	0.95	0.95
Delay/Veh:	25.6	111	111.0	34.8	17.9	0.0	30.9	30.9	30.9	80.5	80.5	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:	25.6	111	111.0	34.8	17.9	0.0	30.9	30.9	30.9	80.5	80.5	80.5
LOS by Move:	C	F	F	C-	B	A	C	C	C	F	F	F
HCM2kAvgQ:	0	53	53	1	6	0	0	0	0	10	10	10

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

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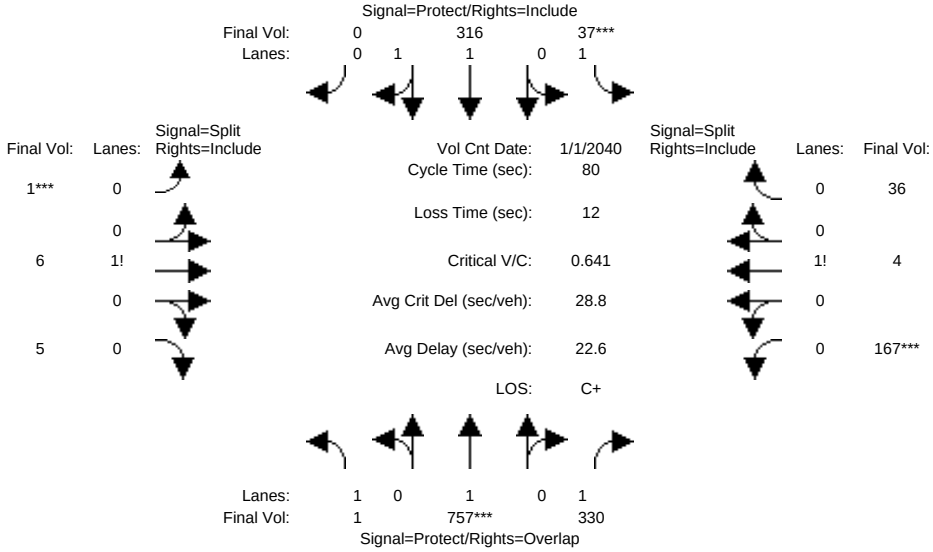
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #5318: Santa Teresa Boulevard and Fitzgerald Avenue



Street Name:	Santa Teresa Boulevard						Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	1	757	330	37	316	0	1	6	5	167	4	36
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:	1	757	330	37	316	0	1	6	5	167	4	36
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:	1	757	330	37	316	0	1	6	5	167	4	36
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:	1	757	330	37	316	0	1	6	5	167	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	757	330	37	316	0	1	6	5	167	4	36
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:	1	757	330	37	316	0	1	6	5	167	4	36
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	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.08	0.50	0.42	0.81	0.02	0.17
Final Sat.:	1750	1900	1750	1750	3700	0	146	875	729	1412	34	304
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.19	0.02	0.09	0.00	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:		****		****			****			****		
Green Time:	19.1	39.3	51.0	7.0	27.2	0.0	10.0	10.0	10.0	11.7	11.7	11.7
Volume/Cap:	0.00	0.81	0.30	0.24	0.25	0.00	0.05	0.05	0.05	0.81	0.81	0.81
Delay/Veh:	23.2	22.6	6.6	34.8	19.1	0.0	30.9	30.9	30.9	50.5	50.5	50.5
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:	23.2	22.6	6.6	34.8	19.1	0.0	30.9	30.9	30.9	50.5	50.5	50.5
LOS by Move:	C	C+	A	C-	B-	A	C	C	C	D	D	D
HCM2kAvgQ:	0	18	4	1	3	0	0	0	0	8	8	8

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

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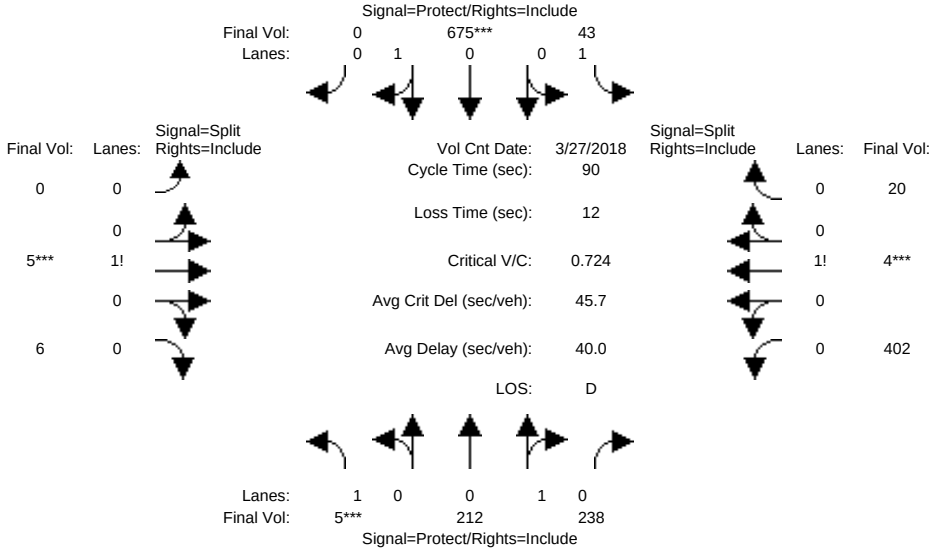
Gilroy 2040 General Plan

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

Intersection #5318: Santa Teresa Boulevard and Fitzgerald Avenue



Street Name:	Santa Teresa Boulevard						Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	5	212	238	43	675	0	0	5	6	402	4	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	212	238	43	675	0	0	5	6	402	4	20
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:	5	212	238	43	675	0	0	5	6	402	4	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	212	238	43	675	0	0	5	6	402	4	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	212	238	43	675	0	0	5	6	402	4	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	212	238	43	675	0	0	5	6	402	4	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	0.47	0.53	1.00	1.00	0.00	0.00	0.45	0.55	0.94	0.01	0.05
Final Sat.:	1750	848	952	1750	1800	0	0	818	982	1651	16	82
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.02	0.38	0.00	0.00	0.01	0.01	0.24	0.24	0.24
Crit Moves:	****				****			****			****	
Green Time:	7.0	33.6	33.6	10.4	37.0	0.0	0.0	10.0	10.0	24.0	24.0	24.0
Volume/Cap:	0.04	0.67	0.67	0.21	0.91	0.00	0.00	0.06	0.06	0.91	0.91	0.91
Delay/Veh:	38.5	26.2	26.2	36.6	40.6	0.0	0.0	35.9	35.9	54.1	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	26.2	26.2	36.6	40.6	0.0	0.0	35.9	35.9	54.1	54.1	54.1
LOS by Move:	D+	C	C	D+	D	A	A	D+	D+	D-	D-	D-
HCM2kAvgQ:	0	12	12	1	23	0	0	0	0	17	17	17

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

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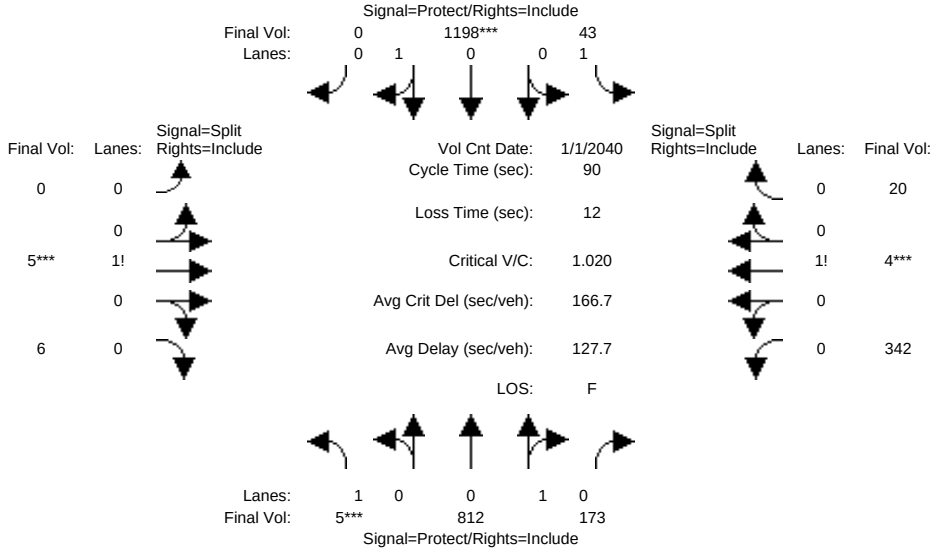
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #5318: Santa Teresa Boulevard and Fitzgerald Avenue



Street Name:	Santa Teresa Boulevard						Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	5	812	173	43	1198	0	0	5	6	342	4	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	812	173	43	1198	0	0	5	6	342	4	20
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:	5	812	173	43	1198	0	0	5	6	342	4	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	812	173	43	1198	0	0	5	6	342	4	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	812	173	43	1198	0	0	5	6	342	4	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	812	173	43	1198	0	0	5	6	342	4	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	0.82	0.18	1.00	1.00	0.00	0.00	0.45	0.55	0.94	0.01	0.05
Final Sat.:	1750	1484	316	1750	1800	0	0	818	982	1635	19	96
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.02	0.67	0.00	0.00	0.01	0.01	0.21	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	7.0	46.4	46.4	7.0	46.4	0.0	0.0	10.0	10.0	14.6	14.6	14.6
Volume/Cap:	0.04	1.06	1.06	0.32	1.29	0.00	0.00	0.06	0.06	1.29	1.29	1.29
Delay/Veh:	38.5	68.9	68.9	40.6	161	0.0	0.0	35.9	35.9	192.3	192	192.3
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:	38.5	68.9	68.9	40.6	161	0.0	0.0	35.9	35.9	192.3	192	192.3
LOS by Move:	D+	E	E	D	F	A	A	D+	D+	F	F	F
HCM2kAvgQ:	0	42	42	2	71	0	0	0	0	25	25	25

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

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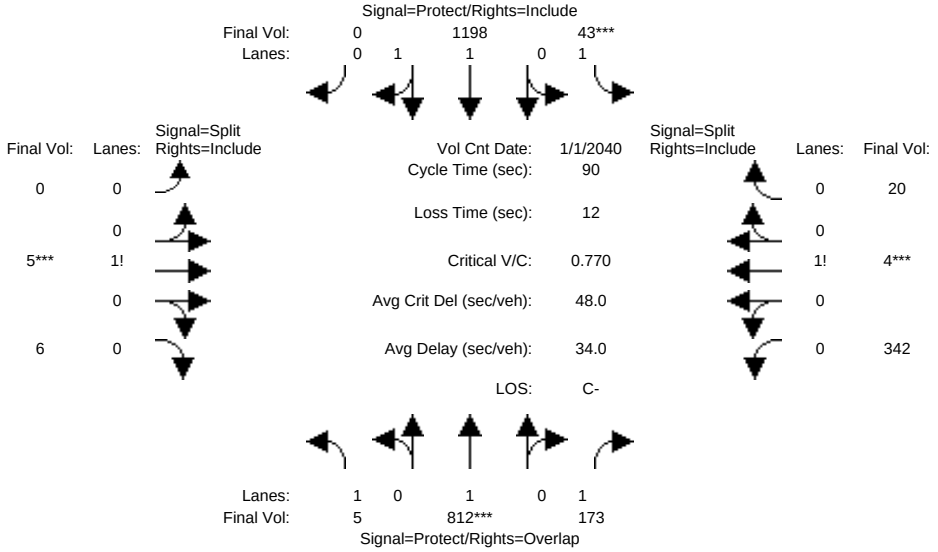
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #5318: Santa Teresa Boulevard and Fitzgerald Avenue



Street Name:	Santa Teresa Boulevard						Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	5	812	173	43	1198	0	0	5	6	342	4	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	812	173	43	1198	0	0	5	6	342	4	20
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:	5	812	173	43	1198	0	0	5	6	342	4	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	812	173	43	1198	0	0	5	6	342	4	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	812	173	43	1198	0	0	5	6	342	4	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	812	173	43	1198	0	0	5	6	342	4	20
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	0.97	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	0.45	0.55	0.94	0.01	0.05
Final Sat.:	1750	1900	1750	1750	3700	0	0	818	982	1635	19	96
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.10	0.02	0.32	0.00	0.00	0.01	0.01	0.21	0.21	0.21
Crit Moves:		****		****				****			****	
Green Time:	9.3	41.0	61.0	7.0	38.7	0.0	0.0	10.0	10.0	20.0	20.0	20.0
Volume/Cap:	0.03	0.94	0.15	0.32	0.75	0.00	0.00	0.06	0.06	0.94	0.94	0.94
Delay/Veh:	36.4	41.0	5.2	40.6	23.7	0.0	0.0	35.9	35.9	64.8	64.8	64.8
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:	36.4	41.0	5.2	40.6	23.7	0.0	0.0	35.9	35.9	64.8	64.8	64.8
LOS by Move:	D+	D	A	D	C	A	A	D+	D+	E	E	E
HCM2kAvgQ:	0	27	2	2	16	0	0	0	0	15	15	15

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

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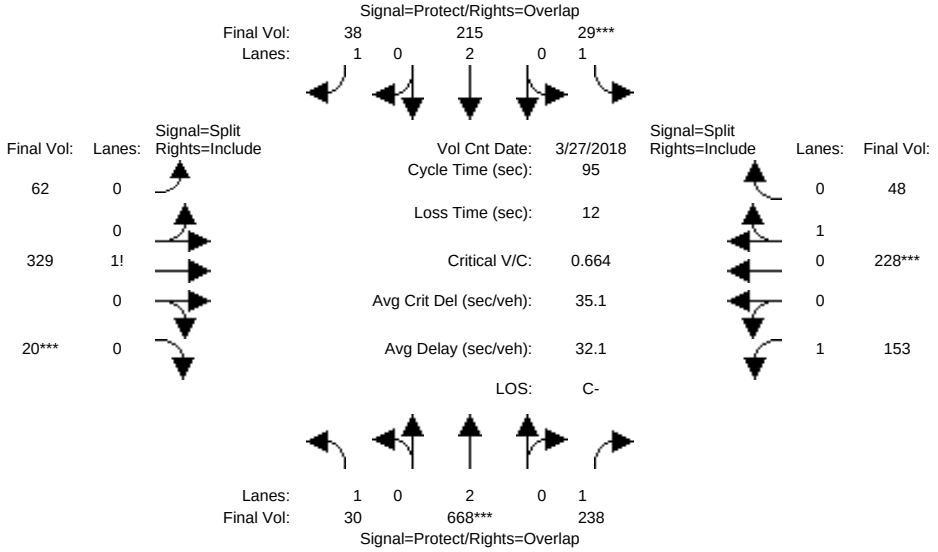
Gilroy 2040 General Plan

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

Intersection #8617: Monterey Road and Masten Avenue/Fitzgerald Avenue



Street Name:	Monterey Road						Masten Avenue/Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	30	668	238	29	215	38	62	329	20	153	228	48
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:	30	668	238	29	215	38	62	329	20	153	228	48
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:	30	668	238	29	215	38	62	329	20	153	228	48
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:	30	668	238	29	215	38	62	329	20	153	228	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	668	238	29	215	38	62	329	20	153	228	48
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:	30	668	238	29	215	38	62	329	20	153	228	48
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	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.15	0.80	0.05	1.00	0.83	0.17
Final Sat.:	1750	3800	1750	1750	3800	1750	264	1401	85	1750	1487	313
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.14	0.02	0.06	0.02	0.23	0.23	0.23	0.09	0.15	0.15
Crit Moves:		****		****					****		****	
Green Time:	12.6	23.7	44.4	7.0	18.1	49.7	31.6	31.6	31.6	20.7	20.7	20.7
Volume/Cap:	0.13	0.70	0.29	0.22	0.30	0.04	0.70	0.70	0.70	0.40	0.70	0.70
Delay/Veh:	36.6	34.9	15.8	42.3	33.3	11.1	31.5	31.5	31.5	32.6	40.1	40.1
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:	36.6	34.9	15.8	42.3	33.3	11.1	31.5	31.5	31.5	32.6	40.1	40.1
LOS by Move:	D+	C-	B	D	C-	B+	C	C	C	C-	D	D
HCM2kAvgQ:	1	10	5	1	3	1	12	12	12	4	9	9

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

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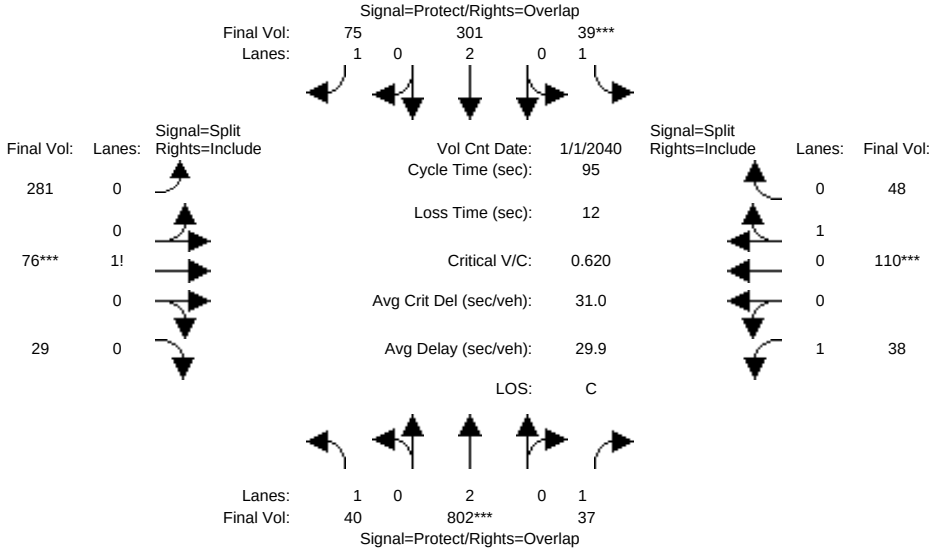
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #8617: Monterey Road and Masten Avenue/Fitzgerald Avenue



Street Name:	Monterey Road						Masten Avenue/Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	40	802	37	39	301	75	281	76	29	38	110	48
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:	40	802	37	39	301	75	281	76	29	38	110	48
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:	40	802	37	39	301	75	281	76	29	38	110	48
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:	40	802	37	39	301	75	281	76	29	38	110	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	802	37	39	301	75	281	76	29	38	110	48
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:	40	802	37	39	301	75	281	76	29	38	110	48
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	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.73	0.20	0.07	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	1274	345	131	1750	1253	547
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.02	0.02	0.08	0.04	0.22	0.22	0.22	0.02	0.09	0.09
Crit Moves:		****		****				****			****	
Green Time:	15.6	30.9	43.7	7.0	22.3	54.6	32.3	32.3	32.3	12.8	12.8	12.8
Volume/Cap:	0.14	0.65	0.05	0.30	0.34	0.07	0.65	0.65	0.65	0.16	0.65	0.65
Delay/Veh:	34.2	28.7	14.2	43.0	30.5	9.0	29.1	29.1	29.1	36.6	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	28.7	14.2	43.0	30.5	9.0	29.1	29.1	29.1	36.6	45.0	45.0
LOS by Move:	C-	C	B	D	C	A	C	C	C	D+	D	D
HCM2kAvgQ:	1	11	1	1	4	1	11	11	11	1	6	6

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

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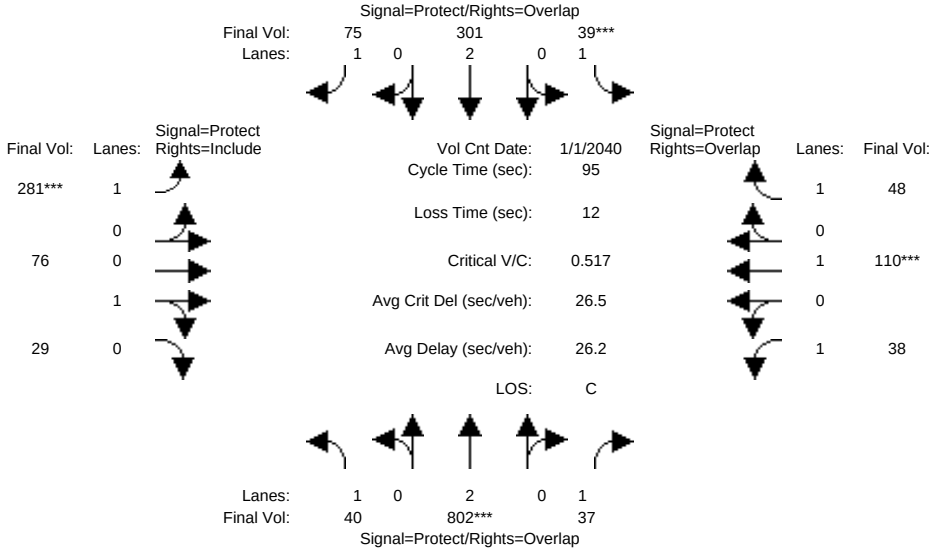
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #8617: Monterey Road and Masten Avenue/Fitzgerald Avenue



Street Name:	Monterey Road						Masten Avenue/Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	40	802	37	39	301	75	281	76	29	38	110	48
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:	40	802	37	39	301	75	281	76	29	38	110	48
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:	40	802	37	39	301	75	281	76	29	38	110	48
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:	40	802	37	39	301	75	281	76	29	38	110	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	802	37	39	301	75	281	76	29	38	110	48
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:	40	802	37	39	301	75	281	76	29	38	110	48
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	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.72	0.28	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1303	497	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.02	0.02	0.08	0.04	0.16	0.06	0.06	0.02	0.06	0.03
Crit Moves:		****		****			****				****	
Green Time:	18.3	37.3	53.3	7.0	26.1	54.5	28.4	22.7	22.7	15.9	10.2	17.2
Volume/Cap:	0.12	0.54	0.04	0.30	0.29	0.07	0.54	0.24	0.24	0.13	0.54	0.15
Delay/Veh:	31.9	22.6	9.4	43.0	27.3	9.1	28.9	29.5	29.5	33.8	42.9	32.9
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:	31.9	22.6	9.4	43.0	27.3	9.1	28.9	29.5	29.5	33.8	42.9	32.9
LOS by Move:	C	C+	A	D	C	A	C	C	C	C-	D	C-
HCM2kAvgQ:	1	9	1	1	4	1	8	3	3	1	4	1

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

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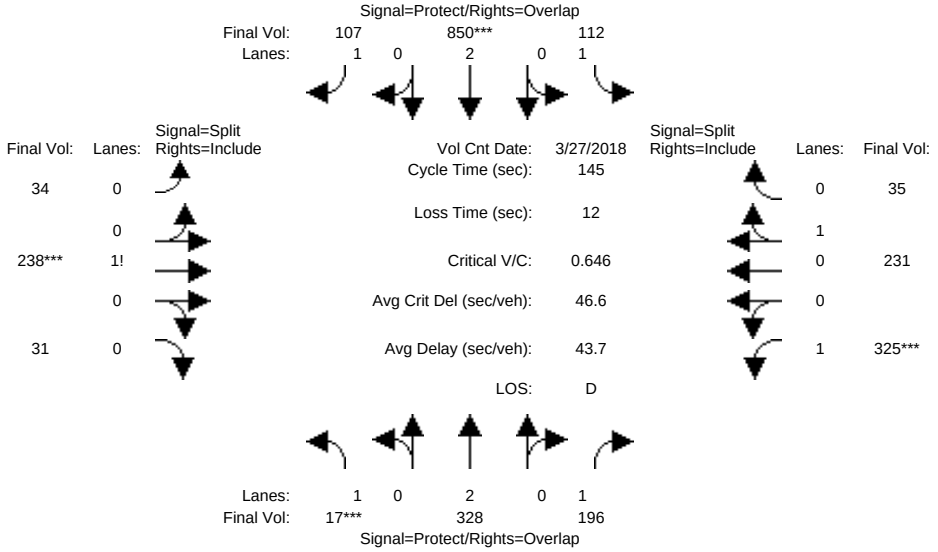
Gilroy 2040 General Plan

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

Intersection #8617: Monterey Road and Masten Avenue/Fitzgerald Avenue



Street Name:	Monterey Road						Masten Avenue/Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	17	328	196	112	850	107	34	238	31	325	231	35
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	328	196	112	850	107	34	238	31	325	231	35
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	328	196	112	850	107	34	238	31	325	231	35
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	328	196	112	850	107	34	238	31	325	231	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	328	196	112	850	107	34	238	31	325	231	35
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:	17	328	196	112	850	107	34	238	31	325	231	35
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	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.11	0.79	0.10	1.00	0.87	0.13
Final Sat.:	1750	3800	1750	1750	3800	1750	196	1375	179	1750	1563	237
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.11	0.06	0.22	0.06	0.17	0.17	0.17	0.19	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	7.0	31.8	72.0	23.6	48.4	85.8	37.4	37.4	37.4	40.2	40.2	40.2
Volume/Cap:	0.20	0.39	0.23	0.39	0.67	0.10	0.67	0.67	0.67	0.67	0.53	0.53
Delay/Veh:	67.5	48.7	20.8	55.2	42.9	12.9	52.1	52.1	52.1	50.2	45.6	45.6
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:	67.5	48.7	20.8	55.2	42.9	12.9	52.1	52.1	52.1	50.2	45.6	45.6
LOS by Move:	E	D	C+	E+	D	B	D-	D-	D-	D	D	D
HCM2kAvgQ:	1	6	5	5	17	2	14	14	14	14	11	11

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

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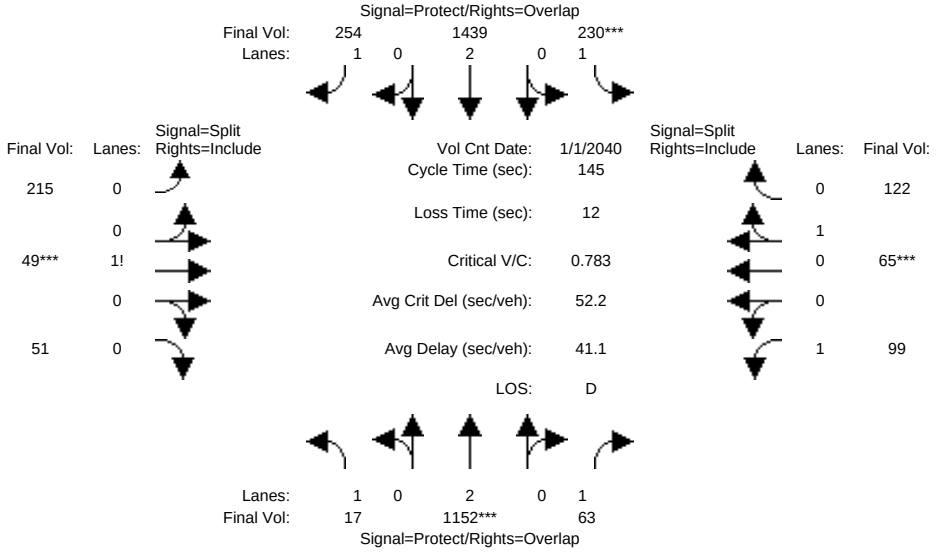
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #8617: Monterey Road and Masten Avenue/Fitzgerald Avenue



Street Name:	Monterey Road						Masten Avenue/Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	17	1152	63	230	1439	254	215	49	51	99	65	122
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	1152	63	230	1439	254	215	49	51	99	65	122
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	1152	63	230	1439	254	215	49	51	99	65	122
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	1152	63	230	1439	254	215	49	51	99	65	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1152	63	230	1439	254	215	49	51	99	65	122
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:	17	1152	63	230	1439	254	215	49	51	99	65	122
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	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	0.16	0.16	1.00	0.35	0.65
Final Sat.:	1750	3800	1750	1750	3800	1750	1194	272	283	1750	626	1174
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.04	0.13	0.38	0.15	0.18	0.18	0.18	0.06	0.10	0.10
Crit Moves:		****		****				****			****	
Green Time:	9.1	56.1	75.4	24.3	71.4	104.7	33.3	33.3	33.3	19.2	19.2	19.2
Volume/Cap:	0.15	0.78	0.07	0.78	0.77	0.20	0.78	0.78	0.78	0.43	0.78	0.78
Delay/Veh:	65.0	41.9	17.4	70.7	32.1	6.6	62.1	62.1	62.1	59.1	76.3	76.3
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:	65.0	41.9	17.4	70.7	32.1	6.6	62.1	62.1	62.1	59.1	76.3	76.3
LOS by Move:	E	D	B	E	C-	A	E	E	E	E+	E-	E-
HCM2kAvgQ:	1	24	1	12	27	4	16	16	16	5	10	10

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

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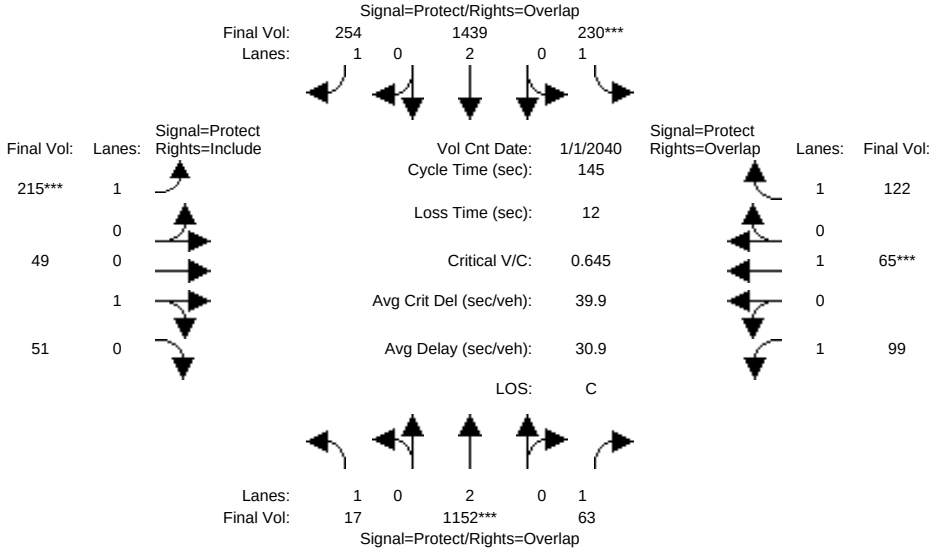
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #8617: Monterey Road and Masten Avenue/Fitzgerald Avenue



Street Name:	Monterey Road						Masten Avenue/Fitzgerald 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	17	1152	63	230	1439	254	215	49	51	99	65	122
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	1152	63	230	1439	254	215	49	51	99	65	122
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	1152	63	230	1439	254	215	49	51	99	65	122
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	1152	63	230	1439	254	215	49	51	99	65	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1152	63	230	1439	254	215	49	51	99	65	122
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:	17	1152	63	230	1439	254	215	49	51	99	65	122
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	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.49	0.51	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	882	918	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.04	0.13	0.38	0.15	0.12	0.06	0.06	0.06	0.03	0.07
Crit Moves:		****		****			****				****	
Green Time:	10.8	66.9	83.6	29.0	85.0	112.2	27.1	20.4	20.4	16.7	10.0	39.0
Volume/Cap:	0.13	0.66	0.06	0.66	0.65	0.19	0.66	0.40	0.40	0.49	0.50	0.26
Delay/Veh:	63.1	31.1	13.5	57.9	20.6	4.4	59.5	57.7	57.7	62.0	68.0	41.9
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:	63.1	31.1	13.5	57.9	20.6	4.4	59.5	57.7	57.7	62.0	68.0	41.9
LOS by Move:	E	C	B	E+	C+	A	E+	E+	E+	E	E	D
HCM2kAvgQ:	1	20	1	11	21	3	10	5	5	5	3	5

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

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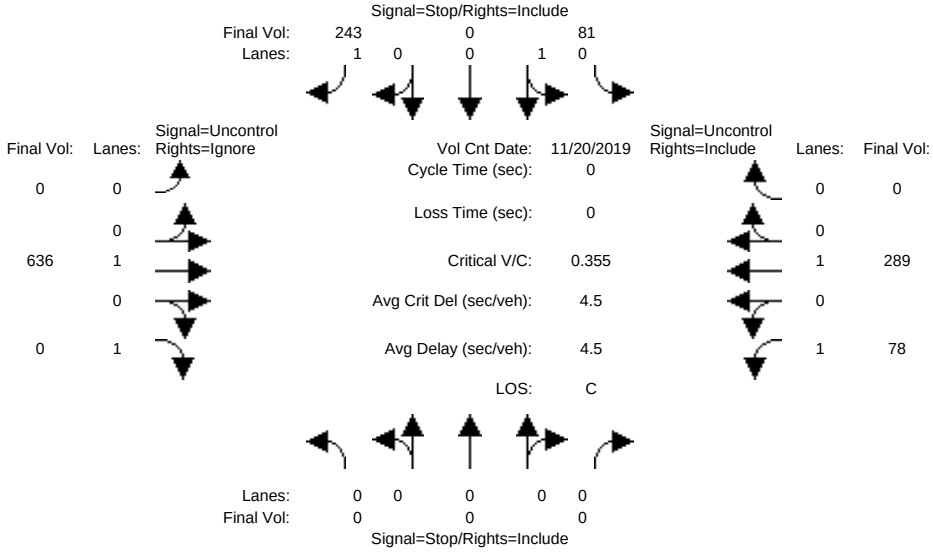
Gilroy 2040 General Plan

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

Intersection #5320: US 101 SB Ramps and Masten Avenue




```
Street Name:         US 101 SB Ramps                    Masten Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0    0    0    81    0  243     0  636  142    78  289     0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    0    0    0    81    0  243     0  636  142    78  289     0
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:    0    0    0    81    0  243     0  636  142    78  289     0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00  1.00
PHF Volume:     0    0    0    81    0  243     0  636    0    78  289     0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:    0    0    0    81    0  243     0  636    0    78  289     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1081 1081   289  xxxx xxxx xxxxx   636 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   243  220   755  xxxx xxxx xxxxx   957 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   228  202   755  xxxx xxxx xxxxx   957 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.36 0.00  0.32  xxxx xxxx  xxxx  0.08 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   1.4  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.0 xxxxx xxxx xxxxx   9.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   228 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   1.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  29.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     D    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             16.3           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```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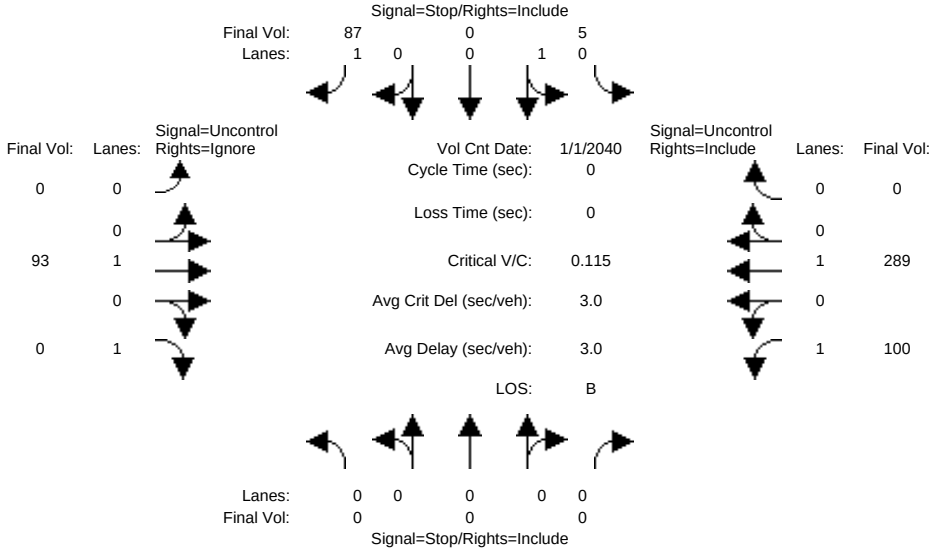
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #5320: US 101 SB Ramps and Masten Avenue




```
Street Name:         US 101 SB Ramps                    Masten Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0    0     0     5    0    87     0   93   145   100  289     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     5    0    87     0   93   145   100  289     0
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:    0    0     0     5    0    87     0   93   145   100  289     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0     5    0    87     0   93     0   100  289     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     5    0    87     0   93     0   100  289     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   582  582   289  xxxx xxxx xxxxx    93 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   479  427   755  xxxx xxxx xxxxx  1514 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   454  399   755  xxxx xxxx xxxxx  1514 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.01 0.00  0.12  xxxx xxxx  xxxx  0.07 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  10.4 xxxxx xxxx xxxxx   7.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   454 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  13.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     B    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             10.5           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```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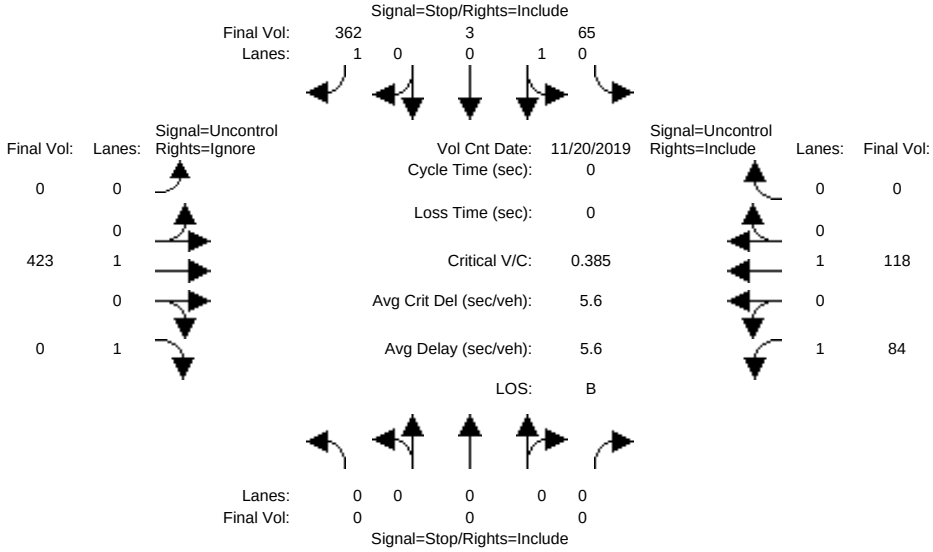
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #5320: US 101 SB Ramps and Masten Avenue

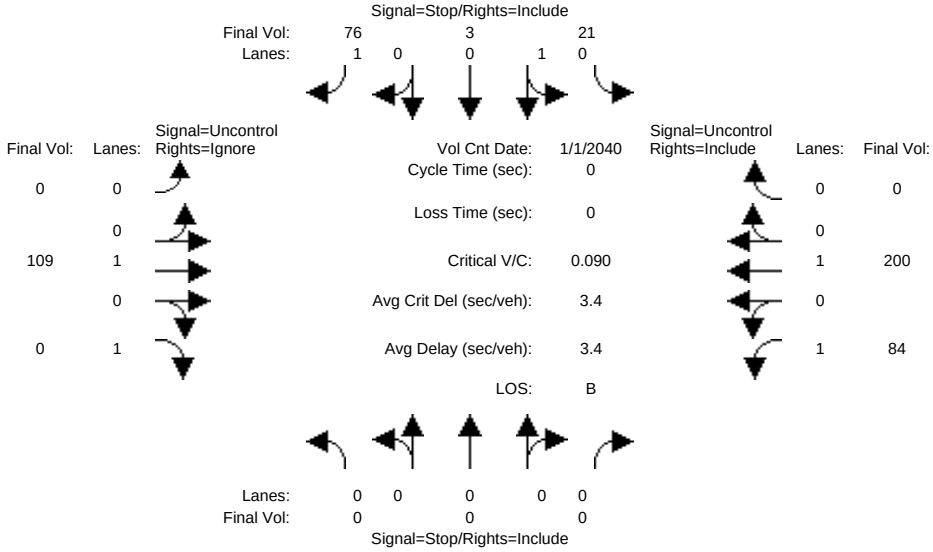



```
Street Name:         US 101 SB Ramps                    Masten Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0    0     0    65    3   362     0  423   158    84  118     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    65    3   362     0  423   158    84  118     0
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:    0    0     0    65    3   362     0  423   158    84  118     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0    65    3   362     0  423     0    84  118     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    65    3   362     0  423     0    84  118     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   709  709   118  xxxx xxxx xxxxx   423 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   404  362   939  xxxx xxxx xxxxx  1147 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   381  335   939  xxxx xxxx xxxxx  1147 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.17 0.01  0.39  xxxx xxxx  xxxx  0.07 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   1.8  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  11.2 xxxxx xxxx xxxxx   8.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   379 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  16.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     C    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             12.1           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```

Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #5320: US 101 SB Ramps and Masten Avenue

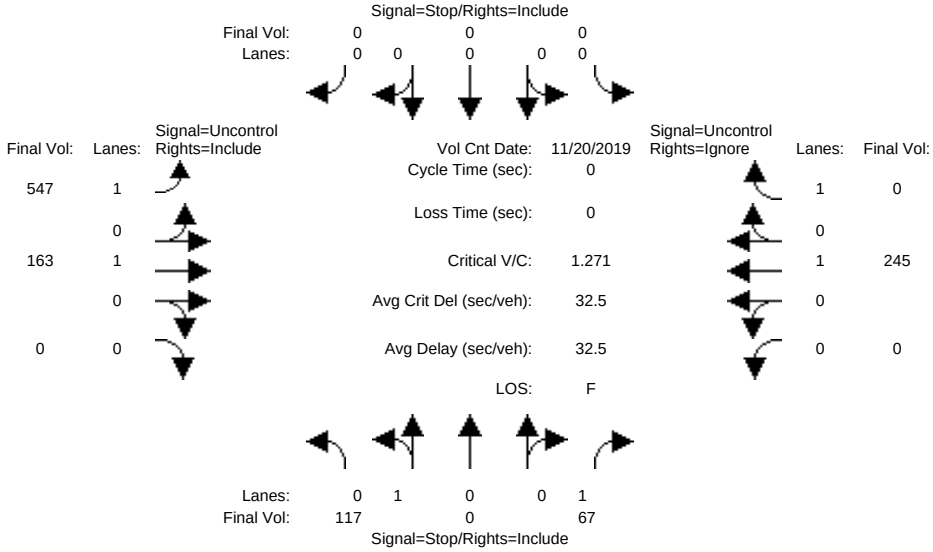



```
Street Name:         US 101 SB Ramps                    Masten Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0    0    0    21    3   76     0  109  184    84  200     0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    0    0    0    21    3   76     0  109  184    84  200     0
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:    0    0    0    21    3   76     0  109  184    84  200     0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00  1.00
PHF Volume:     0    0    0    21    3   76     0  109    0    84  200     0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:    0    0    0    21    3   76     0  109    0    84  200     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   477  477   200  xxxx xxxx xxxxx   109 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   551  490   846  xxxx xxxx xxxxx  1494 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   527  462   846  xxxx xxxx xxxxx  1494 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.04 0.01  0.09  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   9.7 xxxxx xxxx xxxxx   7.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   518 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  12.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     B    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             10.3           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```

Gilroy 2040 General Plan

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

Intersection #6060: US 101 NB Ramps and Masten Avenue




```
Street Name:         US 101 NB Ramps                    Masten Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:     117    0    67     0    0     0   547  163     0     0  245    73
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:  117    0    67     0    0     0   547  163     0     0  245    73
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:  117    0    67     0    0     0   547  163     0     0  245    73
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   117    0    67     0    0     0   547  163     0     0  245     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  117    0    67     0    0     0   547  163     0     0  245     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1502 1502   163  xxxx xxxx xxxxx   245 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  135  123   887  xxxx xxxx xxxxx  1333 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:     92   72   887  xxxx xxxx xxxxx  1333 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  1.27 0.00  0.08  xxxx xxxx  xxxx  0.41 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2  xxxx xxxx xxxxx   2.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx   9.4 xxxxx xxxx xxxxx   9.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     A     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   92 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:266.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     F    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     172.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                 *                *                *
Note: Queue reported is the number of cars per lane.
```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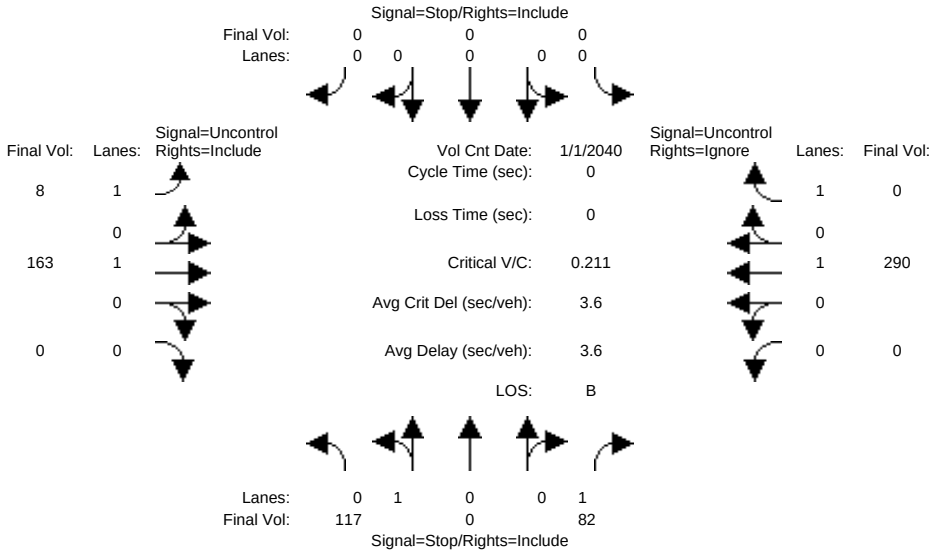
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #6060: US 101 NB Ramps and Masten Avenue




```
Street Name:         US 101 NB Ramps                    Masten Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     117    0    82     0    0     0     8  163     0     0  290    35
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:  117    0    82     0    0     0     8  163     0     0  290    35
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:  117    0    82     0    0     0     8  163     0     0  290    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   117    0    82     0    0     0     8  163     0     0  290     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  117    0    82     0    0     0     8  163     0     0  290     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  469  469   163  xxxx xxxx xxxxx   290 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  556  495   887  xxxx xxxx xxxxx  1283 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    554  492   887  xxxx xxxx xxxxx  1283 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.21 0.00  0.09  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.3  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx   9.5 xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     A     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  554 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 13.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.7           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
```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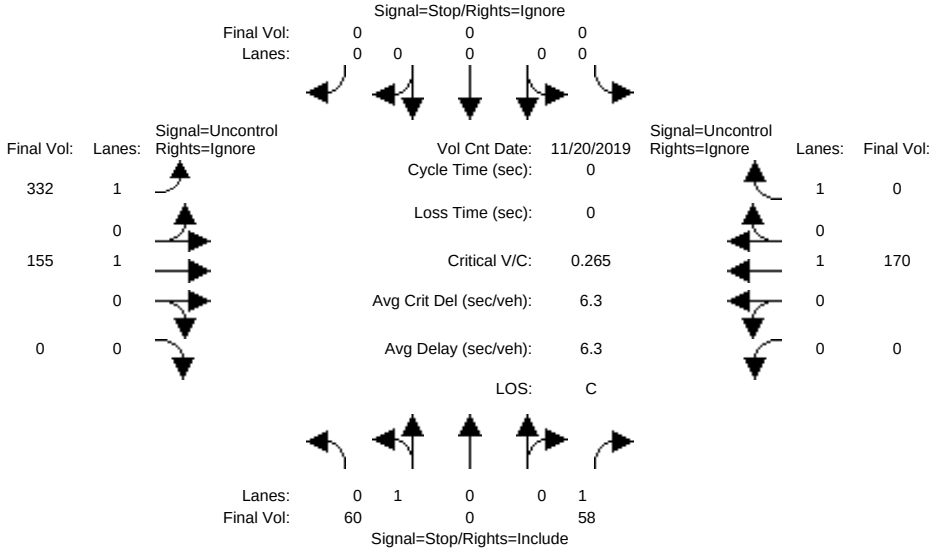
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #6060: US 101 NB Ramps and Masten Avenue




```
Street Name:         US 101 NB Ramps                    Masten Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:      60    0    58     0    0     0   332  155     0     0  170   111
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:   60    0    58     0    0     0   332  155     0     0  170   111
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:   60    0    58     0    0     0   332  155     0     0  170   111
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:    60    0    58     0    0     0   332  155     0     0  170     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   60    0    58     0    0     0   332  155     0     0  170     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  989  989   155  xxxx xxxx xxxxx   170 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  276  249   896  xxxx xxxx xxxxx  1420 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    226  191   896  xxxx xxxx xxxxx  1420 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.27 0.00  0.06  xxxx xxxx  xxxx  0.23 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2  xxxx xxxx xxxxx   0.9 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx   9.3 xxxxx xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     A     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  226 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 26.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     D    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      18.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                 *                *                *
Note: Queue reported is the number of cars per lane.
```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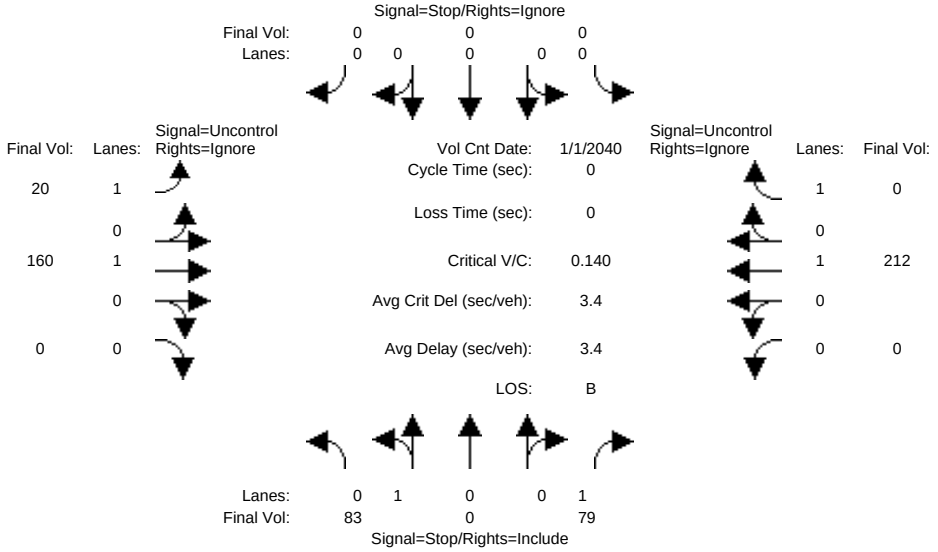
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #6060: US 101 NB Ramps and Masten Avenue




```
Street Name:         US 101 NB Ramps                    Masten Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      83    0    79     0    0     0    20  160     0     0  212    36
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:   83    0    79     0    0     0    20  160     0     0  212    36
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:   83    0    79     0    0     0    20  160     0     0  212    36
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:    83    0    79     0    0     0    20  160     0     0  212     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   83    0    79     0    0     0    20  160     0     0  212     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  412  412   160  xxxx xxxx xxxxx   212 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  600  533   890  xxxx xxxx xxxxx  1370 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    593  525   890  xxxx xxxx xxxxx  1370 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.14 0.00  0.09  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.3  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx   9.4 xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     A     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  593 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 12.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      10.8           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                 *                *                *
Note: Queue reported is the number of cars per lane.
```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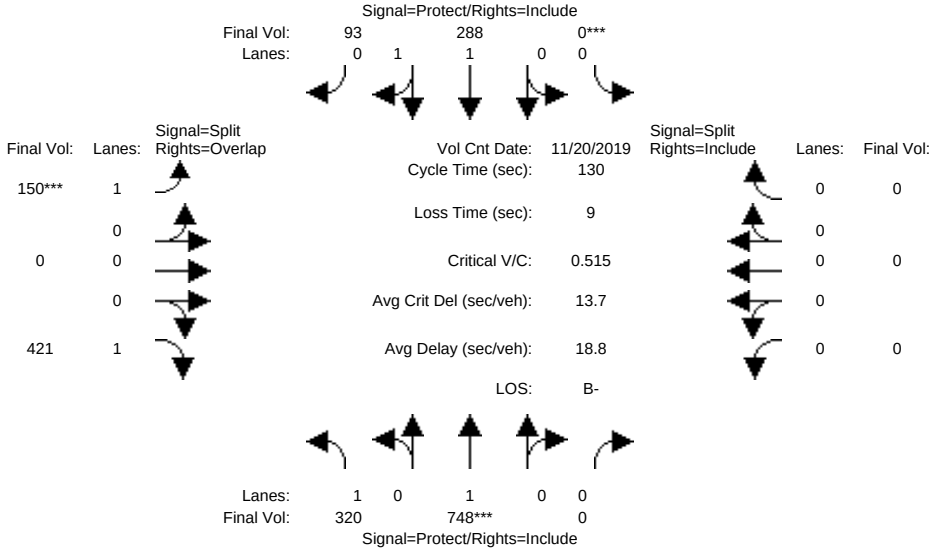
Gilroy 2040 General Plan

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

Intersection #8618: Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue



Street Name:	Santa Teresa Boulevard						Day Road (W)/Buena Vista 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	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	320	748	0	0	288	93	150	0	421	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	748	0	0	288	93	150	0	421	0	0	0
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:	320	748	0	0	288	93	150	0	421	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	748	0	0	288	93	150	0	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	748	0	0	288	93	150	0	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	748	0	0	288	93	150	0	421	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.50	0.50	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	2796	903	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.00	0.00	0.10	0.10	0.09	0.00	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	63.6	99.4	0.0	0.0	35.8	35.8	21.6	0.0	85.2	0.0	0.0	0.0
Volume/Cap:	0.37	0.52	0.00	0.00	0.37	0.37	0.52	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	21.1	6.3	0.0	0.0	38.3	38.3	51.0	0.0	10.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	6.3	0.0	0.0	38.3	38.3	51.0	0.0	10.4	0.0	0.0	0.0
LOS by Move:	C+	A	A	A	D+	D+	D	A	B+	A	A	A
HCM2kAvgQ:	8	12	0	0	6	6	6	0	8	0	0	0

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

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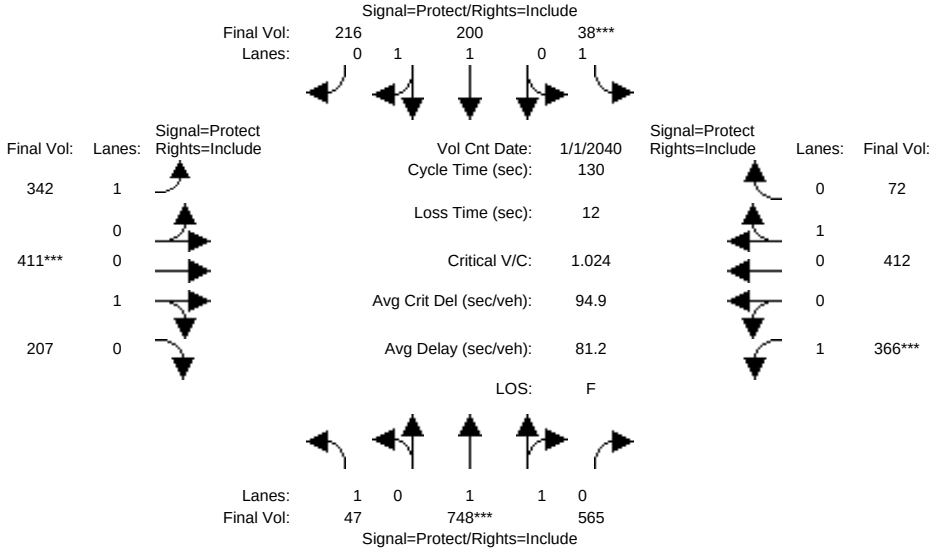
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #8618: Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue



Street Name:	Santa Teresa Boulevard						Day Road (W)/Buena Vista 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	47	748	565	38	200	216	342	411	207	366	412	72
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:	47	748	565	38	200	216	342	411	207	366	412	72
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:	47	748	565	38	200	216	342	411	207	366	412	72
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:	47	748	565	38	200	216	342	411	207	366	412	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	748	565	38	200	216	342	411	207	366	412	72
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:	47	748	565	38	200	216	342	411	207	366	412	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.12	0.88	1.00	1.00	1.00	1.00	0.67	0.33	1.00	0.85	0.15
Final Sat.:	1750	2107	1591	1750	1900	1750	1750	1197	603	1750	1532	268
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.02	0.11	0.12	0.20	0.34	0.34	0.21	0.27	0.27
Crit Moves:		****		****				****		****		
Green Time:	15.3	43.4	43.4	7.0	35.1	35.1	28.4	42.0	42.0	25.6	39.1	39.1
Volume/Cap:	0.23	1.06	1.06	0.40	0.39	0.46	0.89	1.06	1.06	1.06	0.89	0.89
Delay/Veh:	52.5	87.4	87.4	62.3	38.9	39.9	71.6	99.2	99.2	118.3	60.5	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	87.4	87.4	62.3	38.9	39.9	71.6	99.2	99.2	118.3	60.5	60.5
LOS by Move:	D-	F	F	E	D+	D	E	F	F	F	E	E
HCM2kAvgQ:	2	36	36	2	7	8	18	35	35	23	23	23

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

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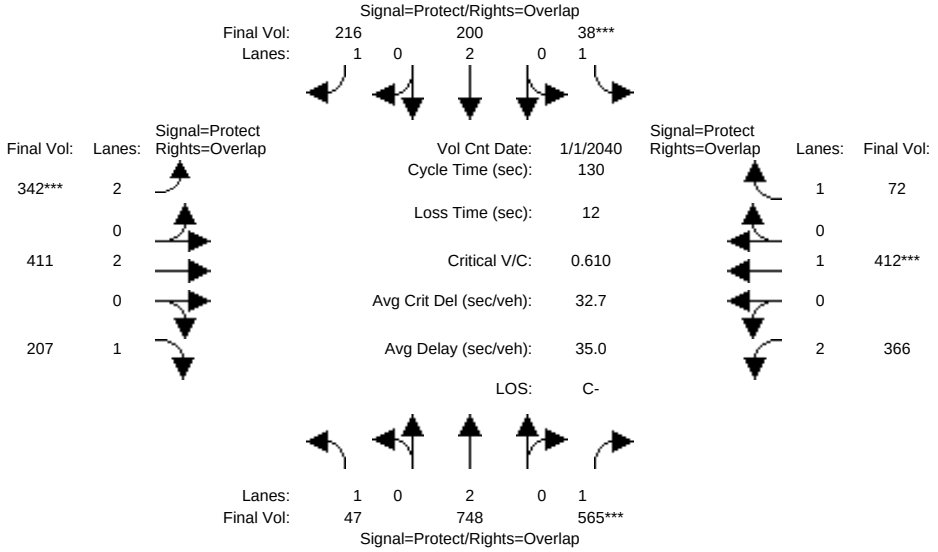
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #8618: Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue



Street Name:	Santa Teresa Boulevard						Day Road (W)/Buena Vista 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	47	748	565	38	200	216	342	411	207	366	412	72
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:	47	748	565	38	200	216	342	411	207	366	412	72
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:	47	748	565	38	200	216	342	411	207	366	412	72
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:	47	748	565	38	200	216	342	411	207	366	412	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	748	565	38	200	216	342	411	207	366	412	72
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:	47	748	565	38	200	216	342	411	207	366	412	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.32	0.02	0.05	0.12	0.11	0.11	0.12	0.12	0.22	0.04
Crit Moves:			****	****			****				****	
Green Time:	20.6	43.1	78.3	7.0	29.5	52.1	22.6	32.7	53.4	35.2	45.2	52.2
Volume/Cap:	0.17	0.59	0.54	0.40	0.23	0.31	0.62	0.43	0.29	0.43	0.62	0.10
Delay/Veh:	47.6	36.9	15.7	62.3	41.2	26.9	52.0	41.1	25.8	39.5	37.1	24.3
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:	47.6	36.9	15.7	62.3	41.2	26.9	52.0	41.1	25.8	39.5	37.1	24.3
LOS by Move:	D	D+	B	E	D	C	D-	D	C	D	D+	C
HCM2kAvgQ:	2	13	14	2	3	6	8	7	6	7	14	2

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

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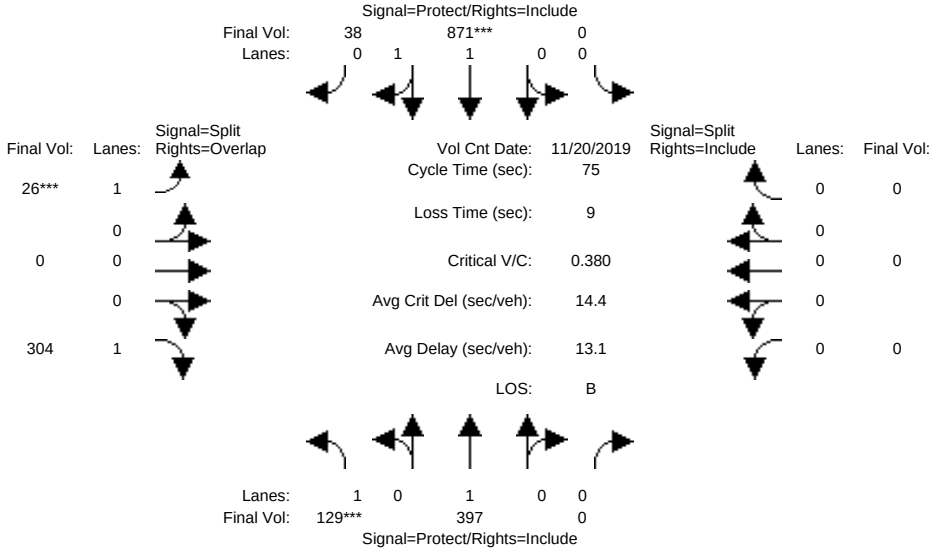
Gilroy 2040 General Plan

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

Intersection #8618: Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue



Street Name:	Santa Teresa Boulevard						Day Road (W)/Buena Vista 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	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	129	397	0	0	871	38	26	0	304	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	397	0	0	871	38	26	0	304	0	0	0
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:	129	397	0	0	871	38	26	0	304	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	397	0	0	871	38	26	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	397	0	0	871	38	26	0	304	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	397	0	0	871	38	26	0	304	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	3545	155	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.00	0.00	0.25	0.25	0.01	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.6	50.1	0.0	0.0	38.6	38.6	15.9	0.0	27.4	0.0	0.0	0.0
Volume/Cap:	0.48	0.31	0.00	0.00	0.48	0.48	0.07	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	30.3	5.4	0.0	0.0	11.9	11.9	23.7	0.0	18.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	5.4	0.0	0.0	11.9	11.9	23.7	0.0	18.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B+	B+	C	A	B-	A	A	A
HCM2kAvgQ:	4	4	0	0	7	7	1	0	6	0	0	0

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

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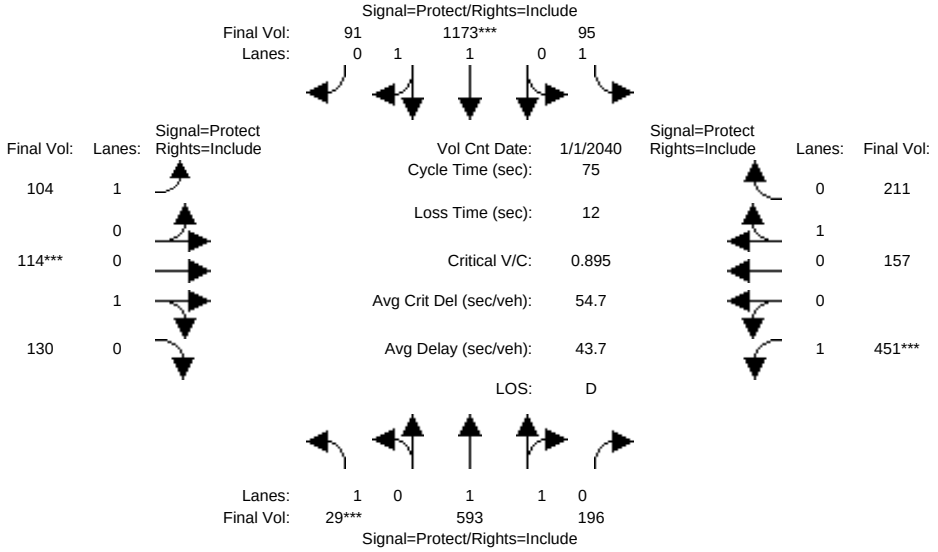
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #8618: Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue



Street Name:	Santa Teresa Boulevard						Day Road (W)/Buena Vista 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	29	593	196	95	1173	91	104	114	130	451	157	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:	29	593	196	95	1173	91	104	114	130	451	157	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:	29	593	196	95	1173	91	104	114	130	451	157	211
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:	29	593	196	95	1173	91	104	114	130	451	157	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	593	196	95	1173	91	104	114	130	451	157	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
FinalVolume:	29	593	196	95	1173	91	104	114	130	451	157	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.49	0.51	1.00	1.85	0.15	1.00	0.47	0.53	1.00	0.43	0.57
Final Sat.:	1750	2780	919	1750	3433	266	1750	841	959	1750	768	1032
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.05	0.34	0.34	0.06	0.14	0.14	0.26	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	7.0	23.0	23.0	10.1	26.0	26.0	9.4	10.3	10.3	19.6	20.6	20.6
Volume/Cap:	0.18	0.70	0.70	0.40	0.98	0.98	0.47	0.98	0.98	0.98	0.75	0.75
Delay/Veh:	31.9	24.8	24.8	30.9	45.6	45.6	32.1	84.8	84.8	65.3	30.9	30.9
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:	31.9	24.8	24.8	30.9	45.6	45.6	32.1	84.8	84.8	65.3	30.9	30.9
LOS by Move:	C	C	C	C	D	D	C-	F	F	E	C	C
HCM2kAvgQ:	1	10	10	3	22	22	3	11	11	17	10	10

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

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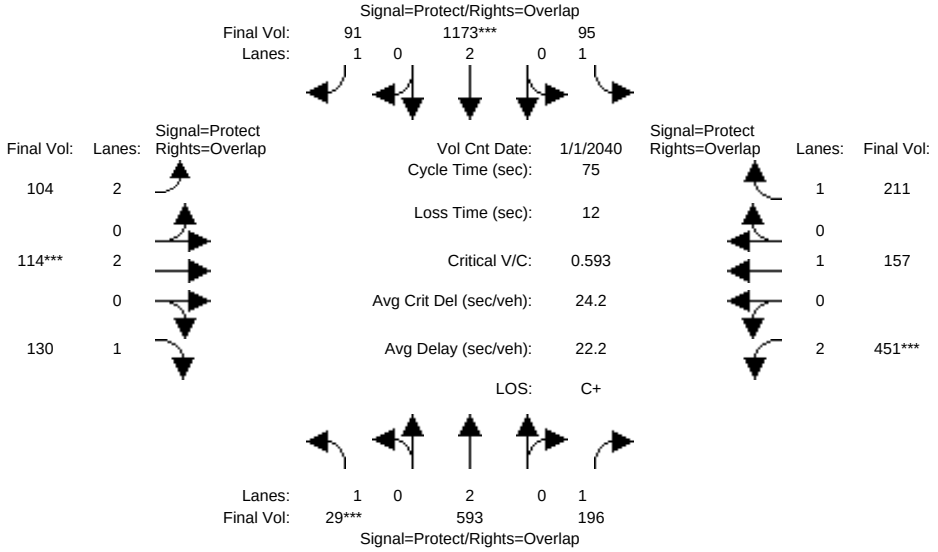
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #8618: Santa Teresa Boulevard and Day Road (W)/Buena Vista Avenue



Street Name:	Santa Teresa Boulevard						Day Road (W)/Buena Vista 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	29	593	196	95	1173	91	104	114	130	451	157	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:	29	593	196	95	1173	91	104	114	130	451	157	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:	29	593	196	95	1173	91	104	114	130	451	157	211
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:	29	593	196	95	1173	91	104	114	130	451	157	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	593	196	95	1173	91	104	114	130	451	157	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
FinalVolume:	29	593	196	95	1173	91	104	114	130	451	157	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	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.11	0.05	0.31	0.05	0.03	0.03	0.07	0.14	0.08	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.0	24.0	38.6	14.4	31.4	41.5	10.1	10.0	17.0	14.6	14.5	28.8
Volume/Cap:	0.18	0.49	0.22	0.28	0.74	0.09	0.24	0.23	0.33	0.74	0.43	0.31
Delay/Veh:	31.9	20.8	10.1	26.4	20.2	7.9	29.3	29.3	24.7	33.1	27.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	20.8	10.1	26.4	20.2	7.9	29.3	29.3	24.7	33.1	27.4	16.4
LOS by Move:	C	C+	B+	C	C+	A	C	C	C	C-	C	B
HCM2kAvgQ:	1	6	3	2	13	1	1	1	3	8	4	4

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

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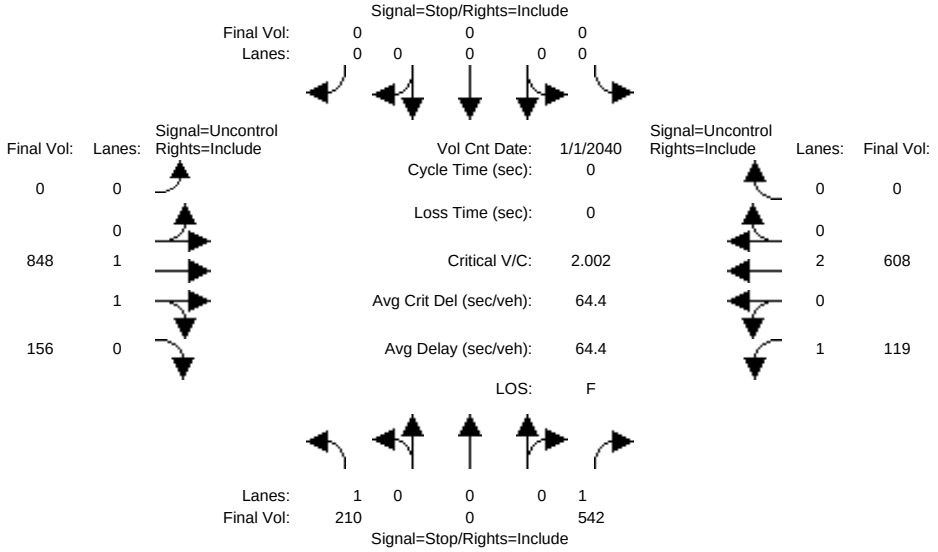
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #52047: Wren Avenue and Buena Vista Avenue




```
Street Name:           Wren Avenue                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     210    0   542     0    0     0     0  848   156   119  608     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  210    0   542     0    0     0     0  848   156   119  608     0
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:  210    0   542     0    0     0     0  848   156   119  608     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   210    0   542     0    0     0     0  848   156   119  608     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  210    0   542     0    0     0     0  848   156   119  608     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1468 xxxx   502  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1004 xxxx xxxxx
Potent Cap.:  121 xxxx   520  xxxx xxxx xxxxx  xxxx xxxx xxxxx   698 xxxx xxxxx
Move Cap.:    105 xxxx   520  xxxx xxxx xxxxx  xxxx xxxx xxxxx   698 xxxx xxxxx
Volume/Cap:  2.00 xxxx  1.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.17 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   17.6 xxxx  15.7  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx
Control Del:550.9 xxxx  79.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx
LOS by Move:    F    *     F     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     210.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
Note: Queue reported is the number of cars per lane.
```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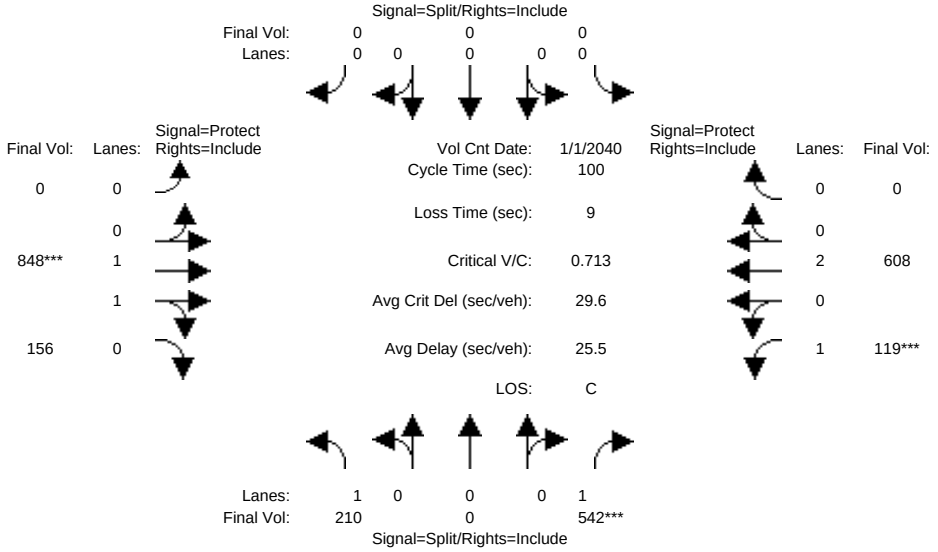
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62180: Wren Avenue and Buena Vista Avenue



Street Name:	Wren Avenue						Buena Vista 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:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	210	0	542	0	0	0	0	848	156	119	608	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	542	0	0	0	0	848	156	119	608	0
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:	210	0	542	0	0	0	0	848	156	119	608	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	0	542	0	0	0	0	848	156	119	608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	542	0	0	0	0	848	156	119	608	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	0	542	0	0	0	0	848	156	119	608	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.68	0.32	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3125	575	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.31	0.00	0.00	0.00	0.00	0.27	0.27	0.07	0.16	0.00
Crit Moves:			****					****		****		
Green Time:	43.4	0.0	43.4	0.0	0.0	0.0	0.0	38.0	38.0	9.5	47.6	0.0
Volume/Cap:	0.28	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.34	0.00
Delay/Veh:	18.4	0.0	26.4	0.0	0.0	0.0	0.0	28.1	28.1	57.5	16.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	0.0	26.4	0.0	0.0	0.0	0.0	28.1	28.1	57.5	16.5	0.0
LOS by Move:	B-	A	C	A	A	A	A	C	C	E+	B	A
HCM2kAvgQ:	4	0	16	0	0	0	0	14	14	5	6	0

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

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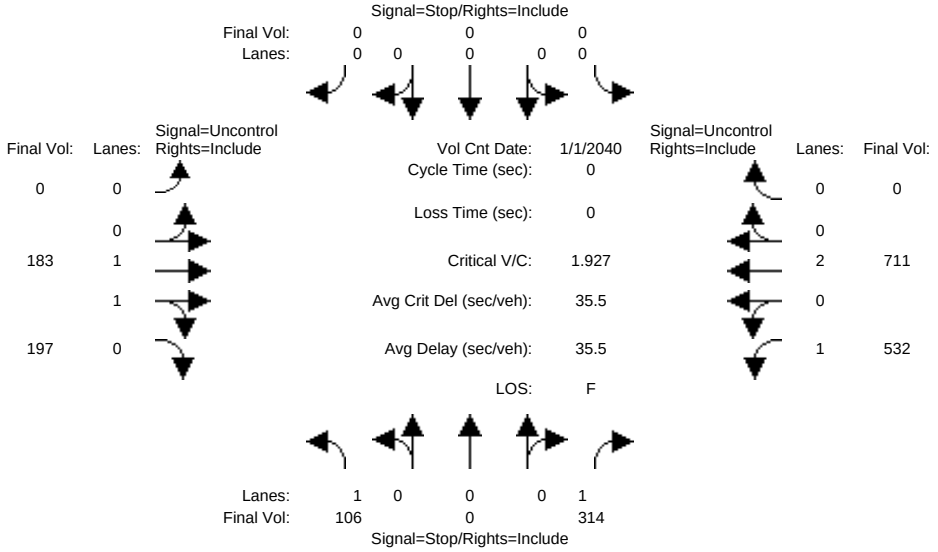
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #52047: Wren Avenue and Buena Vista Avenue




```
Street Name:           Wren Avenue                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     106    0   314     0    0     0     0  183   197   532  711     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  106    0   314     0    0     0     0  183   197   532  711     0
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:  106    0   314     0    0     0     0  183   197   532  711     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   106    0   314     0    0     0     0  183   197   532  711     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  106    0   314     0    0     0     0  183   197   532  711     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1701 xxxx   190  xxxx xxxx xxxxx  xxxx xxxx xxxxx   380 xxxx xxxxx
Potent Cap.:   85 xxxx   826  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1190 xxxx xxxxx
Move Cap.:     55 xxxx   826  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1190 xxxx xxxxx
Volume/Cap:  1.93 xxxx  0.38  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.45 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   10.3 xxxx   1.8  xxxx xxxx xxxxx  xxxx xxxx xxxxx   2.4 xxxx xxxxx
Control Del:595.9 xxxx  12.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.5 xxxx xxxxx
LOS by Move:    F    *     B     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     159.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
Note: Queue reported is the number of cars per lane.
```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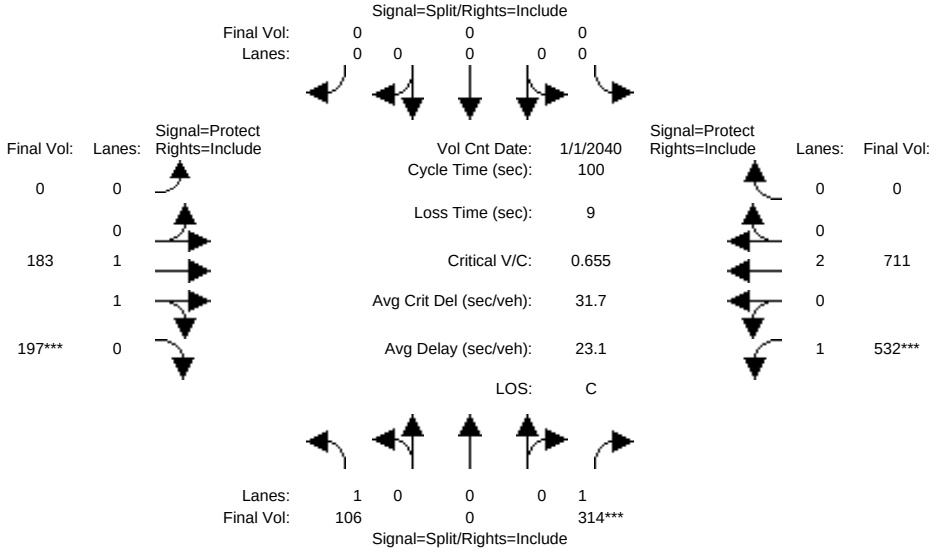
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62180: Wren Avenue and Buena Vista Avenue



Street Name:	Wren Avenue						Buena Vista 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:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	106	0	314	0	0	0	0	183	197	532	711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	314	0	0	0	0	183	197	532	711	0
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:	106	0	314	0	0	0	0	183	197	532	711	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	314	0	0	0	0	183	197	532	711	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	314	0	0	0	0	183	197	532	711	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	314	0	0	0	0	183	197	532	711	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.18	0.00	0.00	0.00	0.00	0.10	0.11	0.30	0.19	0.00
Crit Moves:			****						****	****		
Green Time:	27.4	0.0	27.4	0.0	0.0	0.0	0.0	17.2	17.2	46.4	63.6	0.0
Volume/Cap:	0.22	0.00	0.65	0.00	0.00	0.00	0.00	0.56	0.65	0.65	0.29	0.00
Delay/Veh:	28.3	0.0	35.4	0.0	0.0	0.0	0.0	39.0	41.3	22.6	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	35.4	0.0	0.0	0.0	0.0	39.0	41.3	22.6	8.2	0.0
LOS by Move:	C	A	D+	A	A	A	A	D	D	C+	A	A
HCM2kAvgQ:	3	0	10	0	0	0	0	6	7	14	5	0

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

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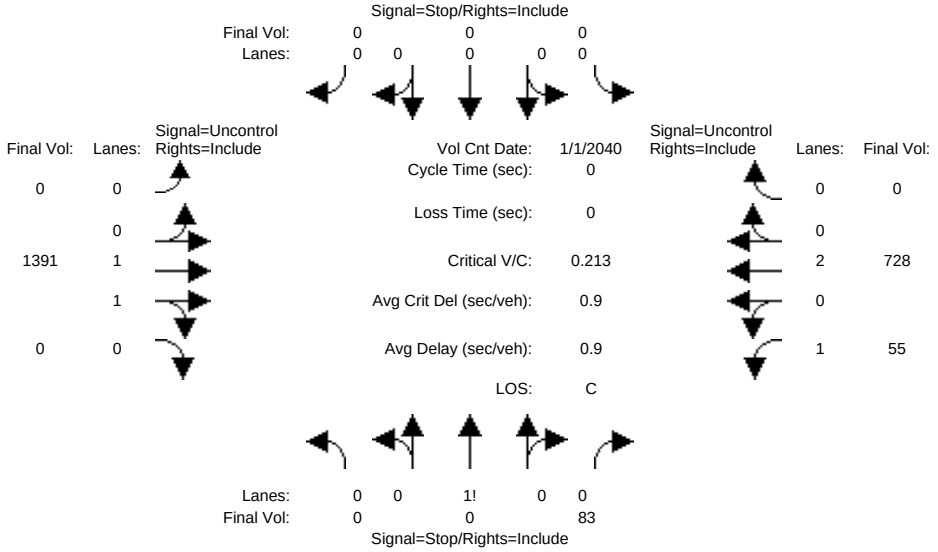
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #52048: Church Street and Buena Vista Avenue




```
Street Name:          Church Street                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0    0    83     0    0     0     0 1391     0    55  728     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    83     0    0     0     0 1391     0    55  728     0
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:    0    0    83     0    0     0     0 1391     0    55  728     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    83     0    0     0     0 1391     0    55  728     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    83     0    0     0     0 1391     0    55  728     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   696  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1391 xxxx xxxxx
Potent Cap.: xxxx xxxx   389  xxxx xxxx xxxxx  xxxx xxxx xxxxx   498 xxxx xxxxx
Move Cap.:   xxxx xxxx   389  xxxx xxxx xxxxx  xxxx xxxx xxxxx   498 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.21  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.8  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx
Control Del:xxxxx xxxx  16.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  13.1 xxxx xxxxx
LOS by Move:    *    *     C     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      16.7           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
```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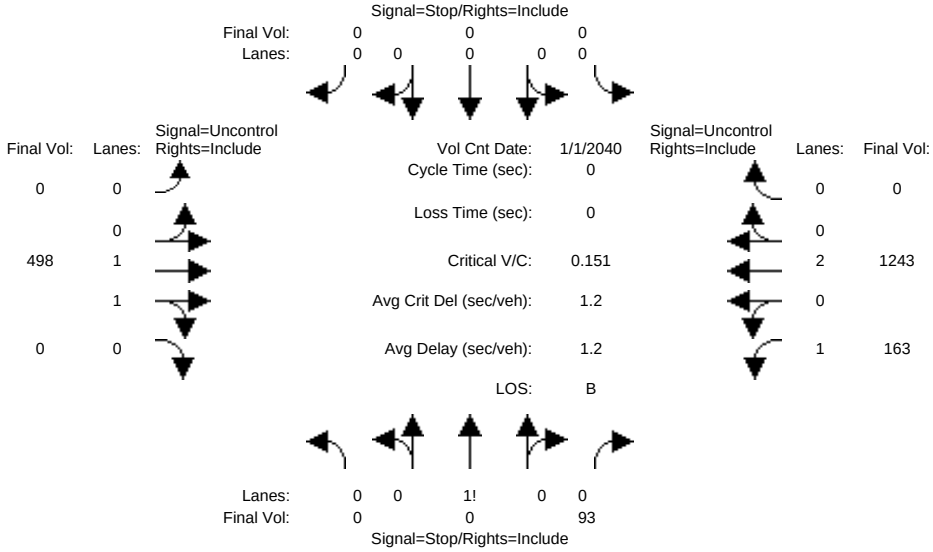
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #52048: Church Street and Buena Vista Avenue




```
Street Name:          Church Street                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0    0    93     0    0     0     0  498     0   163 1243     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    93     0    0     0     0  498     0   163 1243     0
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:    0    0    93     0    0     0     0  498     0   163 1243     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    93     0    0     0     0  498     0   163 1243     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    93     0    0     0     0  498     0   163 1243     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   249  xxxx xxxx xxxxx  xxxx xxxx xxxxx   498 xxxx xxxxx
Potent Cap.: xxxx xxxx   757  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1076 xxxx xxxxx
Move Cap.:   xxxx xxxx   757  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1076 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.12  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.15 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx
Control Del:xxxxx xxxx  10.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.9 xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      10.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
```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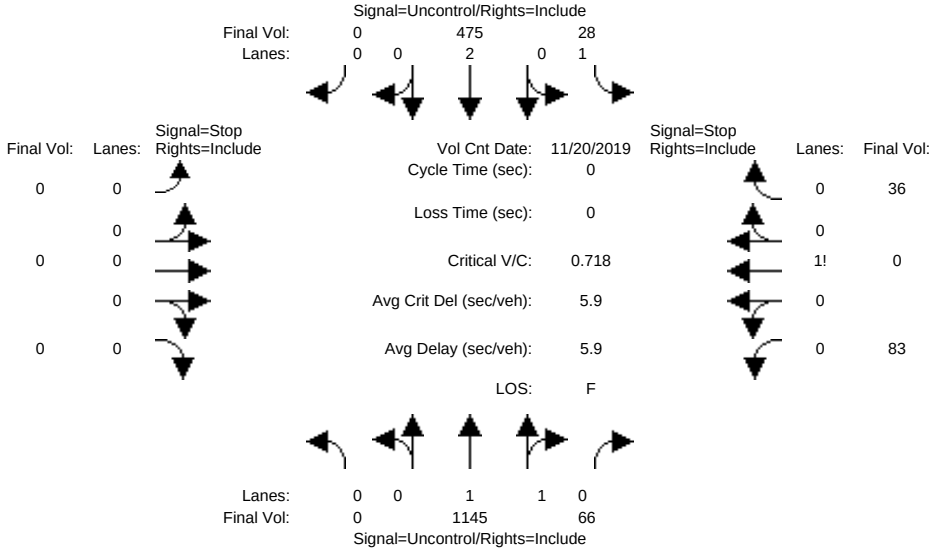
Gilroy 2040 General Plan

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

Intersection #10463: Monterey Road and Buena Vista Avenue




```
Street Name:          Monterey Road                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0 1145    66    28  475     0     0    0     0    83    0    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1145    66    28  475     0     0    0     0    83    0    36
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:    0 1145    66    28  475     0     0    0     0    83    0    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1145    66    28  475     0     0    0     0    83    0    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1145    66    28  475     0     0    0     0    83    0    36
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1211 xxxx xxxxx  xxxx xxxx xxxxx  1472 1709   606
Potent Cap.: xxxx xxxx xxxxx   583 xxxx xxxxx  xxxx xxxx xxxxx   120   92   445
Move Cap.:   xxxx xxxx xxxxx   583 xxxx xxxxx  xxxx xxxx xxxxx   116   87   445
Volume/Cap:  xxxx xxxx  xxxx  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.72 0.00  0.08
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  11.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     B     *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  149 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  5.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 87.4 xxxxx
Shared LOS:     *    *     *     *     *     *     *    *     *     *    F     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             87.4
ApproachLOS:         *                 *                 *                F
Note: Queue reported is the number of cars per lane.
```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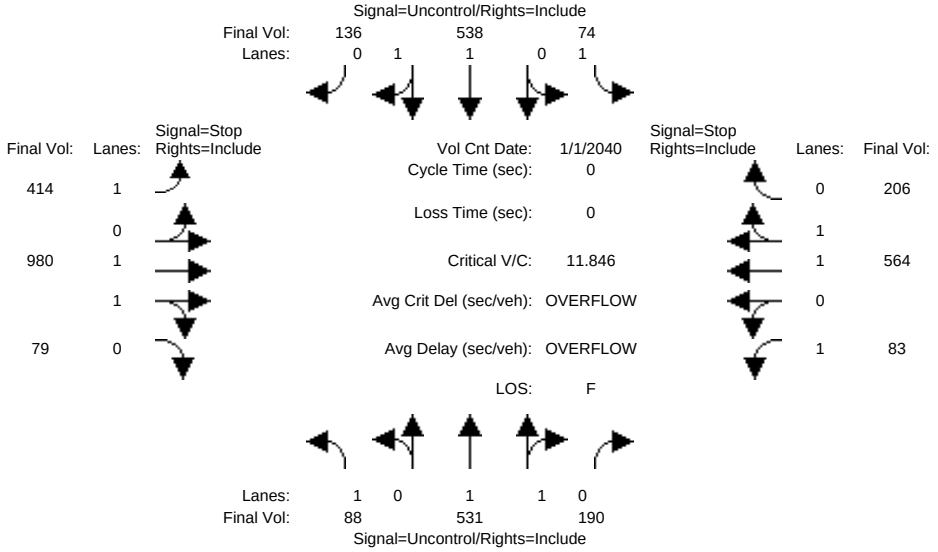
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #10463: Monterey Road and Buena Vista Avenue




```
Street Name:          Monterey Road                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      88  531   190    74  538   136   414  980    79    83  564   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   88  531   190    74  538   136   414  980    79    83  564   206
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:   88  531   190    74  538   136   414  980    79    83  564   206
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:    88  531   190    74  538   136   414  980    79    83  564   206
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   88  531   190    74  538   136   414  980    79    83  564   206
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  674 xxxx xxxxx   721 xxxx xxxxx  1478 1651   337  1709 1624   361
Potent Cap.:  927 xxxx xxxxx   890 xxxx xxxxx    89  100   665    60  104   642
Move Cap.:    927 xxxx xxxxx   890 xxxx xxxxx     0   83   665     0   86   642
Volume/Cap:  0.09 xxxx  xxxx  0.08 xxxx  xxxx  xxxx11.85  0.12  xxxx 6.56  0.32
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx   0.3 xxxx xxxxx  xxxx 54.3 xxxxx  xxxx 28.3 xxxxx
Control Del:  9.3 xxxx xxxxx   9.4 xxxx xxxxx xxxxx 2315 xxxxx xxxxx 1131 xxxxx
LOS by Move:    A    *     *     A    *     *     *    F     *     *    F     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    94  xxxx xxxx   135
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  62.8 xxxxx xxxx  47.9
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  2357 xxxxx xxxx  1238
Shared LOS:     *    *     *     *    *     *     *    *     F     *    *     F
ApproachDel:    xxxxxx           xxxxxx             +Inf             +Inf
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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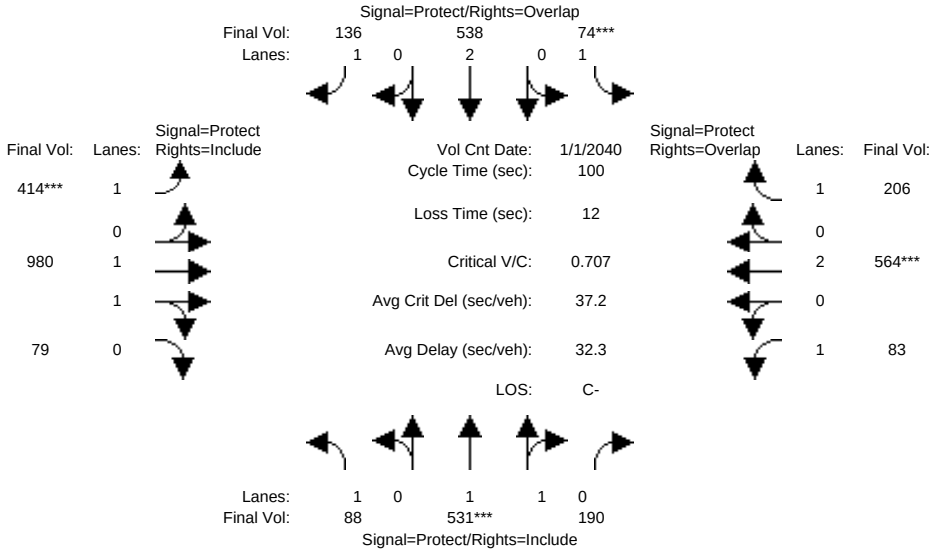
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62182: Monterey Road and Buena Vista Avenue



Street Name:	Monterey Road						Buena Vista 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	88	531	190	74	538	136	414	980	79	83	564	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	531	190	74	538	136	414	980	79	83	564	206
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:	88	531	190	74	538	136	414	980	79	83	564	206
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:	88	531	190	74	538	136	414	980	79	83	564	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	531	190	74	538	136	414	980	79	83	564	206
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:	88	531	190	74	538	136	414	980	79	83	564	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1750	2724	975	1750	3800	1750	1750	3424	276	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.04	0.14	0.08	0.24	0.29	0.29	0.05	0.15	0.12
Crit Moves:		****		****			****				****	
Green Time:	11.3	27.2	27.2	7.0	22.9	55.9	33.0	43.2	43.2	10.6	20.7	27.7
Volume/Cap:	0.44	0.72	0.72	0.60	0.62	0.14	0.72	0.66	0.66	0.45	0.72	0.42
Delay/Veh:	43.0	35.4	35.4	53.4	36.0	10.6	33.6	23.6	23.6	43.7	40.1	30.2
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:	43.0	35.4	35.4	53.4	36.0	10.6	33.6	23.6	23.6	43.7	40.1	30.2
LOS by Move:	D	D+	D+	D-	D+	B+	C-	C	C	D	D	C
HCM2kAvgQ:	3	12	12	3	8	2	13	14	14	3	9	6

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

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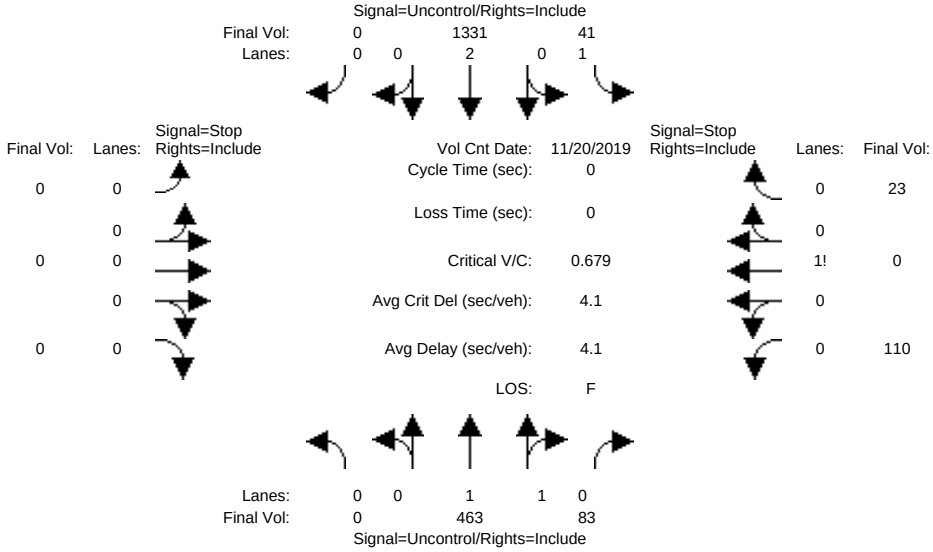
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #10463: Monterey Road and Buena Vista Avenue




```
Street Name:          Monterey Road                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0  463    83    41 1331     0     0    0     0   110    0    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  463    83    41 1331     0     0    0     0   110    0    23
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:    0  463    83    41 1331     0     0    0     0   110    0    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  463    83    41 1331     0     0    0     0   110    0    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  463    83    41 1331     0     0    0     0   110    0    23
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   546 xxxx xxxxx  xxxx xxxx xxxxx  1252 1918   273
Potent Cap.: xxxx xxxx xxxxx  1033 xxxx xxxxx  xxxx xxxx xxxxx   167   68   731
Move Cap.:   xxxx xxxx xxxxx  1033 xxxx xxxxx  xxxx xxxx xxxxx   162   66   731
Volume/Cap:  xxxx xxxx  xxxx  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.68 0.00  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  187 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 61.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    F     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             61.0
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
```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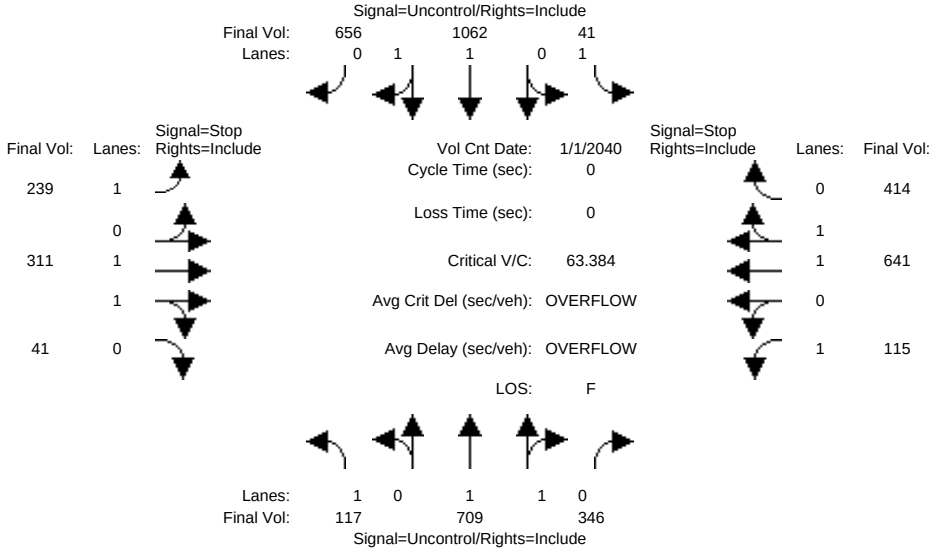
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #10463: Monterey Road and Buena Vista Avenue




```
Street Name:          Monterey Road                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     117  709   346    41 1062   656   239  311    41   115  641   414
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:  117  709   346    41 1062   656   239  311    41   115  641   414
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:  117  709   346    41 1062   656   239  311    41   115  641   414
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:   117  709   346    41 1062   656   239  311    41   115  641   414
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  117  709   346    41 1062   656   239  311    41   115  641   414
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1718 xxxx xxxxx  1055 xxxx xxxxx  2381 2761   859  1885 2916   528
Potent Cap.:  374 xxxx xxxxx   668 xxxx xxxxx    19   20   304    44   16   501
Move Cap.:    374 xxxx xxxxx   668 xxxx xxxxx     0   13   304     0   10   501
Volume/Cap:  0.31 xxxx  xxxx  0.06 xxxx  xxxx  xxxx24.36  0.13  xxxx63.38  0.83
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.3 xxxx xxxxx   0.2 xxxx xxxxx  xxxx 20.7 xxxxx  xxxx 41.7 xxxxx
Control Del: 19.0 xxxx xxxxx  10.7 xxxx xxxxx xxxxx 5609 xxxxx xxxxx xxxx xxxxx
LOS by Move:    C    *     *     B    *     *     *    F     *     *    F     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    16  xxxx xxxx    23
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  25.5 xxxxx xxxx  92.0
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  5558 xxxxx xxxx 14511
Shared LOS:     *    *     *     *    *     *     *    *     F     *    *     F
ApproachDel:    xxxxxx           xxxxxx             +Inf             +Inf
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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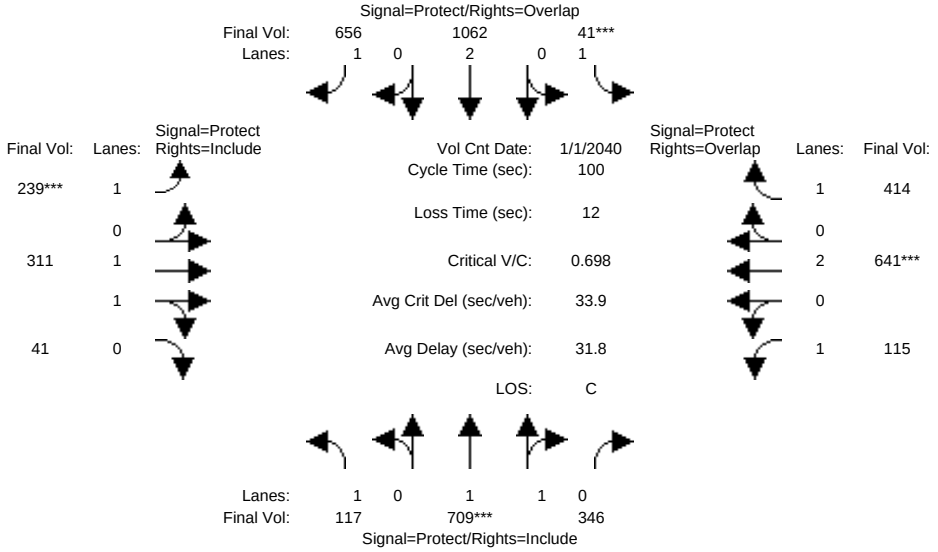
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62182: Monterey Road and Buena Vista Avenue



Street Name:	Monterey Road						Buena Vista 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	117	709	346	41	1062	656	239	311	41	115	641	414
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:	117	709	346	41	1062	656	239	311	41	115	641	414
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:	117	709	346	41	1062	656	239	311	41	115	641	414
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:	117	709	346	41	1062	656	239	311	41	115	641	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	709	346	41	1062	656	239	311	41	115	641	414
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:	117	709	346	41	1062	656	239	311	41	115	641	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.33	0.67	1.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	2486	1213	1750	3800	1750	1750	3269	431	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.02	0.28	0.37	0.14	0.10	0.10	0.07	0.17	0.24
Crit Moves:		****		****			****				****	
Green Time:	9.2	39.1	39.1	7.0	36.9	55.6	18.7	24.6	24.6	17.2	23.1	30.1
Volume/Cap:	0.72	0.73	0.73	0.33	0.76	0.67	0.73	0.39	0.39	0.38	0.73	0.78
Delay/Veh:	59.1	27.8	27.8	45.9	30.1	17.6	46.3	31.7	31.7	37.5	38.6	39.6
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:	59.1	27.8	27.8	45.9	30.1	17.6	46.3	31.7	31.7	37.5	38.6	39.6
LOS by Move:	E+	C	C	D	C	B	D	C	C	D+	D+	D
HCM2kAvgQ:	5	15	15	2	16	16	9	5	5	4	11	14

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

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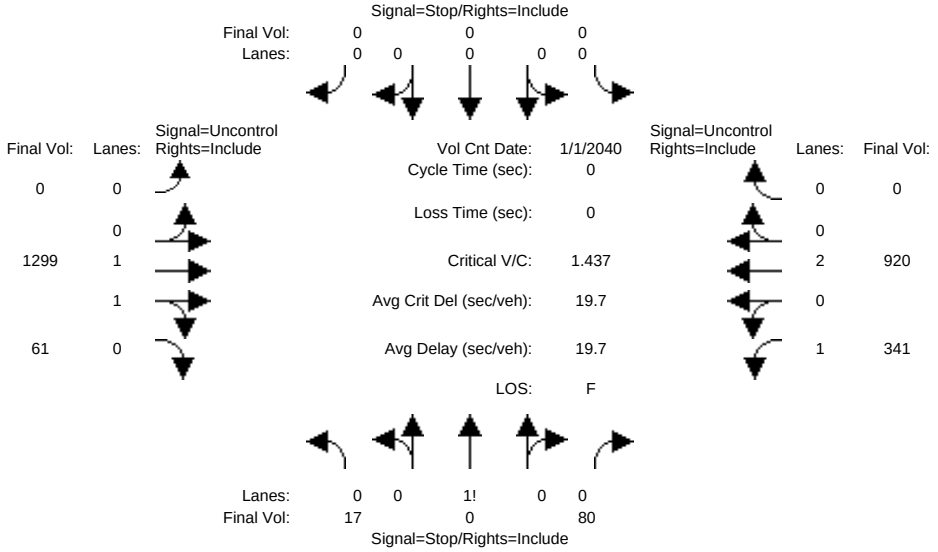
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #62160: Murray Avenue and Buena Vista Avenue




```
Street Name:          Murray Avenue                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      17    0    80     0    0     0     0 1299    61   341  920     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17    0    80     0    0     0     0 1299    61   341  920     0
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    0    80     0    0     0     0 1299    61   341  920     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17    0    80     0    0     0     0 1299    61   341  920     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   17    0    80     0    0     0     0 1299    61   341  920     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2472 2932   680  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1360 xxxx xxxxx
Potent Cap.:   26   15   398  xxxx xxxx xxxxx  xxxx xxxx xxxxx   512 xxxx xxxxx
Move Cap.:     12    5   398  xxxx xxxx xxxxx  xxxx xxxx xxxxx   512 xxxx xxxxx
Volume/Cap:  1.44 0.00  0.20  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.67 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   4.9 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  24.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   59 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  8.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  465 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    *     *     *    *     *     *    *     *
ApproachDel:     465.3           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
Note: Queue reported is the number of cars per lane.
```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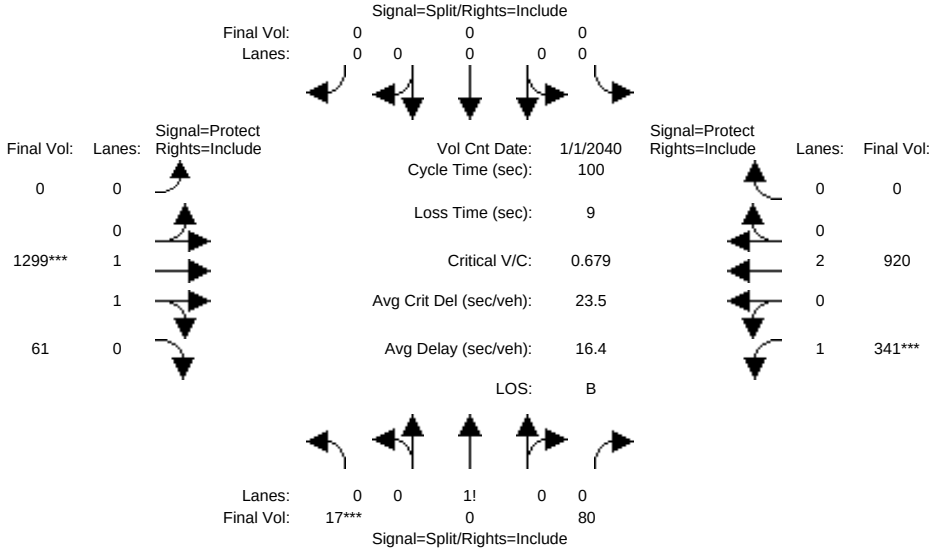
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62183: Murray Avenue and Buena Vista Avenue



Street Name:	Murray Avenue						Buena Vista 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:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	17	0	80	0	0	0	0	1299	61	341	920	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	80	0	0	0	0	1299	61	341	920	0
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	0	80	0	0	0	0	1299	61	341	920	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	80	0	0	0	0	1299	61	341	920	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	80	0	0	0	0	1299	61	341	920	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	0	80	0	0	0	0	1299	61	341	920	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.18	0.00	0.82	0.00	0.00	0.00	0.00	1.91	0.09	1.00	2.00	0.00
Final Sat.:	307	0	1443	0	0	0	0	3534	166	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.37	0.37	0.19	0.24	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	52.9	52.9	28.1	81.0	0.0
Volume/Cap:	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.30	0.00
Delay/Veh:	46.7	0.0	46.7	0.0	0.0	0.0	0.0	18.6	18.6	36.4	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	0.0	46.7	0.0	0.0	0.0	0.0	18.6	18.6	36.4	2.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B-	B-	D+	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	17	17	11	4	0

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

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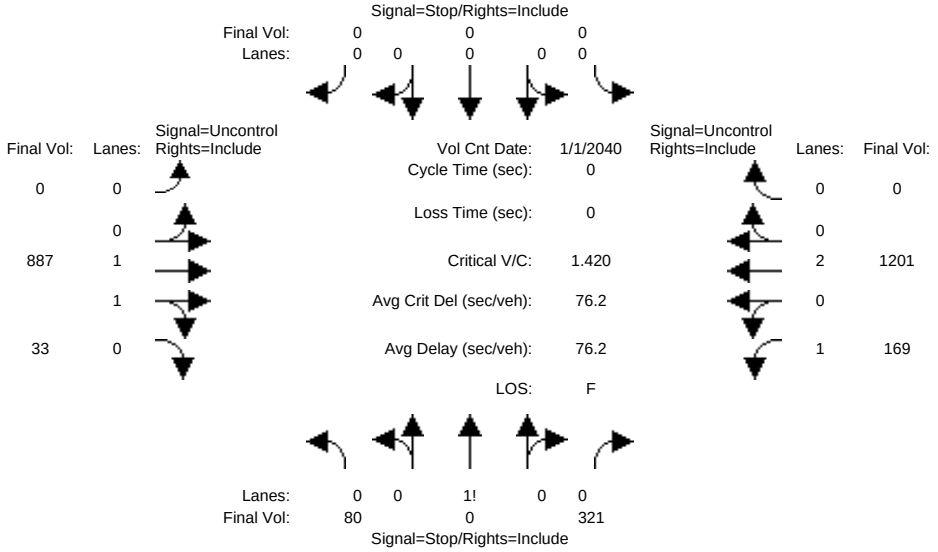
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #62160: Murray Avenue and Buena Vista Avenue




```
Street Name:          Murray Avenue                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      80    0   321     0    0     0     0  887    33   169 1201     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   80    0   321     0    0     0     0  887    33   169 1201     0
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:   80    0   321     0    0     0     0  887    33   169 1201     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80    0   321     0    0     0     0  887    33   169 1201     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   80    0   321     0    0     0     0  887    33   169 1201     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1842 2443   460  xxxx xxxx xxxxx  xxxx xxxx xxxxx   920 xxxx xxxxx
Potent Cap.:   68   32   554  xxxx xxxx xxxxx  xxxx xxxx xxxxx   750 xxxx xxxxx
Move Cap.:     56   25   554  xxxx xxxx xxxxx  xxxx xxxx xxxxx   750 xxxx xxxxx
Volume/Cap:  1.42 0.00  0.58  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.23 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.9 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  200 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx 30.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  506 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    *     *     *    *     *     *    *     *
ApproachDel:     506.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
Note: Queue reported is the number of cars per lane.
```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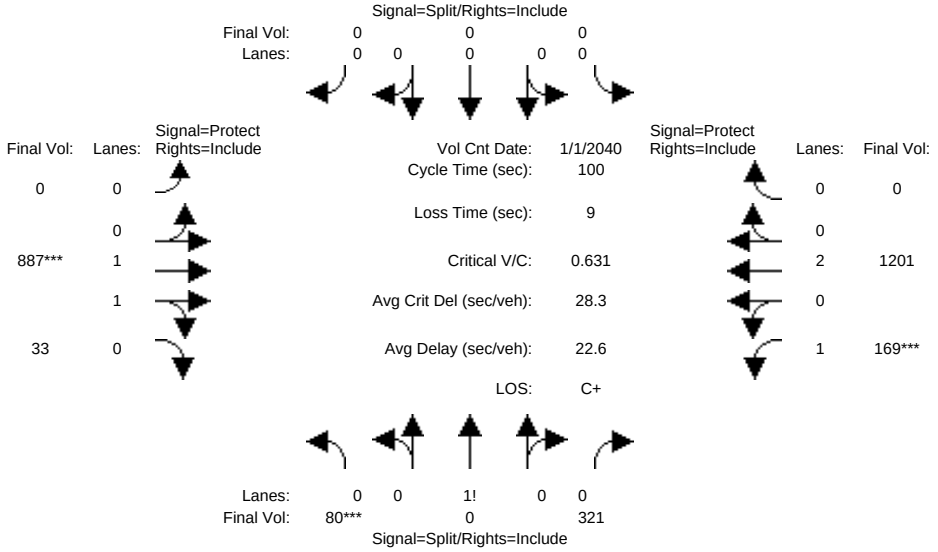
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62183: Murray Avenue and Buena Vista Avenue



Street Name:	Murray Avenue						Buena Vista 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:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	80	0	321	0	0	0	0	887	33	169	1201	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	0	321	0	0	0	0	887	33	169	1201	0
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:	80	0	321	0	0	0	0	887	33	169	1201	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	0	321	0	0	0	0	887	33	169	1201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	0	321	0	0	0	0	887	33	169	1201	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	0	321	0	0	0	0	887	33	169	1201	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.00	0.80	0.00	0.00	0.00	0.00	1.93	0.07	1.00	2.00	0.00
Final Sat.:	349	0	1401	0	0	0	0	3567	133	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.25	0.10	0.32	0.00
Crit Moves:	****							****		****		
Green Time:	36.3	0.0	36.3	0.0	0.0	0.0	0.0	39.4	39.4	15.3	54.7	0.0
Volume/Cap:	0.63	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.58	0.00
Delay/Veh:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	25.3	25.3	44.5	15.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	25.3	25.3	44.5	15.4	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	12	0	12	0	0	0	0	12	12	6	12	0

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

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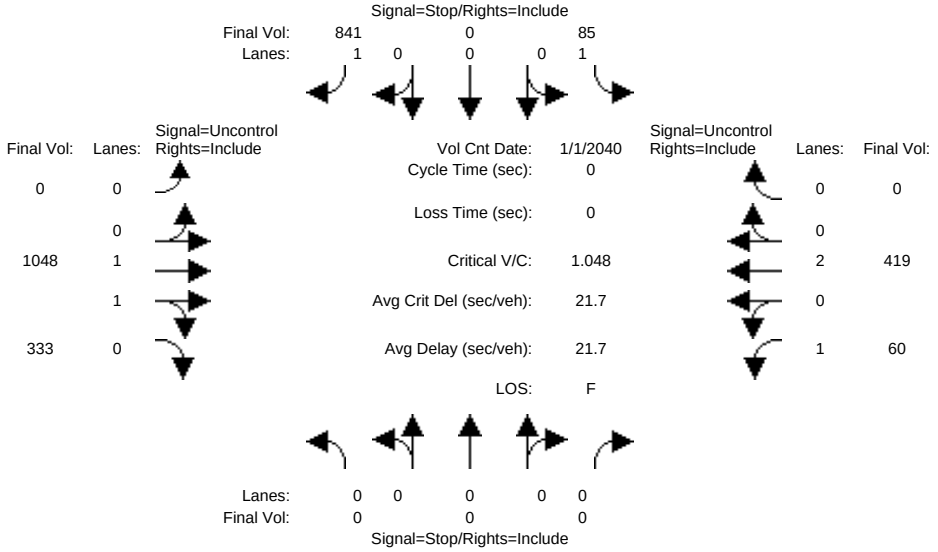
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #62161: US 101 SB Ramps and Buena Vista Avenue




```
Street Name:         US 101 SB Ramps                  Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0    0    0    85    0  841     0 1048  333    60  419     0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    85    0  841     0 1048  333    60  419     0
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:    0    0    0    85    0  841     0 1048  333    60  419     0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0    85    0  841     0 1048  333    60  419     0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:    0    0    0    85    0  841     0 1048  333    60  419     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1063 xxxx   210  xxxx xxxx xxxxx  1381 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   222 xxxx   802  xxxx xxxx xxxxx   503 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   201 xxxx   802  xxxx xxxx xxxxx   503 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.42 xxxx  1.05  xxxx xxxx  xxxx  0.12 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   1.9 xxxx  20.3  xxxx xxxx xxxxx   0.4 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  35.4 xxxx  67.5 xxxxx xxxx xxxxx  13.1 xxxx xxxxx
LOS by Move:    *    *     *     E    *     F     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             64.6           xxxxxx           xxxxxx
ApproachLOS:         *                F                *                *
Note: Queue reported is the number of cars per lane.
```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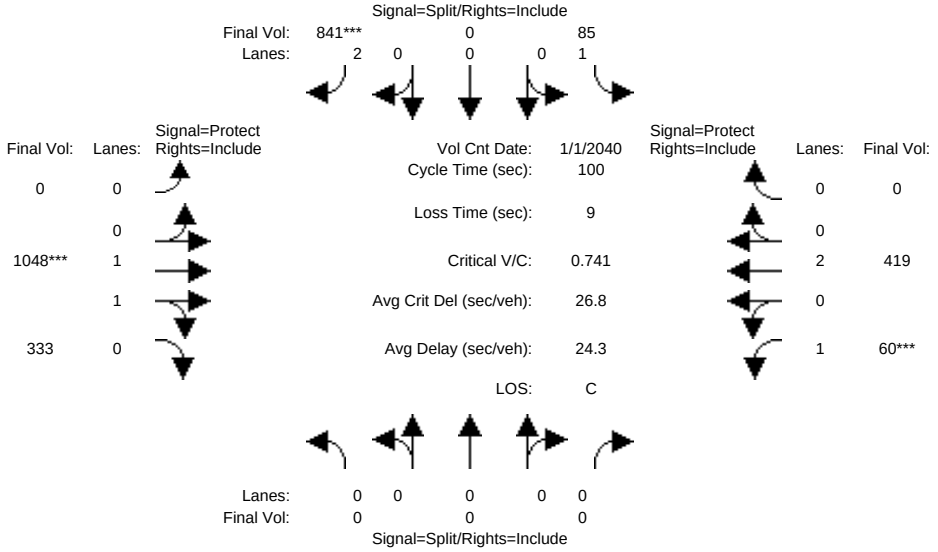
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62184: US 101 SB Ramps and Buena Vista Avenue



Street Name:	US 101 SB Ramps						Buena Vista 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	85	0	841	0	1048	333	60	419	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	841	0	1048	333	60	419	0
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:	0	0	0	85	0	841	0	1048	333	60	419	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	841	0	1048	333	60	419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	841	0	1048	333	60	419	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	841	0	1048	333	60	419	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	3150	0	2807	892	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.27	0.00	0.37	0.37	0.03	0.11	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	35.0	0.0	35.0	0.0	49.0	49.0	7.0	56.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.76	0.00	0.76	0.76	0.49	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	22.3	0.0	32.0	0.0	22.7	22.7	47.8	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.3	0.0	32.0	0.0	22.7	22.7	47.8	10.9	0.0
LOS by Move:	A	A	A	C+	A	C	A	C+	C+	D	B+	A
HCM2kAvgQ:	0	0	0	2	0	15	0	19	19	3	3	0

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

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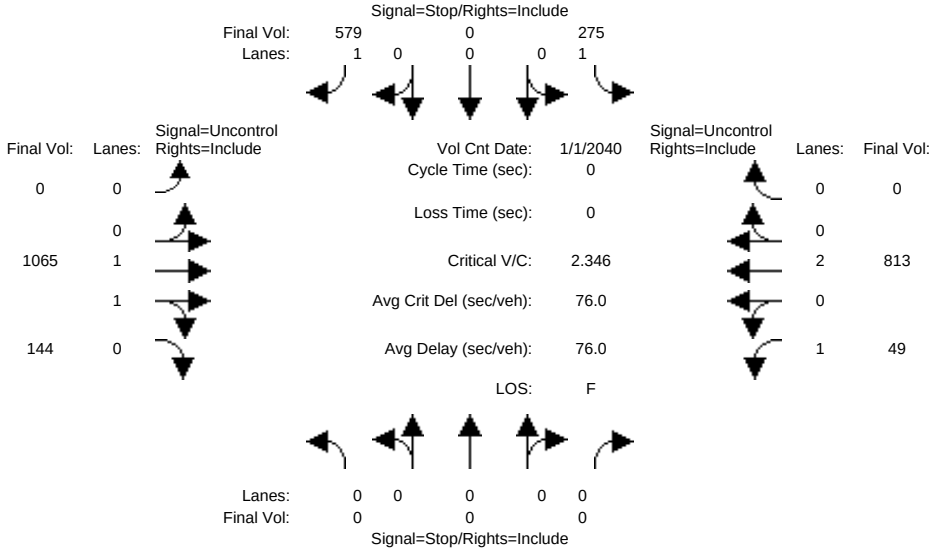
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #62161: US 101 SB Ramps and Buena Vista Avenue




```
Street Name:         US 101 SB Ramps                  Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0    0    0   275    0  579     0 1065  144   49  813    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    0   275    0  579     0 1065  144   49  813    0
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:    0    0    0   275    0  579     0 1065  144   49  813    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0    0    0   275    0  579     0 1065  144   49  813    0
Reduct Vol:     0    0    0     0    0    0     0    0    0    0    0    0
FinalVolume:    0    0    0   275    0  579     0 1065  144   49  813    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1444 xxxx   407  xxxx xxxx xxxxx  1209 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   125 xxxx   600  xxxx xxxx xxxxx   584 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   117 xxxx   600  xxxx xxxx xxxxx   584 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  2.35 xxxx  0.97  xxxx xxxx  xxxx  0.08 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  24.0 xxxx  13.5  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 691.0 xxxx  55.0 xxxxx xxxx xxxxx  11.7 xxxx xxxxx
LOS by Move:    *    *     *     F    *     F     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            259.8           xxxxxx           xxxxxx
ApproachLOS:         *                F                *                *
Note: Queue reported is the number of cars per lane.
```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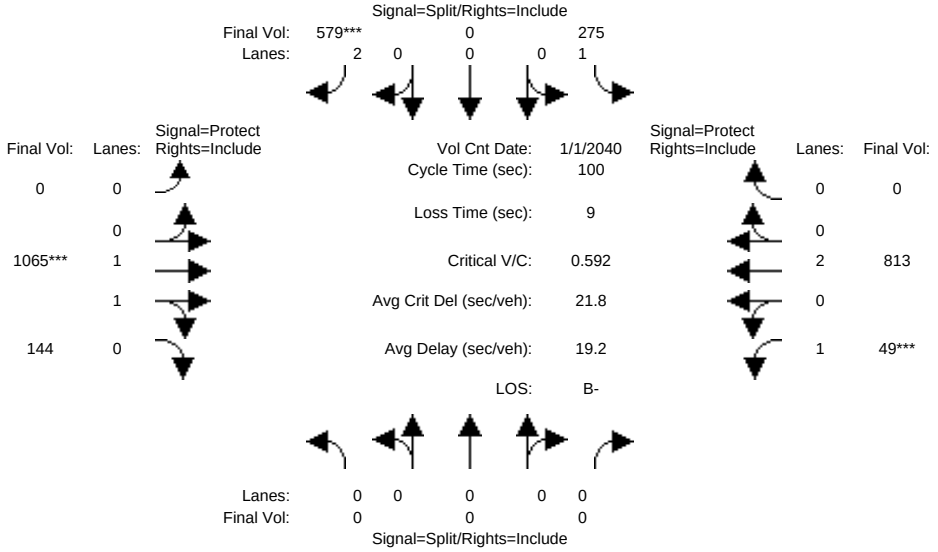
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62184: US 101 SB Ramps and Buena Vista Avenue



Street Name:	US 101 SB Ramps						Buena Vista 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	275	0	579	0	1065	144	49	813	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	0	579	0	1065	144	49	813	0
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:	0	0	0	275	0	579	0	1065	144	49	813	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	275	0	579	0	1065	144	49	813	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	0	579	0	1065	144	49	813	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	275	0	579	0	1065	144	49	813	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	3150	0	3259	441	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.18	0.00	0.33	0.33	0.03	0.21	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	30.2	0.0	30.2	0.0	53.8	53.8	7.0	60.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.61	0.00	0.61	0.61	0.40	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	29.8	0.0	31.0	0.0	16.4	16.4	46.6	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.8	0.0	31.0	0.0	16.4	16.4	46.6	9.9	0.0
LOS by Move:	A	A	A	C	A	C	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	8	0	10	0	13	13	2	6	0

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

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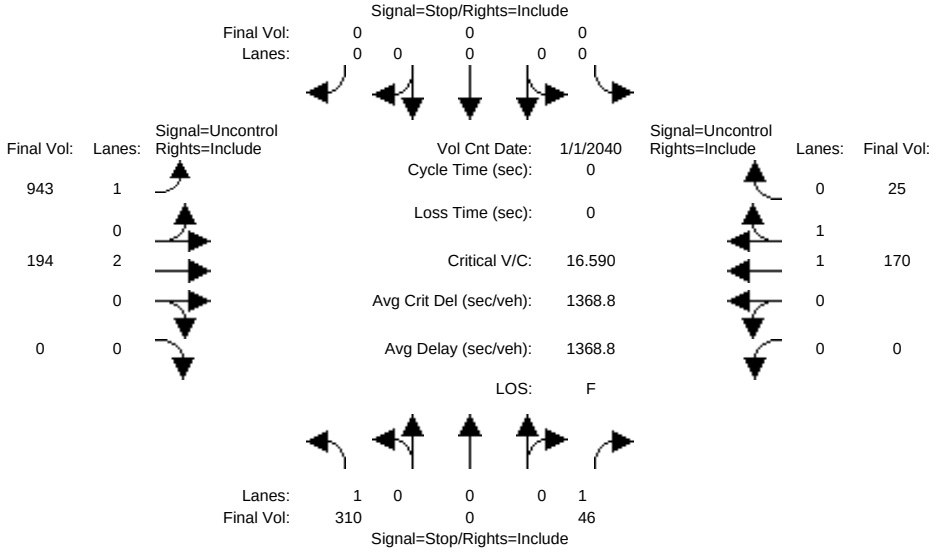
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #62162: US 101 NB Ramps and Buena Vista Avenue




```
Street Name:         US 101 NB Ramps                  Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     310    0    46     0    0     0   943  194     0     0  170    25
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  310    0    46     0    0     0   943  194     0     0  170    25
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:  310    0    46     0    0     0   943  194     0     0  170    25
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   310    0    46     0    0     0   943  194     0     0  170    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  310    0    46     0    0     0   943  194     0     0  170    25
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2165 xxxx    97  xxxx xxxx xxxxx   195 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:   41 xxxx   947  xxxx xxxx xxxxx  1390 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:     19 xxxx   947  xxxx xxxx xxxxx  1390 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap: 16.59 xxxx  0.05  xxxx xxxx  xxxx  0.68 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   39.4 xxxx   0.2  xxxx xxxx xxxxx   5.7 xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 7413 xxxx   9.0 xxxxx xxxx xxxxx  12.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    F    *     A     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    6456.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
Note: Queue reported is the number of cars per lane.
```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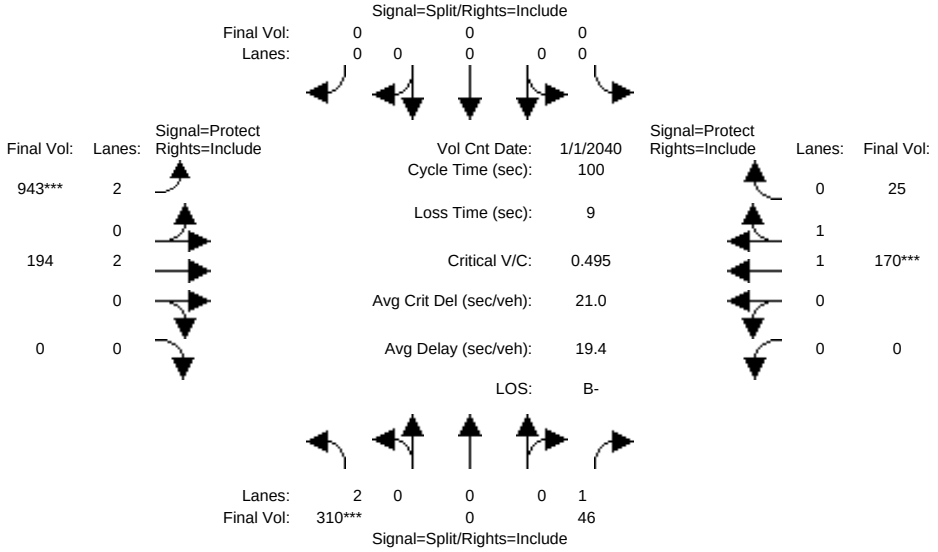
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62185: US 101 NB Ramps and Buena Vista Avenue



Street Name:	US 101 NB Ramps						Buena Vista 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:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	310	0	46	0	0	0	943	194	0	0	170	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	46	0	0	0	943	194	0	0	170	25
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:	310	0	46	0	0	0	943	194	0	0	170	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	46	0	0	0	943	194	0	0	170	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	46	0	0	0	943	194	0	0	170	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	0	46	0	0	0	943	194	0	0	170	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	3150	0	1750	0	0	0	3150	3800	0	0	3225	474
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.03	0.00	0.00	0.00	0.30	0.05	0.00	0.00	0.05	0.05
Crit Moves:	****						****				****	
Green Time:	19.9	0.0	19.9	0.0	0.0	0.0	60.5	71.1	0.0	0.0	10.6	10.6
Volume/Cap:	0.50	0.00	0.13	0.00	0.00	0.00	0.50	0.07	0.00	0.00	0.50	0.50
Delay/Veh:	36.2	0.0	33.1	0.0	0.0	0.0	11.4	4.4	0.0	0.0	43.1	43.1
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:	36.2	0.0	33.1	0.0	0.0	0.0	11.4	4.4	0.0	0.0	43.1	43.1
LOS by Move:	D+	A	C-	A	A	A	B+	A	A	A	D	D
HCM2kAvgQ:	6	0	1	0	0	0	10	1	0	0	4	4

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

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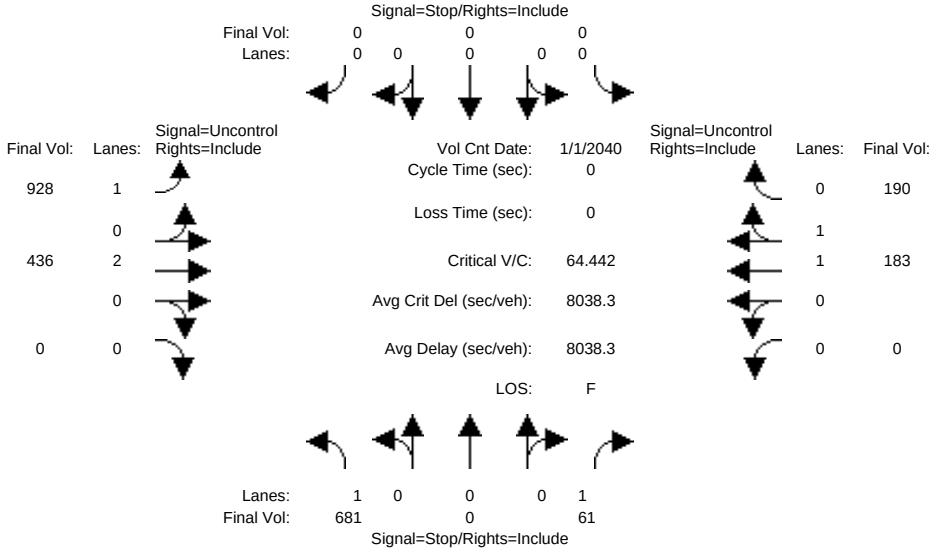
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #62162: US 101 NB Ramps and Buena Vista Avenue




```
Street Name:         US 101 NB Ramps                  Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     681    0    61     0    0     0   928  436     0     0  183   190
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:  681    0    61     0    0     0   928  436     0     0  183   190
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:  681    0    61     0    0     0   928  436     0     0  183   190
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:   681    0    61     0    0     0   928  436     0     0  183   190
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  681    0    61     0    0     0   928  436     0     0  183   190
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2384 xxxx   218  xxxx xxxx xxxxx   373 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:   29 xxxx   792  xxxx xxxx xxxxx  1197 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:     11 xxxx   792  xxxx xxxx xxxxx  1197 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap: 64.44 xxxx  0.08  xxxx xxxx  xxxx  0.78 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   86.7 xxxx   0.2  xxxx xxxx xxxxx   8.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:29237 xxxx   9.9 xxxxx xxxx xxxxx  17.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    F    *     A     *    *     *     C    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
Note: Queue reported is the number of cars per lane.
```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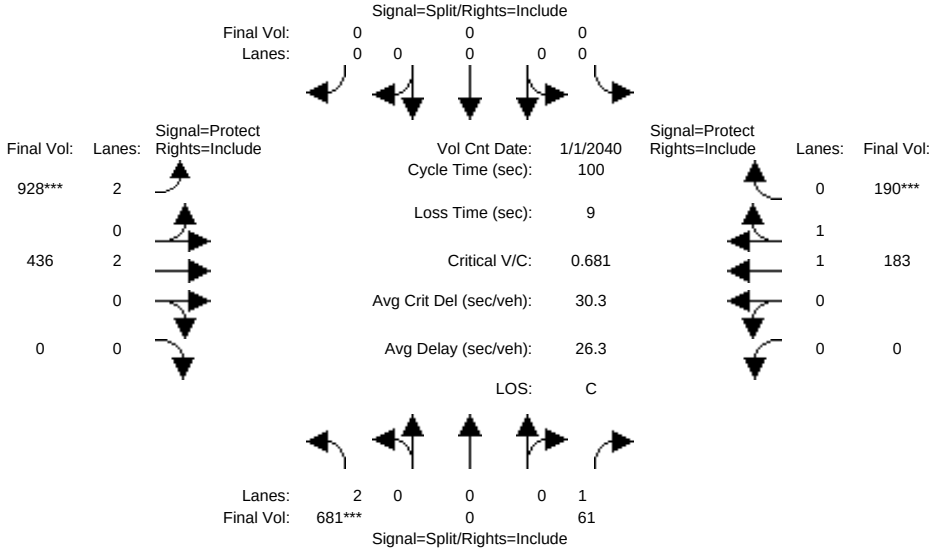
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62185: US 101 NB Ramps and Buena Vista Avenue



Street Name:	US 101 NB Ramps						Buena Vista 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:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	681	0	61	0	0	0	928	436	0	0	183	190
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:	681	0	61	0	0	0	928	436	0	0	183	190
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:	681	0	61	0	0	0	928	436	0	0	183	190
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:	681	0	61	0	0	0	928	436	0	0	183	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	0	61	0	0	0	928	436	0	0	183	190
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:	681	0	61	0	0	0	928	436	0	0	183	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	3150	0	1750	0	0	0	3150	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.03	0.00	0.00	0.00	0.29	0.11	0.00	0.00	0.10	0.11
Crit Moves:	****						****					****
Green Time:	31.8	0.0	31.8	0.0	0.0	0.0	43.3	59.2	0.0	0.0	16.0	16.0
Volume/Cap:	0.68	0.00	0.11	0.00	0.00	0.00	0.68	0.19	0.00	0.00	0.60	0.68
Delay/Veh:	31.6	0.0	24.2	0.0	0.0	0.0	24.2	9.4	0.0	0.0	40.8	43.1
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:	31.6	0.0	24.2	0.0	0.0	0.0	24.2	9.4	0.0	0.0	40.8	43.1
LOS by Move:	C	A	C	A	A	A	C	A	A	A	D	D
HCM2kAvgQ:	12	0	1	0	0	0	15	3	0	0	6	7

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

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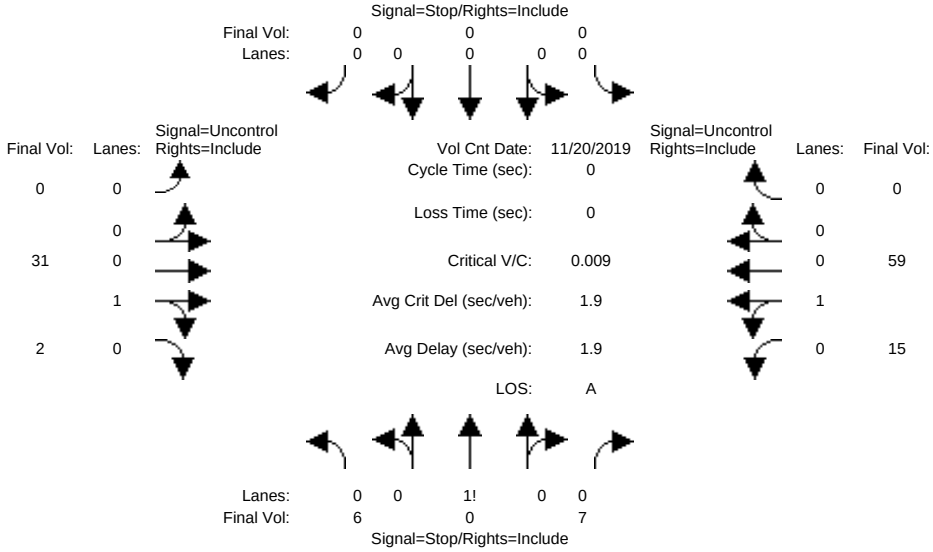
Gilroy 2040 General Plan

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

Intersection #6651: Marcella Avenue and Buena Vista Avenue




```
Street Name:         Marcella Avenue                  Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       6    0     7     0    0     0     0   31     2    15   59     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6    0     7     0    0     0     0   31     2    15   59     0
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:    6    0     7     0    0     0     0   31     2    15   59     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6    0     7     0    0     0     0   31     2    15   59     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    6    0     7     0    0     0     0   31     2    15   59     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  121  121    32  xxxx xxxx xxxxx  xxxx xxxx xxxxx    33 xxxx xxxxx
Potent Cap.:  879  773  1048  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1592 xxxx xxxxx
Move Cap.:    873  766  1048  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1592 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  959 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx  8.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:       8.8           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         A                *                *                *
Note: Queue reported is the number of cars per lane.
```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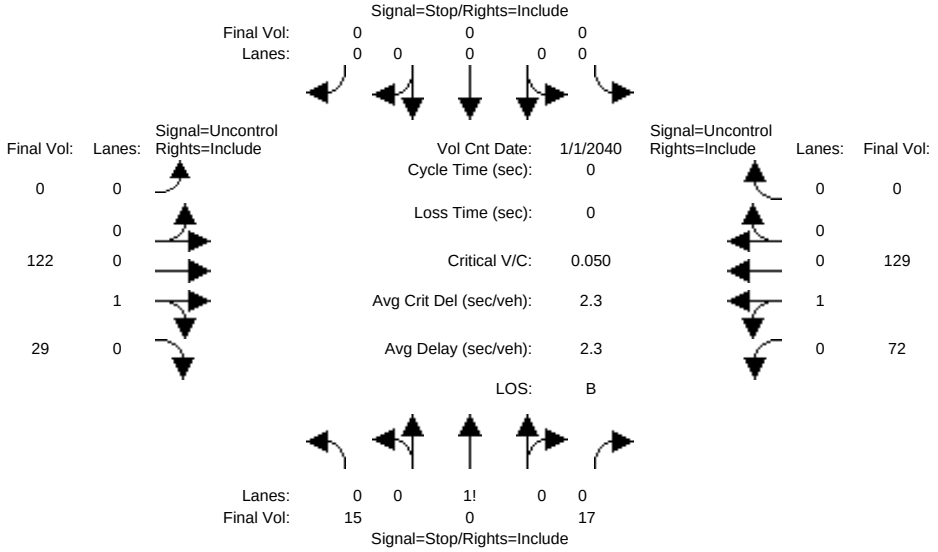
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #6651: Marcella Avenue and Buena Vista Avenue




```
Street Name:         Marcella Avenue                  Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      15    0    17     0    0     0     0  122    29    72  129     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15    0    17     0    0     0     0  122    29    72  129     0
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    0    17     0    0     0     0  122    29    72  129     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15    0    17     0    0     0     0  122    29    72  129     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15    0    17     0    0     0     0  122    29    72  129     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  410  410   137  xxxx xxxx xxxxx  xxxx xxxx xxxxx   151 xxxx xxxxx
Potent Cap.:  602  535   917  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1442 xxxx xxxxx
Move Cap.:    578  507   917  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1442 xxxx xxxxx
Volume/Cap:  0.03 0.00  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.05 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  720 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.2 xxxx xxxxx
Shrd ConDel:xxxxx 10.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.6 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:      10.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                 *                *                *
Note: Queue reported is the number of cars per lane.
```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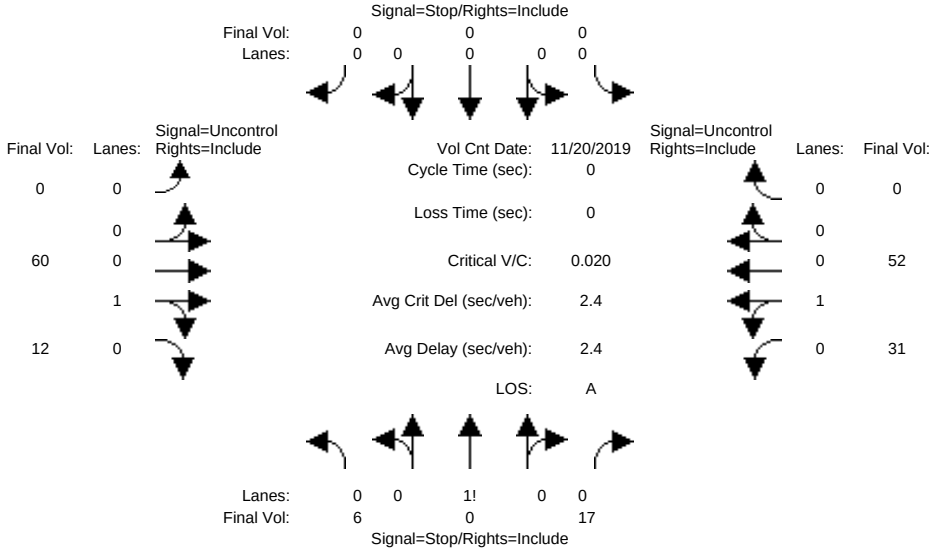
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #6651: Marcella Avenue and Buena Vista Avenue




```
Street Name:         Marcella Avenue                  Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       6    0    17     0    0     0     0   60    12    31   52     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6    0    17     0    0     0     0   60    12    31   52     0
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:    6    0    17     0    0     0     0   60    12    31   52     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6    0    17     0    0     0     0   60    12    31   52     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    6    0    17     0    0     0     0   60    12    31   52     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  180  180    66  xxxx xxxx xxxxx  xxxx xxxx xxxxx    72 xxxx xxxxx
Potent Cap.:  814  717  1003  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1541 xxxx xxxxx
Move Cap.:    801  703  1003  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1541 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  942 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx  8.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:       8.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         A                *                *                *
Note: Queue reported is the number of cars per lane.
```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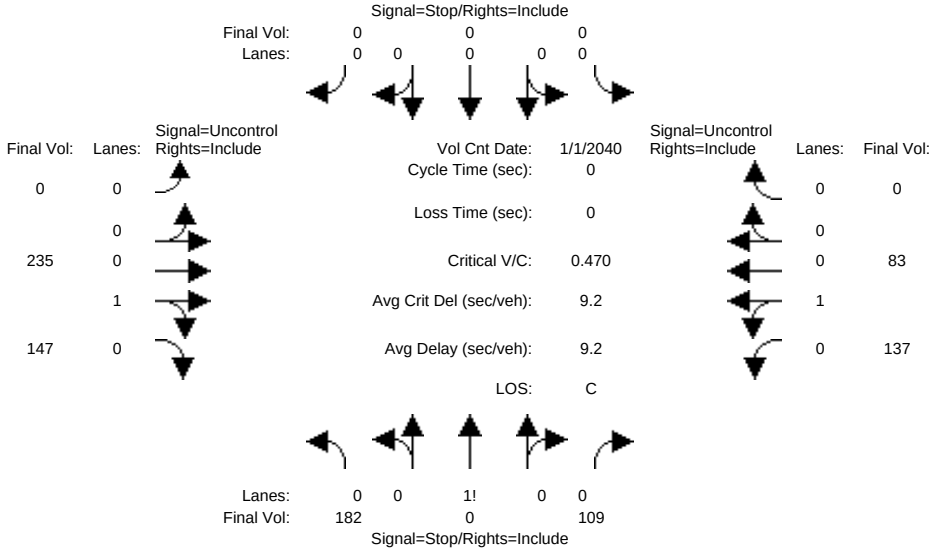
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #6651: Marcella Avenue and Buena Vista Avenue




```
Street Name:         Marcella Avenue                  Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     182    0   109     0    0     0     0  235   147   137   83     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  182    0   109     0    0     0     0  235   147   137   83     0
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:  182    0   109     0    0     0     0  235   147   137   83     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   182    0   109     0    0     0     0  235   147   137   83     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  182    0   109     0    0     0     0  235   147   137   83     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  666  666   309  xxxx xxxx xxxxx  xxxx xxxx xxxxx   382 xxxx xxxxx
Potent Cap.:  428  383   736  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1188 xxxx xxxxx
Move Cap.:    387  335   736  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1188 xxxx xxxxx
Volume/Cap:  0.47 0.00  0.15  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.12 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  471 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  4.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.4 xxxx xxxxx
Shrd ConDel:xxxxx 24.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     A    *     *
ApproachDel:      24.3           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
```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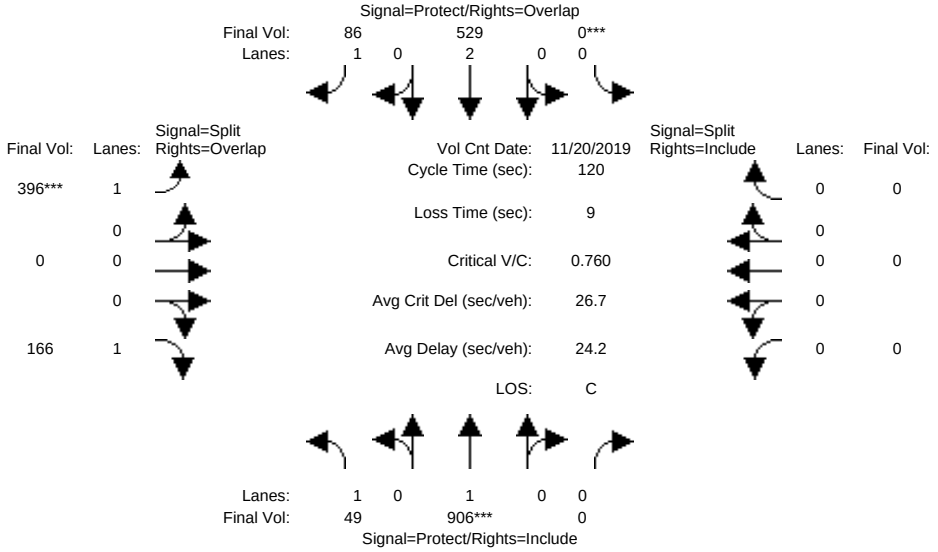
Gilroy 2040 General Plan

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

Intersection #50704: Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue



Street Name:	Santa Teresa Boulevard						Sunrise Drive/Cohansey 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	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	49	906	0	0	529	86	396	0	166	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	906	0	0	529	86	396	0	166	0	0	0
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:	49	906	0	0	529	86	396	0	166	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	906	0	0	529	86	396	0	166	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	906	0	0	529	86	396	0	166	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	906	0	0	529	86	396	0	166	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.00	0.00	0.14	0.05	0.23	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	22.2	75.3	0.0	0.0	53.0	88.8	35.7	0.0	58.0	0.0	0.0	0.0
Volume/Cap:	0.15	0.76	0.00	0.00	0.31	0.07	0.76	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	41.2	18.8	0.0	0.0	21.8	4.3	44.7	0.0	17.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	18.8	0.0	0.0	21.8	4.3	44.7	0.0	17.8	0.0	0.0	0.0
LOS by Move:	D	B-	A	A	C+	A	D	A	B	A	A	A
HCM2kAvgQ:	2	24	0	0	6	1	16	0	4	0	0	0

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

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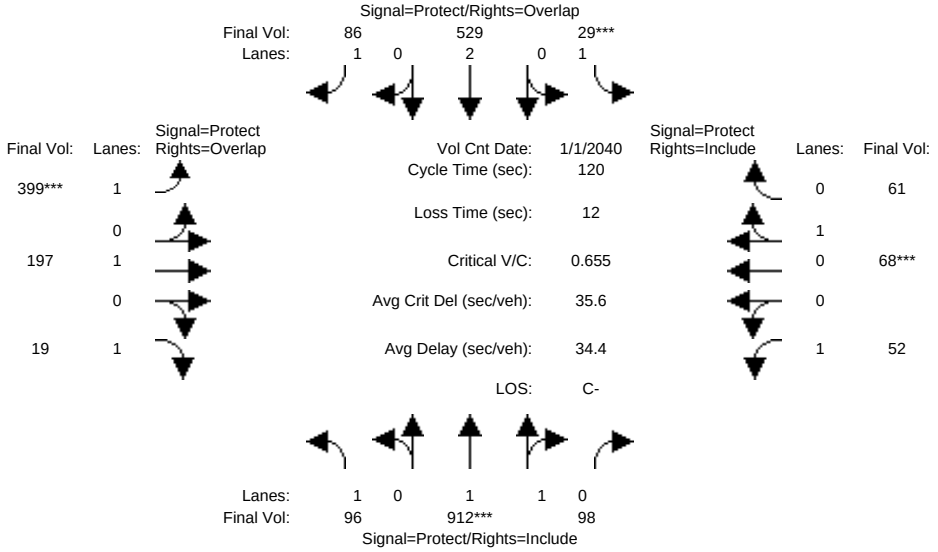
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #50704: Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue



Street Name:	Santa Teresa Boulevard						Sunrise Drive/Cohansey 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	96	912	98	29	529	86	399	197	19	52	68	61
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:	96	912	98	29	529	86	399	197	19	52	68	61
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:	96	912	98	29	529	86	399	197	19	52	68	61
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:	96	912	98	29	529	86	399	197	19	52	68	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	912	98	29	529	86	399	197	19	52	68	61
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:	96	912	98	29	529	86	399	197	19	52	68	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.53	0.47
Final Sat.:	1750	3341	359	1750	3800	1750	1750	1900	1750	1750	949	851
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.02	0.14	0.05	0.23	0.10	0.01	0.03	0.07	0.07
Crit Moves:		****		****			****				****	
Green Time:	16.3	48.1	48.1	7.0	38.9	79.1	40.2	33.8	50.1	19.0	12.6	12.6
Volume/Cap:	0.40	0.68	0.68	0.28	0.43	0.07	0.68	0.37	0.03	0.19	0.68	0.68
Delay/Veh:	48.5	30.9	30.9	55.6	32.1	7.4	37.6	35.0	20.6	44.1	61.4	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	30.9	30.9	55.6	32.1	7.4	37.6	35.0	20.6	44.1	61.4	61.4
LOS by Move:	D	C	C	E+	C-	A	D+	C-	C+	D	E	E
HCM2kAvgQ:	4	16	16	1	8	1	14	6	0	2	6	6

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

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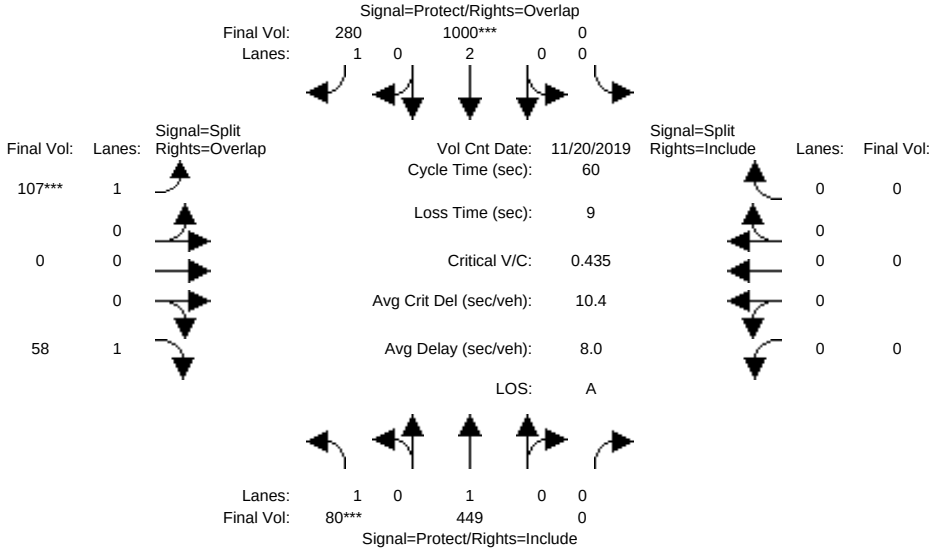
Gilroy 2040 General Plan

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

Intersection #50704: Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue



Street Name:	Santa Teresa Boulevard						Sunrise Drive/Cohansey 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	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	80	449	0	0	1000	280	107	0	58	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	449	0	0	1000	280	107	0	58	0	0	0
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:	80	449	0	0	1000	280	107	0	58	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	449	0	0	1000	280	107	0	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	449	0	0	1000	280	107	0	58	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	449	0	0	1000	280	107	0	58	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.00	0.00	0.26	0.16	0.06	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	41.0	0.0	0.0	34.0	44.0	10.0	0.0	17.0	0.0	0.0	0.0
Volume/Cap:	0.39	0.35	0.00	0.00	0.46	0.22	0.37	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	25.8	4.1	0.0	0.0	7.8	2.6	23.0	0.0	16.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	4.1	0.0	0.0	7.8	2.6	23.0	0.0	16.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C+	A	B	A	A	A
HCM2kAvgQ:	2	4	0	0	6	2	2	0	1	0	0	0

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

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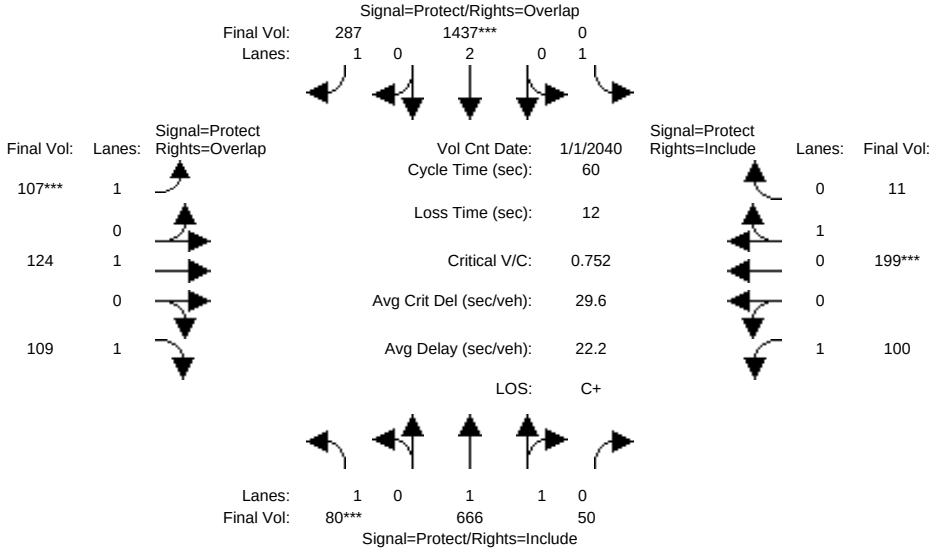
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #50704: Santa Teresa Boulevard and Sunrise Drive/Cohansey Avenue



Street Name:	Santa Teresa Boulevard						Sunrise Drive/Cohansey 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	80	666	50	0	1437	287	107	124	109	100	199	11
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:	80	666	50	0	1437	287	107	124	109	100	199	11
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:	80	666	50	0	1437	287	107	124	109	100	199	11
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:	80	666	50	0	1437	287	107	124	109	100	199	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	666	50	0	1437	287	107	124	109	100	199	11
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:	80	666	50	0	1437	287	107	124	109	100	199	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1750	3441	258	1750	3800	1750	1750	1900	1750	1750	1706	94
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.00	0.38	0.16	0.06	0.07	0.06	0.06	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	7.0	31.0	31.0	0.0	24.0	31.0	7.0	10.0	17.0	7.0	10.0	10.0
Volume/Cap:	0.39	0.37	0.37	0.00	0.95	0.32	0.52	0.39	0.22	0.49	0.70	0.70
Delay/Veh:	25.8	8.8	8.8	0.0	29.8	8.6	27.4	23.1	16.7	26.7	30.8	30.8
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:	25.8	8.8	8.8	0.0	29.8	8.6	27.4	23.1	16.7	26.7	30.8	30.8
LOS by Move:	C	A	A	A	C	A	C	C	B	C	C	C
HCM2kAvgQ:	2	4	4	0	19	3	3	2	2	3	5	5

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

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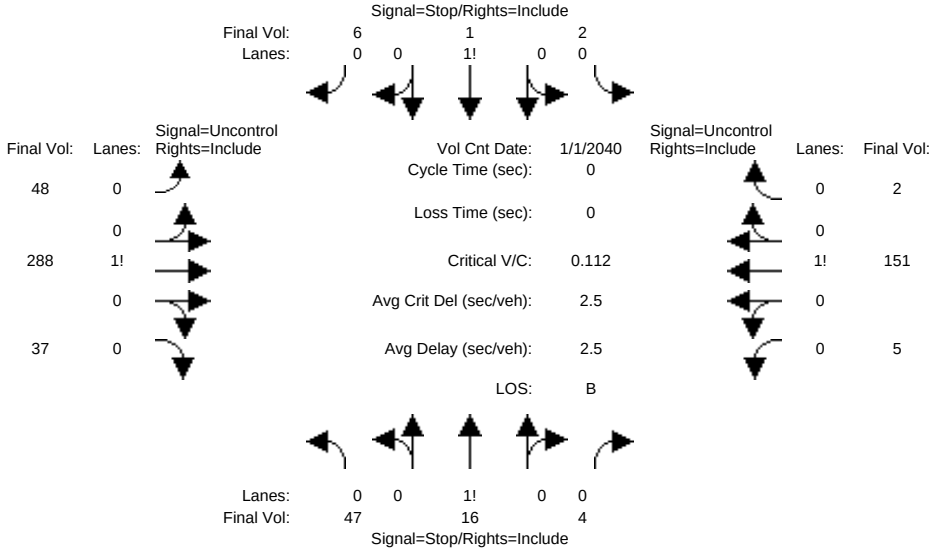
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #62147: Kern Avenue and Cohansey Avenue




```
Street Name:            Kern Avenue                     Cohansey Avenue
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      47   16     4     2    1     6    48  288    37     5  151     2
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:   47   16     4     2    1     6    48  288    37     5  151     2
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:   47   16     4     2    1     6    48  288    37     5  151     2
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:    47   16     4     2    1     6    48  288    37     5  151     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   47   16     4     2    1     6    48  288    37     5  151     2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  568  566   307   575  583   152   153 xxxx xxxxx   325 xxxx xxxxx
Potent Cap.:  437  437   738   432  427   900  1440 xxxx xxxxx  1246 xxxx xxxxx
Move Cap.:    420  420   738   405  410   900  1440 xxxx xxxxx  1246 xxxx xxxxx
Volume/Cap:  0.11 0.04  0.01  0.00 0.00  0.01  0.03 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.6 xxxx xxxxx   7.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  431 xxxxx  xxxx  641 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx  0.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 14.9 xxxxx xxxxx 10.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    B     *     *    *     *     *    *     *
ApproachDel:      14.9             10.7           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
```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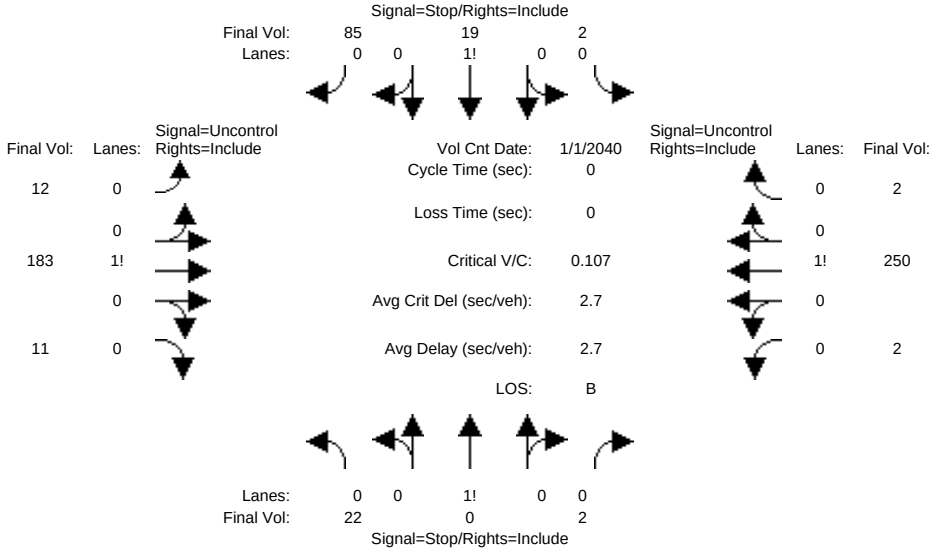
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #62147: Kern Avenue and Cohansey Avenue




```
Street Name:            Kern Avenue                     Cohansey Avenue
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      22    0     2     2   19    85    12  183    11     2  250     2
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:   22    0     2     2   19    85    12  183    11     2  250     2
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:   22    0     2     2   19    85    12  183    11     2  250     2
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:    22    0     2     2   19    85    12  183    11     2  250     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   22    0     2     2   19    85    12  183    11     2  250     2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  520  469   189   469  473   251   252 xxxx xxxxx   194 xxxx xxxxx
Potent Cap.:  470  495   859   508  493   793  1325 xxxx xxxxx  1391 xxxx xxxxx
Move Cap.:    404  490   859   503  487   793  1325 xxxx xxxxx  1391 xxxx xxxxx
Volume/Cap:  0.05 0.00  0.00  0.00 0.04  0.11  0.01 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.7 xxxx xxxxx   7.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  423 xxxxx  xxxx  706 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 14.0 xxxxx xxxxx 11.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    B     *     *    *     *     *    *     *
ApproachDel:      14.0             11.0           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
```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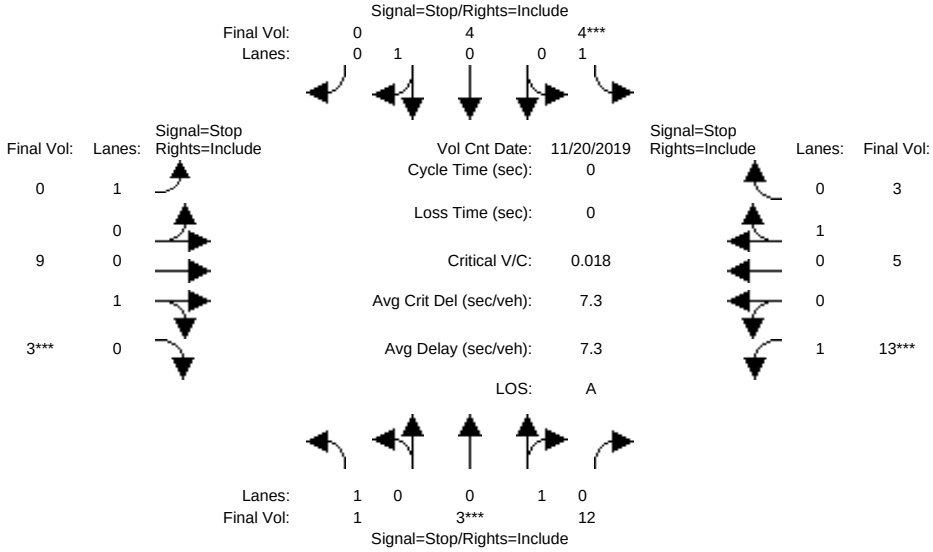
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #62198: Wren Avenue and Cohansey Avenue




```
Street Name:            Wren Avenue                     Cohansey 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:     0     0     0     0     0     0     0     0     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       1     3    12     4     4     0     0     9     3    13     5     3
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:    1     3    12     4     4     0     0     9     3    13     5     3
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:    1     3    12     4     4     0     0     9     3    13     5     3
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:     1     3    12     4     4     0     0     9     3    13     5     3
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    1     3    12     4     4     0     0     9     3    13     5     3
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:    1     3    12     4     4     0     0     9     3    13     5     3
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.20  0.80  1.00 1.00  0.00  1.00 0.75  0.25  1.00 0.62  0.38
Final Sat.:   704  178   710   704  779     0   708  611   204   709  520   312
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02  0.02  0.01 0.01  xxxx  0.00 0.01  0.01  0.02 0.01  0.01
Crit Moves:       ****        ****                        ****  ****
Delay/Veh:    7.8  6.8   6.8   7.8  7.3   0.0   0.0  7.2   7.2   7.9  7.0   7.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.8  6.8   6.8   7.8  7.3   0.0   0.0  7.2   7.2   7.9  7.0   7.0
LOS by Move:    A    A     A     A    A     *     *    A     A     A    A     A
ApproachDel:       6.9              7.6              7.2              7.5
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        6.9              7.6              7.2              7.5
LOS by Appr:         A                A                A                A
AllWayAvgQ:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
```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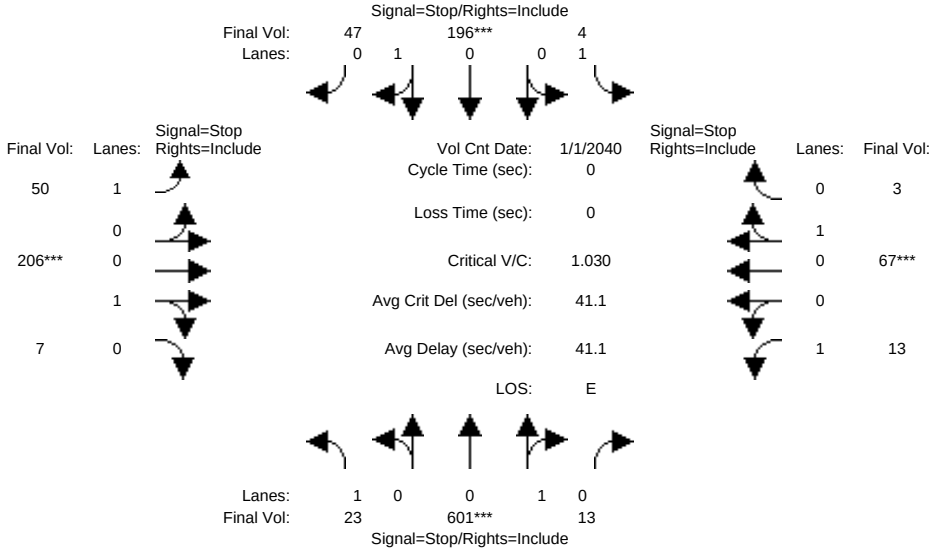
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #62198: Wren Avenue and Cohansey Avenue



Street Name:	Wren Avenue						Cohansey 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	23	601	13	4	196	47	50	206	7	13	67	3
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	601	13	4	196	47	50	206	7	13	67	3
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	601	13	4	196	47	50	206	7	13	67	3
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	601	13	4	196	47	50	206	7	13	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	601	13	4	196	47	50	206	7	13	67	3
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:	23	601	13	4	196	47	50	206	7	13	67	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	1.00	0.81	0.19	1.00	0.97	0.03	1.00	0.96	0.04
Final Sat.:	539	584	13	499	442	106	466	484	16	432	441	20
Capacity Analysis Module:												
Vol/Sat:	0.04	1.03	1.03	0.01	0.44	0.44	0.11	0.43	0.43	0.03	0.15	0.15
Crit Moves:		****			****			****			****	
Delay/Veh:	9.5	68.8	68.8	9.8	14.0	14.0	11.2	14.7	14.7	11.0	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	68.8	68.8	9.8	14.0	14.0	11.2	14.7	14.7	11.0	11.5	11.5
LOS by Move:	A	F	F	A	B	B	B	B	B	B	B	B
ApproachDel:		66.6			13.9			14.1			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		66.6			13.9			14.1			11.4	
LOS by Appr:		F			B			B			B	
AllWayAvgQ:	0.0	9.9	9.9	0.0	0.7	0.7	0.1	0.7	0.7	0.0	0.2	0.2

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

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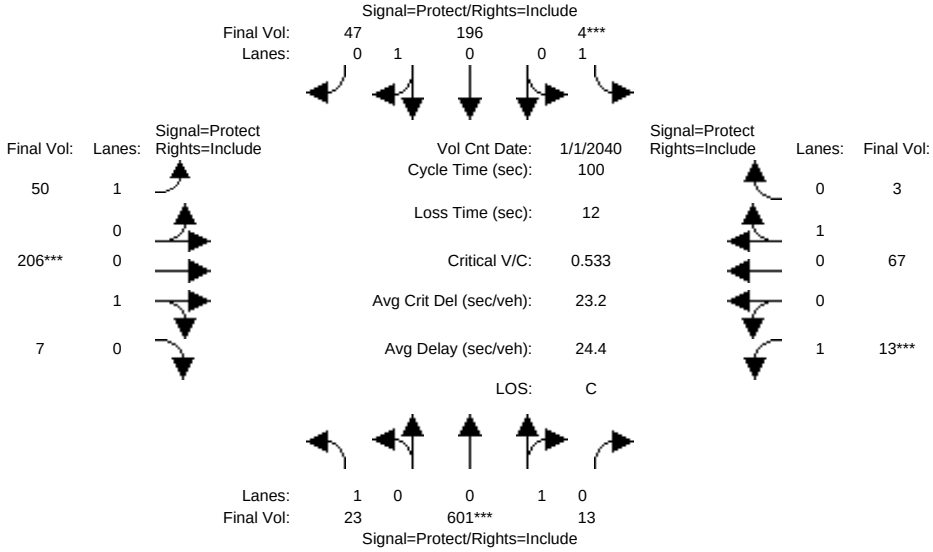
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62210: Wren Avenue and Cohansey Avenue



Street Name:	Wren Avenue						Cohansey 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	23	601	13	4	196	47	50	206	7	13	67	3
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	601	13	4	196	47	50	206	7	13	67	3
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	601	13	4	196	47	50	206	7	13	67	3
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	601	13	4	196	47	50	206	7	13	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	601	13	4	196	47	50	206	7	13	67	3
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:	23	601	13	4	196	47	50	206	7	13	67	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.81	0.19	1.00	0.97	0.03	1.00	0.96	0.04
Final Sat.:	1750	1762	38	1750	1452	348	1750	1741	59	1750	1723	77
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.00	0.14	0.14	0.03	0.12	0.12	0.01	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	21.2	54.9	54.9	7.0	40.8	40.8	10.7	19.1	19.1	7.0	15.3	15.3
Volume/Cap:	0.06	0.62	0.62	0.03	0.33	0.33	0.27	0.62	0.62	0.11	0.25	0.25
Delay/Veh:	31.6	16.6	16.6	43.5	20.5	20.5	41.8	40.6	40.6	44.0	37.8	37.8
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:	31.6	16.6	16.6	43.5	20.5	20.5	41.8	40.6	40.6	44.0	37.8	37.8
LOS by Move:	C	B	B	D	C+	C+	D	D	D	D	D+	D+
HCM2kAvgQ:	1	14	14	0	5	5	2	7	7	0	2	2

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

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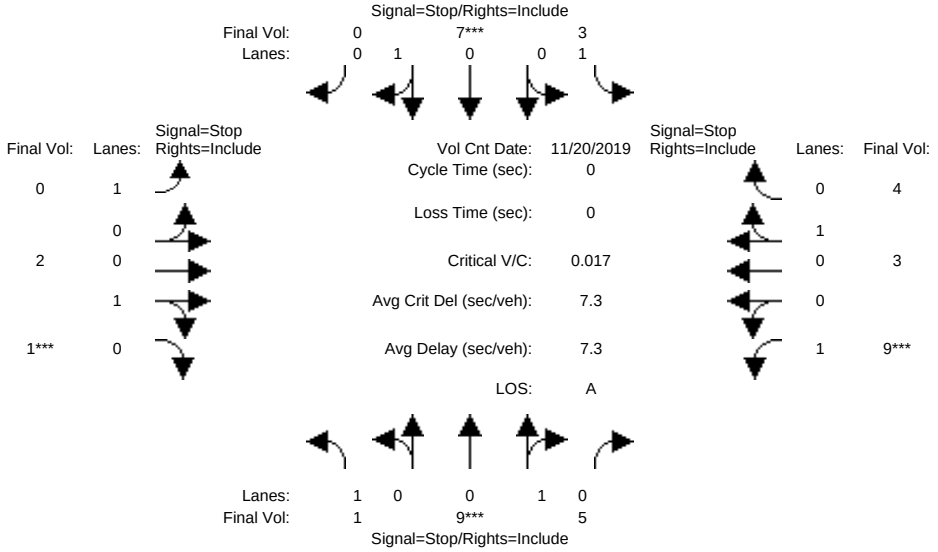
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #62198: Wren Avenue and Cohansey Avenue



Street Name:	Wren Avenue						Cohansey 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	1	9	5	3	7	0	0	2	1	9	3	4
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:	1	9	5	3	7	0	0	2	1	9	3	4
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:	1	9	5	3	7	0	0	2	1	9	3	4
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:	1	9	5	3	7	0	0	2	1	9	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	5	3	7	0	0	2	1	9	3	4
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:	1	9	5	3	7	0	0	2	1	9	3	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	1.00	1.00	0.00	1.00	0.67	0.33	1.00	0.43	0.57
Final Sat.:	710	536	298	710	787	0	707	550	275	709	369	492
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.00	0.01	xxxx	0.00	0.00	0.00	0.01	0.01	0.01
Crit Moves:		****			****				****	****		
Delay/Veh:	7.8	7.1	7.1	7.8	7.3	0.0	0.0	7.1	7.1	7.8	6.9	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.1	7.1	7.8	7.3	0.0	0.0	7.1	7.1	7.8	6.9	6.9
LOS by Move:	A	A	A	A	A	*	*	A	A	A	A	A
ApproachDel:		7.1			7.4			7.1			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.1			7.4			7.1			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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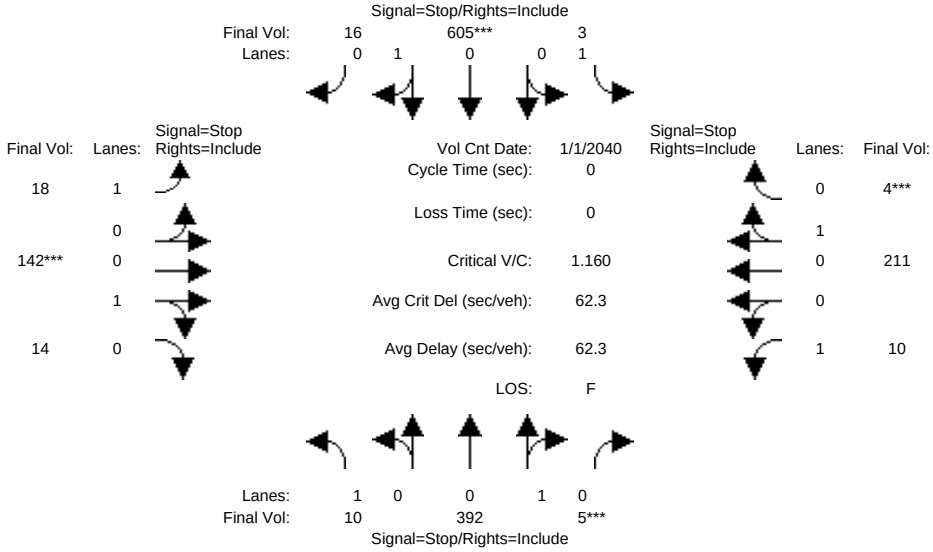
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #62198: Wren Avenue and Cohansey Avenue



Street Name:	Wren Avenue						Cohansey 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	10	392	5	3	605	16	18	142	14	10	211	4
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:	10	392	5	3	605	16	18	142	14	10	211	4
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:	10	392	5	3	605	16	18	142	14	10	211	4
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:	10	392	5	3	605	16	18	142	14	10	211	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	392	5	3	605	16	18	142	14	10	211	4
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:	10	392	5	3	605	16	18	142	14	10	211	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	0.97	0.03	1.00	0.91	0.09	1.00	0.98	0.02
Final Sat.:	476	505	6	489	521	14	406	394	39	419	438	8
Capacity Analysis Module:												
Vol/Sat:	0.02	0.78	0.78	0.01	1.16	1.16	0.04	0.36	0.36	0.02	0.48	0.48
Crit Moves:			****		****			****				****
Delay/Veh:	10.3	29.0	29.0	10.0	114	114.5	11.6	14.7	14.7	11.2	17.1	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	29.0	29.0	10.0	114	114.5	11.6	14.7	14.7	11.2	17.1	17.1
LOS by Move:	B	D	D	A	F	F	B	B	B	B	C	C
ApproachDel:		28.5			114.0			14.4			16.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		28.5			114.0			14.4			16.8	
LOS by Appr:		D			F			B			C	
AllWayAvgQ:	0.0	2.8	2.8	0.0	15.6	15.6	0.0	0.5	0.5	0.0	0.8	0.8

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

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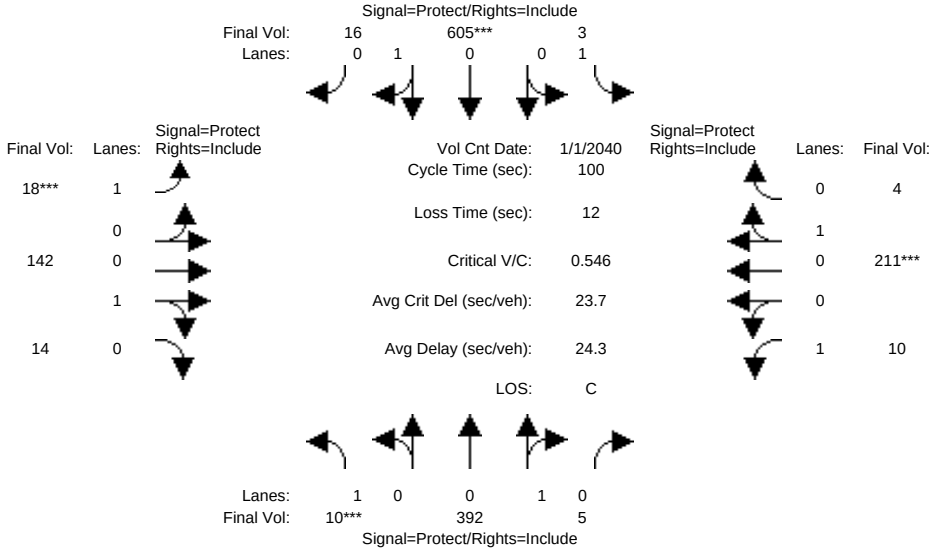
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62210: Wren Avenue and Cohansey Avenue



Street Name:	Wren Avenue						Cohansey 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	10	392	5	3	605	16	18	142	14	10	211	4
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:	10	392	5	3	605	16	18	142	14	10	211	4
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:	10	392	5	3	605	16	18	142	14	10	211	4
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:	10	392	5	3	605	16	18	142	14	10	211	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	392	5	3	605	16	18	142	14	10	211	4
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:	10	392	5	3	605	16	18	142	14	10	211	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.99	0.01	1.00	0.97	0.03	1.00	0.91	0.09	1.00	0.98	0.02
Final Sat.:	1750	1777	23	1750	1754	46	1750	1638	162	1750	1767	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.00	0.35	0.35	0.01	0.09	0.09	0.01	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	7.0	47.0	47.0	14.9	55.0	55.0	7.0	15.3	15.3	10.7	19.0	19.0
Volume/Cap:	0.08	0.47	0.47	0.01	0.63	0.63	0.15	0.57	0.57	0.05	0.63	0.63
Delay/Veh:	43.8	18.4	18.4	36.3	16.8	16.8	44.3	42.0	42.0	40.2	40.9	40.9
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:	43.8	18.4	18.4	36.3	16.8	16.8	44.3	42.0	42.0	40.2	40.9	40.9
LOS by Move:	D	B-	B-	D+	B	B	D	D	D	D	D	D
HCM2kAvgQ:	0	9	9	0	14	14	1	5	5	0	7	7

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

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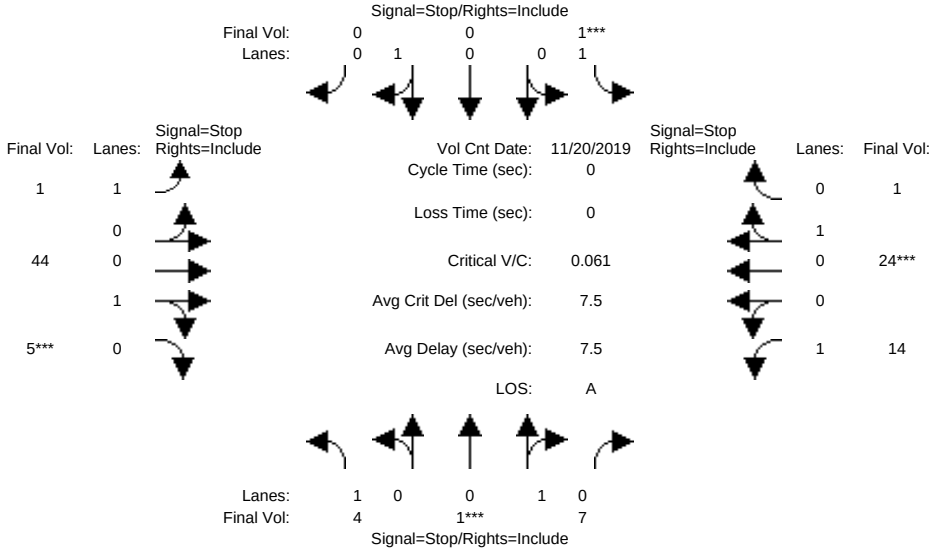
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #52054: Church Street and Cohansey Avenue



Street Name:	Church Street						Cohansey 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	4	1	7	1	0	0	1	44	5	14	24	1
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:	4	1	7	1	0	0	1	44	5	14	24	1
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:	4	1	7	1	0	0	1	44	5	14	24	1
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:	4	1	7	1	0	0	1	44	5	14	24	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	7	1	0	0	1	44	5	14	24	1
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:	4	1	7	1	0	0	1	44	5	14	24	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	1.00	0.00	1.00	0.90	0.10	1.00	0.96	0.04
Final Sat.:	681	108	754	680	750	0	709	718	82	709	759	32
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.00	0.00	xxxx	0.00	0.06	0.06	0.02	0.03	0.03
Crit Moves:		****		****					****		****	
Delay/Veh:	7.9	6.8	6.8	7.9	0.0	0.0	7.8	7.5	7.5	7.9	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	6.8	6.8	7.9	0.0	0.0	7.8	7.5	7.5	7.9	7.4	7.4
LOS by Move:	A	A	A	A	*	*	A	A	A	A	A	A
ApproachDel:		7.2			7.9			7.5			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.2			7.9			7.5			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0

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

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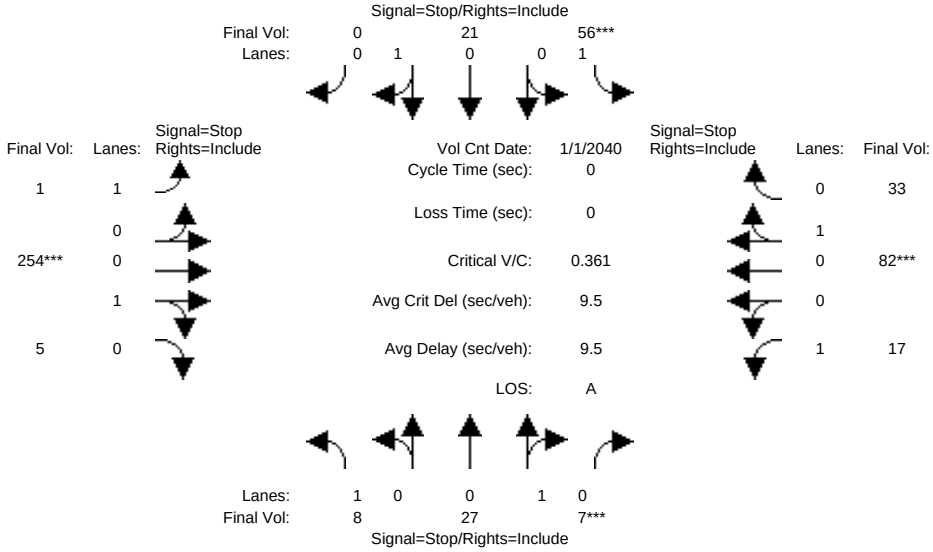
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #52054: Church Street and Cohansey Avenue



Street Name:	Church Street						Cohansey 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	8	27	7	56	21	0	1	254	5	17	82	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	27	7	56	21	0	1	254	5	17	82	33
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:	8	27	7	56	21	0	1	254	5	17	82	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	27	7	56	21	0	1	254	5	17	82	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	27	7	56	21	0	1	254	5	17	82	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	27	7	56	21	0	1	254	5	17	82	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	1.00	0.00	1.00	0.98	0.02	1.00	0.71	0.29
Final Sat.:	560	495	128	569	616	0	648	703	14	633	516	208
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.10	0.03	xxxx	0.00	0.36	0.36	0.03	0.16	0.16
Crit Moves:			****	****				****			****	
Delay/Veh:	8.8	8.4	8.4	9.3	8.4	0.0	8.2	10.3	10.3	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.4	8.4	9.3	8.4	0.0	8.2	10.3	10.3	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	*	A	B	B	A	A	A
ApproachDel:		8.5			9.1			10.3			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			9.1			10.3			8.4	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.5	0.5	0.0	0.2	0.2

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

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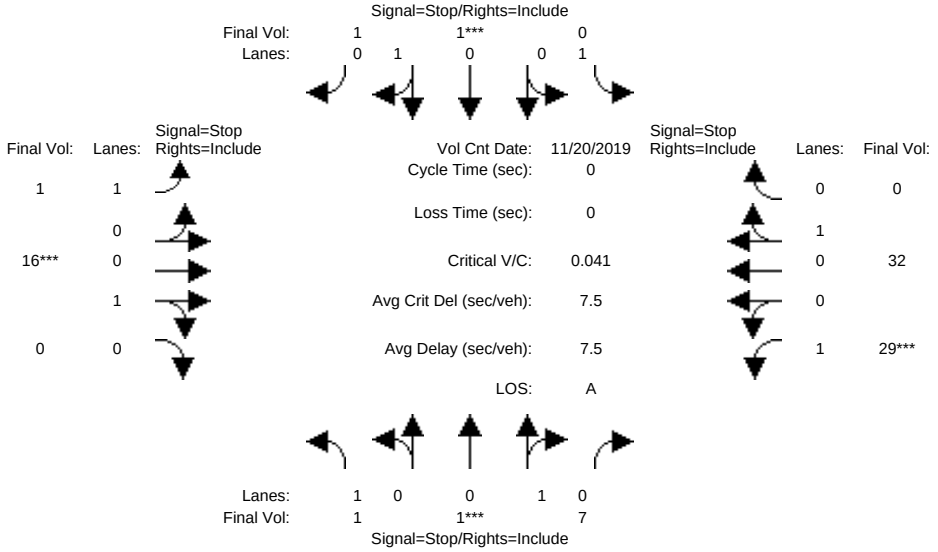
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #52054: Church Street and Cohansey Avenue



Street Name:	Church Street						Cohansey 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	1	1	7	0	1	1	1	16	0	29	32	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	7	0	1	1	1	16	0	29	32	0
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:	1	1	7	0	1	1	1	16	0	29	32	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	7	0	1	1	1	16	0	29	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	7	0	1	1	1	16	0	29	32	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	7	0	1	1	1	16	0	29	32	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	1.00	0.50	0.50	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	685	109	760	684	408	408	708	786	0	714	792	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.02	xxxx	0.04	0.04	xxxx
Crit Moves:		****			****			****			****	
Delay/Veh:	7.9	6.8	6.8	0.0	7.1	7.1	7.8	7.4	0.0	7.9	7.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	6.8	6.8	0.0	7.1	7.1	7.8	7.4	0.0	7.9	7.4	0.0
LOS by Move:	A	A	A	*	A	A	A	A	*	A	A	*
ApproachDel:		6.9			7.1			7.4			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		6.9			7.1			7.4			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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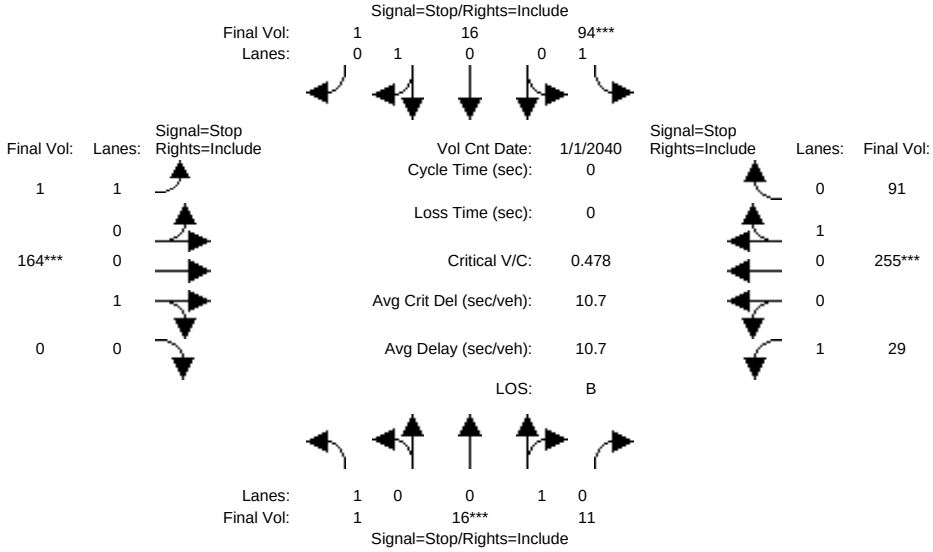
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #52054: Church Street and Cohansey Avenue



Street Name:	Church Street						Cohansey 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	1	16	11	94	16	1	1	164	0	29	255	91
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:	1	16	11	94	16	1	1	164	0	29	255	91
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:	1	16	11	94	16	1	1	164	0	29	255	91
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:	1	16	11	94	16	1	1	164	0	29	255	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	16	11	94	16	1	1	164	0	29	255	91
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:	1	16	11	94	16	1	1	164	0	29	255	91
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.94	0.06	1.00	1.00	0.00	1.00	0.74	0.26
Final Sat.:	514	344	236	534	545	34	608	668	0	632	533	190
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.18	0.03	0.03	0.00	0.25	xxxx	0.05	0.48	0.48
Crit Moves:		****		****				****			****	
Delay/Veh:	9.2	8.6	8.6	10.3	8.6	8.6	8.5	9.6	0.0	8.5	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	8.6	8.6	10.3	8.6	8.6	8.5	9.6	0.0	8.5	11.9	11.9
LOS by Move:	A	A	A	B	A	A	A	A	*	A	B	B
ApproachDel:		8.6			10.0			9.6			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			10.0			9.6			11.6	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.3	0.0	0.9	0.9

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

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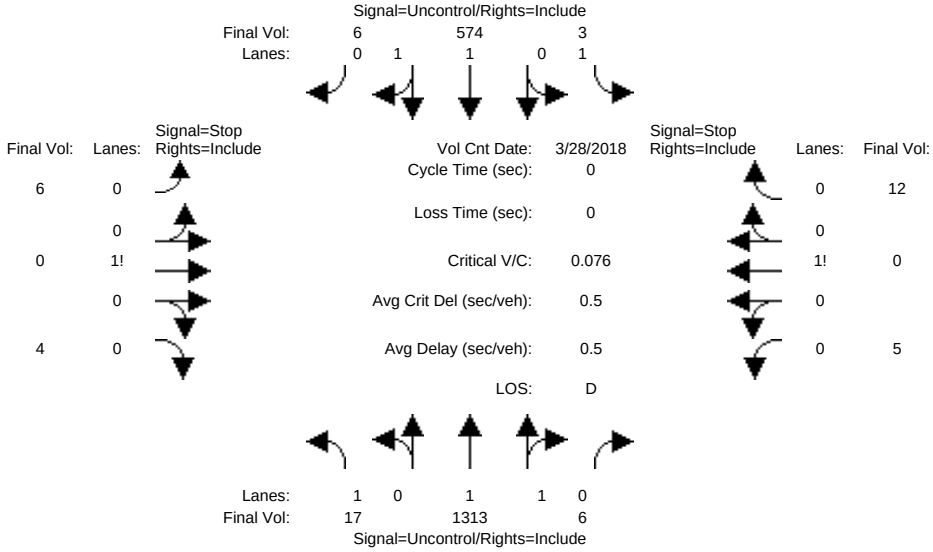
Gilroy 2040 General Plan

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

Intersection #4135: Monterey Road and Cohansey Avenue




```
Street Name:          Monterey Road                    Cohansey Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2018 <<
Base Vol:      17 1313     6     3  574     6     6    0     4     5    0    12
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 1313     6     3  574     6     6    0     4     5    0    12
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 1313     6     3  574     6     6    0     4     5    0    12
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 1313     6     3  574     6     6    0     4     5    0    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   17 1313     6     3  574     6     6    0     4     5    0    12
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  580 xxxx xxxxx  1319 xxxx xxxxx  1274 1936   290  1643 1936   660
Potent Cap.: 1004 xxxx xxxxx   531 xxxx xxxxx   126   66   713    67   66   411
Move Cap.:   1004 xxxx xxxxx   531 xxxx xxxxx   121   65   713    66   65   411
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  0.05 0.00  0.01  0.08 0.00  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.6 xxxx xxxxx  11.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  181 xxxxx  xxxx  161 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 26.1 xxxxx xxxxx 29.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    D     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             26.1             29.9
ApproachLOS:         *                *                D                D
Note: Queue reported is the number of cars per lane.
```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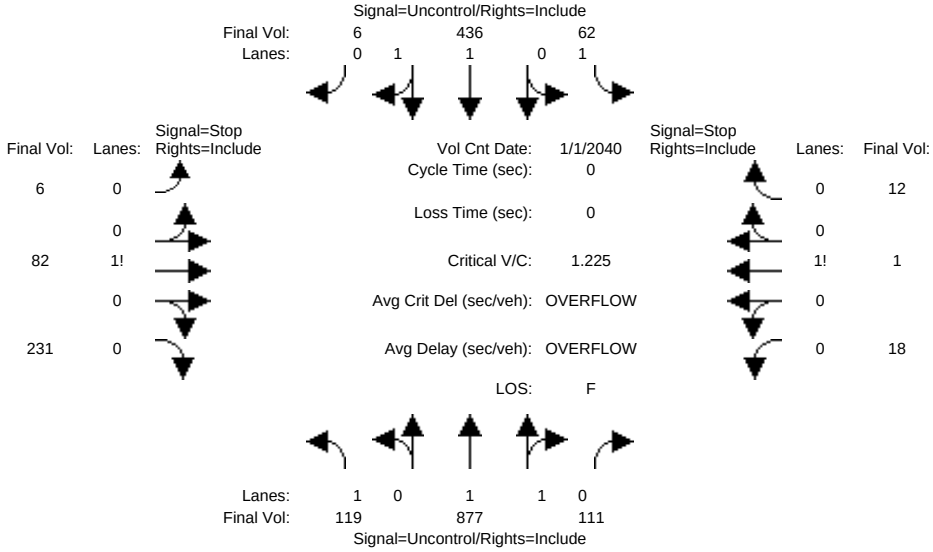
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #4135: Monterey Road and Cohansey Avenue




```
Street Name:          Monterey Road                    Cohansey Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     119  877   111    62  436     6     6   82   231    18    1    12
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:  119  877   111    62  436     6     6   82   231    18    1    12
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:  119  877   111    62  436     6     6   82   231    18    1    12
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:   119  877   111    62  436     6     6   82   231    18    1    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  119  877   111    62  436     6     6   82   231    18    1    12
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  442 xxxx xxxxx   988 xxxx xxxxx  1240 1789   221  1554 1737   494
Potent Cap.: 1129 xxxx xxxxx   708 xxxx xxxxx   134   82   789    78   88   526
Move Cap.:   1129 xxxx xxxxx   708 xxxx xxxxx   111   67   789     0   72   526
Volume/Cap:  0.11 xxxx  xxxx  0.09 xxxx  xxxx  0.05 1.23  0.29  xxxx 0.01  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.6 xxxx xxxxx  10.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  203 xxxxx  xxxx    0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 20.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  322 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            322.1           xxxxxx
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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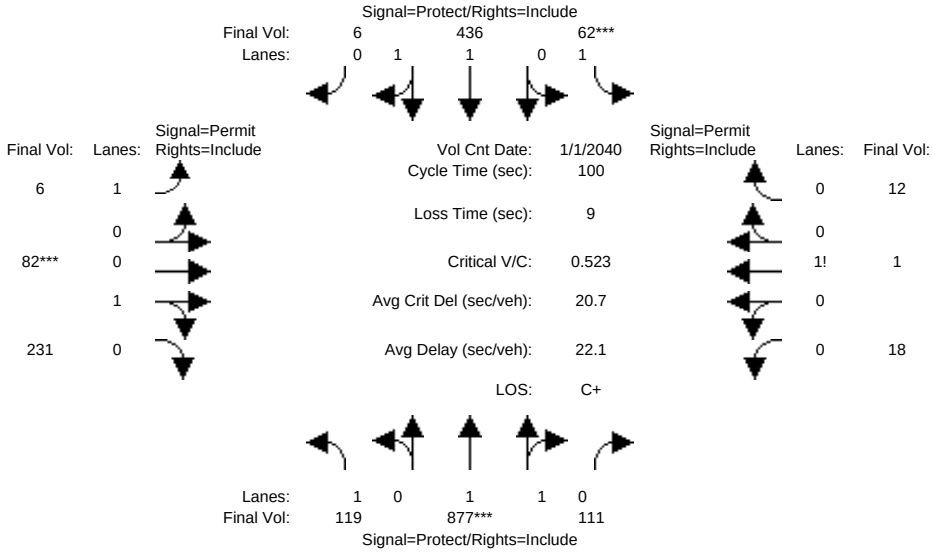
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #41355: Monterey Road and Cohansey Avenue



Street Name:	Monterey Road						Cohansey 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	119	877	111	62	436	6	6	82	231	18	1	12
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:	119	877	111	62	436	6	6	82	231	18	1	12
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:	119	877	111	62	436	6	6	82	231	18	1	12
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:	119	877	111	62	436	6	6	82	231	18	1	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	877	111	62	436	6	6	82	231	18	1	12
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:	119	877	111	62	436	6	6	82	231	18	1	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.77	0.23	1.00	1.97	0.03	1.00	0.26	0.74	0.58	0.03	0.39
Final Sat.:	1750	3284	416	1750	3650	50	1750	472	1328	1016	56	677
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.04	0.12	0.12	0.00	0.17	0.17	0.02	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	21.4	50.9	50.9	7.0	36.5	36.5	33.1	33.1	33.1	33.1	33.1	33.1
Volume/Cap:	0.32	0.52	0.52	0.51	0.33	0.33	0.01	0.52	0.52	0.05	0.05	0.05
Delay/Veh:	33.7	16.7	16.7	48.2	23.0	23.0	22.4	27.9	27.9	22.8	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	16.7	16.7	48.2	23.0	23.0	22.4	27.9	27.9	22.8	22.8	22.8
LOS by Move:	C-	B	B	D	C	C	C+	C	C	C+	C+	C+
HCM2kAvgQ:	3	11	11	3	5	5	0	9	9	1	1	1

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

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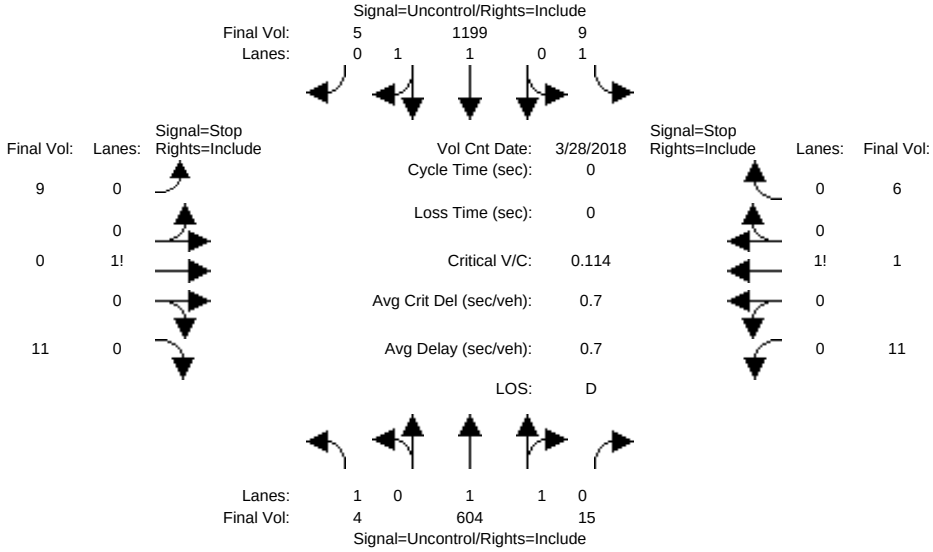
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #4135: Monterey Road and Cohansey Avenue




```
Street Name:          Monterey Road                    Cohansey Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2018 <<
Base Vol:       4  604    15     9 1199     5     9    0    11    11    1     6
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:    4  604    15     9 1199     5     9    0    11    11    1     6
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:    4  604    15     9 1199     5     9    0    11    11    1     6
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:     4  604    15     9 1199     5     9    0    11    11    1     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  604    15     9 1199     5     9    0    11    11    1     6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1204 xxxx xxxxx   619 xxxx xxxxx  1530 1847   602  1237 1842   310
Potent Cap.:  587 xxxx xxxxx   971 xxxx xxxxx    82   76   448   134   76   692
Move Cap.:    587 xxxx xxxxx   971 xxxx xxxxx    79   74   448   129   75   692
Volume/Cap:  0.01 xxxx  xxxx  0.01 xxxx  xxxx  0.11 0.00  0.02  0.08 0.01  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 11.2 xxxx xxxxx   8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  145 xxxxx  xxxx  168 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 33.9 xxxxx xxxxx 28.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    D     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx              33.9             28.9
ApproachLOS:         *                *                 D                D
Note: Queue reported is the number of cars per lane.
```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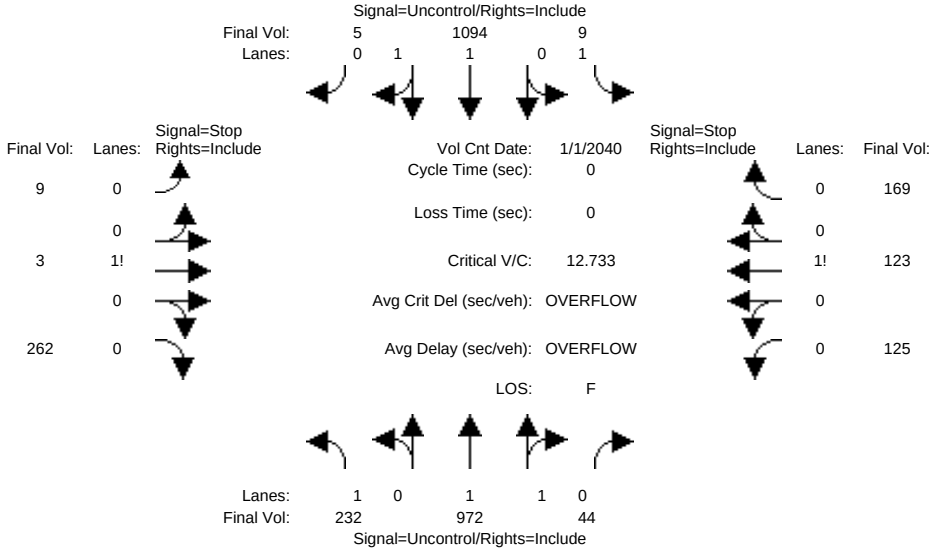
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #4135: Monterey Road and Cohansey Avenue




```
Street Name:          Monterey Road                    Cohansey Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     232  972    44     9 1094     5     9    3   262   125  123   169
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:  232  972    44     9 1094     5     9    3   262   125  123   169
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:  232  972    44     9 1094     5     9    3   262   125  123   169
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:   232  972    44     9 1094     5     9    3   262   125  123   169
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  232  972    44     9 1094     5     9    3   262   125  123   169
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1099 xxxx xxxxx  1016 xxxx xxxxx  2126 2595   550  2025 2575   508
Potent Cap.:  643 xxxx xxxxx   691 xxxx xxxxx    29   25   484    35   26   515
Move Cap.:    643 xxxx xxxxx   691 xxxx xxxxx     0   16   484    10   16   515
Volume/Cap:  0.36 xxxx  xxxx  0.01 xxxx  xxxx  xxxx 0.19  0.54 12.73 7.46  0.33
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.6 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 13.7 xxxx xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx   20 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 52.6 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9150 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    F     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           9150.4
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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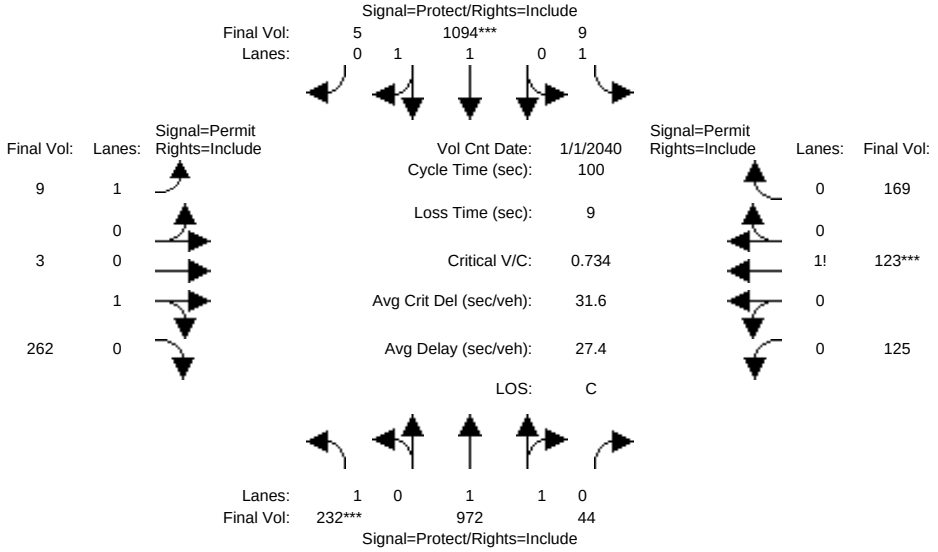
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #41355: Monterey Road and Cohansey Avenue



Street Name:	Monterey Road						Cohansey 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	232	972	44	9	1094	5	9	3	262	125	123	169
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:	232	972	44	9	1094	5	9	3	262	125	123	169
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:	232	972	44	9	1094	5	9	3	262	125	123	169
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:	232	972	44	9	1094	5	9	3	262	125	123	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	972	44	9	1094	5	9	3	262	125	123	169
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:	232	972	44	9	1094	5	9	3	262	125	123	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.99	0.01	1.00	0.01	0.99	0.30	0.29	0.41
Final Sat.:	1750	3540	160	1750	3683	17	1750	20	1780	525	516	709
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.01	0.30	0.30	0.01	0.15	0.15	0.24	0.24	0.24
Crit Moves:	****				****						****	
Green Time:	18.1	46.6	46.6	11.9	40.5	40.5	32.5	32.5	32.5	32.5	32.5	32.5
Volume/Cap:	0.73	0.59	0.59	0.04	0.73	0.73	0.02	0.45	0.45	0.73	0.73	0.73
Delay/Veh:	47.3	20.2	20.2	39.1	27.1	27.1	22.9	27.3	27.3	34.9	34.9	34.9
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:	47.3	20.2	20.2	39.1	27.1	27.1	22.9	27.3	27.3	34.9	34.9	34.9
LOS by Move:	D	C+	C+	D	C	C	C+	C	C	C-	C-	C-
HCM2kAvgQ:	9	12	12	0	16	16	0	7	7	14	14	14

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

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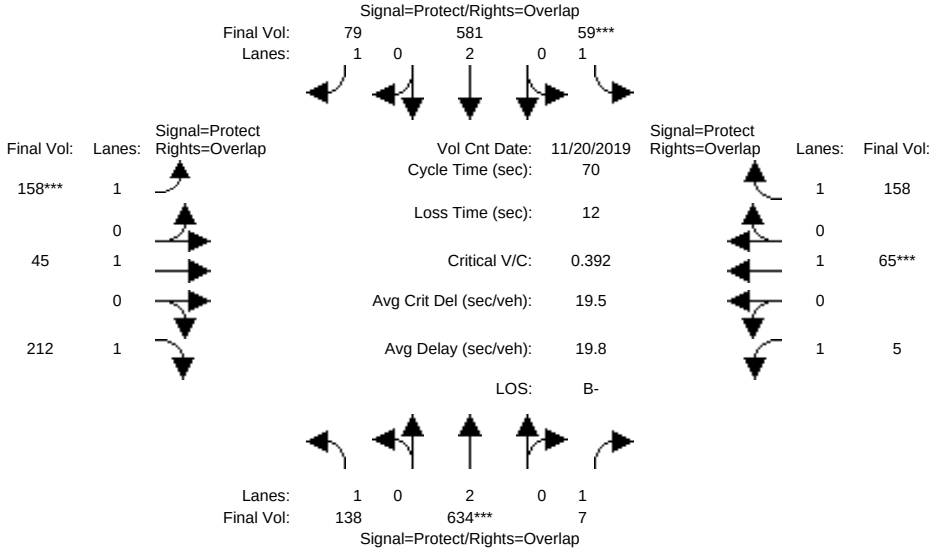
Gilroy 2040 General Plan

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

Intersection #10477: Santa Teresa Boulevard and Longmeadow Drive



Street Name:	Santa Teresa Boulevard						Longmeadow 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	138	634	7	59	581	79	158	45	212	5	65	158
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:	138	634	7	59	581	79	158	45	212	5	65	158
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:	138	634	7	59	581	79	158	45	212	5	65	158
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:	138	634	7	59	581	79	158	45	212	5	65	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	634	7	59	581	79	158	45	212	5	65	158
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:	138	634	7	59	581	79	158	45	212	5	65	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.00	0.03	0.15	0.05	0.09	0.02	0.12	0.00	0.03	0.09
Crit Moves:		****		****			****				****	
Green Time:	13.3	26.6	36.6	7.0	20.3	34.7	14.4	14.4	27.6	10.0	10.0	17.0
Volume/Cap:	0.42	0.44	0.01	0.34	0.53	0.09	0.44	0.12	0.31	0.02	0.24	0.37
Delay/Veh:	25.8	16.4	8.0	30.5	21.3	9.4	25.1	22.8	14.8	25.8	27.1	22.6
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:	25.8	16.4	8.0	30.5	21.3	9.4	25.1	22.8	14.8	25.8	27.1	22.6
LOS by Move:	C	B	A	C	C+	A	C	C+	B	C	C	C+
HCM2kAvgQ:	3	5	0	2	6	1	4	1	4	0	1	3

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

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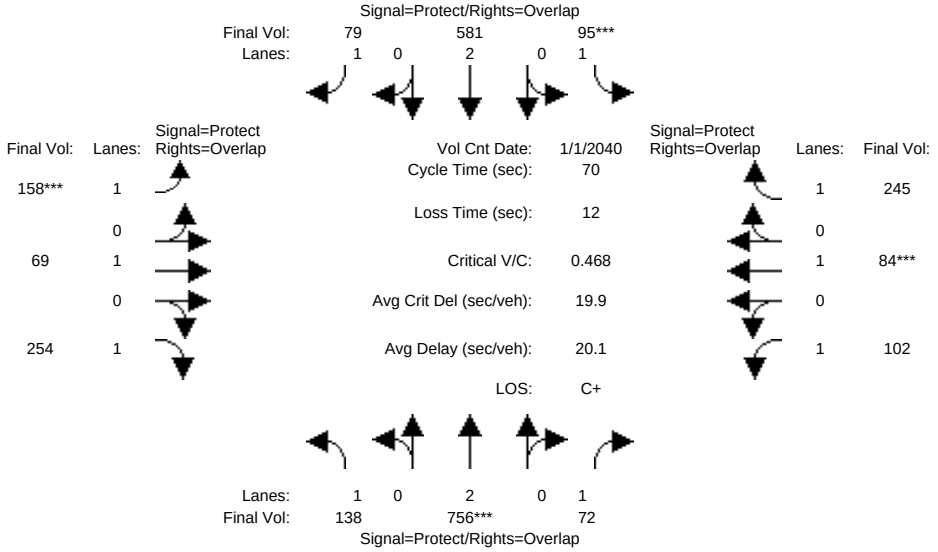
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #10477: Santa Teresa Boulevard and Longmeadow Drive



Street Name:	Santa Teresa Boulevard						Longmeadow 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	138	756	72	95	581	79	158	69	254	102	84	245
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:	138	756	72	95	581	79	158	69	254	102	84	245
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:	138	756	72	95	581	79	158	69	254	102	84	245
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:	138	756	72	95	581	79	158	69	254	102	84	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	756	72	95	581	79	158	69	254	102	84	245
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:	138	756	72	95	581	79	158	69	254	102	84	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.04	0.05	0.15	0.05	0.09	0.04	0.15	0.06	0.04	0.14
Crit Moves:		****		****			****				****	
Green Time:	14.0	27.8	37.1	7.6	21.4	34.0	12.6	13.3	27.3	9.3	10.0	17.6
Volume/Cap:	0.39	0.50	0.08	0.50	0.50	0.09	0.50	0.19	0.37	0.44	0.31	0.56
Delay/Veh:	25.1	16.1	8.1	31.5	20.3	9.7	27.1	24.1	15.6	29.3	27.6	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	16.1	8.1	31.5	20.3	9.7	27.1	24.1	15.6	29.3	27.6	24.4
LOS by Move:	C	B	A	C	C+	A	C	C	B	C	C	C
HCM2kAvgQ:	3	7	1	3	6	1	4	1	4	3	2	6

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

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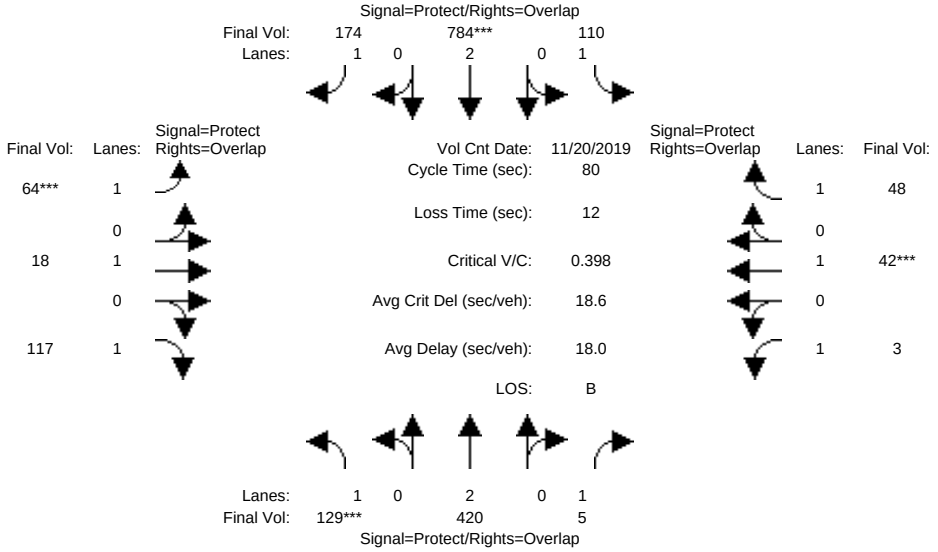
Gilroy 2040 General Plan

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

Intersection #10477: Santa Teresa Boulevard and Longmeadow Drive



Street Name:	Santa Teresa Boulevard						Longmeadow 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	129	420	5	110	784	174	64	18	117	3	42	48
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:	129	420	5	110	784	174	64	18	117	3	42	48
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:	129	420	5	110	784	174	64	18	117	3	42	48
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:	129	420	5	110	784	174	64	18	117	3	42	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	420	5	110	784	174	64	18	117	3	42	48
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:	129	420	5	110	784	174	64	18	117	3	42	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.06	0.21	0.10	0.04	0.01	0.07	0.00	0.02	0.03
Crit Moves:	****				****		****				****	
Green Time:	13.4	30.0	37.0	21.0	37.6	44.6	7.0	10.0	23.4	7.0	10.0	31.0
Volume/Cap:	0.44	0.29	0.01	0.24	0.44	0.18	0.42	0.08	0.23	0.02	0.18	0.07
Delay/Veh:	31.0	17.7	11.6	23.5	14.3	8.8	36.4	31.1	21.7	33.4	31.7	15.5
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:	31.0	17.7	11.6	23.5	14.3	8.8	36.4	31.1	21.7	33.4	31.7	15.5
LOS by Move:	C	B	B+	C	B	A	D+	C	C+	C-	C	B
HCM2kAvgQ:	4	4	0	2	7	2	2	0	2	0	1	1

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

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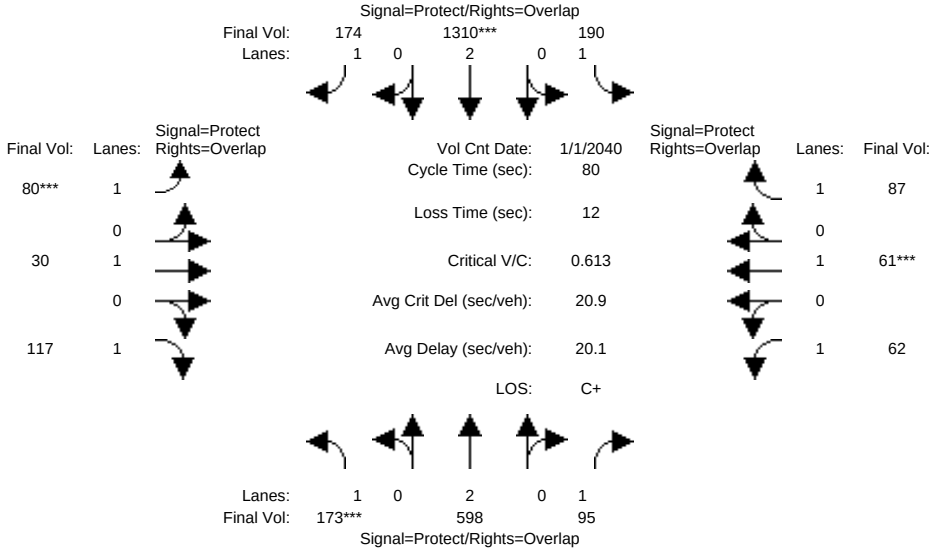
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #10477: Santa Teresa Boulevard and Longmeadow Drive



Street Name:	Santa Teresa Boulevard						Longmeadow 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	173	598	95	190	1310	174	80	30	117	62	61	87
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:	173	598	95	190	1310	174	80	30	117	62	61	87
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:	173	598	95	190	1310	174	80	30	117	62	61	87
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:	173	598	95	190	1310	174	80	30	117	62	61	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	598	95	190	1310	174	80	30	117	62	61	87
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:	173	598	95	190	1310	174	80	30	117	62	61	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.05	0.11	0.34	0.10	0.05	0.02	0.07	0.04	0.03	0.05
Crit Moves:	****				****		****				****	
Green Time:	11.4	30.2	37.2	20.8	39.6	46.6	7.0	10.0	21.4	7.0	10.0	30.8
Volume/Cap:	0.70	0.42	0.12	0.42	0.70	0.17	0.52	0.13	0.25	0.40	0.26	0.13
Delay/Veh:	41.0	18.6	12.2	25.2	16.7	7.8	38.1	31.4	23.3	36.3	32.2	16.0
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:	41.0	18.6	12.2	25.2	16.7	7.8	38.1	31.4	23.3	36.3	32.2	16.0
LOS by Move:	D	B-	B	C	B	A	D+	C	C	D+	C-	B
HCM2kAvgQ:	6	6	1	5	13	2	3	1	3	2	2	2

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

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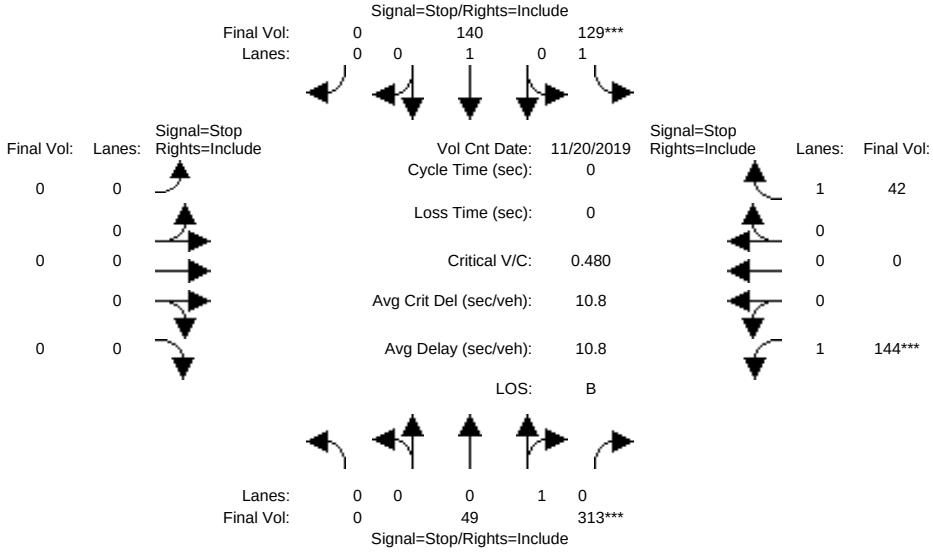
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #4835: Wren Avenue and Farrell Avenue



Street Name:	Wren Avenue						Farrell 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	0	49	313	129	140	0	0	0	0	144	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	313	129	140	0	0	0	0	144	0	42
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:	0	49	313	129	140	0	0	0	0	144	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	49	313	129	140	0	0	0	0	144	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	313	129	140	0	0	0	0	144	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	49	313	129	140	0	0	0	0	144	0	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.14	0.86	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	102	653	597	650	0	0	0	0	533	0	645
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.48	0.48	0.22	0.22	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	0.07
Crit Moves:			****	****						****		
Delay/Veh:	0.0	11.7	11.7	10.1	9.5	0.0	0.0	0.0	0.0	11.3	0.0	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	11.7	10.1	9.5	0.0	0.0	0.0	0.0	11.3	0.0	8.2
LOS by Move:	*	B	B	B	A	*	*	*	*	B	*	A
ApproachDel:		11.7			9.8			xxxxxx			10.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.7			9.8			xxxxxx			10.6	
LOS by Appr:		B			A			*			B	
AllWayAvgQ:	0.9	0.9	0.9	0.3	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.1

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

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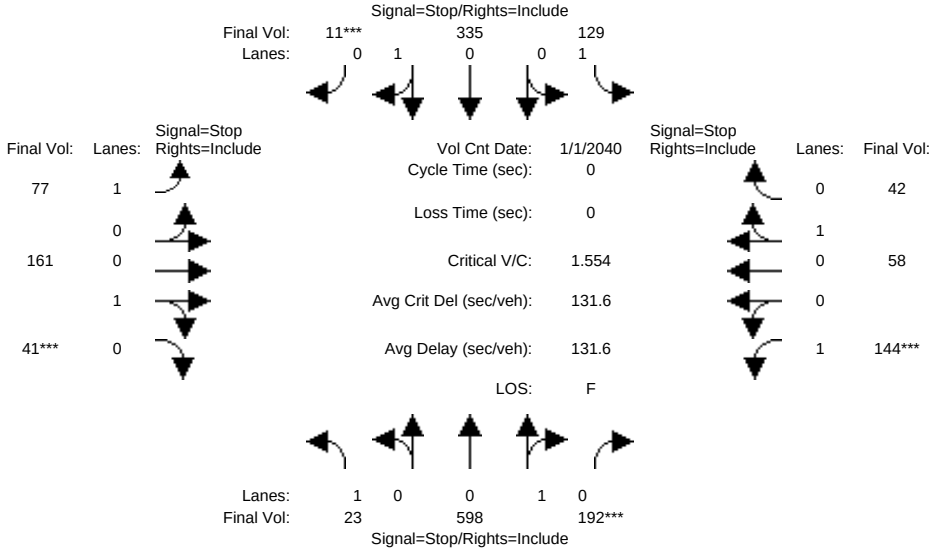
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #4835: Wren Avenue and Farrell Avenue



Street Name:	Wren Avenue						Farrell 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	23	598	192	129	335	11	77	161	41	144	58	42
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	598	192	129	335	11	77	161	41	144	58	42
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	598	192	129	335	11	77	161	41	144	58	42
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	598	192	129	335	11	77	161	41	144	58	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	598	192	129	335	11	77	161	41	144	58	42
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:	23	598	192	129	335	11	77	161	41	144	58	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.97	0.03	1.00	0.80	0.20	1.00	0.58	0.42
Final Sat.:	456	385	124	450	467	15	410	353	90	404	257	186
Capacity Analysis Module:												
Vol/Sat:	0.05	1.55	1.55	0.29	0.72	0.72	0.19	0.46	0.46	0.36	0.23	0.23
Crit Moves:			****			****			****	****		
Delay/Veh:	10.9	278	277.5	13.7	26.1	26.1	13.2	16.9	16.9	15.9	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	278	277.5	13.7	26.1	26.1	13.2	16.9	16.9	15.9	12.8	12.8
LOS by Move:	B	F	F	B	D	D	B	C	C	C	B	B
ApproachDel:	270.0			22.8			15.8			14.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	270.0			22.8			15.8			14.6		
LOS by Appr:	F			C			C			B		
AllWayAvgQ:	0.1	37.8	37.8	0.4	2.2	2.2	0.2	0.8	0.8	0.5	0.3	0.3

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

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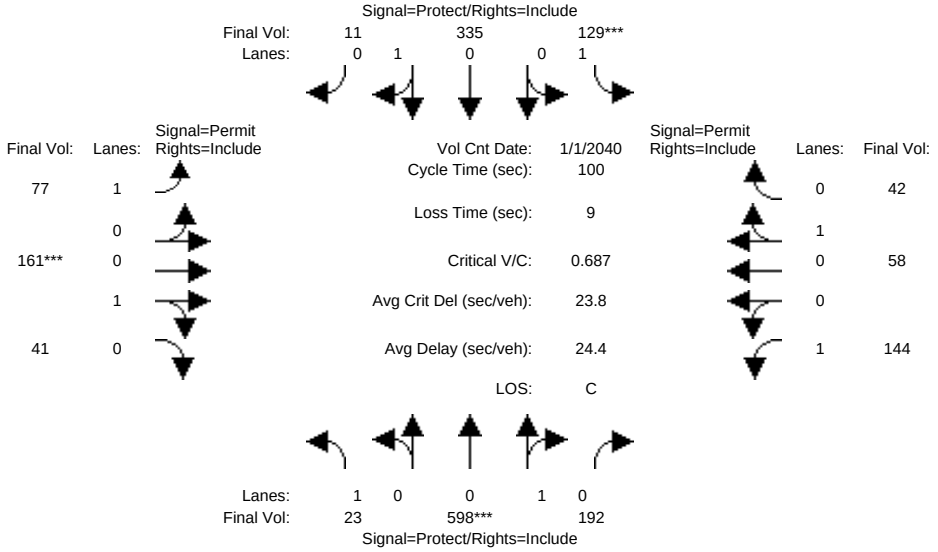
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #4836: Wren Avenue and Farrell Avenue



Street Name:	Wren Avenue						Farrell 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	23	598	192	129	335	11	77	161	41	144	58	42
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	598	192	129	335	11	77	161	41	144	58	42
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	598	192	129	335	11	77	161	41	144	58	42
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	598	192	129	335	11	77	161	41	144	58	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	598	192	129	335	11	77	161	41	144	58	42
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:	23	598	192	129	335	11	77	161	41	144	58	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.76	0.24	1.00	0.97	0.03	1.00	0.80	0.20	1.00	0.58	0.42
Final Sat.:	1750	1363	437	1750	1743	57	1750	1435	365	1750	1044	756
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.07	0.19	0.19	0.04	0.11	0.11	0.08	0.06	0.06
Crit Moves:		****		****				****				
Green Time:	19.9	63.9	63.9	10.7	54.7	54.7	16.3	16.3	16.3	16.3	16.3	16.3
Volume/Cap:	0.07	0.69	0.69	0.69	0.35	0.35	0.27	0.69	0.69	0.50	0.34	0.34
Delay/Veh:	32.6	13.4	13.4	53.2	12.9	12.9	37.1	46.1	46.1	39.6	37.7	37.7
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:	32.6	13.4	13.4	53.2	12.9	12.9	37.1	46.1	46.1	39.6	37.7	37.7
LOS by Move:	C-	B	B	D-	B	B	D+	D	D	D	D+	D+
HCM2kAvgQ:	1	17	17	6	6	6	2	7	7	5	3	3

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

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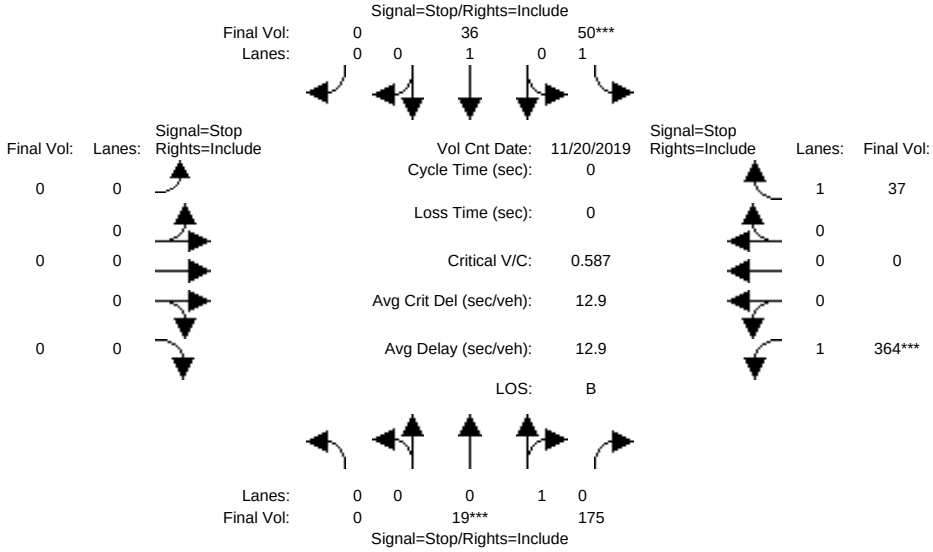
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #4835: Wren Avenue and Farrell Avenue




```
Street Name:            Wren Avenue                     Farrell 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:     0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0   19  175    50   36    0     0    0    0   364    0   37
Growth Adj:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   19  175    50   36    0     0    0    0   364    0   37
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:    0   19  175    50   36    0     0    0    0   364    0   37
User Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   19  175    50   36    0     0    0    0   364    0   37
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0   19  175    50   36    0     0    0    0   364    0   37
PCE Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0   19  175    50   36    0     0    0    0   364    0   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.10 0.90  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0   67  618   537  580    0     0    0    0   620    0  778
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.28  0.28  0.09 0.06  xxxx  xxxx xxxx  xxxx  0.59 xxxx  0.05
Crit Moves:       ****        ****                                ****
Delay/Veh:    0.0  9.8   9.8   9.7  8.9   0.0   0.0  0.0   0.0  15.9  0.0   7.4
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  9.8   9.8   9.7  8.9   0.0   0.0  0.0   0.0  15.9  0.0   7.4
LOS by Move:    *    A     A     A    A     *     *    *     *     C    *     A
ApproachDel:       9.8              9.3           xxxxxx             15.1
Delay Adj:        1.00             1.00            xxxxx             1.00
ApprAdjDel:        9.8              9.3           xxxxxx             15.1
LOS by Appr:         A                A                *                C
AllWayAvgQ:   0.3  0.3   0.3   0.1  0.1   0.0   0.0  0.0   0.0   1.3  0.0   0.0
Note: Queue reported is the number of cars per lane.
```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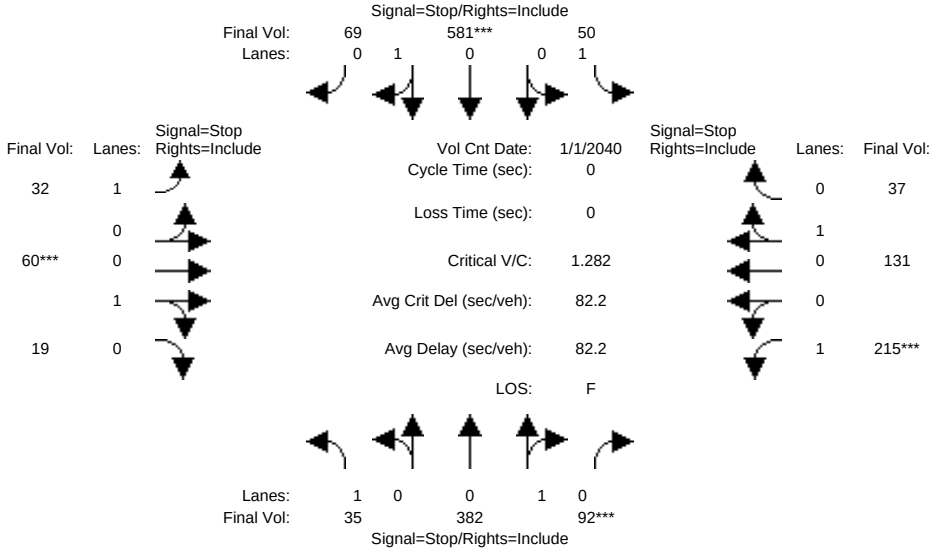
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #4835: Wren Avenue and Farrell Avenue



Street Name:	Wren Avenue						Farrell 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	35	382	92	50	581	69	32	60	19	215	131	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	382	92	50	581	69	32	60	19	215	131	37
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:	35	382	92	50	581	69	32	60	19	215	131	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	382	92	50	581	69	32	60	19	215	131	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	382	92	50	581	69	32	60	19	215	131	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	382	92	50	581	69	32	60	19	215	131	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.89	0.11	1.00	0.76	0.24	1.00	0.78	0.22
Final Sat.:	460	407	98	462	453	54	384	314	100	425	359	101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.94	0.94	0.11	1.28	1.28	0.08	0.19	0.19	0.51	0.37	0.37
Crit Moves:			****		****			****		****		
Delay/Veh:	11.1	52.2	52.2	11.3	163	163.4	12.6	13.1	13.1	19.1	14.7	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	52.2	52.2	11.3	163	163.4	12.6	13.1	13.1	19.1	14.7	14.7
LOS by Move:	B	F	F	B	F	F	B	B	B	C	B	B
ApproachDel:		49.4			152.5			12.9			17.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		49.4			152.5			12.9			17.2	
LOS by Appr:		E			F			B			C	
AllWayAvgQ:	0.1	5.9	5.9	0.1	21.6	21.6	0.1	0.2	0.2	0.9	0.5	0.5

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

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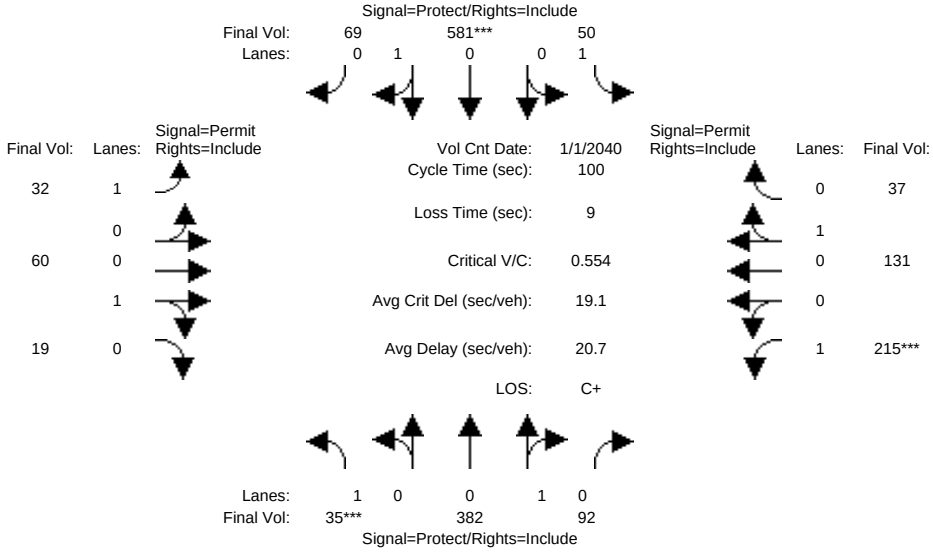
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #4836: Wren Avenue and Farrell Avenue



Street Name:	Wren Avenue						Farrell 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	35	382	92	50	581	69	32	60	19	215	131	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	382	92	50	581	69	32	60	19	215	131	37
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:	35	382	92	50	581	69	32	60	19	215	131	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	382	92	50	581	69	32	60	19	215	131	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	382	92	50	581	69	32	60	19	215	131	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	382	92	50	581	69	32	60	19	215	131	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.81	0.19	1.00	0.89	0.11	1.00	0.76	0.24	1.00	0.78	0.22
Final Sat.:	1750	1451	349	1750	1609	191	1750	1367	433	1750	1404	396
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.03	0.36	0.36	0.02	0.04	0.04	0.12	0.09	0.09
Crit Moves:	****				****					****		
Green Time:	7.0	55.0	55.0	14.6	62.7	62.7	21.3	21.3	21.3	21.3	21.3	21.3
Volume/Cap:	0.29	0.48	0.48	0.20	0.58	0.58	0.09	0.21	0.21	0.58	0.44	0.44
Delay/Veh:	45.4	14.1	14.1	37.9	11.6	11.6	31.6	32.6	32.6	37.5	34.9	34.9
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:	45.4	14.1	14.1	37.9	11.6	11.6	31.6	32.6	32.6	37.5	34.9	34.9
LOS by Move:	D	B	B	D+	B+	B+	C	C-	C-	D+	C-	C-
HCM2kAvgQ:	1	9	9	2	12	12	1	2	2	7	5	5

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

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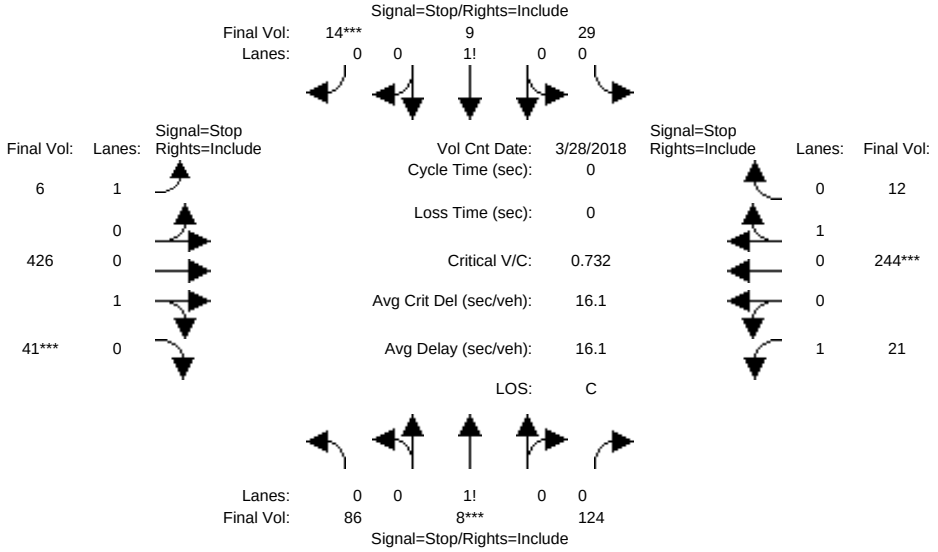
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #50711: Church Street and Farrell Avenue



Street Name:	Church St						Farrell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Mar 2018 <<												
Base Vol:	86	8	124	29	9	14	6	426	41	21	244	12
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:	86	8	124	29	9	14	6	426	41	21	244	12
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:	86	8	124	29	9	14	6	426	41	21	244	12
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:	86	8	124	29	9	14	6	426	41	21	244	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	8	124	29	9	14	6	426	41	21	244	12
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:	86	8	124	29	9	14	6	426	41	21	244	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.04	0.57	0.56	0.17	0.27	1.00	0.91	0.09	1.00	0.95	0.05
Final Sat.:	230	21	331	277	86	134	576	582	56	546	570	28
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.10	0.10	0.10	0.01	0.73	0.73	0.04	0.43	0.43
Crit Moves:		****				****			****		****	
Delay/Veh:	11.6	11.6	11.6	9.9	9.9	9.9	8.9	21.3	21.3	9.3	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	11.6	9.9	9.9	9.9	8.9	21.3	21.3	9.3	12.5	12.5
LOS by Move:	B	B	B	A	A	A	A	C	C	A	B	B
ApproachDel:		11.6			9.9			21.1			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			9.9			21.1			12.3	
LOS by Appr:		B			A			C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.1	0.1	0.0	2.3	2.3	0.0	0.7	0.7

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

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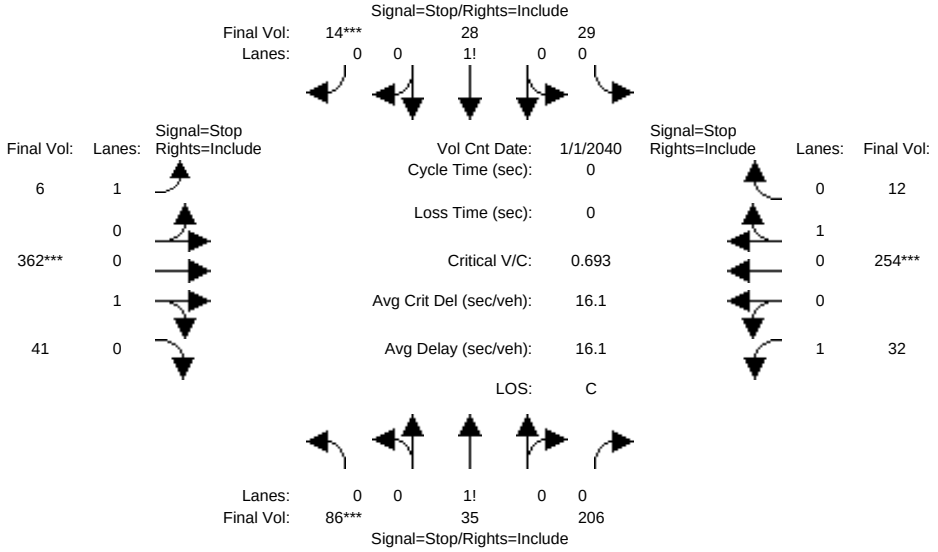
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #50711: Church Street and Farrell Avenue



Street Name:	Church St						Farrell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	86	35	206	29	28	14	6	362	41	32	254	12
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:	86	35	206	29	28	14	6	362	41	32	254	12
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:	86	35	206	29	28	14	6	362	41	32	254	12
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:	86	35	206	29	28	14	6	362	41	32	254	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	35	206	29	28	14	6	362	41	32	254	12
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:	86	35	206	29	28	14	6	362	41	32	254	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.11	0.63	0.41	0.39	0.20	1.00	0.90	0.10	1.00	0.95	0.05
Final Sat.:	157	64	376	193	187	93	530	523	59	509	528	25
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.15	0.15	0.15	0.01	0.69	0.69	0.06	0.48	0.48
Crit Moves:	****					****		****			****	
Delay/Veh:	14.5	14.5	14.5	10.5	10.5	10.5	9.4	20.3	20.3	9.9	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	14.5	10.5	10.5	10.5	9.4	20.3	20.3	9.9	14.1	14.1
LOS by Move:	B	B	B	B	B	B	A	C	C	A	B	B
ApproachDel:	14.5			10.5			20.1			13.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.5			10.5			20.1			13.6		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	1.0	1.0	1.0	0.1	0.1	0.1	0.0	1.9	1.9	0.1	0.8	0.8

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

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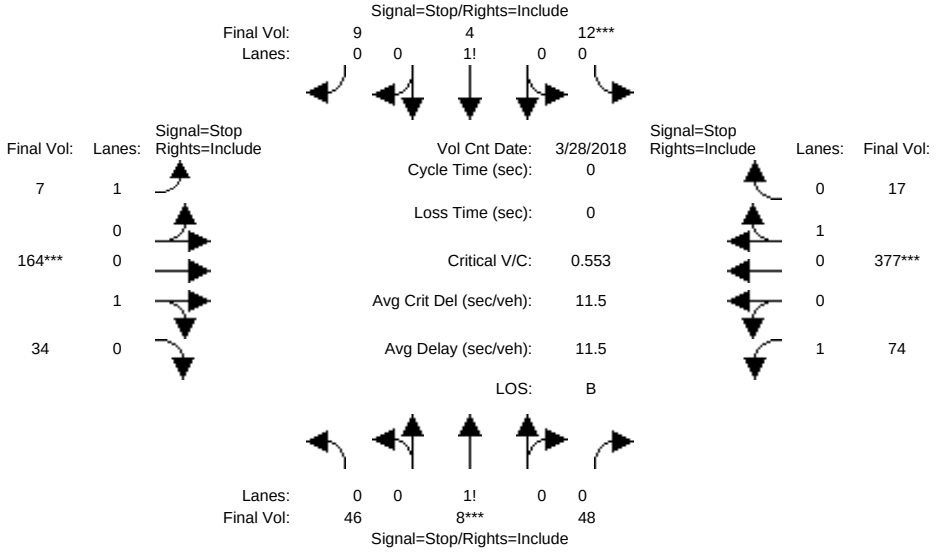
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #50711: Church Street and Farrell Avenue



Street Name:	Church St						Farrell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Mar 2018 <<												
Base Vol:	46	8	48	12	4	9	7	164	34	74	377	17
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:	46	8	48	12	4	9	7	164	34	74	377	17
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:	46	8	48	12	4	9	7	164	34	74	377	17
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:	46	8	48	12	4	9	7	164	34	74	377	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	8	48	12	4	9	7	164	34	74	377	17
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:	46	8	48	12	4	9	7	164	34	74	377	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.08	0.47	0.48	0.16	0.36	1.00	0.83	0.17	1.00	0.96	0.04
Final Sat.:	283	49	295	284	95	213	607	565	117	643	682	31
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.04	0.04	0.04	0.01	0.29	0.29	0.12	0.55	0.55
Crit Moves:		****		****				****			****	
Delay/Veh:	9.2	9.2	9.2	8.7	8.7	8.7	8.5	9.9	9.9	8.9	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	8.7	8.7	8.7	8.5	9.9	9.9	8.9	13.5	13.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:		9.2			8.7			9.8			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.7			9.8			12.8	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.4	0.4	0.1	1.2	1.2

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

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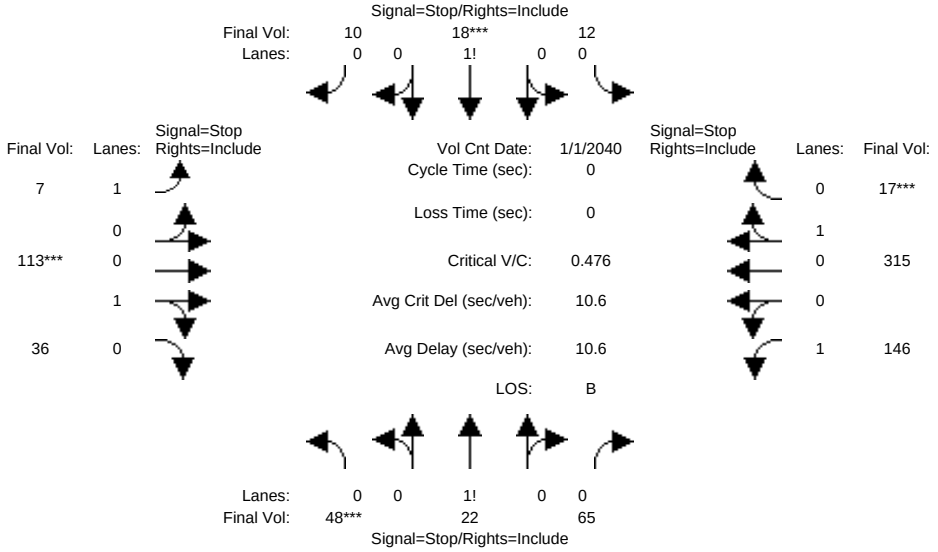
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #50711: Church Street and Farrell Avenue



Street Name:	Church St						Farrell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	48	22	65	12	18	10	7	113	36	146	315	17
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:	48	22	65	12	18	10	7	113	36	146	315	17
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:	48	22	65	12	18	10	7	113	36	146	315	17
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:	48	22	65	12	18	10	7	113	36	146	315	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	22	65	12	18	10	7	113	36	146	315	17
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:	48	22	65	12	18	10	7	113	36	146	315	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.16	0.48	0.30	0.45	0.25	1.00	0.76	0.24	1.00	0.95	0.05
Final Sat.:	231	106	313	181	272	151	585	499	159	632	662	36
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.07	0.07	0.01	0.23	0.23	0.23	0.48	0.48
Crit Moves:	****				****			****				****
Delay/Veh:	9.4	9.4	9.4	8.8	8.8	8.8	8.7	9.4	9.4	10.0	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	8.8	8.8	8.8	8.7	9.4	9.4	10.0	12.2	12.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	9.4			8.8			9.4			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			8.8			9.4			11.5		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.3	0.3	0.3	0.8	0.8

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

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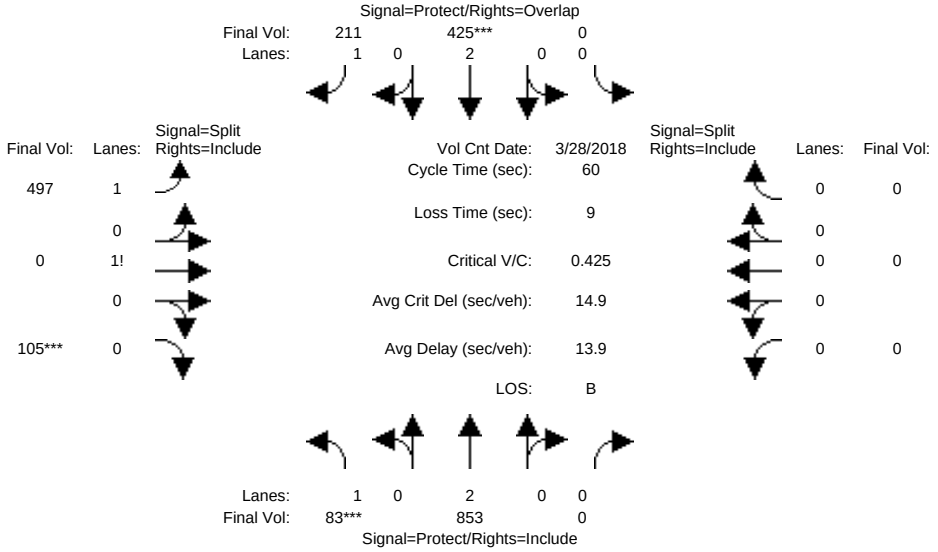
Gilroy 2040 General Plan

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

Intersection #10479: Monterey Road and Farrell Avenue



Street Name:	Monterey Road						Farrell 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	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2018 <<												
Base Vol:	83	853	0	0	425	211	497	0	105	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	853	0	0	425	211	497	0	105	0	0	0
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:	83	853	0	0	425	211	497	0	105	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	853	0	0	425	211	497	0	105	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	853	0	0	425	211	497	0	105	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	853	0	0	425	211	497	0	105	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.70	0.00	0.30	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	2980	0	520	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.00	0.11	0.12	0.17	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.0	22.7	0.0	0.0	15.7	44.0	28.3	0.0	28.3	0.0	0.0	0.0
Volume/Cap:	0.41	0.59	0.00	0.00	0.43	0.16	0.35	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	25.9	15.6	0.0	0.0	18.7	2.5	10.2	0.0	10.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	15.6	0.0	0.0	18.7	2.5	10.2	0.0	10.7	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B-	A	B+	A	B+	A	A	A
HCM2kAvgQ:	2	7	0	0	4	1	4	0	5	0	0	0

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

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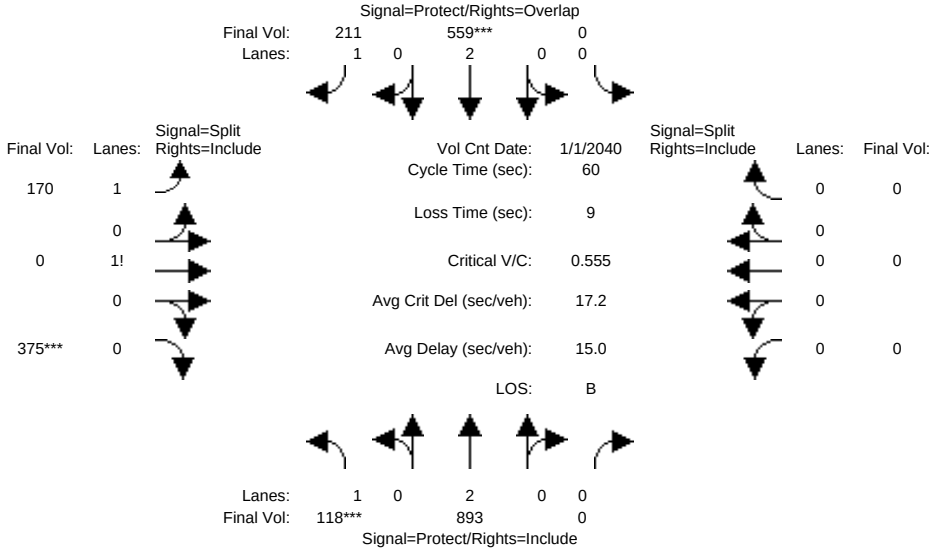
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #10479: Monterey Road and Farrell Avenue



Street Name:	Monterey Road						Farrell 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	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	118	893	0	0	559	211	170	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	893	0	0	559	211	170	0	375	0	0	0
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:	118	893	0	0	559	211	170	0	375	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	893	0	0	559	211	170	0	375	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	893	0	0	559	211	170	0	375	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	893	0	0	559	211	170	0	375	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.19	0.00	0.81	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	2081	0	1460	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.00	0.00	0.15	0.12	0.08	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.3	23.2	0.0	0.0	15.9	43.7	27.8	0.0	27.8	0.0	0.0	0.0
Volume/Cap:	0.55	0.61	0.00	0.00	0.55	0.17	0.18	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	28.0	15.5	0.0	0.0	19.7	2.6	9.4	0.0	12.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	15.5	0.0	0.0	19.7	2.6	9.4	0.0	12.3	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B-	A	A	A	B	A	A	A
HCM2kAvgQ:	3	7	0	0	5	1	2	0	7	0	0	0

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

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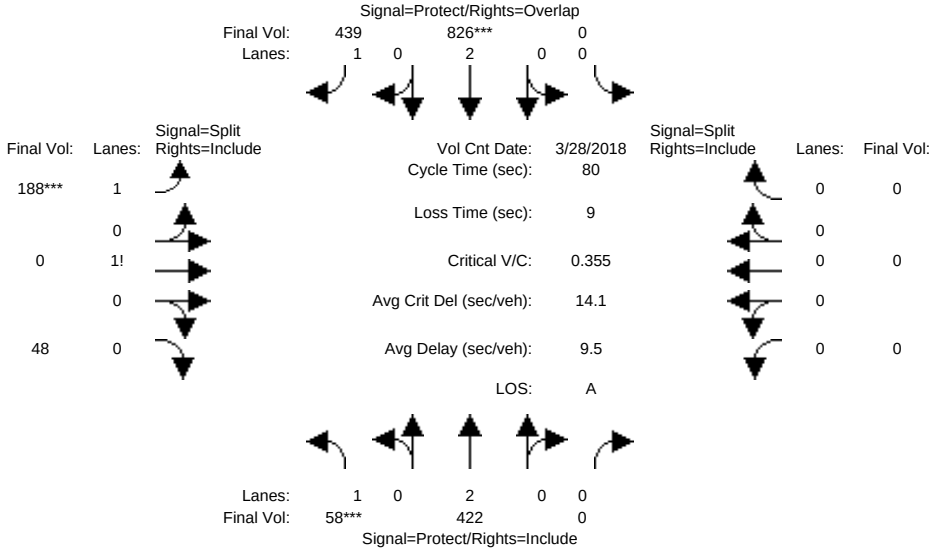
Gilroy 2040 General Plan

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

Intersection #10479: Monterey Road and Farrell Avenue



Street Name:	Monterey Road						Farrell 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	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2018 <<												
Base Vol:	58	422	0	0	826	439	188	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	422	0	0	826	439	188	0	48	0	0	0
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:	58	422	0	0	826	439	188	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	422	0	0	826	439	188	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	422	0	0	826	439	188	0	48	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	422	0	0	826	439	188	0	48	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.66	0.00	0.34	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	2908	0	592	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.00	0.22	0.25	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.1	53.6	0.0	0.0	46.5	63.9	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.37	0.17	0.00	0.00	0.37	0.31	0.30	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	35.9	4.9	0.0	0.0	9.1	2.3	26.4	0.0	27.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	4.9	0.0	0.0	9.1	2.3	26.4	0.0	27.1	0.0	0.0	0.0
LOS by Move:	D+	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	2	2	0	0	5	3	3	0	4	0	0	0

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

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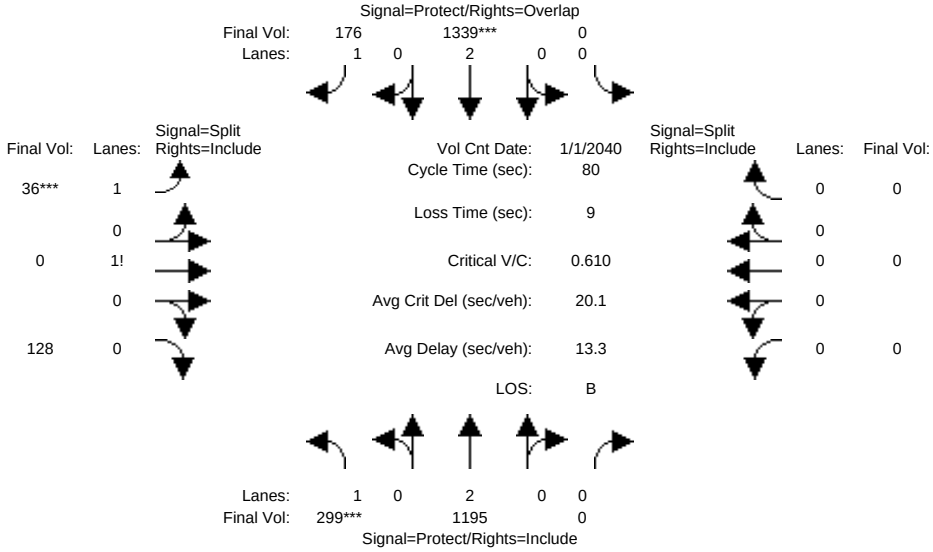
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #10479: Monterey Road and Farrell Avenue



Street Name:	Monterey Road						Farrell 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	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	299	1195	0	0	1339	176	36	0	128	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1195	0	0	1339	176	36	0	128	0	0	0
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:	299	1195	0	0	1339	176	36	0	128	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	1195	0	0	1339	176	36	0	128	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1195	0	0	1339	176	36	0	128	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	1195	0	0	1339	176	36	0	128	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.13	0.00	0.87	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1971	0	1573	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.00	0.00	0.35	0.10	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.7	60.3	0.0	0.0	40.6	51.3	10.7	0.0	10.7	0.0	0.0	0.0
Volume/Cap:	0.69	0.42	0.00	0.00	0.69	0.16	0.14	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	32.3	3.6	0.0	0.0	16.1	5.8	30.7	0.0	36.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	3.6	0.0	0.0	16.1	5.8	30.7	0.0	36.8	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	A	C	A	D+	A	A	A
HCM2kAvgQ:	9	5	0	0	13	2	1	0	5	0	0	0

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

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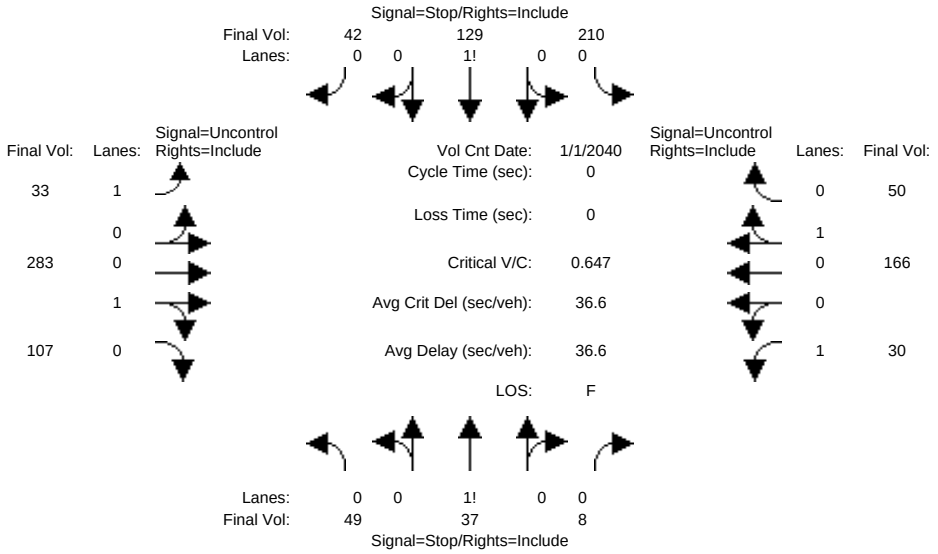
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #62163: Murray Avenue and Las Animas Avenue




```
Street Name:          Murray Avenue                    Las Animas Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      49   37    8   210  129   42    33  283  107    30  166   50
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:   49   37    8   210  129   42    33  283  107    30  166   50
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:   49   37    8   210  129   42    33  283  107    30  166   50
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:    49   37    8   210  129   42    33  283  107    30  166   50
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   49   37    8   210  129   42    33  283  107    30  166   50
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  739  679   337   676  707   191   216 xxxx xxxxx   390 xxxx xxxxx
Potent Cap.:  336  376   710   370  363   856  1366 xxxx xxxxx  1180 xxxx xxxxx
Move Cap.:    218  358   710   324  345   856  1366 xxxx xxxxx  1180 xxxx xxxxx
Volume/Cap:  0.22 0.10  0.01  0.65 0.37  0.05  0.02 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.7 xxxx xxxxx   8.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  277 xxxxx  xxxx  356 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.4 xxxxx xxxxx 13.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 24.5 xxxxx xxxxx  103 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    F     *     *    *     *     *    *     *
ApproachDel:      24.5            102.6           xxxxxx           xxxxxx
ApproachLOS:         C                F                *                *
Note: Queue reported is the number of cars per lane.
```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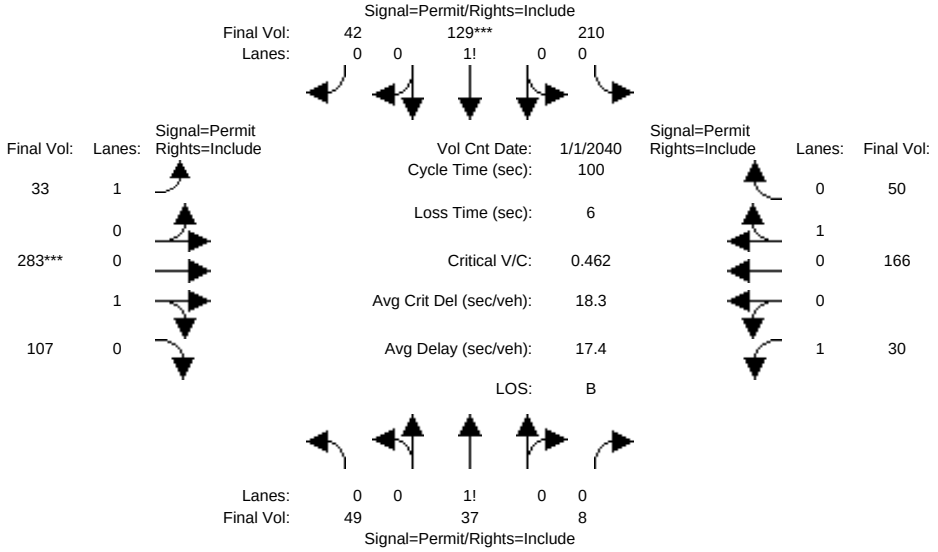
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62189: Murray Avenue and Las Animas Avenue



Street Name:	Murray Avenue						Las Animas 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:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	49	37	8	210	129	42	33	283	107	30	166	50
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:	49	37	8	210	129	42	33	283	107	30	166	50
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:	49	37	8	210	129	42	33	283	107	30	166	50
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:	49	37	8	210	129	42	33	283	107	30	166	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	37	8	210	129	42	33	283	107	30	166	50
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:	49	37	8	210	129	42	33	283	107	30	166	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.52	0.39	0.09	0.55	0.34	0.11	1.00	0.73	0.27	1.00	0.77	0.23
Final Sat.:	912	689	149	965	593	193	1750	1306	494	1750	1383	417
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.22	0.22	0.22	0.02	0.22	0.22	0.02	0.12	0.12
Crit Moves:					****			****				
Green Time:	47.1	47.1	47.1	47.1	47.1	47.1	46.9	46.9	46.9	46.9	46.9	46.9
Volume/Cap:	0.11	0.11	0.11	0.46	0.46	0.46	0.04	0.46	0.46	0.04	0.26	0.26
Delay/Veh:	14.8	14.8	14.8	18.3	18.3	18.3	14.4	18.4	18.4	14.4	16.2	16.2
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:	14.8	14.8	14.8	18.3	18.3	18.3	14.4	18.4	18.4	14.4	16.2	16.2
LOS by Move:	B	B	B	B-	B-	B-	B	B-	B-	B	B	B
HCM2kAvgQ:	2	2	2	9	9	9	1	9	9	1	4	4

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

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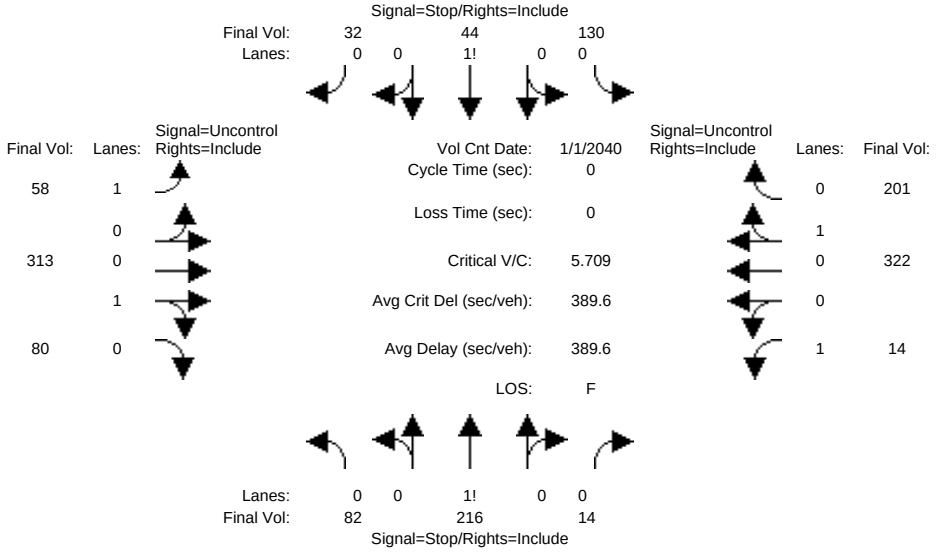
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #62163: Murray Avenue and Las Animas Avenue




```
Street Name:          Murray Avenue                    Las Animas Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      82  216    14   130   44    32    58  313    80    14  322   201
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:   82  216    14   130   44    32    58  313    80    14  322   201
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:   82  216    14   130   44    32    58  313    80    14  322   201
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:    82  216    14   130   44    32    58  313    80    14  322   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   82  216    14   130   44    32    58  313    80    14  322   201
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  958 1020   353  1035  960   423   523 xxxx xxxxx   393 xxxx xxxxx
Potent Cap.:  239  239   695   212  259   636  1054 xxxx xxxxx  1177 xxxx xxxxx
Move Cap.:    186  223   695    23  242   636  1054 xxxx xxxxx  1177 xxxx xxxxx
Volume/Cap:  0.44 0.97  0.02  5.71 0.18  0.05  0.06 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx   8.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  218 xxxxx  xxxx   35 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx 18.2 xxxxx xxxxx 24.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  260 xxxxx xxxxx 2451 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    F     *     *    *     *     *    *     *
ApproachDel:     260.3           2451.0           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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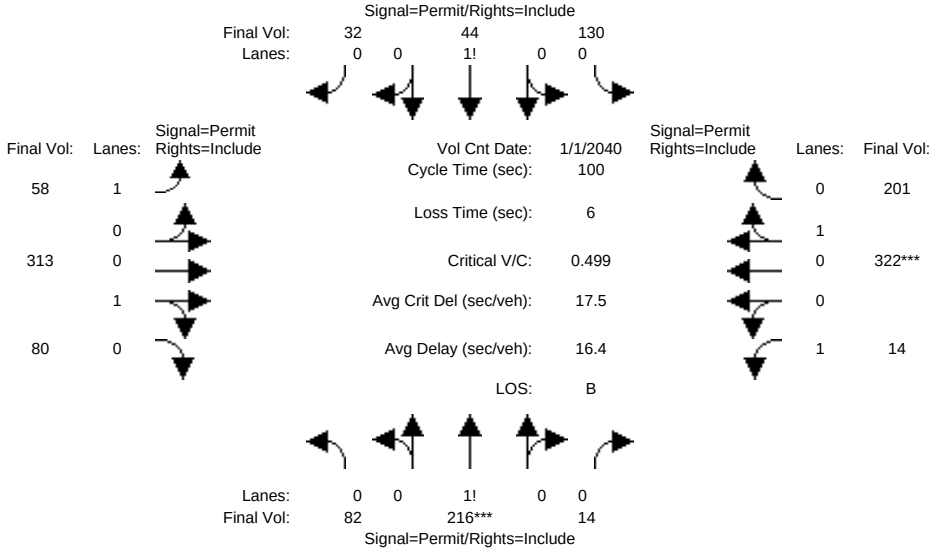
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62189: Murray Avenue and Las Animas Avenue



Street Name:	Murray Avenue						Las Animas 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:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	82	216	14	130	44	32	58	313	80	14	322	201
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:	82	216	14	130	44	32	58	313	80	14	322	201
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:	82	216	14	130	44	32	58	313	80	14	322	201
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:	82	216	14	130	44	32	58	313	80	14	322	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	216	14	130	44	32	58	313	80	14	322	201
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:	82	216	14	130	44	32	58	313	80	14	322	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.26	0.70	0.04	0.63	0.21	0.16	1.00	0.80	0.20	1.00	0.62	0.38
Final Sat.:	460	1212	79	1104	374	272	1750	1434	366	1750	1108	692
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.12	0.12	0.12	0.03	0.22	0.22	0.01	0.29	0.29
Crit Moves:		****									****	
Green Time:	35.7	35.7	35.7	35.7	35.7	35.7	58.3	58.3	58.3	58.3	58.3	58.3
Volume/Cap:	0.50	0.50	0.50	0.33	0.33	0.33	0.06	0.37	0.37	0.01	0.50	0.50
Delay/Veh:	25.8	25.8	25.8	23.7	23.7	23.7	9.0	11.4	11.4	8.8	12.7	12.7
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:	25.8	25.8	25.8	23.7	23.7	23.7	9.0	11.4	11.4	8.8	12.7	12.7
LOS by Move:	C	C	C	C	C	C	A	B+	B+	A	B	B
HCM2kAvgQ:	8	8	8	5	5	5	1	7	7	0	10	10

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

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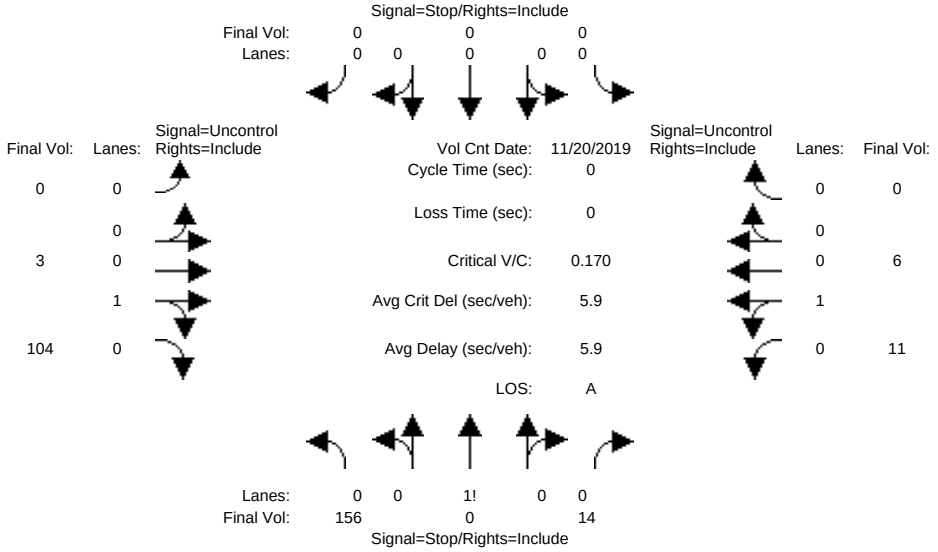
Gilroy 2040 General Plan

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

Intersection #10499: San Ysidro Avenue/No Name Uno and Las Animas Avenue




```
Street Name:  San Ysidro Avenue/No Name Uno          Las Animas Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:     156    0    14     0    0     0     0    3   104    11    6     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  156    0    14     0    0     0     0    3   104    11    6     0
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:  156    0    14     0    0     0     0    3   104    11    6     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   156    0    14     0    0     0     0    3   104    11    6     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  156    0    14     0    0     0     0    3   104    11    6     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   83   83    55  xxxx xxxx xxxxx  xxxx xxxx xxxxx   107 xxxx xxxxx
Potent Cap.:  924  811  1018  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1497 xxxx xxxxx
Move Cap.:    919  805  1018  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1497 xxxx xxxxx
Volume/Cap:  0.17 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  926 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx  9.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:       9.8           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         A                *                *                *
Note: Queue reported is the number of cars per lane.
```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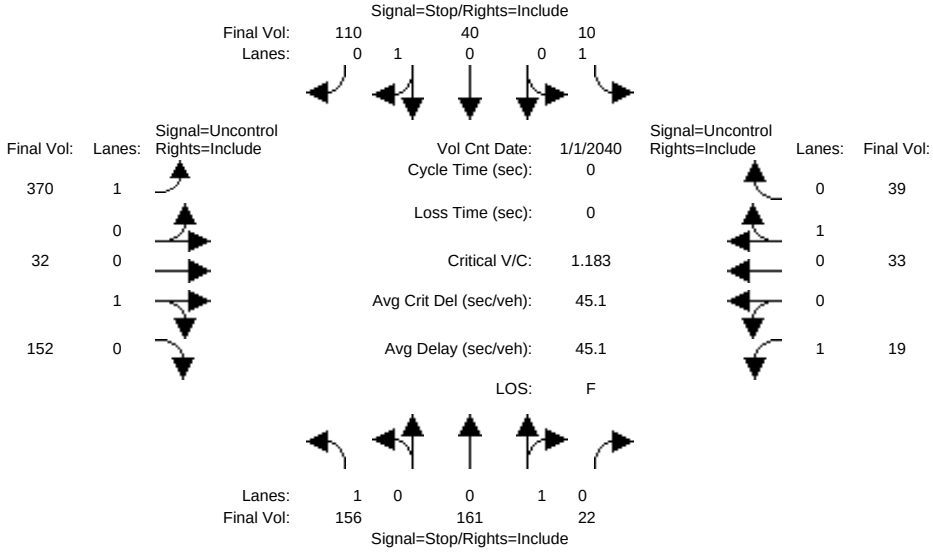
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #10499: San Ysidro Avenue/No Name Uno and Las Animas Avenue




```
Street Name:  San Ysidro Avenue/No Name Uno          Las Animas Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     156  161    22    10   40   110   370   32   152    19   33    39
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  156  161    22    10   40   110   370   32   152    19   33    39
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:  156  161    22    10   40   110   370   32   152    19   33    39
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:   156  161    22    10   40   110   370   32   152    19   33    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  156  161    22    10   40   110   370   32   152    19   33    39
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1014  958   108  1030 1015    53    72 xxxx xxxxx   184 xxxx xxxxx
Potent Cap.:  219  259   951   214  240  1021  1541 xxxx xxxxx  1403 xxxx xxxxx
Move Cap.:    132  194   951    54  180  1021  1541 xxxx xxxxx  1403 xxxx xxxxx
Volume/Cap:  1.18 0.83  0.02  0.19 0.22  0.11  0.24 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    9.3 xxxx xxxxx   0.6 xxxx xxxxx   0.9 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:200.9 xxxx xxxxx  86.6 xxxx xxxxx   8.1 xxxx xxxxx   7.6 xxxx xxxxx
LOS by Move:    F    *     *     F    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx   215  xxxx xxxx   455  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx   6.5 xxxxx xxxx   1.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx  75.1 xxxxx xxxx  16.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     F     *    *     C     *    *     *     *    *     *
ApproachDel:     133.0             21.1           xxxxxx           xxxxxx
ApproachLOS:         F                C                *                *
Note: Queue reported is the number of cars per lane.
```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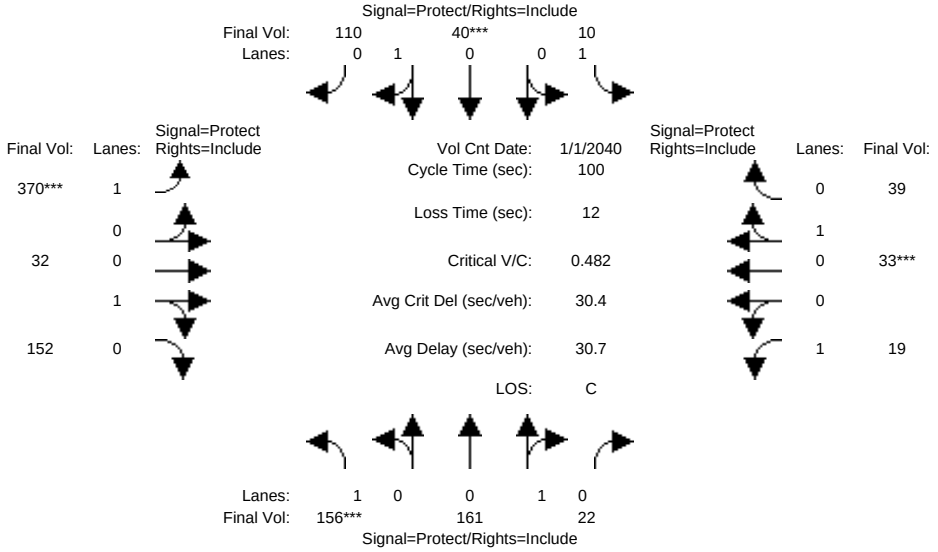
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62200: San Ysidro Avenue/No Name Uno and Las Animas Avenue



Street Name:	San Ysidro Avenue/No Name Uno						Las Animas 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	156	161	22	10	40	110	370	32	152	19	33	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	161	22	10	40	110	370	32	152	19	33	39
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:	156	161	22	10	40	110	370	32	152	19	33	39
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:	156	161	22	10	40	110	370	32	152	19	33	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	161	22	10	40	110	370	32	152	19	33	39
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:	156	161	22	10	40	110	370	32	152	19	33	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.27	0.73	1.00	0.17	0.83	1.00	0.46	0.54
Final Sat.:	1750	1584	216	1750	480	1320	1750	313	1487	1750	825	975
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.01	0.08	0.08	0.21	0.10	0.10	0.01	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	18.1	20.8	20.8	14.3	16.9	16.9	43.0	31.4	31.4	21.5	10.0	10.0
Volume/Cap:	0.49	0.49	0.49	0.04	0.49	0.49	0.49	0.33	0.33	0.05	0.40	0.40
Delay/Veh:	38.0	36.0	36.0	37.0	38.9	38.9	21.1	26.5	26.5	31.2	43.6	43.6
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:	38.0	36.0	36.0	37.0	38.9	38.9	21.1	26.5	26.5	31.2	43.6	43.6
LOS by Move:	D+	D+	D+	D+	D+	D+	C+	C	C	C	D	D
HCM2kAvgQ:	5	6	6	0	5	5	9	5	5	1	3	3

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

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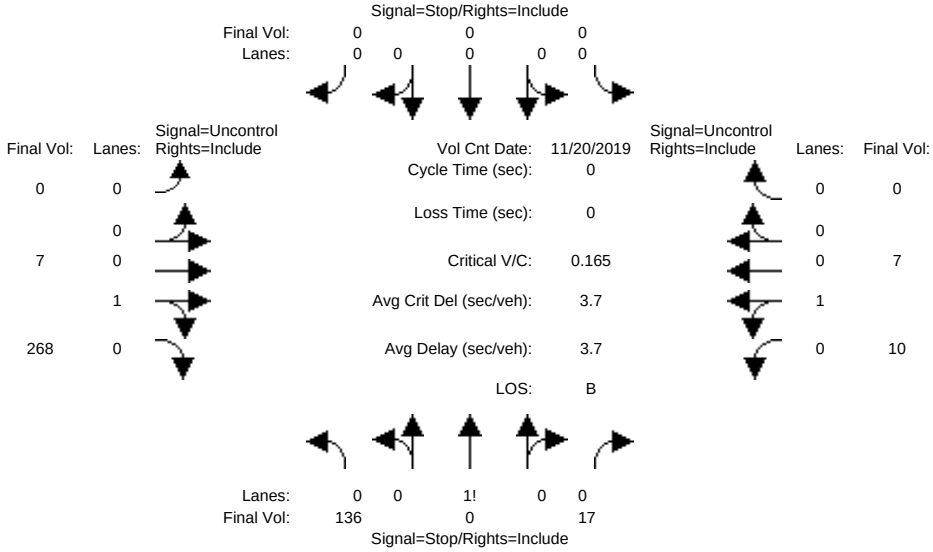
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #10499: San Ysidro Avenue/No Name Uno and Las Animas Avenue




```
Street Name:  San Ysidro Avenue/No Name Uno           Las Animas Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:     136    0    17     0    0     0     0    7   268    10    7     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  136    0    17     0    0     0     0    7   268    10    7     0
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:  136    0    17     0    0     0     0    7   268    10    7     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   136    0    17     0    0     0     0    7   268    10    7     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  136    0    17     0    0     0     0    7   268    10    7     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  168  168   141  xxxx xxxx xxxxx  xxxx xxxx xxxxx   275 xxxx xxxxx
Potent Cap.:  827  728   912  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1300 xxxx xxxxx
Move Cap.:    822  723   912  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1300 xxxx xxxxx
Volume/Cap:  0.17 0.00  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  831 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 10.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:      10.3           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
```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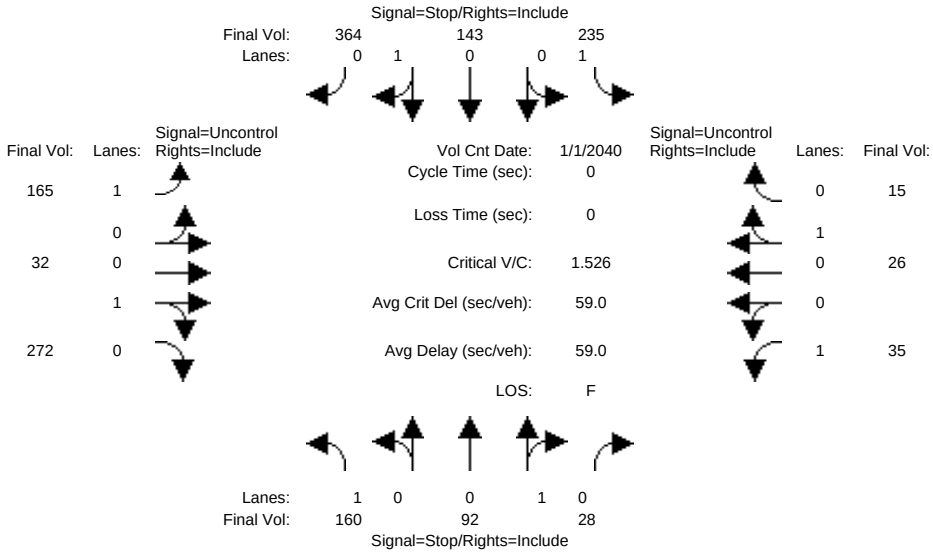
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #10499: San Ysidro Avenue/No Name Uno and Las Animas Avenue




```
Street Name:  San Ysidro Avenue/No Name Uno          Las Animas Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     160   92    28   235  143   364   165   32   272    35   26    15
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:  160   92    28   235  143   364   165   32   272    35   26    15
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:  160   92    28   235  143   364   165   32   272    35   26    15
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:   160   92    28   235  143   364   165   32   272    35   26    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  160   92    28   235  143   364   165   32   272    35   26    15
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  855  609   168   662  738    34    41 xxxx xxxxx   304 xxxx xxxxx
Potent Cap.:  281  412   881   378  348  1046  1581 xxxx xxxxx  1268 xxxx xxxxx
Move Cap.:    105  359   881   266  303  1046  1581 xxxx xxxxx  1268 xxxx xxxxx
Volume/Cap:  1.53 0.26  0.03  0.88 0.47  0.35  0.10 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   11.9 xxxx xxxxx   7.6 xxxx xxxxx   0.3 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:351.8 xxxx xxxxx  70.1 xxxx xxxxx   7.5 xxxx xxxxx   7.9 xxxx xxxxx
LOS by Move:    F    *     *     F    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx   417  xxxx xxxx   619  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx   1.2 xxxxx xxxx   8.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx  17.1 xxxxx xxxx  31.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     C     *    *     D     *    *     *     *    *     *
ApproachDel:     208.3             44.0           xxxxxx           xxxxxx
ApproachLOS:         F                E                *                *
Note: Queue reported is the number of cars per lane.
```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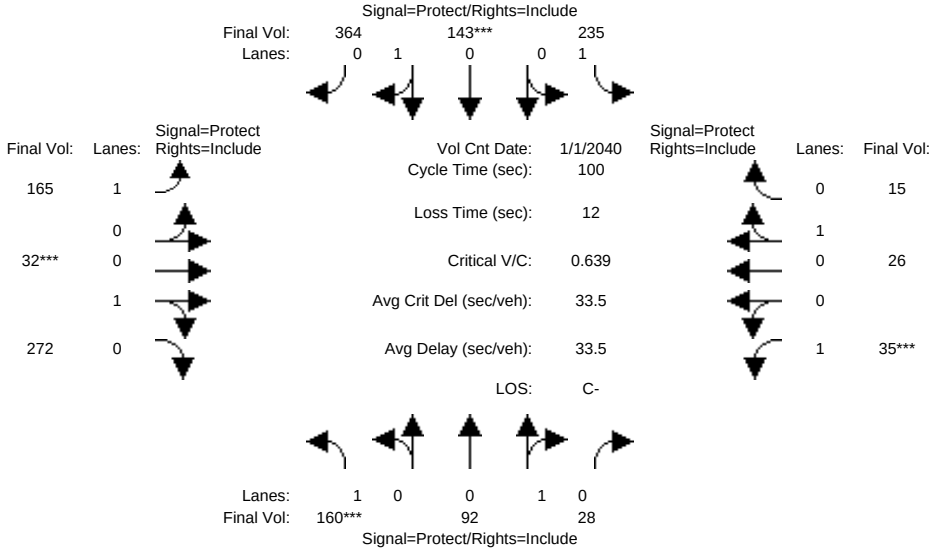
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62200: San Ysidro Avenue/No Name Uno and Las Animas Avenue



Street Name:	San Ysidro Avenue/No Name Uno						Las Animas 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	160	92	28	235	143	364	165	32	272	35	26	15
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:	160	92	28	235	143	364	165	32	272	35	26	15
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:	160	92	28	235	143	364	165	32	272	35	26	15
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:	160	92	28	235	143	364	165	32	272	35	26	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	92	28	235	143	364	165	32	272	35	26	15
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:	160	92	28	235	143	364	165	32	272	35	26	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.77	0.23	1.00	0.28	0.72	1.00	0.11	0.89	1.00	0.63	0.37
Final Sat.:	1750	1380	420	1750	508	1292	1750	189	1611	1750	1141	659
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.13	0.28	0.28	0.09	0.17	0.17	0.02	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	13.7	23.8	23.8	32.0	42.1	42.1	15.6	25.2	25.2	7.0	16.6	16.6
Volume/Cap:	0.67	0.28	0.28	0.42	0.67	0.67	0.60	0.67	0.67	0.29	0.14	0.14
Delay/Veh:	48.1	31.5	31.5	27.3	25.7	25.7	43.0	37.5	37.5	45.4	35.8	35.8
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:	48.1	31.5	31.5	27.3	25.7	25.7	43.0	37.5	37.5	45.4	35.8	35.8
LOS by Move:	D	C	C	C	C	C	D	D+	D+	D	D+	D+
HCM2kAvgQ:	6	3	3	6	14	14	6	10	10	1	1	1

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

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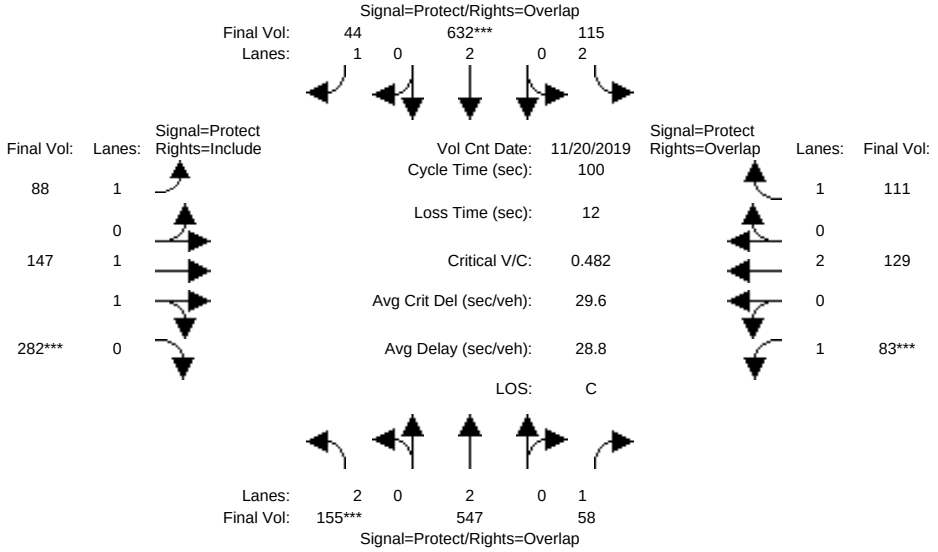
Gilroy 2040 General Plan

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

Intersection #10514: Santa Teresa Boulevard and Mantelli Drive



Street Name:	Santa Teresa Boulevard						Mantelli 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	155	547	58	115	632	44	88	147	282	83	129	111
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:	155	547	58	115	632	44	88	147	282	83	129	111
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:	155	547	58	115	632	44	88	147	282	83	129	111
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:	155	547	58	115	632	44	88	147	282	83	129	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	547	58	115	632	44	88	147	282	83	129	111
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:	155	547	58	115	632	44	88	147	282	83	129	111
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	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.03	0.04	0.17	0.03	0.05	0.08	0.16	0.05	0.03	0.06
Crit Moves:	****				****				****	****		
Green Time:	10.2	30.1	39.9	14.6	34.5	52.3	17.8	33.4	33.4	9.8	25.5	40.1
Volume/Cap:	0.48	0.48	0.08	0.25	0.48	0.05	0.28	0.23	0.48	0.48	0.13	0.16
Delay/Veh:	43.5	28.9	18.7	38.1	26.0	11.7	36.1	24.1	26.8	44.8	28.8	19.3
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:	43.5	28.9	18.7	38.1	26.0	11.7	36.1	24.1	26.8	44.8	28.8	19.3
LOS by Move:	D	C	B-	D+	C	B+	D+	C	C	D	C	B-
HCM2kAvgQ:	3	7	1	2	8	1	3	3	8	3	2	2

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

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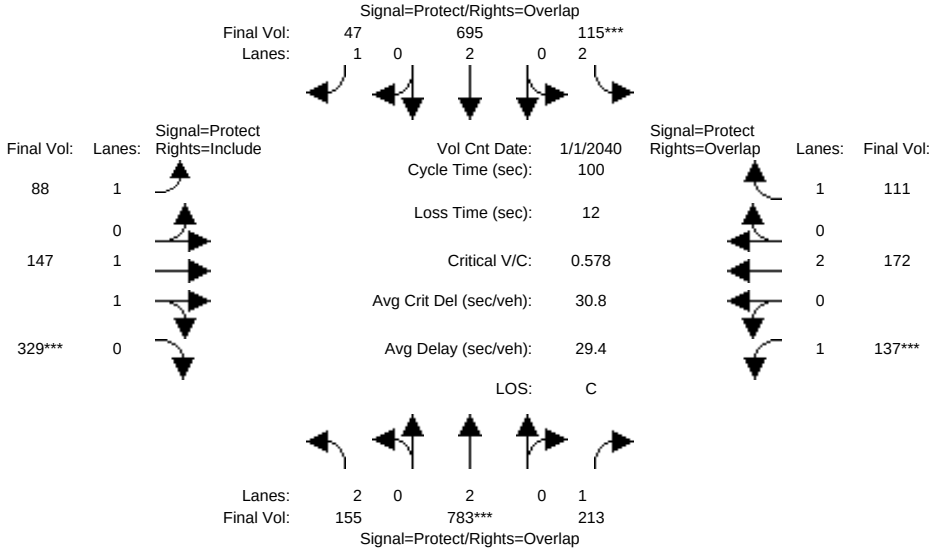
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #10514: Santa Teresa Boulevard and Mantelli Drive



Street Name:	Santa Teresa Boulevard						Mantelli 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	155	783	213	115	695	47	88	147	329	137	172	111
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:	155	783	213	115	695	47	88	147	329	137	172	111
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:	155	783	213	115	695	47	88	147	329	137	172	111
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:	155	783	213	115	695	47	88	147	329	137	172	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	783	213	115	695	47	88	147	329	137	172	111
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:	155	783	213	115	695	47	88	147	329	137	172	111
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	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.12	0.04	0.18	0.03	0.05	0.08	0.19	0.08	0.05	0.06
Crit Moves:		****		****					****	****		
Green Time:	11.7	35.3	48.8	7.0	30.6	49.4	18.8	32.2	32.2	13.4	26.9	33.9
Volume/Cap:	0.42	0.58	0.25	0.52	0.60	0.05	0.27	0.24	0.58	0.58	0.17	0.19
Delay/Veh:	41.8	27.0	15.1	47.1	30.3	13.2	35.1	24.9	29.4	44.4	28.1	23.5
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:	41.8	27.0	15.1	47.1	30.3	13.2	35.1	24.9	29.4	44.4	28.1	23.5
LOS by Move:	D	C	B	D	C	B	D+	C	C	D	C	C
HCM2kAvgQ:	3	10	4	3	10	1	3	3	10	5	2	3

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

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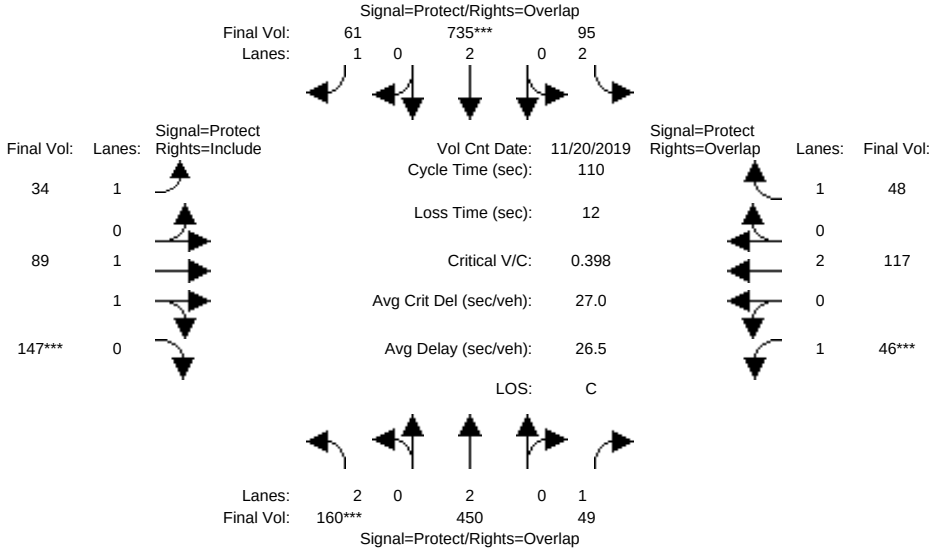
Gilroy 2040 General Plan

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

Intersection #10514: Santa Teresa Boulevard and Mantelli Drive



Street Name:	Santa Teresa Boulevard						Mantelli 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	160	450	49	95	735	61	34	89	147	46	117	48
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:	160	450	49	95	735	61	34	89	147	46	117	48
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:	160	450	49	95	735	61	34	89	147	46	117	48
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:	160	450	49	95	735	61	34	89	147	46	117	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	450	49	95	735	61	34	89	147	46	117	48
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:	160	450	49	95	735	61	34	89	147	46	117	48
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	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.03	0.03	0.19	0.03	0.02	0.05	0.08	0.03	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.0	43.9	51.2	23.6	53.5	66.0	12.6	23.2	23.2	7.3	17.9	41.5
Volume/Cap:	0.40	0.30	0.06	0.14	0.40	0.06	0.17	0.22	0.40	0.40	0.19	0.07
Delay/Veh:	44.7	22.6	16.2	35.1	18.2	9.1	44.4	36.0	37.8	51.5	39.9	22.0
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:	44.7	22.6	16.2	35.1	18.2	9.1	44.4	36.0	37.8	51.5	39.9	22.0
LOS by Move:	D	C+	B	D+	B-	A	D	D+	D+	D-	D	C+
HCM2kAvgQ:	3	5	1	2	8	1	1	3	5	2	2	1

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

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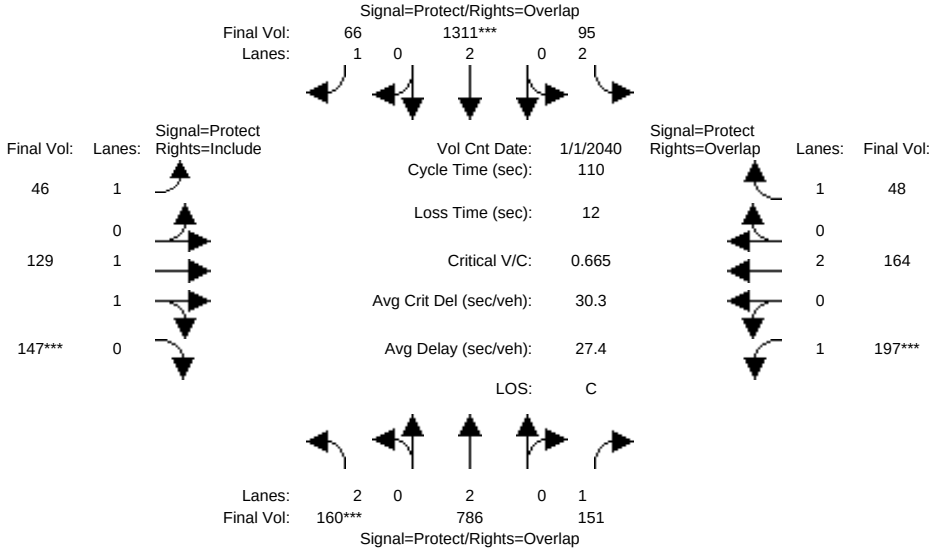
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #10514: Santa Teresa Boulevard and Mantelli Drive



Street Name:	Santa Teresa Boulevard						Mantelli 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	160	786	151	95	1311	66	46	129	147	197	164	48
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:	160	786	151	95	1311	66	46	129	147	197	164	48
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:	160	786	151	95	1311	66	46	129	147	197	164	48
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:	160	786	151	95	1311	66	46	129	147	197	164	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	786	151	95	1311	66	46	129	147	197	164	48
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:	160	786	151	95	1311	66	46	129	147	197	164	48
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	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.09	0.03	0.34	0.04	0.03	0.07	0.08	0.11	0.04	0.03
Crit Moves:	****				****				****	****		
Green Time:	8.4	50.1	68.7	15.4	57.1	70.5	13.4	13.9	13.9	18.6	19.1	34.5
Volume/Cap:	0.66	0.45	0.14	0.22	0.66	0.06	0.22	0.54	0.66	0.66	0.25	0.09
Delay/Veh:	56.3	20.8	8.5	42.2	20.3	7.4	44.1	46.2	49.9	48.4	39.4	26.7
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:	56.3	20.8	8.5	42.2	20.3	7.4	44.1	46.2	49.9	48.4	39.4	26.7
LOS by Move:	E+	C+	A	D	C+	A	D	D	D	D	D	C
HCM2kAvgQ:	4	9	2	2	17	1	2	5	6	8	2	1

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

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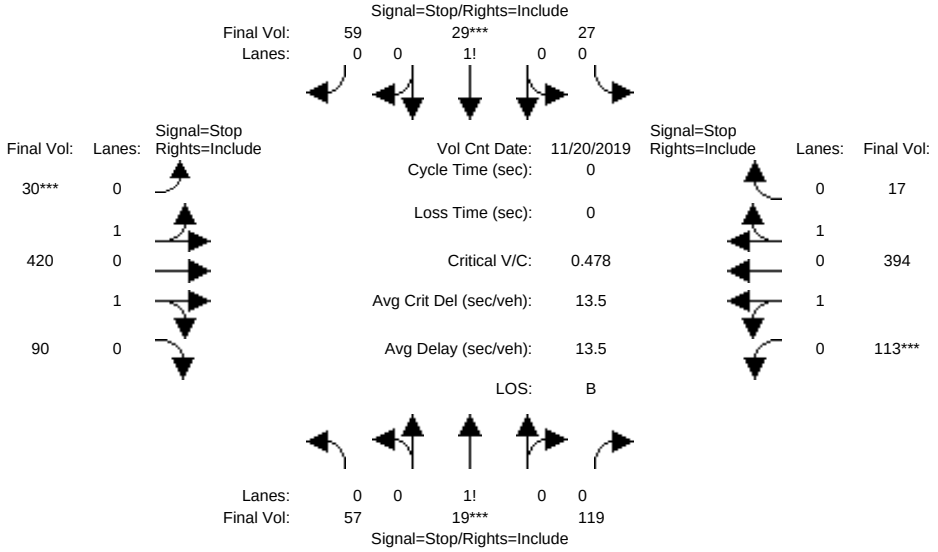
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #50696: Kern Avenue and Mantelli Drive



Street Name:	Kern Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	57	19	119	27	29	59	30	420	90	113	394	17
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:	57	19	119	27	29	59	30	420	90	113	394	17
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:	57	19	119	27	29	59	30	420	90	113	394	17
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:	57	19	119	27	29	59	30	420	90	113	394	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	19	119	27	29	59	30	420	90	113	394	17
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:	57	19	119	27	29	59	30	420	90	113	394	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.10	0.61	0.23	0.25	0.52	0.11	1.56	0.33	0.43	1.51	0.06
Final Sat.:	160	53	333	120	129	263	63	896	197	237	849	37
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.22	0.22	0.22	0.48	0.47	0.46	0.48	0.46	0.46
Crit Moves:		****			****		****			****		
Delay/Veh:	12.2	12.2	12.2	11.1	11.1	11.1	14.3	13.9	13.3	14.5	14.0	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	11.1	11.1	11.1	14.3	13.9	13.3	14.5	14.0	13.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.2			11.1			13.8			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			11.1			13.8			14.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.8	0.8	0.8	0.8	0.8	0.8

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

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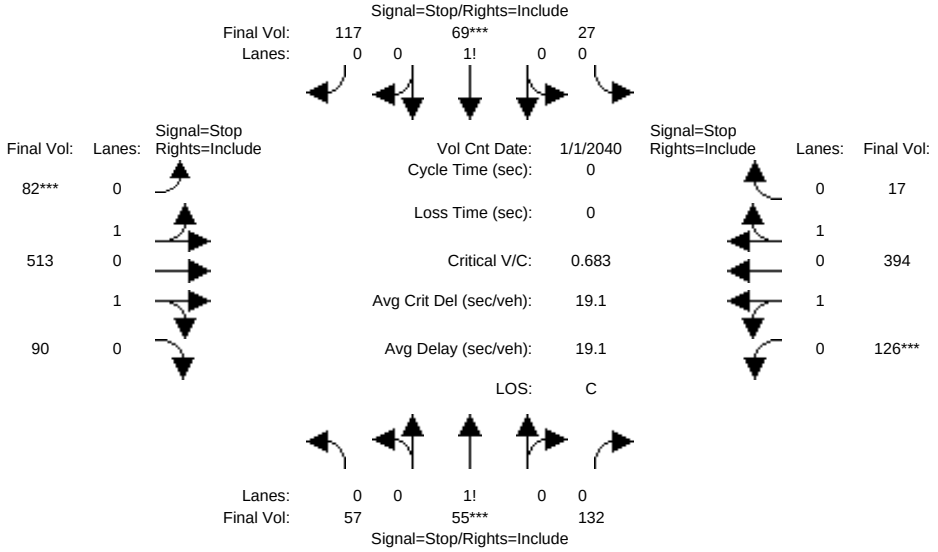
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #50696: Kern Avenue and Mantelli Drive



Street Name:	Kern Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	57	55	132	27	69	117	82	513	90	126	394	17
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:	57	55	132	27	69	117	82	513	90	126	394	17
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:	57	55	132	27	69	117	82	513	90	126	394	17
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:	57	55	132	27	69	117	82	513	90	126	394	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	55	132	27	69	117	82	513	90	126	394	17
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:	57	55	132	27	69	117	82	513	90	126	394	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.23	0.54	0.13	0.32	0.55	0.24	1.50	0.26	0.47	1.47	0.06
Final Sat.:	114	110	264	61	155	263	120	767	138	224	719	31
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.45	0.45	0.45	0.68	0.67	0.65	0.56	0.55	0.54
Crit Moves:		****			****		****			****		
Delay/Veh:	16.1	16.1	16.1	15.1	15.1	15.1	23.2	22.1	21.0	18.7	17.9	17.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	16.1	15.1	15.1	15.1	23.2	22.1	21.0	18.7	17.9	17.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:		16.1			15.1			22.1			18.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.1			15.1			22.1			18.1	
LOS by Appr:		C			C			C			C	
AllWayAvgQ:	0.8	0.8	0.8	0.7	0.7	0.7	1.9	1.7	1.7	1.1	1.1	1.1

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

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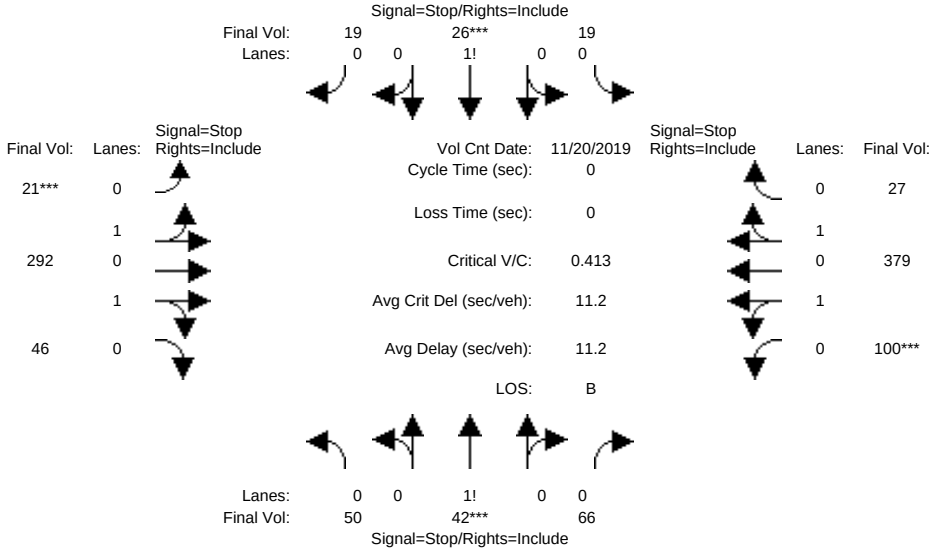
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #50696: Kern Avenue and Mantelli Drive



Street Name:	Kern Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	50	42	66	19	26	19	21	292	46	100	379	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	42	66	19	26	19	21	292	46	100	379	27
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	42	66	19	26	19	21	292	46	100	379	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	42	66	19	26	19	21	292	46	100	379	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	42	66	19	26	19	21	292	46	100	379	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	42	66	19	26	19	21	292	46	100	379	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.26	0.42	0.30	0.40	0.30	0.12	1.63	0.25	0.39	1.50	0.11
Final Sat.:	186	157	246	163	223	163	71	1001	161	242	945	69
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.12	0.12	0.12	0.30	0.29	0.29	0.41	0.40	0.39
Crit Moves:		****			****		****			****		
Delay/Veh:	10.6	10.6	10.6	9.7	9.7	9.7	10.8	10.6	10.3	12.3	11.9	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	9.7	9.7	9.7	10.8	10.6	10.3	12.3	11.9	11.6
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		10.6			9.7			10.6			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			9.7			10.6			11.9	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.4	0.4	0.4	0.7	0.6	0.6

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

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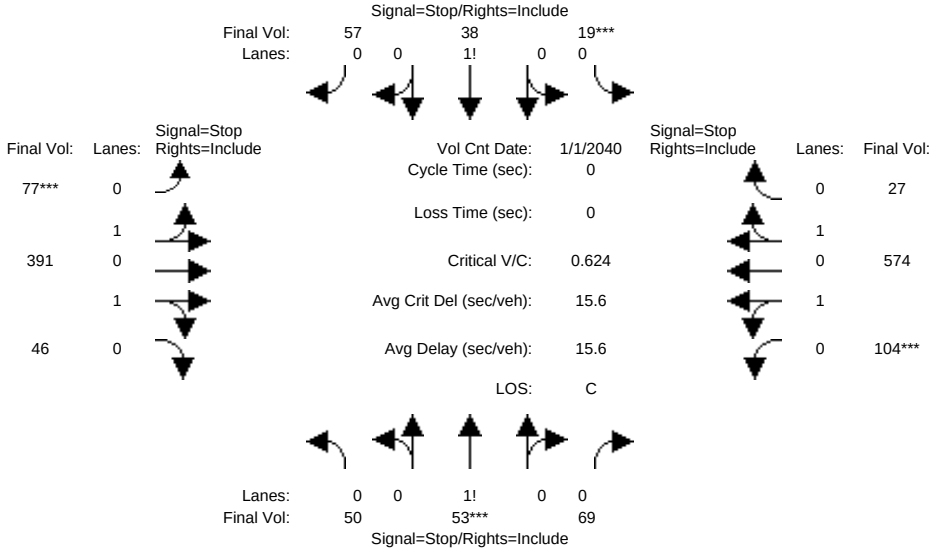
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #50696: Kern Avenue and Mantelli Drive



Street Name:	Kern Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	50	53	69	19	38	57	77	391	46	104	574	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	53	69	19	38	57	77	391	46	104	574	27
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	53	69	19	38	57	77	391	46	104	574	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	53	69	19	38	57	77	391	46	104	574	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	53	69	19	38	57	77	391	46	104	574	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	53	69	19	38	57	77	391	46	104	574	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.31	0.40	0.17	0.33	0.50	0.30	1.52	0.18	0.29	1.63	0.08
Final Sat.:	151	160	209	84	168	252	162	840	101	167	937	45
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.23	0.23	0.23	0.48	0.47	0.46	0.62	0.61	0.60
Crit Moves:		****		****			****			****		
Delay/Veh:	12.4	12.4	12.4	11.3	11.3	11.3	14.8	14.3	13.9	18.5	17.8	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.4	12.4	11.3	11.3	11.3	14.8	14.3	13.9	18.5	17.8	17.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		12.4			11.3			14.3			17.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.4			11.3			14.3			17.9	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.8	0.8	0.8	1.5	1.4	1.4

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

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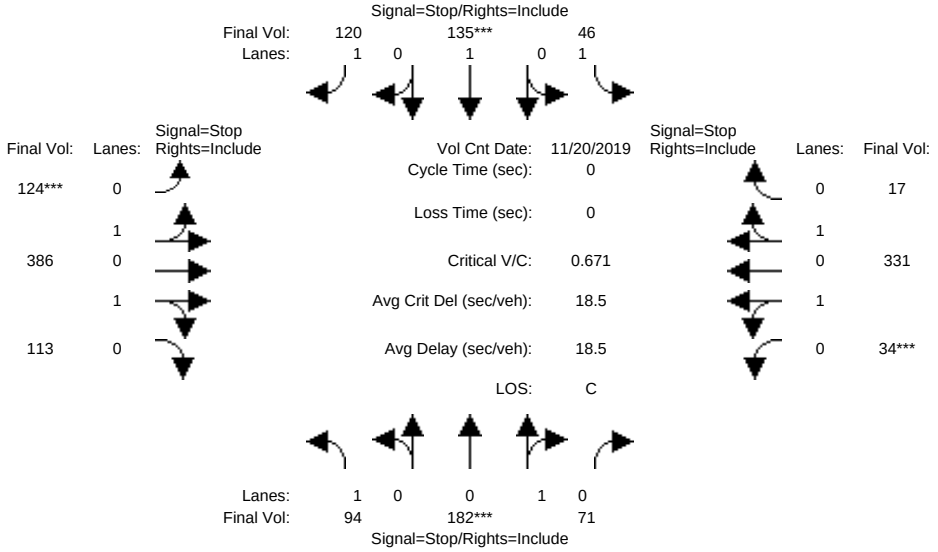
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #10511: Wren Avenue and Mantelli Drive



Street Name:	Wren Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	94	182	71	46	135	120	124	386	113	34	331	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	182	71	46	135	120	124	386	113	34	331	17
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:	94	182	71	46	135	120	124	386	113	34	331	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	182	71	46	135	120	124	386	113	34	331	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	182	71	46	135	120	124	386	113	34	331	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	182	71	46	135	120	124	386	113	34	331	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.72	0.28	1.00	1.00	1.00	0.40	1.24	0.36	0.18	1.73	0.09
Final Sat.:	409	323	126	368	391	422	185	594	179	79	773	40
Capacity Analysis Module:												
Vol/Sat:	0.23	0.56	0.56	0.12	0.35	0.28	0.67	0.65	0.63	0.43	0.43	0.42
Crit Moves:		****			****		****			****		
Delay/Veh:	13.5	19.4	19.4	13.2	15.7	13.7	23.9	22.4	20.9	16.1	15.9	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	19.4	19.4	13.2	15.7	13.7	23.9	22.4	20.9	16.1	15.9	15.7
LOS by Move:	B	C	C	B	C	B	C	C	C	C	C	C
ApproachDel:		17.8			14.5			22.4			15.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.8			14.5			22.4			15.9	
LOS by Appr:		C			B			C			C	
AllWayAvgQ:	0.3	1.1	1.1	0.1	0.5	0.3	1.8	1.5	1.5	0.7	0.7	0.7

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

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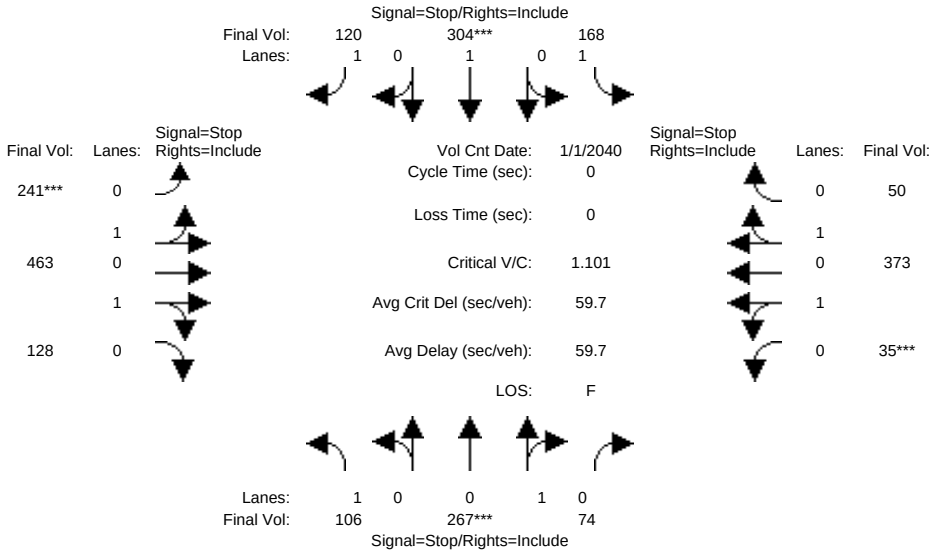
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #10511: Wren Avenue and Mantelli Drive



Street Name:	Wren Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	106	267	74	168	304	120	241	463	128	35	373	50
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:	106	267	74	168	304	120	241	463	128	35	373	50
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:	106	267	74	168	304	120	241	463	128	35	373	50
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:	106	267	74	168	304	120	241	463	128	35	373	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	267	74	168	304	120	241	463	128	35	373	50
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:	106	267	74	168	304	120	241	463	128	35	373	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	0.58	1.11	0.31	0.15	1.63	0.22
Final Sat.:	343	292	81	321	339	357	219	435	123	55	594	81
Capacity Analysis Module:												
Vol/Sat:	0.31	0.91	0.91	0.52	0.90	0.34	1.10	1.06	1.04	0.64	0.63	0.62
Crit Moves:		****			****		****			****		
Delay/Veh:	17.3	58.0	58.0	25.0	58.7	17.3	107.2	94.7	87.0	27.7	27.0	26.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	58.0	58.0	25.0	58.7	17.3	107.2	94.7	87.0	27.7	27.0	26.3
LOS by Move:	C	F	F	D	F	C	F	F	F	D	D	D
ApproachDel:		48.4			40.8			97.1			27.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		48.4			40.8			97.1			27.0	
LOS by Appr:		E			E			F			D	
AllWayAvgQ:	0.4	4.7	4.7	1.0	4.3	0.5	10.0	8.3	8.3	1.5	1.4	1.4

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

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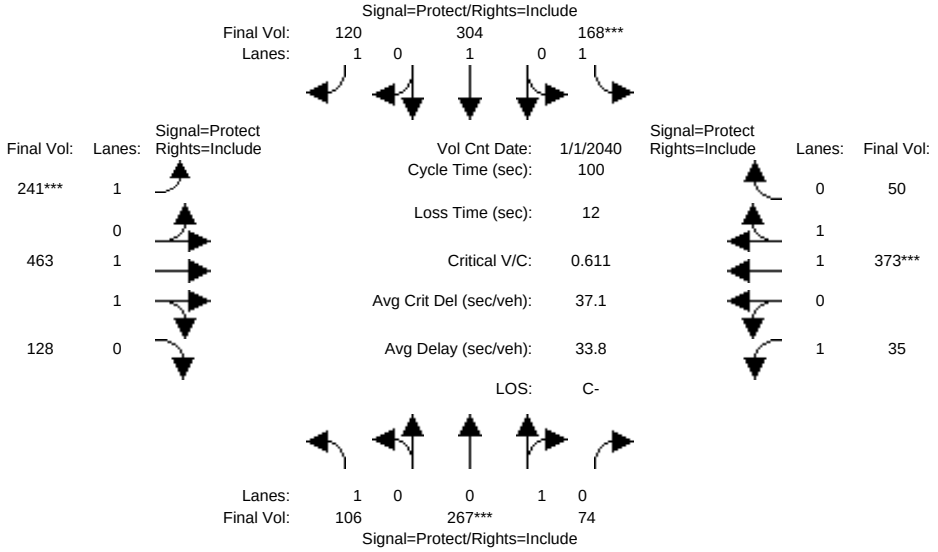
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #10515: Wren Avenue and Mantelli Drive



Street Name:	Wren Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	106	267	74	168	304	120	241	463	128	35	373	50
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:	106	267	74	168	304	120	241	463	128	35	373	50
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:	106	267	74	168	304	120	241	463	128	35	373	50
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:	106	267	74	168	304	120	241	463	128	35	373	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	267	74	168	304	120	241	463	128	35	373	50
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:	106	267	74	168	304	120	241	463	128	35	373	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.76	0.24
Final Sat.:	1750	1409	391	1750	1900	1750	1750	2898	801	1750	3262	437
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.10	0.16	0.07	0.14	0.16	0.16	0.02	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	14.2	31.0	31.0	15.7	32.5	32.5	22.5	28.7	28.7	12.6	18.7	18.7
Volume/Cap:	0.43	0.61	0.61	0.61	0.49	0.21	0.61	0.56	0.56	0.16	0.61	0.61
Delay/Veh:	40.3	31.3	31.3	43.3	27.7	24.6	37.6	30.9	30.9	39.3	38.9	38.9
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:	40.3	31.3	31.3	43.3	27.7	24.6	37.6	30.9	30.9	39.3	38.9	38.9
LOS by Move:	D	C	C	D	C	C	D+	C	C	D	D+	D+
HCM2kAvgQ:	4	10	10	6	8	3	8	8	8	1	7	7

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

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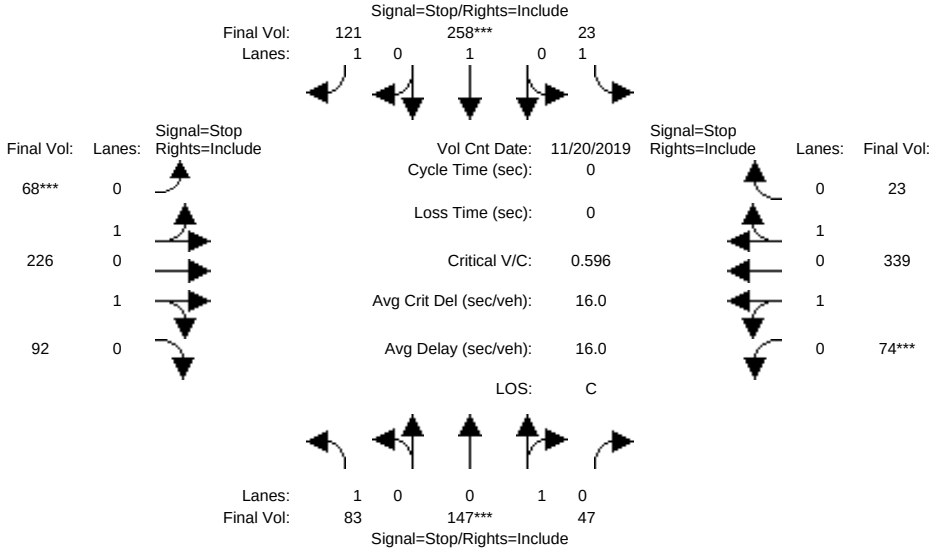
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #10511: Wren Avenue and Mantelli Drive



Street Name:	Wren Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	83	147	47	23	258	121	68	226	92	74	339	23
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:	83	147	47	23	258	121	68	226	92	74	339	23
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:	83	147	47	23	258	121	68	226	92	74	339	23
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:	83	147	47	23	258	121	68	226	92	74	339	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	147	47	23	258	121	68	226	92	74	339	23
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:	83	147	47	23	258	121	68	226	92	74	339	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	0.35	1.17	0.48	0.34	1.55	0.11
Final Sat.:	416	344	110	403	433	469	159	544	230	156	728	50
Capacity Analysis Module:												
Vol/Sat:	0.20	0.43	0.43	0.06	0.60	0.26	0.43	0.42	0.40	0.47	0.47	0.46
Crit Moves:		****			****		****			****		
Delay/Veh:	12.8	15.4	15.4	11.7	21.1	12.4	15.6	15.0	14.3	16.6	16.1	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	15.4	15.4	11.7	21.1	12.4	15.6	15.0	14.3	16.6	16.1	15.8
LOS by Move:	B	C	C	B	C	B	C	C	B	C	C	C
ApproachDel:		14.6			17.9			15.0			16.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.6			17.9			15.0			16.2	
LOS by Appr:		B			C			B			C	
AllWayAvgQ:	0.2	0.6	0.6	0.1	1.2	0.3	0.7	0.6	0.6	0.8	0.8	0.8

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

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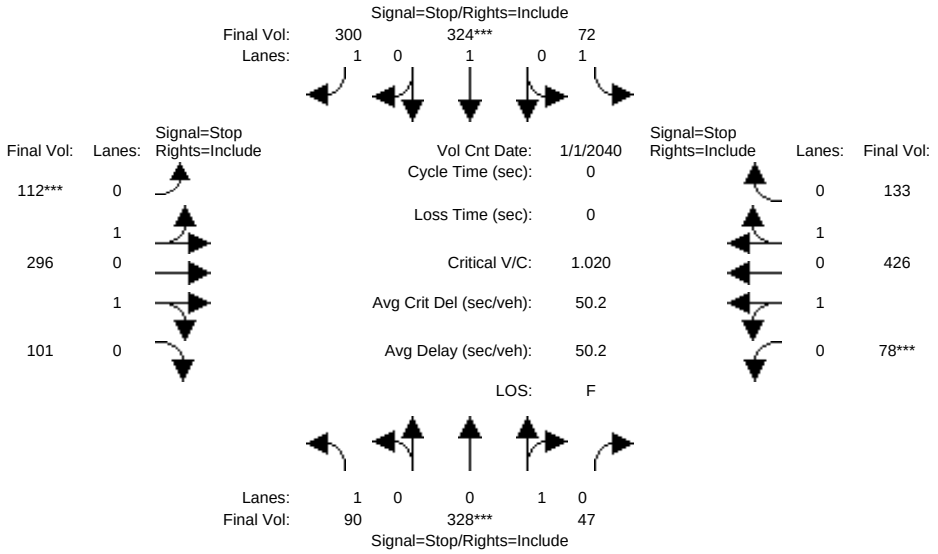
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #10511: Wren Avenue and Mantelli Drive



Street Name:	Wren Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	90	328	47	72	324	300	112	296	101	78	426	133
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:	90	328	47	72	324	300	112	296	101	78	426	133
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:	90	328	47	72	324	300	112	296	101	78	426	133
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:	90	328	47	72	324	300	112	296	101	78	426	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	328	47	72	324	300	112	296	101	78	426	133
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:	90	328	47	72	324	300	112	296	101	78	426	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	0.44	1.16	0.40	0.24	1.34	0.42
Final Sat.:	334	322	46	318	341	364	156	424	148	91	504	161
Capacity Analysis Module:												
Vol/Sat:	0.27	1.02	1.02	0.23	0.95	0.82	0.72	0.70	0.68	0.86	0.85	0.83
Crit Moves:		****			****		****			****		
Delay/Veh:	16.7	84.2	84.2	16.9	70.0	44.8	33.7	31.7	29.8	49.4	46.5	42.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	84.2	84.2	16.9	70.0	44.8	33.7	31.7	29.8	49.4	46.5	42.7
LOS by Move:	C	F	F	C	F	E	D	D	D	E	E	E
ApproachDel:		71.1			53.7			31.8			46.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		71.1			53.7			31.8			46.0	
LOS by Appr:		F			F			D			E	
AllWayAvgQ:	0.3	7.3	7.3	0.3	5.4	3.3	2.1	1.8	1.8	3.8	3.3	3.3

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

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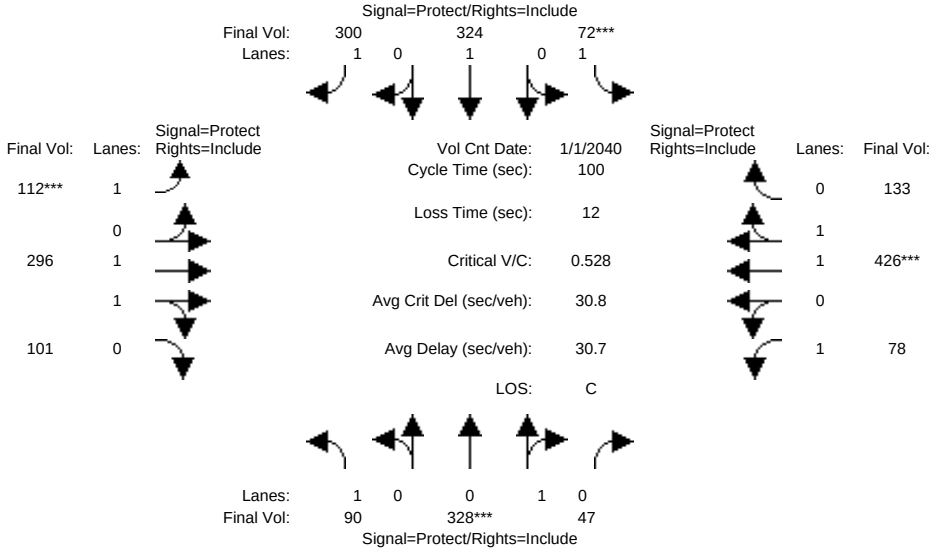
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #10515: Wren Avenue and Mantelli Drive



Street Name:	Wren Av						Mantelli Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	90	328	47	72	324	300	112	296	101	78	426	133
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:	90	328	47	72	324	300	112	296	101	78	426	133
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:	90	328	47	72	324	300	112	296	101	78	426	133
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:	90	328	47	72	324	300	112	296	101	78	426	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	328	47	72	324	300	112	296	101	78	426	133
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:	90	328	47	72	324	300	112	296	101	78	426	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.51	0.49
Final Sat.:	1750	1574	226	1750	1900	1750	1750	2758	941	1750	2819	880
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.04	0.17	0.17	0.06	0.11	0.11	0.04	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	13.7	39.5	39.5	7.8	33.6	33.6	12.1	24.7	24.7	16.1	28.6	28.6
Volume/Cap:	0.38	0.53	0.53	0.53	0.51	0.51	0.53	0.44	0.44	0.28	0.53	0.53
Delay/Veh:	40.2	23.9	23.9	48.2	27.3	27.4	43.7	32.1	32.1	37.4	30.5	30.5
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:	40.2	23.9	23.9	48.2	27.3	27.4	43.7	32.1	32.1	37.4	30.5	30.5
LOS by Move:	D	C	C	D	C	C	D	C-	C-	D+	C	C
HCM2kAvgQ:	3	9	9	3	8	8	4	6	6	2	8	8

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

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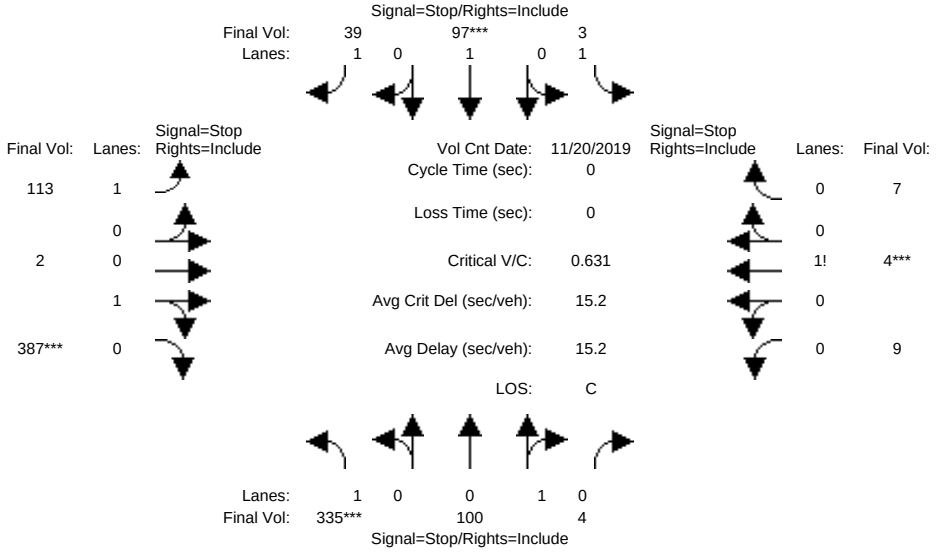
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #10510: Church Street and Mantelli Drive



Street Name:	Church Street						Mantelli 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	335	100	4	3	97	39	113	2	387	9	4	7
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:	335	100	4	3	97	39	113	2	387	9	4	7
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:	335	100	4	3	97	39	113	2	387	9	4	7
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:	335	100	4	3	97	39	113	2	387	9	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	100	4	3	97	39	113	2	387	9	4	7
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:	335	100	4	3	97	39	113	2	387	9	4	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.01	0.99	0.45	0.20	0.35
Final Sat.:	531	546	22	449	482	530	520	3	633	218	97	170
Capacity Analysis Module:												
Vol/Sat:	0.63	0.18	0.18	0.01	0.20	0.07	0.22	0.61	0.61	0.04	0.04	0.04
Crit Moves:	****				****				****		****	
Delay/Veh:	19.4	10.1	10.1	10.3	11.4	9.5	11.2	16.0	16.0	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	10.1	10.1	10.3	11.4	9.5	11.2	16.0	16.0	10.1	10.1	10.1
LOS by Move:	C	B	B	B	B	A	B	C	C	B	B	B
ApproachDel:		17.2			10.9			14.9			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.2			10.9			14.9			10.1	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.5	0.2	0.2	0.0	0.2	0.1	0.3	1.4	1.4	0.0	0.0	0.0

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

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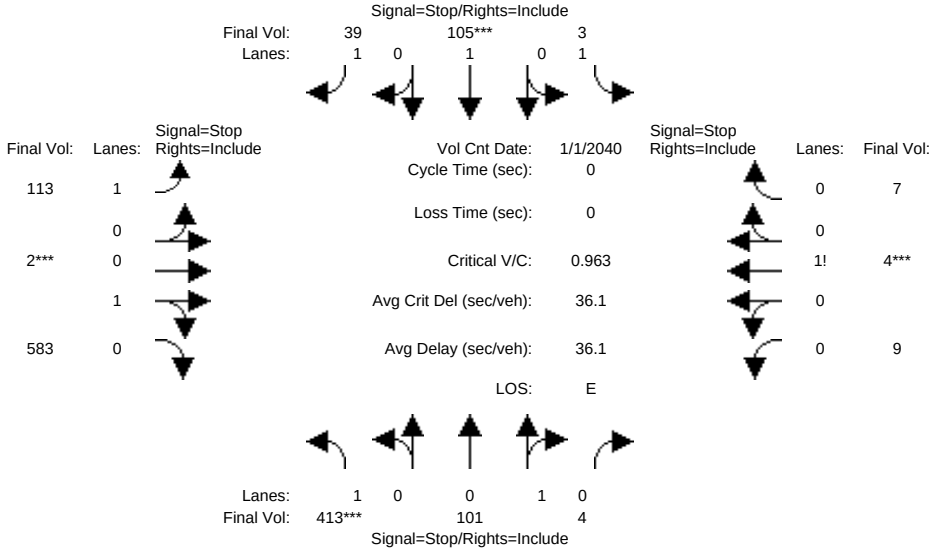
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #10510: Church Street and Mantelli Drive



Street Name:	Church Street						Mantelli 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	413	101	4	3	105	39	113	2	583	9	4	7
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:	413	101	4	3	105	39	113	2	583	9	4	7
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:	413	101	4	3	105	39	113	2	583	9	4	7
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:	413	101	4	3	105	39	113	2	583	9	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	101	4	3	105	39	113	2	583	9	4	7
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:	413	101	4	3	105	39	113	2	583	9	4	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.01	0.99	0.45	0.20	0.35
Final Sat.:	487	503	20	411	437	477	497	2	605	199	88	155
Capacity Analysis Module:												
Vol/Sat:	0.85	0.20	0.20	0.01	0.24	0.08	0.23	0.96	0.96	0.05	0.05	0.05
Crit Moves:	****				****			****			****	
Delay/Veh:	37.5	11.1	11.1	11.3	13.1	10.6	11.8	51.2	51.2	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	11.1	11.1	11.3	13.1	10.6	11.8	51.2	51.2	11.0	11.0	11.0
LOS by Move:	E	B	B	B	B	B	B	F	F	B	B	B
ApproachDel:		32.1			12.4			44.8			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.1			12.4			44.8			11.0	
LOS by Appr:		D			B			E			B	
AllWayAvgQ:	3.7	0.2	0.2	0.0	0.3	0.1	0.3	7.2	7.2	0.0	0.0	0.0

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

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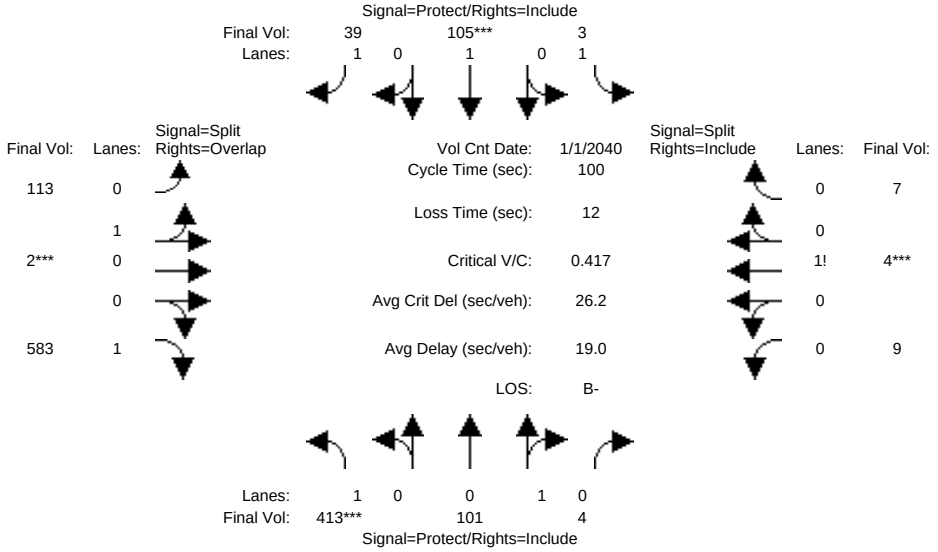
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #10512: Church Street and Mantelli Drive



Street Name:	Church Street						Mantelli 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	413	101	4	3	105	39	113	2	583	9	4	7
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:	413	101	4	3	105	39	113	2	583	9	4	7
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:	413	101	4	3	105	39	113	2	583	9	4	7
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:	413	101	4	3	105	39	113	2	583	9	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	101	4	3	105	39	113	2	583	9	4	7
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:	413	101	4	3	105	39	113	2	583	9	4	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	0.98	0.02	1.00	0.45	0.20	0.35
Final Sat.:	1750	1731	69	1750	1900	1750	1769	31	1750	788	350	613
Capacity Analysis Module:												
Vol/Sat:	0.24	0.06	0.06	0.00	0.06	0.02	0.06	0.06	0.33	0.01	0.01	0.01
Crit Moves:	****				****			****			****	
Green Time:	47.4	34.4	34.4	24.1	11.1	11.1	19.5	19.5	66.9	10.0	10.0	10.0
Volume/Cap:	0.50	0.17	0.17	0.01	0.50	0.20	0.33	0.33	0.50	0.11	0.11	0.11
Delay/Veh:	18.6	23.0	23.0	28.9	43.7	40.9	35.2	35.2	8.5	41.3	41.3	41.3
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:	18.6	23.0	23.0	28.9	43.7	40.9	35.2	35.2	8.5	41.3	41.3	41.3
LOS by Move:	B-	C+	C+	C	D	D	D+	D+	A	D	D	D
HCM2kAvgQ:	10	2	2	0	4	1	3	3	10	1	1	1

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

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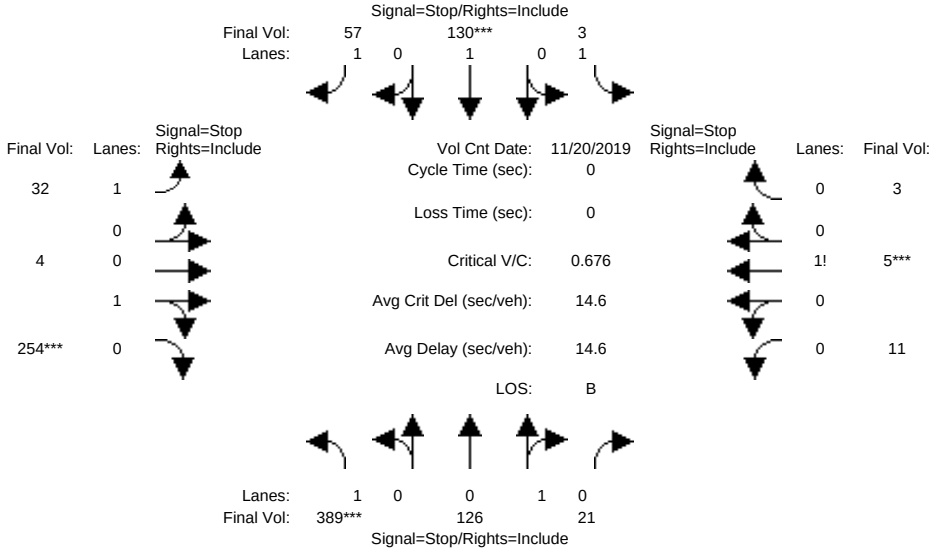
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #10510: Church Street and Mantelli Drive



Street Name:	Church Street						Mantelli 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	389	126	21	3	130	57	32	4	254	11	5	3
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:	389	126	21	3	130	57	32	4	254	11	5	3
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:	389	126	21	3	130	57	32	4	254	11	5	3
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:	389	126	21	3	130	57	32	4	254	11	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	126	21	3	130	57	32	4	254	11	5	3
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:	389	126	21	3	130	57	32	4	254	11	5	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	0.02	0.98	0.58	0.26	0.16
Final Sat.:	575	540	90	480	518	572	496	9	590	276	125	75
Capacity Analysis Module:												
Vol/Sat:	0.68	0.23	0.23	0.01	0.25	0.10	0.06	0.43	0.43	0.04	0.04	0.04
Crit Moves:	****				****				****		****	
Delay/Veh:	20.3	9.9	9.9	9.9	11.5	9.3	10.1	12.3	12.3	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	9.9	9.9	9.9	11.5	9.3	10.1	12.3	12.3	10.2	10.2	10.2
LOS by Move:	C	A	A	A	B	A	B	B	B	B	B	B
ApproachDel:	17.4			10.8			12.1			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.4			10.8			12.1			10.2		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.8	0.3	0.3	0.0	0.3	0.1	0.1	0.7	0.7	0.0	0.0	0.0

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

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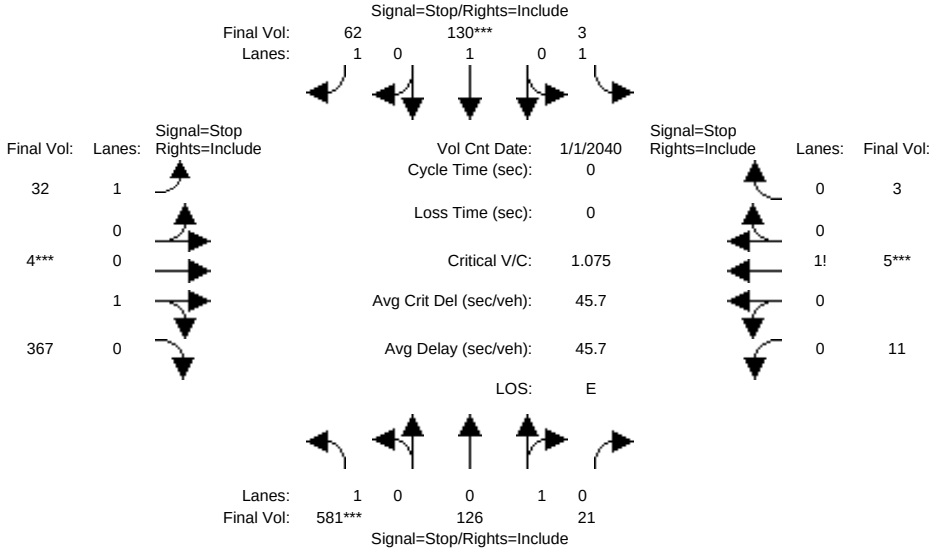
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #10510: Church Street and Mantelli Drive



Street Name:	Church Street						Mantelli 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	581	126	21	3	130	62	32	4	367	11	5	3
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:	581	126	21	3	130	62	32	4	367	11	5	3
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:	581	126	21	3	130	62	32	4	367	11	5	3
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:	581	126	21	3	130	62	32	4	367	11	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	581	126	21	3	130	62	32	4	367	11	5	3
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:	581	126	21	3	130	62	32	4	367	11	5	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	0.01	0.99	0.58	0.26	0.16
Final Sat.:	540	498	83	436	466	512	479	6	565	255	116	70
Capacity Analysis Module:												
Vol/Sat:	1.08	0.25	0.25	0.01	0.28	0.12	0.07	0.65	0.65	0.04	0.04	0.04
Crit Moves:	****				****			****			****	
Delay/Veh:	85.6	10.7	10.7	10.8	13.0	10.5	10.7	19.5	19.5	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	10.7	10.7	10.8	13.0	10.5	10.7	19.5	19.5	11.1	11.1	11.1
LOS by Move:	F	B	B	B	B	B	B	C	C	B	B	B
ApproachDel:		70.5			12.2			18.8			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		70.5			12.2			18.8			11.1	
LOS by Appr:		F			B			C			B	
AllWayAvgQ:	11.4	0.3	0.3	0.0	0.4	0.1	0.1	1.7	1.7	0.0	0.0	0.0

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

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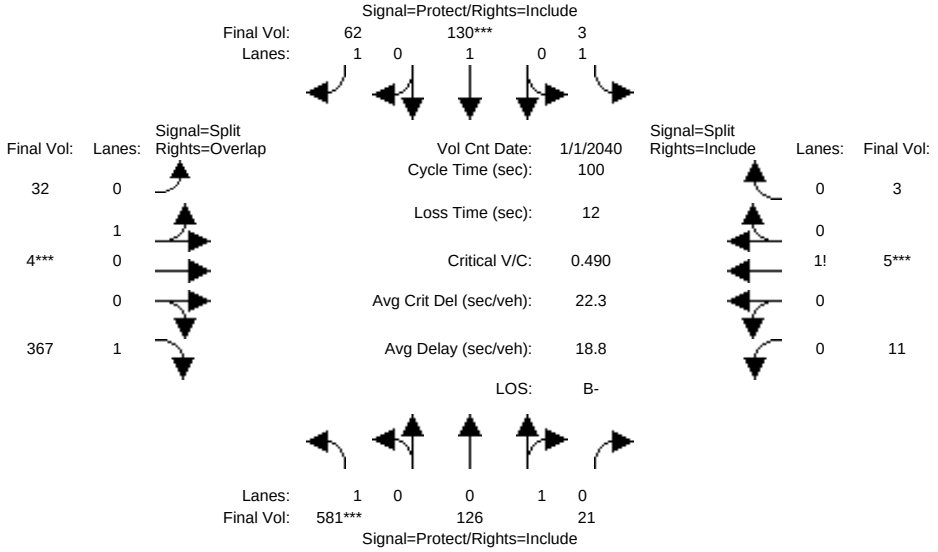
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #10512: Church Street and Mantelli Drive



Street Name:	Church Street						Mantelli 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	581	126	21	3	130	62	32	4	367	11	5	3
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:	581	126	21	3	130	62	32	4	367	11	5	3
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:	581	126	21	3	130	62	32	4	367	11	5	3
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:	581	126	21	3	130	62	32	4	367	11	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	581	126	21	3	130	62	32	4	367	11	5	3
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:	581	126	21	3	130	62	32	4	367	11	5	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	0.89	0.11	1.00	0.58	0.26	0.16
Final Sat.:	1750	1543	257	1750	1900	1750	1600	200	1750	1013	461	276
Capacity Analysis Module:												
Vol/Sat:	0.33	0.08	0.08	0.00	0.07	0.04	0.02	0.02	0.21	0.01	0.01	0.01
Crit Moves:	****				****			****			****	
Green Time:	56.4	40.0	40.0	28.0	11.6	11.6	10.0	10.0	66.4	10.0	10.0	10.0
Volume/Cap:	0.59	0.20	0.20	0.01	0.59	0.30	0.20	0.20	0.32	0.11	0.11	0.11
Delay/Veh:	15.2	19.7	19.7	26.0	46.1	41.3	41.9	41.9	7.3	41.2	41.2	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:	15.2	19.7	19.7	26.0	46.1	41.3	41.9	41.9	7.3	41.2	41.2	41.2
LOS by Move:	B	B-	B-	C	D	D	D	D	A	D	D	D
HCM2kAvgQ:	13	3	3	0	5	2	1	1	5	1	1	1

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

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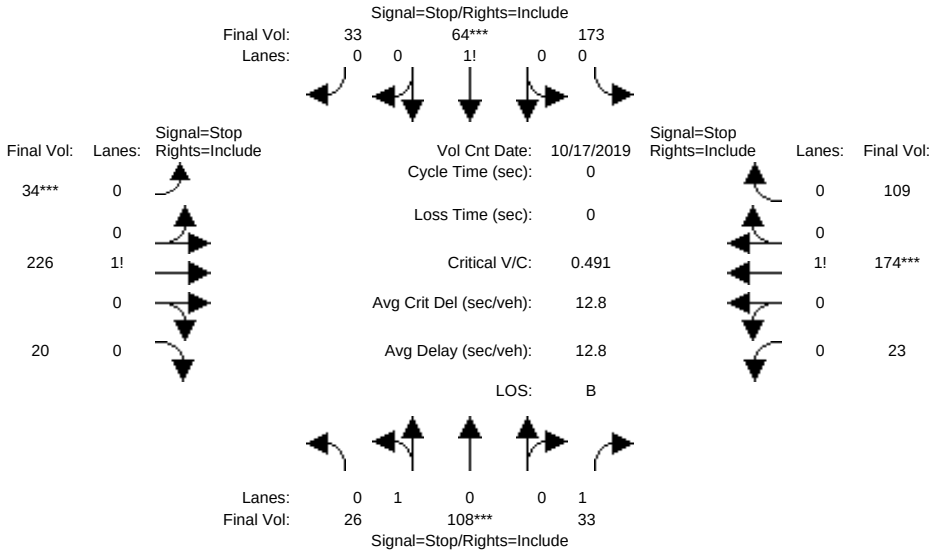
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #50695: Kern Avenue and Welburn Avenue



Street Name:	Kern Avenue						Welburn 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	26	108	33	173	64	33	34	226	20	23	174	109
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:	26	108	33	173	64	33	34	226	20	23	174	109
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:	26	108	33	173	64	33	34	226	20	23	174	109
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:	26	108	33	173	64	33	34	226	20	23	174	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	108	33	173	64	33	34	226	20	23	174	109
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:	26	108	33	173	64	33	34	226	20	23	174	109
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.64	0.24	0.12	0.12	0.81	0.07	0.07	0.57	0.36
Final Sat.:	97	402	560	364	135	69	73	483	43	47	354	222
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.06	0.48	0.48	0.48	0.47	0.47	0.47	0.49	0.49	0.49
Crit Moves:		****			****		****				****	
Delay/Veh:	11.4	11.4	8.8	13.6	13.6	13.6	13.0	13.0	13.0	13.1	13.1	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	8.8	13.6	13.6	13.6	13.0	13.0	13.0	13.1	13.1	13.1
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:		10.9			13.6			13.0			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			13.6			13.0			13.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.1	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.8	0.8

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

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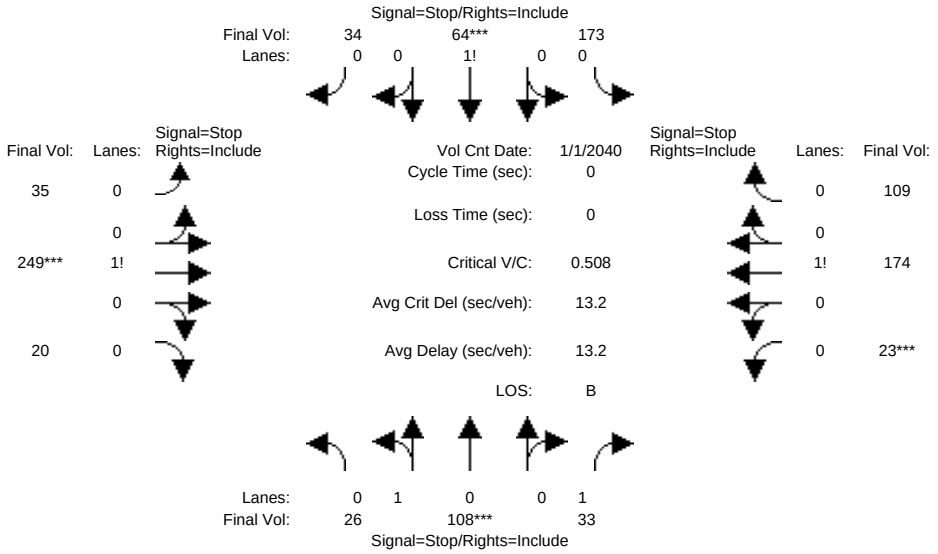
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #50695: Kern Avenue and Welburn Avenue



Street Name:	Kern Avenue						Welburn 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	26	108	33	173	64	34	35	249	20	23	174	109
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:	26	108	33	173	64	34	35	249	20	23	174	109
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:	26	108	33	173	64	34	35	249	20	23	174	109
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:	26	108	33	173	64	34	35	249	20	23	174	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	108	33	173	64	34	35	249	20	23	174	109
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:	26	108	33	173	64	34	35	249	20	23	174	109
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.64	0.24	0.12	0.11	0.82	0.07	0.07	0.57	0.36
Final Sat.:	95	395	549	357	132	70	69	490	39	46	350	219
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.06	0.48	0.48	0.48	0.51	0.51	0.51	0.50	0.50	0.50
Crit Moves:		****			****			****			****	
Delay/Veh:	11.6	11.6	8.9	13.9	13.9	13.9	13.8	13.8	13.8	13.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	8.9	13.9	13.9	13.9	13.8	13.8	13.8	13.3	13.3	13.3
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:		11.0			13.9			13.8			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			13.9			13.8			13.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.1	0.8	0.8	0.8	0.9	0.9	0.9	0.8	0.8	0.8

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

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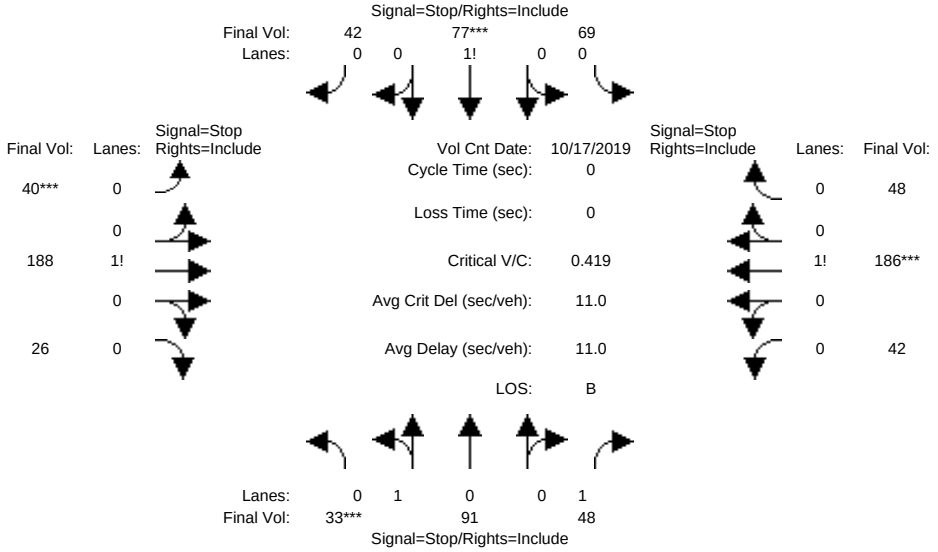
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #50695: Kern Avenue and Welburn Avenue



Street Name:	Kern Avenue						Welburn 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	33	91	48	69	77	42	40	188	26	42	186	48
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	91	48	69	77	42	40	188	26	42	186	48
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	91	48	69	77	42	40	188	26	42	186	48
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	91	48	69	77	42	40	188	26	42	186	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	91	48	69	77	42	40	188	26	42	186	48
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:	33	91	48	69	77	42	40	188	26	42	186	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	1.00	0.37	0.41	0.22	0.16	0.74	0.10	0.15	0.68	0.17
Final Sat.:	143	393	612	219	245	134	102	479	66	100	444	115
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.08	0.31	0.31	0.31	0.39	0.39	0.39	0.42	0.42	0.42
Crit Moves:	****				****		****				****	
Delay/Veh:	10.6	10.6	8.5	10.8	10.8	10.8	11.3	11.3	11.3	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	8.5	10.8	10.8	10.8	11.3	11.3	11.3	11.6	11.6	11.6
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:		10.0			10.8			11.3			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			10.8			11.3			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.1	0.4	0.4	0.4	0.6	0.6	0.6	0.6	0.6	0.6

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

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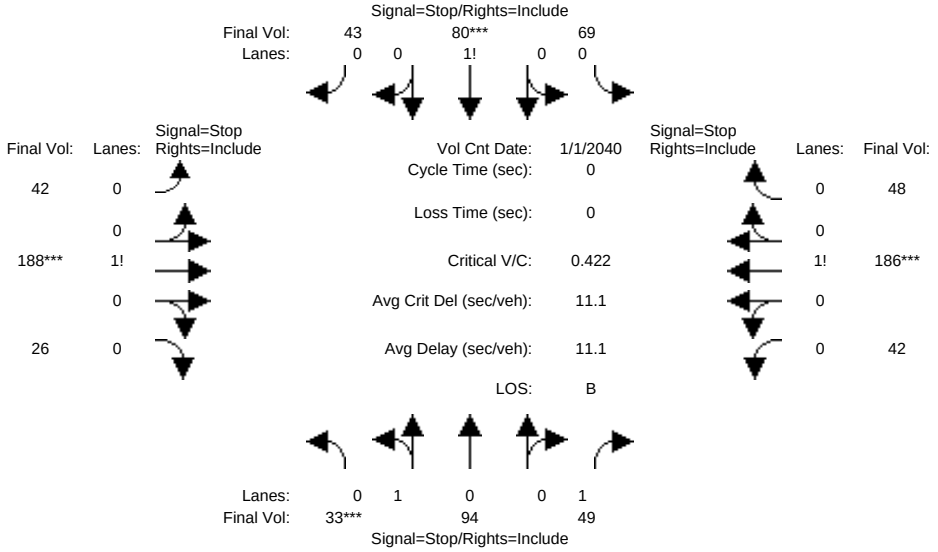
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #50695: Kern Avenue and Welburn Avenue



Street Name:	Kern Avenue						Welburn 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	33	94	49	69	80	43	42	188	26	42	186	48
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	94	49	69	80	43	42	188	26	42	186	48
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	94	49	69	80	43	42	188	26	42	186	48
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	94	49	69	80	43	42	188	26	42	186	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	94	49	69	80	43	42	188	26	42	186	48
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:	33	94	49	69	80	43	42	188	26	42	186	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.36	0.42	0.22	0.16	0.74	0.10	0.15	0.68	0.17
Final Sat.:	139	396	610	214	248	134	106	473	65	100	441	114
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.08	0.32	0.32	0.32	0.40	0.40	0.40	0.42	0.42	0.42
Crit Moves:	****				****			****			****	
Delay/Veh:	10.7	10.7	8.5	10.9	10.9	10.9	11.4	11.4	11.4	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	8.5	10.9	10.9	10.9	11.4	11.4	11.4	11.7	11.7	11.7
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:		10.1			10.9			11.4			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.9			11.4			11.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.1	0.4	0.4	0.4	0.6	0.6	0.6	0.6	0.6	0.6

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

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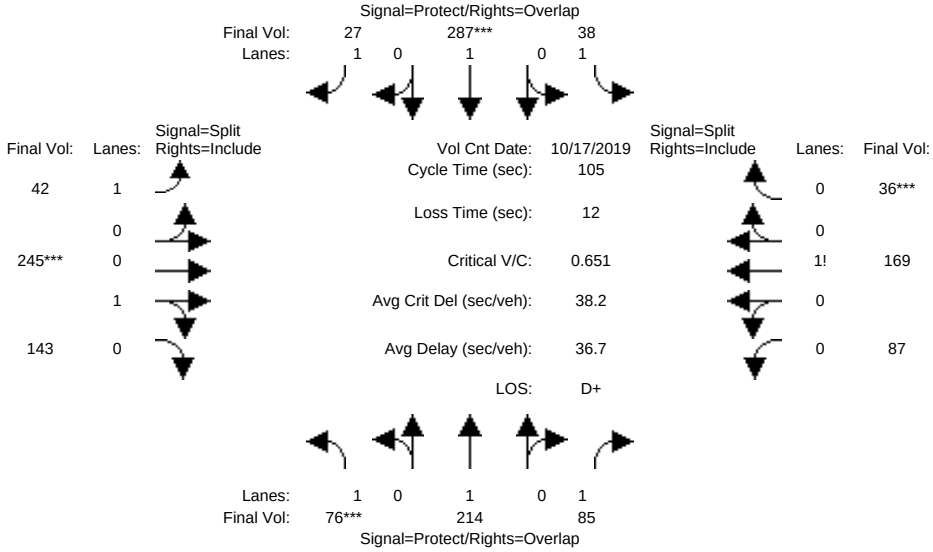
Gilroy 2040 General Plan

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

Intersection #9774: Wren Avenue and Welburn Avenue



Street Name:	Wren Av						Welburn Av					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	76	214	85	38	287	27	42	245	143	87	169	36
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:	76	214	85	38	287	27	42	245	143	87	169	36
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:	76	214	85	38	287	27	42	245	143	87	169	36
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:	76	214	85	38	287	27	42	245	143	87	169	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	214	85	38	287	27	42	245	143	87	169	36
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:	76	214	85	38	287	27	42	245	143	87	169	36
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	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37	0.30	0.58	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1137	663	521	1013	216
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.05	0.02	0.15	0.02	0.02	0.22	0.22	0.17	0.17	0.17
Crit Moves:	****				****			****				****
Green Time:	7.0	19.7	46.6	11.7	24.4	59.1	34.7	34.7	34.7	26.9	26.9	26.9
Volume/Cap:	0.65	0.60	0.11	0.20	0.65	0.03	0.07	0.65	0.65	0.65	0.65	0.65
Delay/Veh:	60.2	41.9	17.1	42.9	39.9	10.2	24.1	32.5	32.5	38.3	38.3	38.3
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:	60.2	41.9	17.1	42.9	39.9	10.2	24.1	32.5	32.5	38.3	38.3	38.3
LOS by Move:	E	D	B	D	D	B+	C	C-	C-	D+	D+	D+
HCM2kAvgQ:	4	7	2	1	9	0	1	12	12	10	10	10

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

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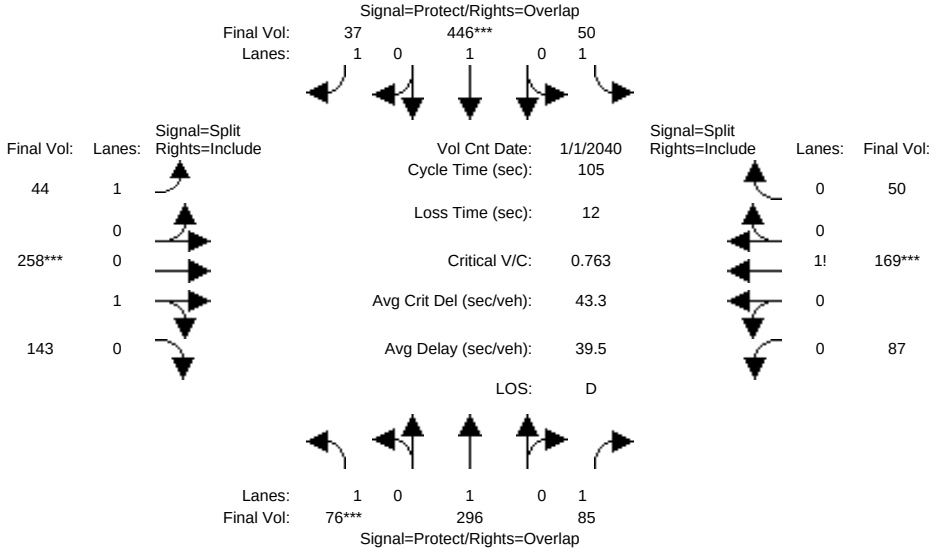
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #9774: Wren Avenue and Welburn Avenue



Street Name:	Wren Av						Welburn Av					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	76	296	85	50	446	37	44	258	143	87	169	50
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:	76	296	85	50	446	37	44	258	143	87	169	50
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:	76	296	85	50	446	37	44	258	143	87	169	50
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:	76	296	85	50	446	37	44	258	143	87	169	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	296	85	50	446	37	44	258	143	87	169	50
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:	76	296	85	50	446	37	44	258	143	87	169	50
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	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.36	0.28	0.56	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1158	642	498	967	286
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.05	0.03	0.23	0.02	0.03	0.22	0.22	0.17	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	7.0	27.3	51.0	11.7	31.9	62.2	30.3	30.3	30.3	23.8	23.8	23.8
Volume/Cap:	0.65	0.60	0.10	0.26	0.77	0.04	0.09	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	60.2	36.1	14.6	43.4	39.6	8.9	27.3	41.2	41.2	47.1	47.1	47.1
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:	60.2	36.1	14.6	43.4	39.6	8.9	27.3	41.2	41.2	47.1	47.1	47.1
LOS by Move:	E	D+	B	D	D	A	C	D	D	D	D	D
HCM2kAvgQ:	4	9	2	2	15	1	1	14	14	12	12	12

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

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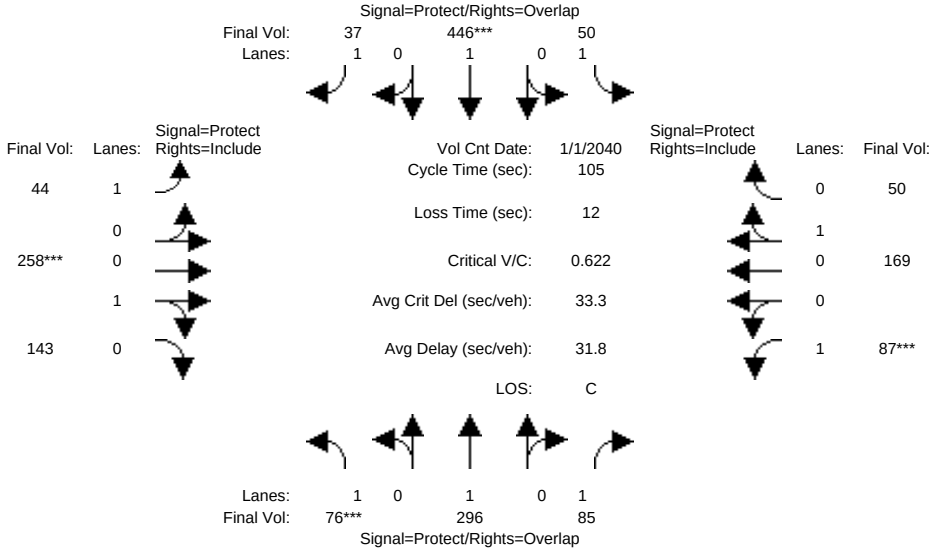
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #9774: Wren Avenue and Welburn Avenue



Street Name:	Wren Av						Welburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	76	296	85	50	446	37	44	258	143	87	169	50
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:	76	296	85	50	446	37	44	258	143	87	169	50
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:	76	296	85	50	446	37	44	258	143	87	169	50
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:	76	296	85	50	446	37	44	258	143	87	169	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	296	85	50	446	37	44	258	143	87	169	50
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:	76	296	85	50	446	37	44	258	143	87	169	50
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.36	1.00	0.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1158	642	1750	1389	411
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.05	0.03	0.23	0.02	0.03	0.22	0.22	0.05	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.3	32.9	41.3	14.1	39.6	55.9	16.3	37.6	37.6	8.4	29.7	29.7
Volume/Cap:	0.62	0.50	0.12	0.21	0.62	0.04	0.16	0.62	0.62	0.62	0.43	0.43
Delay/Veh:	57.0	30.0	20.4	41.0	28.3	11.7	38.7	29.7	29.7	55.1	31.3	31.3
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:	57.0	30.0	20.4	41.0	28.3	11.7	38.7	29.7	29.7	55.1	31.3	31.3
LOS by Move:	E+	C	C+	D	C	B+	D+	C	C	E+	C	C
HCM2kAvgQ:	4	8	2	2	12	1	1	12	12	4	6	6

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

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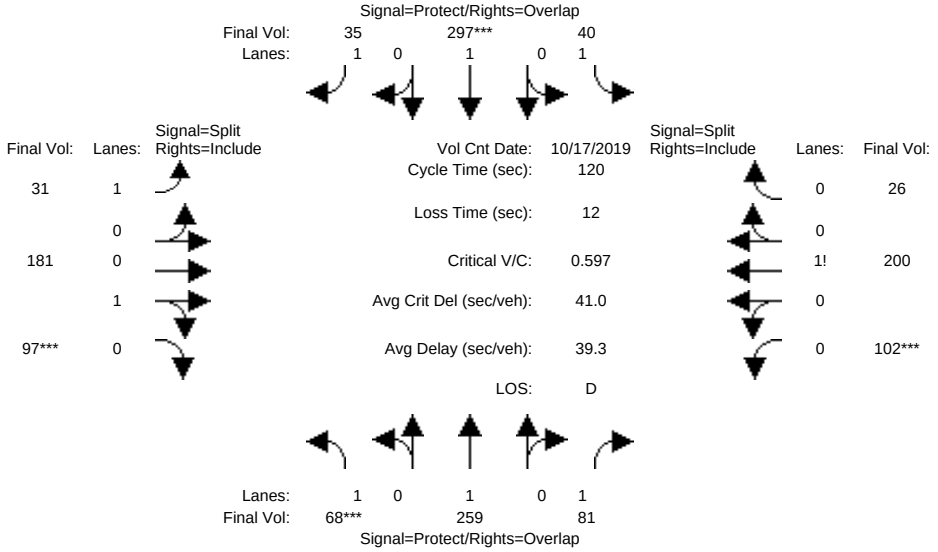
Gilroy 2040 General Plan

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

Intersection #9774: Wren Avenue and Welburn Avenue



Street Name:	Wren Av						Welburn Av					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	68	259	81	40	297	35	31	181	97	102	200	26
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:	68	259	81	40	297	35	31	181	97	102	200	26
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:	68	259	81	40	297	35	31	181	97	102	200	26
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:	68	259	81	40	297	35	31	181	97	102	200	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	259	81	40	297	35	31	181	97	102	200	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	259	81	40	297	35	31	181	97	102	200	26
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	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.35	0.31	0.61	0.08
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1172	628	544	1067	139
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.05	0.02	0.16	0.02	0.02	0.15	0.15	0.19	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	7.8	27.5	65.2	11.8	31.4	62.5	31.1	31.1	31.1	37.7	37.7	37.7
Volume/Cap:	0.60	0.60	0.09	0.23	0.60	0.04	0.07	0.60	0.60	0.60	0.60	0.60
Delay/Veh:	62.9	43.5	13.2	50.7	40.7	14.1	33.6	41.1	41.1	36.5	36.5	36.5
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:	62.9	43.5	13.2	50.7	40.7	14.1	33.6	41.1	41.1	36.5	36.5	36.5
LOS by Move:	E	D	B	D	D	B	C-	D	D	D+	D+	D+
HCM2kAvgQ:	4	9	1	2	10	1	1	10	10	11	11	11

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

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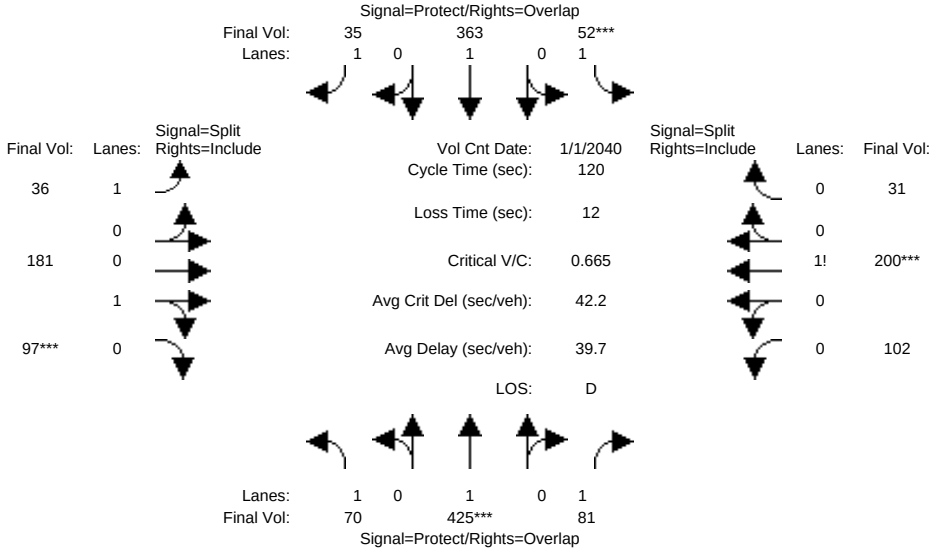
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #9774: Wren Avenue and Welburn Avenue



Street Name:	Wren Av						Welburn Av					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	70	425	81	52	363	35	36	181	97	102	200	31
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:	70	425	81	52	363	35	36	181	97	102	200	31
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:	70	425	81	52	363	35	36	181	97	102	200	31
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:	70	425	81	52	363	35	36	181	97	102	200	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	425	81	52	363	35	36	181	97	102	200	31
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:	70	425	81	52	363	35	36	181	97	102	200	31
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	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.35	0.31	0.60	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1172	628	536	1051	163
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.05	0.03	0.19	0.02	0.02	0.15	0.15	0.19	0.19	0.19
Crit Moves:		****		****					****		****	
Green Time:	10.9	39.7	73.6	7.0	35.8	63.3	27.4	27.4	27.4	33.8	33.8	33.8
Volume/Cap:	0.44	0.68	0.08	0.51	0.64	0.04	0.09	0.68	0.68	0.68	0.68	0.68
Delay/Veh:	53.6	37.5	9.5	59.1	39.0	13.7	36.5	46.6	46.6	41.9	41.9	41.9
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:	53.6	37.5	9.5	59.1	39.0	13.7	36.5	46.6	46.6	41.9	41.9	41.9
LOS by Move:	D-	D+	A	E+	D+	B	D+	D	D	D	D	D
HCM2kAvgQ:	3	14	1	3	12	1	1	11	11	13	13	13

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

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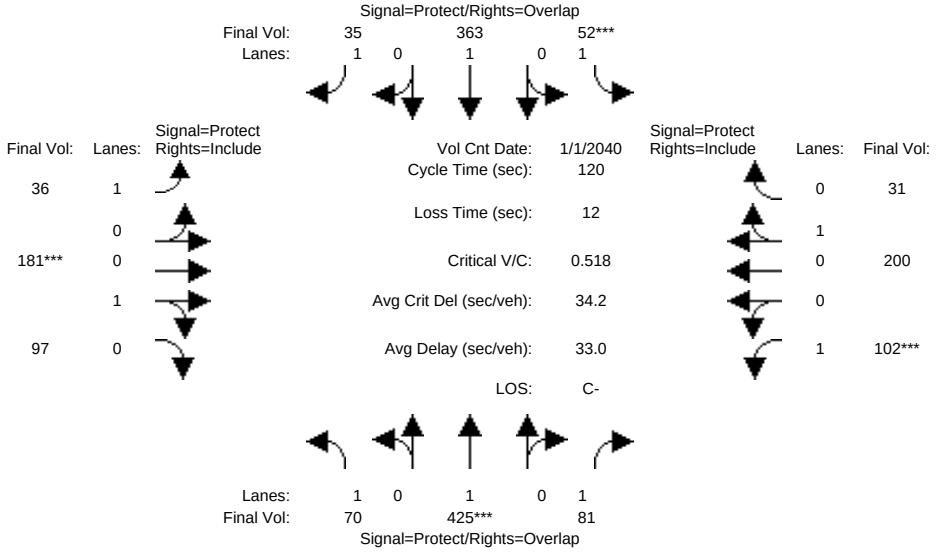
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #9774: Wren Avenue and Welburn Avenue



Street Name:	Wren Av						Welburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	70	425	81	52	363	35	36	181	97	102	200	31
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:	70	425	81	52	363	35	36	181	97	102	200	31
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:	70	425	81	52	363	35	36	181	97	102	200	31
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:	70	425	81	52	363	35	36	181	97	102	200	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	425	81	52	363	35	36	181	97	102	200	31
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:	70	425	81	52	363	35	36	181	97	102	200	31
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.35	1.00	0.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1172	628	1750	1558	242
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.05	0.03	0.19	0.02	0.02	0.15	0.15	0.06	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	13.7	51.8	65.3	7.0	45.0	60.4	15.4	35.7	35.7	13.5	33.8	33.8
Volume/Cap:	0.35	0.52	0.09	0.51	0.51	0.04	0.16	0.52	0.52	0.52	0.45	0.45
Delay/Veh:	50.1	25.6	13.1	59.1	29.6	15.1	46.9	35.9	35.9	52.6	36.1	36.1
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:	50.1	25.6	13.1	59.1	29.6	15.1	46.9	35.9	35.9	52.6	36.1	36.1
LOS by Move:	D	C	B	E+	C	B	D	D+	D+	D-	D+	D+
HCM2kAvgQ:	3	11	1	3	10	1	1	9	9	4	8	8

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

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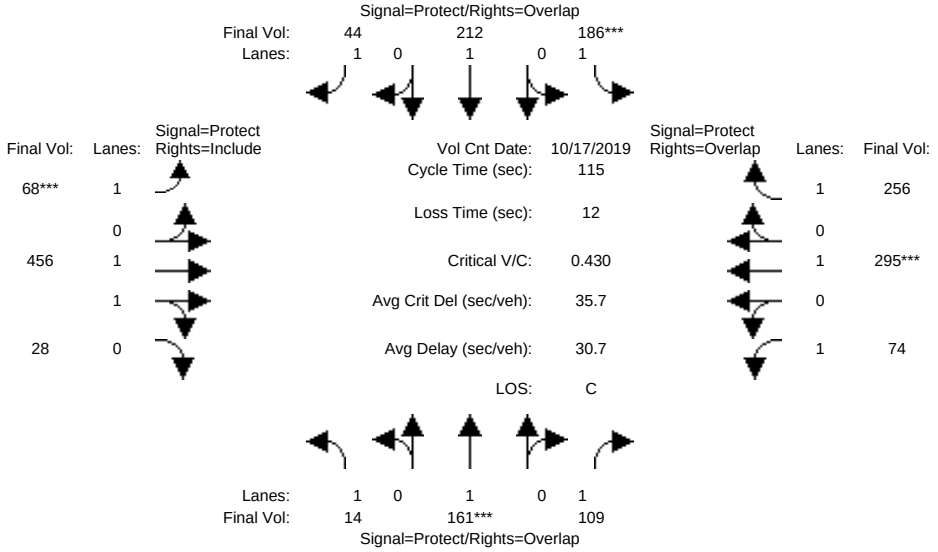
Gilroy 2040 General Plan

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

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	14	161	109	186	212	44	68	456	28	74	295	256
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	161	109	186	212	44	68	456	28	74	295	256
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	161	109	186	212	44	68	456	28	74	295	256
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	161	109	186	212	44	68	456	28	74	295	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	161	109	186	212	44	68	456	28	74	295	256
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	161	109	186	212	44	68	456	28	74	295	256
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3486	214	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.06	0.11	0.11	0.03	0.04	0.13	0.13	0.04	0.16	0.15
Crit Moves:		****		****			****				****	
Green Time:	18.0	22.7	39.1	28.4	33.1	43.4	10.4	35.4	35.4	16.5	41.5	69.9
Volume/Cap:	0.05	0.43	0.18	0.43	0.39	0.07	0.43	0.42	0.42	0.29	0.43	0.24
Delay/Veh:	41.3	41.3	26.8	37.2	33.3	22.9	51.4	31.9	31.9	44.7	28.2	10.5
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:	41.3	41.3	26.8	37.2	33.3	22.9	51.4	31.9	31.9	44.7	28.2	10.5
LOS by Move:	D	D	C	D+	C-	C+	D-	C	C	D	C	B+
HCM2kAvgQ:	0	5	3	6	6	1	3	7	7	3	8	4

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

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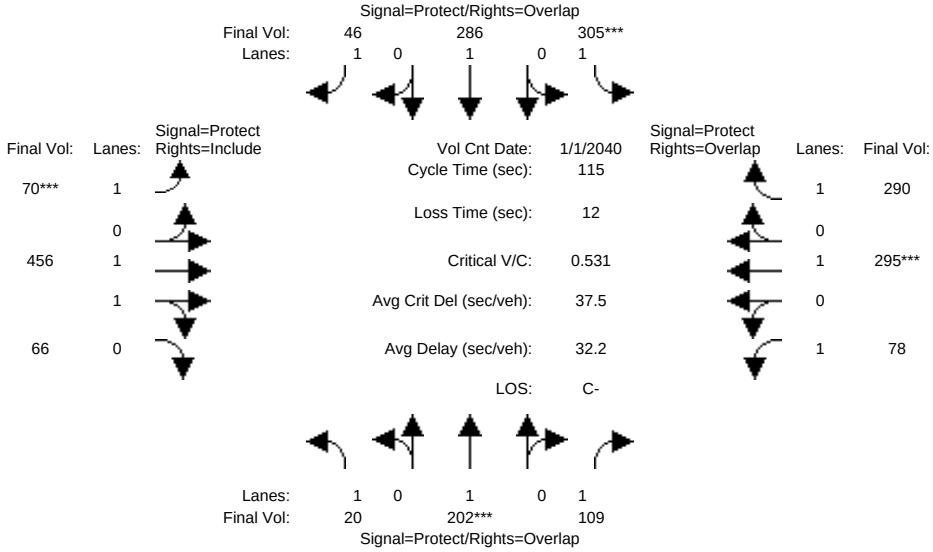
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	20	202	109	305	286	46	70	456	66	78	295	290
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:	20	202	109	305	286	46	70	456	66	78	295	290
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:	20	202	109	305	286	46	70	456	66	78	295	290
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:	20	202	109	305	286	46	70	456	66	78	295	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	202	109	305	286	46	70	456	66	78	295	290
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:	20	202	109	305	286	46	70	456	66	78	295	290
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3232	468	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.06	0.17	0.15	0.03	0.04	0.14	0.14	0.04	0.16	0.17
Crit Moves:		****		****			****				****	
Green Time:	17.5	23.0	35.7	37.7	43.2	51.9	8.7	29.5	29.5	12.7	33.6	71.3
Volume/Cap:	0.08	0.53	0.20	0.53	0.40	0.06	0.53	0.55	0.55	0.40	0.53	0.27
Delay/Veh:	41.9	42.6	29.3	32.4	26.7	17.8	55.3	37.7	37.7	49.0	35.1	10.1
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:	41.9	42.6	29.3	32.4	26.7	17.8	55.3	37.7	37.7	49.0	35.1	10.1
LOS by Move:	D	D	C	C-	C	B	E+	D+	D+	D	D+	B+
HCM2kAvgQ:	1	7	3	10	7	1	3	9	9	3	9	5

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

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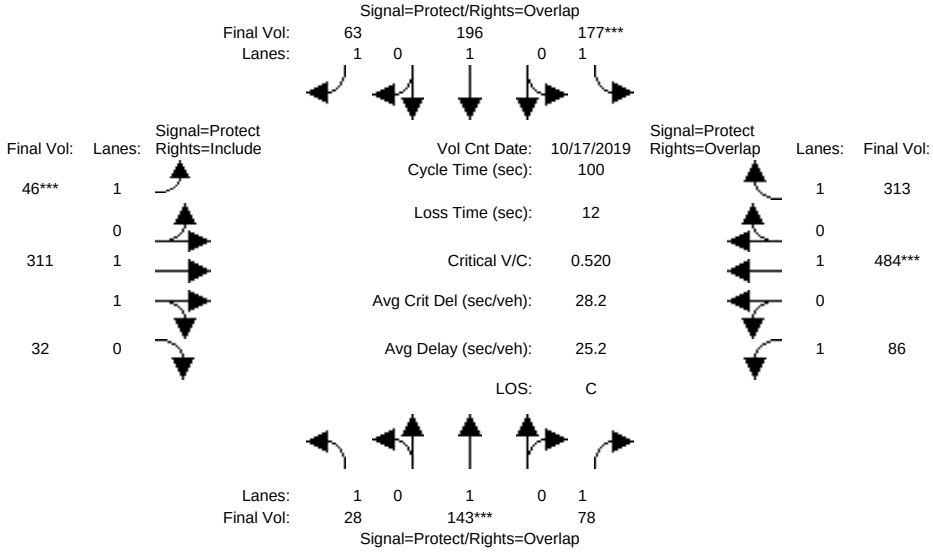
Gilroy 2040 General Plan

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

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	28	143	78	177	196	63	46	311	32	86	484	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:	28	143	78	177	196	63	46	311	32	86	484	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:	28	143	78	177	196	63	46	311	32	86	484	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:	28	143	78	177	196	63	46	311	32	86	484	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	143	78	177	196	63	46	311	32	86	484	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
FinalVolume:	28	143	78	177	196	63	46	311	32	86	484	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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3355	345	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.04	0.10	0.10	0.04	0.03	0.09	0.09	0.05	0.25	0.18
Crit Moves:		****		****			****				****	
Green Time:	13.4	14.1	36.7	19.0	19.7	26.7	7.0	32.3	32.3	22.6	47.9	66.9
Volume/Cap:	0.12	0.53	0.12	0.53	0.52	0.13	0.38	0.29	0.29	0.22	0.53	0.27
Delay/Veh:	38.3	41.9	21.0	38.2	37.2	28.0	46.3	25.4	25.4	31.8	18.9	6.8
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:	38.3	41.9	21.0	38.2	37.2	28.0	46.3	25.4	25.4	31.8	18.9	6.8
LOS by Move:	D+	D	C+	D+	D+	C	D	C	C	C	B-	A
HCM2kAvgQ:	1	5	2	6	6	2	2	4	4	2	11	4

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

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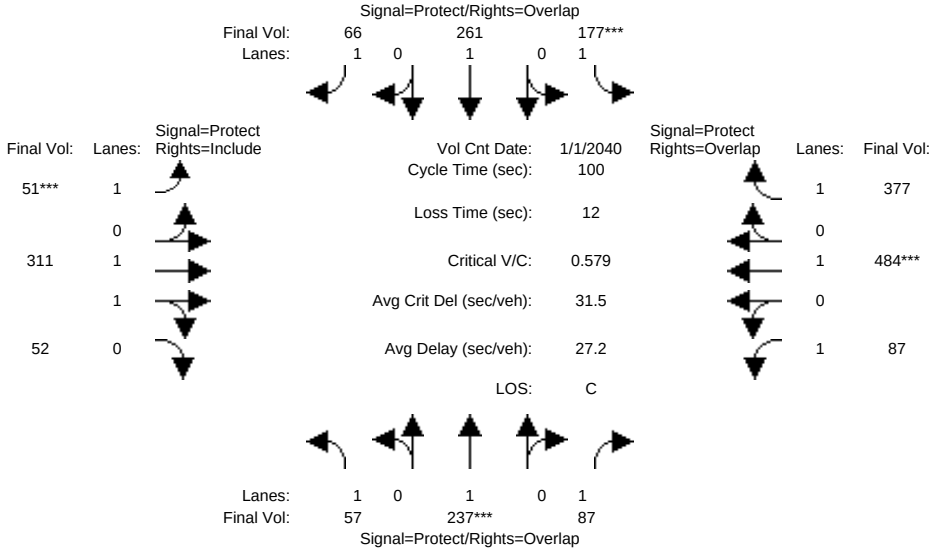
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	57	237	87	177	261	66	51	311	52	87	484	377
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:	57	237	87	177	261	66	51	311	52	87	484	377
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:	57	237	87	177	261	66	51	311	52	87	484	377
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:	57	237	87	177	261	66	51	311	52	87	484	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	237	87	177	261	66	51	311	52	87	484	377
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:	57	237	87	177	261	66	51	311	52	87	484	377
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3170	530	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.05	0.10	0.14	0.04	0.03	0.10	0.10	0.05	0.25	0.22
Crit Moves:		****		****			****				****	
Green Time:	12.9	21.0	41.6	17.0	25.2	32.2	7.0	29.4	29.4	20.6	42.9	60.0
Volume/Cap:	0.25	0.59	0.12	0.59	0.54	0.12	0.42	0.33	0.33	0.24	0.59	0.36
Delay/Veh:	39.9	38.0	18.0	41.5	33.7	24.0	46.8	27.8	27.8	33.6	23.0	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	38.0	18.0	41.5	33.7	24.0	46.8	27.8	27.8	33.6	23.0	10.4
LOS by Move:	D	D+	B-	D	C-	C	D	C	C	C-	C	B+
HCM2kAvgQ:	2	7	2	6	7	2	2	5	5	3	12	6

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

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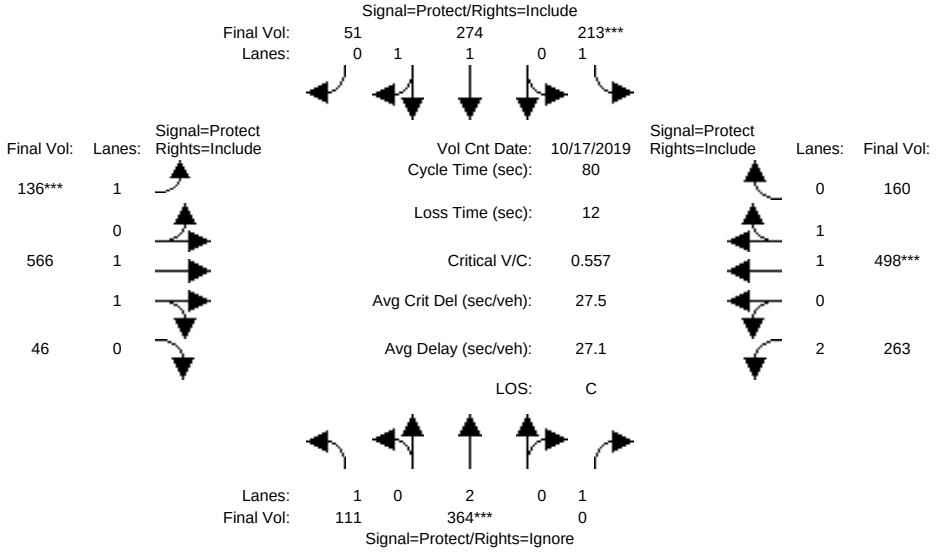
Gilroy 2040 General Plan

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

Intersection #7654: Monterey Street and Leavesley Road/Welburn Avenue



Street Name:	Monterey Street						Leavesley Road/Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	111	364	415	213	274	51	136	566	46	263	498	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	364	415	213	274	51	136	566	46	263	498	160
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:	111	364	415	213	274	51	136	566	46	263	498	160
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	364	0	213	274	51	136	566	46	263	498	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	364	0	213	274	51	136	566	46	263	498	160
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	364	0	213	274	51	136	566	46	263	498	160
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	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.85	0.15	2.00	1.50	0.50
Final Sat.:	1750	3800	1750	1750	3119	581	1750	3422	278	3150	2800	899
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.12	0.09	0.09	0.08	0.17	0.17	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	12.9	13.8	0.0	17.5	18.4	18.4	11.2	24.0	24.0	12.7	25.6	25.6
Volume/Cap:	0.39	0.56	0.00	0.56	0.38	0.38	0.56	0.55	0.55	0.53	0.56	0.56
Delay/Veh:	31.0	31.4	0.0	29.6	26.3	26.3	34.9	24.1	24.1	31.9	23.1	23.1
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:	31.0	31.4	0.0	29.6	26.3	26.3	34.9	24.1	24.1	31.9	23.1	23.1
LOS by Move:	C	C	A	C	C	C	C-	C	C	C	C	C
HCM2kAvgQ:	3	5	0	6	4	4	4	7	7	4	7	7

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

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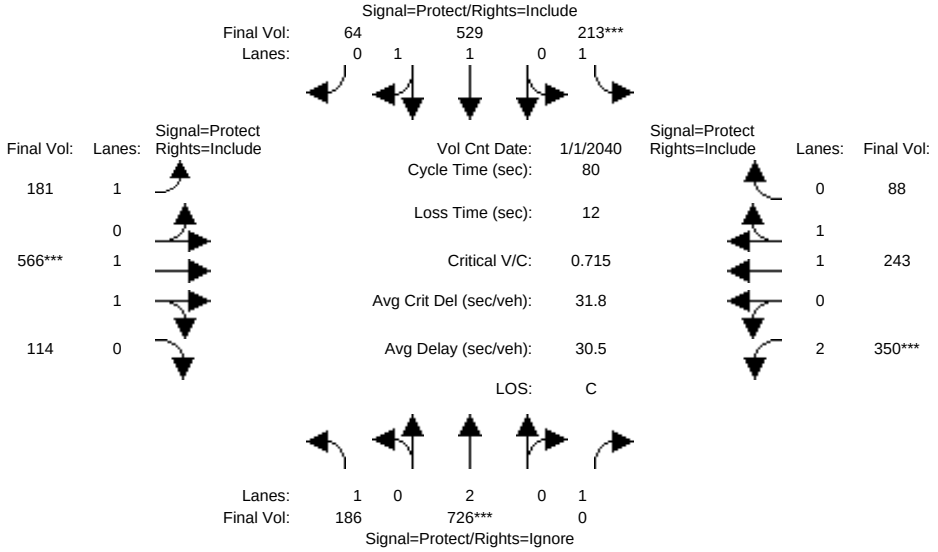
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7654: Monterey Street and Leavesley Road/Welburn Avenue



Street Name:	Monterey Street						Leavesley Road/Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	186	726	241	213	529	64	181	566	114	350	243	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	726	241	213	529	64	181	566	114	350	243	88
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:	186	726	241	213	529	64	181	566	114	350	243	88
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	726	0	213	529	64	181	566	114	350	243	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	726	0	213	529	64	181	566	114	350	243	88
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	726	0	213	529	64	181	566	114	350	243	88
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	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.66	0.34	2.00	1.45	0.55
Final Sat.:	1750	3800	1750	1750	3300	399	1750	3079	620	3150	2716	983
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.00	0.12	0.16	0.16	0.10	0.18	0.18	0.11	0.09	0.09
Crit Moves:		****		****				****		****		
Green Time:	14.0	21.4	0.0	13.6	21.0	21.0	14.9	20.6	20.6	12.4	18.1	18.1
Volume/Cap:	0.61	0.71	0.00	0.71	0.61	0.61	0.55	0.71	0.71	0.71	0.40	0.40
Delay/Veh:	34.1	29.0	0.0	39.4	27.0	27.0	31.6	29.7	29.7	37.1	26.6	26.6
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:	34.1	29.0	0.0	39.4	27.0	27.0	31.6	29.7	29.7	37.1	26.6	26.6
LOS by Move:	C-	C	A	D	C	C	C	C	C	D+	C	C
HCM2kAvgQ:	6	10	0	7	7	7	5	9	9	7	4	4

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

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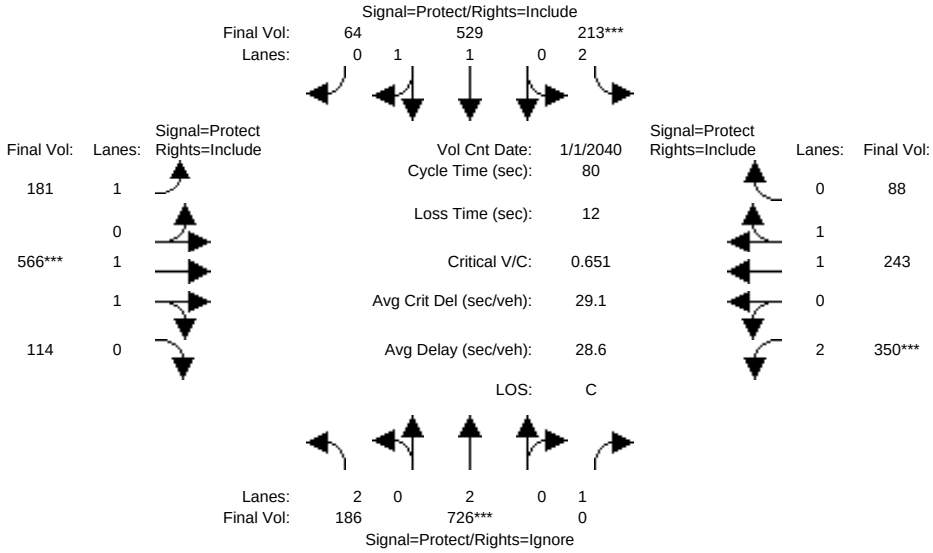
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #7654: Monterey Street and Leavesley Road/Welburn Avenue



Street Name:	Monterey Street						Leavesley Road/Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	186	726	241	213	529	64	181	566	114	350	243	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	726	241	213	529	64	181	566	114	350	243	88
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:	186	726	241	213	529	64	181	566	114	350	243	88
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	726	0	213	529	64	181	566	114	350	243	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	726	0	213	529	64	181	566	114	350	243	88
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	726	0	213	529	64	181	566	114	350	243	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.78	0.22	1.00	1.66	0.34	2.00	1.45	0.55
Final Sat.:	3150	3800	1750	3150	3300	399	1750	3079	620	3150	2716	983
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.00	0.07	0.16	0.16	0.10	0.18	0.18	0.11	0.09	0.09
Crit Moves:		****		****				****		****		
Green Time:	11.2	23.5	0.0	8.3	20.6	20.6	16.4	22.6	22.6	13.6	19.8	19.8
Volume/Cap:	0.42	0.65	0.00	0.65	0.62	0.62	0.50	0.65	0.65	0.65	0.36	0.36
Delay/Veh:	32.1	26.1	0.0	39.1	27.6	27.6	29.3	26.7	26.7	33.8	25.1	25.1
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:	32.1	26.1	0.0	39.1	27.6	27.6	29.3	26.7	26.7	33.8	25.1	25.1
LOS by Move:	C-	C	A	D	C	C	C	C	C	C-	C	C
HCM2kAvgQ:	3	9	0	4	8	8	5	9	9	6	4	4

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

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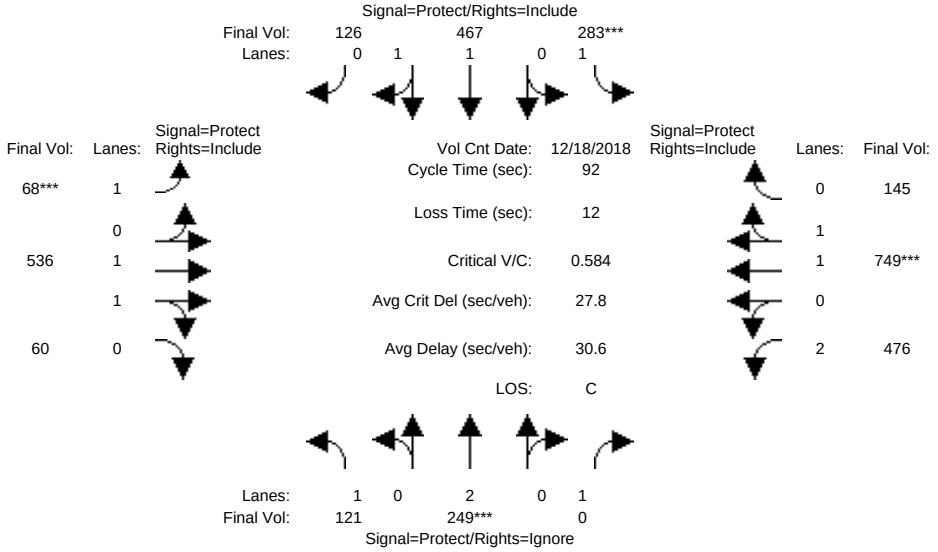
Gilroy 2040 General Plan

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

Intersection #7654: Monterey Street and Leavesley Road/Welburn Avenue



Street Name:	Monterey Street						Leavesley Road/Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Dec 2018 <<												
Base Vol:	121	249	417	283	467	126	68	536	60	476	749	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	249	417	283	467	126	68	536	60	476	749	145
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:	121	249	417	283	467	126	68	536	60	476	749	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	249	0	283	467	126	68	536	60	476	749	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	249	0	283	467	126	68	536	60	476	749	145
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	249	0	283	467	126	68	536	60	476	749	145
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	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.79	0.21	2.00	1.67	0.33
Final Sat.:	1750	3800	1750	1750	2913	786	1750	3327	372	3150	3099	600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.16	0.16	0.16	0.04	0.16	0.16	0.15	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	11.4	10.2	0.0	25.2	24.0	24.0	7.0	23.0	23.0	21.6	37.6	37.6
Volume/Cap:	0.56	0.59	0.00	0.59	0.61	0.61	0.51	0.64	0.64	0.64	0.59	0.59
Delay/Veh:	41.2	41.1	0.0	30.9	31.1	31.1	44.1	32.4	32.4	33.7	21.8	21.8
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:	41.2	41.1	0.0	30.9	31.1	31.1	44.1	32.4	32.4	33.7	21.8	21.8
LOS by Move:	D	D	A	C	C	C	D	C-	C-	C-	C+	C+
HCM2kAvgQ:	4	4	0	8	8	8	3	9	9	8	11	11

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

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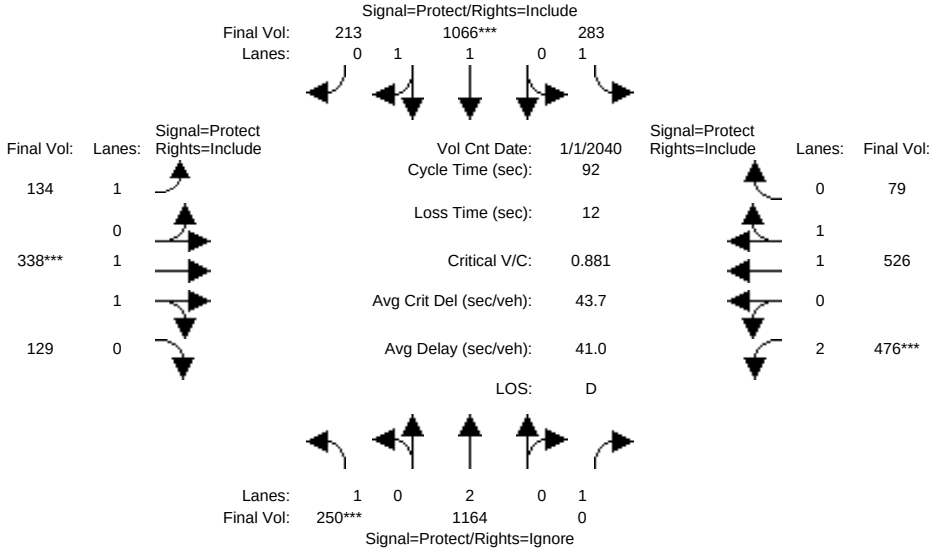
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7654: Monterey Street and Leavesley Road/Welburn Avenue



Street Name:	Monterey Street						Leavesley Road/Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	250	1164	149	283	1066	213	134	338	129	476	526	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1164	149	283	1066	213	134	338	129	476	526	79
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:	250	1164	149	283	1066	213	134	338	129	476	526	79
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1164	0	283	1066	213	134	338	129	476	526	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1164	0	283	1066	213	134	338	129	476	526	79
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1164	0	283	1066	213	134	338	129	476	526	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.43	0.57	2.00	1.73	0.27
Final Sat.:	1750	3800	1750	1750	3083	616	1750	2677	1022	3150	3216	483
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.00	0.16	0.35	0.35	0.08	0.13	0.13	0.15	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	14.9	33.4	0.0	17.6	36.1	36.1	9.2	13.2	13.2	15.8	19.7	19.7
Volume/Cap:	0.88	0.84	0.00	0.84	0.88	0.88	0.76	0.88	0.88	0.88	0.76	0.76
Delay/Veh:	63.3	31.8	0.0	53.3	32.6	32.6	58.0	54.3	54.3	52.7	38.3	38.3
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:	63.3	31.8	0.0	53.3	32.6	32.6	58.0	54.3	54.3	52.7	38.3	38.3
LOS by Move:	E	C	A	D-	C-	C-	E+	D-	D-	D-	D+	D+
HCM2kAvgQ:	11	18	0	11	21	21	6	10	10	11	10	10

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

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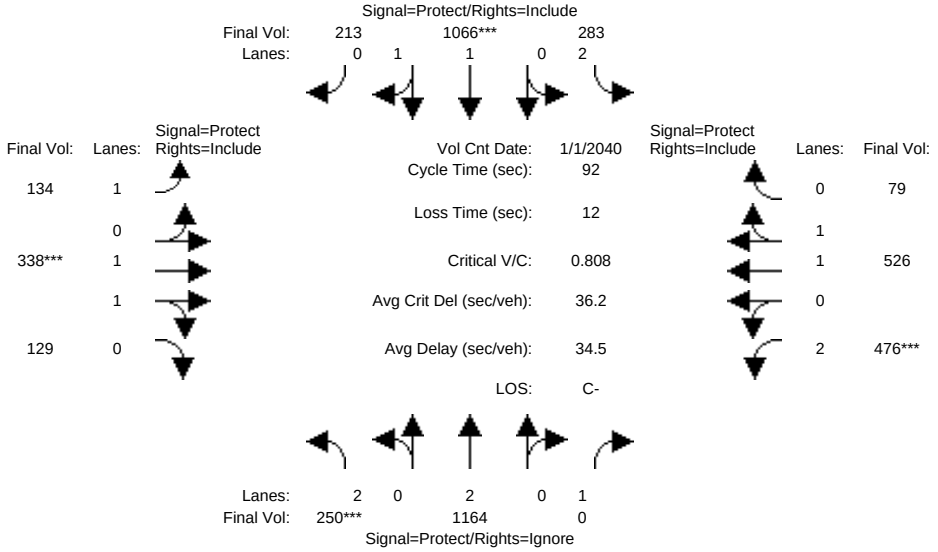
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #7654: Monterey Street and Leavesley Road/Welburn Avenue



Street Name:	Monterey Street						Leavesley Road/Welburn 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	250	1164	149	283	1066	213	134	338	129	476	526	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1164	149	283	1066	213	134	338	129	476	526	79
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:	250	1164	149	283	1066	213	134	338	129	476	526	79
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1164	0	283	1066	213	134	338	129	476	526	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1164	0	283	1066	213	134	338	129	476	526	79
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1164	0	283	1066	213	134	338	129	476	526	79
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	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	1.66	0.34	1.00	1.43	0.57	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	3083	616	1750	2677	1022	3150	3216	483
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.00	0.09	0.35	0.35	0.08	0.13	0.13	0.15	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	9.0	37.4	0.0	11.0	39.4	39.4	10.1	14.4	14.4	17.2	21.5	21.5
Volume/Cap:	0.81	0.75	0.00	0.75	0.81	0.81	0.70	0.81	0.81	0.81	0.70	0.70
Delay/Veh:	55.1	25.5	0.0	47.5	26.2	26.2	50.4	45.7	45.7	43.9	34.8	34.8
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:	55.1	25.5	0.0	47.5	26.2	26.2	50.4	45.7	45.7	43.9	34.8	34.8
LOS by Move:	E+	C	A	D	C	C	D	D	D	D	C-	C-
HCM2kAvgQ:	6	15	0	7	18	18	5	9	9	10	9	9

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

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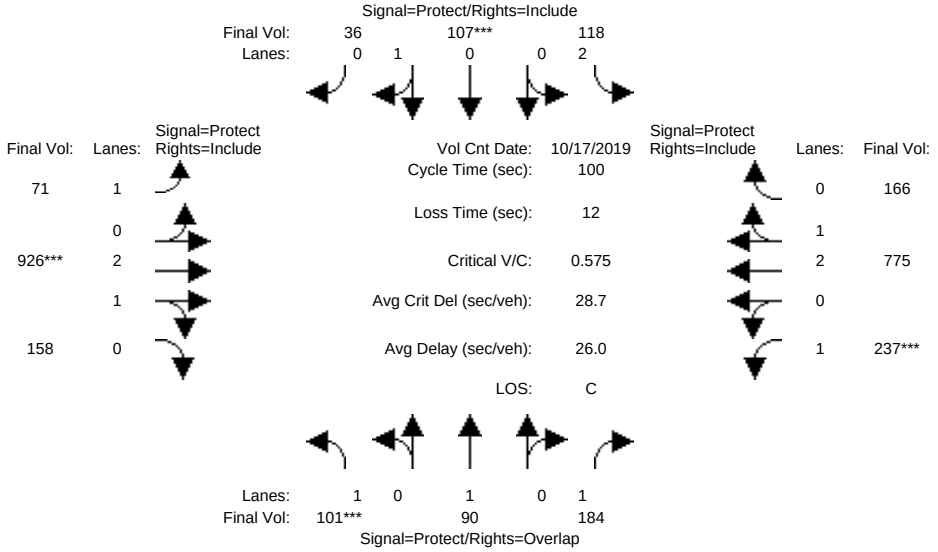
Gilroy 2040 General Plan

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

Intersection #7463: Murray Avenue and Leavesley Road



Street Name:	Murray Avenue						Leavesley 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	101	90	184	118	107	36	71	926	158	237	775	166
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:	101	90	184	118	107	36	71	926	158	237	775	166
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:	101	90	184	118	107	36	71	926	158	237	775	166
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:	101	90	184	118	107	36	71	926	158	237	775	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	90	184	118	107	36	71	926	158	237	775	166
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:	101	90	184	118	107	36	71	926	158	237	775	166
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	0.95	0.95	0.92	0.82	0.79	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	0.75	0.25	1.00	2.55	0.45	1.00	2.45	0.55
Final Sat.:	1750	1900	1750	3150	1347	453	1750	3970	677	1750	4611	988
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.11	0.04	0.08	0.08	0.04	0.23	0.23	0.14	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	10.0	14.0	37.6	9.8	13.8	13.8	18.9	40.6	40.6	23.6	45.3	45.3
Volume/Cap:	0.57	0.34	0.28	0.38	0.57	0.57	0.22	0.57	0.57	0.57	0.37	0.37
Delay/Veh:	47.5	39.5	22.0	43.0	43.6	43.6	34.6	23.5	23.5	35.8	18.1	18.1
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:	47.5	39.5	22.0	43.0	43.6	43.6	34.6	23.5	23.5	35.8	18.1	18.1
LOS by Move:	D	D	C+	D	D	D	C-	C	C	D+	B-	B-
HCM2kAvgQ:	4	3	4	2	5	5	2	9	9	8	6	6

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

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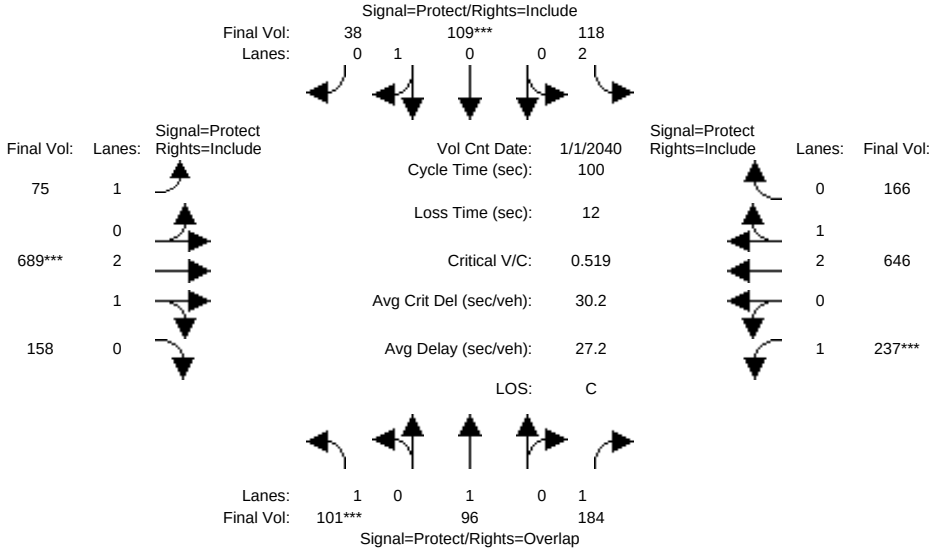
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7463: Murray Avenue and Leavesley Road



Street Name:	Murray Avenue						Leavesley 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	101	96	184	118	109	38	75	689	158	237	646	166
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:	101	96	184	118	109	38	75	689	158	237	646	166
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:	101	96	184	118	109	38	75	689	158	237	646	166
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:	101	96	184	118	109	38	75	689	158	237	646	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	184	118	109	38	75	689	158	237	646	166
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:	101	96	184	118	109	38	75	689	158	237	646	166
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	0.95	0.95	0.92	0.82	0.79	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	0.74	0.26	1.00	2.42	0.58	1.00	2.36	0.64
Final Sat.:	1750	1900	1750	3150	1335	465	1750	3780	867	1750	4454	1144
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.11	0.04	0.08	0.08	0.04	0.18	0.18	0.14	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	11.1	15.8	41.9	11.0	15.7	15.7	19.9	35.1	35.1	26.1	41.3	41.3
Volume/Cap:	0.52	0.32	0.25	0.34	0.52	0.52	0.22	0.52	0.52	0.52	0.35	0.35
Delay/Veh:	44.4	38.0	19.1	41.7	40.4	40.4	33.8	26.1	26.1	32.7	20.3	20.3
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:	44.4	38.0	19.1	41.7	40.4	40.4	33.8	26.1	26.1	32.7	20.3	20.3
LOS by Move:	D	D+	B-	D	D	D	C-	C	C	C-	C+	C+
HCM2kAvgQ:	4	3	4	2	5	5	2	7	7	7	6	6

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

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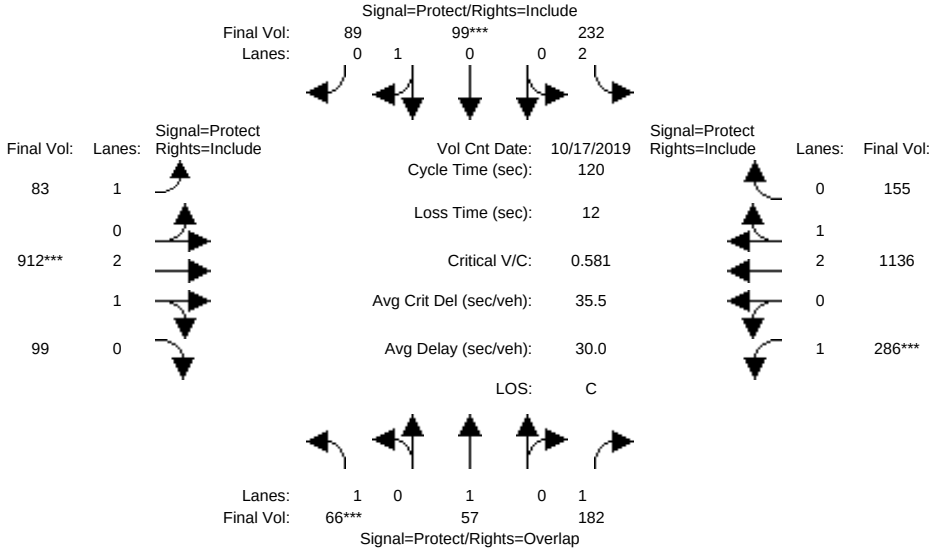
Gilroy 2040 General Plan

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

Intersection #7463: Murray Avenue and Leavesley Road



Street Name:	Murray Avenue						Leavesley 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	66	57	182	232	99	89	83	912	99	286	1136	155
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:	66	57	182	232	99	89	83	912	99	286	1136	155
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:	66	57	182	232	99	89	83	912	99	286	1136	155
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:	66	57	182	232	99	89	83	912	99	286	1136	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	57	182	232	99	89	83	912	99	286	1136	155
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:	66	57	182	232	99	89	83	912	99	286	1136	155
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	0.95	0.95	0.92	0.82	0.79	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	0.53	0.47	1.00	2.70	0.30	1.00	2.63	0.37
Final Sat.:	1750	1900	1750	3150	948	852	1750	4192	455	1750	4927	672
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.10	0.07	0.10	0.10	0.05	0.22	0.22	0.16	0.23	0.23
Crit Moves:	****				****			****		****		
Green Time:	7.8	15.6	49.3	13.8	21.6	21.6	15.9	44.9	44.9	33.7	62.8	62.8
Volume/Cap:	0.58	0.23	0.25	0.64	0.58	0.58	0.36	0.58	0.58	0.58	0.44	0.44
Delay/Veh:	61.9	47.3	23.4	54.7	47.7	47.7	48.4	30.5	30.5	38.8	17.8	17.8
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:	61.9	47.3	23.4	54.7	47.7	47.7	48.4	30.5	30.5	38.8	17.8	17.8
LOS by Move:	E	D	C	D-	D	D	D	C	C	D+	B	B
HCM2kAvgQ:	3	2	5	6	7	7	3	10	10	10	10	10

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

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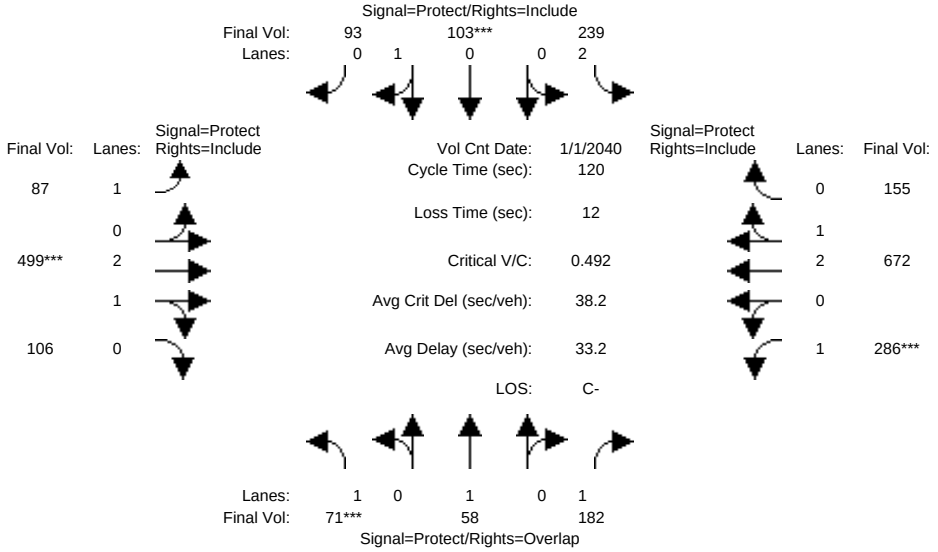
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7463: Murray Avenue and Leavesley Road



Street Name:	Murray Avenue						Leavesley 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	71	58	182	239	103	93	87	499	106	286	672	155
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:	71	58	182	239	103	93	87	499	106	286	672	155
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:	71	58	182	239	103	93	87	499	106	286	672	155
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:	71	58	182	239	103	93	87	499	106	286	672	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	58	182	239	103	93	87	499	106	286	672	155
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:	71	58	182	239	103	93	87	499	106	286	672	155
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	0.95	0.95	0.92	0.82	0.79	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	0.53	0.47	1.00	2.46	0.54	1.00	2.42	0.58
Final Sat.:	1750	1900	1750	3150	946	854	1750	3833	814	1750	4549	1049
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.10	0.08	0.11	0.11	0.05	0.13	0.13	0.16	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	9.9	19.1	58.9	17.4	26.5	26.5	20.3	31.7	31.7	39.8	51.3	51.3
Volume/Cap:	0.49	0.19	0.21	0.52	0.49	0.49	0.29	0.49	0.49	0.49	0.35	0.35
Delay/Veh:	55.3	44.1	17.5	48.6	41.8	41.8	44.2	37.6	37.6	32.7	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	44.1	17.5	48.6	41.8	41.8	44.2	37.6	37.6	32.7	23.2	23.2
LOS by Move:	E+	D	B	D	D	D	D	D+	D+	C-	C	C
HCM2kAvgQ:	3	2	4	5	7	7	3	7	7	9	7	7

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

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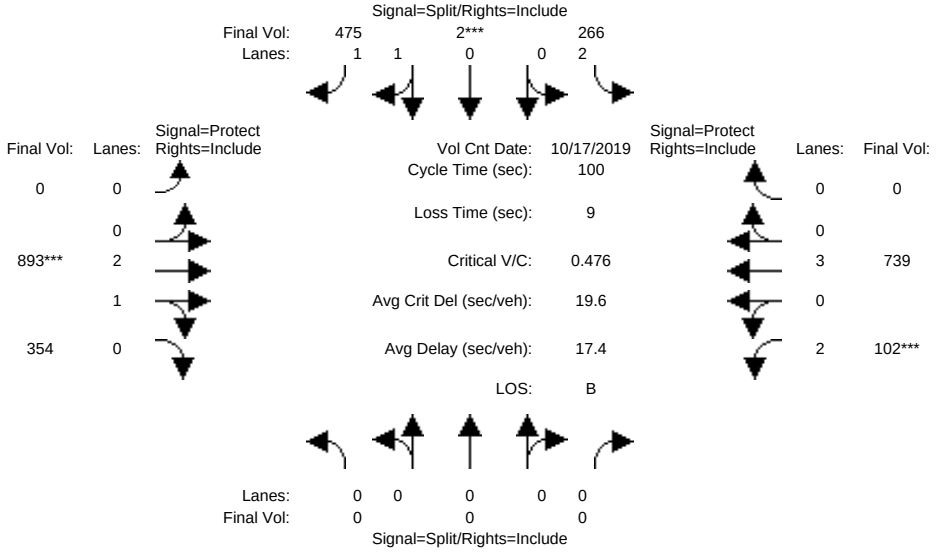
Gilroy 2040 General Plan

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

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	0	0	0	266	2	475	0	893	354	102	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	266	2	475	0	893	354	102	739	0
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:	0	0	0	266	2	475	0	893	354	102	739	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	266	2	475	0	893	354	102	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	2	475	0	893	354	102	739	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	266	2	475	0	893	354	102	739	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.83	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.12	0.88	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	15	3585	0	3327	1319	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.13	0.13	0.00	0.27	0.27	0.03	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	27.8	27.8	27.8	0.0	56.2	56.2	7.0	63.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.48	0.48	0.00	0.48	0.48	0.46	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	28.7	30.4	30.4	0.0	13.2	13.2	46.2	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.7	30.4	30.4	0.0	13.2	13.2	46.2	7.8	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	4	7	7	0	8	8	2	3	0

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

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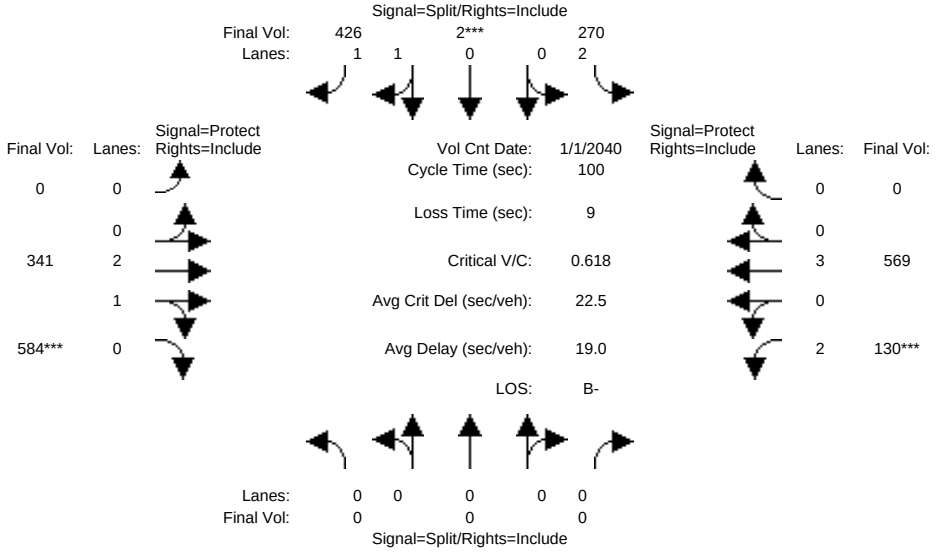
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	270	2	426	0	341	584	130	569	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	2	426	0	341	584	130	569	0
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:	0	0	0	270	2	426	0	341	584	130	569	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	270	2	426	0	341	584	130	569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	270	2	426	0	341	584	130	569	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	270	2	426	0	341	584	130	569	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.83	0.76	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	17	3583	0	3154	1453	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.12	0.12	0.00	0.11	0.40	0.04	0.10	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	19.2	19.2	19.2	0.0	64.8	64.8	7.0	71.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.62	0.62	0.00	0.17	0.62	0.59	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	36.3	38.8	38.8	0.0	6.9	11.2	49.3	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.3	38.8	38.8	0.0	6.9	11.2	49.3	4.4	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	A	B+	D	A	A
HCM2kAvgQ:	0	0	0	5	7	7	0	2	12	3	2	0

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

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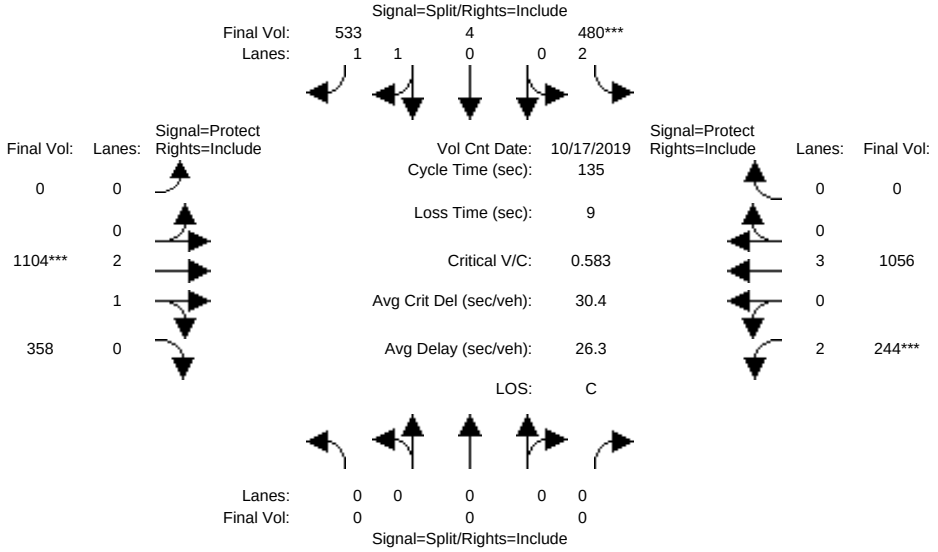
Gilroy 2040 General Plan

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

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	0	0	0	480	4	533	0	1104	358	244	1056	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	480	4	533	0	1104	358	244	1056	0
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:	0	0	0	480	4	533	0	1104	358	244	1056	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	480	4	533	0	1104	358	244	1056	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	4	533	0	1104	358	244	1056	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	480	4	533	0	1104	358	244	1056	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.82	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.24	0.76	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	27	3573	0	3508	1138	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.31	0.31	0.08	0.19	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.3	35.3	35.3	0.0	72.8	72.8	17.9	90.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.57	0.57	0.00	0.58	0.58	0.58	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	44.5	44.2	44.2	0.0	21.3	21.3	57.1	8.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.5	44.2	44.2	0.0	21.3	21.3	57.1	8.9	0.0
LOS by Move:	A	A	A	D	D	D	A	C+	C+	E+	A	A
HCM2kAvgQ:	0	0	0	11	10	10	0	14	14	6	6	0

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

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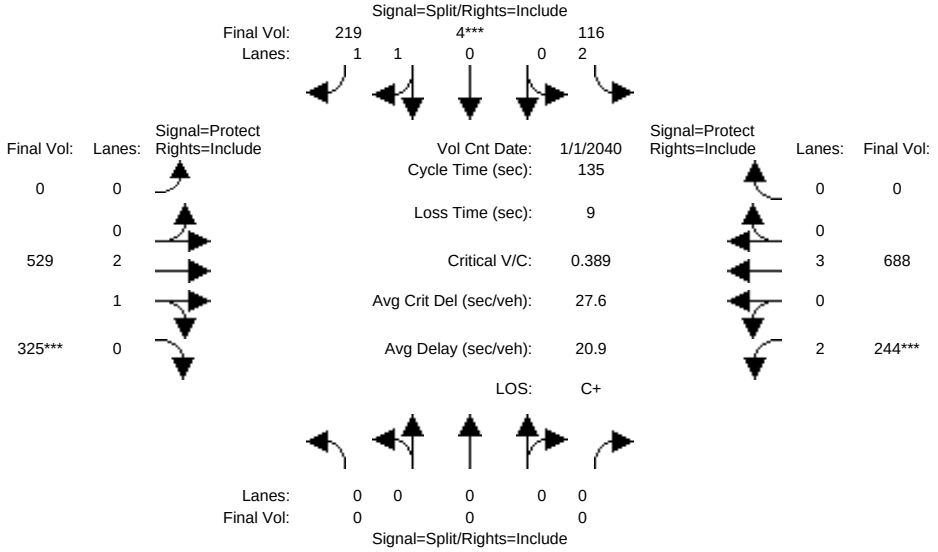
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	116	4	219	0	529	325	244	688	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	4	219	0	529	325	244	688	0
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:	0	0	0	116	4	219	0	529	325	244	688	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	4	219	0	529	325	244	688	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	4	219	0	529	325	244	688	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	116	4	219	0	529	325	244	688	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.83	0.76	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.04	1.96	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	65	3535	0	3154	1453	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.06	0.06	0.00	0.17	0.22	0.08	0.12	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	21.5	21.5	21.5	0.0	77.6	77.6	26.9	105	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.39	0.39	0.00	0.29	0.39	0.39	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	49.8	51.3	51.3	0.0	14.7	15.8	47.3	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.8	51.3	51.3	0.0	14.7	15.8	47.3	3.9	0.0
LOS by Move:	A	A	A	D	D-	D-	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	3	5	5	0	5	8	5	2	0

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

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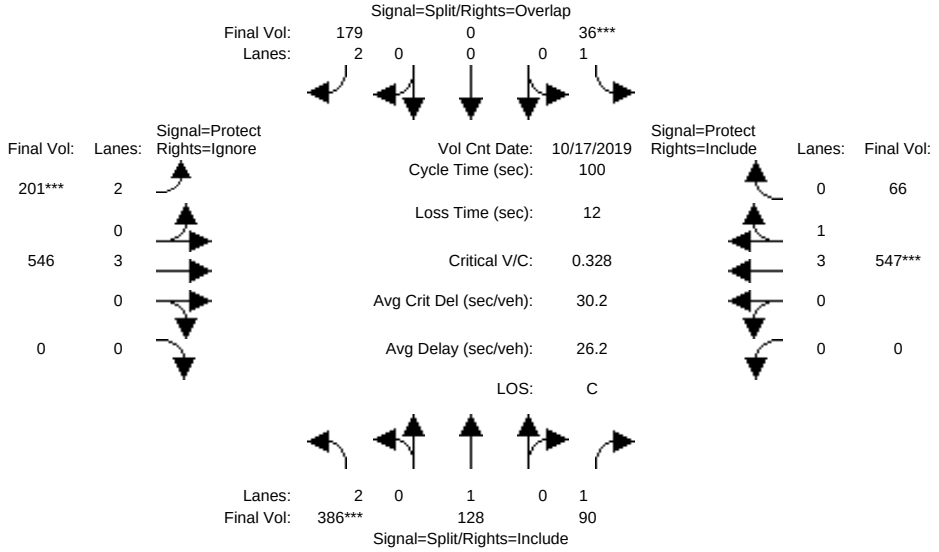
Gilroy 2040 General Plan

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

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley 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:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	386	128	90	36	0	179	201	546	0	0	547	66
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:	386	128	90	36	0	179	201	546	0	0	547	66
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:	386	128	90	36	0	179	201	546	0	0	547	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	386	128	90	36	0	179	201	546	0	0	547	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	128	90	36	0	179	201	546	0	0	547	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	386	128	90	36	0	179	201	546	0	0	547	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.55	0.45
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6691	807
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.05	0.02	0.00	0.06	0.06	0.10	0.00	0.00	0.08	0.08
Crit Moves:	****			****			****				****	
Green Time:	35.7	35.7	35.7	10.0	0.0	28.6	18.6	42.3	0.0	0.0	23.8	23.8
Volume/Cap:	0.34	0.19	0.14	0.21	0.00	0.20	0.34	0.23	0.00	0.00	0.34	0.34
Delay/Veh:	23.8	22.3	21.9	41.9	0.0	27.2	35.8	18.4	0.0	0.0	31.7	31.7
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:	23.8	22.3	21.9	41.9	0.0	27.2	35.8	18.4	0.0	0.0	31.7	31.7
LOS by Move:	C	C+	C+	D	A	C	D+	B-	A	A	C	C
HCM2kAvgQ:	5	3	2	1	0	3	3	4	0	0	4	4

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

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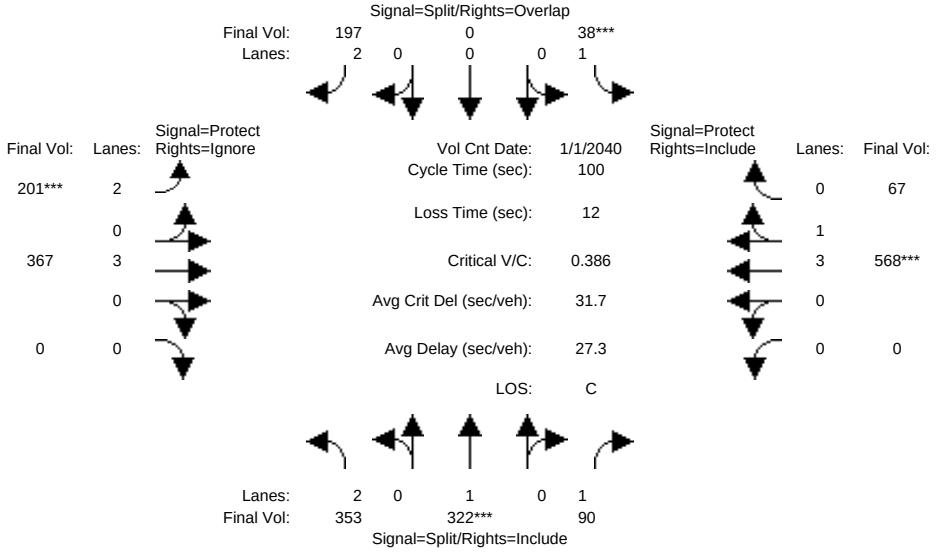
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley 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:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	353	322	90	38	0	197	201	367	0	0	568	67
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:	353	322	90	38	0	197	201	367	0	0	568	67
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:	353	322	90	38	0	197	201	367	0	0	568	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	353	322	90	38	0	197	201	367	0	0	568	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	322	90	38	0	197	201	367	0	0	568	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	353	322	90	38	0	197	201	367	0	0	568	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.56	0.44
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6707	791
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.05	0.02	0.00	0.06	0.06	0.06	0.00	0.00	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	41.6	41.6	41.6	10.0	0.0	25.7	15.7	36.4	0.0	0.0	20.8	20.8
Volume/Cap:	0.27	0.41	0.12	0.22	0.00	0.24	0.41	0.18	0.00	0.00	0.41	0.41
Delay/Veh:	19.3	20.9	18.1	42.0	0.0	29.6	38.5	21.6	0.0	0.0	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	20.9	18.1	42.0	0.0	29.6	38.5	21.6	0.0	0.0	34.5	34.5
LOS by Move:	B-	C+	B-	D	A	C	D+	C+	A	A	C-	C-
HCM2kAvgQ:	4	7	2	1	0	3	4	3	0	0	5	5

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

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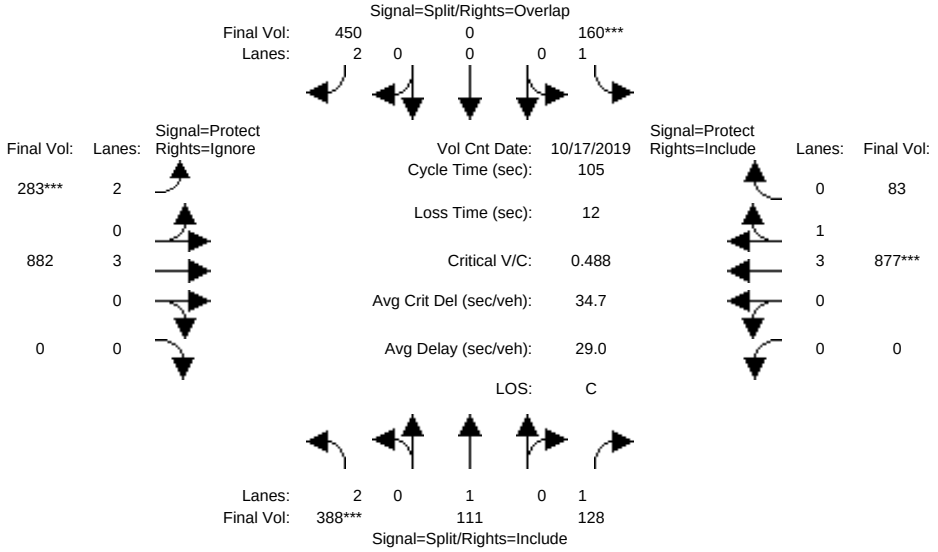
Gilroy 2040 General Plan

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

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:US 101 NB Ramps/San Ysidro Avenue Leavesley 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:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	388	111	128	160	0	450	283	882	0	0	877	83
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	111	128	160	0	450	283	882	0	0	877	83
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	111	128	160	0	450	283	882	0	0	877	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	388	111	128	160	0	450	283	882	0	0	877	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	111	128	160	0	450	283	882	0	0	877	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	388	111	128	160	0	450	283	882	0	0	877	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.64	0.36
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6850	648
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.07	0.09	0.00	0.14	0.09	0.15	0.00	0.00	0.13	0.13
Crit Moves:	****			****			****				****	
Green Time:	26.5	26.5	26.5	19.7	0.0	39.0	19.3	46.9	0.0	0.0	27.5	27.5
Volume/Cap:	0.49	0.23	0.29	0.49	0.00	0.38	0.49	0.35	0.00	0.00	0.49	0.49
Delay/Veh:	34.0	31.4	32.0	39.3	0.0	24.4	39.1	19.1	0.0	0.0	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	31.4	32.0	39.3	0.0	24.4	39.1	19.1	0.0	0.0	33.0	33.0
LOS by Move:	C-	C	C-	D	A	C	D	B-	A	A	C-	C-
HCM2kAvgQ:	7	3	4	5	0	6	5	6	0	0	7	7

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

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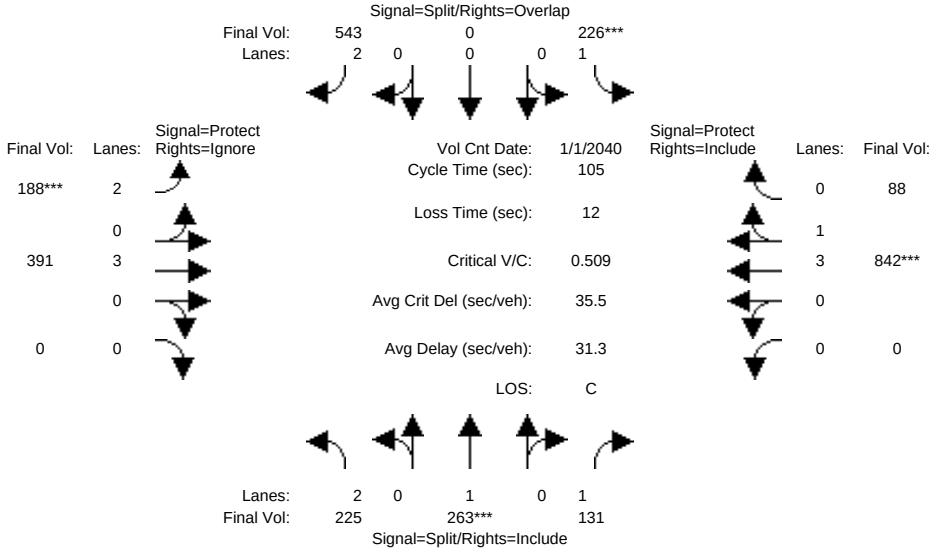
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:US 101 NB Ramps/San Ysidro Avenue Leavesley 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:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	225	263	131	226	0	543	188	391	0	0	842	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	263	131	226	0	543	188	391	0	0	842	88
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:	225	263	131	226	0	543	188	391	0	0	842	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	225	263	131	226	0	543	188	391	0	0	842	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	263	131	226	0	543	188	391	0	0	842	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	225	263	131	226	0	543	188	391	0	0	842	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.61	0.39
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6789	710
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.07	0.13	0.00	0.17	0.06	0.07	0.00	0.00	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	28.5	28.5	28.5	26.6	0.0	38.9	12.3	37.9	0.0	0.0	25.6	25.6
Volume/Cap:	0.26	0.51	0.28	0.51	0.00	0.47	0.51	0.19	0.00	0.00	0.51	0.51
Delay/Veh:	30.2	33.2	30.4	34.6	0.0	25.4	44.7	23.1	0.0	0.0	34.5	34.5
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:	30.2	33.2	30.4	34.6	0.0	25.4	44.7	23.1	0.0	0.0	34.5	34.5
LOS by Move:	C	C-	C	C-	A	C	D	C	A	A	C-	C-
HCM2kAvgQ:	3	7	4	7	0	8	4	3	0	0	7	7

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

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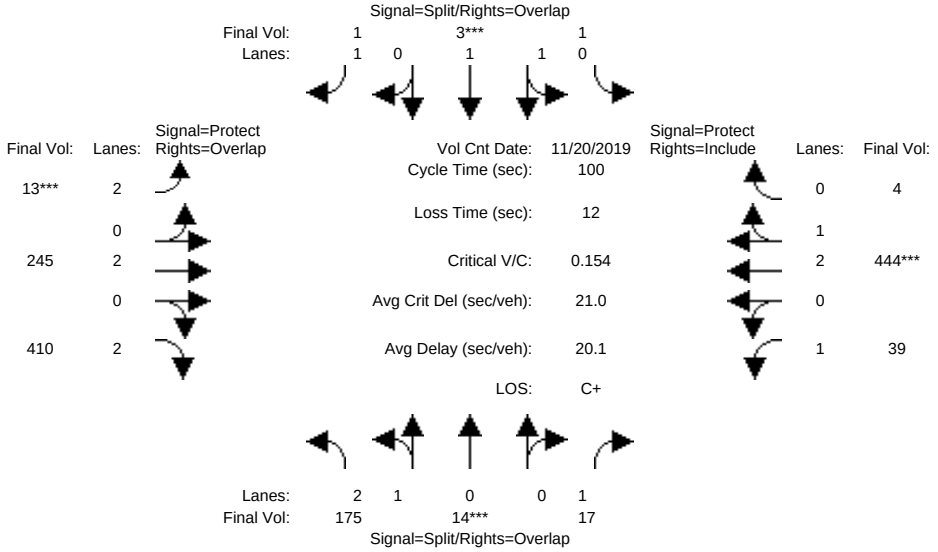
Gilroy 2040 General Plan

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

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	175	14	17	1	3	1	13	245	410	39	444	4
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:	175	14	17	1	3	1	13	245	410	39	444	4
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:	175	14	17	1	3	1	13	245	410	39	444	4
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:	175	14	17	1	3	1	13	245	410	39	444	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	14	17	1	3	1	13	245	410	39	444	4
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:	175	14	17	1	3	1	13	245	410	39	444	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.84	0.16	1.00	0.51	1.49	1.00	2.00	2.00	2.00	1.00	2.97	0.03
Final Sat.:	3495	280	1750	925	2774	1750	3150	3800	2362	1750	5550	50
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.00	0.00	0.00	0.00	0.06	0.17	0.02	0.08	0.08
Crit Moves:		****			****		****				****	
Green Time:	27.3	27.3	45.7	10.0	10.0	17.0	7.0	32.3	51.0	18.3	43.7	43.7
Volume/Cap:	0.18	0.18	0.02	0.01	0.01	0.00	0.06	0.20	0.34	0.12	0.18	0.18
Delay/Veh:	27.9	27.9	14.9	40.6	40.6	34.5	43.5	24.6	14.7	34.3	17.3	17.3
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:	27.9	27.9	14.9	40.6	40.6	34.5	43.5	24.6	14.7	34.3	17.3	17.3
LOS by Move:	C	C	B	D	D	C-	D	C	B	C-	B	B
HCM2kAvgQ:	2	2	0	0	0	0	0	3	5	1	3	3

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

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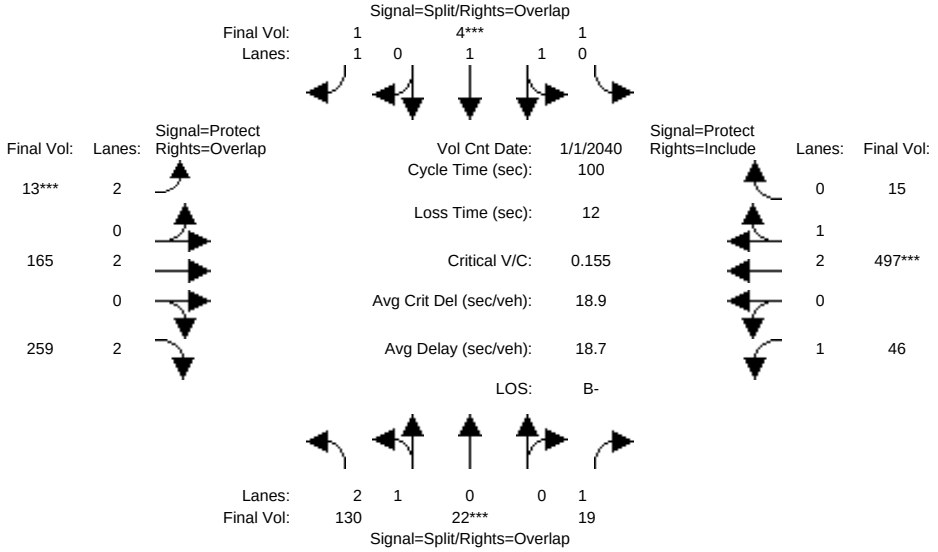
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	130	22	19	1	4	1	13	165	259	46	497	15
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	22	19	1	4	1	13	165	259	46	497	15
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	22	19	1	4	1	13	165	259	46	497	15
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	22	19	1	4	1	13	165	259	46	497	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	22	19	1	4	1	13	165	259	46	497	15
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:	130	22	19	1	4	1	13	165	259	46	497	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.69	0.31	1.00	0.41	1.59	1.00	2.00	2.00	2.00	1.00	2.91	0.09
Final Sat.:	3280	555	1750	740	2959	1750	3150	3800	2362	1750	5436	164
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.00	0.00	0.00	0.00	0.04	0.11	0.03	0.09	0.09
Crit Moves:		****			****		****				****	
Green Time:	21.5	21.5	44.7	10.0	10.0	17.0	7.0	33.3	51.0	23.3	49.5	49.5
Volume/Cap:	0.18	0.18	0.02	0.01	0.01	0.00	0.06	0.13	0.21	0.11	0.18	0.18
Delay/Veh:	32.2	32.2	15.4	40.6	40.6	34.5	43.5	23.3	13.6	30.4	14.1	14.1
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:	32.2	32.2	15.4	40.6	40.6	34.5	43.5	23.3	13.6	30.4	14.1	14.1
LOS by Move:	C-	C-	B	D	D	C-	D	C	B	C	B	B
HCM2kAvgQ:	2	2	0	0	0	0	0	2	3	1	3	3

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

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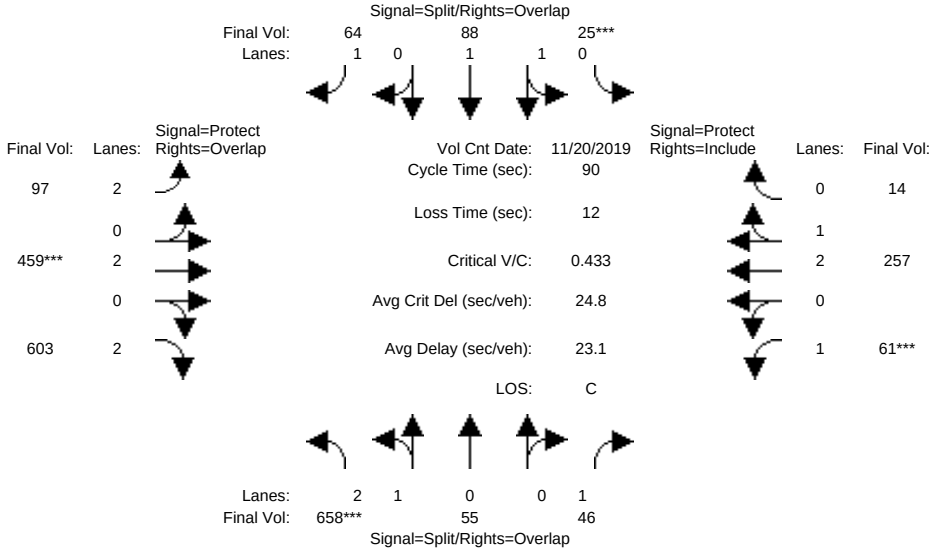
Gilroy 2040 General Plan

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

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	658	55	46	25	88	64	97	459	603	61	257	14
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:	658	55	46	25	88	64	97	459	603	61	257	14
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:	658	55	46	25	88	64	97	459	603	61	257	14
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:	658	55	46	25	88	64	97	459	603	61	257	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	55	46	25	88	64	97	459	603	61	257	14
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:	658	55	46	25	88	64	97	459	603	61	257	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.84	0.16	1.00	0.45	1.55	1.00	2.00	2.00	2.00	1.00	2.84	0.16
Final Sat.:	3486	291	1750	818	2881	1750	3150	3800	2362	1750	5310	289
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.03	0.03	0.03	0.04	0.03	0.12	0.26	0.03	0.05	0.05
Crit Moves:	****			****				****		****		
Green Time:	37.2	37.2	44.2	10.0	10.0	22.7	12.7	23.8	45.9	7.0	18.1	18.1
Volume/Cap:	0.46	0.46	0.05	0.27	0.27	0.15	0.22	0.46	0.50	0.45	0.24	0.24
Delay/Veh:	19.3	19.3	12.0	37.0	37.0	26.3	34.5	28.0	14.8	42.0	30.3	30.3
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:	19.3	19.3	12.0	37.0	37.0	26.3	34.5	28.0	14.8	42.0	30.3	30.3
LOS by Move:	B-	B-	B+	D+	D+	C	C-	C	B	D	C	C
HCM2kAvgQ:	6	7	1	2	2	2	2	6	7	2	2	2

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

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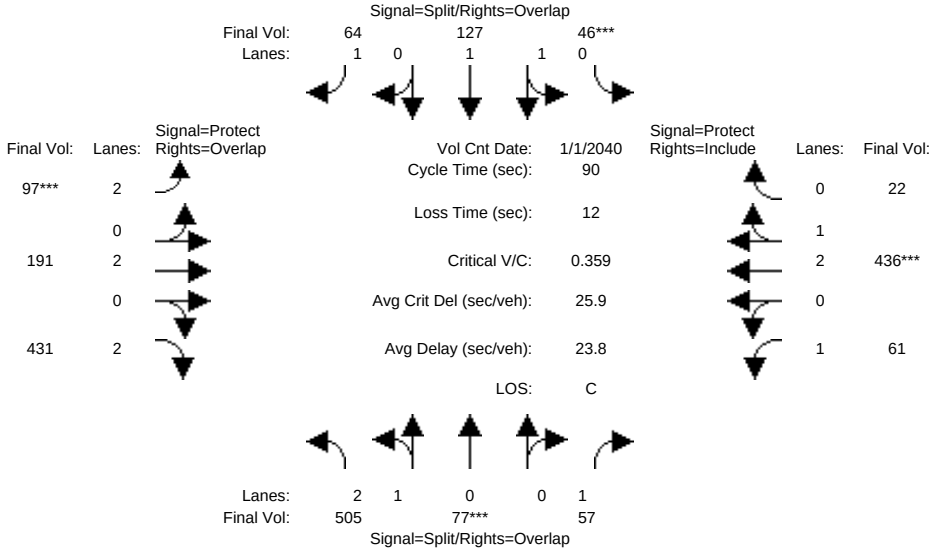
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	505	77	57	46	127	64	97	191	431	61	436	22
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:	505	77	57	46	127	64	97	191	431	61	436	22
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:	505	77	57	46	127	64	97	191	431	61	436	22
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:	505	77	57	46	127	64	97	191	431	61	436	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	77	57	46	127	64	97	191	431	61	436	22
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:	505	77	57	46	127	64	97	191	431	61	436	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.72	0.28	1.00	0.55	1.45	1.00	2.00	2.00	2.00	1.00	2.85	0.15
Final Sat.:	3318	506	1750	984	2715	1750	3150	3800	2362	1750	5331	269
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.05	0.05	0.04	0.03	0.05	0.18	0.03	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	38.1	38.1	49.7	11.7	11.7	19.4	7.7	16.6	45.9	11.6	20.5	20.5
Volume/Cap:	0.36	0.36	0.06	0.36	0.36	0.17	0.36	0.27	0.36	0.27	0.36	0.36
Delay/Veh:	17.8	17.8	9.3	36.2	36.2	28.9	39.6	31.7	13.4	36.0	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	9.3	36.2	36.2	28.9	39.6	31.7	13.4	36.0	29.4	29.4
LOS by Move:	B	B	A	D+	D+	C	D	C	B	D+	C	C
HCM2kAvgQ:	4	5	1	3	3	2	2	2	4	2	4	4

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

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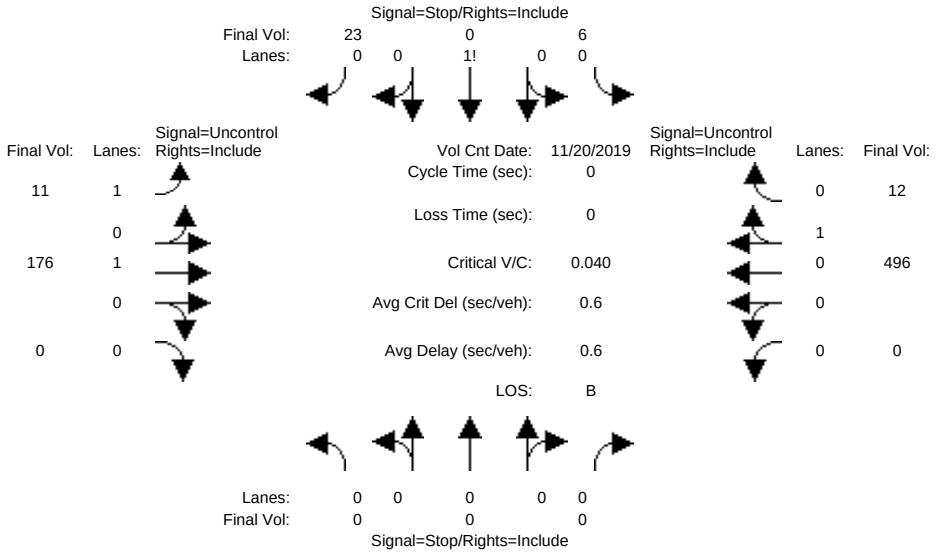
Gilroy 2040 General Plan

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

Intersection #10481: Cameron Boulevard/Marcella Avenue and Leavesley Road

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Street Name:Cameron Boulevard/Marcella Avenue           Leavesley Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0    0     0     6    0    23    11  176     0     0  496    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     6    0    23    11  176     0     0  496    12
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:    0    0     0     6    0    23    11  176     0     0  496    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     6    0    23    11  176     0     0  496    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     6    0    23    11  176     0     0  496    12
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   700  700   502   508 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   409  366   573  1067 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   405  362   573  1067 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.01 0.00  0.04  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  528 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 12.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             12.2           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```


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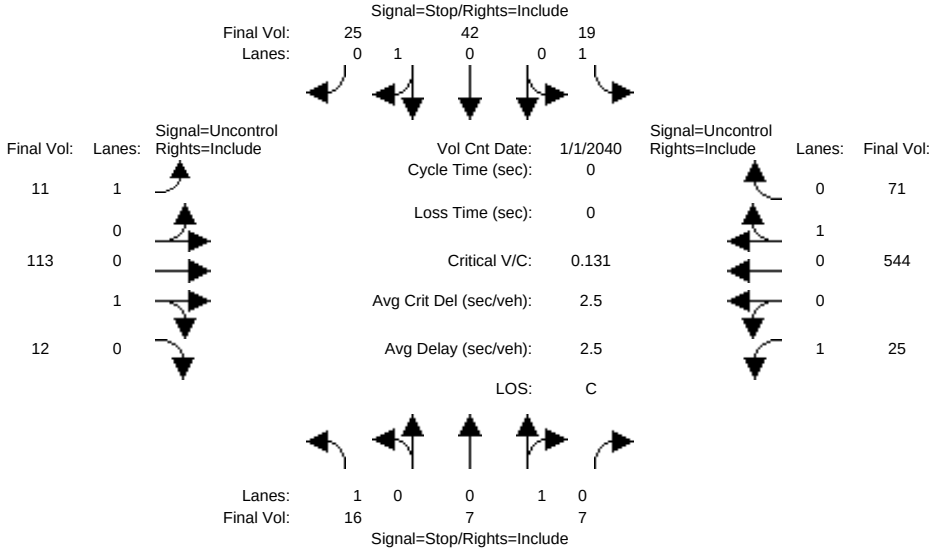
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #10481: Cameron Boulevard/Marcella Avenue and Leavesley Road




```
Street Name:Cameron Boulevard/Marcella Avenue          Leavesley Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      16    7     7    19   42    25    11  113    12    25  544    71
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    7     7    19   42    25    11  113    12    25  544    71
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    7     7    19   42    25    11  113    12    25  544    71
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    7     7    19   42    25    11  113    12    25  544    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    7     7    19   42    25    11  113    12    25  544    71
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  804  806   119   778  777   580   615 xxxx xxxxx   125 xxxx xxxxx
Potent Cap.:  304  318   938   316  331   518   974 xxxx xxxxx  1474 xxxx xxxxx
Move Cap.:    255  309   938   302  321   518   974 xxxx xxxxx  1474 xxxx xxxxx
Volume/Cap:  0.06 0.02  0.01  0.06 0.13  0.05  0.01 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.2 xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del: 20.1 xxxx xxxxx  17.7 xxxx xxxxx   8.7 xxxx xxxxx   7.5 xxxx xxxxx
LOS by Move:    C    *     *     C    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx   465  xxxx xxxx   374  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx   0.1 xxxxx xxxx   0.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx  13.0 xxxxx xxxx  16.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     B     *    *     C     *    *     *     *    *     *
ApproachDel:      16.8             16.9           xxxxxx           xxxxxx
ApproachLOS:         C                C                *                *
Note: Queue reported is the number of cars per lane.
```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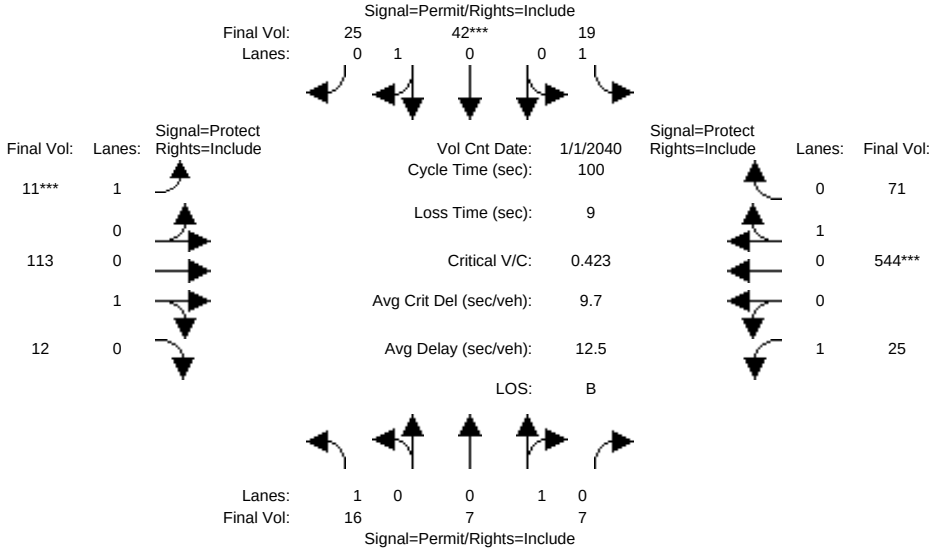
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62201: Cameron Boulevard/Marcella Avenue and Leavesley Road



Street Name:	Cameron Boulevard/Marcella Avenue						Leavesley 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	16	7	7	19	42	25	11	113	12	25	544	71
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	7	7	19	42	25	11	113	12	25	544	71
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	7	7	19	42	25	11	113	12	25	544	71
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	7	7	19	42	25	11	113	12	25	544	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	7	7	19	42	25	11	113	12	25	544	71
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:	16	7	7	19	42	25	11	113	12	25	544	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.50	0.50	1.00	0.63	0.37	1.00	0.90	0.10	1.00	0.88	0.12
Final Sat.:	1750	900	900	1750	1128	672	1750	1627	173	1750	1592	208
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.04	0.04	0.01	0.07	0.07	0.01	0.34	0.34
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	47.6	47.6	33.4	74.0	74.0
Volume/Cap:	0.09	0.08	0.08	0.11	0.37	0.37	0.09	0.15	0.15	0.04	0.46	0.46
Delay/Veh:	41.1	41.0	41.0	41.2	43.4	43.4	43.8	14.8	14.8	22.6	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	41.0	41.0	41.2	43.4	43.4	43.8	14.8	14.8	22.6	5.4	5.4
LOS by Move:	D	D	D	D	D	D	D	B	B	C+	A	A
HCM2kAvgQ:	1	0	0	1	2	2	0	2	2	1	8	8

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

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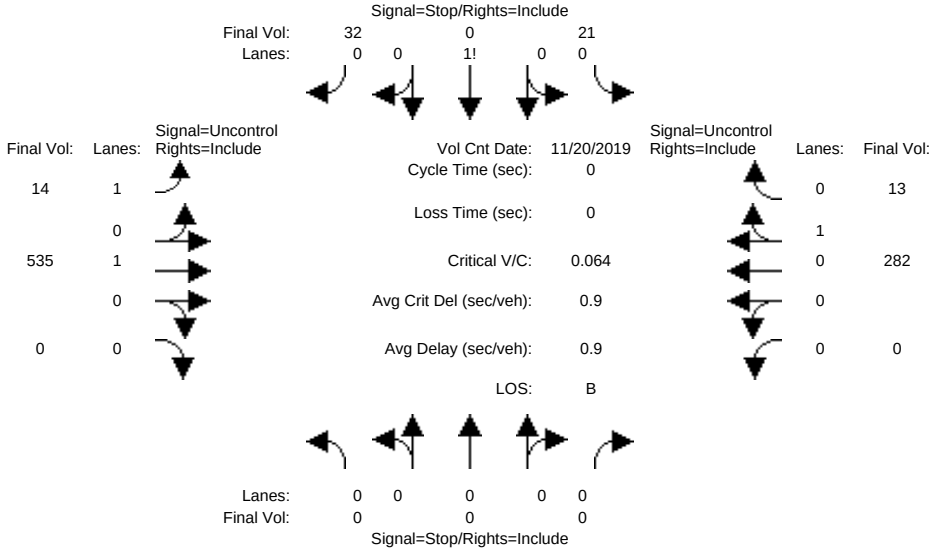
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #10481: Cameron Boulevard/Marcella Avenue and Leavesley Road




```
Street Name:Cameron Boulevard/Marcella Avenue           Leavesley Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0    0     0    21    0    32    14  535     0     0  282    13
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    21    0    32    14  535     0     0  282    13
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:    0    0     0    21    0    32    14  535     0     0  282    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    21    0    32    14  535     0     0  282    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    21    0    32    14  535     0     0  282    13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   852  852   289   295 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   333  299   755  1278 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   330  296   755  1278 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.06 0.00  0.04  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  500 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 13.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             13.1           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```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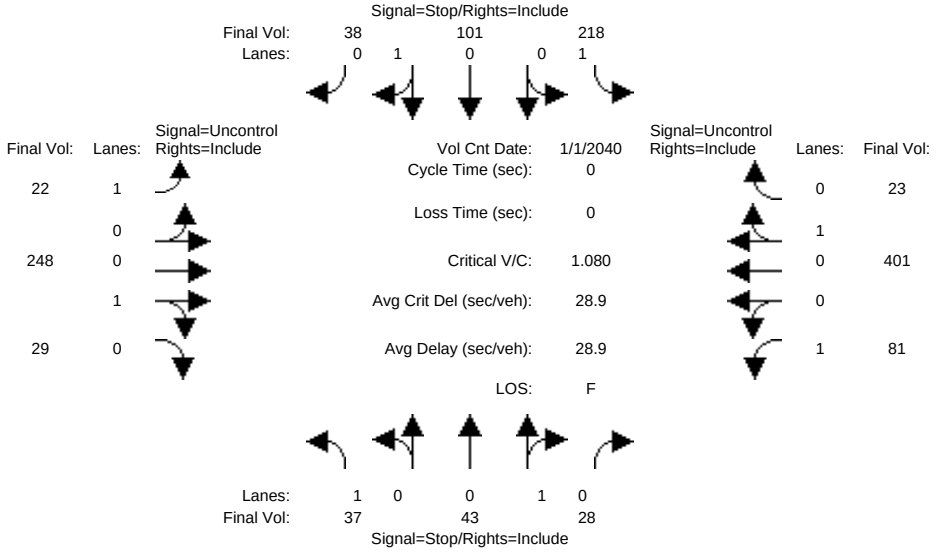
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #10481: Cameron Boulevard/Marcella Avenue and Leavesley Road




```
Street Name:Cameron Boulevard/Marcella Avenue           Leavesley Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      37   43    28   218  101    38    22  248    29    81  401    23
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:   37   43    28   218  101    38    22  248    29    81  401    23
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:   37   43    28   218  101    38    22  248    29    81  401    23
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:    37   43    28   218  101    38    22  248    29    81  401    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   37   43    28   218  101    38    22  248    29    81  401    23
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  951  893   263   917  896   413   424 xxxx xxxxx   277 xxxx xxxxx
Potent Cap.:  242  283   781   255  282   644  1146 xxxx xxxxx  1298 xxxx xxxxx
Move Cap.:    149  260   781   202  259   644  1146 xxxx xxxxx  1298 xxxx xxxxx
Volume/Cap:  0.25 0.17  0.04  1.08 0.39  0.06  0.02 xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.9 xxxx xxxxx  10.1 xxxx xxxxx   0.1 xxxx xxxxx   0.2 xxxx xxxxx
Control Del: 36.8 xxxx xxxxx 135.8 xxxx xxxxx   8.2 xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:    E    *     *     F    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx   353  xxxx xxxx   310  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx   0.7 xxxxx xxxx   2.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx  17.7 xxxxx xxxx  25.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     C     *    *     D     *    *     *     *    *     *
ApproachDel:      24.3             92.9           xxxxxx           xxxxxx
ApproachLOS:         C                F                *                *
Note: Queue reported is the number of cars per lane.
```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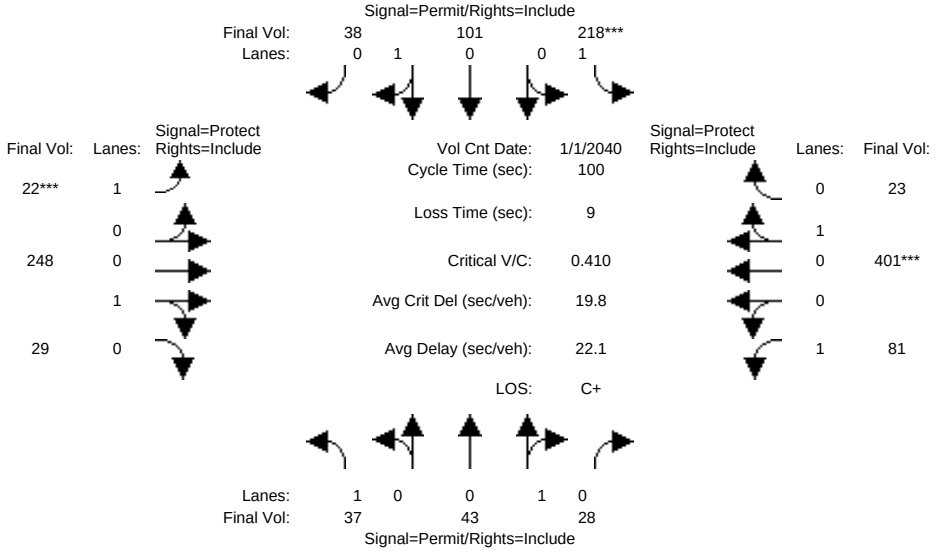
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62201: Cameron Boulevard/Marcella Avenue and Leavesley Road



Street Name:	Cameron Boulevard/Marcella Avenue						Leavesley 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	37	43	28	218	101	38	22	248	29	81	401	23
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:	37	43	28	218	101	38	22	248	29	81	401	23
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:	37	43	28	218	101	38	22	248	29	81	401	23
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:	37	43	28	218	101	38	22	248	29	81	401	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	43	28	218	101	38	22	248	29	81	401	23
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:	37	43	28	218	101	38	22	248	29	81	401	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.61	0.39	1.00	0.73	0.27	1.00	0.90	0.10	1.00	0.95	0.05
Final Sat.:	1750	1090	710	1750	1308	492	1750	1612	188	1750	1702	98
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.12	0.08	0.08	0.01	0.15	0.15	0.05	0.24	0.24
Crit Moves:				****			****				****	
Green Time:	29.1	29.1	29.1	29.1	29.1	29.1	7.0	42.6	42.6	19.4	54.9	54.9
Volume/Cap:	0.07	0.14	0.14	0.43	0.27	0.27	0.18	0.36	0.36	0.24	0.43	0.43
Delay/Veh:	25.8	26.3	26.3	29.3	27.5	27.5	44.5	19.8	19.8	34.5	13.6	13.6
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:	25.8	26.3	26.3	29.3	27.5	27.5	44.5	19.8	19.8	34.5	13.6	13.6
LOS by Move:	C	C	C	C	C	C	D	B-	B-	C-	B	B
HCM2kAvgQ:	1	2	2	6	3	3	1	6	6	2	8	8

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

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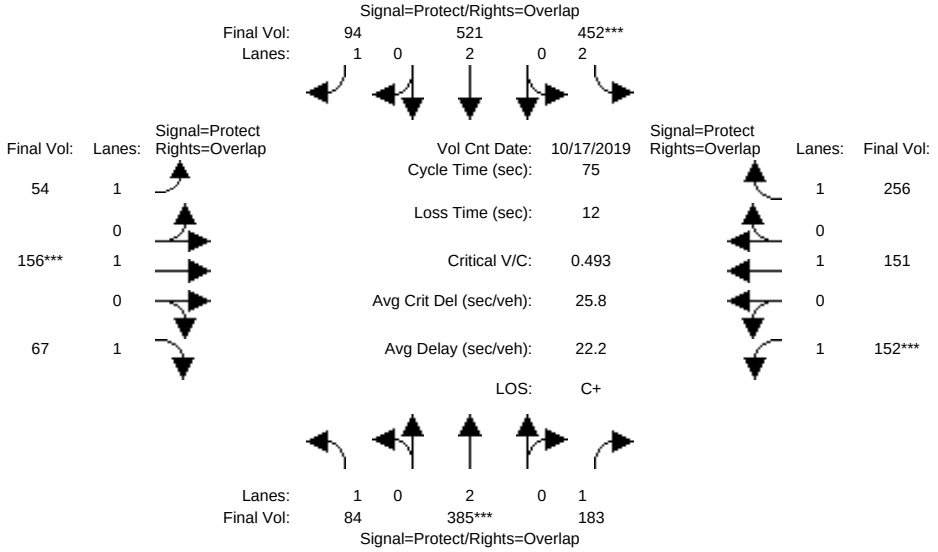
Gilroy 2040 General Plan

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

Intersection #4134: Santa Teresa Boulevard and First Street/Hecker Pass Highway



Street Name:	Santa Teresa Boulevard						First Street/Hecker Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	84	385	183	452	521	94	54	156	67	152	151	256
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:	84	385	183	452	521	94	54	156	67	152	151	256
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:	84	385	183	452	521	94	54	156	67	152	151	256
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:	84	385	183	452	521	94	54	156	67	152	151	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	385	183	452	521	94	54	156	67	152	151	256
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:	84	385	183	452	521	94	54	156	67	152	151	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.14	0.14	0.05	0.03	0.08	0.04	0.09	0.08	0.15
Crit Moves:		****		****				****		****		
Green Time:	15.1	15.4	28.7	21.8	22.2	32.8	10.6	12.5	27.6	13.2	15.1	37.0
Volume/Cap:	0.24	0.49	0.27	0.49	0.46	0.12	0.22	0.49	0.10	0.49	0.39	0.30
Delay/Veh:	25.5	26.8	16.2	22.4	21.9	12.6	29.0	29.6	15.6	29.1	26.6	11.5
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:	25.5	26.8	16.2	22.4	21.9	12.6	29.0	29.6	15.6	29.1	26.6	11.5
LOS by Move:	C	C	B	C+	C+	B	C	C	B	C	C	B+
HCM2kAvgQ:	2	4	3	6	5	1	1	4	1	4	3	4

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

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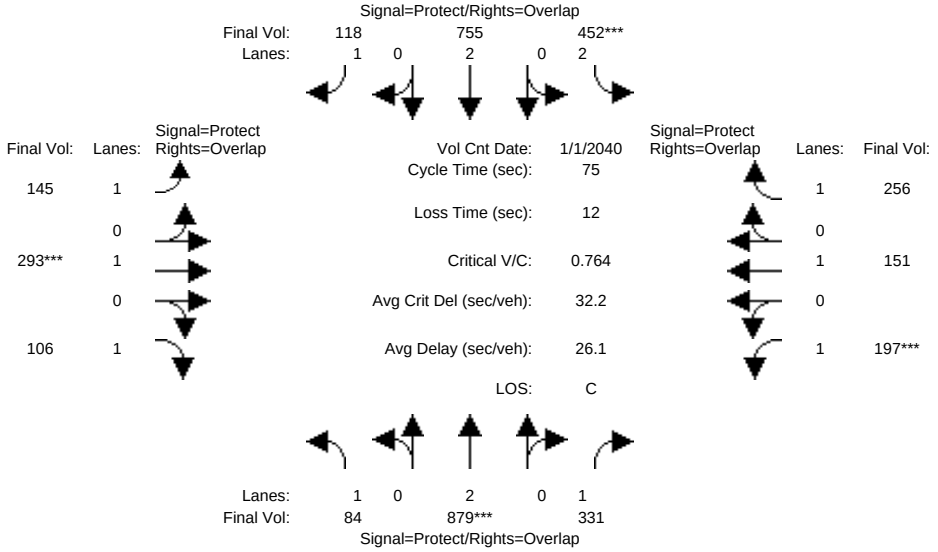
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #4134: Santa Teresa Boulevard and First Street/Hecker Pass Highway



Street Name:	Santa Teresa Boulevard						First Street/Hecker Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.19	0.14	0.20	0.07	0.08	0.15	0.06	0.11	0.08	0.15
Crit Moves:		****		****				****		****		
Green Time:	11.8	22.7	33.8	14.1	25.0	35.8	10.8	15.1	26.9	11.1	15.4	29.5
Volume/Cap:	0.31	0.76	0.42	0.76	0.60	0.14	0.58	0.76	0.17	0.76	0.39	0.37
Delay/Veh:	28.6	26.8	14.3	34.7	21.5	11.0	33.2	37.1	16.5	43.4	26.4	16.5
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:	28.6	26.8	14.3	34.7	21.5	11.0	33.2	37.1	16.5	43.4	26.4	16.5
LOS by Move:	C	C	B	C-	C+	B+	C-	D+	B	D	C	B
HCM2kAvgQ:	2	11	6	8	8	2	4	8	2	7	3	5

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

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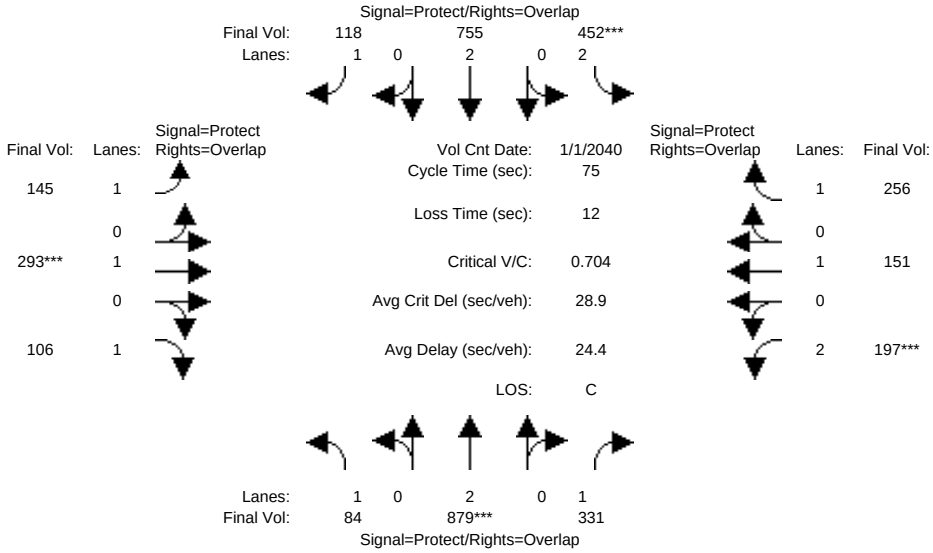
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #4134: Santa Teresa Boulevard and First Street/Hecker Pass Highway



Street Name:	Santa Teresa Boulevard						First Street/Hecker Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.19	0.14	0.20	0.07	0.08	0.15	0.06	0.06	0.08	0.15
Crit Moves:		****		****				****		****		
Green Time:	12.7	24.5	31.5	15.2	27.0	36.6	9.6	16.3	29.0	7.0	13.7	28.9
Volume/Cap:	0.28	0.71	0.45	0.71	0.55	0.14	0.65	0.71	0.16	0.67	0.43	0.38
Delay/Veh:	27.7	24.0	16.0	31.5	19.7	10.6	37.5	32.7	15.1	38.8	28.1	16.9
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:	27.7	24.0	16.0	31.5	19.7	10.6	37.5	32.7	15.1	38.8	28.1	16.9
LOS by Move:	C	C	B	C	B-	B+	D+	C-	B	D+	C	B
HCM2kAvgQ:	2	10	6	7	7	2	5	8	2	4	4	5

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

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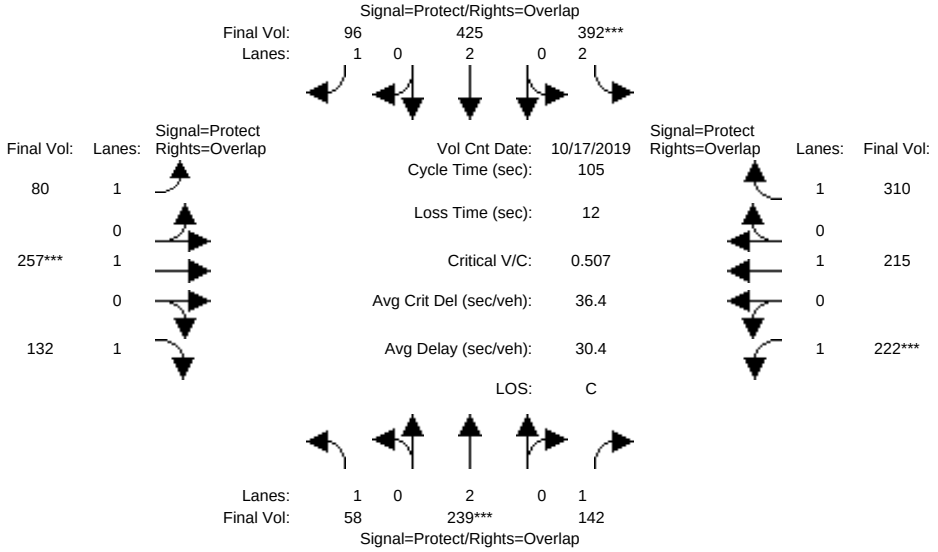
Gilroy 2040 General Plan

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

Intersection #4134: Santa Teresa Boulevard and First Street/Hecker Pass Highway



Street Name:	Santa Teresa Boulevard						First Street/Hecker Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	58	239	142	392	425	96	80	257	132	222	215	310
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:	58	239	142	392	425	96	80	257	132	222	215	310
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:	58	239	142	392	425	96	80	257	132	222	215	310
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:	58	239	142	392	425	96	80	257	132	222	215	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	239	142	392	425	96	80	257	132	222	215	310
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:	58	239	142	392	425	96	80	257	132	222	215	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.12	0.11	0.05	0.05	0.14	0.08	0.13	0.11	0.18
Crit Moves:		****		****				****		****		
Green Time:	14.5	13.0	39.3	25.7	24.3	44.4	20.1	28.0	42.5	26.2	34.1	59.9
Volume/Cap:	0.24	0.51	0.22	0.51	0.48	0.13	0.24	0.51	0.19	0.51	0.35	0.31
Delay/Veh:	40.9	43.9	22.6	34.7	35.3	18.6	36.3	33.5	20.3	34.8	27.3	12.0
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:	40.9	43.9	22.6	34.7	35.3	18.6	36.3	33.5	20.3	34.8	27.3	12.0
LOS by Move:	D	D	C+	C-	D+	B-	D+	C-	C+	C-	C	B+
HCM2kAvgQ:	2	4	3	7	6	2	2	7	3	7	5	6

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

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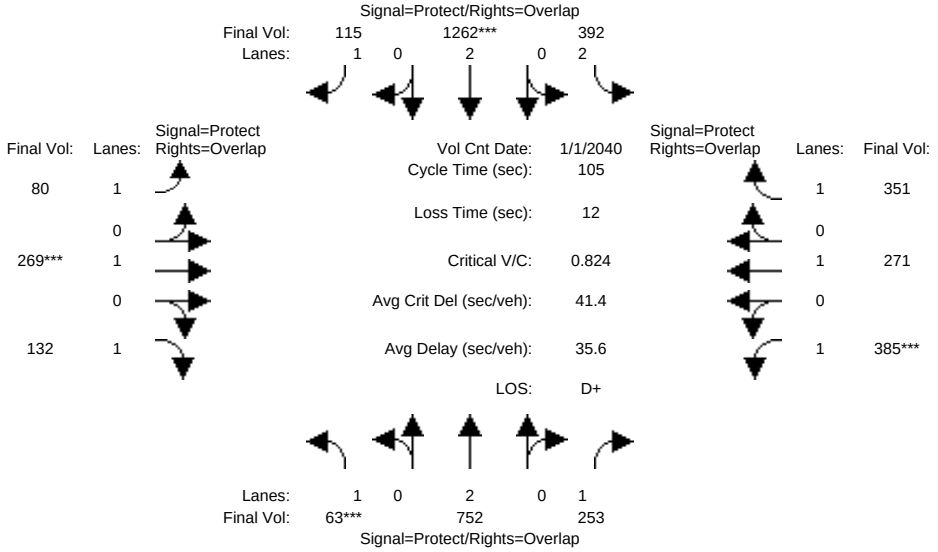
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #4134: Santa Teresa Boulevard and First Street/Hecker Pass Highway

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Street Name:      Santa Teresa Boulevard       First Street/Hecker Pass Highway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      63  752   253   392 1262   115    80  269   132   385  271   351
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:   63  752   253   392 1262   115    80  269   132   385  271   351
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:   63  752   253   392 1262   115    80  269   132   385  271   351
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:    63  752   253   392 1262   115    80  269   132   385  271   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   63  752   253   392 1262   115    80  269   132   385  271   351
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:   63  752   253   392 1262   115    80  269   132   385  271   351
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  2.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3800  1750  3150 3800  1750  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20  0.14  0.12 0.33  0.07  0.05 0.14  0.08  0.22 0.14  0.20
Crit Moves:  ****                 ****             ****        ****
Green Time:   7.0 29.6  56.8  18.6 41.2  55.5  14.3 17.6  24.6  27.3 30.5  49.1
Volume/Cap:  0.54 0.70  0.27  0.70 0.85  0.12  0.34 0.85  0.32  0.85 0.49  0.43
Delay/Veh:   52.5 35.9  13.1  44.6 33.8  12.6  41.9 61.1  33.8  50.7 31.5  18.9
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:  52.5 35.9  13.1  44.6 33.8  12.6  41.9 61.1  33.8  50.7 31.5  18.9
LOS by Move:   D-   D+     B     D   C-     B     D    E    C-     D    C    B-
HCM2kAvgQ:      3   12     5     9   21     2     3   11     4    15    7     8
Note: Queue reported is the number of cars per lane.
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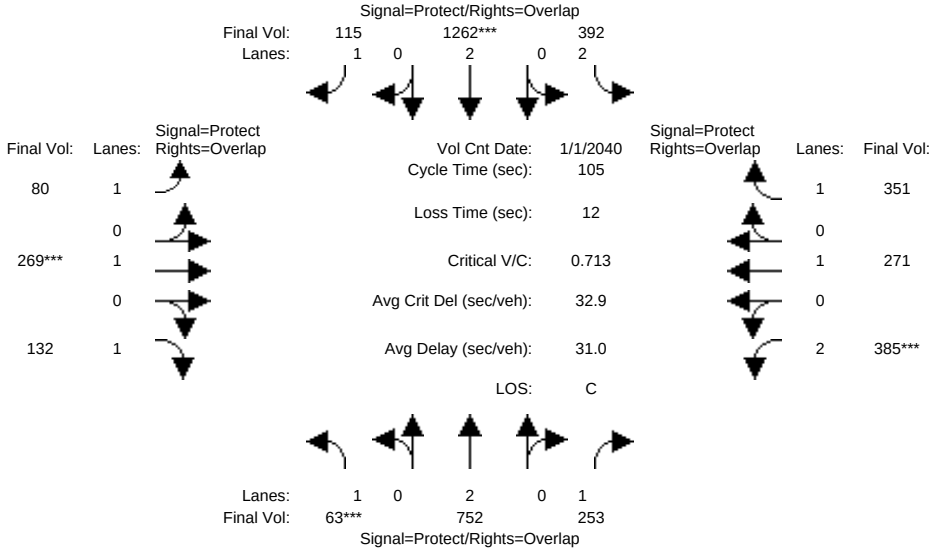
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #4134: Santa Teresa Boulevard and First Street/Hecker Pass Highway



Street Name:	Santa Teresa Boulevard						First Street/Hecker Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	63	752	253	392	1262	115	80	269	132	385	271	351
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:	63	752	253	392	1262	115	80	269	132	385	271	351
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:	63	752	253	392	1262	115	80	269	132	385	271	351
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:	63	752	253	392	1262	115	80	269	132	385	271	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	752	253	392	1262	115	80	269	132	385	271	351
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:	63	752	253	392	1262	115	80	269	132	385	271	351
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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.14	0.12	0.33	0.07	0.05	0.14	0.08	0.12	0.14	0.20
Crit Moves:	****				****			****		****		
Green Time:	7.0	33.7	51.4	21.2	47.9	60.1	12.1	20.4	27.4	17.6	25.9	47.2
Volume/Cap:	0.54	0.62	0.30	0.62	0.73	0.11	0.40	0.73	0.29	0.73	0.58	0.45
Delay/Veh:	52.5	31.1	16.2	40.0	24.8	10.3	44.3	46.8	31.3	46.5	36.5	20.3
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:	52.5	31.1	16.2	40.0	24.8	10.3	44.3	46.8	31.3	46.5	36.5	20.3
LOS by Move:	D-	C	B	D	C	B+	D	D	C	D	D+	C+
HCM2kAvgQ:	3	11	5	8	17	2	3	10	4	9	8	8

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

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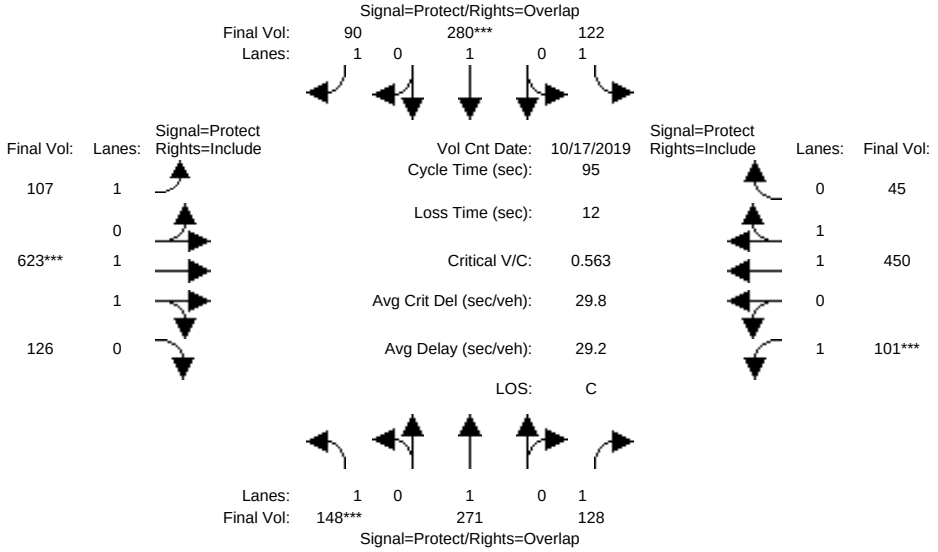
Gilroy 2040 General Plan

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

Intersection #7484: Wren Avenue and First Street



Street Name:	Wren Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	148	271	128	122	280	90	107	623	126	101	450	45
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:	148	271	128	122	280	90	107	623	126	101	450	45
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:	148	271	128	122	280	90	107	623	126	101	450	45
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:	148	271	128	122	280	90	107	623	126	101	450	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	271	128	122	280	90	107	623	126	101	450	45
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:	148	271	128	122	280	90	107	623	126	101	450	45
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.81	0.19
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3077	622	1750	3363	336
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.07	0.07	0.15	0.05	0.06	0.20	0.20	0.06	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	14.3	25.8	35.5	13.3	24.9	40.4	15.6	34.1	34.1	9.7	28.3	28.3
Volume/Cap:	0.56	0.53	0.20	0.50	0.56	0.12	0.37	0.56	0.56	0.56	0.45	0.45
Delay/Veh:	40.3	30.4	20.2	39.3	31.9	16.6	36.2	25.0	25.0	44.7	27.3	27.3
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:	40.3	30.4	20.2	39.3	31.9	16.6	36.2	25.0	25.0	44.7	27.3	27.3
LOS by Move:	D	C	C+	D	C	B	D+	C	C	D	C	C
HCM2kAvgQ:	5	7	3	4	8	2	3	9	9	4	6	6

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

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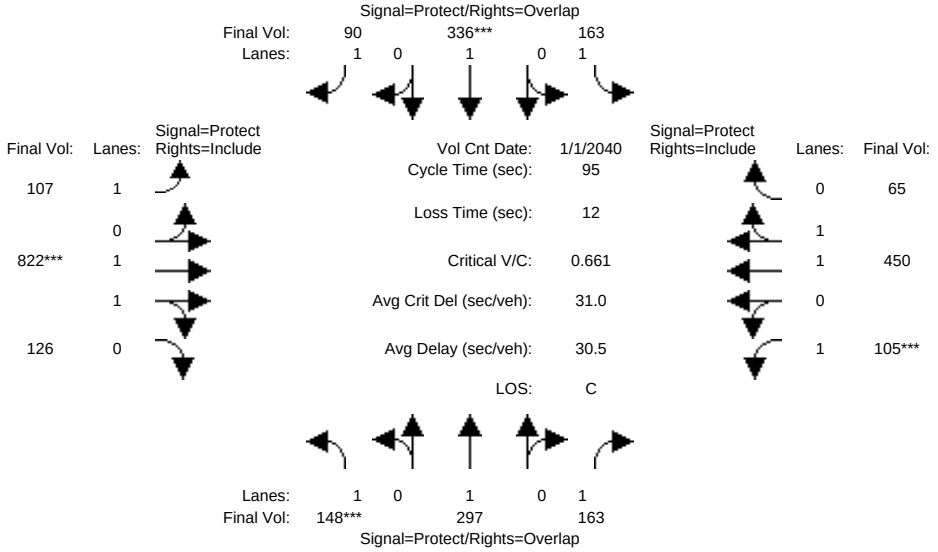
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7484: Wren Avenue and First Street



Street Name:	Wren Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	148	297	163	163	336	90	107	822	126	105	450	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:	148	297	163	163	336	90	107	822	126	105	450	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:	148	297	163	163	336	90	107	822	126	105	450	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:	148	297	163	163	336	90	107	822	126	105	450	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	297	163	163	336	90	107	822	126	105	450	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
FinalVolume:	148	297	163	163	336	90	107	822	126	105	450	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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3208	492	1750	3233	467
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.09	0.09	0.18	0.05	0.06	0.26	0.26	0.06	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	12.2	23.5	32.2	14.0	25.4	41.1	15.7	36.8	36.8	8.6	29.7	29.7
Volume/Cap:	0.66	0.63	0.28	0.63	0.66	0.12	0.37	0.66	0.66	0.66	0.45	0.45
Delay/Veh:	46.6	34.6	23.2	43.0	34.2	16.2	36.0	25.1	25.1	51.7	26.3	26.3
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:	46.6	34.6	23.2	43.0	34.2	16.2	36.0	25.1	25.1	51.7	26.3	26.3
LOS by Move:	D	C-	C	D	C-	B	D+	C	C	D-	C	C
HCM2kAvgQ:	6	9	4	6	10	2	3	12	12	5	6	6

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

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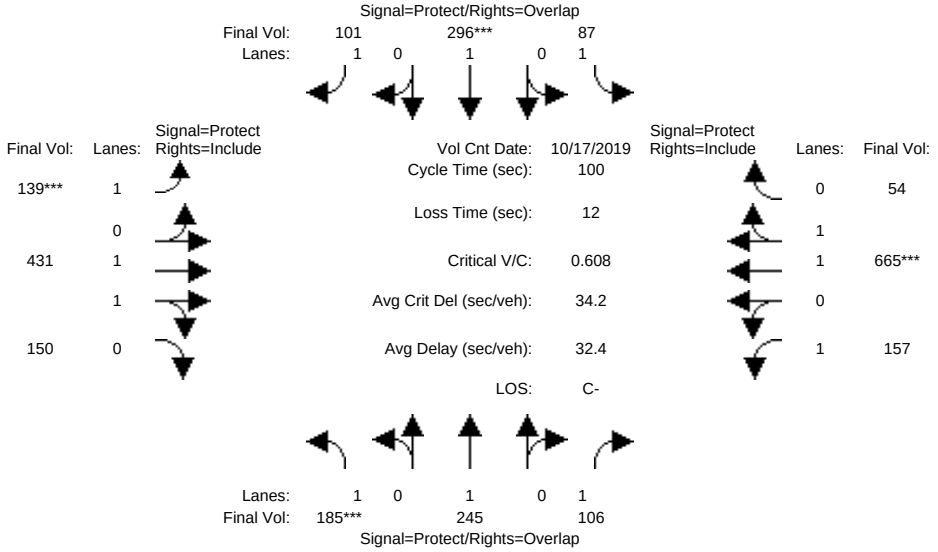
Gilroy 2040 General Plan

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

Intersection #7484: Wren Avenue and First Street



Street Name:	Wren Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	185	245	106	87	296	101	139	431	150	157	665	54
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:	185	245	106	87	296	101	139	431	150	157	665	54
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:	185	245	106	87	296	101	139	431	150	157	665	54
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:	185	245	106	87	296	101	139	431	150	157	665	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	245	106	87	296	101	139	431	150	157	665	54
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:	185	245	106	87	296	101	139	431	150	157	665	54
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.47	0.53	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2744	955	1750	3422	278
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.06	0.05	0.16	0.06	0.08	0.16	0.16	0.09	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	17.4	27.9	44.2	15.1	25.6	38.7	13.1	28.6	28.6	16.4	31.9	31.9
Volume/Cap:	0.61	0.46	0.14	0.33	0.61	0.15	0.61	0.55	0.55	0.55	0.61	0.61
Delay/Veh:	41.7	30.5	16.6	38.6	35.0	20.1	45.7	30.8	30.8	40.7	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	30.5	16.6	38.6	35.0	20.1	45.7	30.8	30.8	40.7	29.7	29.7
LOS by Move:	D	C	B	D+	D+	C+	D	C	C	D	C	C
HCM2kAvgQ:	7	6	2	3	9	2	5	8	8	5	10	10

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

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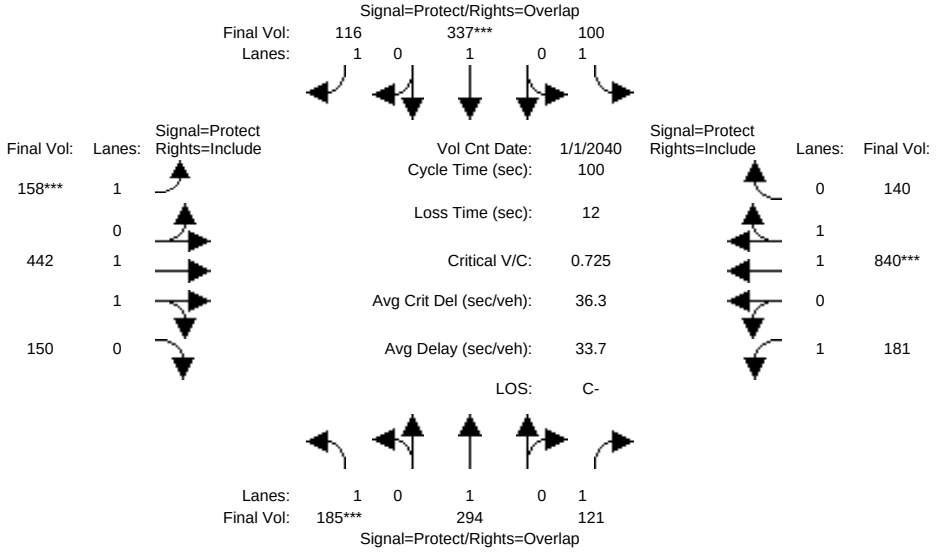
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7484: Wren Avenue and First Street



Street Name:	Wren Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	185	294	121	100	337	116	158	442	150	181	840	140
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:	185	294	121	100	337	116	158	442	150	181	840	140
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:	185	294	121	100	337	116	158	442	150	181	840	140
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:	185	294	121	100	337	116	158	442	150	181	840	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	294	121	100	337	116	158	442	150	181	840	140
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:	185	294	121	100	337	116	158	442	150	181	840	140
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.71	0.29
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2762	937	1750	3171	529
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.07	0.06	0.18	0.07	0.09	0.16	0.16	0.10	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	14.6	26.9	46.1	12.2	24.5	36.9	12.4	29.7	29.7	19.2	36.5	36.5
Volume/Cap:	0.73	0.58	0.15	0.47	0.73	0.18	0.73	0.54	0.54	0.54	0.73	0.73
Delay/Veh:	50.7	33.3	15.7	42.6	40.3	21.5	53.6	29.9	29.9	38.1	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	33.3	15.7	42.6	40.3	21.5	53.6	29.9	29.9	38.1	29.4	29.4
LOS by Move:	D	C-	B	D	D	C+	D-	C	C	D+	C	C
HCM2kAvgQ:	7	8	2	4	11	3	7	8	8	6	14	14

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

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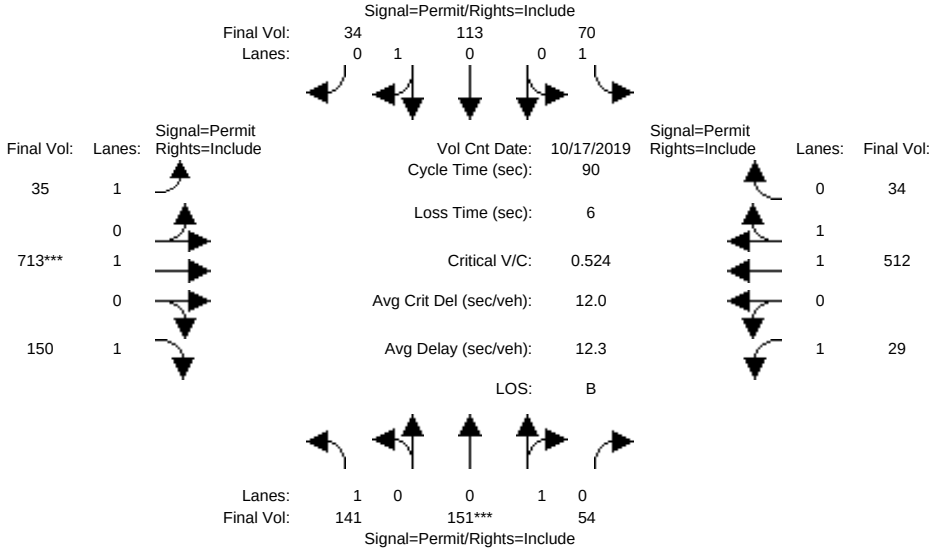
Gilroy 2040 General Plan

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

Intersection #4449: Wayland Lane/Miller Avenue and First Street



Street Name:	Wayland Lane/Miller Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	141	151	54	70	113	34	35	713	150	29	512	34
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:	141	151	54	70	113	34	35	713	150	29	512	34
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:	141	151	54	70	113	34	35	713	150	29	512	34
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:	141	151	54	70	113	34	35	713	150	29	512	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	151	54	70	113	34	35	713	150	29	512	34
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:	141	151	54	70	113	34	35	713	150	29	512	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.74	0.26	1.00	0.77	0.23	1.00	1.00	1.00	1.00	1.87	0.13
Final Sat.:	1750	1326	474	1750	1384	416	1750	1900	1750	1750	3469	230
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.04	0.08	0.08	0.02	0.38	0.09	0.02	0.15	0.15
Crit Moves:		****						****				
Green Time:	19.6	19.6	19.6	19.6	19.6	19.6	64.4	64.4	64.4	64.4	64.4	64.4
Volume/Cap:	0.37	0.52	0.52	0.18	0.38	0.38	0.03	0.52	0.12	0.02	0.21	0.21
Delay/Veh:	30.6	32.4	32.4	29.0	30.6	30.6	3.7	6.2	4.0	3.7	4.3	4.3
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:	30.6	32.4	32.4	29.0	30.6	30.6	3.7	6.2	4.0	3.7	4.3	4.3
LOS by Move:	C	C-	C-	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	6	6	2	4	4	0	9	1	0	3	3

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

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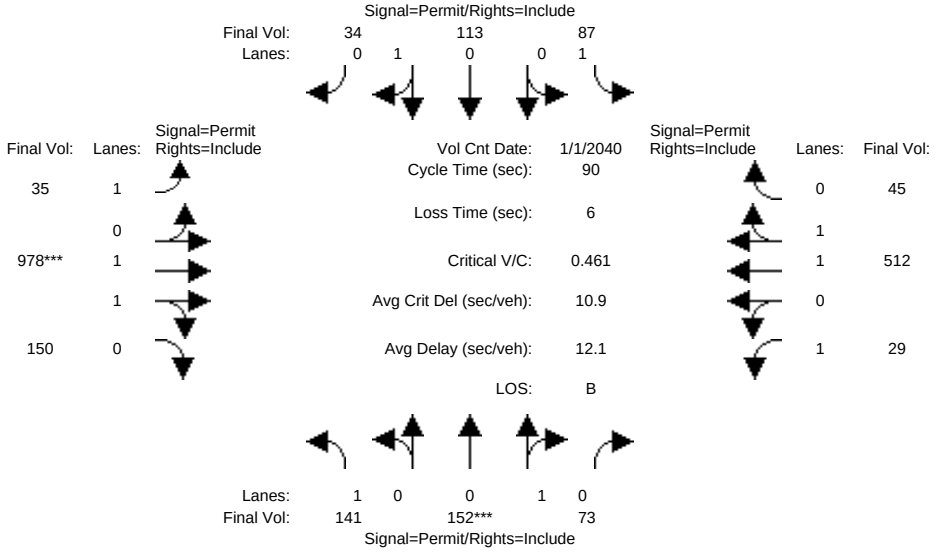
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #4449: Wayland Lane/Miller Avenue and First Street



Street Name:	Wayland Lane/Miller Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	141	152	73	87	113	34	35	978	150	29	512	45
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:	141	152	73	87	113	34	35	978	150	29	512	45
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:	141	152	73	87	113	34	35	978	150	29	512	45
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:	141	152	73	87	113	34	35	978	150	29	512	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	152	73	87	113	34	35	978	150	29	512	45
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:	141	152	73	87	113	34	35	978	150	29	512	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.68	0.32	1.00	0.77	0.23	1.00	1.73	0.27	1.00	1.83	0.17
Final Sat.:	1750	1216	584	1750	1384	416	1750	3208	492	1750	3401	299
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.05	0.08	0.08	0.02	0.30	0.30	0.02	0.15	0.15
Crit Moves:		****						****				
Green Time:	24.4	24.4	24.4	24.4	24.4	24.4	59.6	59.6	59.6	59.6	59.6	59.6
Volume/Cap:	0.30	0.46	0.46	0.18	0.30	0.30	0.03	0.46	0.46	0.03	0.23	0.23
Delay/Veh:	26.3	28.0	28.0	25.3	26.4	26.4	5.3	7.5	7.5	5.2	6.1	6.1
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:	26.3	28.0	28.0	25.3	26.4	26.4	5.3	7.5	7.5	5.2	6.1	6.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	6	6	2	4	4	0	8	8	0	3	3

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

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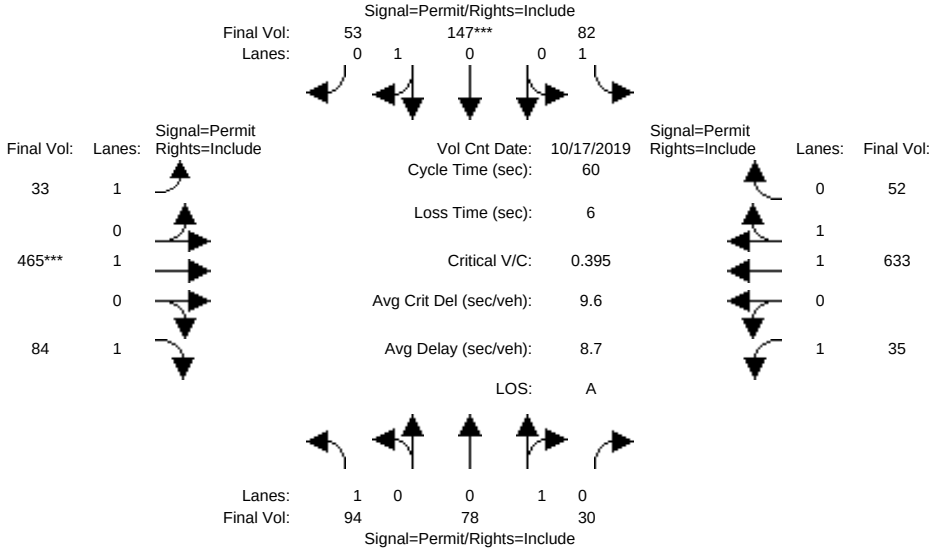
Gilroy 2040 General Plan

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

Intersection #4449: Wayland Lane/Miller Avenue and First Street



Street Name:	Wayland Lane/Miller Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	94	78	30	82	147	53	33	465	84	35	633	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	78	30	82	147	53	33	465	84	35	633	52
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:	94	78	30	82	147	53	33	465	84	35	633	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	78	30	82	147	53	33	465	84	35	633	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	78	30	82	147	53	33	465	84	35	633	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	78	30	82	147	53	33	465	84	35	633	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.72	0.28	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.84	0.16
Final Sat.:	1750	1300	500	1750	1323	477	1750	1900	1750	1750	3419	281
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.05	0.11	0.11	0.02	0.24	0.05	0.02	0.19	0.19
Crit Moves:					****			****				
Green Time:	16.9	16.9	16.9	16.9	16.9	16.9	37.1	37.1	37.1	37.1	37.1	37.1
Volume/Cap:	0.19	0.21	0.21	0.17	0.40	0.40	0.03	0.40	0.08	0.03	0.30	0.30
Delay/Veh:	16.6	16.7	16.7	16.4	18.0	18.0	4.5	6.0	4.6	4.5	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.7	16.7	16.4	18.0	18.0	4.5	6.0	4.6	4.5	5.4	5.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	3	3	0	5	1	0	3	3

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

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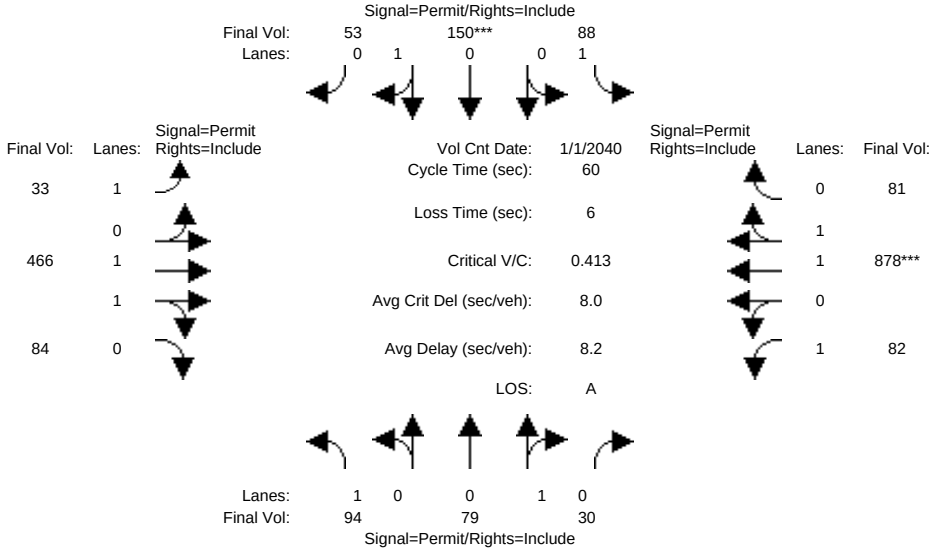
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #4449: Wayland Lane/Miller Avenue and First Street



Street Name:	Wayland Lane/Miller Avenue						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	94	79	30	88	150	53	33	466	84	82	878	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	79	30	88	150	53	33	466	84	82	878	81
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:	94	79	30	88	150	53	33	466	84	82	878	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	79	30	88	150	53	33	466	84	82	878	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	79	30	88	150	53	33	466	84	82	878	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	79	30	88	150	53	33	466	84	82	878	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.72	0.28	1.00	0.74	0.26	1.00	1.69	0.31	1.00	1.83	0.17
Final Sat.:	1750	1305	495	1750	1330	470	1750	3134	565	1750	3387	312
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.05	0.11	0.11	0.02	0.15	0.15	0.05	0.26	0.26
Crit Moves:					****						****	
Green Time:	16.4	16.4	16.4	16.4	16.4	16.4	37.6	37.6	37.6	37.6	37.6	37.6
Volume/Cap:	0.20	0.22	0.22	0.18	0.41	0.41	0.03	0.24	0.24	0.07	0.41	0.41
Delay/Veh:	17.0	17.1	17.1	16.9	18.4	18.4	4.3	5.0	5.0	4.4	5.8	5.8
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:	17.0	17.1	17.1	16.9	18.4	18.4	4.3	5.0	5.0	4.4	5.8	5.8
LOS by Move:	B	B	B	B	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	4	4	0	2	2	1	5	5

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

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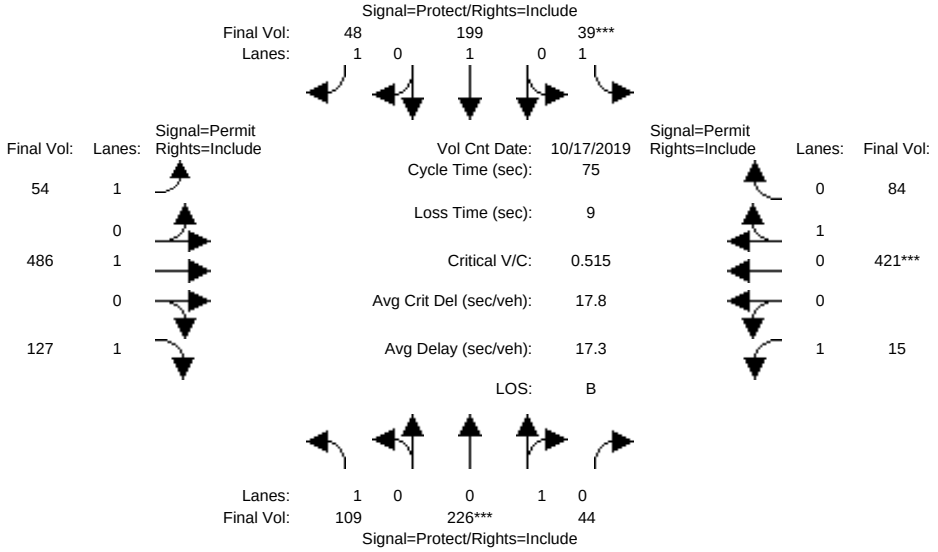
Gilroy 2040 General Plan

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

Intersection #7482: Church Street and First Street



Street Name:	Church Street						First Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	109	226	44	39	199	48	54	486	127	15	421	84
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:	109	226	44	39	199	48	54	486	127	15	421	84
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:	109	226	44	39	199	48	54	486	127	15	421	84
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:	109	226	44	39	199	48	54	486	127	15	421	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	226	44	39	199	48	54	486	127	15	421	84
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:	109	226	44	39	199	48	54	486	127	15	421	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1750	1507	293	1750	1900	1750	1750	1900	1750	1750	1501	299
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.02	0.10	0.03	0.03	0.26	0.07	0.01	0.28	0.28
Crit Moves:		****		****							****	
Green Time:	11.3	20.6	20.6	7.0	16.2	16.2	38.4	38.4	38.4	38.4	38.4	38.4
Volume/Cap:	0.41	0.55	0.55	0.24	0.48	0.13	0.06	0.50	0.14	0.02	0.55	0.55
Delay/Veh:	29.8	24.5	24.5	32.3	26.6	23.8	9.2	12.4	9.7	9.0	13.1	13.1
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:	29.8	24.5	24.5	32.3	26.6	23.8	9.2	12.4	9.7	9.0	13.1	13.1
LOS by Move:	C	C	C	C-	C	C	A	B	A	A	B	B
HCM2kAvgQ:	3	6	6	1	5	1	1	8	2	0	9	9

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

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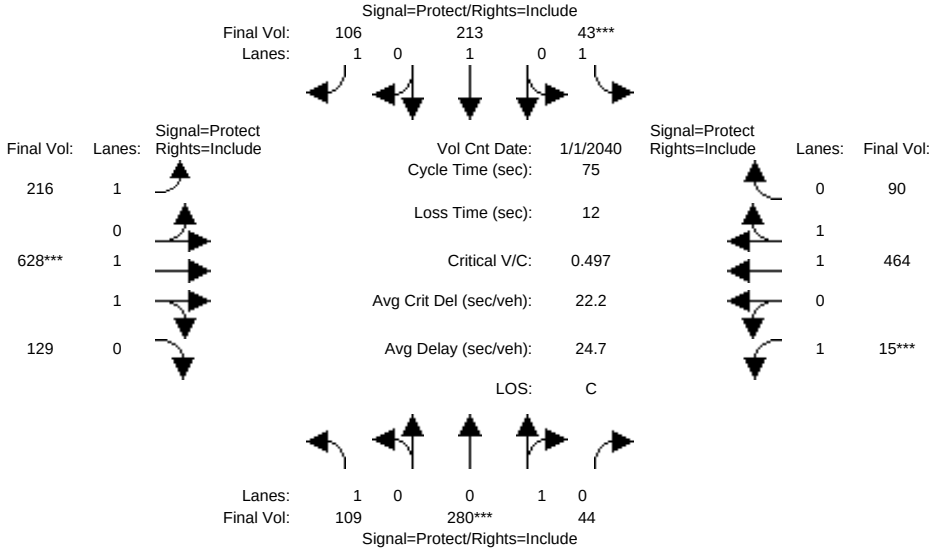
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7482: Church Street and First Street



Street Name:	Church Street						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	109	280	44	43	213	106	216	628	129	15	464	90
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:	109	280	44	43	213	106	216	628	129	15	464	90
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:	109	280	44	43	213	106	216	628	129	15	464	90
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:	109	280	44	43	213	106	216	628	129	15	464	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	280	44	43	213	106	216	628	129	15	464	90
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:	109	280	44	43	213	106	216	628	129	15	464	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.67	0.33
Final Sat.:	1750	1556	244	1750	1900	1750	1750	3069	630	1750	3098	601
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.02	0.11	0.06	0.12	0.20	0.20	0.01	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	12.3	22.9	22.9	7.0	17.6	17.6	14.9	26.1	26.1	7.0	18.1	18.1
Volume/Cap:	0.38	0.59	0.59	0.26	0.48	0.26	0.62	0.59	0.59	0.09	0.62	0.62
Delay/Veh:	28.8	23.7	23.7	32.5	25.5	23.7	30.8	20.8	20.8	31.3	26.7	26.7
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:	28.8	23.7	23.7	32.5	25.5	23.7	30.8	20.8	20.8	31.3	26.7	26.7
LOS by Move:	C	C	C	C-	C	C	C	C+	C+	C	C	C
HCM2kAvgQ:	3	7	7	1	5	2	6	8	8	0	7	7

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

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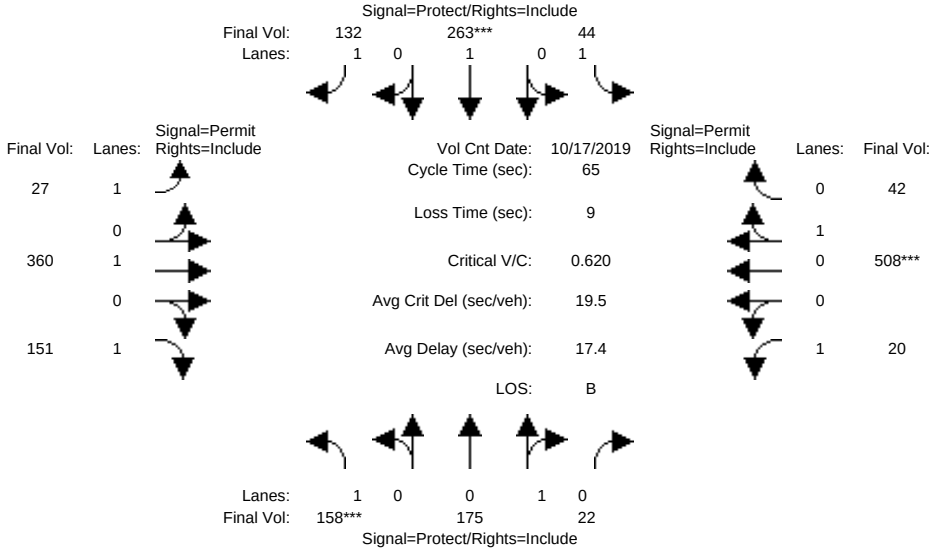
Gilroy 2040 General Plan

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

Intersection #7482: Church Street and First Street



Street Name:	Church Street						First Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	158	175	22	44	263	132	27	360	151	20	508	42
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:	158	175	22	44	263	132	27	360	151	20	508	42
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:	158	175	22	44	263	132	27	360	151	20	508	42
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:	158	175	22	44	263	132	27	360	151	20	508	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	175	22	44	263	132	27	360	151	20	508	42
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:	158	175	22	44	263	132	27	360	151	20	508	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	1750	1599	201	1750	1900	1750	1750	1900	1750	1750	1663	137
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.03	0.14	0.08	0.02	0.19	0.09	0.01	0.31	0.31
Crit Moves:	****				****						****	
Green Time:	9.5	14.1	14.1	9.9	14.5	14.5	32.0	32.0	32.0	32.0	32.0	32.0
Volume/Cap:	0.62	0.50	0.50	0.17	0.62	0.34	0.03	0.38	0.18	0.02	0.62	0.62
Delay/Veh:	30.7	23.4	23.4	24.3	25.6	21.7	8.5	10.6	9.3	8.5	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	23.4	23.4	24.3	25.6	21.7	8.5	10.6	9.3	8.5	13.4	13.4
LOS by Move:	C	C	C	C	C	C+	A	B+	A	A	B	B
HCM2kAvgQ:	4	4	4	1	6	3	0	5	2	0	9	9

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

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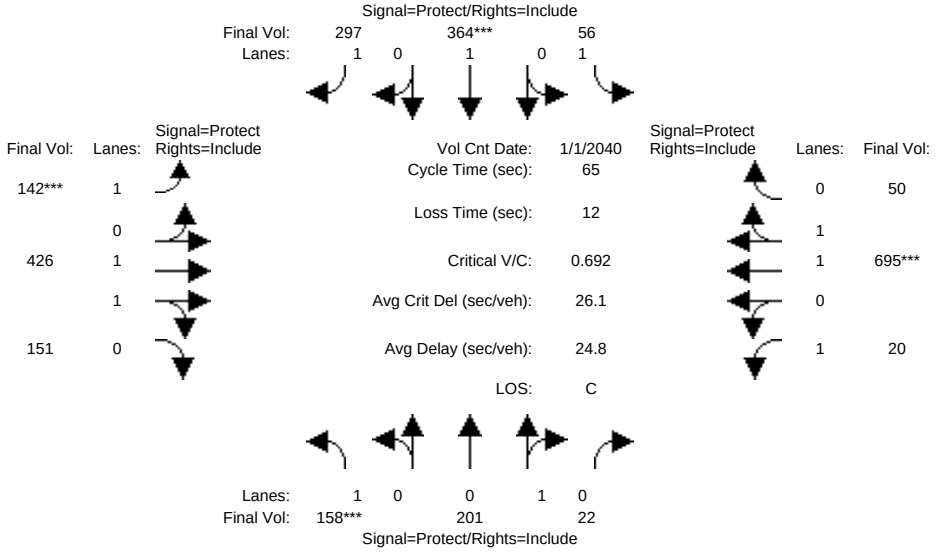
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7482: Church Street and First Street



Street Name:	Church Street						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	158	201	22	56	364	297	142	426	151	20	695	50
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:	158	201	22	56	364	297	142	426	151	20	695	50
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:	158	201	22	56	364	297	142	426	151	20	695	50
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:	158	201	22	56	364	297	142	426	151	20	695	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	201	22	56	364	297	142	426	151	20	695	50
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:	158	201	22	56	364	297	142	426	151	20	695	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.90	0.10	1.00	1.00	1.00	1.00	1.46	0.54	1.00	1.86	0.14
Final Sat.:	1750	1622	178	1750	1900	1750	1750	2731	968	1750	3451	248
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.03	0.19	0.17	0.08	0.16	0.16	0.01	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	8.5	15.6	15.6	10.9	18.0	18.0	7.6	15.7	15.7	10.8	18.9	18.9
Volume/Cap:	0.69	0.52	0.52	0.19	0.69	0.61	0.69	0.65	0.65	0.07	0.69	0.69
Delay/Veh:	35.8	22.6	22.6	23.6	25.0	22.8	37.3	23.8	23.8	22.9	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	22.6	22.6	23.6	25.0	22.8	37.3	23.8	23.8	22.9	22.4	22.4
LOS by Move:	D+	C+	C+	C	C	C+	D+	C	C	C+	C+	C+
HCM2kAvgQ:	5	5	5	1	8	7	5	6	6	0	8	8

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

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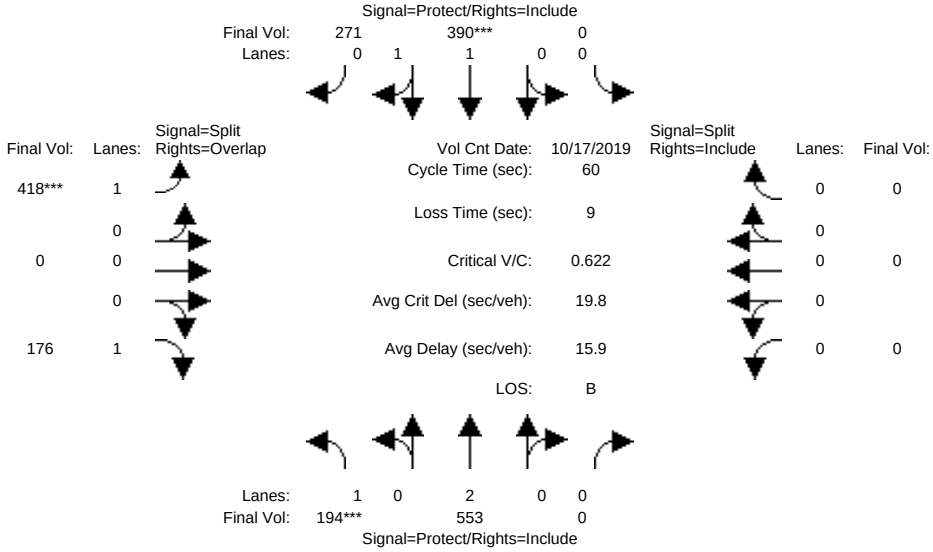
Gilroy 2040 General Plan

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

Intersection #7653: Monterey Street and First Street



Street Name:	Monterey Street						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	194	553	0	0	390	271	418	0	176	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	553	0	0	390	271	418	0	176	0	0	0
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:	194	553	0	0	390	271	418	0	176	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	553	0	0	390	271	418	0	176	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	553	0	0	390	271	418	0	176	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	553	0	0	390	271	418	0	176	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.16	0.84	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2182	1516	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.00	0.00	0.18	0.18	0.24	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.7	27.9	0.0	0.0	17.2	17.2	23.1	0.0	33.8	0.0	0.0	0.0
Volume/Cap:	0.62	0.31	0.00	0.00	0.62	0.62	0.62	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	26.6	10.1	0.0	0.0	19.7	19.7	16.8	0.0	6.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	10.1	0.0	0.0	19.7	19.7	16.8	0.0	6.5	0.0	0.0	0.0
LOS by Move:	C	B+	A	A	B-	B-	B	A	A	A	A	A
HCM2kAvgQ:	5	3	0	0	6	6	8	0	2	0	0	0

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

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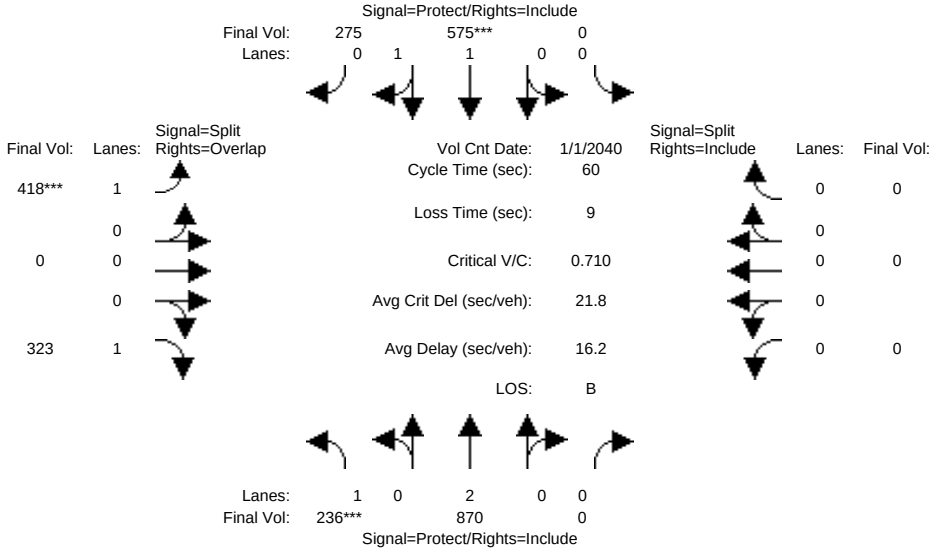
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7653: Monterey Street and First Street



Street Name:	Monterey Street						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	236	870	0	0	575	275	418	0	323	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	870	0	0	575	275	418	0	323	0	0	0
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:	236	870	0	0	575	275	418	0	323	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	870	0	0	575	275	418	0	323	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	870	0	0	575	275	418	0	323	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	870	0	0	575	275	418	0	323	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.34	0.66	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2502	1197	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.00	0.00	0.23	0.23	0.24	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.4	30.8	0.0	0.0	19.4	19.4	20.2	0.0	31.6	0.0	0.0	0.0
Volume/Cap:	0.71	0.45	0.00	0.00	0.71	0.71	0.71	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	29.7	9.4	0.0	0.0	19.8	19.8	21.4	0.0	8.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	9.4	0.0	0.0	19.8	19.8	21.4	0.0	8.5	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B-	B-	C+	A	A	A	A	A
HCM2kAvgQ:	6	5	0	0	9	9	9	0	4	0	0	0

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

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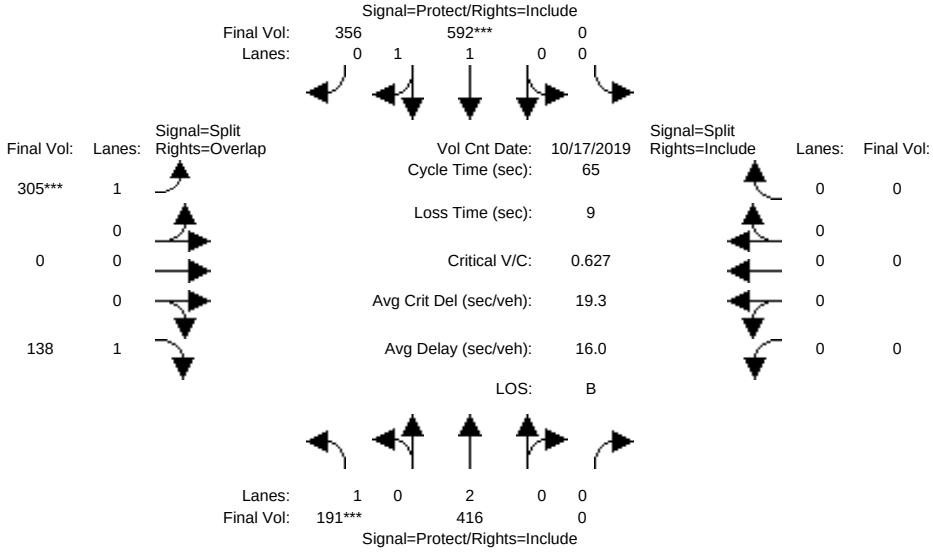
Gilroy 2040 General Plan

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

Intersection #7653: Monterey Street and First Street



Street Name:	Monterey Street						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	191	416	0	0	592	356	305	0	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	416	0	0	592	356	305	0	138	0	0	0
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:	191	416	0	0	592	356	305	0	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	416	0	0	592	356	305	0	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	416	0	0	592	356	305	0	138	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	416	0	0	592	356	305	0	138	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.23	0.77	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2310	1389	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.00	0.26	0.26	0.17	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.3	37.9	0.0	0.0	26.6	26.6	18.1	0.0	29.4	0.0	0.0	0.0
Volume/Cap:	0.63	0.19	0.00	0.00	0.63	0.63	0.63	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	29.0	6.4	0.0	0.0	16.1	16.1	23.1	0.0	10.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	6.4	0.0	0.0	16.1	16.1	23.1	0.0	10.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	B+	A	A	A
HCM2kAvgQ:	5	2	0	0	9	9	7	0	2	0	0	0

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

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Gilroy 2040 General Plan

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2040 General Plan PM

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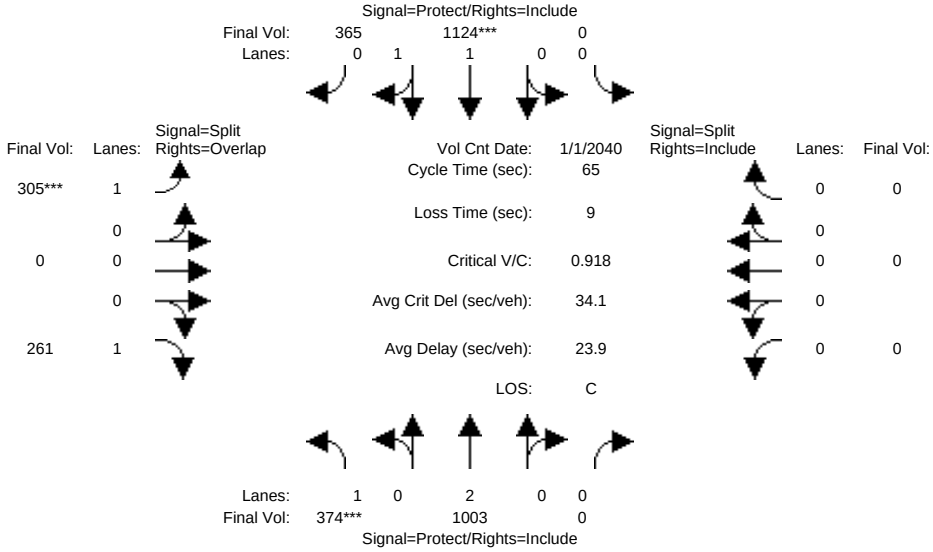

Street Name:	Monterey Street						First Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	374	1003	0	0	1124	365	305	0	261	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	1003	0	0	1124	365	305	0	261	0	0	0
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:	374	1003	0	0	1124	365	305	0	261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	1003	0	0	1124	365	305	0	261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	1003	0	0	1124	365	305	0	261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	1003	0	0	1124	365	305	0	261	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.50	0.50	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2792	907	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.00	0.00	0.40	0.40	0.17	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.1	43.7	0.0	0.0	28.5	28.5	12.3	0.0	27.5	0.0	0.0	0.0
Volume/Cap:	0.92	0.39	0.00	0.00	0.92	0.92	0.92	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	49.7	4.9	0.0	0.0	25.8	25.8	55.1	0.0	13.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	4.9	0.0	0.0	25.8	25.8	55.1	0.0	13.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	E+	A	B	A	A	A
HCM2kAvgQ:	12	5	0	0	19	19	11	0	4	0	0	0

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

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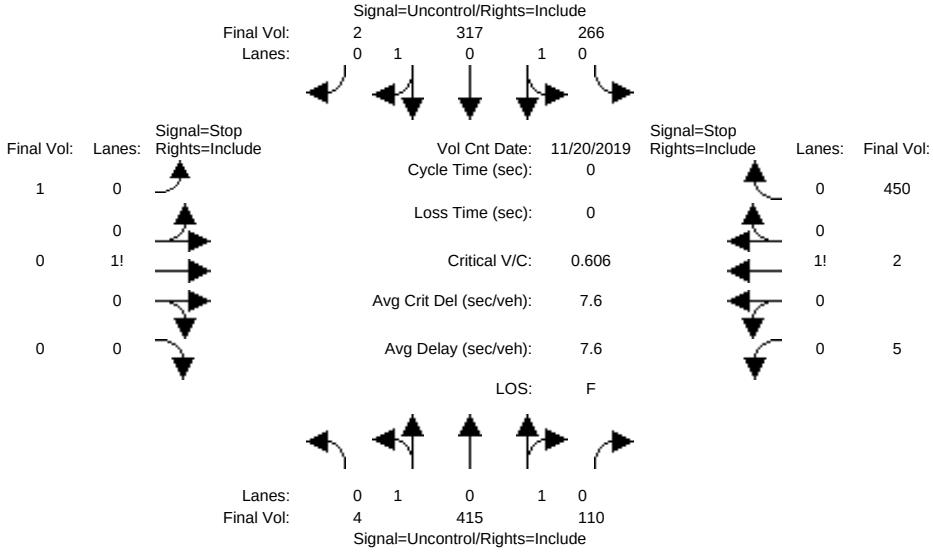
Gilroy 2040 General Plan

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

Intersection #10567: Monterey Street and IOOF Avenue




```
Street Name:         Monterey Street                     IOOF Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       4  415   110   266  317     2     1    0     0     5    2   450
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:    4  415   110   266  317     2     1    0     0     5    2   450
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:    4  415   110   266  317     2     1    0     0     5    2   450
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:     4  415   110   266  317     2     1    0     0     5    2   450
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  415   110   266  317     2     1    0     0     5    2   450
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5 xxxx xxxxx   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  319 xxxx xxxxx   525 xxxx xxxxx  1067 xxxx xxxxx  1169 1329   263
Potent Cap.: 1252 xxxx xxxxx  1052 xxxx xxxxx   179 xxxx xxxxx   151  156   742
Move Cap.:   1252 xxxx xxxxx  1052 xxxx xxxxx    53 xxxx xxxxx   116  110   742
Volume/Cap:  0.00 xxxx  xxxx  0.25 xxxx  xxxx  0.02 xxxx  xxxx  0.04 0.02  0.61
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   1.0 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.9 xxxx xxxxx   9.6 xxxx xxxxx  73.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     F    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  684 xxxxx
SharedQueue:  0.0 xxxx xxxxx   1.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  5.1 xxxxx
Shrd ConDel:  7.9 xxxx xxxxx   9.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 20.2 xxxxx
Shared LOS:     A    *     *     A    *     *     *    *     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             73.6             20.2
ApproachLOS:         *                *                F                C
Note: Queue reported is the number of cars per lane.
```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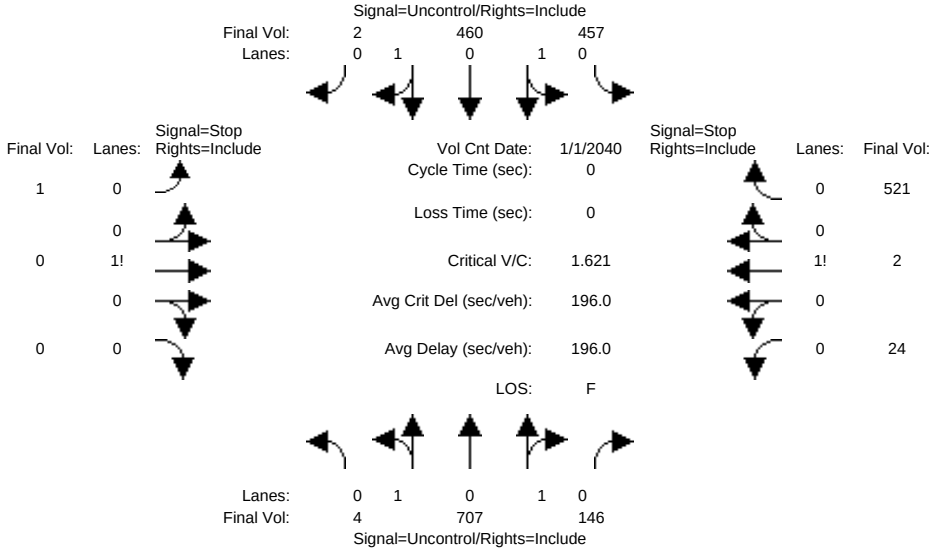
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #10567: Monterey Street and IOOF Avenue




```
Street Name:         Monterey Street                    IOOF Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       4  707   146   457  460     2     1    0     0    24    2   521
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:    4  707   146   457  460     2     1    0     0    24    2   521
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:    4  707   146   457  460     2     1    0     0    24    2   521
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:     4  707   146   457  460     2     1    0     0    24    2   521
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  707   146   457  460     2     1    0     0    24    2   521
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5 xxxx xxxxx   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  462 xxxx xxxxx   853 xxxx xxxxx  1738 xxxx xxxxx  1932 2164   427
Potent Cap.: 1110 xxxx xxxxx   795 xxxx xxxxx    57 xxxx xxxxx    41   48   582
Move Cap.:   1110 xxxx xxxxx   795 xxxx xxxxx     2 xxxx xxxxx    15   11   582
Volume/Cap:  0.00 xxxx  xxxx  0.57 xxxx  xxxx  0.52 xxxx  xxxx  1.62 0.18  0.90
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   3.7 xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.3 xxxx xxxxx  15.5 xxxx xxxxx  2446 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     C    *     *     F    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  203 xxxxx
SharedQueue:  0.0 xxxx xxxxx   3.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 47.4 xxxxx
Shrd ConDel:  8.3 xxxx xxxxx  15.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  815 xxxxx
Shared LOS:     A    *     *     C    *     *     *    *     *     *    F     *
ApproachDel:    xxxxxx           xxxxxx           2446.1            815.2
ApproachLOS:         *                *                F                 F
Note: Queue reported is the number of cars per lane.
```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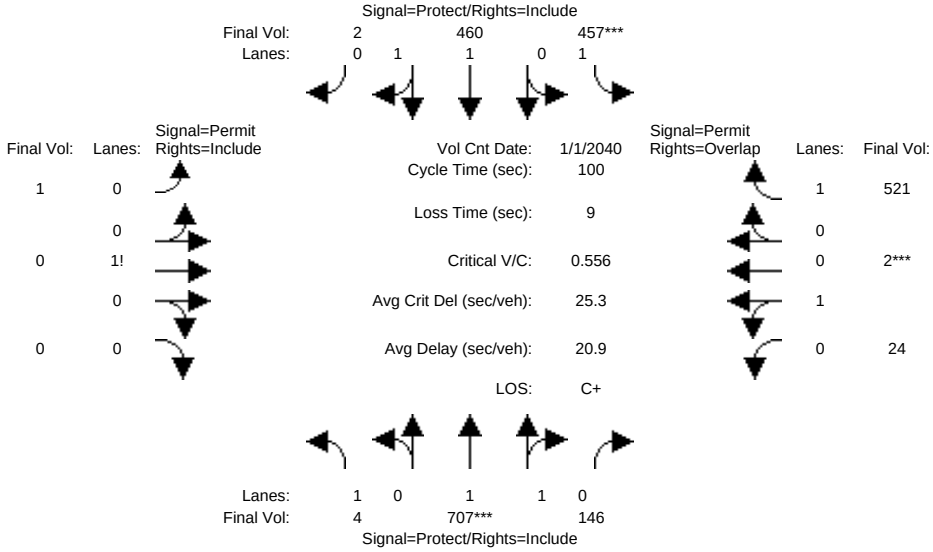
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62193: Monterey Street and IOOF Avenue



Street Name:	Monterey Street						IOOF 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	4	707	146	457	460	2	1	0	0	24	2	521
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:	4	707	146	457	460	2	1	0	0	24	2	521
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:	4	707	146	457	460	2	1	0	0	24	2	521
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:	4	707	146	457	460	2	1	0	0	24	2	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	707	146	457	460	2	1	0	0	24	2	521
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:	4	707	146	457	460	2	1	0	0	24	2	521
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.65	0.35	1.00	1.99	0.01	1.00	0.00	0.00	0.92	0.08	1.00
Final Sat.:	1750	3066	633	1750	3684	16	1750	0	0	1662	138	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.26	0.12	0.12	0.00	0.00	0.00	0.01	0.01	0.30
Crit Moves:		****		****							****	
Green Time:	29.1	38.0	38.0	43.0	51.9	51.9	10.0	0.0	0.0	10.0	10.0	53.0
Volume/Cap:	0.01	0.61	0.61	0.61	0.24	0.24	0.01	0.00	0.00	0.14	0.14	0.56
Delay/Veh:	25.2	25.8	25.8	23.4	13.3	13.3	40.5	0.0	0.0	41.5	41.5	16.5
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:	25.2	25.8	25.8	23.4	13.3	13.3	40.5	0.0	0.0	41.5	41.5	16.5
LOS by Move:	C	C	C	C	B	B	D	A	A	D	D	B
HCM2kAvgQ:	0	11	11	12	4	4	0	0	0	1	1	12

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

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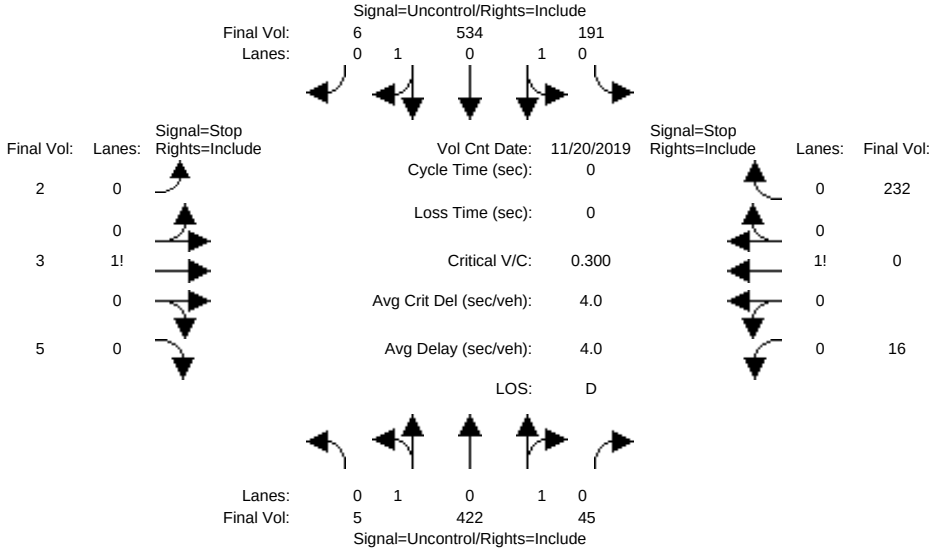
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #10567: Monterey Street and IOOF Avenue




```
Street Name:         Monterey Street                     IOOF Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       5  422    45   191  534     6     2    3     5    16    0   232
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  422    45   191  534     6     2    3     5    16    0   232
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:    5  422    45   191  534     6     2    3     5    16    0   232
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5  422    45   191  534     6     2    3     5    16    0   232
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5  422    45   191  534     6     2    3     5    16    0   232
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  540 xxxx xxxxx   467 xxxx xxxxx  1140 1396   270  1105 1377   234
Potent Cap.: 1039 xxxx xxxxx  1105 xxxx xxxxx   158  142   734   168  146   775
Move Cap.:   1039 xxxx xxxxx  1105 xxxx xxxxx    94  114   734   139  117   775
Volume/Cap:  0.00 xxxx  xxxx  0.17 xxxx  xxxx  0.02 0.03  0.01  0.12 0.00  0.30
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.5 xxxx xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  184 xxxxx  xxxx  598 xxxxx
SharedQueue:  0.0 xxxx xxxxx   0.6 xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  2.0 xxxxx
Shrd ConDel:  8.5 xxxx xxxxx   8.9 xxxx xxxxx xxxxx 25.7 xxxxx xxxxx 15.2 xxxxx
Shared LOS:     A    *     *     A    *     *     *    D     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             25.7             15.2
ApproachLOS:         *                *                D                C
Note: Queue reported is the number of cars per lane.
```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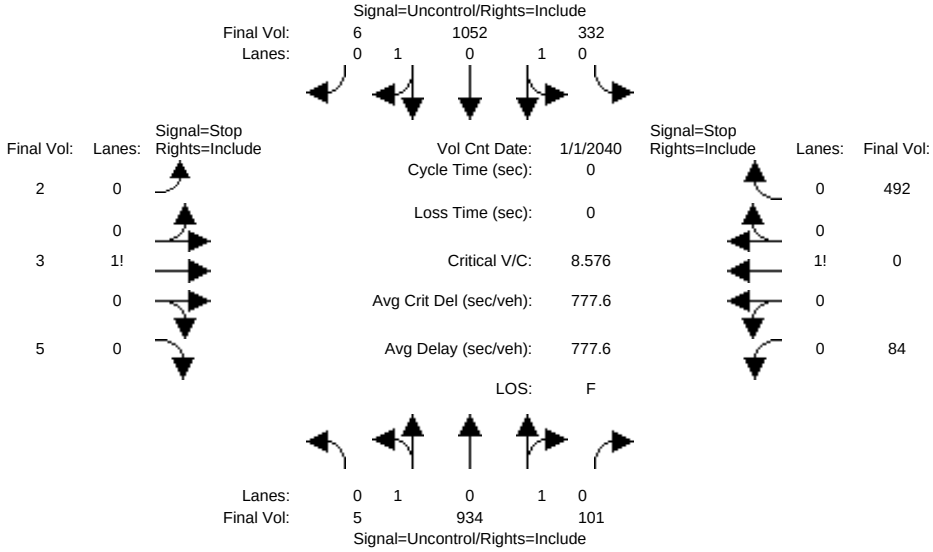
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #10567: Monterey Street and IOOF Avenue




```
Street Name:         Monterey Street                     IOOF Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       5  934   101   332 1052     6     2    3     5    84    0   492
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  934   101   332 1052     6     2    3     5    84    0   492
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:    5  934   101   332 1052     6     2    3     5    84    0   492
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5  934   101   332 1052     6     2    3     5    84    0   492
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5  934   101   332 1052     6     2    3     5    84    0   492
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1058 xxxx xxxxx  1035 xxxx xxxxx  2196 2764   529  2186 2717   518
Potent Cap.:  666 xxxx xxxxx   679 xxxx xxxxx    26   20   499    26   21   508
Move Cap.:    666 xxxx xxxxx   679 xxxx xxxxx     0    8   499    10    8   508
Volume/Cap:  0.01 xxxx  xxxx  0.49 xxxx  xxxx  4.74 0.39  0.01  8.58 0.00  0.97
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   2.7 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 10.4 xxxx xxxxx  15.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     C    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    2 xxxxx  xxxx   60 xxxxx
SharedQueue:  0.0 xxxx xxxxx   2.7 xxxx xxxxx xxxxx  2.5 xxxxx xxxxx 67.6 xxxxx
Shrd ConDel: 10.4 xxxx xxxxx  15.3 xxxx xxxxx xxxxx 5056 xxxxx xxxxx 3975 xxxxx
Shared LOS:     B    *     *     C    *     *     *    F     *     *    F     *
ApproachDel:    xxxxxx           xxxxxx           5055.6           3975.1
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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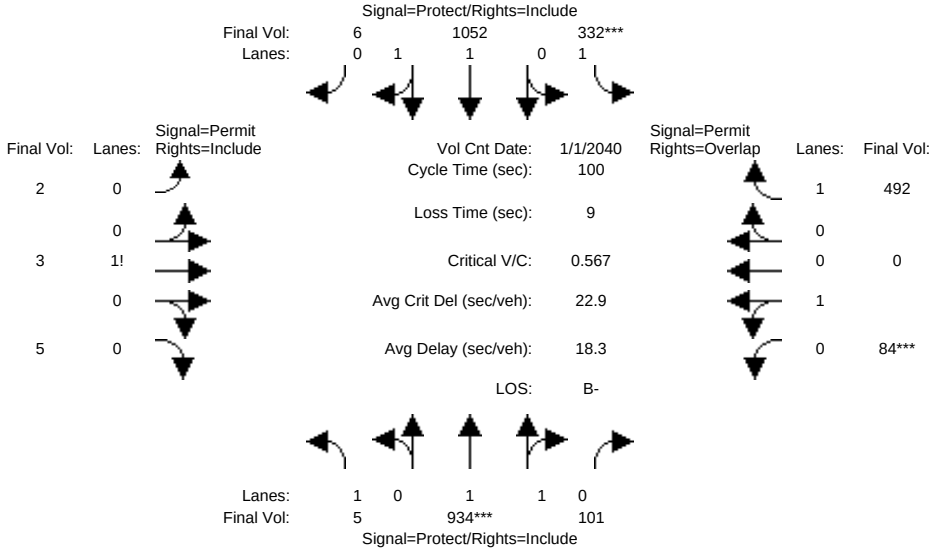
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62193: Monterey Street and IOOF Avenue



Street Name:	Monterey Street						IOOF 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	5	934	101	332	1052	6	2	3	5	84	0	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	934	101	332	1052	6	2	3	5	84	0	492
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:	5	934	101	332	1052	6	2	3	5	84	0	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	934	101	332	1052	6	2	3	5	84	0	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	934	101	332	1052	6	2	3	5	84	0	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	934	101	332	1052	6	2	3	5	84	0	492
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.80	0.20	1.00	1.99	0.01	0.20	0.30	0.50	1.00	0.00	1.00
Final Sat.:	1750	3339	361	1750	3679	21	350	525	875	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.19	0.29	0.29	0.01	0.01	0.01	0.05	0.00	0.28
Crit Moves:		****		****						****		
Green Time:	15.9	48.3	48.3	32.7	65.1	65.1	10.0	10.0	10.0	10.0	0.0	42.7
Volume/Cap:	0.02	0.58	0.58	0.58	0.44	0.44	0.06	0.06	0.06	0.47	0.00	0.66
Delay/Veh:	35.5	19.1	19.1	29.4	8.7	8.7	40.9	40.9	40.9	44.4	0.0	25.0
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:	35.5	19.1	19.1	29.4	8.7	8.7	40.9	40.9	40.9	44.4	0.0	25.0
LOS by Move:	D+	B-	B-	C	A	A	D	D	D	D	A	C
HCM2kAvgQ:	0	12	12	10	8	8	0	0	0	3	0	14

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

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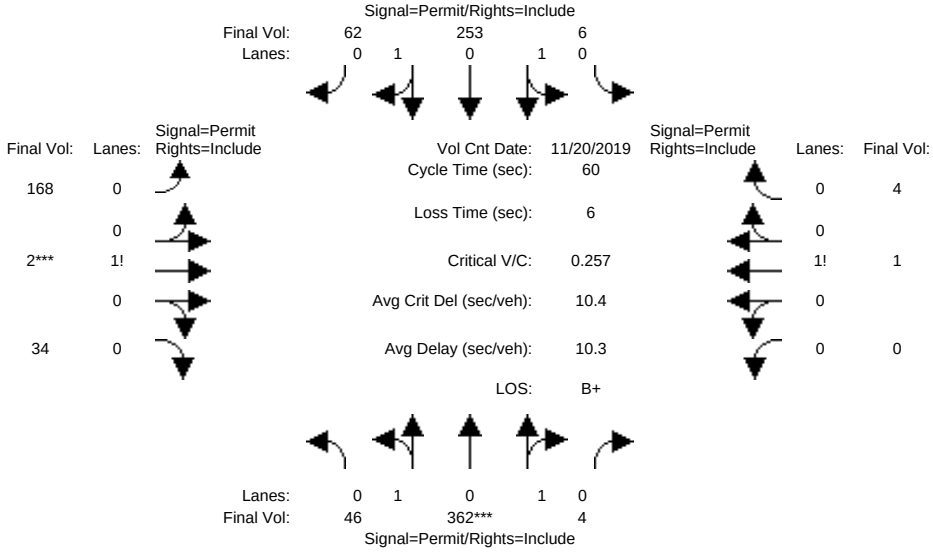
Gilroy 2040 General Plan

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

Intersection #7473: Monterey Street and Third Street



Street Name:	Monterey Street						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	46	362	4	6	253	62	168	2	34	0	1	4
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:	46	362	4	6	253	62	168	2	34	0	1	4
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:	46	362	4	6	253	62	168	2	34	0	1	4
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:	46	362	4	6	253	62	168	2	34	0	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	362	4	6	253	62	168	2	34	0	1	4
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:	46	362	4	6	253	62	168	2	34	0	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	0.22	1.76	0.02	0.04	1.58	0.38	0.82	0.01	0.17	0.00	0.20	0.80
Final Sat.:	402	3163	35	67	2837	695	1441	17	292	0	360	1440
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.09	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	26.8	26.8	26.8	26.8	26.8	26.8	27.2	27.2	27.2	0.0	27.2	27.2
Volume/Cap:	0.26	0.26	0.26	0.20	0.20	0.20	0.26	0.26	0.26	0.00	0.01	0.01
Delay/Veh:	10.5	10.5	10.5	10.2	10.2	10.2	10.3	10.3	10.3	0.0	9.0	9.0
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:	10.5	10.5	10.5	10.2	10.2	10.2	10.3	10.3	10.3	0.0	9.0	9.0
LOS by Move:	B+	B+	B+	B+	B+	B+	B+	B+	B+	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	3	3	3	0	0	0

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

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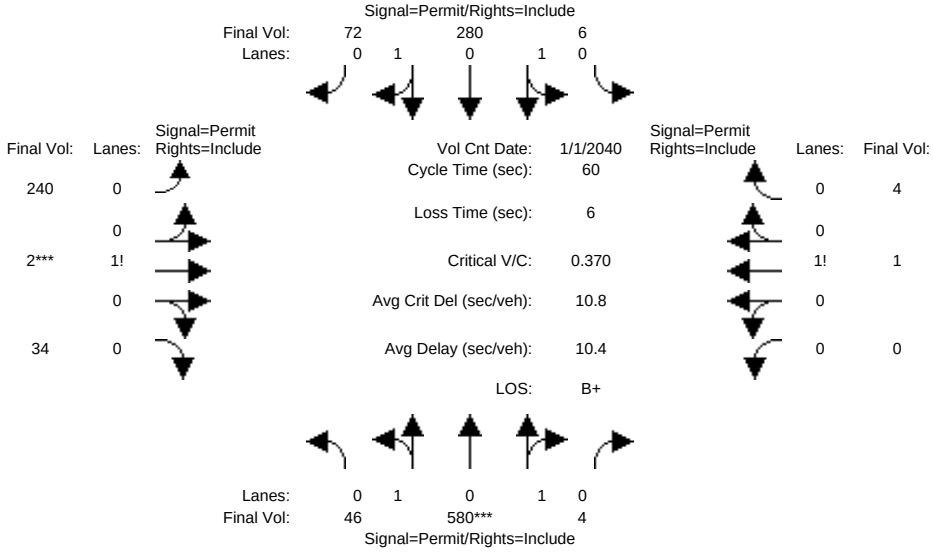
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7473: Monterey Street and Third Street



Street Name:	Monterey Street						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	46	580	4	6	280	72	240	2	34	0	1	4
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:	46	580	4	6	280	72	240	2	34	0	1	4
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:	46	580	4	6	280	72	240	2	34	0	1	4
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:	46	580	4	6	280	72	240	2	34	0	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	580	4	6	280	72	240	2	34	0	1	4
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:	46	580	4	6	280	72	240	2	34	0	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	0.15	1.84	0.01	0.03	1.57	0.40	0.87	0.01	0.12	0.00	0.20	0.80
Final Sat.:	263	3314	23	60	2816	724	1522	13	216	0	360	1440
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.10	0.10	0.16	0.16	0.16	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	25.6	25.6	25.6	0.0	25.6	25.6
Volume/Cap:	0.37	0.37	0.37	0.21	0.21	0.21	0.37	0.37	0.37	0.00	0.01	0.01
Delay/Veh:	10.2	10.2	10.2	9.3	9.3	9.3	12.0	12.0	12.0	0.0	9.9	9.9
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:	10.2	10.2	10.2	9.3	9.3	9.3	12.0	12.0	12.0	0.0	9.9	9.9
LOS by Move:	B+	B+	B+	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	4	4	4	2	2	2	4	4	4	0	0	0

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

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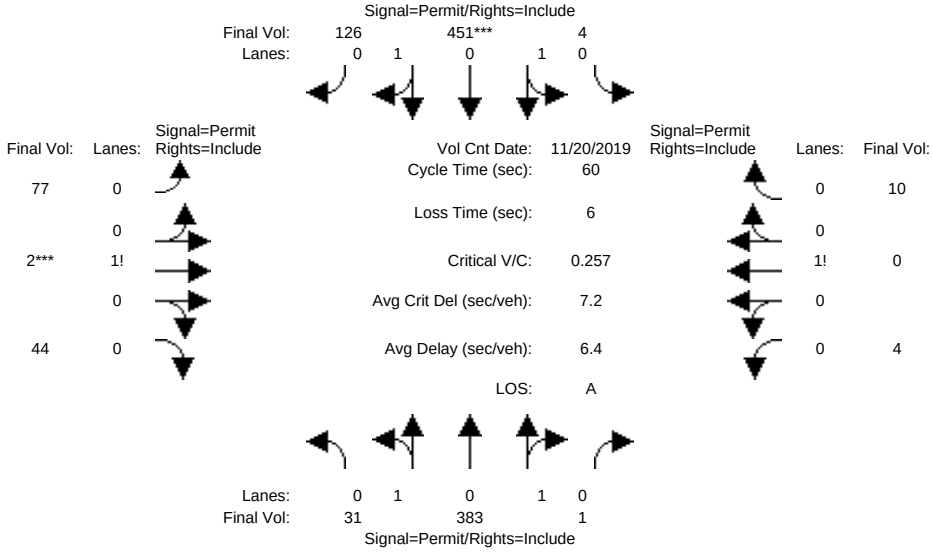
Gilroy 2040 General Plan

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

Intersection #7473: Monterey Street and Third Street



Street Name:	Monterey Street						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	31	383	1	4	451	126	77	2	44	4	0	10
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	383	1	4	451	126	77	2	44	4	0	10
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	383	1	4	451	126	77	2	44	4	0	10
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	383	1	4	451	126	77	2	44	4	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	383	1	4	451	126	77	2	44	4	0	10
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:	31	383	1	4	451	126	77	2	44	4	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.15	1.84	0.01	0.01	1.56	0.43	0.62	0.02	0.36	0.29	0.00	0.71
Final Sat.:	269	3322	9	25	2794	781	1096	28	626	500	0	1250
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.16	0.16	0.16	0.07	0.07	0.07	0.01	0.00	0.01
Crit Moves:					****			****				
Green Time:	37.6	37.6	37.6	37.6	37.6	37.6	16.4	16.4	16.4	16.4	0.0	16.4
Volume/Cap:	0.18	0.18	0.18	0.26	0.26	0.26	0.26	0.26	0.26	0.03	0.00	0.03
Delay/Veh:	4.8	4.8	4.8	5.0	5.0	5.0	17.3	17.3	17.3	16.0	0.0	16.0
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:	4.8	4.8	4.8	5.0	5.0	5.0	17.3	17.3	17.3	16.0	0.0	16.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	A	B
HCM2kAvgQ:	2	2	2	3	3	3	2	2	2	0	0	0

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

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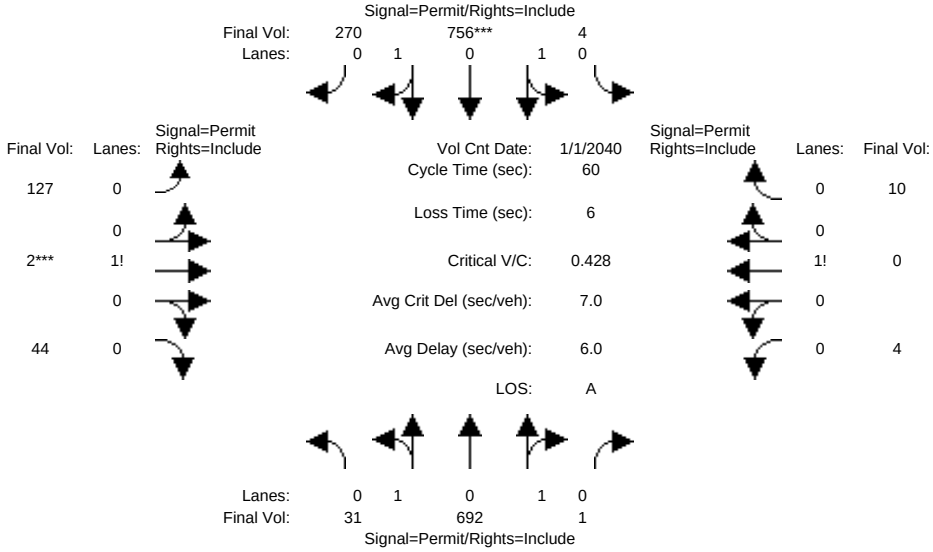
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7473: Monterey Street and Third Street



Street Name:	Monterey Street						Third Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	31	692	1	4	756	270	127	2	44	4	0	10
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	692	1	4	756	270	127	2	44	4	0	10
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	692	1	4	756	270	127	2	44	4	0	10
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	692	1	4	756	270	127	2	44	4	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	692	1	4	756	270	127	2	44	4	0	10
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:	31	692	1	4	756	270	127	2	44	4	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.08	1.91	0.01	0.01	1.47	0.52	0.74	0.01	0.25	0.29	0.00	0.71
Final Sat.:	154	3441	5	14	2642	944	1285	20	445	500	0	1250
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.29	0.29	0.29	0.10	0.10	0.10	0.01	0.00	0.01
Crit Moves:					****			****				
Green Time:	40.1	40.1	40.1	40.1	40.1	40.1	13.9	13.9	13.9	13.9	0.0	13.9
Volume/Cap:	0.30	0.30	0.30	0.43	0.43	0.43	0.43	0.43	0.43	0.03	0.00	0.03
Delay/Veh:	4.2	4.2	4.2	4.7	4.7	4.7	20.4	20.4	20.4	17.9	0.0	17.9
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:	4.2	4.2	4.2	4.7	4.7	4.7	20.4	20.4	20.4	17.9	0.0	17.9
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	B	A	B
HCM2kAvgQ:	3	3	3	5	5	5	3	3	3	0	0	0

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

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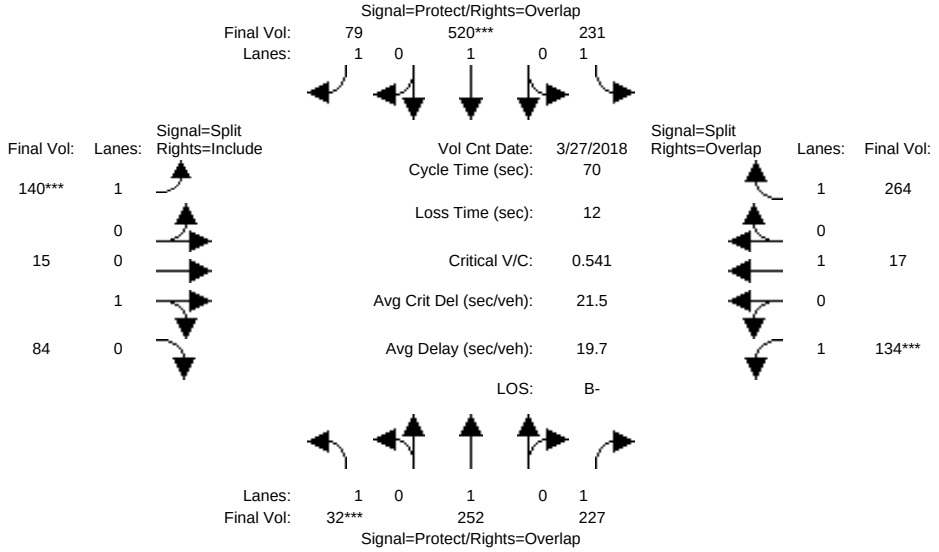
Gilroy 2040 General Plan

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

Intersection #6653: Santa Teresa Boulevard and Club Drive



Street Name:	Santa Teresa Boulevard						Club 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	32	252	227	231	520	79	140	15	84	134	17	264
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:	32	252	227	231	520	79	140	15	84	134	17	264
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:	32	252	227	231	520	79	140	15	84	134	17	264
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:	32	252	227	231	520	79	140	15	84	134	17	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	252	227	231	520	79	140	15	84	134	17	264
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:	32	252	227	231	520	79	140	15	84	134	17	264
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	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.15	0.85	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	273	1527	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.13	0.27	0.05	0.08	0.06	0.06	0.08	0.01	0.15
Crit Moves:	****				****		****			****		
Green Time:	7.0	19.8	29.8	18.2	31.0	41.0	10.0	10.0	10.0	10.0	10.0	28.2
Volume/Cap:	0.18	0.47	0.31	0.51	0.62	0.08	0.56	0.39	0.39	0.54	0.06	0.37
Delay/Veh:	29.4	21.4	13.5	23.0	16.4	6.3	30.8	28.2	28.2	30.1	26.0	15.0
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:	29.4	21.4	13.5	23.0	16.4	6.3	30.8	28.2	28.2	30.1	26.0	15.0
LOS by Move:	C	C+	B	C+	B	A	C	C	C	C	C	B
HCM2kAvgQ:	1	5	4	5	9	1	4	2	2	4	0	5

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

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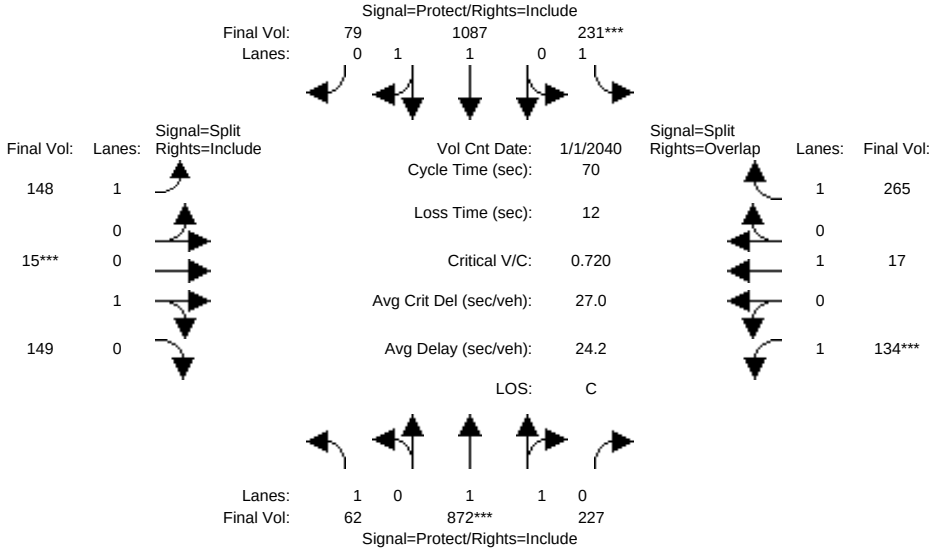
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #6653: Santa Teresa Boulevard and Club Drive



Street Name:	Santa Teresa Boulevard						Club 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	62	872	227	231	1087	79	148	15	149	134	17	265
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:	62	872	227	231	1087	79	148	15	149	134	17	265
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:	62	872	227	231	1087	79	148	15	149	134	17	265
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:	62	872	227	231	1087	79	148	15	149	134	17	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	872	227	231	1087	79	148	15	149	134	17	265
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:	62	872	227	231	1087	79	148	15	149	134	17	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	1.86	0.14	1.00	0.09	0.91	1.00	1.00	1.00
Final Sat.:	1750	2935	764	1750	3449	251	1750	165	1635	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.13	0.32	0.32	0.08	0.09	0.09	0.08	0.01	0.15
Crit Moves:		****		****				****		****		
Green Time:	9.2	26.3	26.3	11.7	28.8	28.8	10.0	10.0	10.0	10.0	10.0	21.7
Volume/Cap:	0.27	0.79	0.79	0.79	0.76	0.76	0.59	0.64	0.64	0.54	0.06	0.49
Delay/Veh:	28.1	22.5	22.5	41.5	20.0	20.0	31.8	33.6	33.6	30.1	26.0	20.3
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:	28.1	22.5	22.5	41.5	20.0	20.0	31.8	33.6	33.6	30.1	26.0	20.3
LOS by Move:	C	C+	C+	D	C+	C+	C	C-	C-	C	C	C+
HCM2kAvgQ:	2	13	13	7	13	13	4	5	5	4	0	5

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

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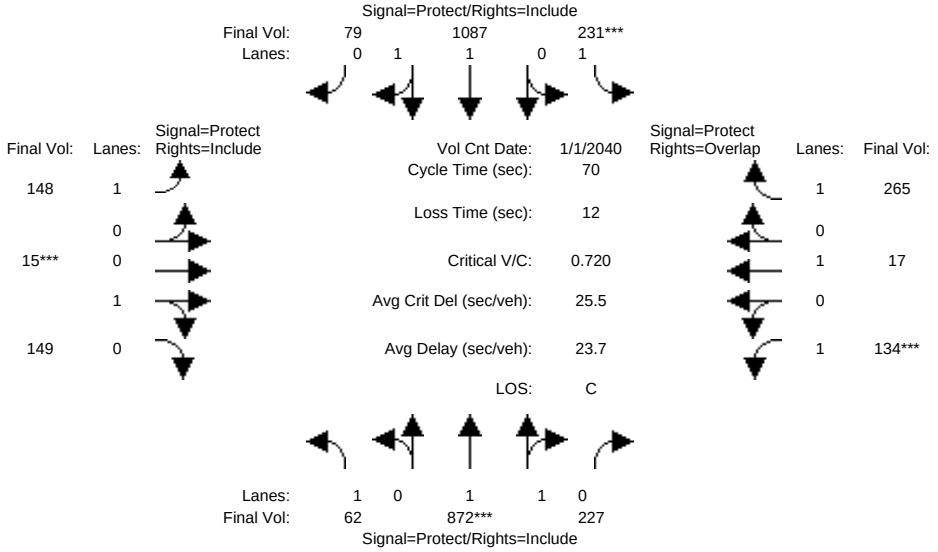
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #6653: Santa Teresa Boulevard and Club Drive



Street Name:	Santa Teresa Boulevard						Club 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	62	872	227	231	1087	79	148	15	149	134	17	265
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:	62	872	227	231	1087	79	148	15	149	134	17	265
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:	62	872	227	231	1087	79	148	15	149	134	17	265
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:	62	872	227	231	1087	79	148	15	149	134	17	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	872	227	231	1087	79	148	15	149	134	17	265
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:	62	872	227	231	1087	79	148	15	149	134	17	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	1.86	0.14	1.00	0.09	0.91	1.00	1.00	1.00
Final Sat.:	1750	2935	764	1750	3449	251	1750	165	1635	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.13	0.32	0.32	0.08	0.09	0.09	0.08	0.01	0.15
Crit Moves:		****		****				****		****		
Green Time:	9.8	28.2	28.2	12.5	30.9	30.9	7.1	10.0	10.0	7.3	10.2	22.7
Volume/Cap:	0.25	0.74	0.74	0.74	0.71	0.71	0.83	0.64	0.64	0.74	0.06	0.47
Delay/Veh:	27.4	19.7	19.7	36.1	17.4	17.4	58.0	33.6	33.6	45.1	25.9	19.5
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:	27.4	19.7	19.7	36.1	17.4	17.4	58.0	33.6	33.6	45.1	25.9	19.5
LOS by Move:	C	B-	B-	D+	B	B	E+	C-	C-	D	C	B-
HCM2kAvgQ:	2	12	12	7	12	12	6	5	5	5	0	5

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

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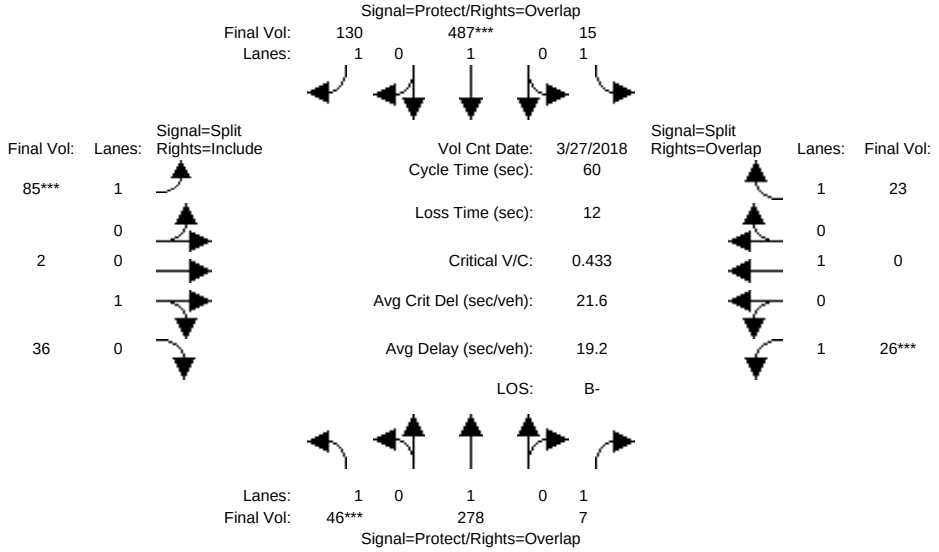
Gilroy 2040 General Plan

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

Intersection #6653: Santa Teresa Boulevard and Club Drive



Street Name:	Santa Teresa Boulevard						Club 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	46	278	7	15	487	130	85	2	36	26	0	23
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:	46	278	7	15	487	130	85	2	36	26	0	23
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:	46	278	7	15	487	130	85	2	36	26	0	23
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:	46	278	7	15	487	130	85	2	36	26	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	278	7	15	487	130	85	2	36	26	0	23
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:	46	278	7	15	487	130	85	2	36	26	0	23
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	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	95	1705	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.00	0.01	0.26	0.07	0.05	0.02	0.02	0.01	0.00	0.01
Crit Moves:	****				****		****			****		
Green Time:	7.0	16.5	26.5	11.5	21.0	31.0	10.0	10.0	10.0	10.0	0.0	21.5
Volume/Cap:	0.23	0.53	0.01	0.04	0.73	0.14	0.29	0.13	0.13	0.09	0.00	0.04
Delay/Veh:	24.6	19.6	9.4	19.8	21.2	7.6	22.5	21.5	21.5	21.3	0.0	12.5
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:	24.6	19.6	9.4	19.8	21.2	7.6	22.5	21.5	21.5	21.3	0.0	12.5
LOS by Move:	C	B-	A	B-	C+	A	C+	C+	C+	C+	A	B
HCM2kAvgQ:	1	5	0	0	10	1	2	1	1	0	0	0

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

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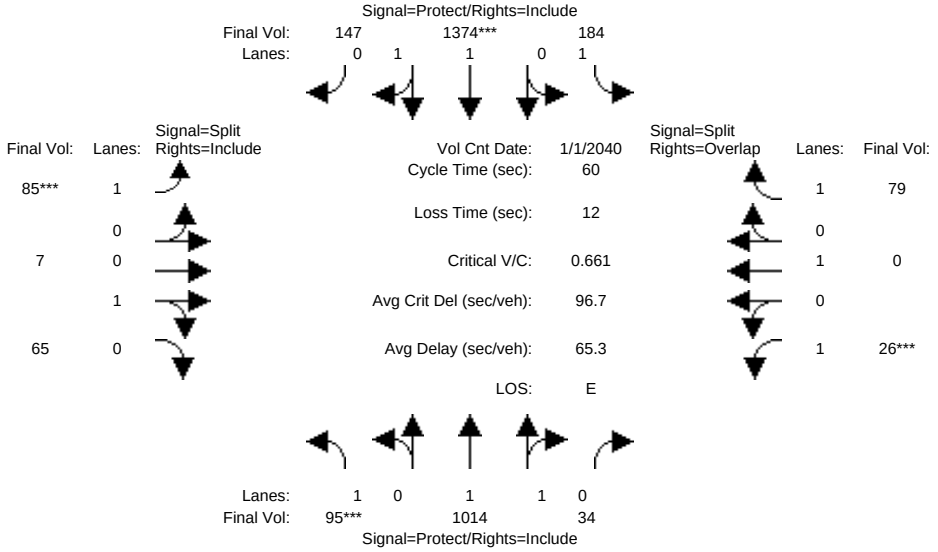
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #6653: Santa Teresa Boulevard and Club Drive



Street Name:	Santa Teresa Boulevard						Club 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	95	1014	34	184	1374	147	85	7	65	26	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1014	34	184	1374	147	85	7	65	26	0	79
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:	95	1014	34	184	1374	147	85	7	65	26	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1014	34	184	1374	147	85	7	65	26	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1014	34	184	1374	147	85	7	65	26	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1014	34	184	1374	147	85	7	65	26	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	1.80	0.20	1.00	0.10	0.90	1.00	1.00	1.00
Final Sat.:	1750	3580	120	1750	3342	358	1750	175	1625	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.11	0.41	0.41	0.05	0.04	0.04	0.01	0.00	0.05
Crit Moves:	****				****		****			****		
Green Time:	7.0	19.8	19.8	8.2	21.0	21.0	10.0	10.0	10.0	10.0	0.0	18.2
Volume/Cap:	0.47	0.86	0.86	0.77	1.17	1.17	0.29	0.24	0.24	0.09	0.00	0.15
Delay/Veh:	26.4	25.0	25.0	39.4	107	106.5	22.5	22.1	22.1	21.3	0.0	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	25.0	25.0	39.4	107	106.5	22.5	22.1	22.1	21.3	0.0	15.4
LOS by Move:	C	C	C	D	F	F	C+	C+	C+	C+	A	B
HCM2kAvgQ:	2	13	13	6	33	33	2	1	1	0	0	1

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

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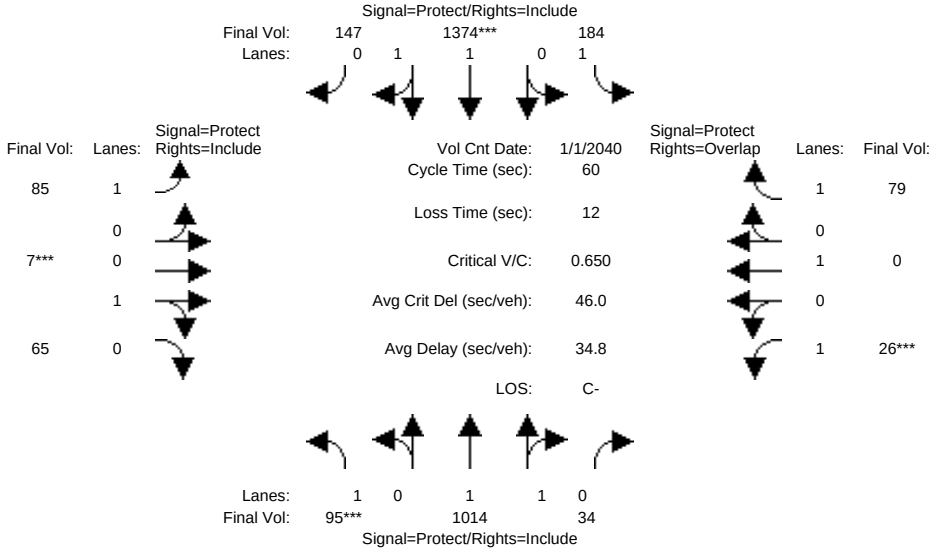
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #6653: Santa Teresa Boulevard and Club Drive



Street Name:	Santa Teresa Boulevard						Club 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	95	1014	34	184	1374	147	85	7	65	26	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1014	34	184	1374	147	85	7	65	26	0	79
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:	95	1014	34	184	1374	147	85	7	65	26	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1014	34	184	1374	147	85	7	65	26	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1014	34	184	1374	147	85	7	65	26	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1014	34	184	1374	147	85	7	65	26	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	1.80	0.20	1.00	0.10	0.90	1.00	1.00	1.00
Final Sat.:	1750	3580	120	1750	3342	358	1750	175	1625	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.11	0.41	0.41	0.05	0.04	0.04	0.01	0.00	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.0	22.0	22.0	9.0	24.0	24.0	17.0	10.0	10.0	7.0	0.0	16.0
Volume/Cap:	0.47	0.77	0.77	0.70	1.03	1.03	0.17	0.24	0.24	0.13	0.00	0.17
Delay/Veh:	26.4	19.7	19.7	32.2	48.8	48.8	16.4	22.1	22.1	24.0	0.0	17.0
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:	26.4	19.7	19.7	32.2	48.8	48.8	16.4	22.1	22.1	24.0	0.0	17.0
LOS by Move:	C	B-	B-	C-	D	D	B	C+	C+	C	A	B
HCM2kAvgQ:	2	11	11	5	24	24	1	1	1	1	0	1

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

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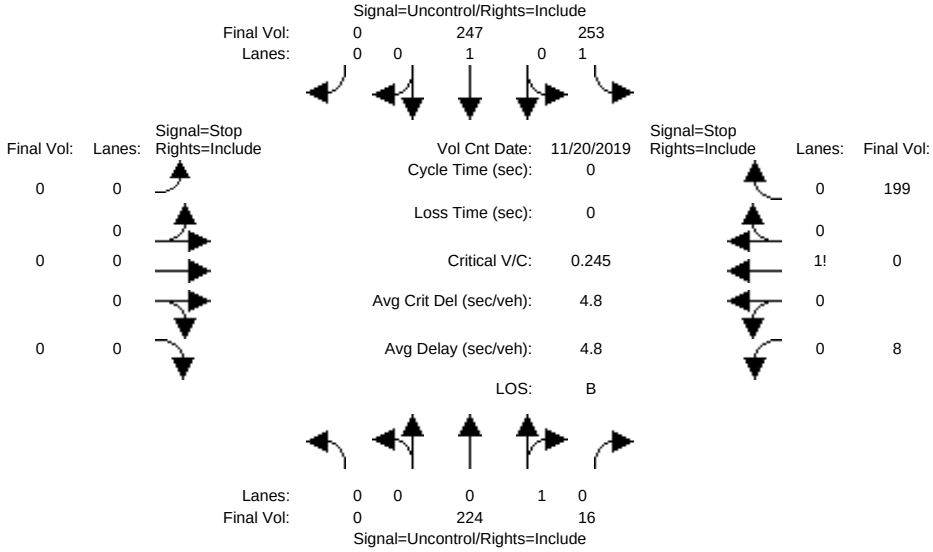
Gilroy 2040 General Plan

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

Intersection #7515: Wren Avenue and Sixth Street




```
Street Name:           Wren Avenue                        Sixth Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0  224    16   253  247     0     0    0     0     8    0   199
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  224    16   253  247     0     0    0     0     8    0   199
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:    0  224    16   253  247     0     0    0     0     8    0   199
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  224    16   253  247     0     0    0     0     8    0   199
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  224    16   253  247     0     0    0     0     8    0   199
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   240 xxxx xxxxx  xxxx xxxx xxxxx   985  985   232
Potent Cap.: xxxx xxxx xxxxx  1339 xxxx xxxxx  xxxx xxxx xxxxx   277  250   812
Move Cap.:   xxxx xxxx xxxxx  1339 xxxx xxxxx  xxxx xxxx xxxxx   237  203   812
Volume/Cap:  xxxx xxxx  xxxx  0.19 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.25
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.7 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  743 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.7 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.7
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
```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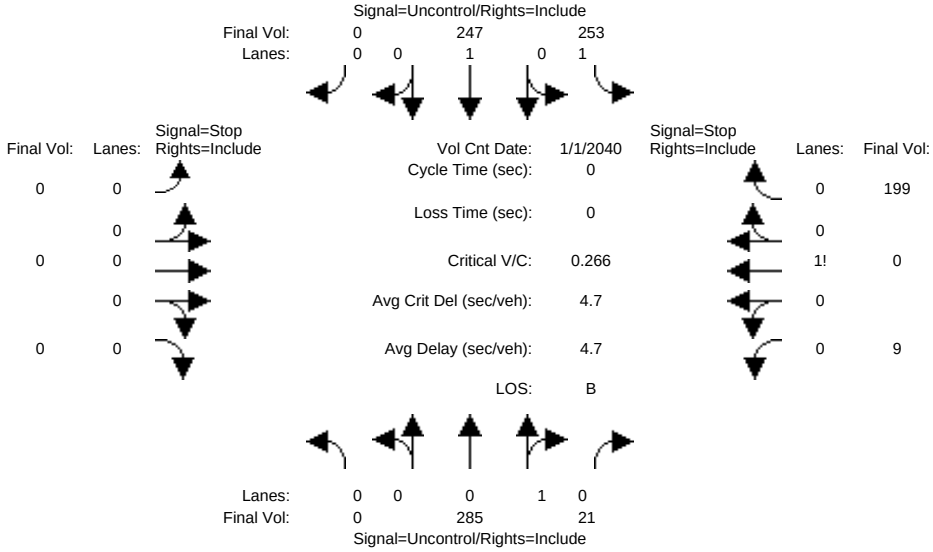
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #7515: Wren Avenue and Sixth Street




```
Street Name:           Wren Avenue                        Sixth Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0  285    21   253  247     0     0    0     0     9    0   199
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  285    21   253  247     0     0    0     0     9    0   199
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:    0  285    21   253  247     0     0    0     0     9    0   199
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  285    21   253  247     0     0    0     0     9    0   199
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  285    21   253  247     0     0    0     0     9    0   199
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   306 xxxx xxxxx  xxxx xxxx xxxxx  1049 1049   296
Potent Cap.: xxxx xxxx xxxxx  1266 xxxx xxxxx  xxxx xxxx xxxxx   254  229   749
Move Cap.:   xxxx xxxx xxxxx  1266 xxxx xxxxx  xxxx xxxx xxxxx   215  184   749
Volume/Cap:  xxxx xxxx  xxxx  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.27
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.7 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  676 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.7 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             12.7
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```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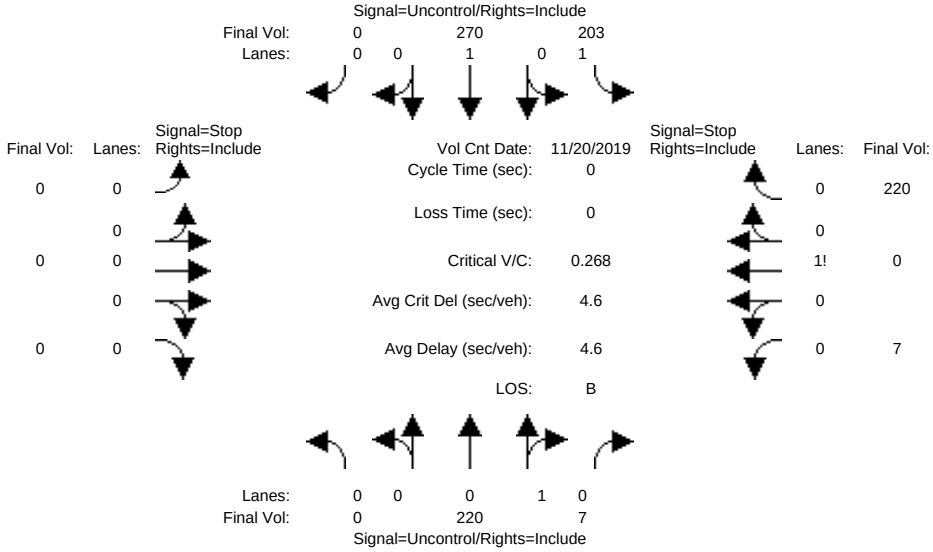
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #7515: Wren Avenue and Sixth Street




```
Street Name:           Wren Avenue                        Sixth Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       0  220     7   203  270     0     0    0     0     7    0   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  220     7   203  270     0     0    0     0     7    0   220
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:    0  220     7   203  270     0     0    0     0     7    0   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  220     7   203  270     0     0    0     0     7    0   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  220     7   203  270     0     0    0     0     7    0   220
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   227 xxxx xxxxx  xxxx xxxx xxxxx   900  900   224
Potent Cap.: xxxx xxxx xxxxx  1353 xxxx xxxxx  xxxx xxxx xxxxx   312  281   821
Move Cap.:   xxxx xxxx xxxxx  1353 xxxx xxxxx  xxxx xxxx xxxxx   276  238   821
Volume/Cap:  xxxx xxxx  xxxx  0.15 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.27
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  774 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.6 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.6
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```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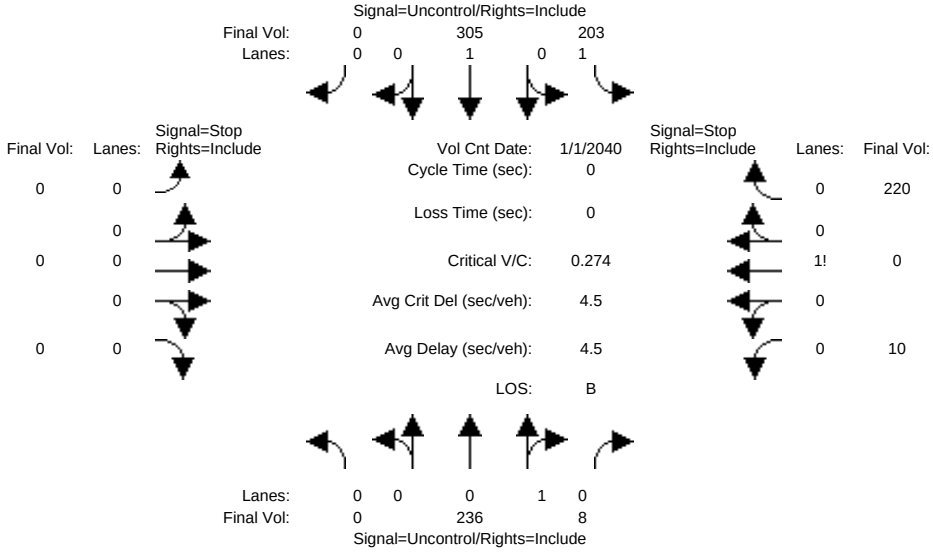
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #7515: Wren Avenue and Sixth Street




```
Street Name:           Wren Avenue                        Sixth Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0  236     8   203  305     0     0    0     0    10    0   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  236     8   203  305     0     0    0     0    10    0   220
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:    0  236     8   203  305     0     0    0     0    10    0   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  236     8   203  305     0     0    0     0    10    0   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  236     8   203  305     0     0    0     0    10    0   220
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   244 xxxx xxxxx  xxxx xxxx xxxxx   951  951   240
Potent Cap.: xxxx xxxx xxxxx  1334 xxxx xxxxx  xxxx xxxx xxxxx   291  262   804
Move Cap.:   xxxx xxxx xxxxx  1334 xxxx xxxxx  xxxx xxxx xxxxx   257  222   804
Volume/Cap:  xxxx xxxx  xxxx  0.15 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.27
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  736 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             12.1
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```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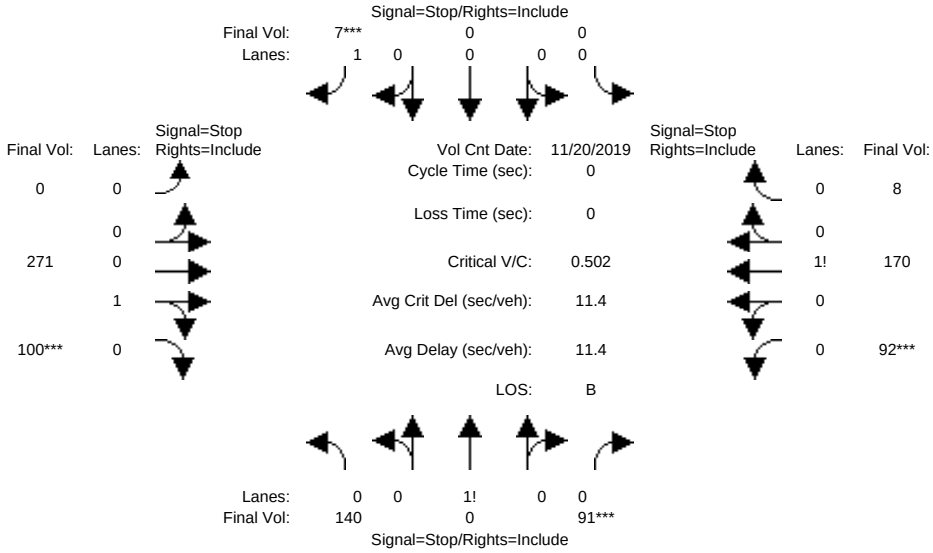
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #102: Princevalle Street and Sixth Street



Street Name:	Princevalle Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	140	0	91	0	0	7	0	271	100	92	170	8
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:	140	0	91	0	0	7	0	271	100	92	170	8
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:	140	0	91	0	0	7	0	271	100	92	170	8
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:	140	0	91	0	0	7	0	271	100	92	170	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	91	0	0	7	0	271	100	92	170	8
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:	140	0	91	0	0	7	0	271	100	92	170	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.00	0.39	0.00	0.00	1.00	0.00	0.73	0.27	0.34	0.63	0.03
Final Sat.:	387	0	251	0	0	589	0	540	199	234	433	20
Capacity Analysis Module:												
Vol/Sat:	0.36	xxxx	0.36	xxxx	xxxx	0.01	xxxx	0.50	0.50	0.39	0.39	0.39
Crit Moves:			****			****			****	****		
Delay/Veh:	10.9	0.0	10.9	0.0	0.0	8.2	0.0	12.1	12.1	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	0.0	10.9	0.0	0.0	8.2	0.0	12.1	12.1	11.0	11.0	11.0
LOS by Move:	B	*	B	*	*	A	*	B	B	B	B	B
ApproachDel:	10.9			8.2			12.1			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			8.2			12.1			11.0		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.9	0.9	0.9	0.6	0.6	0.6

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

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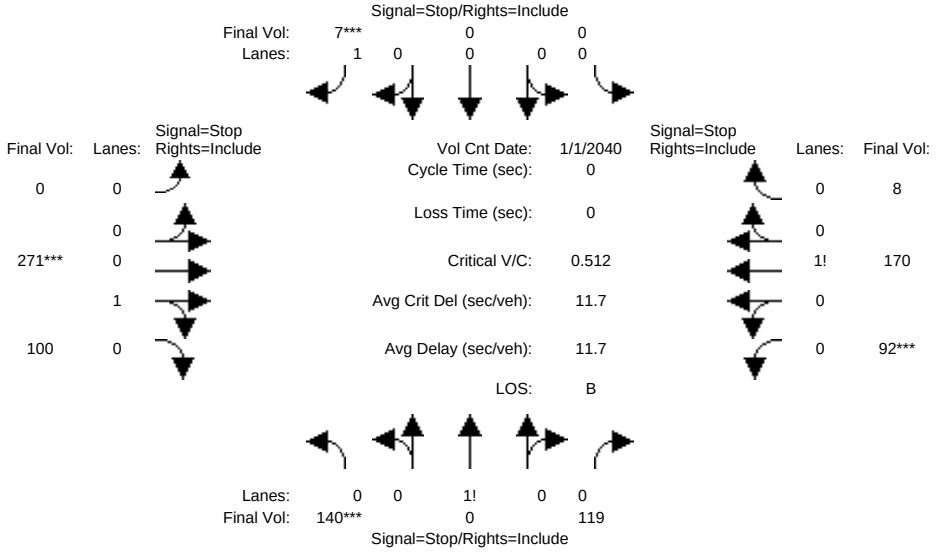
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #102: Princevalle Street and Sixth Street




```
Street Name:        Princevalle Street                  Sixth Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     140    0   119     0    0     7     0  271   100    92  170     8
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:  140    0   119     0    0     7     0  271   100    92  170     8
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:  140    0   119     0    0     7     0  271   100    92  170     8
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:   140    0   119     0    0     7     0  271   100    92  170     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140    0   119     0    0     7     0  271   100    92  170     8
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:  140    0   119     0    0     7     0  271   100    92  170     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.54 0.00  0.46  0.00 0.00  1.00  0.00 0.73  0.27  0.34 0.63  0.03
Final Sat.:   348    0   296     0    0   577     0  530   195   230  425    20
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 xxxx  0.40  xxxx xxxx  0.01  xxxx 0.51  0.51  0.40 0.40  0.40
Crit Moves:  ****                        ****       ****        ****
Delay/Veh:   11.3  0.0  11.3   0.0  0.0   8.3   0.0 12.4  12.4  11.3 11.3  11.3
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  11.3  0.0  11.3   0.0  0.0   8.3   0.0 12.4  12.4  11.3 11.3  11.3
LOS by Move:    B    *     B     *    *     A     *    B     B     B    B     B
ApproachDel:      11.3              8.3             12.4             11.3
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       11.3              8.3             12.4             11.3
LOS by Appr:         B                A                B                B
AllWayAvgQ:   0.6  0.6   0.6   0.0  0.0   0.0   0.9  0.9   0.9   0.6  0.6   0.6
Note: Queue reported is the number of cars per lane.
```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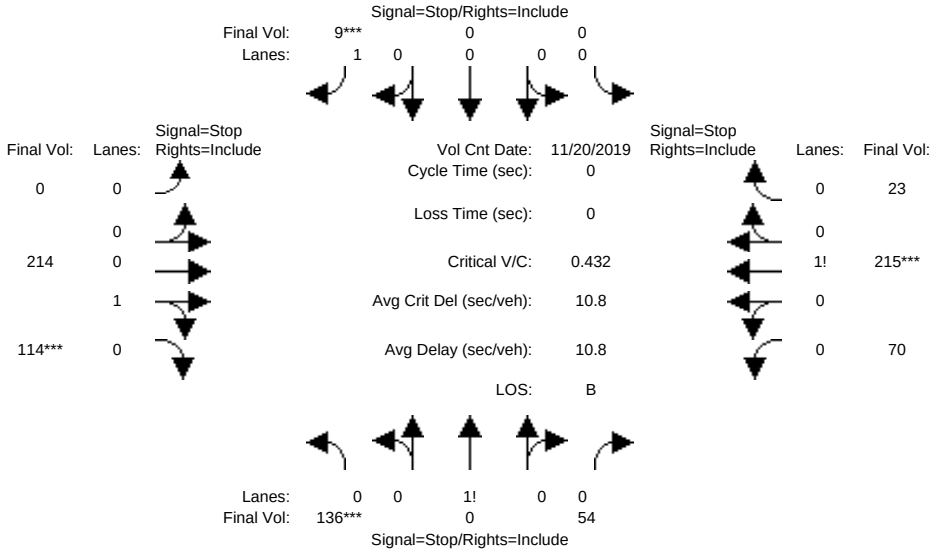
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #102: Princevalle Street and Sixth Street



Street Name:	Princevalle Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	136	0	54	0	0	9	0	214	114	70	215	23
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:	136	0	54	0	0	9	0	214	114	70	215	23
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:	136	0	54	0	0	9	0	214	114	70	215	23
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:	136	0	54	0	0	9	0	214	114	70	215	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	54	0	0	9	0	214	114	70	215	23
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:	136	0	54	0	0	9	0	214	114	70	215	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.00	0.28	0.00	0.00	1.00	0.00	0.65	0.35	0.23	0.70	0.07
Final Sat.:	451	0	179	0	0	611	0	495	264	165	506	54
Capacity Analysis Module:												
Vol/Sat:	0.30	xxxx	0.30	xxxx	xxxx	0.01	xxxx	0.43	0.43	0.43	0.43	0.43
Crit Moves:	****					****			****		****	
Delay/Veh:	10.3	0.0	10.3	0.0	0.0	8.1	0.0	10.9	10.9	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	0.0	10.3	0.0	0.0	8.1	0.0	10.9	10.9	11.1	11.1	11.1
LOS by Move:	B	*	B	*	*	A	*	B	B	B	B	B
ApproachDel:	10.3			8.1			10.9			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			8.1			10.9			11.1		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	0.7

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

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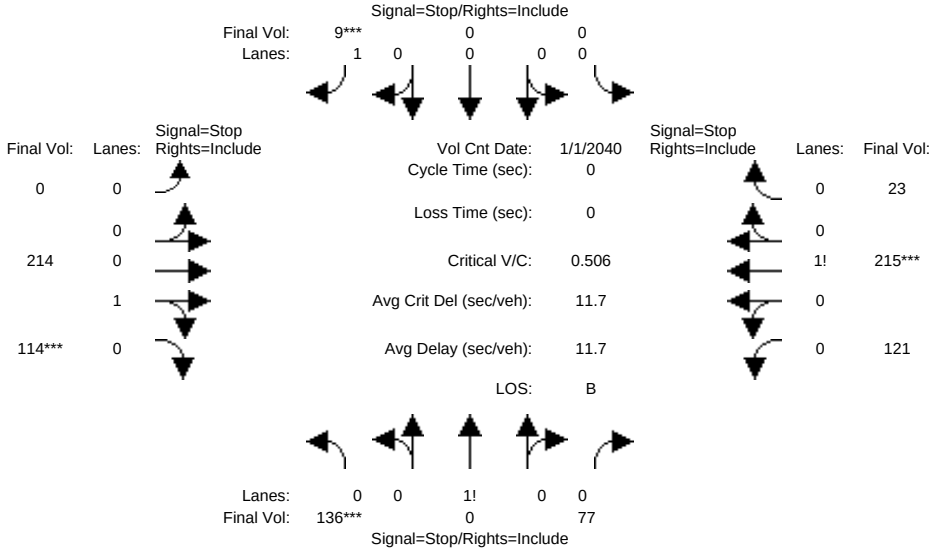
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #102: Princevalle Street and Sixth Street



Street Name:	Princevalle Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	136	0	77	0	0	9	0	214	114	121	215	23
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:	136	0	77	0	0	9	0	214	114	121	215	23
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:	136	0	77	0	0	9	0	214	114	121	215	23
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:	136	0	77	0	0	9	0	214	114	121	215	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	77	0	0	9	0	214	114	121	215	23
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:	136	0	77	0	0	9	0	214	114	121	215	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.00	0.36	0.00	0.00	1.00	0.00	0.65	0.35	0.34	0.60	0.06
Final Sat.:	396	0	224	0	0	576	0	478	255	239	425	45
Capacity Analysis Module:												
Vol/Sat:	0.34	xxxx	0.34	xxxx	xxxx	0.02	xxxx	0.45	0.45	0.51	0.51	0.51
Crit Moves:	****					****			****		****	
Delay/Veh:	10.9	0.0	10.9	0.0	0.0	8.3	0.0	11.3	11.3	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	0.0	10.9	0.0	0.0	8.3	0.0	11.3	11.3	12.6	12.6	12.6
LOS by Move:	B	*	B	*	*	A	*	B	B	B	B	B
ApproachDel:	10.9			8.3			11.3			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			8.3			11.3			12.6		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.7	0.7	0.7	0.9	0.9	0.9

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

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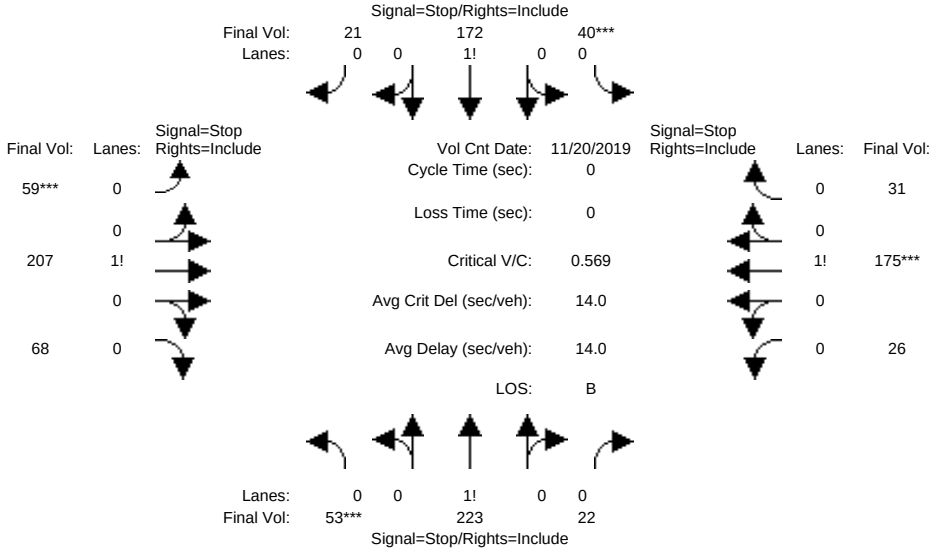
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #7496: Church Street and Sixth Street



Street Name:	Church Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	53	223	22	40	172	21	59	207	68	26	175	31
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:	53	223	22	40	172	21	59	207	68	26	175	31
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:	53	223	22	40	172	21	59	207	68	26	175	31
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:	53	223	22	40	172	21	59	207	68	26	175	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	223	22	40	172	21	59	207	68	26	175	31
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:	53	223	22	40	172	21	59	207	68	26	175	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.75	0.07	0.17	0.74	0.09	0.18	0.62	0.20	0.11	0.76	0.13
Final Sat.:	101	424	42	93	402	49	104	364	120	62	414	73
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.43	0.43	0.43	0.57	0.57	0.57	0.42	0.42	0.42
Crit Moves:	****			****			****				****	
Delay/Veh:	14.5	14.5	14.5	12.9	12.9	12.9	15.2	15.2	15.2	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	14.5	12.9	12.9	12.9	15.2	15.2	15.2	12.7	12.7	12.7
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:	14.5			12.9			15.2			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.5			12.9			15.2			12.7		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.9	0.9	0.9	0.6	0.6	0.6	1.1	1.1	1.1	0.6	0.6	0.6

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

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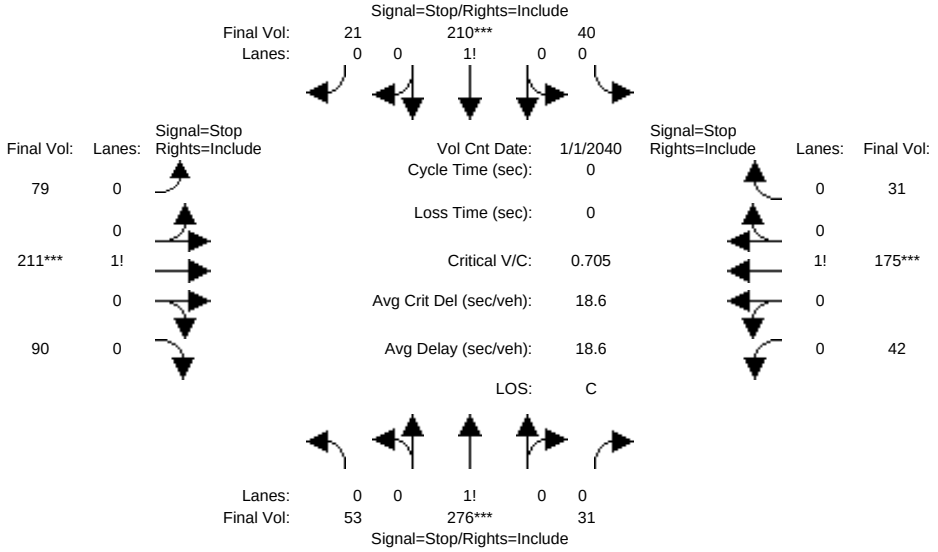
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #7496: Church Street and Sixth Street



Street Name:	Church Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	53	276	31	40	210	21	79	211	90	42	175	31
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:	53	276	31	40	210	21	79	211	90	42	175	31
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:	53	276	31	40	210	21	79	211	90	42	175	31
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:	53	276	31	40	210	21	79	211	90	42	175	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	276	31	40	210	21	79	211	90	42	175	31
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:	53	276	31	40	210	21	79	211	90	42	175	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.77	0.08	0.15	0.77	0.08	0.21	0.55	0.24	0.17	0.71	0.12
Final Sat.:	78	405	45	73	382	38	112	299	128	82	342	61
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.55	0.55	0.55	0.71	0.71	0.71	0.51	0.51	0.51
Crit Moves:		****			****			****			****	
Delay/Veh:	20.3	20.3	20.3	16.1	16.1	16.1	21.1	21.1	21.1	15.2	15.2	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.3	20.3	16.1	16.1	16.1	21.1	21.1	21.1	15.2	15.2	15.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:		20.3			16.1			21.1			15.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.3			16.1			21.1			15.2	
LOS by Appr:		C			C			C			C	
AllWayAvgQ:	1.6	1.6	1.6	0.9	0.9	0.9	1.8	1.8	1.8	0.7	0.7	0.7

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

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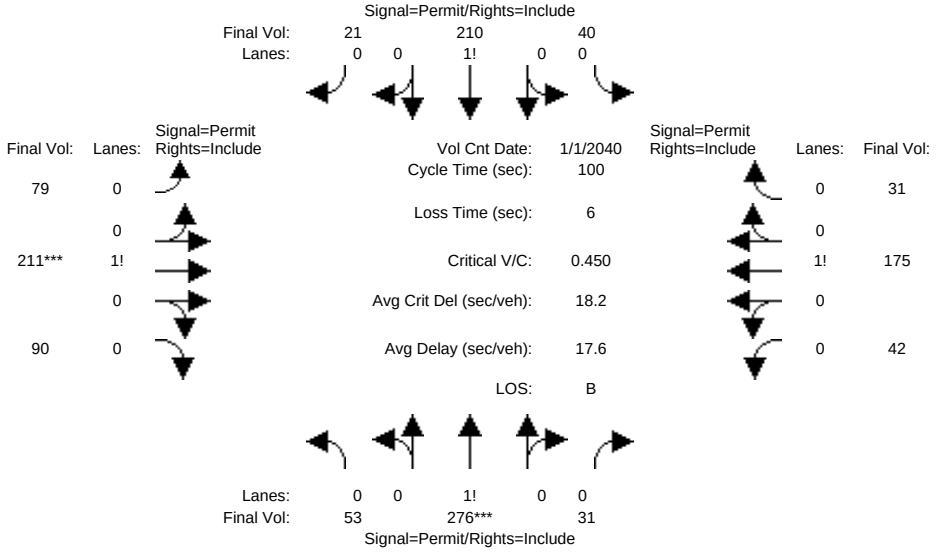
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62211: Church Street and Sixth Street



Street Name:	Church Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	53	276	31	40	210	21	79	211	90	42	175	31
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:	53	276	31	40	210	21	79	211	90	42	175	31
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:	53	276	31	40	210	21	79	211	90	42	175	31
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:	53	276	31	40	210	21	79	211	90	42	175	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	276	31	40	210	21	79	211	90	42	175	31
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:	53	276	31	40	210	21	79	211	90	42	175	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.15	0.77	0.08	0.15	0.77	0.08	0.21	0.55	0.24	0.17	0.71	0.12
Final Sat.:	258	1342	151	258	1356	136	364	972	414	296	1235	219
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.15	0.15	0.15	0.22	0.22	0.22	0.14	0.14	0.14
Crit Moves:		****						****				
Green Time:	45.7	45.7	45.7	45.7	45.7	45.7	48.3	48.3	48.3	48.3	48.3	48.3
Volume/Cap:	0.45	0.45	0.45	0.34	0.34	0.34	0.45	0.45	0.45	0.29	0.29	0.29
Delay/Veh:	18.9	18.9	18.9	17.7	17.7	17.7	17.5	17.5	17.5	15.8	15.8	15.8
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:	18.9	18.9	18.9	17.7	17.7	17.7	17.5	17.5	17.5	15.8	15.8	15.8
LOS by Move:	B-	B-	B-	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	8	8	8	6	6	6	8	8	8	5	5	5

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

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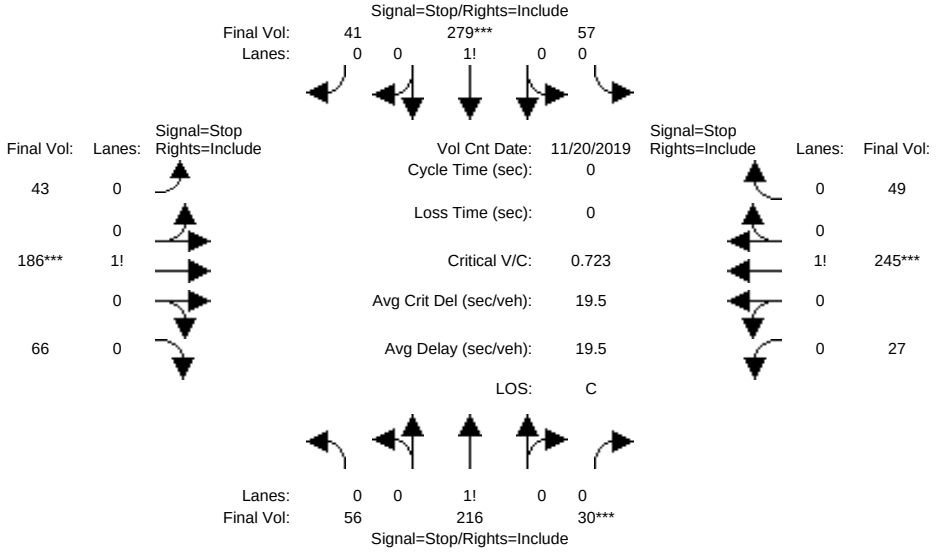
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #7496: Church Street and Sixth Street



Street Name:	Church Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	56	216	30	57	279	41	43	186	66	27	245	49
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:	56	216	30	57	279	41	43	186	66	27	245	49
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:	56	216	30	57	279	41	43	186	66	27	245	49
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:	56	216	30	57	279	41	43	186	66	27	245	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	216	30	57	279	41	43	186	66	27	245	49
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:	56	216	30	57	279	41	43	186	66	27	245	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.71	0.10	0.15	0.74	0.11	0.15	0.63	0.22	0.08	0.77	0.15
Final Sat.:	91	352	49	79	386	57	71	309	109	42	381	76
Capacity Analysis Module:												
Vol/Sat:	0.61	0.61	0.61	0.72	0.72	0.72	0.60	0.60	0.60	0.64	0.64	0.64
Crit Moves:			****		****			****			****	
Delay/Veh:	18.1	18.1	18.1	22.5	22.5	22.5	17.6	17.6	17.6	19.0	19.0	19.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	18.1	18.1	22.5	22.5	22.5	17.6	17.6	17.6	19.0	19.0	19.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:		18.1			22.5			17.6			19.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.1			22.5			17.6			19.0	
LOS by Appr:		C			C			C			C	
AllWayAvgQ:	1.1	1.1	1.1	1.9	1.9	1.9	1.1	1.1	1.1	1.3	1.3	1.3

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

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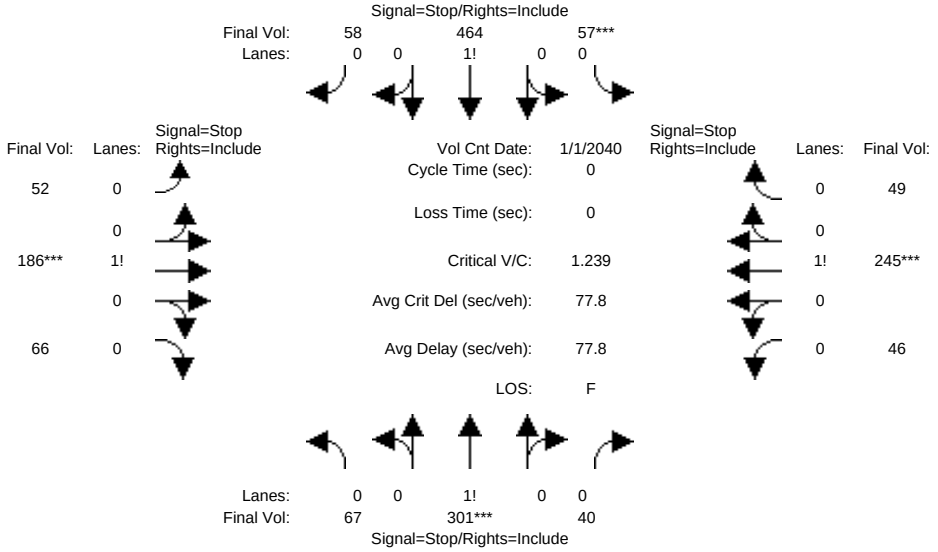
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #7496: Church Street and Sixth Street



Street Name:	Church Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	67	301	40	57	464	58	52	186	66	46	245	49
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:	67	301	40	57	464	58	52	186	66	46	245	49
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:	67	301	40	57	464	58	52	186	66	46	245	49
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:	67	301	40	57	464	58	52	186	66	46	245	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	301	40	57	464	58	52	186	66	46	245	49
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:	67	301	40	57	464	58	52	186	66	46	245	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.74	0.10	0.10	0.80	0.10	0.17	0.61	0.22	0.14	0.72	0.14
Final Sat.:	74	332	44	46	374	47	71	254	90	58	307	61
Capacity Analysis Module:												
Vol/Sat:	0.91	0.91	0.91	1.24	1.24	1.24	0.73	0.73	0.73	0.80	0.80	0.80
Crit Moves:		****		****				****			****	
Delay/Veh:	48.6	48.6	48.6	149.9	150	149.9	28.5	28.5	28.5	33.9	33.9	33.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	48.6	48.6	149.9	150	149.9	28.5	28.5	28.5	33.9	33.9	33.9
LOS by Move:	E	E	E	F	F	F	D	D	D	D	D	D
ApproachDel:		48.6			149.9			28.5			33.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		48.6			149.9			28.5			33.9	
LOS by Appr:		E			F			D			D	
AllWayAvgQ:	4.7	4.7	4.7	18.1	18.1	18.1	2.0	2.0	2.0	2.7	2.7	2.7

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

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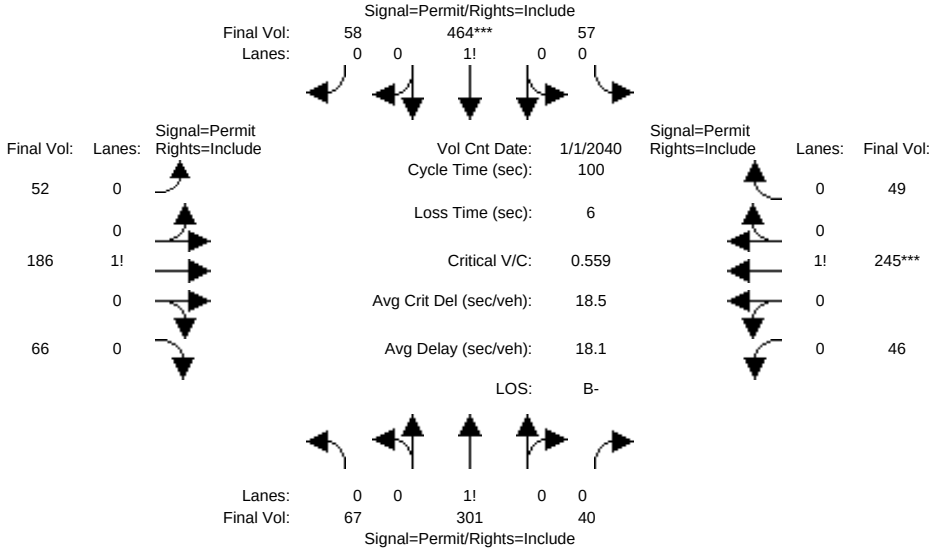
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62211: Church Street and Sixth Street



Street Name:	Church Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	67	301	40	57	464	58	52	186	66	46	245	49
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:	67	301	40	57	464	58	52	186	66	46	245	49
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:	67	301	40	57	464	58	52	186	66	46	245	49
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:	67	301	40	57	464	58	52	186	66	46	245	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	301	40	57	464	58	52	186	66	46	245	49
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:	67	301	40	57	464	58	52	186	66	46	245	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.16	0.74	0.10	0.10	0.80	0.10	0.17	0.61	0.22	0.14	0.72	0.14
Final Sat.:	287	1291	172	172	1402	175	299	1071	380	237	1261	252
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.33	0.33	0.33	0.17	0.17	0.17	0.19	0.19	0.19
Crit Moves:					****						****	
Green Time:	59.2	59.2	59.2	59.2	59.2	59.2	34.8	34.8	34.8	34.8	34.8	34.8
Volume/Cap:	0.39	0.39	0.39	0.56	0.56	0.56	0.50	0.50	0.50	0.56	0.56	0.56
Delay/Veh:	11.1	11.1	11.1	13.1	13.1	13.1	26.4	26.4	26.4	27.6	27.6	27.6
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:	11.1	11.1	11.1	13.1	13.1	13.1	26.4	26.4	26.4	27.6	27.6	27.6
LOS by Move:	B+	B+	B+	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	12	12	12	8	8	8	10	10	10

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

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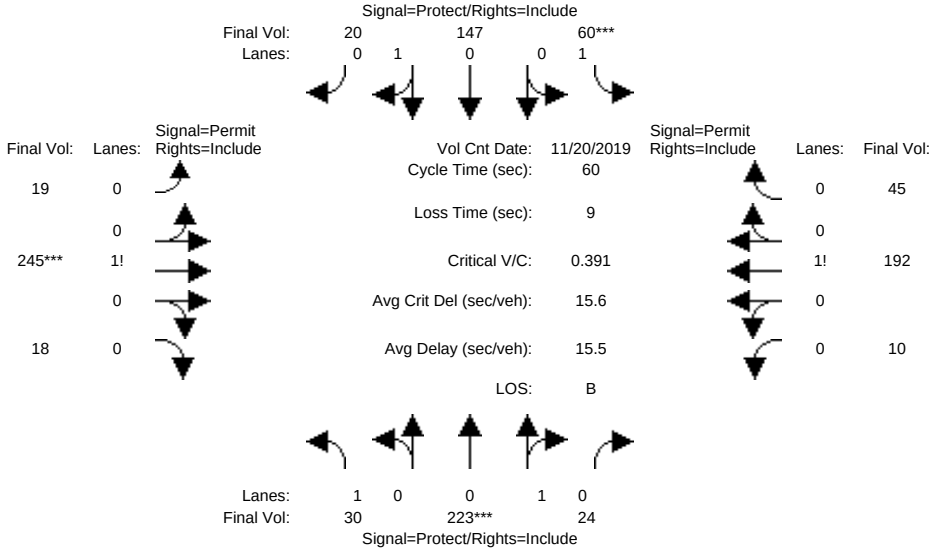
Gilroy 2040 General Plan

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

Intersection #7479: Monterey Street and Sixth Street



Street Name:	Monterey Street						Sixth Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	30	223	24	60	147	20	19	245	18	10	192	45
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:	30	223	24	60	147	20	19	245	18	10	192	45
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:	30	223	24	60	147	20	19	245	18	10	192	45
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:	30	223	24	60	147	20	19	245	18	10	192	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	223	24	60	147	20	19	245	18	10	192	45
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:	30	223	24	60	147	20	19	245	18	10	192	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.90	0.10	1.00	0.88	0.12	0.07	0.87	0.06	0.04	0.78	0.18
Final Sat.:	1750	1625	175	1750	1584	216	118	1520	112	71	1360	319
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.03	0.09	0.09	0.16	0.16	0.16	0.14	0.14	0.14
Crit Moves:		****		****				****				
Green Time:	11.2	20.2	20.2	7.0	16.0	16.0	23.8	23.8	23.8	23.8	23.8	23.8
Volume/Cap:	0.09	0.41	0.41	0.29	0.35	0.35	0.41	0.41	0.41	0.36	0.36	0.36
Delay/Veh:	20.3	15.7	15.7	25.0	18.2	18.2	13.4	13.4	13.4	13.1	13.1	13.1
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:	20.3	15.7	15.7	25.0	18.2	18.2	13.4	13.4	13.4	13.1	13.1	13.1
LOS by Move:	C+	B	B	C	B-	B-	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	1	3	3	4	4	4	4	4	4

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

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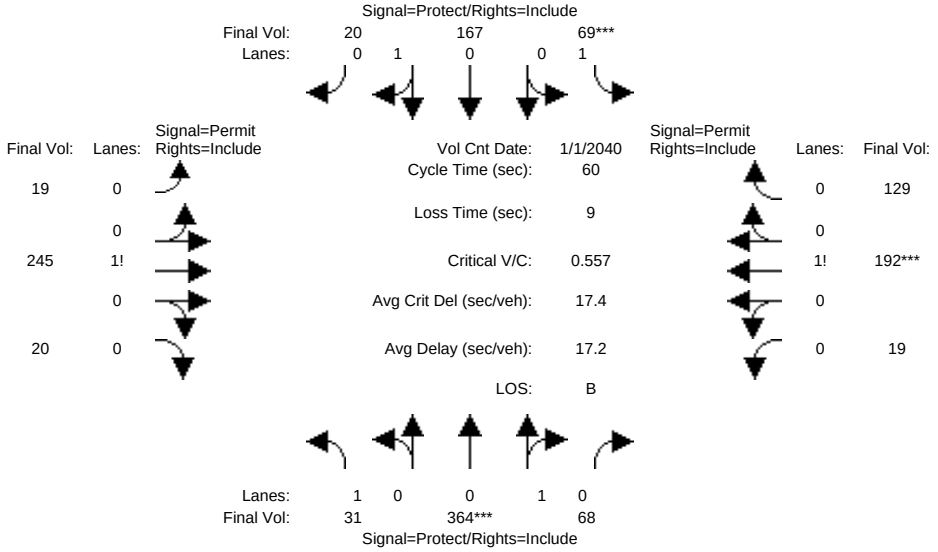
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7479: Monterey Street and Sixth Street



Street Name:	Monterey Street						Sixth Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	31	364	68	69	167	20	19	245	20	19	192	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	364	68	69	167	20	19	245	20	19	192	129
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	364	68	69	167	20	19	245	20	19	192	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	364	68	69	167	20	19	245	20	19	192	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	364	68	69	167	20	19	245	20	19	192	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	364	68	69	167	20	19	245	20	19	192	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.84	0.16	1.00	0.89	0.11	0.07	0.86	0.07	0.06	0.56	0.38
Final Sat.:	1750	1517	283	1750	1607	193	117	1510	123	98	988	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.04	0.10	0.10	0.16	0.16	0.16	0.19	0.19	0.19
Crit Moves:		****		****							****	
Green Time:	12.9	24.3	24.3	7.0	18.4	18.4	19.7	19.7	19.7	19.7	19.7	19.7
Volume/Cap:	0.08	0.59	0.59	0.34	0.34	0.34	0.49	0.49	0.49	0.59	0.59	0.59
Delay/Veh:	18.9	15.3	15.3	25.4	16.4	16.4	16.8	16.8	16.8	18.5	18.5	18.5
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:	18.9	15.3	15.3	25.4	16.4	16.4	16.8	16.8	16.8	18.5	18.5	18.5
LOS by Move:	B-	B	B	C	B	B	B	B	B	B-	B-	B-
HCM2kAvgQ:	1	7	7	2	3	3	5	5	5	7	7	7

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

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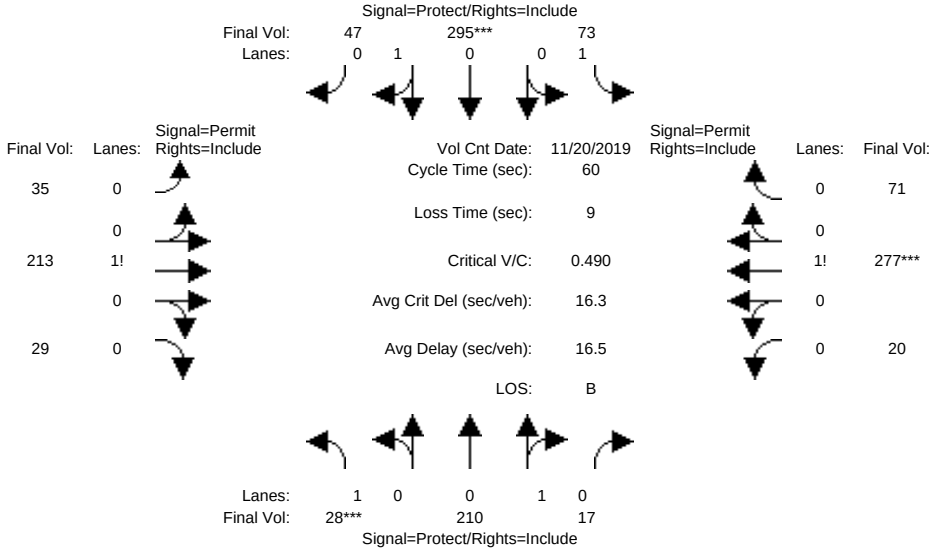
Gilroy 2040 General Plan

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

Intersection #7479: Monterey Street and Sixth Street



Street Name:	Monterey Street						Sixth Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	28	210	17	73	295	47	35	213	29	20	277	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	210	17	73	295	47	35	213	29	20	277	71
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:	28	210	17	73	295	47	35	213	29	20	277	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	210	17	73	295	47	35	213	29	20	277	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	210	17	73	295	47	35	213	29	20	277	71
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:	28	210	17	73	295	47	35	213	29	20	277	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.93	0.07	1.00	0.86	0.14	0.13	0.77	0.10	0.05	0.76	0.19
Final Sat.:	1750	1665	135	1750	1553	247	221	1346	183	95	1317	338
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.04	0.19	0.19	0.16	0.16	0.16	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green Time:	7.0	16.4	16.4	11.5	20.9	20.9	23.1	23.1	23.1	23.1	23.1	23.1
Volume/Cap:	0.14	0.46	0.46	0.22	0.55	0.55	0.41	0.41	0.41	0.55	0.55	0.55
Delay/Veh:	24.1	18.8	18.8	20.8	16.7	16.7	13.9	13.9	13.9	15.3	15.3	15.3
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:	24.1	18.8	18.8	20.8	16.7	16.7	13.9	13.9	13.9	15.3	15.3	15.3
LOS by Move:	C	B-	B-	C+	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	1	6	6	4	4	4	6	6	6

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

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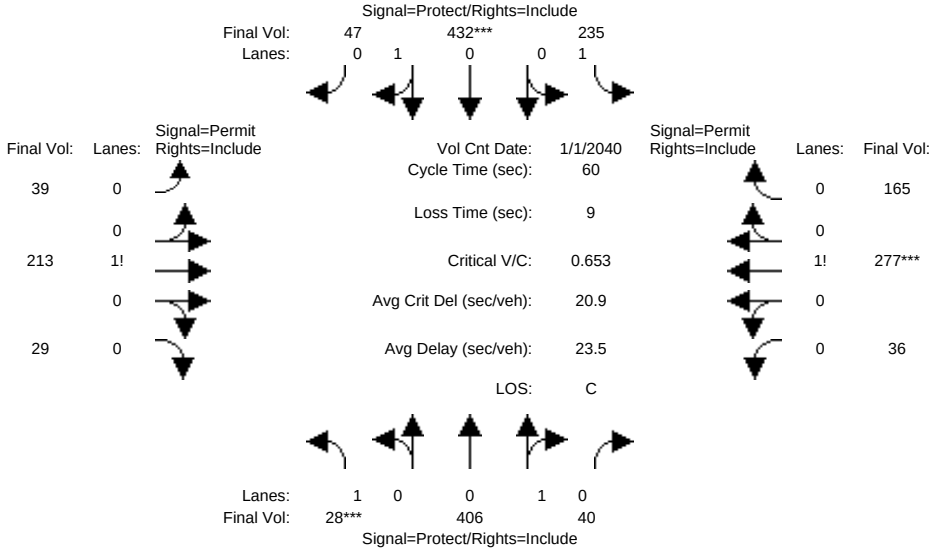
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7479: Monterey Street and Sixth Street



Street Name:	Monterey Street						Sixth Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	28	406	40	235	432	47	39	213	29	36	277	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	406	40	235	432	47	39	213	29	36	277	165
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:	28	406	40	235	432	47	39	213	29	36	277	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	406	40	235	432	47	39	213	29	36	277	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	406	40	235	432	47	39	213	29	36	277	165
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:	28	406	40	235	432	47	39	213	29	36	277	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.91	0.09	1.00	0.90	0.10	0.14	0.76	0.10	0.08	0.58	0.34
Final Sat.:	1750	1639	161	1750	1623	177	243	1327	181	132	1014	604
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.13	0.27	0.27	0.16	0.16	0.16	0.27	0.27	0.27
Crit Moves:	****				****						****	
Green Time:	7.0	18.6	18.6	10.1	21.7	21.7	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.14	0.80	0.80	0.80	0.74	0.74	0.43	0.43	0.43	0.74	0.74	0.74
Delay/Veh:	24.1	26.9	26.9	38.2	21.0	21.0	14.6	14.6	14.6	20.7	20.7	20.7
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:	24.1	26.9	26.9	38.2	21.0	21.0	14.6	14.6	14.6	20.7	20.7	20.7
LOS by Move:	C	C	C	D+	C+	C+	B	B	B	C+	C+	C+
HCM2kAvgQ:	1	10	10	7	10	10	5	5	5	10	10	10

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

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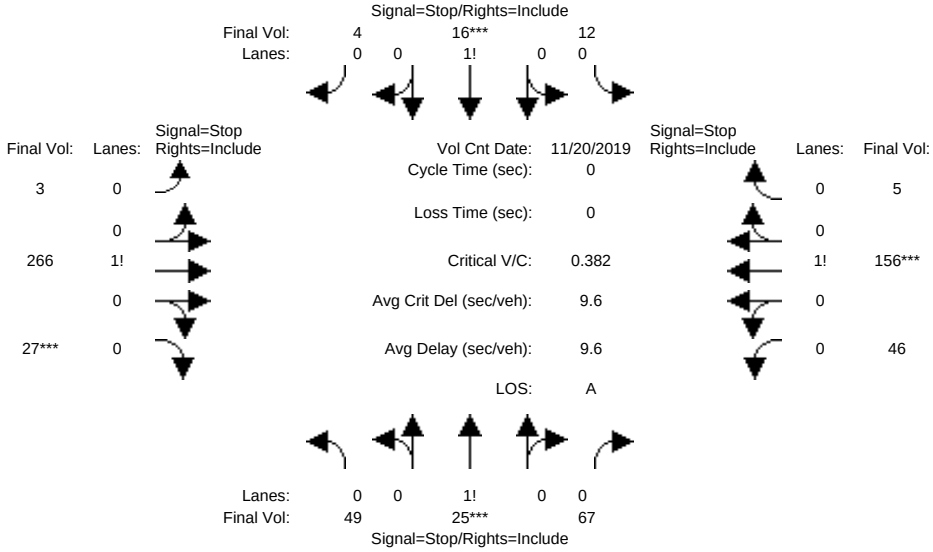
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #50839: Chestnut Street and Sixth Street



Street Name:	Chestnut Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	49	25	67	12	16	4	3	266	27	46	156	5
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:	49	25	67	12	16	4	3	266	27	46	156	5
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:	49	25	67	12	16	4	3	266	27	46	156	5
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:	49	25	67	12	16	4	3	266	27	46	156	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	25	67	12	16	4	3	266	27	46	156	5
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:	49	25	67	12	16	4	3	266	27	46	156	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.18	0.47	0.37	0.50	0.13	0.01	0.90	0.09	0.22	0.76	0.02
Final Sat.:	239	122	326	234	312	78	8	696	71	165	559	18
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.05	0.05	0.05	0.38	0.38	0.38	0.28	0.28	0.28
Crit Moves:		****			****				****		****	
Delay/Veh:	9.0	9.0	9.0	8.5	8.5	8.5	10.1	10.1	10.1	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	8.5	8.5	8.5	10.1	10.1	10.1	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.0			8.5			10.1			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			8.5			10.1			9.4	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.6	0.6	0.6	0.4	0.4	0.4

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

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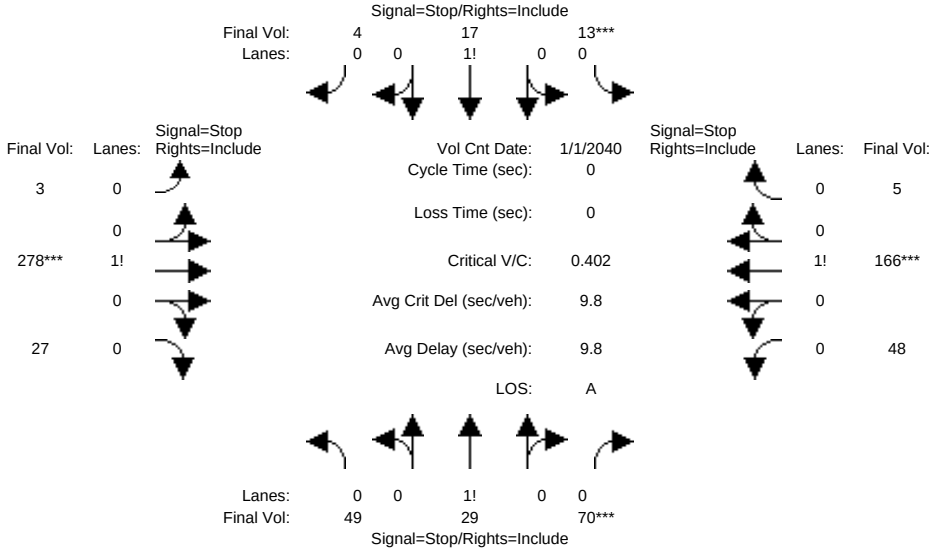
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #50839: Chestnut Street and Sixth Street



Street Name:	Chestnut Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	49	29	70	13	17	4	3	278	27	48	166	5
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:	49	29	70	13	17	4	3	278	27	48	166	5
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:	49	29	70	13	17	4	3	278	27	48	166	5
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:	49	29	70	13	17	4	3	278	27	48	166	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	29	70	13	17	4	3	278	27	48	166	5
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:	49	29	70	13	17	4	3	278	27	48	166	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.20	0.47	0.38	0.50	0.12	0.01	0.90	0.09	0.22	0.76	0.02
Final Sat.:	224	133	320	233	305	72	7	691	67	161	556	17
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.06	0.06	0.06	0.40	0.40	0.40	0.30	0.30	0.30
Crit Moves:			****	****				****			****	
Delay/Veh:	9.1	9.1	9.1	8.6	8.6	8.6	10.4	10.4	10.4	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.6	8.6	8.6	10.4	10.4	10.4	9.6	9.6	9.6
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	9.1			8.6			10.4			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			8.6			10.4			9.6		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.6	0.6	0.6	0.4	0.4	0.4

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

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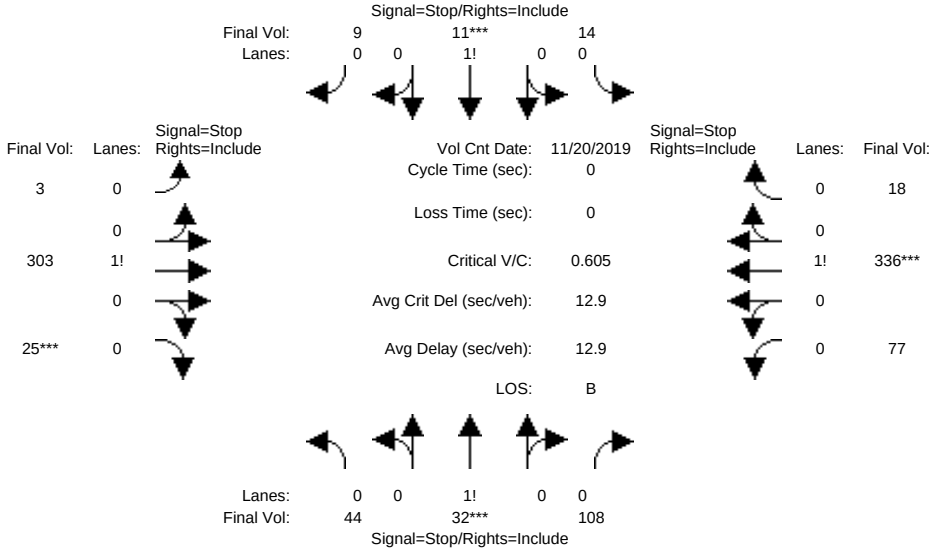
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #50839: Chestnut Street and Sixth Street



Street Name:	Chestnut Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	44	32	108	14	11	9	3	303	25	77	336	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	32	108	14	11	9	3	303	25	77	336	18
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:	44	32	108	14	11	9	3	303	25	77	336	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	32	108	14	11	9	3	303	25	77	336	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	32	108	14	11	9	3	303	25	77	336	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	32	108	14	11	9	3	303	25	77	336	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.17	0.59	0.42	0.32	0.26	0.01	0.91	0.08	0.18	0.78	0.04
Final Sat.:	145	105	355	213	167	137	6	638	53	127	556	30
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.07	0.07	0.07	0.48	0.48	0.48	0.60	0.60	0.60
Crit Moves:		****			****				****		****	
Delay/Veh:	10.5	10.5	10.5	9.3	9.3	9.3	12.2	12.2	12.2	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	9.3	9.3	9.3	12.2	12.2	12.2	14.8	14.8	14.8
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		10.5			9.3			12.2			14.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			9.3			12.2			14.8	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.8	0.8	0.8	1.4	1.4	1.4

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

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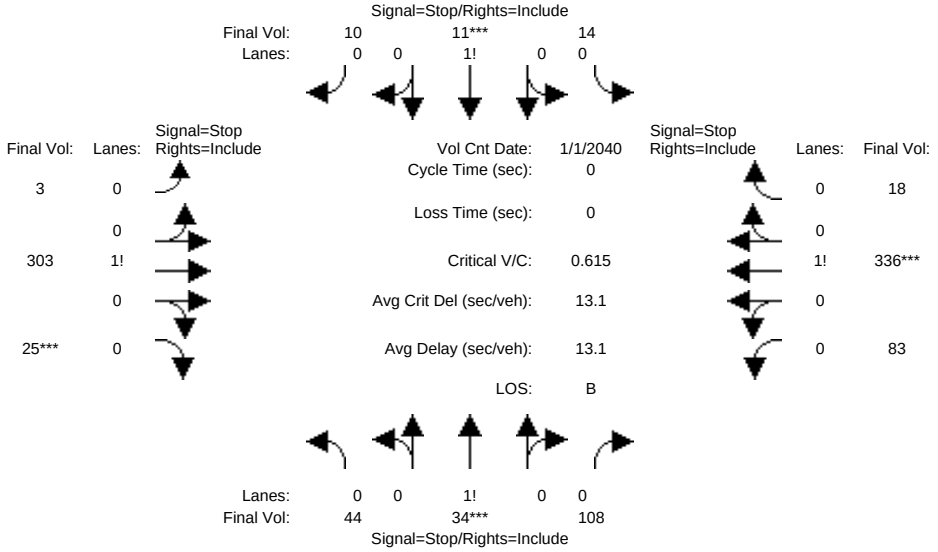
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #50839: Chestnut Street and Sixth Street



Street Name:	Chestnut Street						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	44	34	108	14	11	10	3	303	25	83	336	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	34	108	14	11	10	3	303	25	83	336	18
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:	44	34	108	14	11	10	3	303	25	83	336	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	34	108	14	11	10	3	303	25	83	336	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	34	108	14	11	10	3	303	25	83	336	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	34	108	14	11	10	3	303	25	83	336	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.18	0.58	0.40	0.31	0.29	0.01	0.91	0.08	0.19	0.77	0.04
Final Sat.:	143	110	350	206	162	147	6	633	52	135	546	29
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.07	0.07	0.07	0.48	0.48	0.48	0.61	0.61	0.61
Crit Moves:		****			****				****		****	
Delay/Veh:	10.5	10.5	10.5	9.3	9.3	9.3	12.2	12.2	12.2	15.1	15.1	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	9.3	9.3	9.3	12.2	12.2	12.2	15.1	15.1	15.1
LOS by Move:	B	B	B	A	A	A	B	B	B	C	C	C
ApproachDel:		10.5			9.3			12.2			15.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			9.3			12.2			15.1	
LOS by Appr:		B			A			B			C	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.1	0.8	0.8	0.8	1.4	1.4	1.4

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

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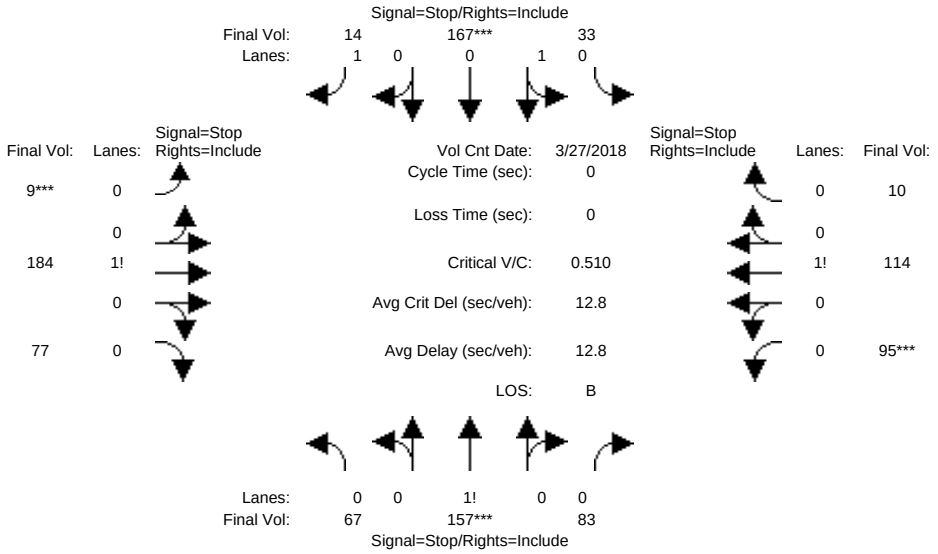
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #7502: Miller Avenue and Uvas Park Drive



Street Name:	Miller Avenue						Uvas Park 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	67	157	83	33	167	14	9	184	77	95	114	10
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:	67	157	83	33	167	14	9	184	77	95	114	10
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:	67	157	83	33	167	14	9	184	77	95	114	10
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:	67	157	83	33	167	14	9	184	77	95	114	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	157	83	33	167	14	9	184	77	95	114	10
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:	67	157	83	33	167	14	9	184	77	95	114	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.51	0.27	0.16	0.84	1.00	0.03	0.68	0.29	0.43	0.52	0.05
Final Sat.:	131	308	163	87	439	593	20	407	171	244	293	26
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.38	0.38	0.02	0.45	0.45	0.45	0.39	0.39	0.39
Crit Moves:		****			****		****			****		
Delay/Veh:	13.7	13.7	13.7	12.5	12.5	8.4	12.6	12.6	12.6	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	13.7	12.5	12.5	8.4	12.6	12.6	12.6	12.2	12.2	12.2
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
ApproachDel:		13.7			12.3			12.6			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.7			12.3			12.6			12.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.9	0.9	0.9	0.5	0.5	0.0	0.7	0.7	0.7	0.5	0.5	0.5

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

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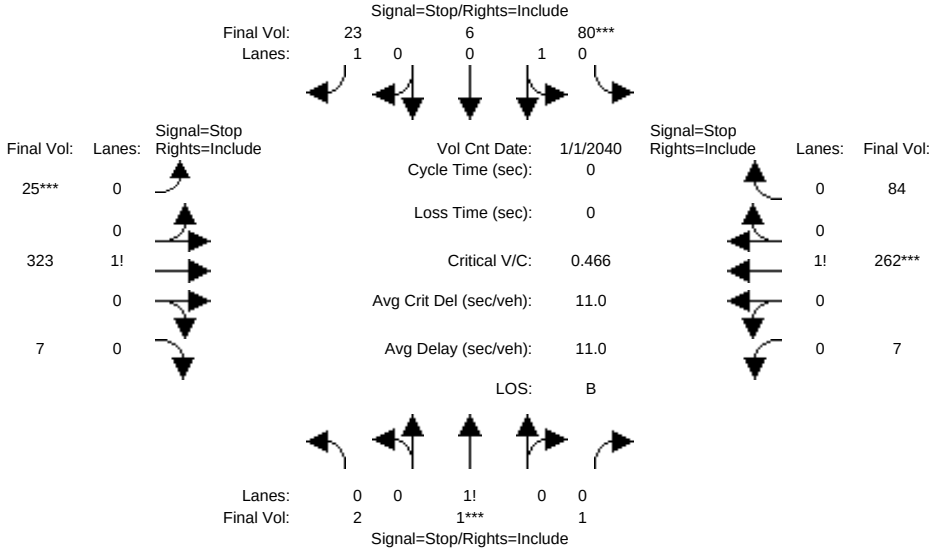
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #7502: Miller Avenue and Uvas Park Drive



Street Name:	Miller Avenue						Uvas Park 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	2	1	1	80	6	23	25	323	7	7	262	84
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:	2	1	1	80	6	23	25	323	7	7	262	84
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:	2	1	1	80	6	23	25	323	7	7	262	84
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:	2	1	1	80	6	23	25	323	7	7	262	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	1	80	6	23	25	323	7	7	262	84
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:	2	1	1	80	6	23	25	323	7	7	262	84
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.25	0.25	0.93	0.07	1.00	0.07	0.91	0.02	0.02	0.74	0.24
Final Sat.:	277	139	139	479	36	617	54	693	15	16	581	186
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.17	0.17	0.04	0.47	0.47	0.47	0.45	0.45	0.45
Crit Moves:		****		****			****				****	
Delay/Veh:	8.7	8.7	8.7	10.4	10.4	8.2	11.5	11.5	11.5	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	10.4	10.4	8.2	11.5	11.5	11.5	11.0	11.0	11.0
LOS by Move:	A	A	A	B	B	A	B	B	B	B	B	B
ApproachDel:		8.7			9.9			11.5			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			9.9			11.5			11.0	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.0	0.8	0.8	0.8	0.8	0.8	0.8

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

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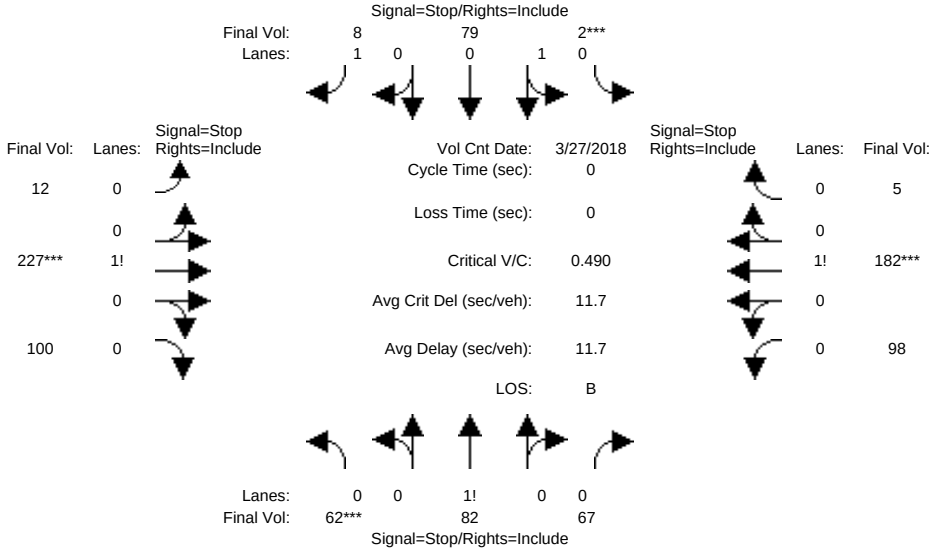
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #7502: Miller Avenue and Uvas Park Drive



Street Name:	Miller Avenue						Uvas Park 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	62	82	67	2	79	8	12	227	100	98	182	5
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:	62	82	67	2	79	8	12	227	100	98	182	5
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:	62	82	67	2	79	8	12	227	100	98	182	5
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:	62	82	67	2	79	8	12	227	100	98	182	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	82	67	2	79	8	12	227	100	98	182	5
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:	62	82	67	2	79	8	12	227	100	98	182	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.39	0.32	0.02	0.98	1.00	0.04	0.67	0.29	0.34	0.64	0.02
Final Sat.:	176	233	190	13	497	566	24	463	204	224	417	11
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.16	0.16	0.01	0.49	0.49	0.49	0.44	0.44	0.44
Crit Moves:	****			****				****			****	
Delay/Veh:	11.2	11.2	11.2	10.1	10.1	8.4	12.3	12.3	12.3	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	10.1	10.1	8.4	12.3	12.3	12.3	12.0	12.0	12.0
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
ApproachDel:	11.2			9.9			12.3			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			9.9			12.3			12.0		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.0	0.8	0.8	0.8	0.7	0.7	0.7

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

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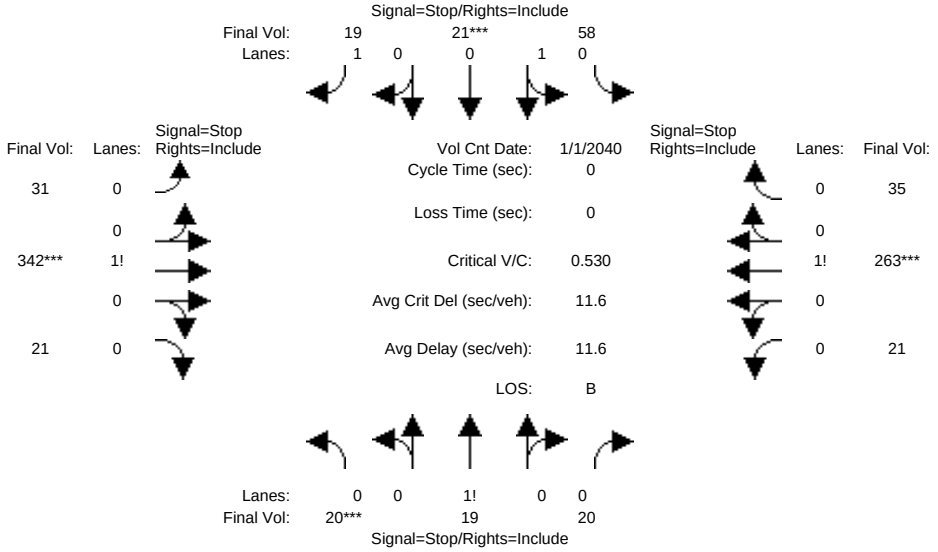
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #7502: Miller Avenue and Uvas Park Drive



Street Name:	Miller Avenue						Uvas Park 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	20	19	20	58	21	19	31	342	21	21	263	35
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:	20	19	20	58	21	19	31	342	21	21	263	35
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:	20	19	20	58	21	19	31	342	21	21	263	35
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:	20	19	20	58	21	19	31	342	21	21	263	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	19	20	58	21	19	31	342	21	21	263	35
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:	20	19	20	58	21	19	31	342	21	21	263	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.32	0.34	0.73	0.27	1.00	0.08	0.87	0.05	0.07	0.82	0.11
Final Sat.:	191	182	191	370	134	592	59	646	40	48	603	80
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.16	0.16	0.03	0.53	0.53	0.53	0.44	0.44	0.44
Crit Moves:	****				****			****			****	
Delay/Veh:	9.2	9.2	9.2	10.3	10.3	8.3	12.7	12.7	12.7	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	10.3	10.3	8.3	12.7	12.7	12.7	11.2	11.2	11.2
LOS by Move:	A	A	A	B	B	A	B	B	B	B	B	B
ApproachDel:	9.2			9.9			12.7			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			9.9			12.7			11.2		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.0	1.0	1.0	1.0	0.7	0.7	0.7

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

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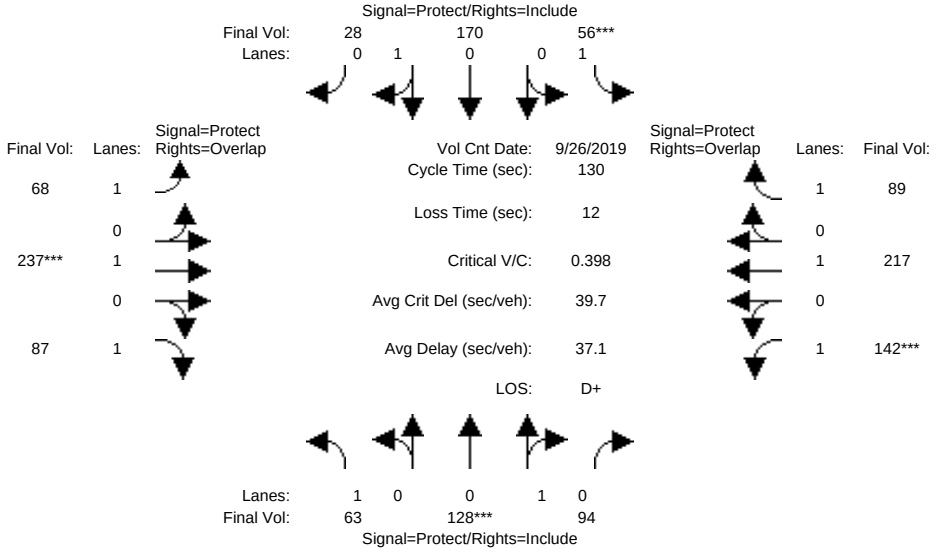
Gilroy 2040 General Plan

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

Intersection #7485: Princevalle Street and Tenth Street



Street Name:	Princevalle Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2019 <<												
Base Vol:	63	128	94	56	170	28	68	237	87	142	217	89
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:	63	128	94	56	170	28	68	237	87	142	217	89
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:	63	128	94	56	170	28	68	237	87	142	217	89
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:	63	128	94	56	170	28	68	237	87	142	217	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	128	94	56	170	28	68	237	87	142	217	89
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:	63	128	94	56	170	28	68	237	87	142	217	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1038	762	1750	1545	255	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.11	0.11	0.04	0.12	0.05	0.08	0.11	0.05
Crit Moves:		****		****				****		****		
Green Time:	16.7	40.3	40.3	10.5	34.1	34.1	21.5	40.7	57.4	26.5	45.7	56.2
Volume/Cap:	0.28	0.40	0.40	0.40	0.42	0.42	0.23	0.40	0.11	0.40	0.32	0.12
Delay/Veh:	51.9	35.8	35.8	58.6	40.4	40.4	47.5	35.4	21.4	45.6	31.1	22.2
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:	51.9	35.8	35.8	58.6	40.4	40.4	47.5	35.4	21.4	45.6	31.1	22.2
LOS by Move:	D-	D+	D+	E+	D	D	D	D+	C+	D	C	C+
HCM2kAvgQ:	3	7	7	3	7	7	3	7	2	5	6	2

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

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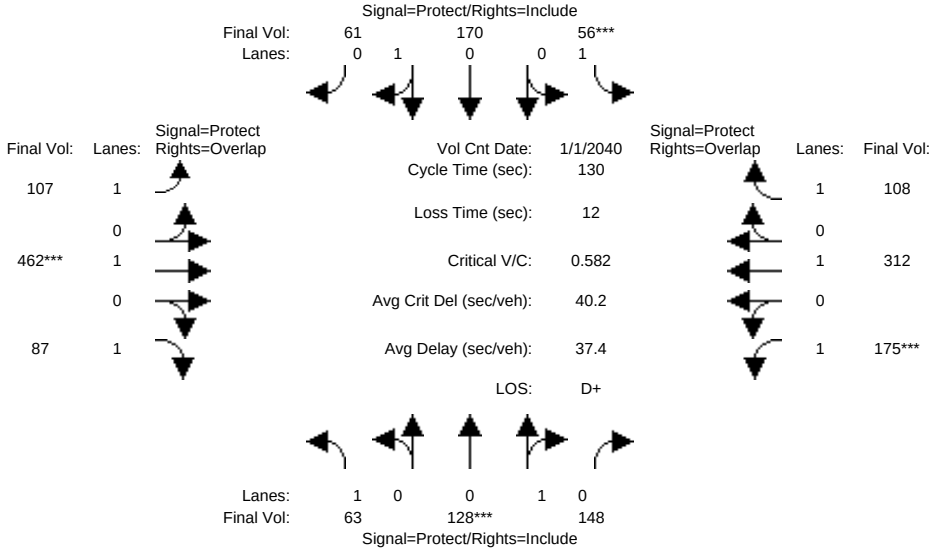
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7485: Princevalle Street and Tenth Street



Street Name:	Princevalle Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	63	128	148	56	170	61	107	462	87	175	312	108
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:	63	128	148	56	170	61	107	462	87	175	312	108
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:	63	128	148	56	170	61	107	462	87	175	312	108
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:	63	128	148	56	170	61	107	462	87	175	312	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	128	148	56	170	61	107	462	87	175	312	108
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:	63	128	148	56	170	61	107	462	87	175	312	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	835	965	1750	1325	475	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.03	0.13	0.13	0.06	0.24	0.05	0.10	0.16	0.06
Crit Moves:		****		****				****		****		
Green Time:	12.2	34.2	34.2	7.1	29.1	29.1	20.8	54.3	66.5	22.3	55.8	63.0
Volume/Cap:	0.38	0.58	0.58	0.58	0.57	0.57	0.38	0.58	0.10	0.58	0.38	0.13
Delay/Veh:	56.8	43.5	43.5	68.7	46.9	46.9	49.7	30.2	16.4	52.4	25.6	18.5
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:	56.8	43.5	43.5	68.7	46.9	46.9	49.7	30.2	16.4	52.4	25.6	18.5
LOS by Move:	E+	D	D	E	D	D	D	C	B	D-	C	B-
HCM2kAvgQ:	3	10	10	3	9	9	4	14	2	8	8	2

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

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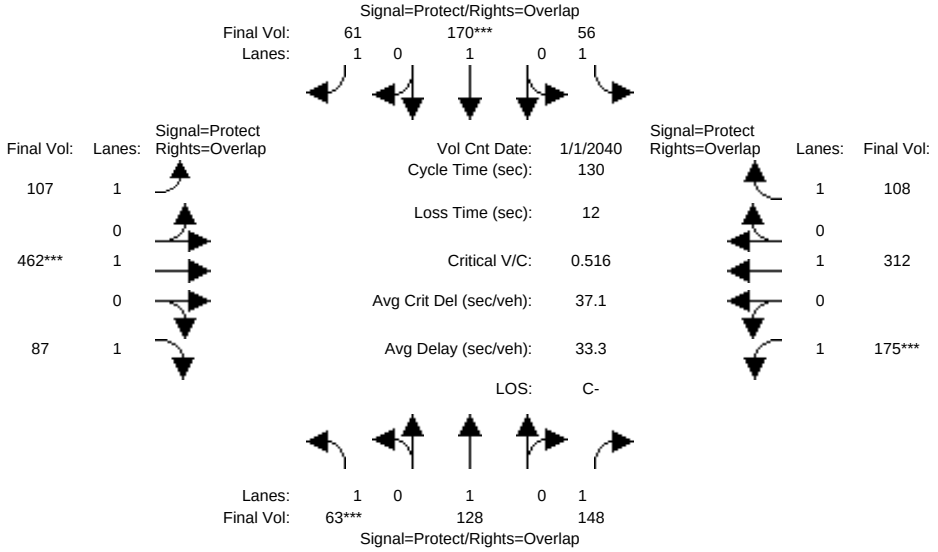
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #7485: Princevalle Street and Tenth Street



Street Name:	Princevalle Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	63	128	148	56	170	61	107	462	87	175	312	108
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:	63	128	148	56	170	61	107	462	87	175	312	108
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:	63	128	148	56	170	61	107	462	87	175	312	108
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:	63	128	148	56	170	61	107	462	87	175	312	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	128	148	56	170	61	107	462	87	175	312	108
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:	63	128	148	56	170	61	107	462	87	175	312	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.08	0.03	0.09	0.03	0.06	0.24	0.05	0.10	0.16	0.06
Crit Moves:	****				****			****		****		
Green Time:	9.1	18.6	43.8	13.0	22.5	46.0	23.4	61.2	70.3	25.2	63.0	76.0
Volume/Cap:	0.52	0.47	0.25	0.32	0.52	0.10	0.34	0.52	0.09	0.52	0.34	0.11
Delay/Veh:	62.2	52.5	31.5	55.4	50.2	28.2	47.2	24.6	14.5	48.3	20.9	12.0
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:	62.2	52.5	31.5	55.4	50.2	28.2	47.2	24.6	14.5	48.3	20.9	12.0
LOS by Move:	E	D-	C	E+	D	C	D	C	B	D	C+	B
HCM2kAvgQ:	3	5	5	2	7	2	4	13	2	7	7	2

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

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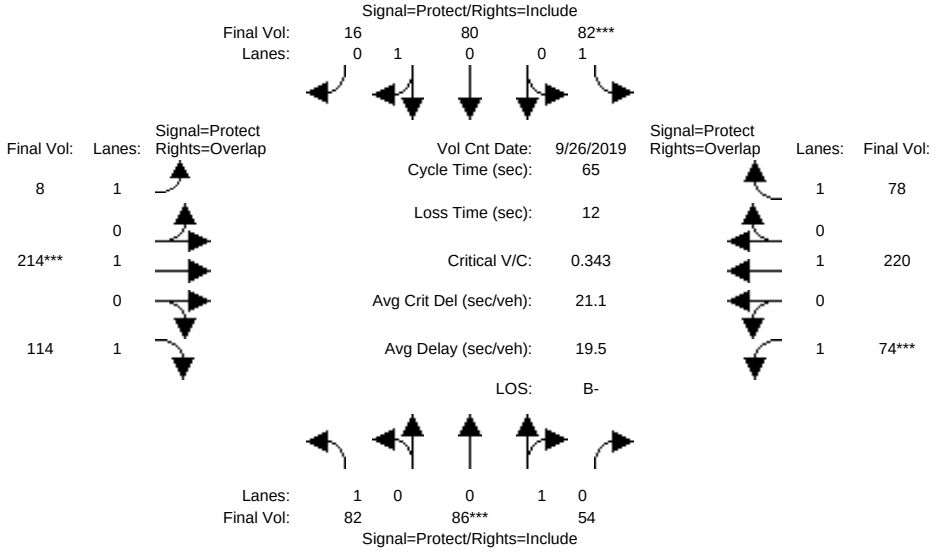
Gilroy 2040 General Plan

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

Intersection #7485: Princevalle Street and Tenth Street



Street Name:	Princevalle Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2019 <<												
Base Vol:	82	86	54	82	80	16	8	214	114	74	220	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:	82	86	54	82	80	16	8	214	114	74	220	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:	82	86	54	82	80	16	8	214	114	74	220	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:	82	86	54	82	80	16	8	214	114	74	220	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	86	54	82	80	16	8	214	114	74	220	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
FinalVolume:	82	86	54	82	80	16	8	214	114	74	220	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.61	0.39	1.00	0.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1106	694	1750	1500	300	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.05	0.05	0.05	0.00	0.11	0.07	0.04	0.12	0.04
Crit Moves:		****		****				****		****		
Green Time:	9.7	14.7	14.7	8.9	13.9	13.9	12.1	21.4	31.1	8.0	17.3	26.2
Volume/Cap:	0.31	0.34	0.34	0.34	0.25	0.25	0.02	0.34	0.14	0.34	0.44	0.11
Delay/Veh:	25.3	21.6	21.6	26.3	21.6	21.6	21.7	16.8	9.5	27.0	20.4	12.2
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:	25.3	21.6	21.6	26.3	21.6	21.6	21.7	16.8	9.5	27.0	20.4	12.2
LOS by Move:	C	C+	C+	C	C+	C+	C+	B	A	C	C+	B
HCM2kAvgQ:	2	3	3	2	2	2	0	3	1	2	4	1

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

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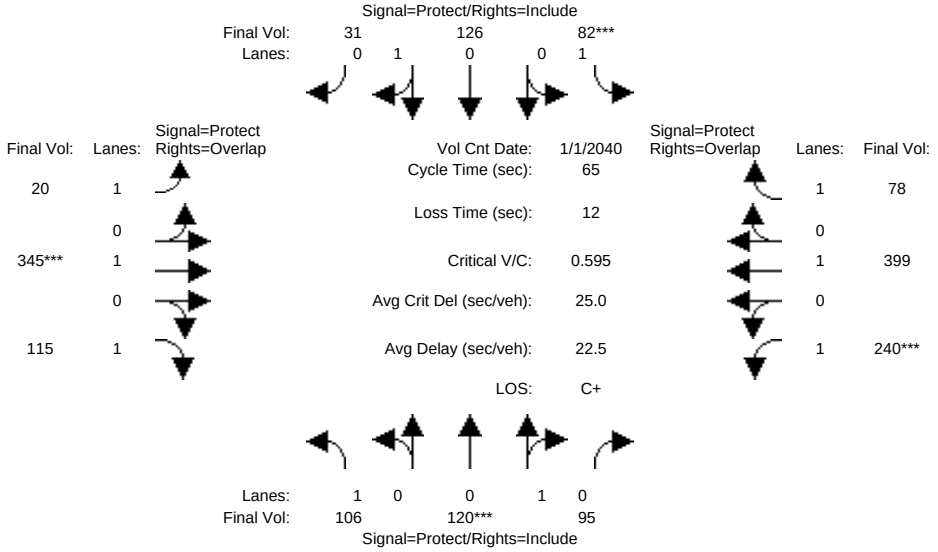
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7485: Princevalle Street and Tenth Street



Street Name:	Princevalle Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	106	120	95	82	126	31	20	345	115	240	399	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:	106	120	95	82	126	31	20	345	115	240	399	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:	106	120	95	82	126	31	20	345	115	240	399	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:	106	120	95	82	126	31	20	345	115	240	399	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	120	95	82	126	31	20	345	115	240	399	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
FinalVolume:	106	120	95	82	126	31	20	345	115	240	399	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.56	0.44	1.00	0.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1005	795	1750	1445	355	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.05	0.09	0.09	0.01	0.18	0.07	0.14	0.21	0.04
Crit Moves:		****		****				****		****		
Green Time:	8.0	12.5	12.5	7.0	11.5	11.5	11.3	19.1	27.1	14.4	22.1	29.1
Volume/Cap:	0.49	0.62	0.62	0.44	0.49	0.49	0.07	0.62	0.16	0.62	0.62	0.10
Delay/Veh:	28.3	27.4	27.4	28.8	25.3	25.3	22.5	22.0	11.9	25.9	19.7	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	27.4	27.4	28.8	25.3	25.3	22.5	22.0	11.9	25.9	19.7	10.4
LOS by Move:	C	C	C	C	C	C	C+	C+	B+	C	B-	B+
HCM2kAvgQ:	3	5	5	2	4	4	0	7	2	6	8	1

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

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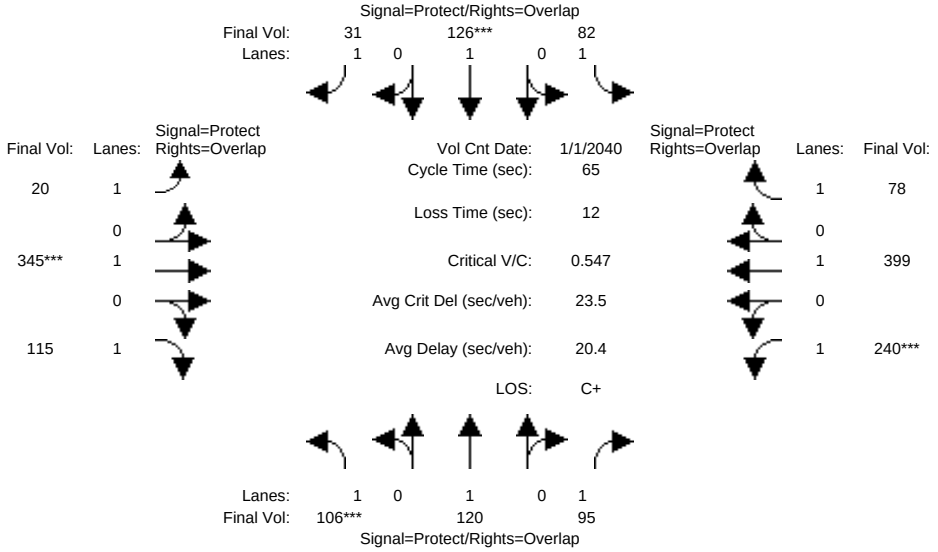
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #7485: Princevalle Street and Tenth Street



Street Name:	Princevalle Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	106	120	95	82	126	31	20	345	115	240	399	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:	106	120	95	82	126	31	20	345	115	240	399	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:	106	120	95	82	126	31	20	345	115	240	399	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:	106	120	95	82	126	31	20	345	115	240	399	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	120	95	82	126	31	20	345	115	240	399	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
FinalVolume:	106	120	95	82	126	31	20	345	115	240	399	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	1.00	0.92	0.92	1.00	0.92
Lanes:	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 Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.05	0.07	0.02	0.01	0.18	0.07	0.14	0.21	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	25.5	7.0	10.0	22.2	12.2	20.5	27.5	15.5	23.8	30.8
Volume/Cap:	0.56	0.41	0.14	0.44	0.43	0.05	0.06	0.58	0.16	0.58	0.57	0.09
Delay/Veh:	31.4	25.8	12.8	28.8	25.9	14.4	21.8	20.0	11.7	23.8	17.7	9.5
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:	31.4	25.8	12.8	28.8	25.9	14.4	21.8	20.0	11.7	23.8	17.7	9.5
LOS by Move:	C	C	B	C	C	B	C+	B-	B+	C	B	A
HCM2kAvgQ:	3	3	1	2	3	0	0	7	2	5	7	1

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

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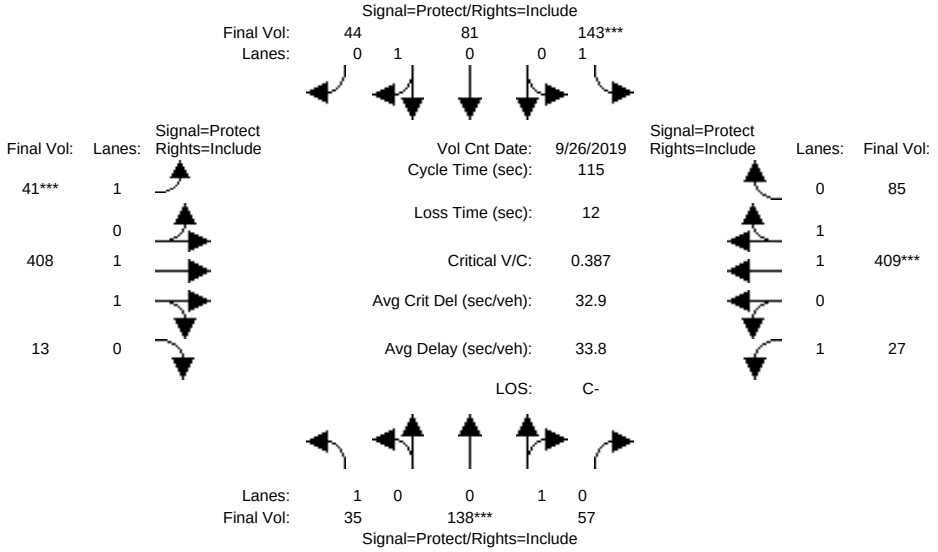
Gilroy 2040 General Plan

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

Intersection #7492: Church Street and Tenth Street



Street Name:	Church Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2019 <<												
Base Vol:	35	138	57	143	81	44	41	408	13	27	409	85
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:	35	138	57	143	81	44	41	408	13	27	409	85
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:	35	138	57	143	81	44	41	408	13	27	409	85
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:	35	138	57	143	81	44	41	408	13	27	409	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	138	57	143	81	44	41	408	13	27	409	85
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:	35	138	57	143	81	44	41	408	13	27	409	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.71	0.29	1.00	0.65	0.35	1.00	1.94	0.06	1.00	1.65	0.35
Final Sat.:	1750	1274	526	1750	1166	634	1750	3586	114	1750	3063	637
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.08	0.07	0.07	0.02	0.11	0.11	0.02	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	23.2	32.1	32.1	24.2	33.2	33.2	7.0	30.4	30.4	16.2	39.6	39.6
Volume/Cap:	0.10	0.39	0.39	0.39	0.24	0.24	0.38	0.43	0.43	0.11	0.39	0.39
Delay/Veh:	37.5	34.0	34.0	39.7	31.5	31.5	54.2	35.4	35.4	43.3	28.7	28.7
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:	37.5	34.0	34.0	39.7	31.5	31.5	54.2	35.4	35.4	43.3	28.7	28.7
LOS by Move:	D+	C-	C-	D	C	C	D-	D+	D+	D	C	C
HCM2kAvgQ:	1	6	6	5	4	4	2	6	6	1	7	7

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

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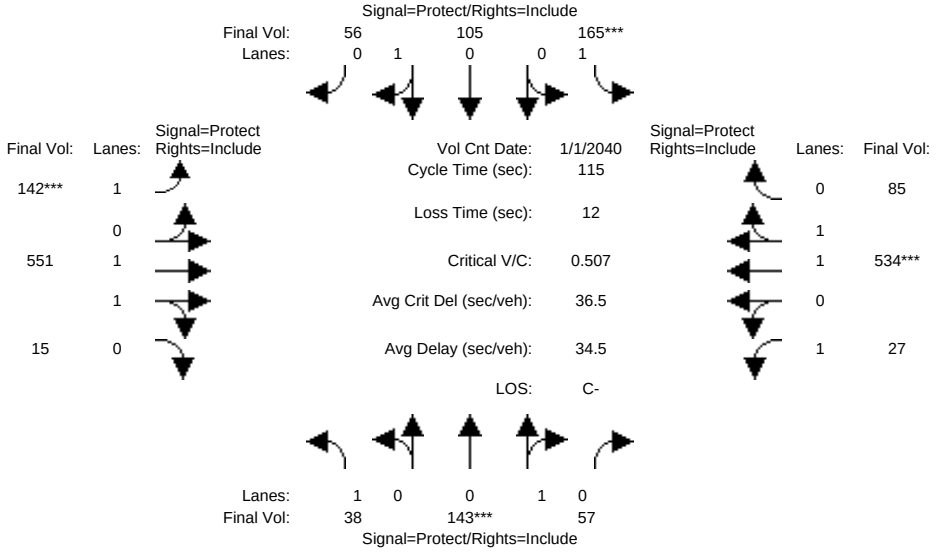
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7492: Church Street and Tenth Street



Street Name:	Church Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	38	143	57	165	105	56	142	551	15	27	534	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	143	57	165	105	56	142	551	15	27	534	85
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:	38	143	57	165	105	56	142	551	15	27	534	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	143	57	165	105	56	142	551	15	27	534	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	143	57	165	105	56	142	551	15	27	534	85
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:	38	143	57	165	105	56	142	551	15	27	534	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.71	0.29	1.00	0.65	0.35	1.00	1.95	0.05	1.00	1.72	0.28
Final Sat.:	1750	1287	513	1750	1174	626	1750	3602	98	1750	3192	508
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.09	0.09	0.09	0.08	0.15	0.15	0.02	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	18.9	25.2	25.2	21.4	27.7	27.7	18.4	40.3	40.3	16.0	38.0	38.0
Volume/Cap:	0.13	0.51	0.51	0.51	0.37	0.37	0.51	0.44	0.44	0.11	0.51	0.51
Delay/Veh:	41.3	40.5	40.5	43.4	36.9	36.9	45.7	28.9	28.9	43.4	31.3	31.3
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:	41.3	40.5	40.5	43.4	36.9	36.9	45.7	28.9	28.9	43.4	31.3	31.3
LOS by Move:	D	D	D	D	D+	D+	D	C	C	D	C	C
HCM2kAvgQ:	1	7	7	6	5	5	5	8	8	1	9	9

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

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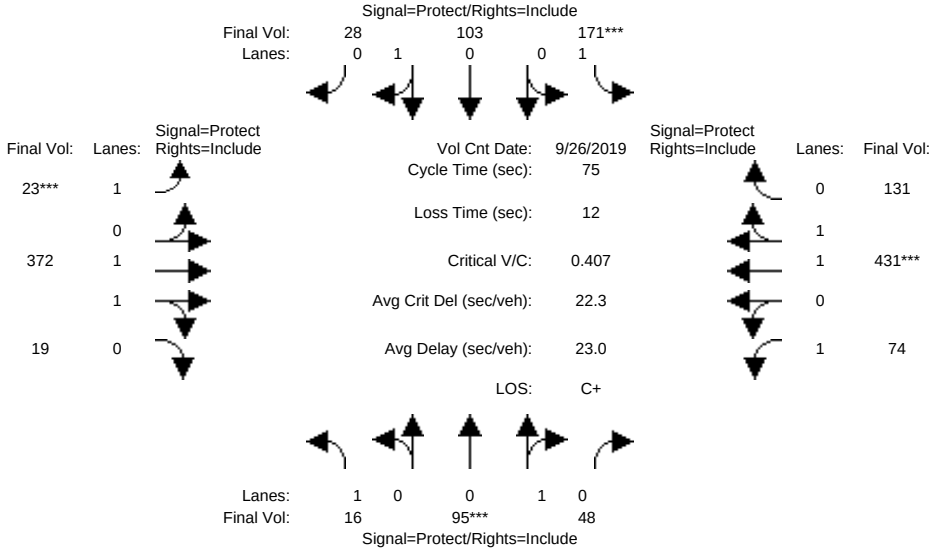
Gilroy 2040 General Plan

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

Intersection #7492: Church Street and Tenth Street



Street Name:	Church Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2019 <<												
Base Vol:	16	95	48	171	103	28	23	372	19	74	431	131
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	95	48	171	103	28	23	372	19	74	431	131
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	95	48	171	103	28	23	372	19	74	431	131
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	95	48	171	103	28	23	372	19	74	431	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	95	48	171	103	28	23	372	19	74	431	131
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:	16	95	48	171	103	28	23	372	19	74	431	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.66	0.34	1.00	0.79	0.21	1.00	1.90	0.10	1.00	1.52	0.48
Final Sat.:	1750	1196	604	1750	1415	385	1750	3520	180	1750	2837	862
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.10	0.07	0.07	0.01	0.11	0.11	0.04	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	12.4	13.5	13.5	16.6	17.7	17.7	7.0	19.3	19.3	13.5	25.9	25.9
Volume/Cap:	0.06	0.44	0.44	0.44	0.31	0.31	0.14	0.41	0.41	0.23	0.44	0.44
Delay/Veh:	26.4	28.3	28.3	26.0	24.0	24.0	31.6	23.4	23.4	26.7	19.2	19.2
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:	26.4	28.3	28.3	26.0	24.0	24.0	31.6	23.4	23.4	26.7	19.2	19.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	B-	B-
HCM2kAvgQ:	0	4	4	4	3	3	1	4	4	2	5	5

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

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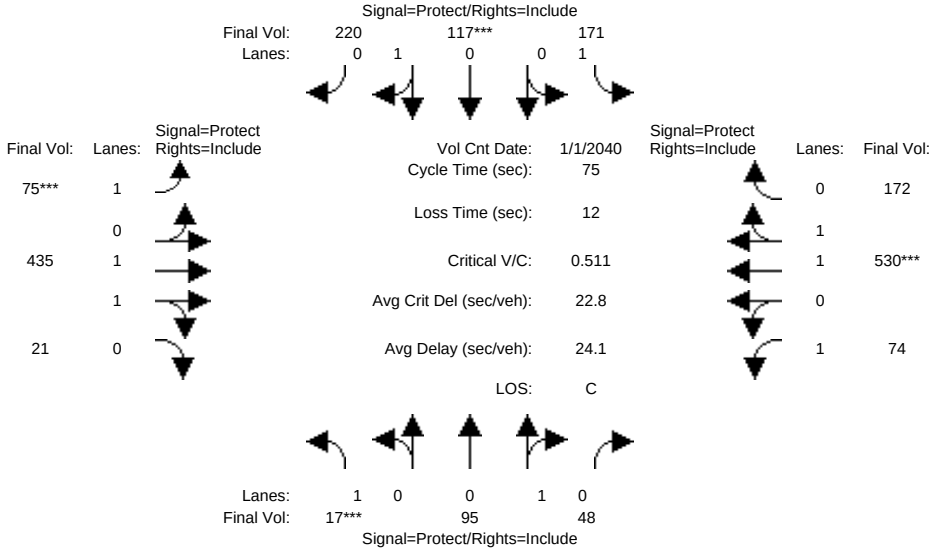
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7492: Church Street and Tenth Street



Street Name:	Church Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	17	95	48	171	117	220	75	435	21	74	530	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	95	48	171	117	220	75	435	21	74	530	172
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	95	48	171	117	220	75	435	21	74	530	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	95	48	171	117	220	75	435	21	74	530	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	95	48	171	117	220	75	435	21	74	530	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	95	48	171	117	220	75	435	21	74	530	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.66	0.34	1.00	0.35	0.65	1.00	1.91	0.09	1.00	1.50	0.50
Final Sat.:	1750	1196	604	1750	625	1175	1750	3529	170	1750	2793	906
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.10	0.19	0.19	0.04	0.12	0.12	0.04	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	7.0	18.1	18.1	13.3	24.3	24.3	7.0	18.6	18.6	13.0	24.7	24.7
Volume/Cap:	0.10	0.33	0.33	0.55	0.58	0.58	0.46	0.50	0.50	0.24	0.58	0.58
Delay/Veh:	31.4	23.9	23.9	30.3	22.5	22.5	34.2	24.6	24.6	27.1	21.5	21.5
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:	31.4	23.9	23.9	30.3	22.5	22.5	34.2	24.6	24.6	27.1	21.5	21.5
LOS by Move:	C	C	C	C	C+	C+	C-	C	C	C	C+	C+
HCM2kAvgQ:	0	3	3	5	7	7	2	5	5	2	8	8

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

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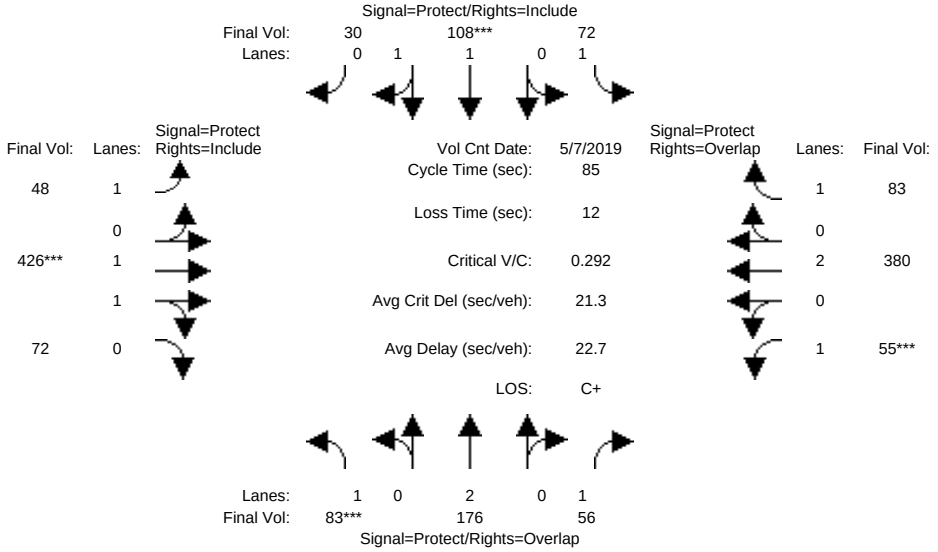
Gilroy 2040 General Plan

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

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	83	176	56	72	108	30	48	426	72	55	380	83
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:	83	176	56	72	108	30	48	426	72	55	380	83
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:	83	176	56	72	108	30	48	426	72	55	380	83
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:	83	176	56	72	108	30	48	426	72	55	380	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	176	56	72	108	30	48	426	72	55	380	83
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:	83	176	56	72	108	30	48	426	72	55	380	83
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	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2895	804	1750	3165	535	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.04	0.04	0.04	0.03	0.13	0.13	0.03	0.10	0.05
Crit Moves:	****				****			****		****		
Green Time:	13.8	14.5	23.7	10.2	10.9	10.9	19.9	39.2	39.2	9.1	28.4	38.6
Volume/Cap:	0.29	0.27	0.11	0.34	0.29	0.29	0.12	0.29	0.29	0.29	0.30	0.10
Delay/Veh:	31.9	30.9	23.0	35.4	33.9	33.9	25.8	14.4	14.4	35.8	21.0	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	30.9	23.0	35.4	33.9	33.9	25.8	14.4	14.4	35.8	21.0	13.4
LOS by Move:	C	C	C+	D+	C-	C-	C	B	B	D+	C+	B
HCM2kAvgQ:	2	2	1	2	2	2	1	4	4	2	4	1

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

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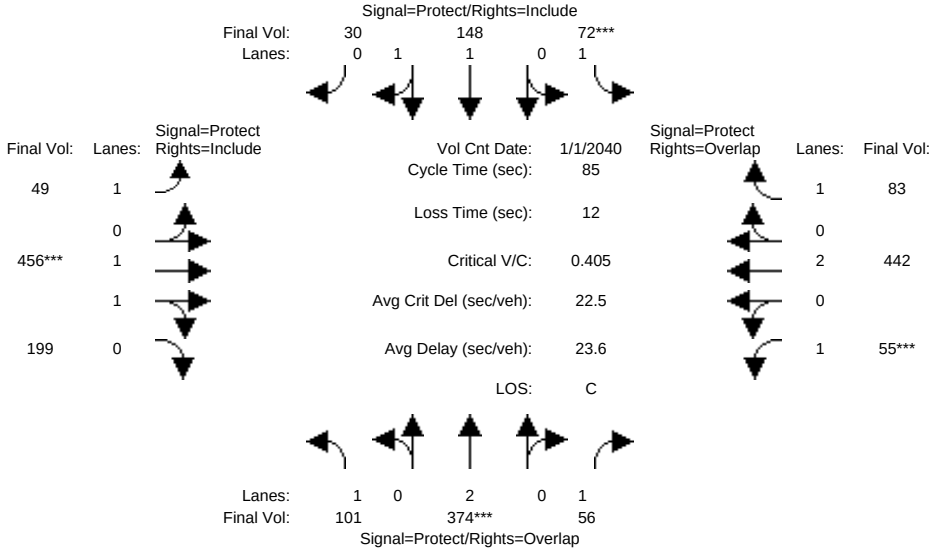
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	101	374	56	72	148	30	49	456	199	55	442	83
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:	101	374	56	72	148	30	49	456	199	55	442	83
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:	101	374	56	72	148	30	49	456	199	55	442	83
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:	101	374	56	72	148	30	49	456	199	55	442	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	374	56	72	148	30	49	456	199	55	442	83
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:	101	374	56	72	148	30	49	456	199	55	442	83
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	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3076	624	1750	2575	1124	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.03	0.04	0.05	0.05	0.03	0.18	0.18	0.03	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.0	20.5	27.5	8.6	17.1	17.1	18.1	36.9	36.9	7.0	25.8	34.4
Volume/Cap:	0.41	0.41	0.10	0.41	0.24	0.24	0.13	0.41	0.41	0.38	0.38	0.12
Delay/Veh:	34.4	27.4	20.2	37.4	28.6	28.6	27.3	16.7	16.7	38.6	23.5	15.9
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:	34.4	27.4	20.2	37.4	28.6	28.6	27.3	16.7	16.7	38.6	23.5	15.9
LOS by Move:	C-	C	C+	D+	C	C	C	B	B	D+	C	B
HCM2kAvgQ:	3	4	1	2	2	2	1	6	6	2	5	1

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

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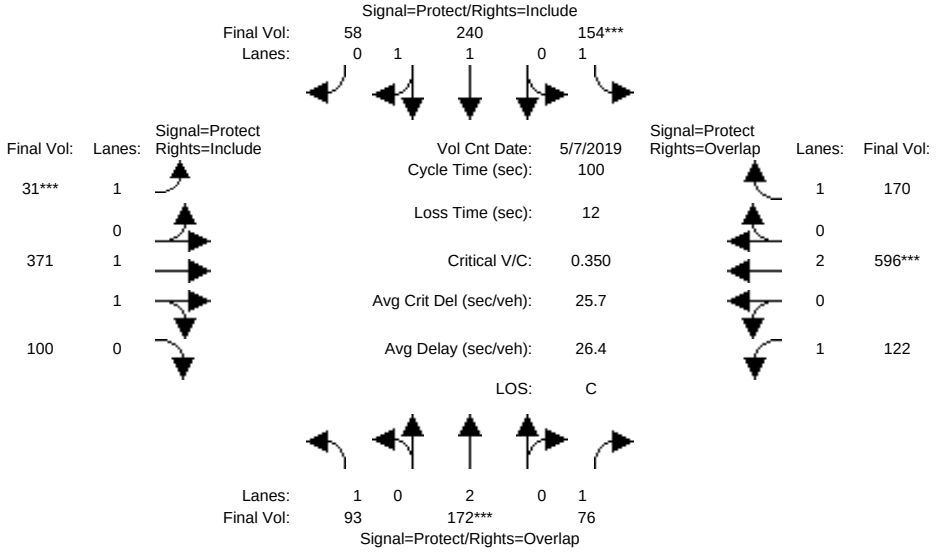
Gilroy 2040 General Plan

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

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	93	172	76	154	240	58	31	371	100	122	596	170
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:	93	172	76	154	240	58	31	371	100	122	596	170
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:	93	172	76	154	240	58	31	371	100	122	596	170
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:	93	172	76	154	240	58	31	371	100	122	596	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	172	76	154	240	58	31	371	100	122	596	170
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:	93	172	76	154	240	58	31	371	100	122	596	170
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	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2979	720	1750	2914	785	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.09	0.08	0.08	0.02	0.13	0.13	0.07	0.16	0.10
Crit Moves:		****		****			****				****	
Green Time:	15.3	12.6	30.7	24.6	21.9	21.9	7.0	32.8	32.8	18.0	43.8	68.4
Volume/Cap:	0.35	0.36	0.14	0.36	0.37	0.37	0.25	0.39	0.39	0.39	0.36	0.14
Delay/Veh:	38.6	40.4	25.3	31.7	33.5	33.5	45.1	26.1	26.1	36.9	18.9	5.6
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:	38.6	40.4	25.3	31.7	33.5	33.5	45.1	26.1	26.1	36.9	18.9	5.6
LOS by Move:	D+	D	C	C	C-	C-	D	C	C	D+	B-	A
HCM2kAvgQ:	3	3	2	4	4	4	1	6	6	4	6	2

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

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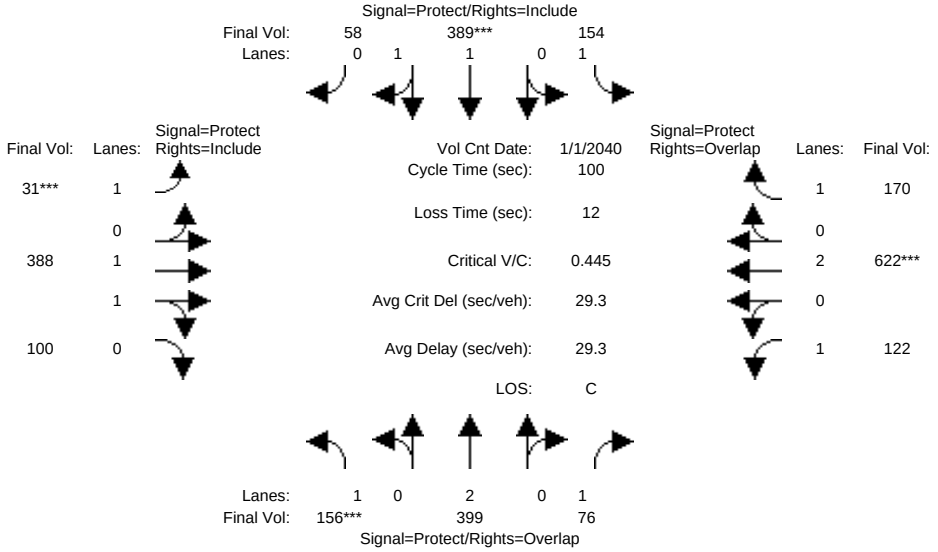
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	156	399	76	154	389	58	31	388	100	122	622	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	399	76	154	389	58	31	388	100	122	622	170
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:	156	399	76	154	389	58	31	388	100	122	622	170
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:	156	399	76	154	389	58	31	388	100	122	622	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	399	76	154	389	58	31	388	100	122	622	170
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:	156	399	76	154	389	58	31	388	100	122	622	170
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	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3220	480	1750	2941	758	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.04	0.09	0.12	0.12	0.02	0.13	0.13	0.07	0.16	0.10
Crit Moves:	****				****		****				****	
Green Time:	19.3	24.8	39.5	20.8	26.2	26.2	7.0	27.8	27.8	14.7	35.5	56.2
Volume/Cap:	0.46	0.42	0.11	0.42	0.46	0.46	0.25	0.48	0.48	0.47	0.46	0.17
Delay/Veh:	36.7	31.9	19.2	35.2	31.3	31.3	45.1	30.4	30.4	40.5	25.1	10.7
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:	36.7	31.9	19.2	35.2	31.3	31.3	45.1	30.4	30.4	40.5	25.1	10.7
LOS by Move:	D+	C	B-	D+	C	C	D	C	C	D	C	B+
HCM2kAvgQ:	5	5	2	5	6	6	1	7	7	4	8	3

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

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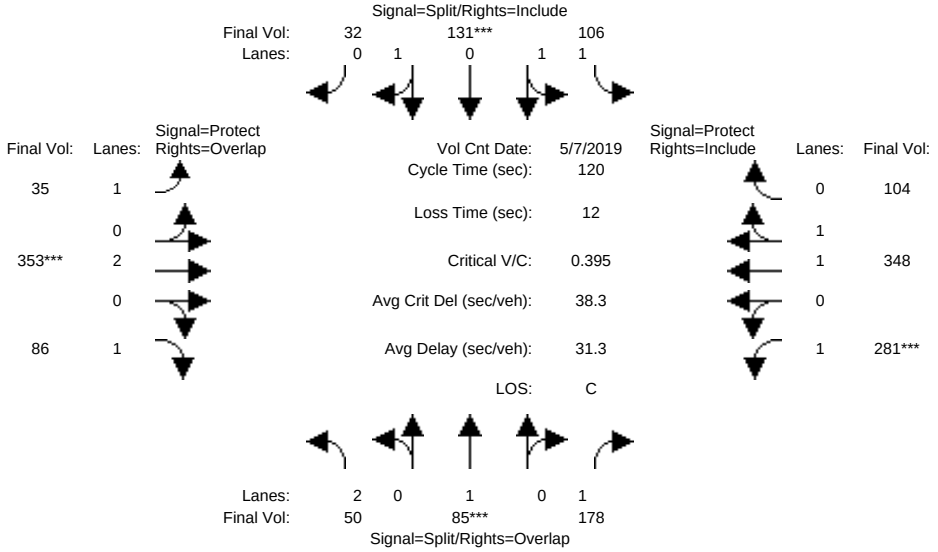
Gilroy 2040 General Plan

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

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	50	85	178	106	131	32	35	353	86	281	348	104
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	85	178	106	131	32	35	353	86	281	348	104
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	85	178	106	131	32	35	353	86	281	348	104
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	85	178	106	131	32	35	353	86	281	348	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	85	178	106	131	32	35	353	86	281	348	104
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:	50	85	178	106	131	32	35	353	86	281	348	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.21	1.44	0.35	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	3150	1900	1698	2099	2595	634	1750	3724	1750	1698	2798	836
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.10	0.05	0.05	0.05	0.02	0.09	0.05	0.17	0.12	0.12
Crit Moves:		****			****			****		****		
Green Time:	13.6	13.6	63.9	15.3	15.3	15.3	25.2	28.8	42.4	50.3	53.8	53.8
Volume/Cap:	0.14	0.40	0.20	0.40	0.40	0.40	0.10	0.40	0.14	0.40	0.28	0.28
Delay/Veh:	48.1	50.6	14.8	48.4	48.4	48.4	38.3	38.6	26.5	24.6	20.9	20.9
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:	48.1	50.6	14.8	48.4	48.4	48.4	38.3	38.6	26.5	24.6	20.9	20.9
LOS by Move:	D	D	B	D	D	D	D+	D+	C	C	C+	C+
HCM2kAvgQ:	1	3	4	4	4	4	1	6	2	8	5	5

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

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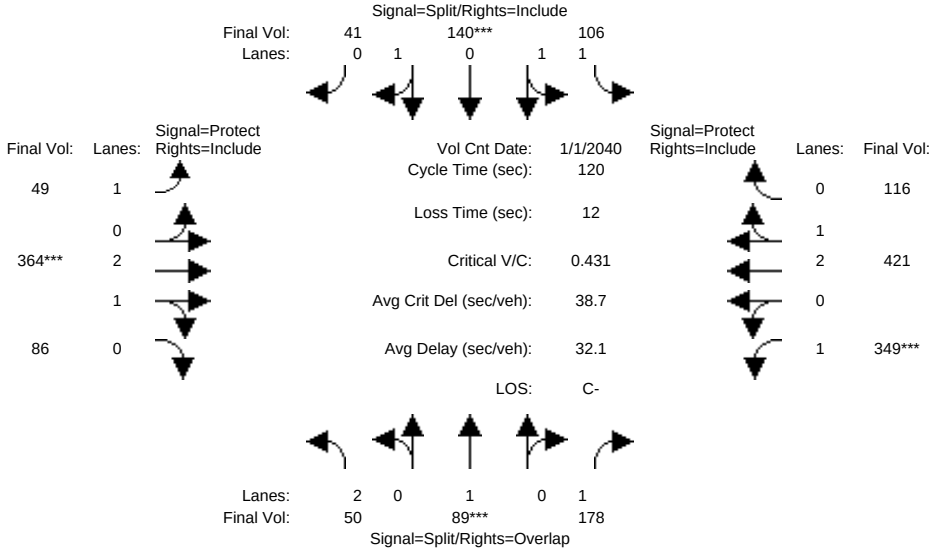
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	50	89	178	106	140	41	49	364	86	349	421	116
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	89	178	106	140	41	49	364	86	349	421	116
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	89	178	106	140	41	49	364	86	349	421	116
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	89	178	106	140	41	49	364	86	349	421	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	89	178	106	140	41	49	364	86	349	421	116
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:	50	89	178	106	140	41	49	364	86	349	421	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.91	0.95	0.95	0.92	0.97	0.95	0.89	0.97	0.94
Lanes:	2.00	1.00	1.00	1.13	1.45	0.42	1.00	2.42	0.58	1.00	2.33	0.67
Final Sat.:	3150	1900	1698	1968	2600	761	1750	4455	1053	1698	4311	1188
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.10	0.05	0.05	0.05	0.03	0.08	0.08	0.21	0.10	0.10
Crit Moves:		****			****			****		****		
Green Time:	13.0	13.0	70.3	15.0	15.0	15.0	29.9	22.7	22.7	57.2	50.1	50.1
Volume/Cap:	0.15	0.43	0.18	0.43	0.43	0.43	0.11	0.43	0.43	0.43	0.23	0.23
Delay/Veh:	48.6	51.5	11.6	49.0	49.0	49.0	34.9	43.2	43.2	21.0	22.6	22.6
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:	48.6	51.5	11.6	49.0	49.0	49.0	34.9	43.2	43.2	21.0	22.6	22.6
LOS by Move:	D	D-	B+	D	D	D	C-	D	D	C+	C+	C+
HCM2kAvgQ:	1	3	3	4	4	4	1	5	5	9	4	4

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

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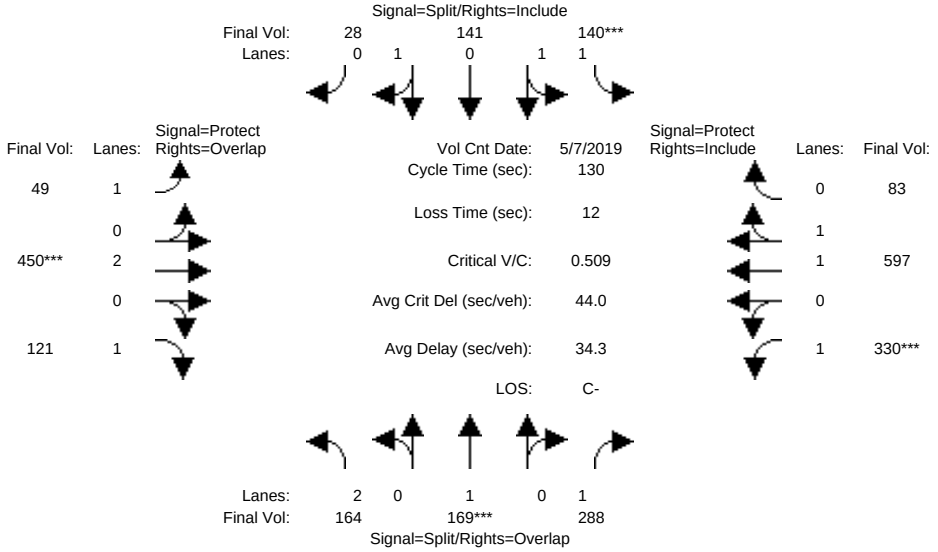
Gilroy 2040 General Plan

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

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	164	169	288	140	141	28	49	450	121	330	597	83
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:	164	169	288	140	141	28	49	450	121	330	597	83
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:	164	169	288	140	141	28	49	450	121	330	597	83
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:	164	169	288	140	141	28	49	450	121	330	597	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	169	288	140	141	28	49	450	121	330	597	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	169	288	140	141	28	49	450	121	330	597	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.38	1.35	0.27	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3150	1900	1698	2413	2430	483	1750	3724	1750	1698	3187	443
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.17	0.06	0.06	0.06	0.03	0.12	0.07	0.19	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	22.7	22.7	72.3	14.8	14.8	14.8	18.0	30.8	53.6	49.6	62.5	62.5
Volume/Cap:	0.30	0.51	0.30	0.51	0.51	0.51	0.20	0.51	0.17	0.51	0.39	0.39
Delay/Veh:	47.0	49.9	15.6	54.9	54.9	54.9	50.1	43.5	24.3	31.5	21.7	21.7
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:	47.0	49.9	15.6	54.9	54.9	54.9	50.1	43.5	24.3	31.5	21.7	21.7
LOS by Move:	D	D	B	D-	D-	D-	D	D	C	C	C+	C+
HCM2kAvgQ:	4	7	6	5	5	5	2	8	3	11	9	9

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

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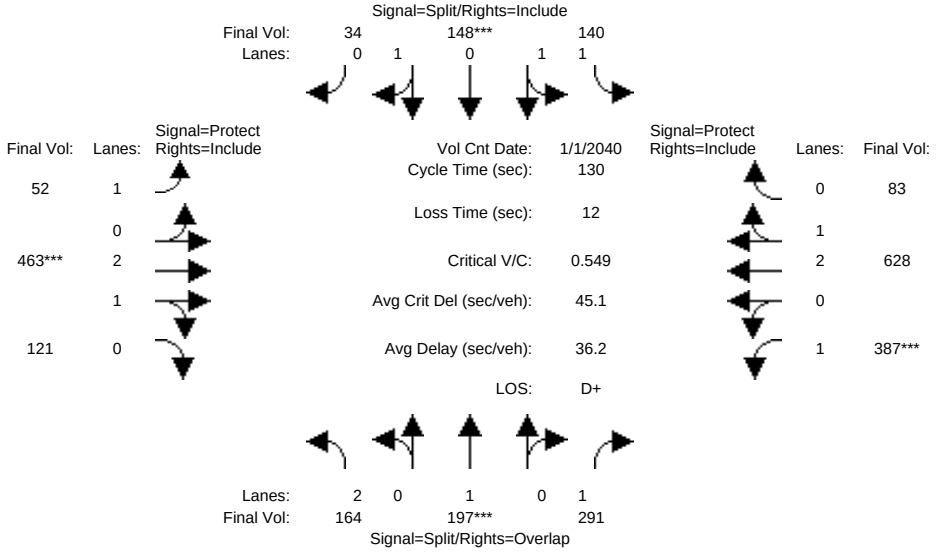
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	164	197	291	140	148	34	52	463	121	387	628	83
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:	164	197	291	140	148	34	52	463	121	387	628	83
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:	164	197	291	140	148	34	52	463	121	387	628	83
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:	164	197	291	140	148	34	52	463	121	387	628	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	197	291	140	148	34	52	463	121	387	628	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	197	291	140	148	34	52	463	121	387	628	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.97	0.95	0.89	0.97	0.94
Lanes:	2.00	1.00	1.00	1.33	1.36	0.31	1.00	2.37	0.63	1.00	2.64	0.36
Final Sat.:	3150	1900	1698	2316	2448	562	1750	4368	1142	1698	4852	641
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.06	0.06	0.06	0.03	0.11	0.11	0.23	0.13	0.13
Crit Moves:		****			****			****		****		
Green Time:	24.6	24.6	78.6	14.3	14.3	14.3	23.2	25.1	25.1	54.0	55.9	55.9
Volume/Cap:	0.28	0.55	0.28	0.55	0.55	0.55	0.17	0.55	0.55	0.55	0.30	0.30
Delay/Veh:	45.4	49.5	12.4	55.9	55.9	55.9	45.4	47.9	47.9	29.7	24.3	24.3
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:	45.4	49.5	12.4	55.9	55.9	55.9	45.4	47.9	47.9	29.7	24.3	24.3
LOS by Move:	D	D	B	E+	E+	E+	D	D	D	C	C	C
HCM2kAvgQ:	3	8	6	5	5	5	2	8	8	13	6	6

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

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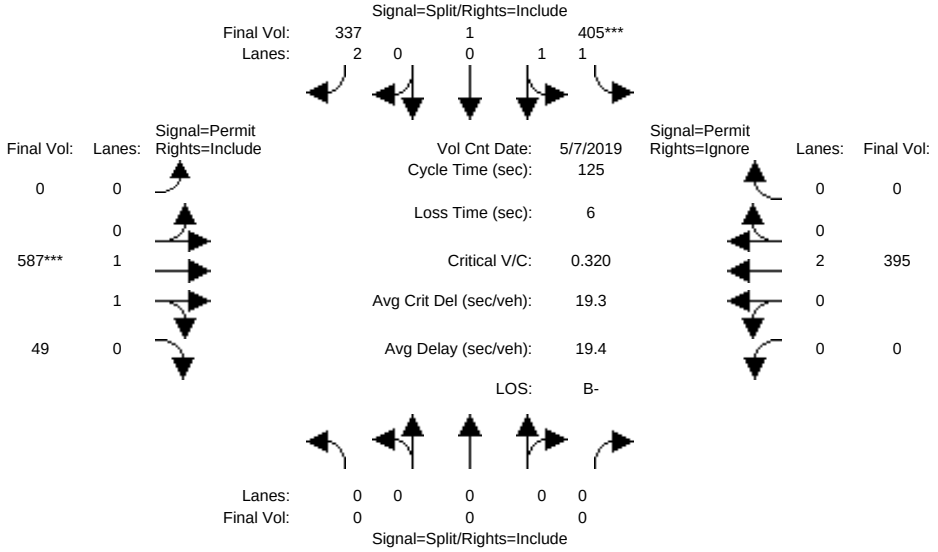
Gilroy 2040 General Plan

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

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	0	0	405	1	337	0	587	97	0	395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	405	1	337	0	587	97	0	395	0
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:	0	0	0	405	1	337	0	587	97	0	395	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	405	1	337	0	587	49	0	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	405	1	337	0	587	49	0	395	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	405	1	337	0	587	49	0	395	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	0.95	0.78	0.92	0.92	0.89	0.92	0.94	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	1.84	0.16	0.00	2.00	0.00
Final Sat.:	0	0	0	3329	8	2961	0	3212	265	0	3572	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.11	0.00	0.18	0.18	0.00	0.11	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	47.6	47.6	47.6	0.0	71.4	71.4	0.0	71.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.30	0.00	0.32	0.32	0.00	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	27.5	27.5	27.2	0.0	14.1	14.1	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.5	27.5	27.2	0.0	14.1	14.1	0.0	12.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	A	B	A
HCM2kAvgQ:	0	0	0	6	6	5	0	6	6	0	4	0

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

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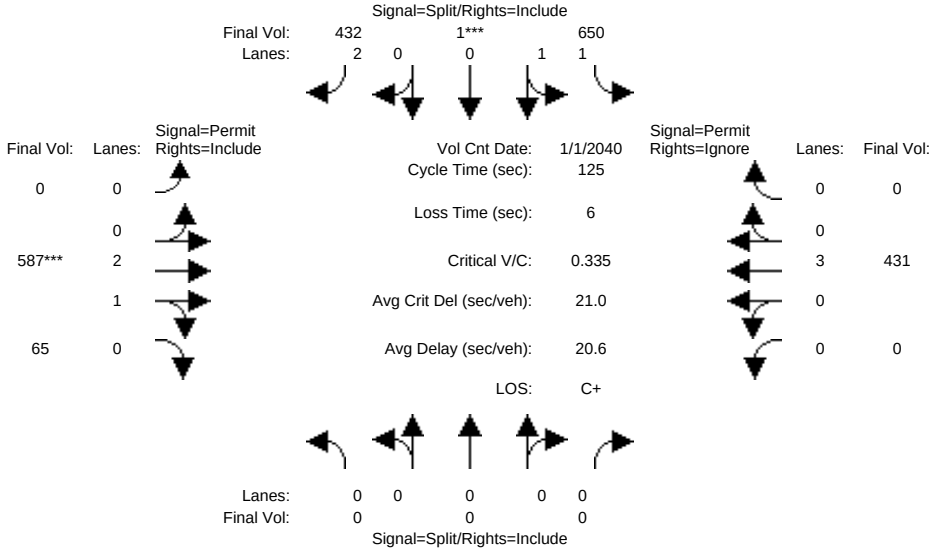
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	650	1	432	0	587	129	0	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	650	1	432	0	587	129	0	431	0
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:	0	0	0	650	1	432	0	587	129	0	431	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	650	1	432	0	587	65	0	431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	650	1	432	0	587	65	0	431	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	650	1	432	0	587	65	0	431	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	0.95	0.78	0.92	0.93	0.89	0.92	0.94	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	2.69	0.31	0.00	3.00	0.00
Final Sat.:	0	0	0	3332	5	2961	0	4742	521	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.15	0.00	0.12	0.12	0.00	0.08	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	72.8	72.8	72.8	0.0	46.2	46.2	0.0	46.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.25	0.00	0.33	0.33	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	13.6	13.6	12.8	0.0	28.5	28.5	0.0	27.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.6	13.6	12.8	0.0	28.5	28.5	0.0	27.1	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	7	7	5	0	6	6	0	4	0

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

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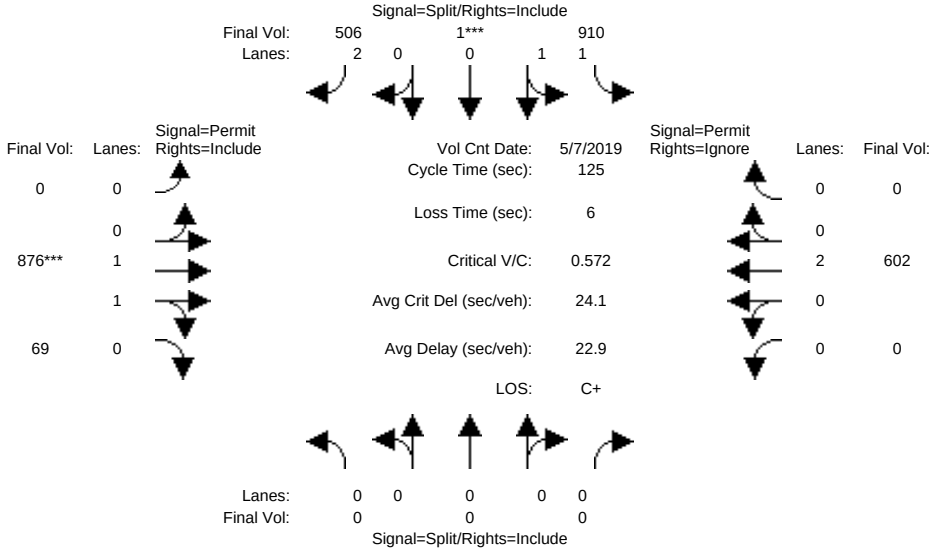
Gilroy 2040 General Plan

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

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	0	0	910	1	506	0	876	138	0	602	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	910	1	506	0	876	138	0	602	0
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:	0	0	0	910	1	506	0	876	138	0	602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	910	1	506	0	876	69	0	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	910	1	506	0	876	69	0	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	910	1	506	0	876	69	0	602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	0.95	0.78	0.92	0.92	0.89	0.92	0.94	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	1.85	0.15	0.00	2.00	0.00
Final Sat.:	0	0	0	3334	4	2961	0	3224	254	0	3572	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.17	0.00	0.27	0.27	0.00	0.17	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	59.6	59.6	59.6	0.0	59.4	59.4	0.0	59.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.36	0.00	0.57	0.57	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	24.0	20.8	0.0	24.2	24.2	0.0	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	24.0	20.8	0.0	24.2	24.2	0.0	20.9	0.0
LOS by Move:	A	A	A	C	C	C+	A	C	C	A	C+	A
HCM2kAvgQ:	0	0	0	13	14	7	0	13	13	0	7	0

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

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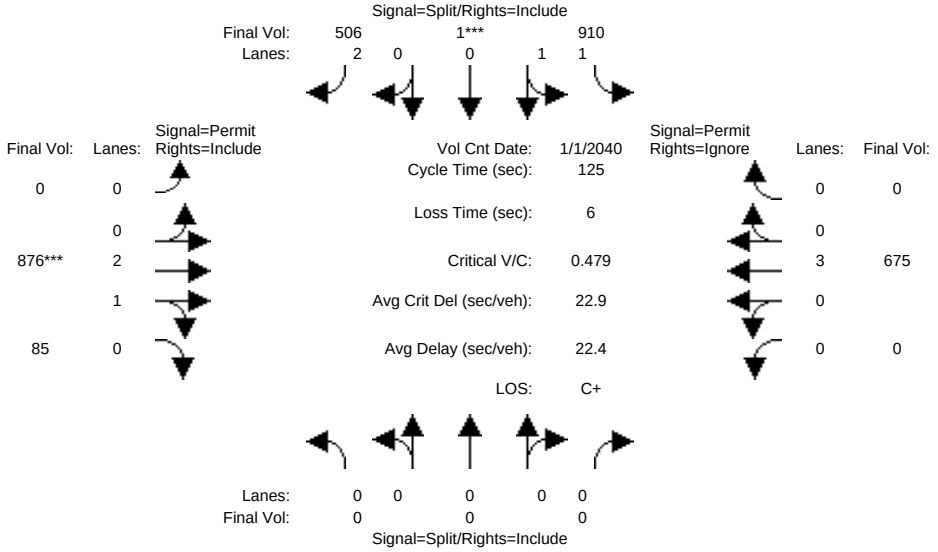
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	910	1	506	0	876	170	0	675	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	910	1	506	0	876	170	0	675	0
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:	0	0	0	910	1	506	0	876	170	0	675	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	910	1	506	0	876	85	0	675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	910	1	506	0	876	85	0	675	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	910	1	506	0	876	85	0	675	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	0.95	0.78	0.92	0.93	0.89	0.92	0.94	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	2.72	0.28	0.00	3.00	0.00
Final Sat.:	0	0	0	3334	4	2961	0	4798	466	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.17	0.00	0.18	0.18	0.00	0.13	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	71.3	71.3	71.3	0.0	47.7	47.7	0.0	47.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.30	0.00	0.48	0.48	0.00	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	14.0	0.0	29.4	29.4	0.0	27.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	16.1	14.0	0.0	29.4	29.4	0.0	27.4	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	11	12	6	0	9	9	0	6	0

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

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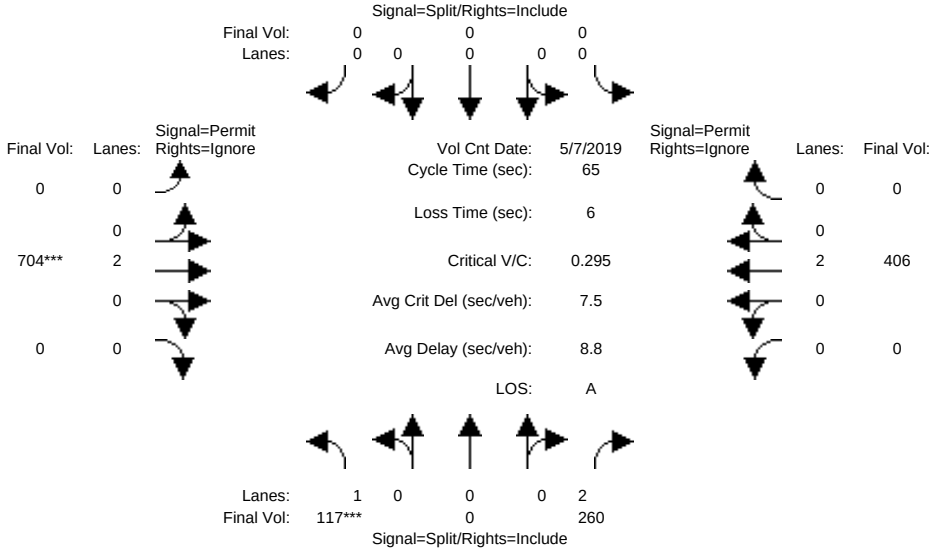
Gilroy 2040 General Plan

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

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	117	0	260	0	0	0	0	704	0	0	406	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	260	0	0	0	0	704	0	0	406	0
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:	117	0	260	0	0	0	0	704	0	0	406	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	117	0	260	0	0	0	0	704	0	0	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	260	0	0	0	0	704	0	0	406	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	117	0	260	0	0	0	0	704	0	0	406	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.94	0.87	0.92	0.94	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3572	0	0	3572	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.11	0.00
Crit Moves:	****							****				
Green Time:	18.2	0.0	18.2	0.0	0.0	0.0	0.0	40.8	0.0	0.0	40.8	0.0
Volume/Cap:	0.25	0.00	0.31	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.18	0.00
Delay/Veh:	18.4	0.0	18.7	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	0.0	18.7	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.1	0.0
LOS by Move:	B-	A	B-	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	3	0	0	2	0

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

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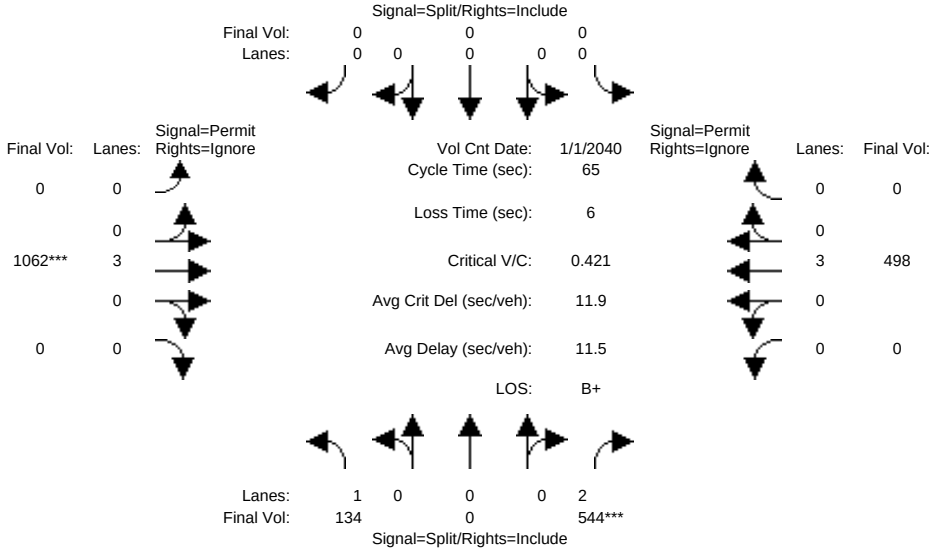
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	134	0	544	0	0	0	0	1062	0	0	498	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	0	544	0	0	0	0	1062	0	0	498	0
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:	134	0	544	0	0	0	0	1062	0	0	498	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	134	0	544	0	0	0	0	1062	0	0	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	544	0	0	0	0	1062	0	0	498	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	134	0	544	0	0	0	0	1062	0	0	498	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.94	0.87	0.92	0.94	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	5358	0	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.18	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.09	0.00
Crit Moves:			****					****				
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	30.6	0.0	0.0	30.6	0.0
Volume/Cap:	0.19	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.20	0.00
Delay/Veh:	11.4	0.0	12.9	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	0.0	12.9	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.1	0.0
LOS by Move:	B+	A	B	A	A	A	A	B+	A	A	B+	A
HCM2kAvgQ:	2	0	5	0	0	0	0	5	0	0	2	0

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

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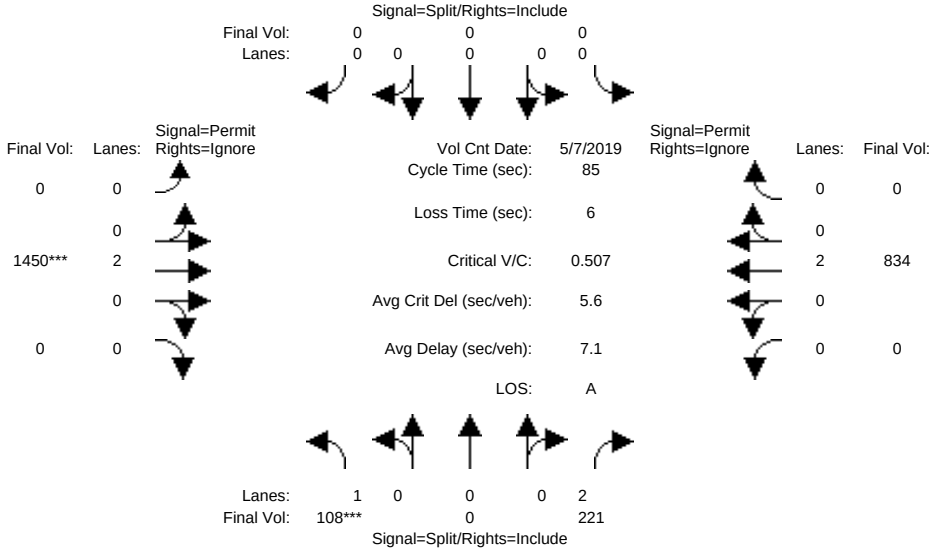
Gilroy 2040 General Plan

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

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	108	0	221	0	0	0	0	1450	0	0	834	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	0	221	0	0	0	0	1450	0	0	834	0
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:	108	0	221	0	0	0	0	1450	0	0	834	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	108	0	221	0	0	0	0	1450	0	0	834	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	221	0	0	0	0	1450	0	0	834	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	108	0	221	0	0	0	0	1450	0	0	834	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.94	0.87	0.92	0.94	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3572	0	0	3572	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.23	0.00
Crit Moves:	****							****				
Green Time:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0
Volume/Cap:	0.45	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.30	0.00
Delay/Veh:	34.7	0.0	34.7	0.0	0.0	0.0	0.0	3.5	0.0	0.0	2.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	0.0	34.7	0.0	0.0	0.0	0.0	3.5	0.0	0.0	2.6	0.0
LOS by Move:	C-	A	C-	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	7	0	0	3	0

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

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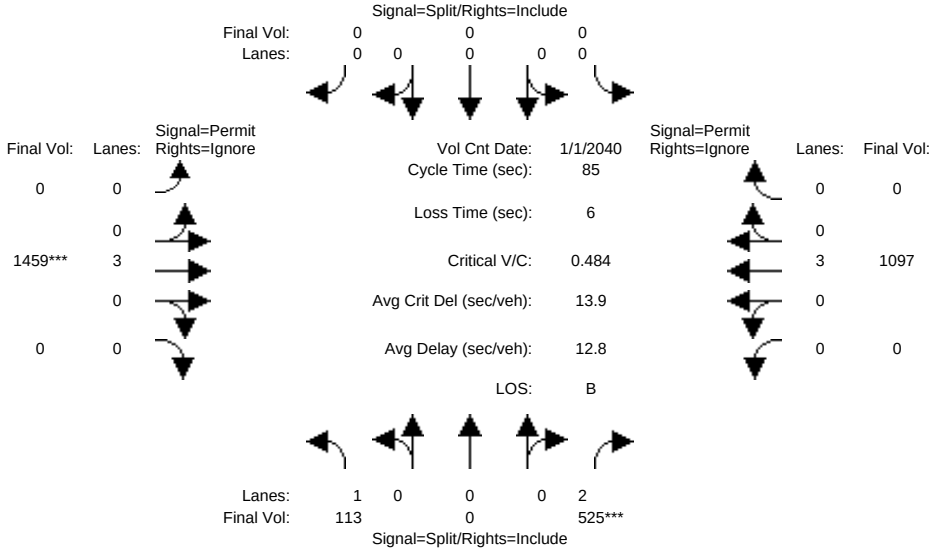
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	113	0	525	0	0	0	0	1459	0	0	1097	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	0	525	0	0	0	0	1459	0	0	1097	0
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:	113	0	525	0	0	0	0	1459	0	0	1097	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	113	0	525	0	0	0	0	1459	0	0	1097	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	525	0	0	0	0	1459	0	0	1097	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	113	0	525	0	0	0	0	1459	0	0	1097	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.94	0.87	0.92	0.94	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	5358	0	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.20	0.00
Crit Moves:			****					****				
Green Time:	31.2	0.0	31.2	0.0	0.0	0.0	0.0	47.8	0.0	0.0	47.8	0.0
Volume/Cap:	0.19	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.36	0.00
Delay/Veh:	18.5	0.0	21.1	0.0	0.0	0.0	0.0	11.3	0.0	0.0	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	0.0	21.1	0.0	0.0	0.0	0.0	11.3	0.0	0.0	10.3	0.0
LOS by Move:	B-	A	C+	A	A	A	A	B+	A	A	B+	A
HCM2kAvgQ:	2	0	7	0	0	0	0	8	0	0	5	0

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

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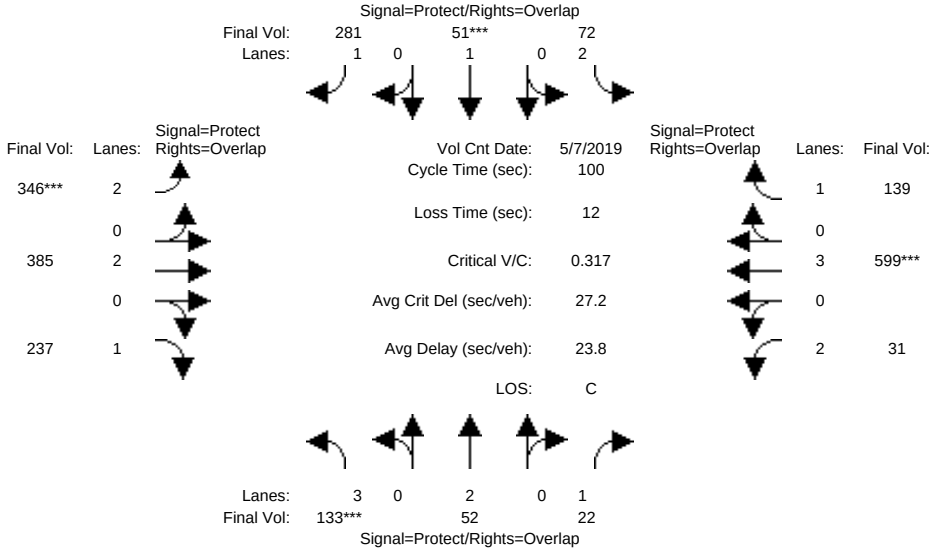
Gilroy 2040 General Plan

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

Intersection #50715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	133	52	22	72	51	281	346	385	237	31	599	139
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:	133	52	22	72	51	281	346	385	237	31	599	139
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:	133	52	22	72	51	281	346	385	237	31	599	139
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:	133	52	22	72	51	281	346	385	237	31	599	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	52	22	72	51	281	346	385	237	31	599	139
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:	133	52	22	72	51	281	346	385	237	31	599	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	1.00	0.92	0.83	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	4551	3800	1750	3150	1900	1750	3150	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.02	0.03	0.16	0.11	0.11	0.14	0.01	0.11	0.08
Crit Moves:	****				****		****				****	
Green Time:	9.0	11.2	38.4	7.8	10.0	43.9	33.9	41.7	50.8	27.2	35.0	42.9
Volume/Cap:	0.32	0.12	0.03	0.29	0.27	0.37	0.32	0.26	0.27	0.04	0.32	0.19
Delay/Veh:	43.1	40.1	19.2	44.1	42.4	19.0	24.7	19.1	14.2	26.8	23.9	17.8
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:	43.1	40.1	19.2	44.1	42.4	19.0	24.7	19.1	14.2	26.8	23.9	17.8
LOS by Move:	D	D	B-	D	D	B-	C	B-	B	C	C	B
HCM2kAvgQ:	2	1	0	2	2	6	5	4	4	0	5	3

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

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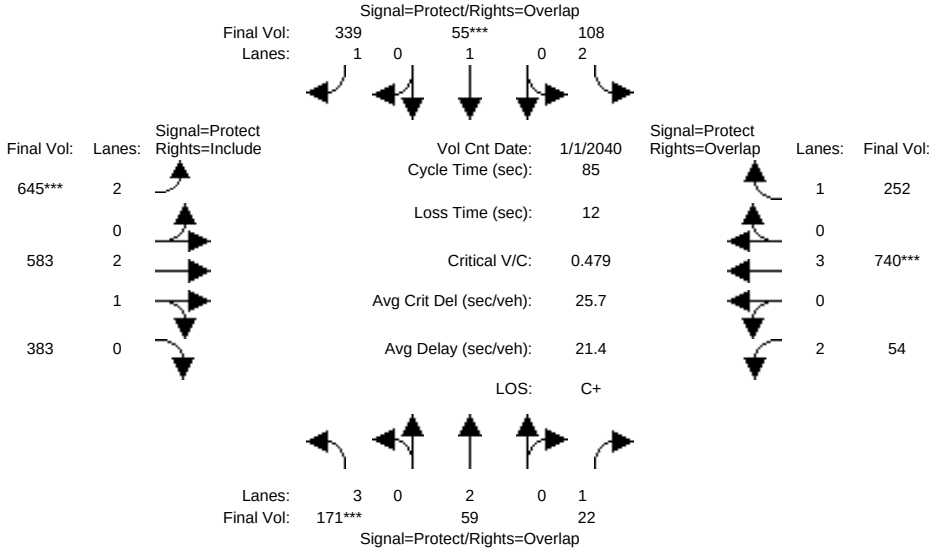
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #50715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	171	59	22	108	55	339	645	583	383	54	740	252
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:	171	59	22	108	55	339	645	583	383	54	740	252
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:	171	59	22	108	55	339	645	583	383	54	740	252
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:	171	59	22	108	55	339	645	583	383	54	740	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	59	22	108	55	339	645	583	383	54	740	252
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:	171	59	22	108	55	339	645	583	383	54	740	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	1.00	0.92	0.83	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	4551	3800	1750	3150	1900	1750	3150	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.01	0.03	0.03	0.19	0.20	0.16	0.22	0.02	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	10.0	25.3	7.0	10.0	43.2	33.2	40.7	40.7	15.3	22.8	29.8
Volume/Cap:	0.46	0.13	0.04	0.42	0.25	0.38	0.52	0.34	0.46	0.10	0.52	0.41
Delay/Veh:	38.1	33.7	21.3	38.1	34.7	13.0	20.2	13.9	14.9	29.1	26.9	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	33.7	21.3	38.1	34.7	13.0	20.2	13.9	14.9	29.1	26.9	21.4
LOS by Move:	D+	C-	C+	D+	C-	B	C+	B	B	C	C	C+
HCM2kAvgQ:	2	1	0	2	2	6	8	5	7	1	6	6

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

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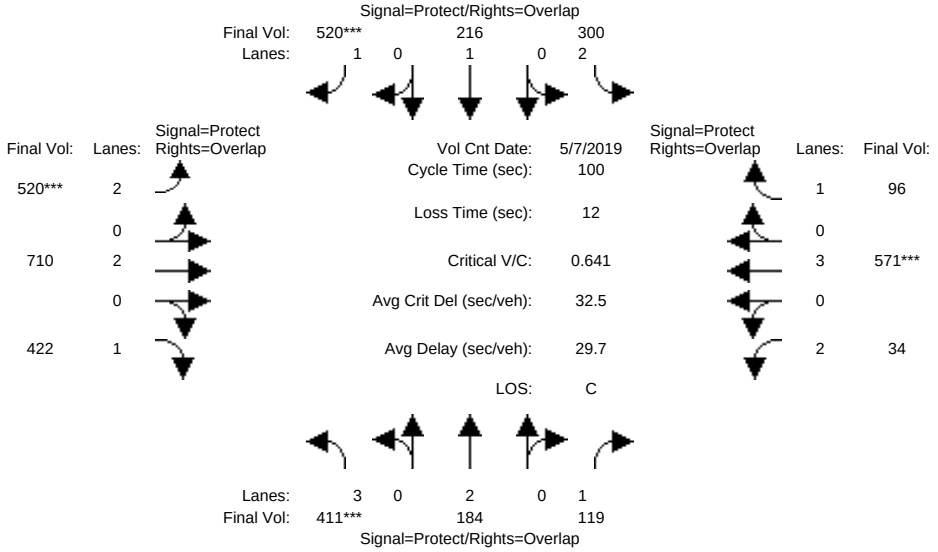
Gilroy 2040 General Plan

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

Intersection #50715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	411	184	119	300	216	520	520	710	422	34	571	96
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:	411	184	119	300	216	520	520	710	422	34	571	96
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:	411	184	119	300	216	520	520	710	422	34	571	96
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:	411	184	119	300	216	520	520	710	422	34	571	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	184	119	300	216	520	520	710	422	34	571	96
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:	411	184	119	300	216	520	520	710	422	34	571	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.07	0.10	0.11	0.35	0.19	0.20	0.24	0.01	0.11	0.05
Crit Moves:	****					****	****				****	
Green Time:	16.6	20.9	33.2	19.9	24.2	54.5	30.3	34.9	51.4	12.3	16.9	36.8
Volume/Cap:	0.64	0.23	0.20	0.48	0.47	0.64	0.64	0.57	0.47	0.09	0.64	0.15
Delay/Veh:	41.1	33.0	24.1	36.0	33.1	17.6	31.9	27.1	15.9	39.0	40.3	21.2
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:	41.1	33.0	24.1	36.0	33.1	17.6	31.9	27.1	15.9	39.0	40.3	21.2
LOS by Move:	D	C-	C	D+	C-	B	C	C	B	D+	D	C+
HCM2kAvgQ:	6	2	3	5	6	13	9	9	9	1	7	2

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

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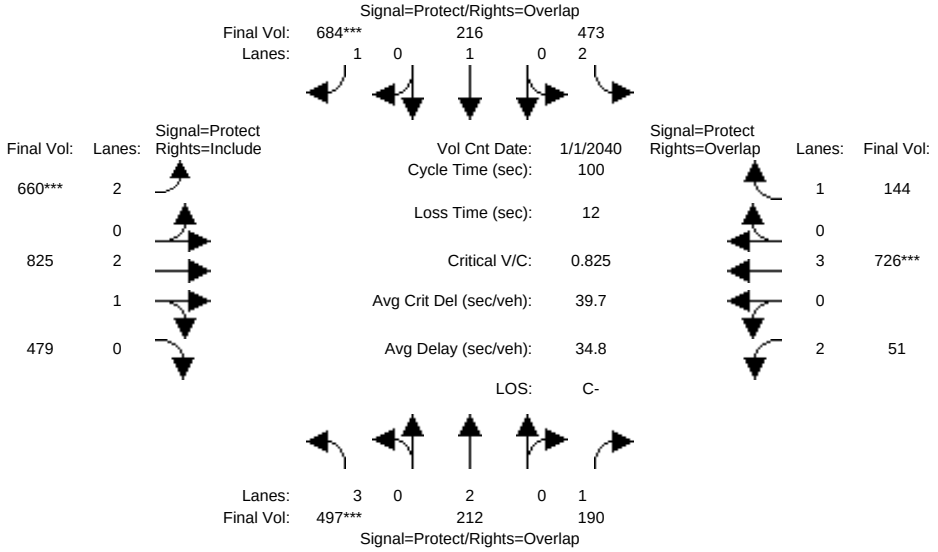
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #50715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	497	212	190	473	216	684	660	825	479	51	726	144
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:	497	212	190	473	216	684	660	825	479	51	726	144
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:	497	212	190	473	216	684	660	825	479	51	726	144
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:	497	212	190	473	216	684	660	825	479	51	726	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	212	190	473	216	684	660	825	479	51	726	144
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:	497	212	190	473	216	684	660	825	479	51	726	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.11	0.15	0.11	0.46	0.25	0.23	0.27	0.02	0.14	0.08
Crit Moves:	****					****	****				****	
Green Time:	15.6	16.6	26.0	24.9	25.9	55.7	29.9	37.1	37.1	9.5	16.7	41.6
Volume/Cap:	0.82	0.34	0.42	0.60	0.44	0.82	0.82	0.62	0.74	0.17	0.82	0.20
Delay/Veh:	50.0	37.2	31.3	34.5	31.6	24.9	39.6	26.3	28.9	41.9	46.7	18.7
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:	50.0	37.2	31.3	34.5	31.6	24.9	39.6	26.3	28.9	41.9	46.7	18.7
LOS by Move:	D	D+	C	C-	C	C	D	C	C	D	D	B-
HCM2kAvgQ:	9	3	5	8	6	21	14	11	15	1	10	3

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

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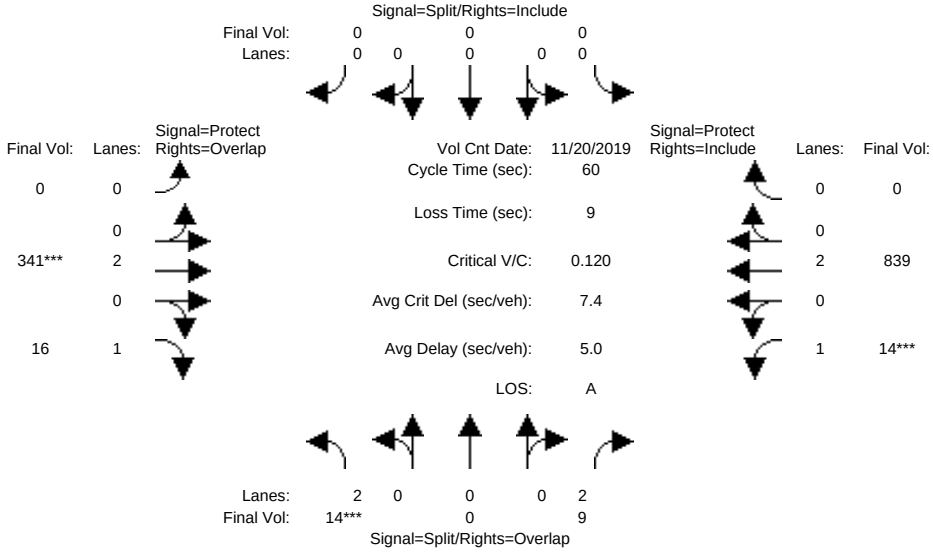
Gilroy 2040 General Plan

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

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	14	0	9	0	0	0	0	341	16	14	839	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	9	0	0	0	0	341	16	14	839	0
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	0	9	0	0	0	0	341	16	14	839	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	9	0	0	0	0	341	16	14	839	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	9	0	0	0	0	341	16	14	839	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	9	0	0	0	0	341	16	14	839	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.01	0.01	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	17.0	0.0	0.0	0.0	0.0	34.0	44.0	7.0	41.0	0.0
Volume/Cap:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.16	0.01	0.07	0.32	0.00
Delay/Veh:	20.9	0.0	15.5	0.0	0.0	0.0	0.0	6.2	2.2	23.7	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	0.0	15.5	0.0	0.0	0.0	0.0	6.2	2.2	23.7	3.9	0.0
LOS by Move:	C+	A	B	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	3	0

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

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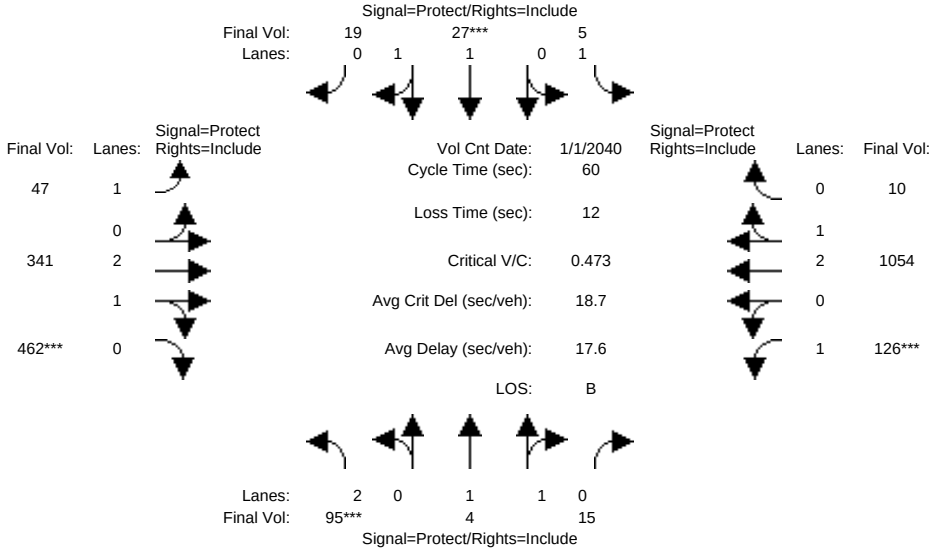
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	95	4	15	5	27	19	47	341	462	126	1054	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	4	15	5	27	19	47	341	462	126	1054	10
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:	95	4	15	5	27	19	47	341	462	126	1054	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	4	15	5	27	19	47	341	462	126	1054	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	4	15	5	27	19	47	341	462	126	1054	10
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:	95	4	15	5	27	19	47	341	462	126	1054	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	1.15	0.85	1.00	2.00	1.00	1.00	2.97	0.03
Final Sat.:	3150	1900	1750	1750	2171	1527	1750	3800	1750	1750	5547	53
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.01	0.01	0.03	0.09	0.26	0.07	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	11.8	24.0	24.0	7.0	19.2	19.2
Volume/Cap:	0.26	0.01	0.05	0.02	0.07	0.07	0.14	0.22	0.66	0.62	0.59	0.59
Delay/Veh:	24.5	20.9	21.1	23.5	21.1	21.1	20.1	11.9	16.0	30.8	17.7	17.7
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:	24.5	20.9	21.1	23.5	21.1	21.1	20.1	11.9	16.0	30.8	17.7	17.7
LOS by Move:	C	C+	C+	C	C+	C+	C+	B+	B	C	B	B
HCM2kAvgQ:	1	0	0	0	0	0	1	2	9	4	6	6

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

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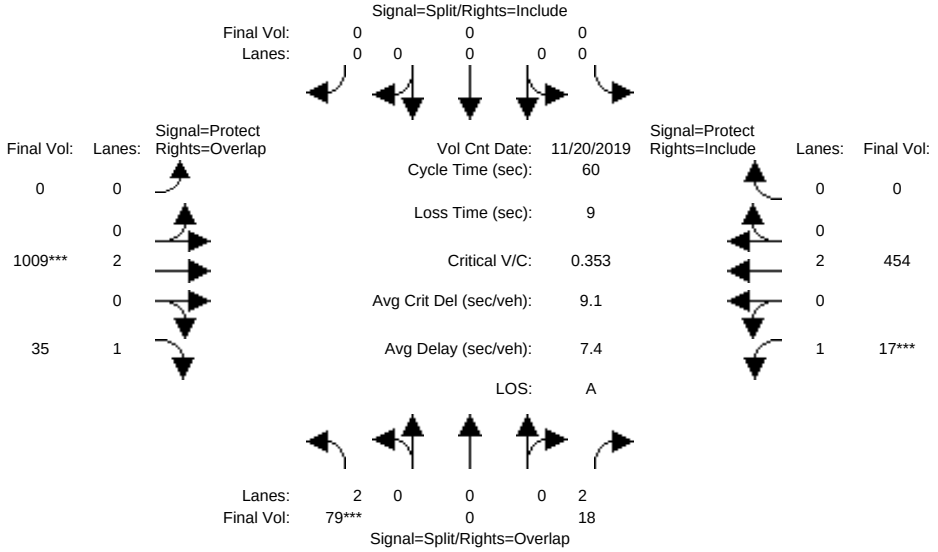
Gilroy 2040 General Plan

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

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	79	0	18	0	0	0	0	1009	35	17	454	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	18	0	0	0	0	1009	35	17	454	0
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:	79	0	18	0	0	0	0	1009	35	17	454	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	0	18	0	0	0	0	1009	35	17	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	0	18	0	0	0	0	1009	35	17	454	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	0	18	0	0	0	0	1009	35	17	454	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.27	0.02	0.01	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	17.0	0.0	0.0	0.0	0.0	34.0	44.0	7.0	41.0	0.0
Volume/Cap:	0.15	0.00	0.02	0.00	0.00	0.00	0.00	0.47	0.03	0.08	0.17	0.00
Delay/Veh:	21.5	0.0	15.5	0.0	0.0	0.0	0.0	7.8	2.2	23.8	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	15.5	0.0	0.0	0.0	0.0	7.8	2.2	23.8	3.4	0.0
LOS by Move:	C+	A	B	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	6	0	0	2	0

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

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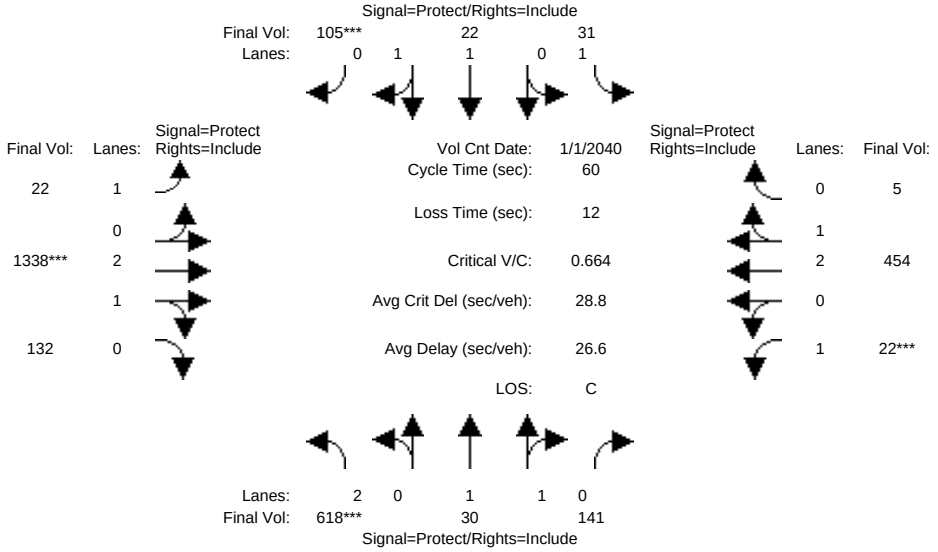
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	618	30	141	31	22	105	22	1338	132	22	454	5
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:	618	30	141	31	22	105	22	1338	132	22	454	5
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:	618	30	141	31	22	105	22	1338	132	22	454	5
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:	618	30	141	31	22	105	22	1338	132	22	454	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	618	30	141	31	22	105	22	1338	132	22	454	5
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:	618	30	141	31	22	105	22	1338	132	22	454	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.72	0.28	1.00	2.97	0.03
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5096	503	1750	5539	61
Capacity Analysis Module:												
Vol/Sat:	0.20	0.02	0.08	0.02	0.01	0.06	0.01	0.26	0.26	0.01	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	13.3	13.7	13.7	9.6	10.0	10.0	10.2	17.7	17.7	7.0	14.6	14.6
Volume/Cap:	0.89	0.07	0.35	0.11	0.07	0.36	0.07	0.89	0.89	0.11	0.34	0.34
Delay/Veh:	35.9	18.2	19.9	21.7	21.1	22.8	21.0	26.5	26.5	23.9	18.9	18.9
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:	35.9	18.2	19.9	21.7	21.1	22.8	21.0	26.5	26.5	23.9	18.9	18.9
LOS by Move:	D+	B-	B-	C+	C+	C+	C+	C	C	C	B-	B-
HCM2kAvgQ:	11	0	3	1	0	2	0	13	13	0	3	3

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

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	777	237	39	360
Demand Flow Rate, veh/h	792	242	39	367
Vehicles Circulating, veh/h	81	308	841	230
Vehicles Exiting, veh/h	516	572	32	320
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	5.0	7.0	6.7
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	R	LT	R	LTR	LTR
Assumed Moves	LT	R	LT	R	LTR	LTR
RT Channelized						
Lane Util	0.984	0.016	0.872	0.128	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976
Entry Flow, veh/h	779	13	211	31	39	367
Cap Entry Lane, veh/h	1319	1319	1073	1073	585	1091
Entry HV Adj Factor	0.981	1.000	0.981	0.968	0.990	0.980
Flow Entry, veh/h	764	13	207	30	39	360
Cap Entry, veh/h	1294	1319	1052	1038	579	1070
V/C Ratio	0.591	0.010	0.197	0.029	0.067	0.336
Control Delay, s/veh	9.7	2.8	5.2	3.7	7.0	6.7
LOS	A	A	A	A	A	A
95th %tile Queue, veh	4	0	1	0	0	1

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1356	686	70	504
Demand Flow Rate, veh/h	1383	699	71	514
Vehicles Circulating, veh/h	93	711	1432	597
Vehicles Exiting, veh/h	1018	792	44	813
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.9	11.7	11.3	13.5
Approach LOS	A	B	B	B

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	650	733	329	370	71	514
Cap Entry Lane, veh/h	1239	1312	702	776	420	855
Entry HV Adj Factor	0.980	0.980	0.980	0.982	0.987	0.981
Flow Entry, veh/h	637	719	322	363	70	504
Cap Entry, veh/h	1215	1286	688	762	415	839
V/C Ratio	0.525	0.559	0.469	0.477	0.169	0.601
Control Delay, s/veh	8.8	9.1	12.1	11.3	11.3	13.5
LOS	A	A	B	B	B	B
95th %tile Queue, veh	3	4	3	3	1	4

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	523	253	19	155
Demand Flow Rate, veh/h	534	259	19	158
Vehicles Circulating, veh/h	44	153	538	241
Vehicles Exiting, veh/h	355	404	39	170
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.0	4.4	4.8	4.7
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	R	LT	R	LTR	LTR
Assumed Moves	LT	R	LT	R	LTR	LTR
RT Channelized						
Lane Util	0.951	0.049	0.892	0.108	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976
Entry Flow, veh/h	508	26	231	28	19	158
Cap Entry Lane, veh/h	1364	1364	1236	1236	797	1079
Entry HV Adj Factor	0.980	0.962	0.980	0.964	0.992	0.979
Flow Entry, veh/h	498	25	226	27	19	155
Cap Entry, veh/h	1337	1312	1211	1191	791	1057
V/C Ratio	0.372	0.019	0.187	0.023	0.024	0.146
Control Delay, s/veh	6.1	2.9	4.6	3.2	4.8	4.7
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	0	1	0	0	1

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1332	723	32	574
Demand Flow Rate, veh/h	1358	738	32	586
Vehicles Circulating, veh/h	119	356	1400	661
Vehicles Exiting, veh/h	1128	1076	77	433
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.1	7.5	9.5	19.1
Approach LOS	A	A	A	C

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	638	720	347	391	32	586
Cap Entry Lane, veh/h	1210	1283	973	1049	432	810
Entry HV Adj Factor	0.981	0.980	0.980	0.981	0.991	0.980
Flow Entry, veh/h	626	706	340	383	32	574
Cap Entry, veh/h	1187	1258	953	1029	428	793
V/C Ratio	0.527	0.561	0.357	0.373	0.074	0.724
Control Delay, s/veh	9.0	9.3	7.6	7.4	9.5	19.1
LOS	A	A	A	A	A	C
95th %tile Queue, veh	3	4	2	2	0	6

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	333	441	382
Demand Flow Rate, veh/h	340	450	389
Vehicles Circulating, veh/h	314	19	310
Vehicles Exiting, veh/h	155	680	344
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.2	5.7	7.9
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	340	450	389
Cap Entry Lane, veh/h	1002	1353	1006
Entry HV Adj Factor	0.979	0.981	0.982
Flow Entry, veh/h	333	441	382
Cap Entry, veh/h	981	1327	988
V/C Ratio	0.339	0.333	0.387
Control Delay, s/veh	7.2	5.7	7.9
LOS	A	A	A
95th %tile Queue, veh	2	1	2

Intersection	
Intersection Delay, s/veh	34.7
Intersection LOS	D

Approach	EB	WB	NB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	820	636	858
Demand Flow Rate, veh/h	836	649	875
Vehicles Circulating, veh/h	314	166	673
Vehicles Exiting, veh/h	501	1382	477
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.8	5.6	82.0
Approach LOS	A	A	F

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.470	0.530	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	393	443	305	344	875
Cap Entry Lane, veh/h	1011	1087	1159	1233	801
Entry HV Adj Factor	0.980	0.981	0.981	0.981	0.981
Flow Entry, veh/h	385	434	299	337	858
Cap Entry, veh/h	991	1067	1136	1209	786
V/C Ratio	0.389	0.407	0.263	0.279	1.092
Control Delay, s/veh	7.9	7.7	5.6	5.5	82.0
LOS	A	A	A	A	F
95th %tile Queue, veh	2	2	1	1	23

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	820	636	858
Demand Flow Rate, veh/h	836	649	875
Vehicles Circulating, veh/h	314	166	673
Vehicles Exiting, veh/h	501	1382	477
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.8	5.6	28.2
Approach LOS	A	A	D

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	LT	TR	L	TR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	0.190	0.810
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	393	443	305	344	166	709
Cap Entry Lane, veh/h	1011	1087	1159	1233	727	801
Entry HV Adj Factor	0.980	0.981	0.981	0.981	0.982	0.980
Flow Entry, veh/h	385	434	299	337	163	695
Cap Entry, veh/h	991	1067	1136	1209	714	786
V/C Ratio	0.389	0.407	0.263	0.279	0.228	0.885
Control Delay, s/veh	7.9	7.7	5.6	5.5	7.7	33.0
LOS	A	A	A	A	A	D
95th %tile Queue, veh	2	2	1	1	1	11

Intersection	
Intersection Delay, s/veh	5.6
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	104	455	363
Demand Flow Rate, veh/h	106	464	370
Vehicles Circulating, veh/h	374	9	98
Vehicles Exiting, veh/h	99	459	382
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.8	5.7
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	106	464	370
Cap Entry Lane, veh/h	942	1367	1249
Entry HV Adj Factor	0.982	0.981	0.981
Flow Entry, veh/h	104	455	363
Cap Entry, veh/h	925	1341	1225
V/C Ratio	0.112	0.339	0.296
Control Delay, s/veh	4.9	5.8	5.7
LOS	A	A	A
95th %tile Queue, veh	0	2	1

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	274	1161	567
Demand Flow Rate, veh/h	280	1184	578
Vehicles Circulating, veh/h	752	98	183
Vehicles Exiting, veh/h	530	663	849
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	8.8	8.1
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	L	TR	LR
RT Channelized					
Lane Util	0.471	0.529	0.635	0.365	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	132	148	752	432	578
Cap Entry Lane, veh/h	676	749	1233	1307	1216
Entry HV Adj Factor	0.977	0.983	0.980	0.980	0.981
Flow Entry, veh/h	129	145	737	424	567
Cap Entry, veh/h	660	736	1209	1281	1192
V/C Ratio	0.195	0.198	0.610	0.331	0.476
Control Delay, s/veh	7.7	7.1	10.6	5.8	8.1
LOS	A	A	B	A	A
95th %tile Queue, veh	1	1	4	1	3

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

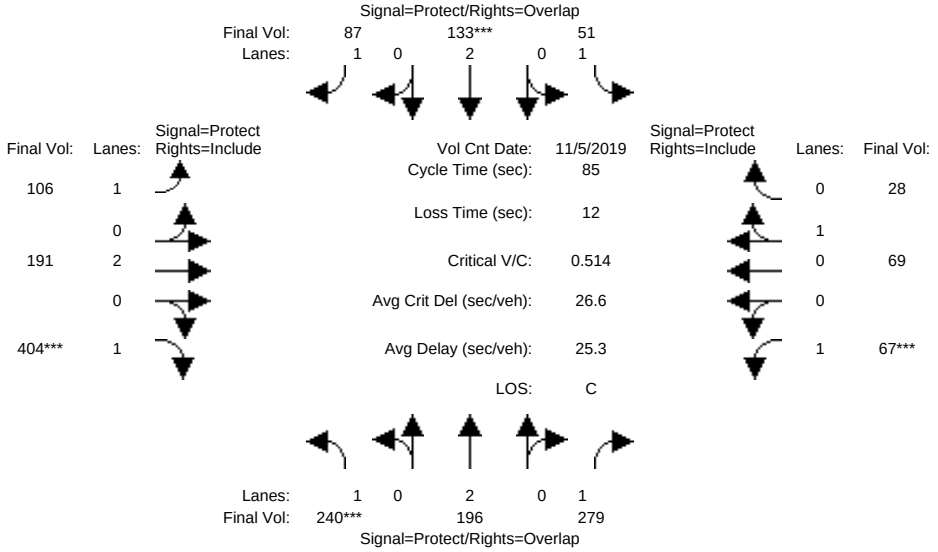
Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	274	1161	567
Demand Flow Rate, veh/h	280	1184	578
Vehicles Circulating, veh/h	752	98	183
Vehicles Exiting, veh/h	530	663	849
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	8.8	6.4
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	L	TR
Assumed Moves	LT	TR	L	TR	L	TR
RT Channelized						
Lane Util	0.471	0.529	0.635	0.365	0.170	0.830
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	132	148	752	432	98	480
Cap Entry Lane, veh/h	676	749	1233	1307	1141	1216
Entry HV Adj Factor	0.977	0.983	0.980	0.980	0.980	0.981
Flow Entry, veh/h	129	145	737	424	96	471
Cap Entry, veh/h	660	736	1209	1281	1117	1193
V/C Ratio	0.195	0.198	0.610	0.331	0.086	0.395
Control Delay, s/veh	7.7	7.1	10.6	5.8	4.0	6.9
LOS	A	A	B	A	A	A
95th %tile Queue, veh	1	1	4	1	0	2

Gilroy 2040 General Plan

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

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2019 <<												
Base Vol:	240	196	279	51	133	87	106	191	404	67	69	28
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:	240	196	279	51	133	87	106	191	404	67	69	28
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:	240	196	279	51	133	87	106	191	404	67	69	28
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:	240	196	279	51	133	87	106	191	404	67	69	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	196	279	51	133	87	106	191	404	67	69	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	196	279	51	133	87	106	191	404	67	69	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.71	0.29
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1280	520
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.16	0.03	0.04	0.05	0.06	0.05	0.23	0.04	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	20.9	18.4	25.4	12.5	10.0	27.3	17.3	35.1	35.1	7.0	24.8	24.8
Volume/Cap:	0.56	0.24	0.53	0.20	0.30	0.15	0.30	0.12	0.56	0.46	0.18	0.18
Delay/Veh:	29.7	27.7	26.0	32.2	34.7	20.7	29.1	15.4	20.0	39.6	22.7	22.7
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:	29.7	27.7	26.0	32.2	34.7	20.7	29.1	15.4	20.0	39.6	22.7	22.7
LOS by Move:	C	C	C	C-	C-	C+	C	B	C+	D	C+	C+
HCM2kAvgQ:	7	2	7	1	2	2	3	2	9	2	2	2

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

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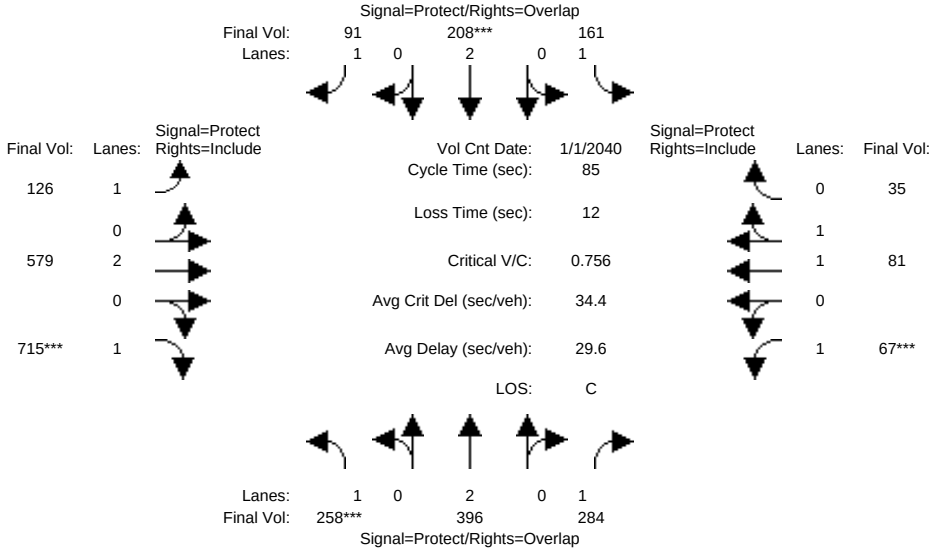
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	258	396	284	161	208	91	126	579	715	67	81	35
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:	258	396	284	161	208	91	126	579	715	67	81	35
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:	258	396	284	161	208	91	126	579	715	67	81	35
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:	258	396	284	161	208	91	126	579	715	67	81	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	396	284	161	208	91	126	579	715	67	81	35
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:	258	396	284	161	208	91	126	579	715	67	81	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.38	0.62
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2583	1116
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.16	0.09	0.05	0.05	0.07	0.15	0.41	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.8	14.3	21.3	10.6	10.0	29.8	19.8	41.2	41.2	7.0	28.3	28.3
Volume/Cap:	0.84	0.62	0.65	0.74	0.47	0.15	0.31	0.31	0.84	0.46	0.09	0.09
Delay/Veh:	52.8	34.7	31.9	48.4	35.8	19.0	27.4	13.4	26.9	39.6	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	34.7	31.9	48.4	35.8	19.0	27.4	13.4	26.9	39.6	19.5	19.5
LOS by Move:	D-	C-	C	D	D+	B-	C	B	C	D	B-	B-
HCM2kAvgQ:	10	6	8	6	3	2	3	5	20	2	1	1

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

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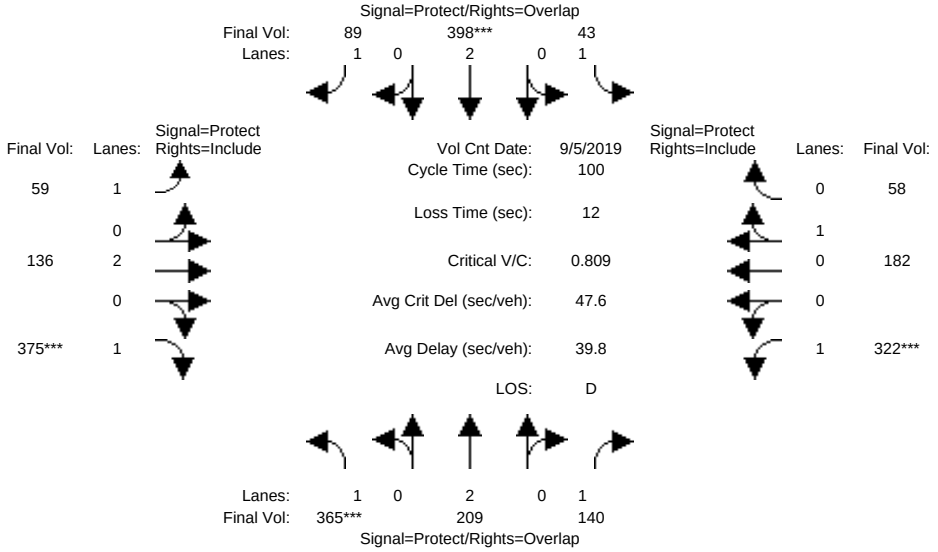
Gilroy 2040 General Plan

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

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	365	209	140	43	398	89	59	136	375	322	182	58
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:	365	209	140	43	398	89	59	136	375	322	182	58
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:	365	209	140	43	398	89	59	136	375	322	182	58
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:	365	209	140	43	398	89	59	136	375	322	182	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	209	140	43	398	89	59	136	375	322	182	58
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:	365	209	140	43	398	89	59	136	375	322	182	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1365	435
Capacity Analysis Module:												
Vol/Sat:	0.21	0.06	0.08	0.02	0.10	0.05	0.03	0.04	0.21	0.18	0.13	0.13
Crit Moves:	****				****				****	****		
Green Time:	25.8	22.8	45.5	16.0	13.0	29.9	17.0	26.5	26.5	22.8	32.3	32.3
Volume/Cap:	0.81	0.24	0.18	0.15	0.81	0.17	0.20	0.14	0.81	0.81	0.41	0.41
Delay/Veh:	45.2	31.7	16.2	36.5	52.0	26.0	36.0	28.1	44.6	48.2	26.9	26.9
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:	45.2	31.7	16.2	36.5	52.0	26.0	36.0	28.1	44.6	48.2	26.9	26.9
LOS by Move:	D	C	B	D+	D-	C	D+	C	D	D	C	C
HCM2kAvgQ:	14	3	3	1	8	2	2	2	14	12	6	6

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

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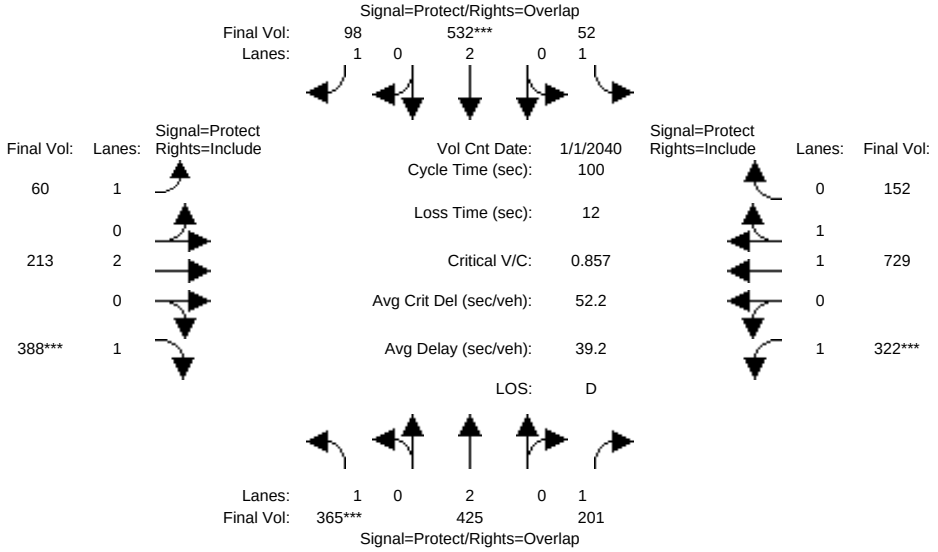
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	365	425	201	52	532	98	60	213	388	322	729	152
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:	365	425	201	52	532	98	60	213	388	322	729	152
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:	365	425	201	52	532	98	60	213	388	322	729	152
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:	365	425	201	52	532	98	60	213	388	322	729	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	425	201	52	532	98	60	213	388	322	729	152
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:	365	425	201	52	532	98	60	213	388	322	729	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3061	638
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.11	0.03	0.14	0.06	0.03	0.06	0.22	0.18	0.24	0.24
Crit Moves:	****				****				****	****		
Green Time:	24.3	25.0	46.5	15.7	16.3	27.1	10.8	25.9	25.9	21.5	36.6	36.6
Volume/Cap:	0.86	0.45	0.25	0.19	0.86	0.21	0.32	0.22	0.86	0.86	0.65	0.65
Delay/Veh:	51.9	32.0	16.3	37.0	52.1	28.4	42.2	29.2	50.2	55.2	27.5	27.5
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:	51.9	32.0	16.3	37.0	52.1	28.4	42.2	29.2	50.2	55.2	27.5	27.5
LOS by Move:	D-	C	B	D+	D-	C	D	C	D	E+	C	C
HCM2kAvgQ:	15	6	4	2	11	3	2	3	15	13	12	12

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

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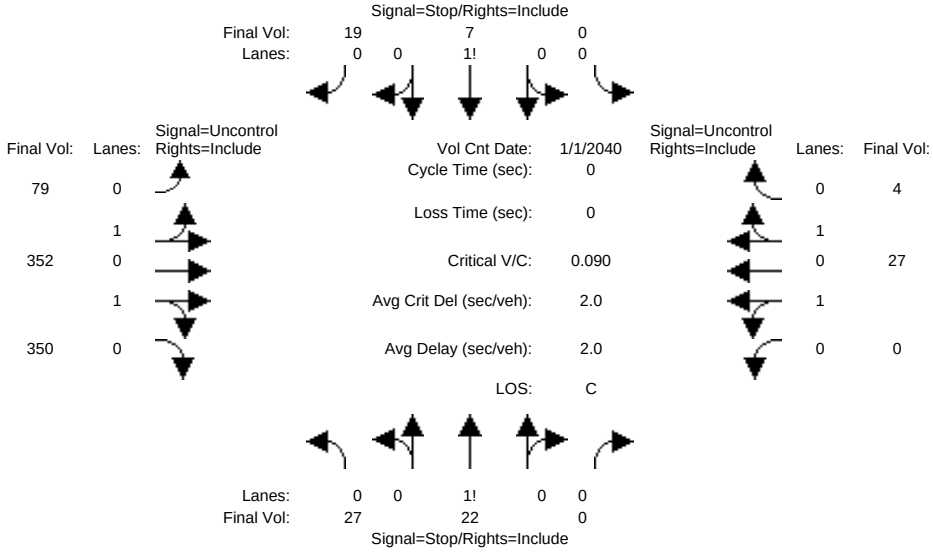
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #11594: Rossi Lane and Luchessa Avenue




```
Street Name:            Rossi Lane                    Luchessa Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      27   22     0     0     7    19    79  352   350     0   27     4
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:   27   22     0     0     7    19    79  352   350     0   27     4
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:   27   22     0     0     7    19    79  352   350     0   27     4
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:    27   22     0     0     7    19    79  352   350     0   27     4
Reduct Vol:     0    0     0     0     0     0     0    0     0     0    0     0
FinalVolume:   27   22     0     0     7    19    79  352   350     0   27     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5 xxxxx xxxxx  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  702  716 xxxxx  xxxx  889    16    31 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  329  358 xxxxx  xxxx  285  1067  1595 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    301  335 xxxxx  xxxx  266  1067  1595 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.09 0.07  xxxx  xxxx 0.03  0.02  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  315 xxxx xxxxx  xxxx xxxx   589  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.5 xxxx xxxxx xxxxx xxxx   0.1   0.2 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel: 18.5 xxxx xxxxx xxxxx xxxx  11.4   7.4 xxxx xxxxx   7.2 xxxx xxxxx
Shared LOS:     C    *     *     *    *     B     A    *     *     A    *     *
ApproachDel:      18.5             11.4           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
Note: Queue reported is the number of cars per lane.
```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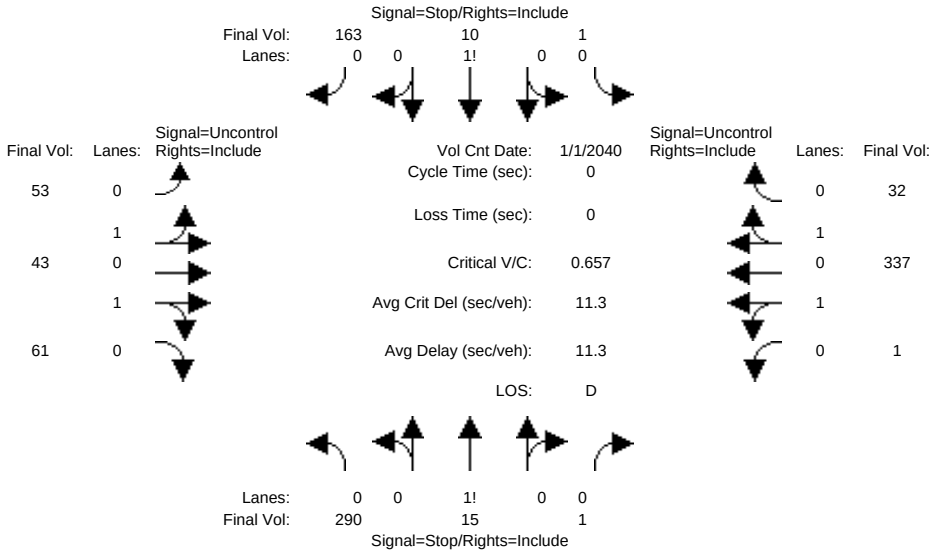
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #11594: Rossi Lane and Luchessa Avenue




```
Street Name:            Rossi Lane                    Luchessa Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     290   15     1     1   10  163    53   43    61     1  337    32
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:  290   15     1     1   10  163    53   43    61     1  337    32
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:  290   15     1     1   10  163    53   43    61     1  337    32
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:   290   15     1     1   10  163    53   43    61     1  337    32
Reduct Vol:     0    0     0     0    0    0     0    0     0     0    0     0
FinalVolume:  290   15     1     1   10  163    53   43    61     1  337    32
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  355  551    52   490  565   185   369 xxxx xxxxx   104 xxxx xxxxx
Potent Cap.:  581  445  1011   466  437   833  1201 xxxx xxxxx  1500 xxxx xxxxx
Move Cap.:    442  424  1011   436  416   833  1201 xxxx xxxxx  1500 xxxx xxxxx
Volume/Cap:  0.66 0.04  0.00  0.00 0.02  0.20  0.04 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.1 xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  442 xxxxx  xxxx  783 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  5.2 xxxxx xxxxx  0.8 xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 29.6 xxxxx xxxxx 10.9 xxxxx   8.1 xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    D     *     *    B     *     A    *     *     A    *     *
ApproachDel:      29.6             10.9           xxxxxx           xxxxxx
ApproachLOS:         D                B                *                *
Note: Queue reported is the number of cars per lane.
```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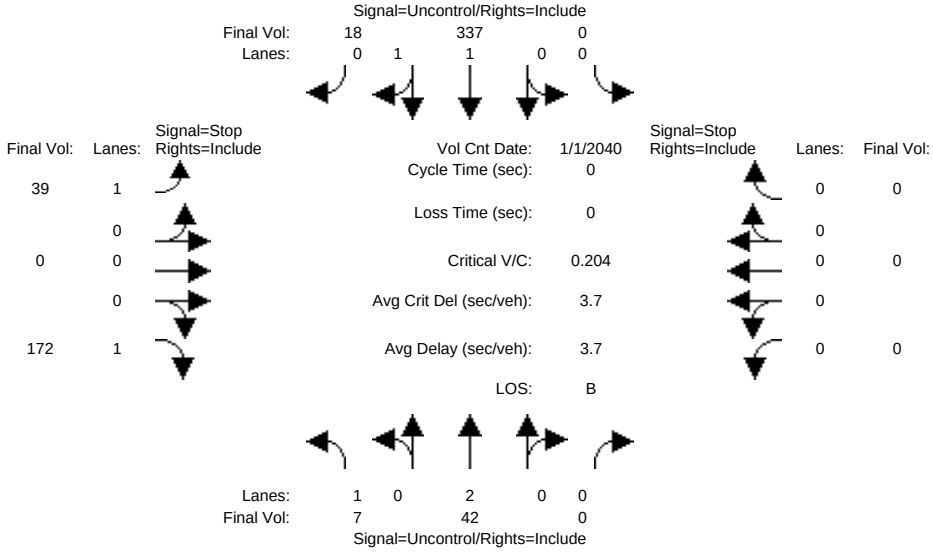
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #52128: Cameron Boulevard and Luchessa Avenue




```
Street Name:        Cameron Boulevard                  Luchessa Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       7   42     0     0  337    18    39    0   172     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7   42     0     0  337    18    39    0   172     0    0     0
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:    7   42     0     0  337    18    39    0   172     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7   42     0     0  337    18    39    0   172     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7   42     0     0  337    18    39    0   172     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  355 xxxx xxxxx  xxxx xxxx xxxxx   381 xxxx   178  xxxx xxxx xxxxx
Potent Cap.: 1215 xxxx xxxxx  xxxx xxxx xxxxx   599 xxxx   841  xxxx xxxx xxxxx
Move Cap.:   1215 xxxx xxxxx  xxxx xxxx xxxxx   597 xxxx   841  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.07 xxxx  0.20  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx   0.8  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx  11.5 xxxx  10.4 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.6           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
```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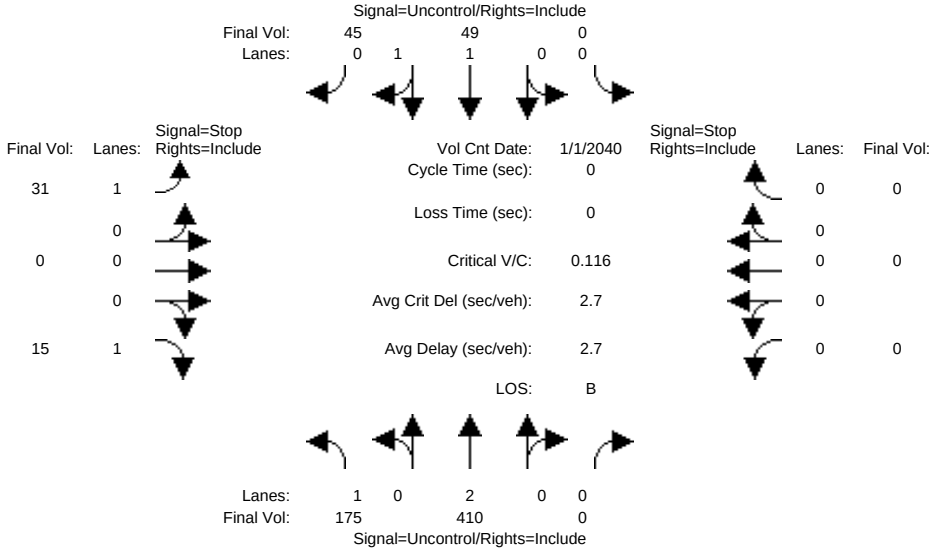
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #52128: Cameron Boulevard and Luchessa Avenue




```
Street Name:        Cameron Boulevard                  Luchessa Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     175  410     0     0   49    45    31    0    15     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  175  410     0     0   49    45    31    0    15     0    0     0
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:  175  410     0     0   49    45    31    0    15     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   175  410     0     0   49    45    31    0    15     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  175  410     0     0   49    45    31    0    15     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   94 xxxx xxxxx  xxxx xxxx xxxxx   627 xxxx    47  xxxx xxxx xxxxx
Potent Cap.: 1513 xxxx xxxxx  xxxx xxxx xxxxx   421 xxxx  1019  xxxx xxxx xxxxx
Move Cap.:   1513 xxxx xxxxx  xxxx xxxx xxxxx   383 xxxx  1019  xxxx xxxx xxxxx
Volume/Cap:  0.12 xxxx  xxxx  xxxx xxxx  xxxx  0.08 xxxx  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx   0.0  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx xxxxx xxxx xxxxx  15.2 xxxx   8.6 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             13.1           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
```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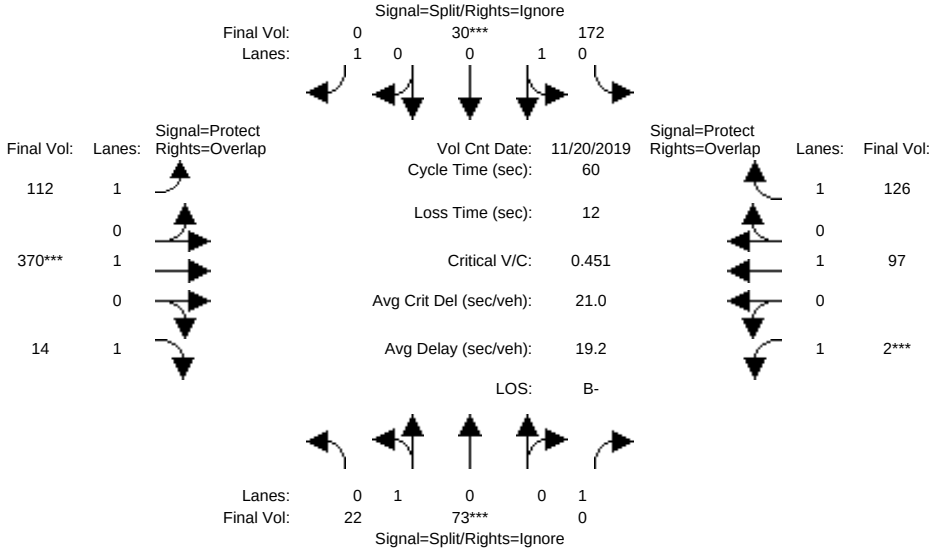
Gilroy 2040 General Plan

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

Intersection #6655: Thomas Road and Santa Teresa Boulevard



Street Name:	Thomas Road						Santa Teresa Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	22	73	9	172	30	147	112	370	14	2	97	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	73	9	172	30	147	112	370	14	2	97	126
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:	22	73	9	172	30	147	112	370	14	2	97	126
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	73	0	172	30	0	112	370	14	2	97	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	73	0	172	30	0	112	370	14	2	97	126
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	73	0	172	30	0	112	370	14	2	97	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.23	0.77	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	417	1383	1750	1533	267	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.11	0.11	0.00	0.06	0.19	0.01	0.00	0.05	0.07
Crit Moves:		****			****			****		****		
Green Time:	10.0	10.0	0.0	11.3	11.3	0.0	11.0	19.7	29.7	7.0	15.7	27.0
Volume/Cap:	0.32	0.32	0.00	0.59	0.59	0.00	0.35	0.59	0.02	0.01	0.20	0.16
Delay/Veh:	22.6	22.6	0.0	25.1	25.1	0.0	22.1	18.4	7.7	23.5	17.4	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	0.0	25.1	25.1	0.0	22.1	18.4	7.7	23.5	17.4	9.9
LOS by Move:	C+	C+	A	C	C	A	C+	B-	A	C	B	A
HCM2kAvgQ:	2	2	0	5	5	0	2	7	0	0	1	2

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

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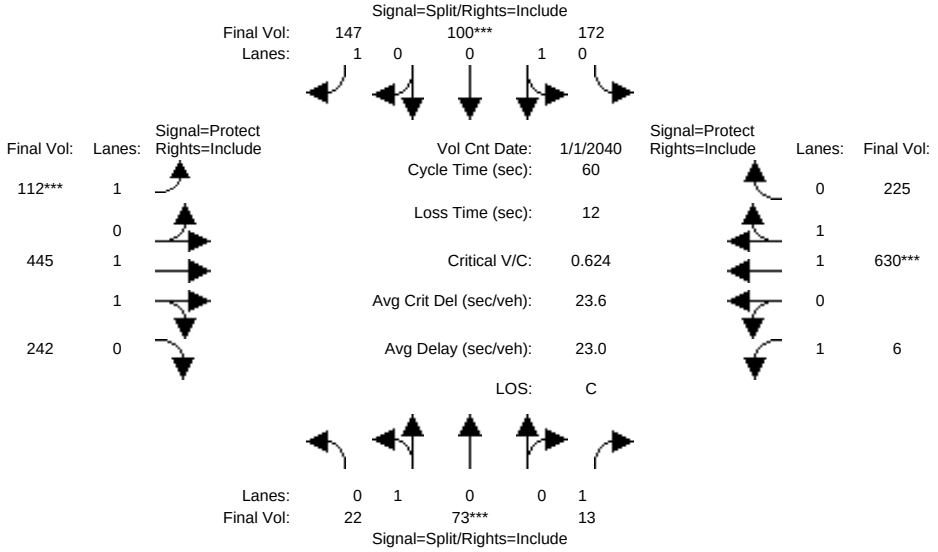
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #6655: Thomas Road and Santa Teresa Boulevard



Street Name:	Thomas Road						Santa Teresa Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	22	73	13	172	100	147	112	445	242	6	630	225
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:	22	73	13	172	100	147	112	445	242	6	630	225
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:	22	73	13	172	100	147	112	445	242	6	630	225
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:	22	73	13	172	100	147	112	445	242	6	630	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	73	13	172	100	147	112	445	242	6	630	225
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:	22	73	13	172	100	147	112	445	242	6	630	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.23	0.77	1.00	0.63	0.37	1.00	1.00	1.28	0.72	1.00	1.46	0.54
Final Sat.:	417	1383	1750	1138	662	1750	1750	2396	1303	1750	2726	973
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.15	0.15	0.08	0.06	0.19	0.19	0.00	0.23	0.23
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	12.3	12.3	12.3	7.0	15.8	15.8	9.9	18.7	18.7
Volume/Cap:	0.32	0.32	0.04	0.74	0.74	0.41	0.55	0.70	0.70	0.02	0.74	0.74
Delay/Veh:	22.6	22.6	21.1	30.2	30.2	21.5	28.1	22.4	22.4	21.0	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	21.1	30.2	30.2	21.5	28.1	22.4	22.4	21.0	21.0	21.0
LOS by Move:	C+	C+	C+	C	C	C+	C	C+	C+	C+	C+	C+
HCM2kAvgQ:	2	2	0	7	7	3	3	7	7	0	9	9

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

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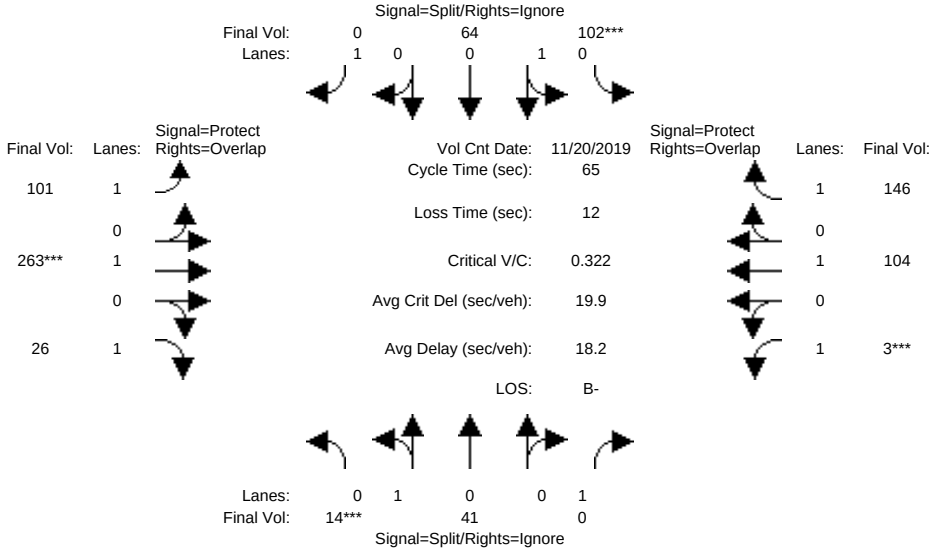
Gilroy 2040 General Plan

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

Intersection #6655: Thomas Road and Santa Teresa Boulevard



Street Name:	Thomas Road						Santa Teresa Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	14	41	3	102	64	111	101	263	26	3	104	146
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	41	3	102	64	111	101	263	26	3	104	146
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	41	3	102	64	111	101	263	26	3	104	146
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	41	0	102	64	0	101	263	26	3	104	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	41	0	102	64	0	101	263	26	3	104	146
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	41	0	102	64	0	101	263	26	3	104	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.75	1.00	0.61	0.39	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	458	1342	1750	1106	694	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.09	0.09	0.00	0.06	0.14	0.01	0.00	0.05	0.08
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	0.0	14.4	14.4	0.0	11.8	21.6	31.6	7.0	16.8	31.2
Volume/Cap:	0.20	0.20	0.00	0.42	0.42	0.00	0.32	0.42	0.03	0.02	0.21	0.17
Delay/Veh:	24.4	24.4	0.0	22.4	22.4	0.0	23.7	17.3	8.7	26.0	19.1	9.7
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:	24.4	24.4	0.0	22.4	22.4	0.0	23.7	17.3	8.7	26.0	19.1	9.7
LOS by Move:	C	C	A	C+	C+	A	C	B	A	C	B-	A
HCM2kAvgQ:	1	1	0	3	3	0	2	4	0	0	2	2

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

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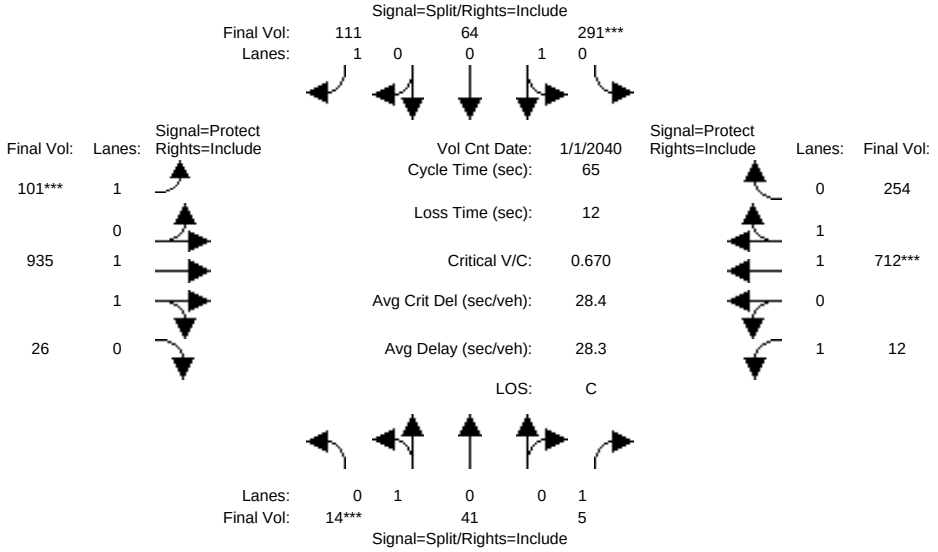
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #6655: Thomas Road and Santa Teresa Boulevard



Street Name:	Thomas Road						Santa Teresa Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	14	41	5	291	64	111	101	935	26	12	712	254
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	41	5	291	64	111	101	935	26	12	712	254
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	41	5	291	64	111	101	935	26	12	712	254
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	41	5	291	64	111	101	935	26	12	712	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	41	5	291	64	111	101	935	26	12	712	254
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	41	5	291	64	111	101	935	26	12	712	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.25	0.75	1.00	0.82	0.18	1.00	1.00	1.94	0.06	1.00	1.46	0.54
Final Sat.:	458	1342	1750	1475	325	1750	1750	3600	100	1750	2726	973
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.20	0.20	0.06	0.06	0.26	0.26	0.01	0.26	0.26
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	15.5	15.5	15.5	7.0	19.4	19.4	8.1	20.5	20.5
Volume/Cap:	0.20	0.20	0.02	0.83	0.83	0.27	0.54	0.87	0.87	0.06	0.83	0.83
Delay/Veh:	24.4	24.4	23.4	36.0	36.0	20.5	30.5	29.1	29.1	25.2	25.6	25.6
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:	24.4	24.4	23.4	36.0	36.0	20.5	30.5	29.1	29.1	25.2	25.6	25.6
LOS by Move:	C	C	C	D+	D+	C+	C	C	C	C	C	C
HCM2kAvgQ:	1	1	0	10	10	2	3	13	13	0	12	12

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

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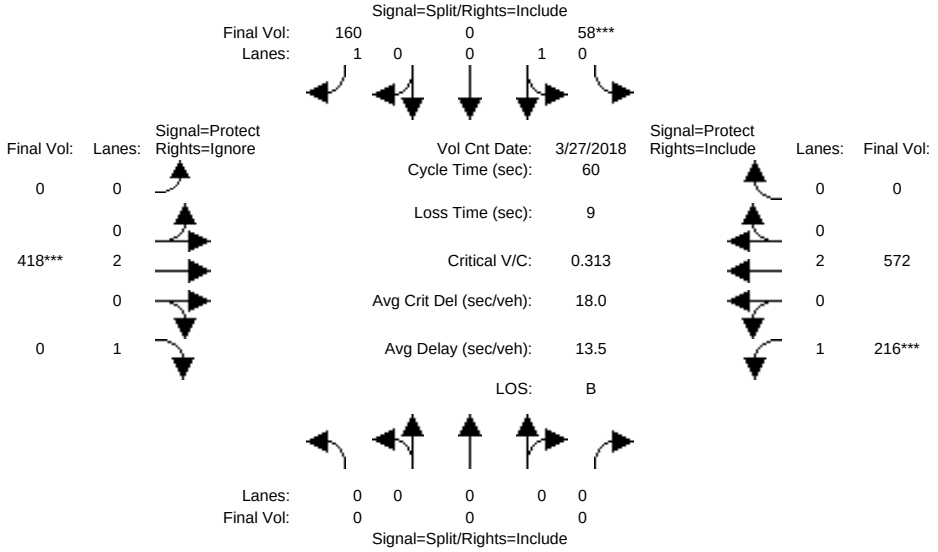
Gilroy 2040 General Plan

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	0	0	0	58	0	160	0	418	211	216	572	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	0	160	0	418	211	216	572	0
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:	0	0	0	58	0	160	0	418	211	216	572	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	0	160	0	418	0	216	572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	160	0	418	0	216	572	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	0	160	0	418	0	216	572	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.09	0.00	0.11	0.00	0.12	0.15	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.6	0.0	17.6	0.0	15.8	0.0	17.7	33.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.31	0.00	0.42	0.00	0.42	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	15.6	0.0	16.9	0.0	18.6	0.0	17.6	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.6	0.0	16.9	0.0	18.6	0.0	17.6	7.0	0.0
LOS by Move:	A	A	A	B	A	B	A	B-	A	B	A	A
HCM2kAvgQ:	0	0	0	1	0	3	0	4	0	4	3	0

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

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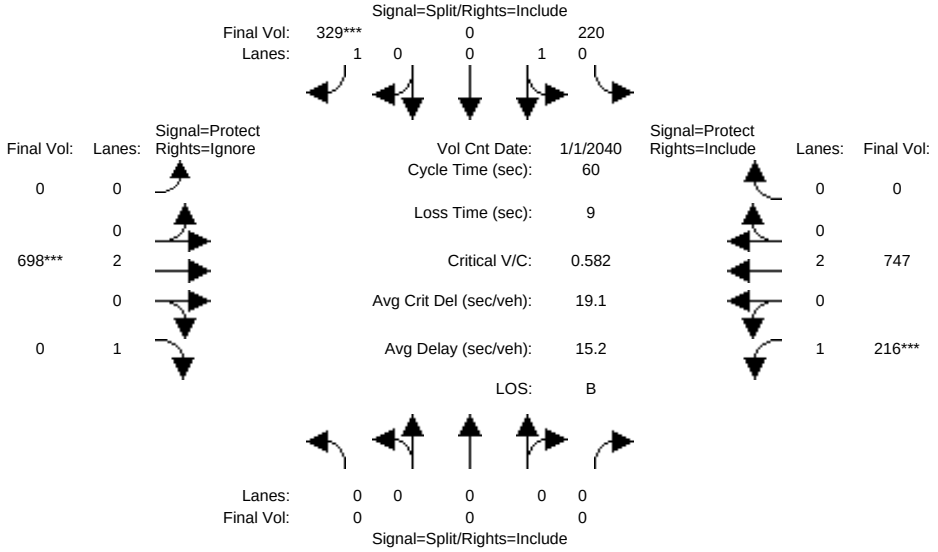
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	220	0	329	0	698	248	216	747	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	329	0	698	248	216	747	0
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:	0	0	0	220	0	329	0	698	248	216	747	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	220	0	329	0	698	0	216	747	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	329	0	698	0	216	747	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	220	0	329	0	698	0	216	747	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.19	0.00	0.18	0.00	0.12	0.20	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	19.4	0.0	19.4	0.0	18.9	0.0	12.7	31.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.58	0.00	0.58	0.00	0.58	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	0.0	18.5	0.0	18.0	0.0	23.6	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	0.0	18.5	0.0	18.0	0.0	23.6	8.5	0.0
LOS by Move:	A	A	A	B	A	B-	A	B	A	C	A	A
HCM2kAvgQ:	0	0	0	4	0	6	0	6	0	5	4	0

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

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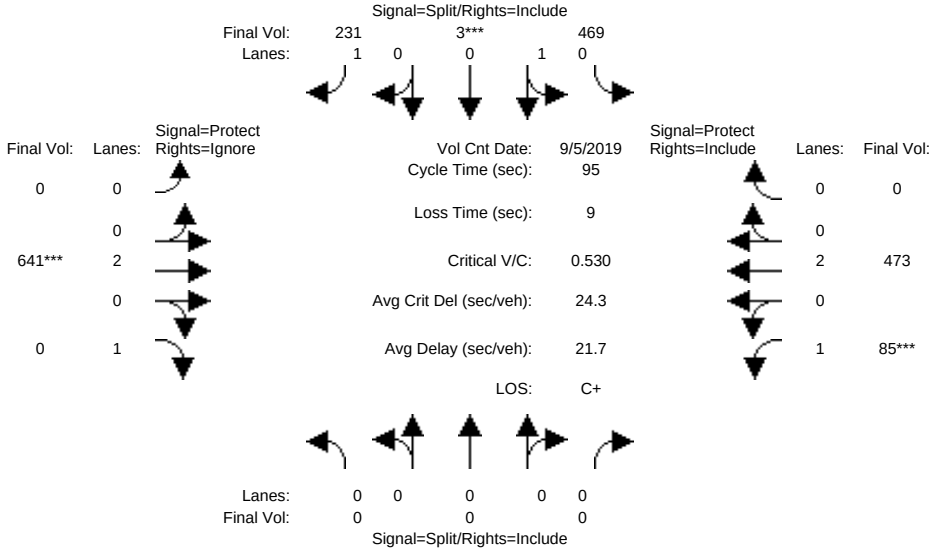
Gilroy 2040 General Plan

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	0	0	0	469	3	231	0	641	390	85	473	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	469	3	231	0	641	390	85	473	0
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:	0	0	0	469	3	231	0	641	390	85	473	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	469	3	231	0	641	0	85	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	3	231	0	641	0	85	473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	469	3	231	0	641	0	85	473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1789	11	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.13	0.00	0.17	0.00	0.05	0.12	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	47.0	47.0	47.0	0.0	30.3	0.0	8.7	39.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.27	0.00	0.53	0.00	0.53	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	17.0	17.0	14.1	0.0	27.0	0.0	44.5	19.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.0	17.0	14.1	0.0	27.0	0.0	44.5	19.0	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	D	B-	A
HCM2kAvgQ:	0	0	0	10	10	4	0	8	0	3	5	0

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

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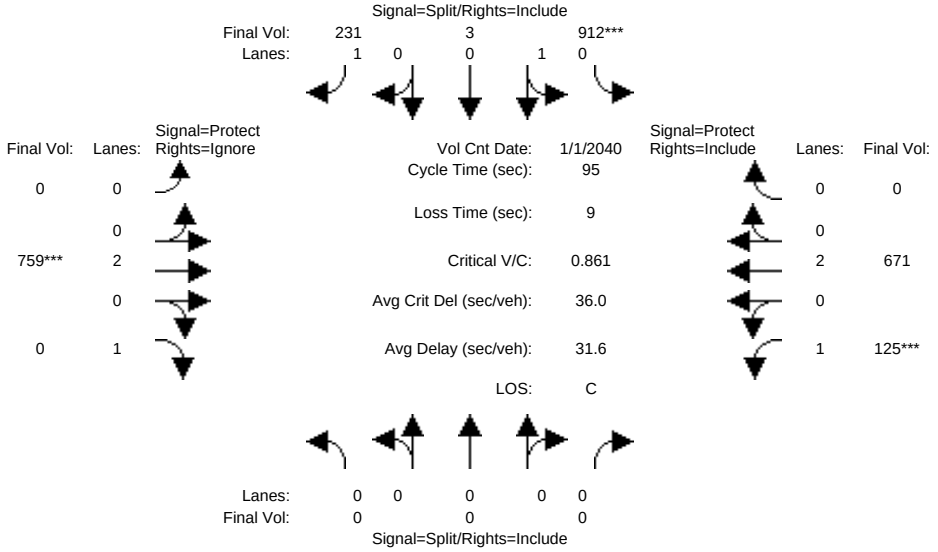
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	912	3	231	0	759	464	125	671	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	912	3	231	0	759	464	125	671	0
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:	0	0	0	912	3	231	0	759	464	125	671	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	912	3	231	0	759	0	125	671	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	912	3	231	0	759	0	125	671	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	912	3	231	0	759	0	125	671	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1794	6	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.51	0.51	0.13	0.00	0.20	0.00	0.07	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	56.1	56.1	56.1	0.0	22.0	0.0	7.9	29.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.86	0.86	0.22	0.00	0.86	0.00	0.86	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	23.5	9.3	0.0	43.7	0.0	80.4	27.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	23.5	9.3	0.0	43.7	0.0	80.4	27.7	0.0
LOS by Move:	A	A	A	C	C	A	A	D	A	F	C	A
HCM2kAvgQ:	0	0	0	26	26	3	0	14	0	7	9	0

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

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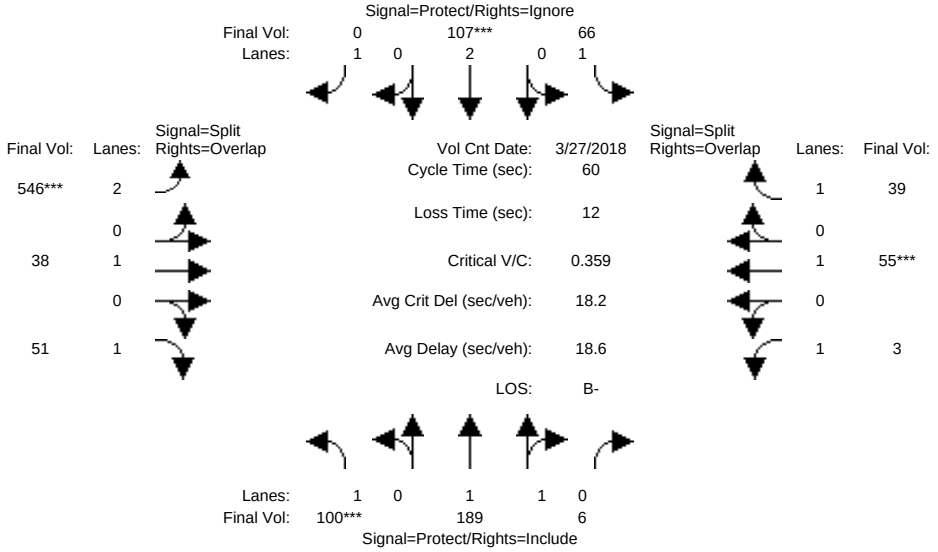
Gilroy 2040 General Plan

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

Intersection #7668: Monterey Street and US 101 NB Ramps

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Street Name:         Monterey Street                    US 101 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Mar 2018 <<
Base Vol:     100  189     6    66  107   303   546   38    51     3   55    39
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:  100  189     6    66  107   303   546   38    51     3   55    39
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:  100  189     6    66  107   303   546   38    51     3   55    39
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   100  189     6    66  107     0   546   38    51     3   55    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100  189     6    66  107     0   546   38    51     3   55    39
PCE Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  100  189     6    66  107     0   546   38    51     3   55    39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.94  0.06  1.00 2.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3586   114  1750 3800  1750  3150 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.05  0.05  0.04 0.03  0.00  0.17 0.02  0.03  0.00 0.03  0.02
Crit Moves:  ****                   ****        ****                   ****
Green Time:   7.0 10.0  10.0   7.0 10.0   0.0  21.0 21.0  28.0  10.0 10.0  17.0
Volume/Cap:  0.49 0.32  0.32  0.32 0.17  0.00  0.50 0.06  0.06  0.01 0.17  0.08
Delay/Veh:   26.7 22.3  22.3  25.2 21.6   0.0  15.7 13.0   8.8  20.9 21.7  15.8
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:  26.7 22.3  22.3  25.2 21.6   0.0  15.7 13.0   8.8  20.9 21.7  15.8
LOS by Move:    C   C+    C+     C   C+     A     B    B     A    C+   C+     B
HCM2kAvgQ:      3    2     2     2    1     0     5    0     1     0    1     1
Note: Queue reported is the number of cars per lane.
```


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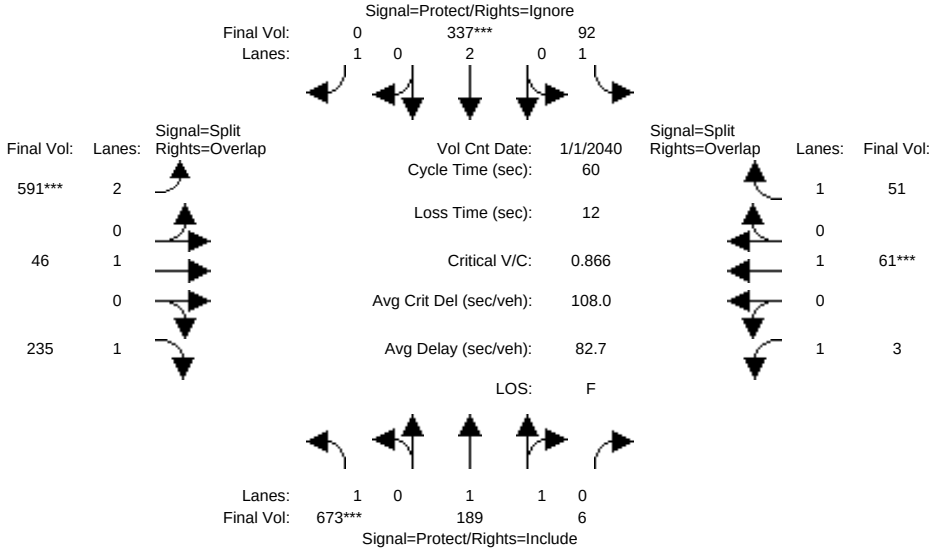
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	673	189	6	92	337	489	591	46	235	3	61	51
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:	673	189	6	92	337	489	591	46	235	3	61	51
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:	673	189	6	92	337	489	591	46	235	3	61	51
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	673	189	6	92	337	0	591	46	235	3	61	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	673	189	6	92	337	0	591	46	235	3	61	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	673	189	6	92	337	0	591	46	235	3	61	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3586	114	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.05	0.05	0.05	0.09	0.00	0.19	0.02	0.13	0.00	0.03	0.03
Crit Moves:	****				****		****				****	
Green Time:	18.0	16.5	16.5	11.5	10.0	0.0	10.0	10.0	28.0	10.0	10.0	21.5
Volume/Cap:	1.28	0.19	0.19	0.27	0.53	0.00	1.13	0.15	0.29	0.01	0.19	0.08
Delay/Veh:	161.9	16.8	16.8	21.1	23.7	0.0	103.7	21.6	10.1	20.9	21.8	12.8
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:	161.9	16.8	16.8	21.1	23.7	0.0	103.7	21.6	10.1	20.9	21.8	12.8
LOS by Move:	F	B	B	C+	C	A	F	C+	B+	C+	C+	B
HCM2kAvgQ:	36	2	2	2	4	0	16	1	3	0	1	1

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

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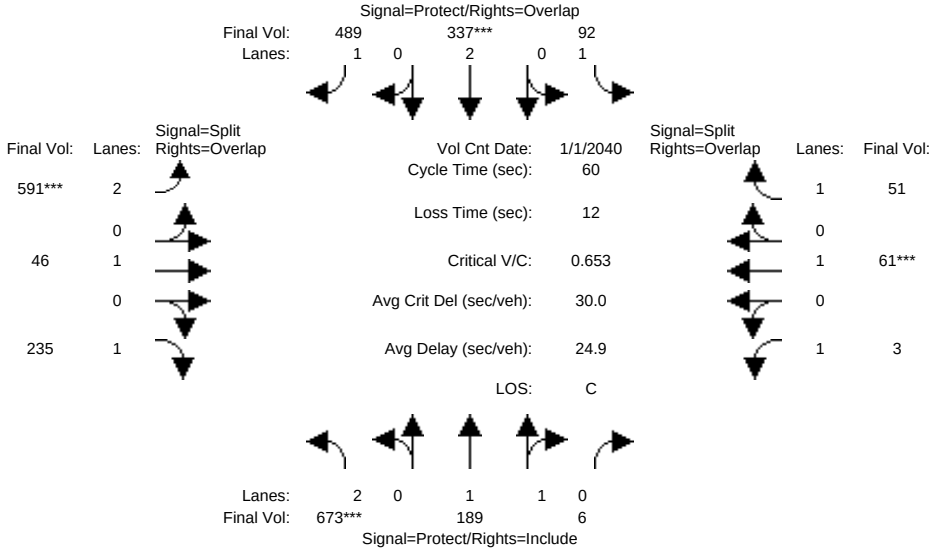
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #7668: Monterey Street and US 101 NB Ramps




```
Street Name:         Monterey Street                    US 101 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     673  189     6    92  337   489   591   46   235     3   61    51
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:  673  189     6    92  337   489   591   46   235     3   61    51
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:  673  189     6    92  337   489   591   46   235     3   61    51
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:   673  189     6    92  337   489   591   46   235     3   61    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  673  189     6    92  337   489   591   46   235     3   61    51
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:  673  189     6    92  337   489   591   46   235     3   61    51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.97  0.95  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 1.94  0.06  1.00 2.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  3150 3586   114  1750 3800  1750  3150 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.05  0.05  0.05 0.09  0.28  0.19 0.02  0.13  0.00 0.03  0.03
Crit Moves:  ****                 ****        ****                    ****
Green Time:  14.9 14.7  14.7  10.3 10.0  23.1  13.1 13.1  28.0  10.0 10.0  20.3
Volume/Cap:  0.86 0.22  0.22  0.31 0.53  0.73  0.86 0.11  0.29  0.01 0.19  0.09
Delay/Veh:   31.1 18.2  18.2  22.4 23.7  19.7  33.2 18.9  10.1  20.9 21.8  13.6
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:  31.1 18.2  18.2  22.4 23.7  19.7  33.2 18.9  10.1  20.9 21.8  13.6
LOS by Move:    C   B-     B-    C+    C    B-    C-   B-    B+    C+   C+     B
HCM2kAvgQ:     11    2     2     2    4    10    10    1     3     0    1     1
Note: Queue reported is the number of cars per lane.
```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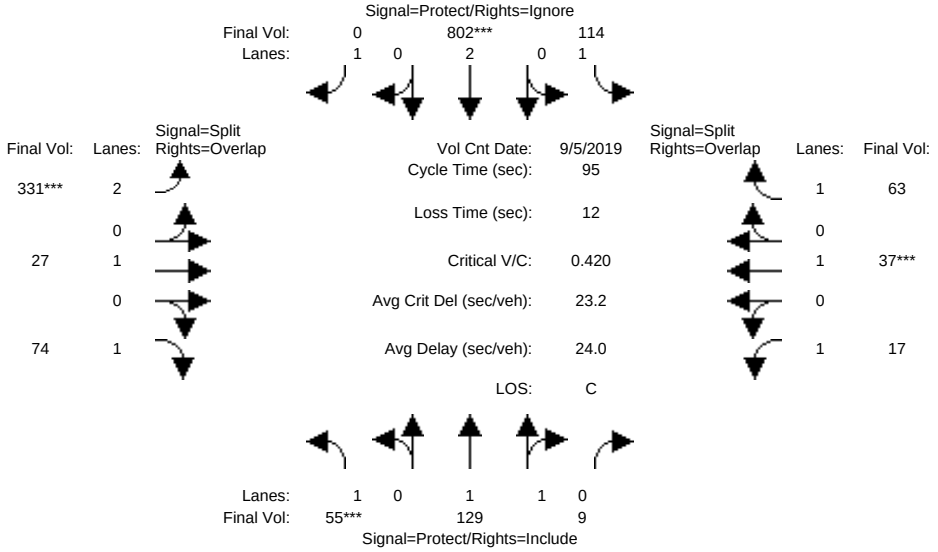
Gilroy 2040 General Plan

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	55	129	9	114	802	211	331	27	74	17	37	63
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:	55	129	9	114	802	211	331	27	74	17	37	63
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:	55	129	9	114	802	211	331	27	74	17	37	63
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	129	9	114	802	0	331	27	74	17	37	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	129	9	114	802	0	331	27	74	17	37	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	129	9	114	802	0	331	27	74	17	37	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3459	241	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.07	0.21	0.00	0.11	0.01	0.04	0.01	0.02	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	30.0	30.0	21.0	44.1	0.0	21.9	21.9	28.9	10.0	10.0	31.0
Volume/Cap:	0.43	0.12	0.12	0.29	0.46	0.00	0.46	0.06	0.14	0.09	0.19	0.11
Delay/Veh:	44.3	23.1	23.1	31.2	17.5	0.0	31.8	28.6	24.1	38.6	39.2	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	23.1	23.1	31.2	17.5	0.0	31.8	28.6	24.1	38.6	39.2	22.4
LOS by Move:	D	C	C	C	B	A	C	C	C	D+	D	C+
HCM2kAvgQ:	2	1	1	3	8	0	5	1	2	1	1	1

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

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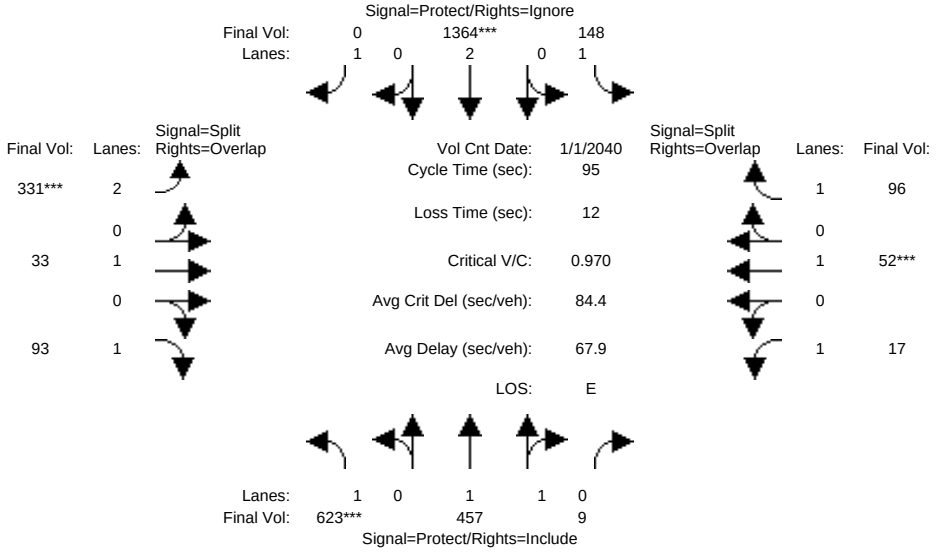
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7668: Monterey Street and US 101 NB Ramps




```
Street Name:         Monterey Street                    US 101 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:     623  457     9   148 1364   211   331   33    93    17   52    96
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:  623  457     9   148 1364   211   331   33    93    17   52    96
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:  623  457     9   148 1364   211   331   33    93    17   52    96
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   623  457     9   148 1364     0   331   33    93    17   52    96
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  623  457     9   148 1364     0   331   33    93    17   52    96
PCE Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  623  457     9   148 1364     0   331   33    93    17   52    96
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.96  0.04  1.00 2.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3628    71  1750 3800  1750  3150 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.36 0.13  0.13  0.08 0.36  0.00  0.11 0.02  0.05  0.01 0.03  0.05
Crit Moves:  ****                 ****        ****                   ****
Green Time:  31.4 37.7  37.7  25.3 31.6   0.0  10.0 10.0  41.4  10.0 10.0  35.3
Volume/Cap:  1.08 0.32  0.32  0.32 1.08  0.00  1.00 0.17  0.12  0.09 0.26  0.15
Delay/Veh:   92.0 19.9  19.9  28.3 80.9   0.0  91.4 39.1  16.1  38.6 39.8  19.9
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:  92.0 19.9  19.9  28.3 80.9   0.0  91.4 39.1  16.1  38.6 39.8  19.9
LOS by Move:    F   B-     B-     C    F     A     F    D     B    D+    D    B-
HCM2kAvgQ:     31    5     5     4   31     0    10    1     2     1    2     2
Note: Queue reported is the number of cars per lane.
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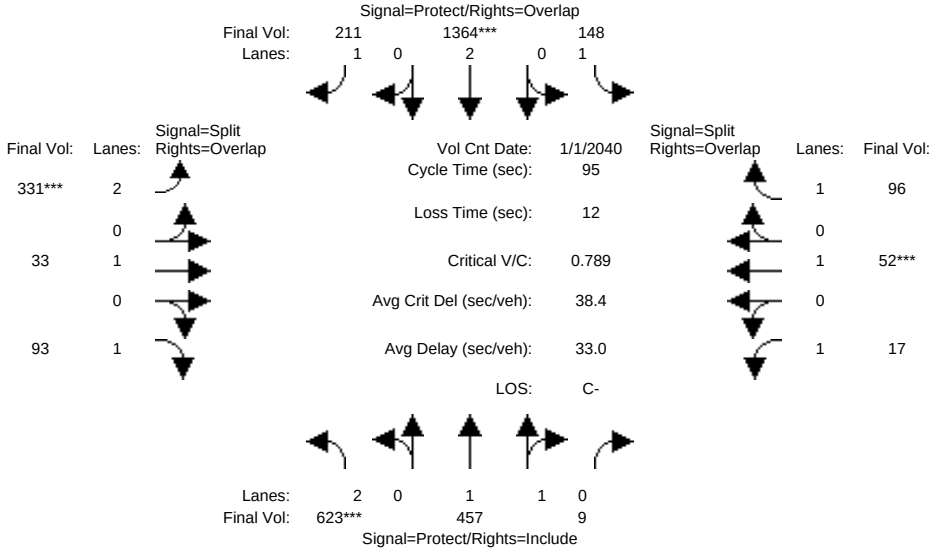
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	623	457	9	148	1364	211	331	33	93	17	52	96
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:	623	457	9	148	1364	211	331	33	93	17	52	96
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:	623	457	9	148	1364	211	331	33	93	17	52	96
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:	623	457	9	148	1364	211	331	33	93	17	52	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	457	9	148	1364	211	331	33	93	17	52	96
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:	623	457	9	148	1364	211	331	33	93	17	52	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.96	0.04	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	3628	71	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.13	0.13	0.08	0.36	0.12	0.11	0.02	0.05	0.01	0.03	0.05
Crit Moves:	****				****		****				****	
Green Time:	21.8	36.7	36.7	24.7	39.6	51.2	11.6	11.6	33.4	10.0	10.0	34.7
Volume/Cap:	0.86	0.33	0.33	0.33	0.86	0.22	0.86	0.14	0.15	0.09	0.26	0.15
Delay/Veh:	45.5	20.6	20.6	28.9	30.3	11.6	58.6	37.5	21.2	38.6	39.8	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	20.6	20.6	28.9	30.3	11.6	58.6	37.5	21.2	38.6	39.8	20.4
LOS by Move:	D	C+	C+	C	C	B+	E+	D+	C+	D+	D	C+
HCM2kAvgQ:	14	5	5	4	21	3	9	1	2	1	2	2

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

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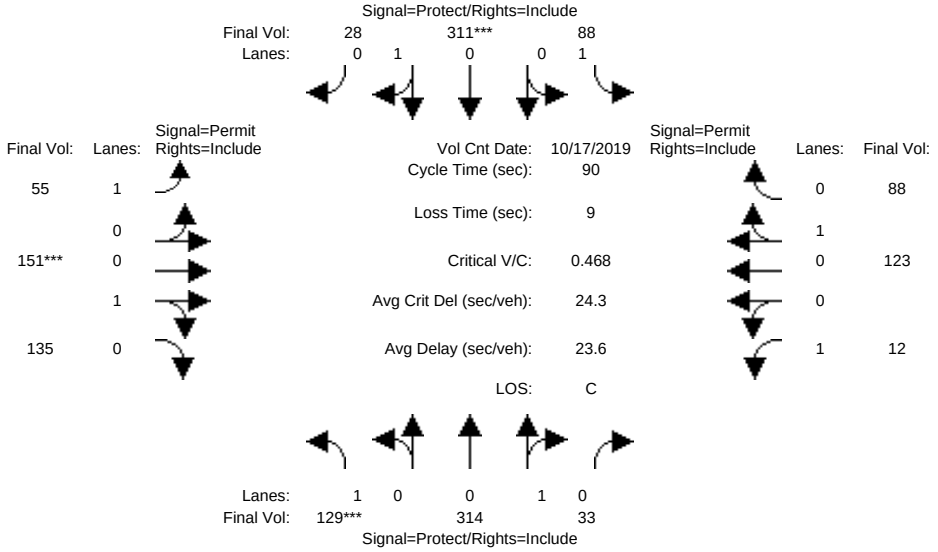
Gilroy 2040 General Plan

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

Intersection #7501: Wren Avenue and Third Street



Street Name:	Wren Avenue						Third Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	129	314	33	88	311	28	55	151	135	12	123	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	314	33	88	311	28	55	151	135	12	123	88
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:	129	314	33	88	311	28	55	151	135	12	123	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	314	33	88	311	28	55	151	135	12	123	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	314	33	88	311	28	55	151	135	12	123	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	314	33	88	311	28	55	151	135	12	123	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.92	0.08	1.00	0.53	0.47	1.00	0.58	0.42
Final Sat.:	1750	1629	171	1750	1651	149	1750	950	850	1750	1049	751
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.05	0.19	0.19	0.03	0.16	0.16	0.01	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	14.2	35.9	35.9	14.5	36.2	36.2	30.6	30.6	30.6	30.6	30.6	30.6
Volume/Cap:	0.47	0.48	0.48	0.31	0.47	0.47	0.09	0.47	0.47	0.02	0.35	0.35
Delay/Veh:	35.7	20.6	20.6	34.0	20.3	20.3	20.3	23.9	23.9	19.8	22.6	22.6
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:	35.7	20.6	20.6	34.0	20.3	20.3	20.3	23.9	23.9	19.8	22.6	22.6
LOS by Move:	D+	C+	C+	C-	C+	C+	C+	C	C	B-	C+	C+
HCM2kAvgQ:	4	8	8	3	7	7	1	7	7	0	5	5

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

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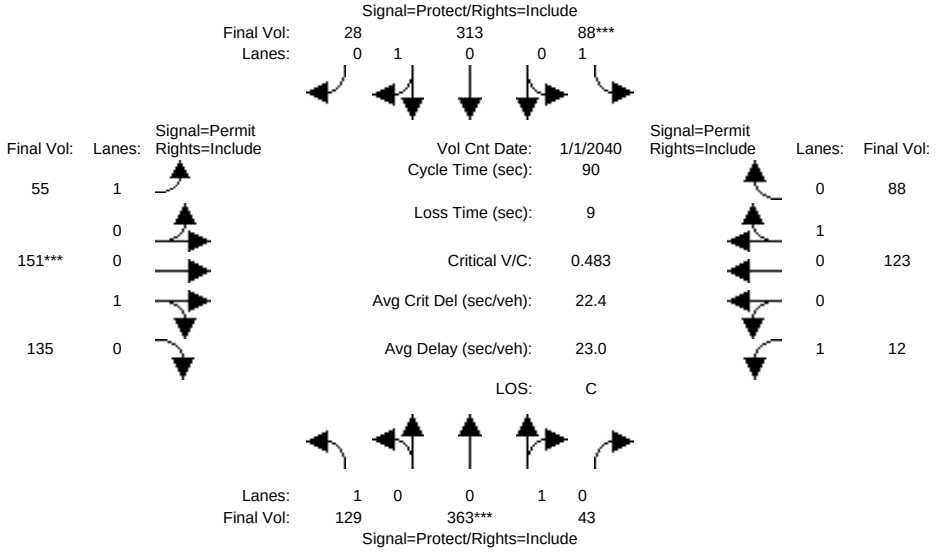
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7501: Wren Avenue and Third Street



Street Name:	Wren Avenue						Third Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	129	363	43	88	313	28	55	151	135	12	123	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	363	43	88	313	28	55	151	135	12	123	88
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:	129	363	43	88	313	28	55	151	135	12	123	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	363	43	88	313	28	55	151	135	12	123	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	363	43	88	313	28	55	151	135	12	123	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	363	43	88	313	28	55	151	135	12	123	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.89	0.11	1.00	0.92	0.08	1.00	0.53	0.47	1.00	0.58	0.42
Final Sat.:	1750	1609	191	1750	1652	148	1750	950	850	1750	1049	751
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.05	0.19	0.19	0.03	0.16	0.16	0.01	0.12	0.12
Crit Moves:		****		****				****				
Green Time:	15.0	42.0	42.0	9.4	36.4	36.4	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.44	0.48	0.48	0.48	0.47	0.47	0.10	0.48	0.48	0.02	0.36	0.36
Delay/Veh:	34.9	16.9	16.9	40.0	20.1	20.1	21.0	24.7	24.7	20.4	23.3	23.3
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:	34.9	16.9	16.9	40.0	20.1	20.1	21.0	24.7	24.7	20.4	23.3	23.3
LOS by Move:	C-	B	B	D	C+	C+	C+	C	C	C+	C	C
HCM2kAvgQ:	4	8	8	3	7	7	1	7	7	0	5	5

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

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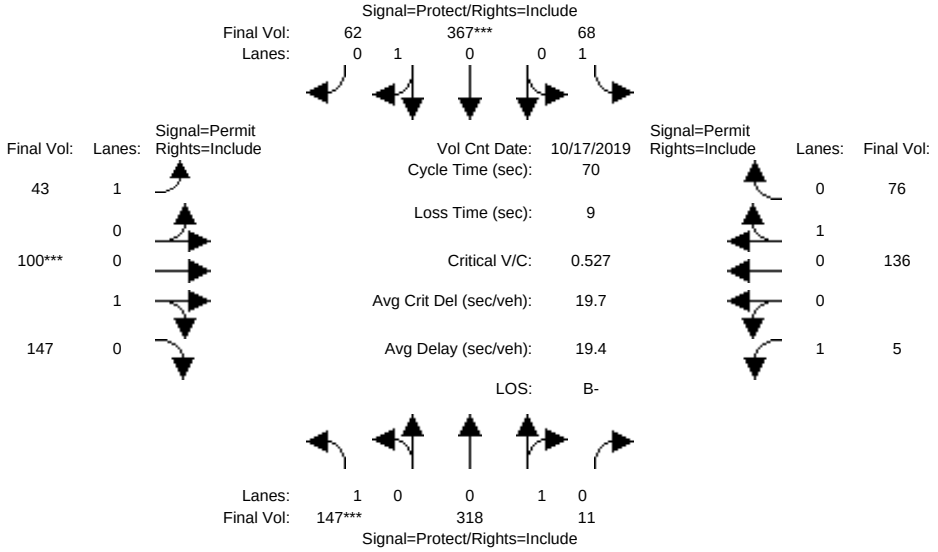
Gilroy 2040 General Plan

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

Intersection #7501: Wren Avenue and Third Street



Street Name:	Wren Avenue						Third Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	147	318	11	68	367	62	43	100	147	5	136	76
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	318	11	68	367	62	43	100	147	5	136	76
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	318	11	68	367	62	43	100	147	5	136	76
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	318	11	68	367	62	43	100	147	5	136	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	318	11	68	367	62	43	100	147	5	136	76
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:	147	318	11	68	367	62	43	100	147	5	136	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.86	0.14	1.00	0.40	0.60	1.00	0.64	0.36
Final Sat.:	1750	1740	60	1750	1540	260	1750	729	1071	1750	1155	645
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.04	0.24	0.24	0.02	0.14	0.14	0.00	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	11.1	27.7	27.7	15.1	31.6	31.6	18.2	18.2	18.2	18.2	18.2	18.2
Volume/Cap:	0.53	0.46	0.46	0.18	0.53	0.53	0.09	0.53	0.53	0.01	0.45	0.45
Delay/Veh:	28.9	16.2	16.2	22.6	14.5	14.5	19.7	23.3	23.3	19.2	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	16.2	16.2	22.6	14.5	14.5	19.7	23.3	23.3	19.2	22.4	22.4
LOS by Move:	C	B	B	C+	B	B	B-	C	C	B-	C+	C+
HCM2kAvgQ:	4	6	6	1	7	7	1	5	5	0	4	4

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

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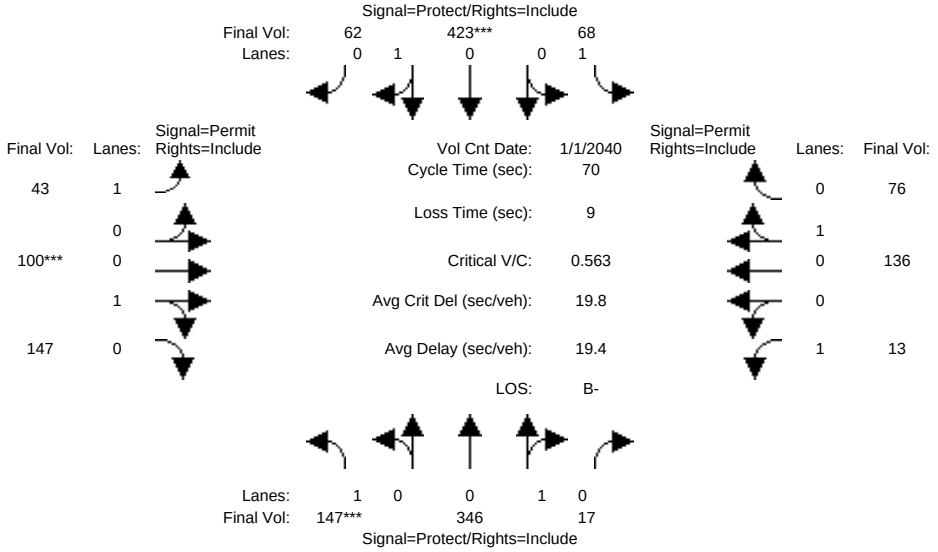
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7501: Wren Avenue and Third Street



Street Name:	Wren Avenue						Third Street					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	147	346	17	68	423	62	43	100	147	13	136	76
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	346	17	68	423	62	43	100	147	13	136	76
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	346	17	68	423	62	43	100	147	13	136	76
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	346	17	68	423	62	43	100	147	13	136	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	346	17	68	423	62	43	100	147	13	136	76
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:	147	346	17	68	423	62	43	100	147	13	136	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.87	0.13	1.00	0.40	0.60	1.00	0.64	0.36
Final Sat.:	1750	1716	84	1750	1570	230	1750	729	1071	1750	1155	645
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.04	0.27	0.27	0.02	0.14	0.14	0.01	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	10.4	29.4	29.4	14.6	33.5	33.5	17.1	17.1	17.1	17.1	17.1	17.1
Volume/Cap:	0.56	0.48	0.48	0.19	0.56	0.56	0.10	0.56	0.56	0.03	0.48	0.48
Delay/Veh:	30.5	15.3	15.3	23.1	13.9	13.9	20.6	24.9	24.9	20.2	23.5	23.5
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:	30.5	15.3	15.3	23.1	13.9	13.9	20.6	24.9	24.9	20.2	23.5	23.5
LOS by Move:	C	B	B	C	B	B	C+	C	C	C+	C	C
HCM2kAvgQ:	4	6	6	1	8	8	1	6	6	0	5	5

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

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Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	158	138	656	781
Demand Flow Rate, veh/h	162	141	669	797
Vehicles Circulating, veh/h	825	693	142	125
Vehicles Exiting, veh/h	97	118	845	709
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.8	7.9	7.7	9.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.909	0.091	0.932	0.068
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	162	141	608	61	743	54
Cap Entry Lane, veh/h	595	681	1248	1248	1267	1267
Entry HV Adj Factor	0.978	0.976	0.980	0.984	0.980	0.981
Flow Entry, veh/h	158	138	596	60	728	53
Cap Entry, veh/h	582	665	1223	1227	1242	1244
V/C Ratio	0.272	0.207	0.487	0.049	0.586	0.043
Control Delay, s/veh	9.8	7.9	8.1	3.3	9.9	3.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	3	0	4	0

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	306	212	1315	1139
Demand Flow Rate, veh/h	313	216	1341	1162
Vehicles Circulating, veh/h	1190	1365	171	194
Vehicles Exiting, veh/h	166	147	1332	1387
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.5	18.2	9.8	8.7
Approach LOS	C	C	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	313	216	630	711	546	616
Cap Entry Lane, veh/h	516	445	1153	1228	1129	1204
Entry HV Adj Factor	0.979	0.980	0.981	0.980	0.981	0.980
Flow Entry, veh/h	306	212	618	697	536	604
Cap Entry, veh/h	506	436	1131	1204	1108	1181
V/C Ratio	0.606	0.485	0.546	0.579	0.484	0.512
Control Delay, s/veh	20.5	18.2	9.7	9.9	8.7	8.8
LOS	C	C	A	A	A	A
95th %tile Queue, veh	4	3	3	4	3	3

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	98	100	380	724
Demand Flow Rate, veh/h	99	103	387	738
Vehicles Circulating, veh/h	686	410	146	83
Vehicles Exiting, veh/h	135	123	639	429
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.9	5.1	5.3	7.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.910	0.090	0.881	0.119
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	99	103	352	35	650	88
Cap Entry Lane, veh/h	685	908	1243	1243	1317	1317
Entry HV Adj Factor	0.987	0.976	0.982	0.971	0.981	0.977
Flow Entry, veh/h	98	100	346	34	638	86
Cap Entry, veh/h	676	886	1221	1208	1292	1287
V/C Ratio	0.144	0.113	0.283	0.028	0.494	0.067
Control Delay, s/veh	6.9	5.1	5.5	3.2	7.9	3.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	0	1	0	3	0

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

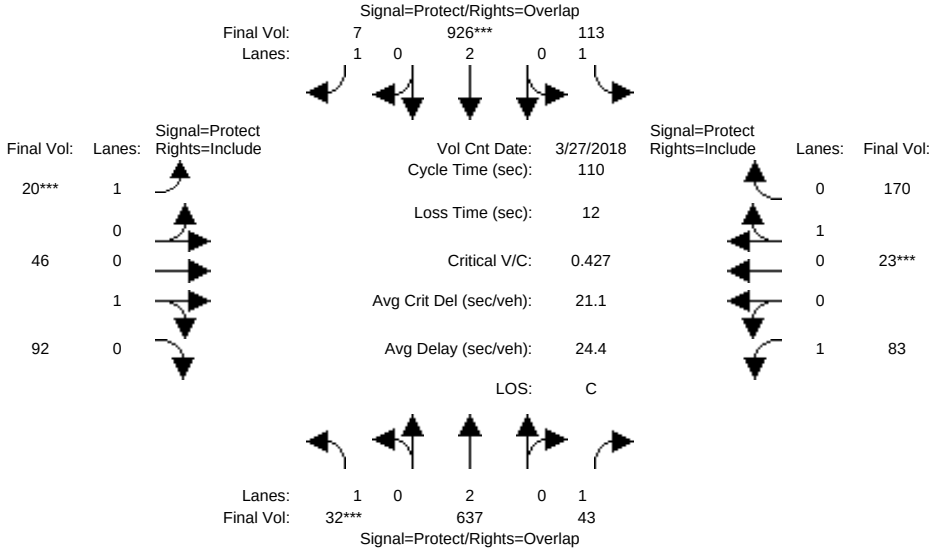
Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	206	150	1168	1711
Demand Flow Rate, veh/h	210	154	1192	1745
Vehicles Circulating, veh/h	1707	1199	191	257
Vehicles Exiting, veh/h	295	184	1726	1095
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	31.3	11.8	8.9	18.6
Approach LOS	D	B	A	C

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	210	154	560	632	820	925
Cap Entry Lane, veh/h	333	512	1132	1207	1066	1141
Entry HV Adj Factor	0.979	0.977	0.980	0.980	0.981	0.980
Flow Entry, veh/h	206	150	549	619	804	907
Cap Entry, veh/h	326	501	1110	1183	1045	1119
V/C Ratio	0.631	0.301	0.495	0.523	0.769	0.810
Control Delay, s/veh	31.3	11.8	8.8	9.0	17.7	19.3
LOS	D	B	A	A	C	C
95th %tile Queue, veh	4	1	3	3	8	9

Gilroy 2040 General Plan

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

Intersection #7440: Santa Teresa Bl and Welburn Av



Street Name:	Santa Teresa Bl						Welburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	32	637	43	113	926	7	20	46	92	83	23	170
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:	32	637	43	113	926	7	20	46	92	83	23	170
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:	32	637	43	113	926	7	20	46	92	83	23	170
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:	32	637	43	113	926	7	20	46	92	83	23	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	637	43	113	926	7	20	46	92	83	23	170
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:	32	637	43	113	926	7	20	46	92	83	23	170
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.33	0.67	1.00	0.12	0.88
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	600	1200	1750	215	1585
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.02	0.06	0.24	0.00	0.01	0.08	0.08	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	7.0	47.2	60.6	18.2	58.3	65.3	7.0	19.2	19.2	13.5	25.7	25.7
Volume/Cap:	0.29	0.39	0.04	0.39	0.46	0.01	0.18	0.44	0.44	0.39	0.46	0.46
Delay/Veh:	50.5	21.7	11.4	41.9	16.2	9.1	49.6	41.6	41.6	45.6	37.0	37.0
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:	50.5	21.7	11.4	41.9	16.2	9.1	49.6	41.6	41.6	45.6	37.0	37.0
LOS by Move:	D	C+	B+	D	B	A	D	D	D	D	D+	D+
HCM2kAvgQ:	1	7	1	4	10	0	1	5	5	3	6	6

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

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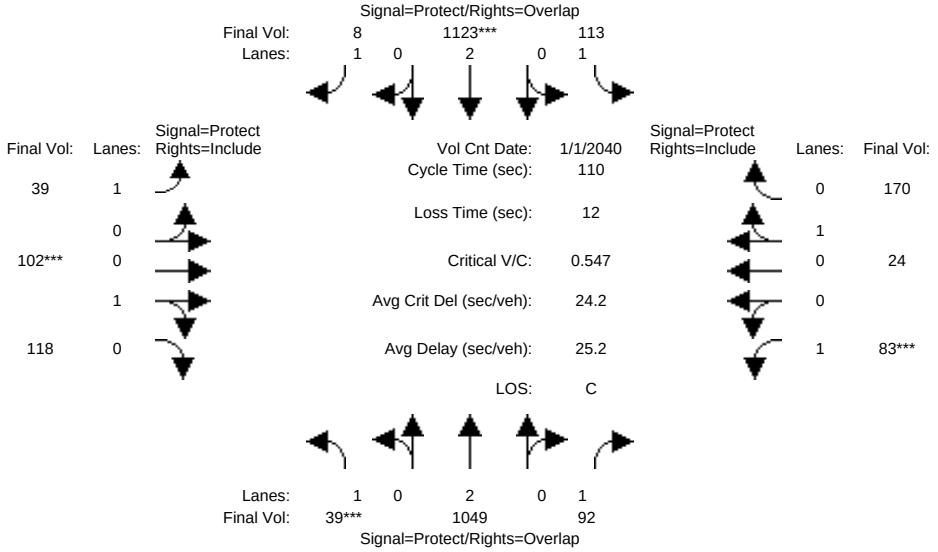
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7440: Santa Teresa Bl and Welburn Av



Street Name:	Santa Teresa Bl						Welburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	39	1049	92	113	1123	8	39	102	118	83	24	170
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:	39	1049	92	113	1123	8	39	102	118	83	24	170
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:	39	1049	92	113	1123	8	39	102	118	83	24	170
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:	39	1049	92	113	1123	8	39	102	118	83	24	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1049	92	113	1123	8	39	102	118	83	24	170
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:	39	1049	92	113	1123	8	39	102	118	83	24	170
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.46	0.54	1.00	0.12	0.88
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	835	965	1750	223	1577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.05	0.06	0.30	0.00	0.02	0.12	0.12	0.05	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	52.5	61.8	12.3	57.8	70.1	12.3	23.9	23.9	9.3	20.9	20.9
Volume/Cap:	0.35	0.58	0.09	0.58	0.56	0.01	0.20	0.56	0.56	0.56	0.57	0.57
Delay/Veh:	51.2	21.2	11.2	50.7	17.9	7.3	44.9	40.3	40.3	53.3	42.7	42.7
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:	51.2	21.2	11.2	50.7	17.9	7.3	44.9	40.3	40.3	53.3	42.7	42.7
LOS by Move:	D-	C+	B+	D	B	A	D	D	D	D-	D	D
HCM2kAvgQ:	2	13	2	5	13	0	1	8	8	4	7	7

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

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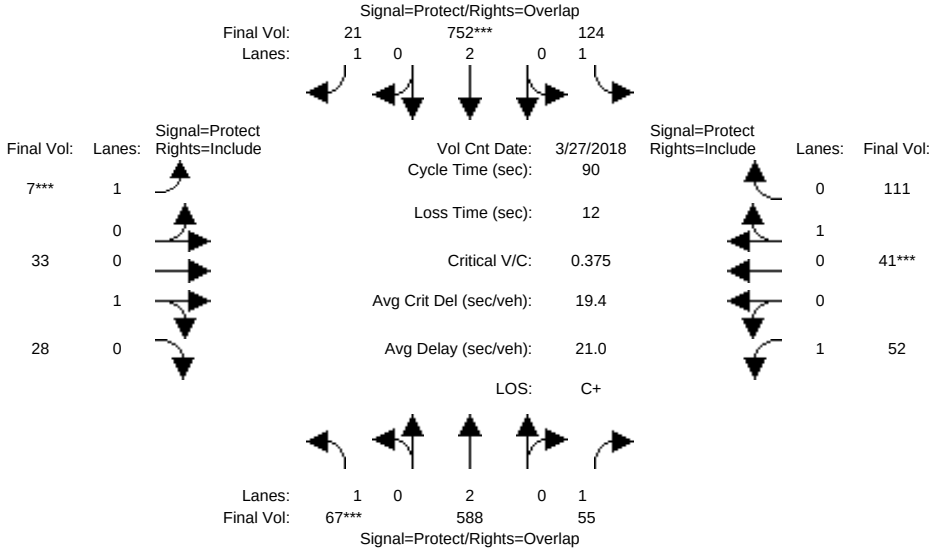
Gilroy 2040 General Plan

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

Intersection #7440: Santa Teresa Bl and Welburn Av



Street Name:	Santa Teresa Bl						Welburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	67	588	55	124	752	21	7	33	28	52	41	111
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:	67	588	55	124	752	21	7	33	28	52	41	111
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:	67	588	55	124	752	21	7	33	28	52	41	111
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:	67	588	55	124	752	21	7	33	28	52	41	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	588	55	124	752	21	7	33	28	52	41	111
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:	67	588	55	124	752	21	7	33	28	52	41	111
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.54	0.46	1.00	0.27	0.73
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	974	826	1750	486	1314
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.03	0.07	0.20	0.01	0.00	0.03	0.03	0.03	0.08	0.08
Crit Moves:	****				****		****				****	
Green Time:	8.5	34.8	45.4	17.5	43.8	50.8	7.0	15.1	15.1	10.6	18.7	18.7
Volume/Cap:	0.41	0.40	0.06	0.36	0.41	0.02	0.05	0.20	0.20	0.25	0.41	0.41
Delay/Veh:	40.0	20.2	11.4	32.1	14.9	8.6	38.6	32.6	32.6	36.8	31.6	31.6
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:	40.0	20.2	11.4	32.1	14.9	8.6	38.6	32.6	32.6	36.8	31.6	31.6
LOS by Move:	D	C+	B+	C-	B	A	D+	C-	C-	D+	C	C
HCM2kAvgQ:	2	6	1	3	7	0	0	2	2	2	4	4

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

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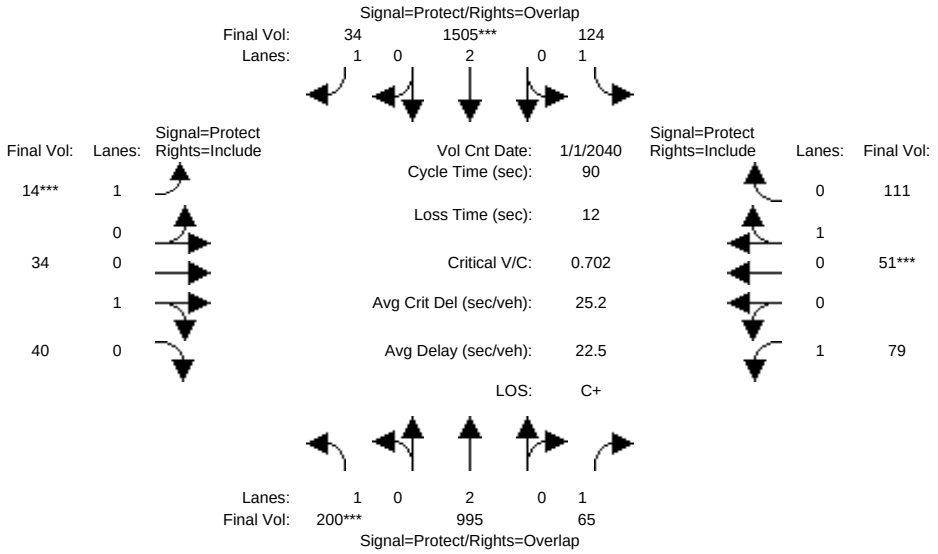
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7440: Santa Teresa Bl and Welburn Av



Street Name:	Santa Teresa Bl						Welburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	200	995	65	124	1505	34	14	34	40	79	51	111
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:	200	995	65	124	1505	34	14	34	40	79	51	111
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:	200	995	65	124	1505	34	14	34	40	79	51	111
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:	200	995	65	124	1505	34	14	34	40	79	51	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	995	65	124	1505	34	14	34	40	79	51	111
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:	200	995	65	124	1505	34	14	34	40	79	51	111
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.46	0.54	1.00	0.31	0.69
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	827	973	1750	567	1233
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.04	0.07	0.40	0.02	0.01	0.04	0.04	0.05	0.09	0.09
Crit Moves:	****				****		****				****	
Green Time:	13.5	46.5	53.8	13.8	46.8	53.8	7.0	10.4	10.4	7.3	10.6	10.6
Volume/Cap:	0.76	0.51	0.06	0.46	0.76	0.03	0.10	0.36	0.36	0.56	0.76	0.76
Delay/Veh:	48.9	14.4	7.6	36.0	18.9	7.4	38.9	37.8	37.8	44.8	53.2	53.2
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:	48.9	14.4	7.6	36.0	18.9	7.4	38.9	37.8	37.8	44.8	53.2	53.2
LOS by Move:	D	B	A	D+	B-	A	D+	D+	D+	D	D-	D-
HCM2kAvgQ:	8	9	1	4	18	0	0	2	2	3	6	6

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

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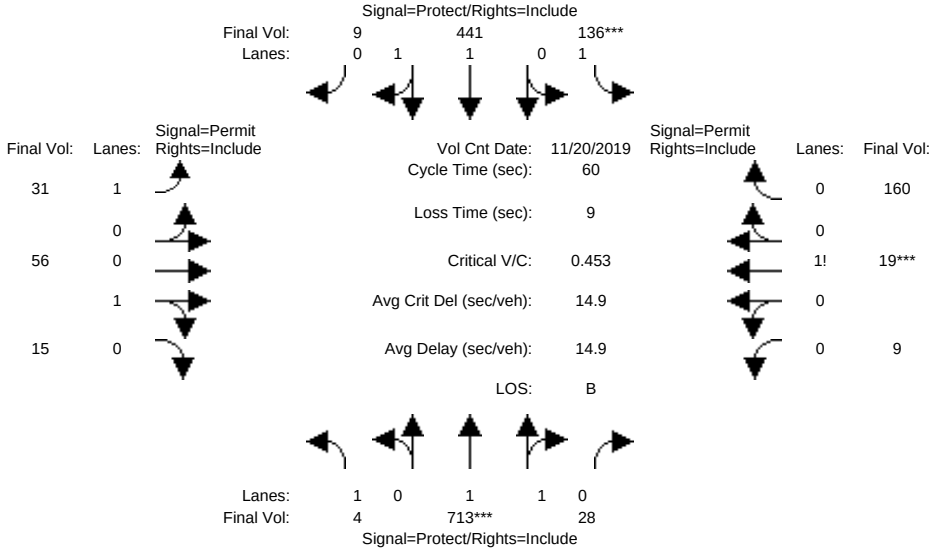
Gilroy 2040 General Plan

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

Intersection #7687: Monterey Rd and Las Animas Av



Street Name:	Monterey Rd						Las Animas Av					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	4	713	28	136	441	9	31	56	15	9	19	160
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:	4	713	28	136	441	9	31	56	15	9	19	160
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:	4	713	28	136	441	9	31	56	15	9	19	160
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:	4	713	28	136	441	9	31	56	15	9	19	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	713	28	136	441	9	31	56	15	9	19	160
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:	4	713	28	136	441	9	31	56	15	9	19	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.92	0.08	1.00	1.96	0.04	1.00	0.79	0.21	0.05	0.10	0.85
Final Sat.:	1750	3560	140	1750	3626	74	1750	1420	380	84	177	1489
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.08	0.12	0.12	0.02	0.04	0.04	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green Time:	15.1	26.5	26.5	10.3	21.6	21.6	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.01	0.45	0.45	0.45	0.34	0.34	0.07	0.17	0.17	0.45	0.45	0.45
Delay/Veh:	16.8	11.9	11.9	23.4	14.1	14.1	17.9	18.4	18.4	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	11.9	11.9	23.4	14.1	14.1	17.9	18.4	18.4	20.4	20.4	20.4
LOS by Move:	B	B+	B+	C	B	B	B	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	5	5	3	3	3	1	1	1	4	4	4

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

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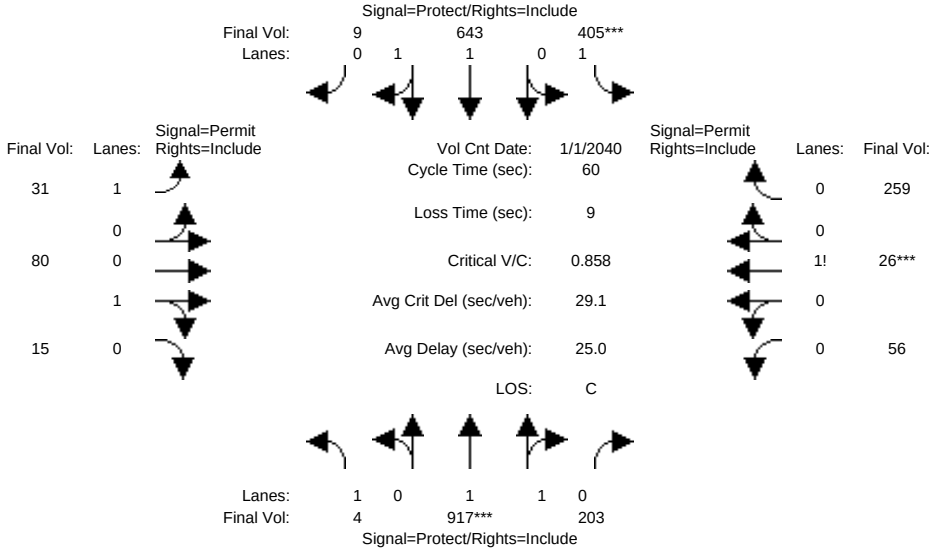
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7687: Monterey Rd and Las Animas Av



Street Name:	Monterey Rd						Las Animas Av					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	4	917	203	405	643	9	31	80	15	56	26	259
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:	4	917	203	405	643	9	31	80	15	56	26	259
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:	4	917	203	405	643	9	31	80	15	56	26	259
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:	4	917	203	405	643	9	31	80	15	56	26	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	917	203	405	643	9	31	80	15	56	26	259
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:	4	917	203	405	643	9	31	80	15	56	26	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.97	0.03	1.00	0.84	0.16	0.16	0.08	0.76
Final Sat.:	1750	3029	671	1750	3649	51	1750	1516	284	287	133	1329
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.23	0.18	0.18	0.02	0.05	0.05	0.19	0.19	0.19
Crit Moves:		****		****							****	
Green Time:	14.9	21.2	21.2	16.2	22.5	22.5	13.6	13.6	13.6	13.6	13.6	13.6
Volume/Cap:	0.01	0.86	0.86	0.86	0.47	0.47	0.08	0.23	0.23	0.86	0.86	0.86
Delay/Veh:	17.0	23.9	23.9	35.3	14.5	14.5	18.3	19.2	19.2	39.0	39.0	39.0
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:	17.0	23.9	23.9	35.3	14.5	14.5	18.3	19.2	19.2	39.0	39.0	39.0
LOS by Move:	B	C	C	D+	B	B	B-	B-	B-	D+	D+	D+
HCM2kAvgQ:	0	13	13	11	5	5	1	2	2	10	10	10

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

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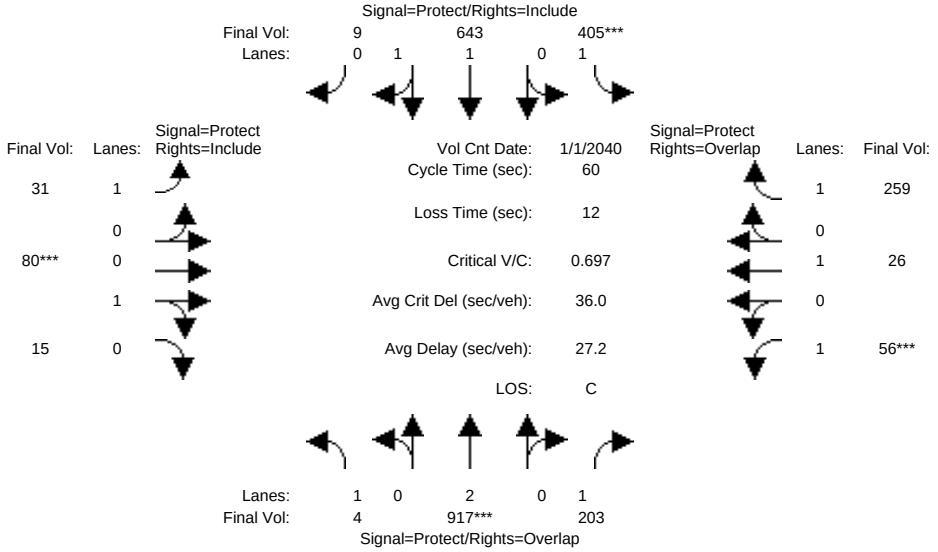
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #7687: Monterey Rd and Las Animas Av



Street Name:	Monterey Rd						Las Animas Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	4	917	203	405	643	9	31	80	15	56	26	259
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:	4	917	203	405	643	9	31	80	15	56	26	259
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:	4	917	203	405	643	9	31	80	15	56	26	259
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:	4	917	203	405	643	9	31	80	15	56	26	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	917	203	405	643	9	31	80	15	56	26	259
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:	4	917	203	405	643	9	31	80	15	56	26	259
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	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3649	51	1750	1516	284	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.12	0.23	0.18	0.18	0.02	0.05	0.05	0.03	0.01	0.15
Crit Moves:		****		****				****		****		
Green Time:	12.3	15.8	22.8	15.2	18.7	18.7	7.0	10.0	10.0	7.0	10.0	25.2
Volume/Cap:	0.01	0.91	0.30	0.91	0.57	0.57	0.15	0.32	0.32	0.27	0.08	0.35
Delay/Veh:	19.0	34.0	13.3	45.2	18.0	18.0	24.2	22.6	22.6	24.9	21.2	12.2
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:	19.0	34.0	13.3	45.2	18.0	18.0	24.2	22.6	22.6	24.9	21.2	12.2
LOS by Move:	B-	C-	B	D	B	B	C	C+	C+	C	C+	B
HCM2kAvgQ:	0	13	3	12	6	6	1	2	2	1	0	4

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

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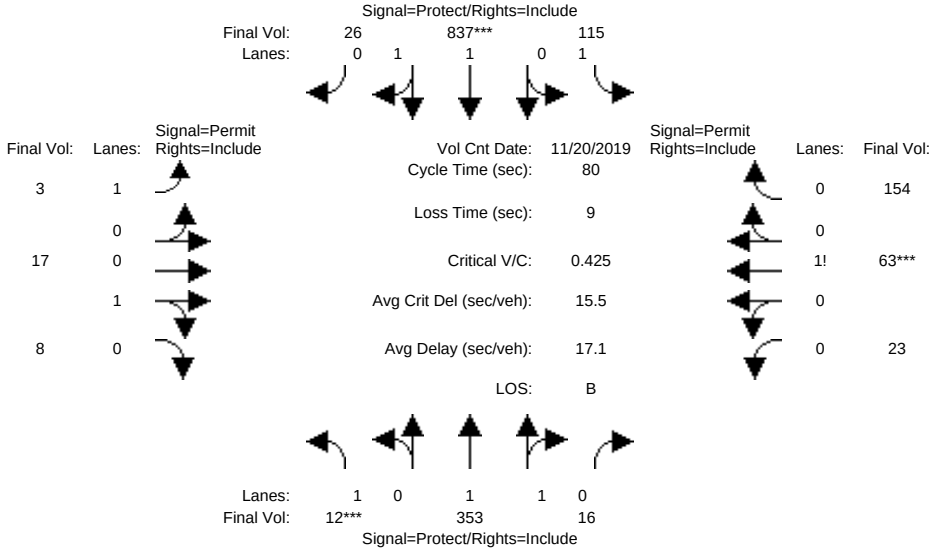
Gilroy 2040 General Plan

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

Intersection #7687: Monterey Rd and Las Animas Av



Street Name:	Monterey Rd						Las Animas Av					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	12	353	16	115	837	26	3	17	8	23	63	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	353	16	115	837	26	3	17	8	23	63	154
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:	12	353	16	115	837	26	3	17	8	23	63	154
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:	12	353	16	115	837	26	3	17	8	23	63	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	353	16	115	837	26	3	17	8	23	63	154
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:	12	353	16	115	837	26	3	17	8	23	63	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.94	0.06	1.00	0.68	0.32	0.10	0.26	0.64
Final Sat.:	1750	3539	160	1750	3588	111	1750	1224	576	168	459	1123
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.07	0.23	0.23	0.00	0.01	0.01	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	27.8	27.8	19.5	40.3	40.3	23.7	23.7	23.7	23.7	23.7	23.7
Volume/Cap:	0.08	0.29	0.29	0.27	0.46	0.46	0.01	0.05	0.05	0.46	0.46	0.46
Delay/Veh:	33.8	19.0	19.0	24.8	13.0	13.0	19.9	20.1	20.1	23.6	23.6	23.6
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:	33.8	19.0	19.0	24.8	13.0	13.0	19.9	20.1	20.1	23.6	23.6	23.6
LOS by Move:	C-	B-	B-	C	B	B	B-	C+	C+	C	C	C
HCM2kAvgQ:	0	3	3	3	7	7	0	0	0	6	6	6

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

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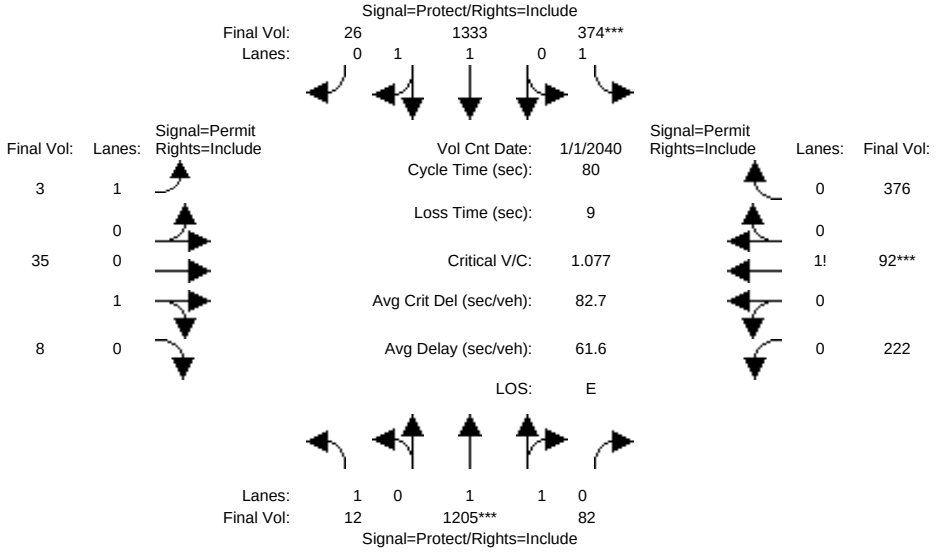
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7687: Monterey Rd and Las Animas Av



Street Name:	Monterey Rd						Las Animas Av					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	12	1205	82	374	1333	26	3	35	8	222	92	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1205	82	374	1333	26	3	35	8	222	92	376
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:	12	1205	82	374	1333	26	3	35	8	222	92	376
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:	12	1205	82	374	1333	26	3	35	8	222	92	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1205	82	374	1333	26	3	35	8	222	92	376
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:	12	1205	82	374	1333	26	3	35	8	222	92	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	1.00	0.81	0.19	0.32	0.13	0.55
Final Sat.:	1750	3464	236	1750	3629	71	1750	1465	335	563	233	954
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.21	0.37	0.37	0.00	0.02	0.02	0.39	0.39	0.39
Crit Moves:		****		****							****	
Green Time:	8.0	25.8	25.8	15.9	33.7	33.7	29.3	29.3	29.3	29.3	29.3	29.3
Volume/Cap:	0.07	1.08	1.08	1.08	0.87	0.87	0.00	0.07	0.07	1.08	1.08	1.08
Delay/Veh:	32.8	76.5	76.5	102.4	26.9	26.9	16.1	16.5	16.5	83.5	83.5	83.5
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:	32.8	76.5	76.5	102.4	26.9	26.9	16.1	16.5	16.5	83.5	83.5	83.5
LOS by Move:	C-	E-	E-	F	C	C	B	B	B	F	F	F
HCM2kAvgQ:	0	27	27	18	19	19	0	1	1	30	30	30

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

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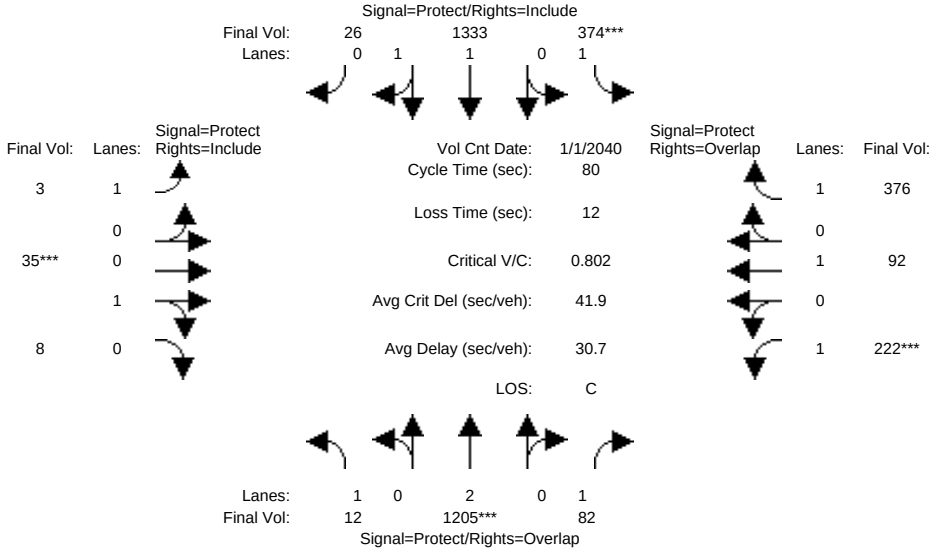
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #7687: Monterey Rd and Las Animas Av



Street Name:	Monterey Rd						Las Animas Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	12	1205	82	374	1333	26	3	35	8	222	92	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1205	82	374	1333	26	3	35	8	222	92	376
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:	12	1205	82	374	1333	26	3	35	8	222	92	376
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:	12	1205	82	374	1333	26	3	35	8	222	92	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1205	82	374	1333	26	3	35	8	222	92	376
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:	12	1205	82	374	1333	26	3	35	8	222	92	376
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	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3629	71	1750	1465	335	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.05	0.21	0.37	0.37	0.00	0.02	0.02	0.13	0.05	0.21
Crit Moves:		****		****				****		****		
Green Time:	9.0	28.0	39.2	18.8	37.8	37.8	8.7	10.0	10.0	11.2	12.5	31.3
Volume/Cap:	0.06	0.91	0.10	0.91	0.78	0.78	0.02	0.19	0.19	0.91	0.31	0.55
Delay/Veh:	31.8	34.0	11.0	53.0	19.9	19.9	31.8	31.8	31.8	67.7	30.6	19.8
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:	31.8	34.0	11.0	53.0	19.9	19.9	31.8	31.8	31.8	67.7	30.6	19.8
LOS by Move:	C	C-	B+	D-	B-	B-	C	C	C	E	C	B-
HCM2kAvgQ:	0	18	1	14	16	16	0	1	1	9	2	8

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

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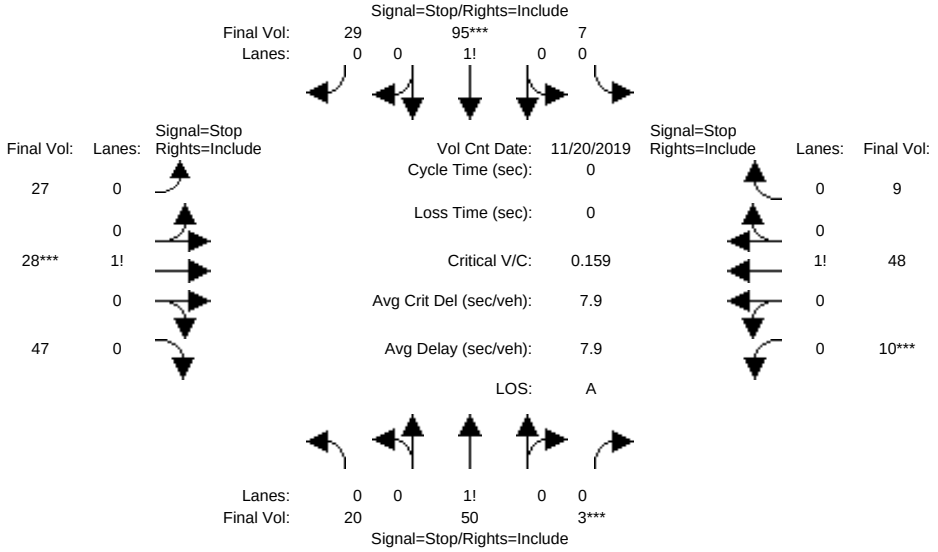
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #11894: No Name Uno and Buena Vista Av



Street Name:	No Name Uno						Buena Vista Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	20	50	3	7	95	29	27	28	47	10	48	9
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:	20	50	3	7	95	29	27	28	47	10	48	9
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:	20	50	3	7	95	29	27	28	47	10	48	9
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:	20	50	3	7	95	29	27	28	47	10	48	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	50	3	7	95	29	27	28	47	10	48	9
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:	20	50	3	7	95	29	27	28	47	10	48	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.69	0.04	0.05	0.73	0.22	0.26	0.27	0.47	0.15	0.72	0.13
Final Sat.:	214	535	32	44	597	182	218	226	379	117	561	105
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.16	0.16	0.16	0.12	0.12	0.12	0.09	0.09	0.09
Crit Moves:			****		****			****		****		
Delay/Veh:	7.9	7.9	7.9	8.0	8.0	8.0	7.8	7.8	7.8	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	8.0	8.0	8.0	7.8	7.8	7.8	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			8.0			7.8			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.0			7.8			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

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

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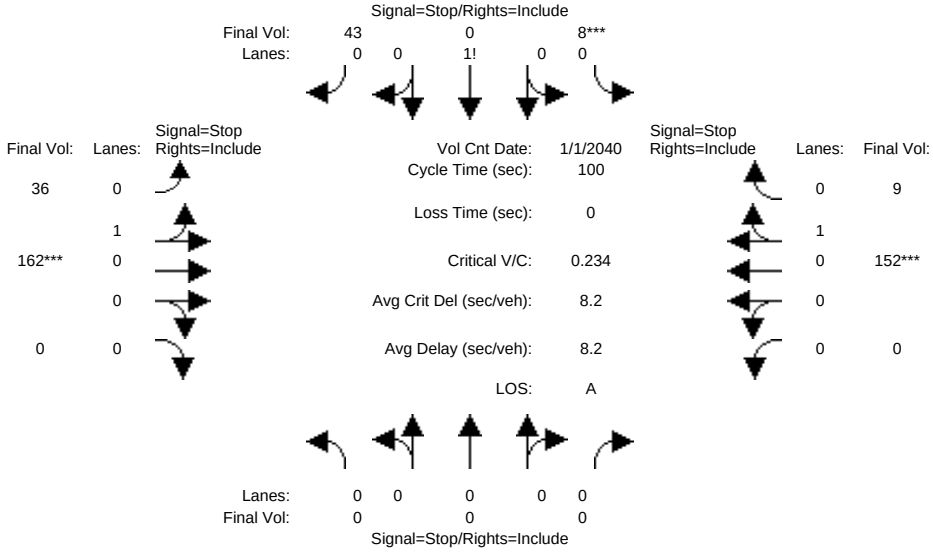
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan AM

Intersection #11894: No Name Uno and Buena Vista Av



Street Name:	No Name Uno						Buena Vista Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	8	0	43	36	162	0	0	152	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	43	36	162	0	0	152	9
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:	0	0	0	8	0	43	36	162	0	0	152	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	43	36	162	0	0	152	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	43	36	162	0	0	152	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	8	0	43	36	162	0	0	152	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.16	0.00	0.84	0.18	0.82	0.00	0.00	0.94	0.06
Final Sat.:	0	0	0	127	0	681	154	693	0	0	804	48
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.06	xxxx	0.06	0.23	0.23	xxxx	xxxx	0.19	0.19
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.4	0.0	7.4	8.4	8.4	0.0	0.0	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.4	0.0	7.4	8.4	8.4	0.0	0.0	8.1	8.1
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.4			8.4			8.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.4			8.4			8.1		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

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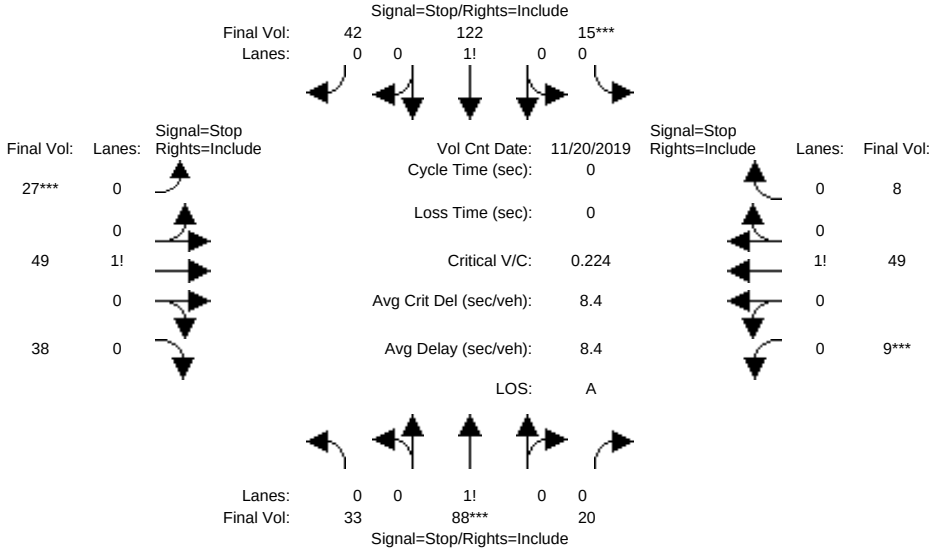
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #11894: No Name Uno and Buena Vista Av



Street Name:	No Name Uno						Buena Vista Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	33	88	20	15	122	42	27	49	38	9	49	8
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	88	20	15	122	42	27	49	38	9	49	8
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	88	20	15	122	42	27	49	38	9	49	8
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	88	20	15	122	42	27	49	38	9	49	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	88	20	15	122	42	27	49	38	9	49	8
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:	33	88	20	15	122	42	27	49	38	9	49	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.63	0.14	0.08	0.69	0.23	0.24	0.43	0.33	0.14	0.74	0.12
Final Sat.:	181	484	110	67	544	187	177	322	250	98	534	87
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.22	0.22	0.22	0.15	0.15	0.15	0.09	0.09	0.09
Crit Moves:		****		****			****			****		
Delay/Veh:	8.4	8.4	8.4	8.5	8.5	8.5	8.3	8.3	8.3	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.5	8.5	8.5	8.3	8.3	8.3	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			8.5			8.3			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.5			8.3			8.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.1	0.1

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

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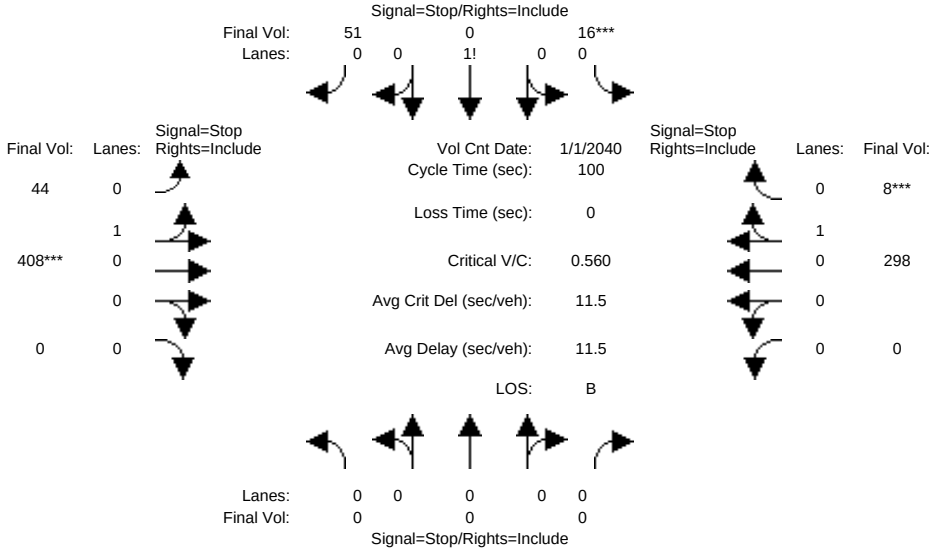
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2040 General Plan PM

Intersection #11894: No Name Uno and Buena Vista Av



Street Name:	No Name Uno						Buena Vista Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	16	0	51	44	408	0	0	298	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	51	44	408	0	0	298	8
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:	0	0	0	16	0	51	44	408	0	0	298	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	51	44	408	0	0	298	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	51	44	408	0	0	298	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	0	51	44	408	0	0	298	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.24	0.00	0.76	0.10	0.90	0.00	0.00	0.97	0.03
Final Sat.:	0	0	0	153	0	488	79	728	0	0	762	20
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.10	xxxx	0.10	0.56	0.56	xxxx	xxxx	0.39	0.39
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	8.5	0.0	8.5	12.7	12.7	0.0	0.0	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.5	0.0	8.5	12.7	12.7	0.0	0.0	10.3	10.3
LOS by Move:	*	*	*	A	*	A	B	B	*	*	B	B
ApproachDel:	xxxxxx			8.5			12.7			10.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.5			12.7			10.3		
LOS by Appr:	*			A			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	1.2	1.2	1.2	0.6	0.6	0.6

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

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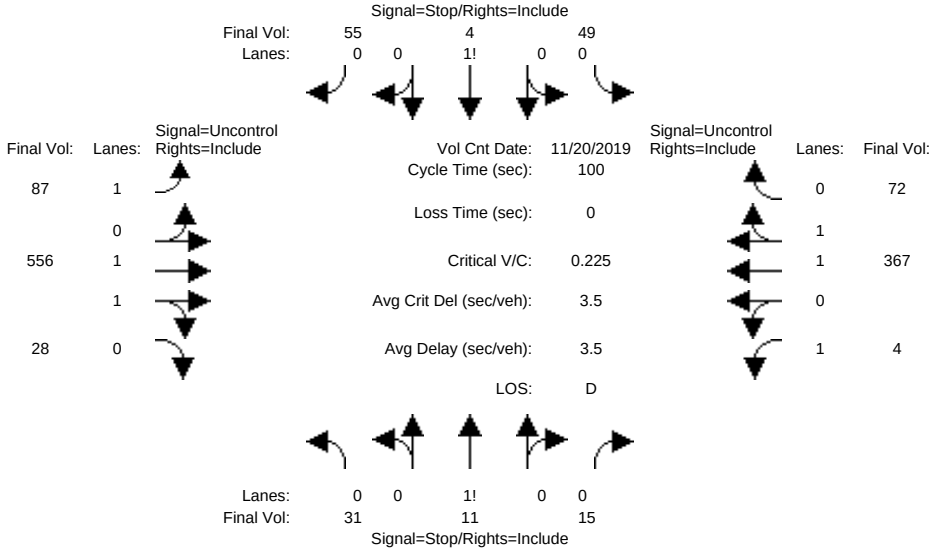
Gilroy 2040 General Plan

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

Intersection #179: Church Street and Luchessa Avenue




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:      31   11    15    49    4    55    87  556    28     4  367    72
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   11    15    49    4    55    87  556    28     4  367    72
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   11    15    49    4    55    87  556    28     4  367    72
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   11    15    49    4    55    87  556    28     4  367    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   31   11    15    49    4    55    87  556    28     4  367    72
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  938 1191   292   869 1169   220   439 xxxx xxxxx   584 xxxx xxxxx
Potent Cap.:  222  189   710   249  195   791  1132 xxxx xxxxx  1001 xxxx xxxxx
Move Cap.:    191  174   710   218  179   791  1132 xxxx xxxxx  1001 xxxx xxxxx
Volume/Cap:  0.16 0.06  0.02  0.22 0.02  0.07  0.08 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx   8.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  231 xxxxx  xxxx  341 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.9 xxxxx xxxxx  1.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 25.6 xxxxx xxxxx 20.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    C     *     *    *     *     *    *     *
ApproachDel:      25.6             20.4           xxxxxx           xxxxxx
ApproachLOS:         D                C                *                *
Note: Queue reported is the number of cars per lane.
```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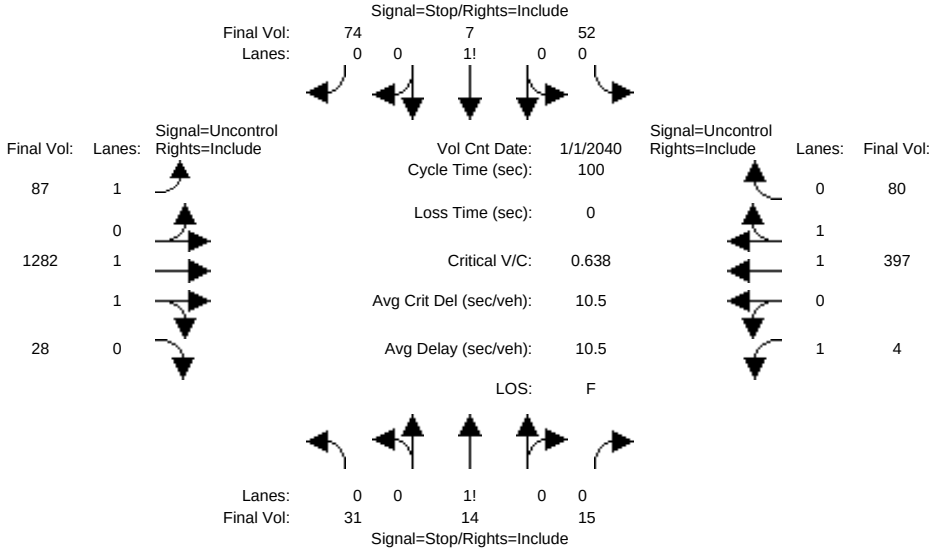
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #179: Church Street and Luchessa Avenue




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      31   14    15    52    7    74    87 1282    28     4  397    80
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   14    15    52    7    74    87 1282    28     4  397    80
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   14    15    52    7    74    87 1282    28     4  397    80
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   14    15    52    7    74    87 1282    28     4  397    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   31   14    15    52    7    74    87 1282    28     4  397    80
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1680 1955   655  1267 1929   239   477 xxxx xxxxx  1310 xxxx xxxxx
Potent Cap.:   63   65   413   128   67   769  1096 xxxx xxxxx   535 xxxx xxxxx
Move Cap.:     49   59   413    94   61   769  1096 xxxx xxxxx   535 xxxx xxxxx
Volume/Cap:  0.64 0.24  0.04  0.55 0.11  0.10  0.08 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx  11.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   66 xxxxx  xxxx  174 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  4.4 xxxxx xxxxx  4.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  191 xxxxx xxxxx 71.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    F     *     *    *     *     *    *     *
ApproachDel:     190.6             71.8           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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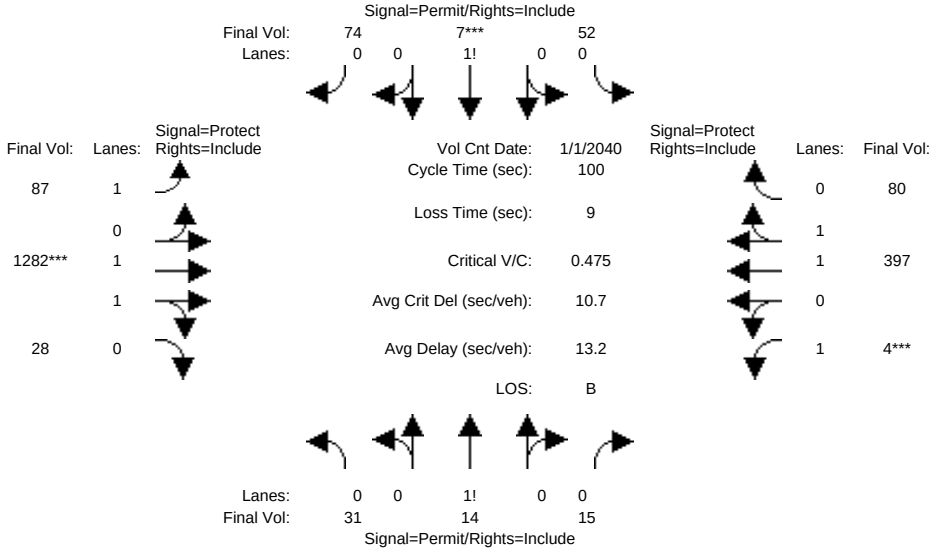
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62203: Church Street and Luchessa 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	31	14	15	52	7	74	87	1282	28	4	397	80
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	14	15	52	7	74	87	1282	28	4	397	80
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	14	15	52	7	74	87	1282	28	4	397	80
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	14	15	52	7	74	87	1282	28	4	397	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	14	15	52	7	74	87	1282	28	4	397	80
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:	31	14	15	52	7	74	87	1282	28	4	397	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.52	0.23	0.25	0.39	0.05	0.56	1.00	1.96	0.04	1.00	1.66	0.34
Final Sat.:	904	408	438	684	92	974	1750	3621	79	1750	3079	620
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.08	0.05	0.35	0.35	0.00	0.13	0.13
Crit Moves:					****			****		****		
Green Time:	14.8	14.8	14.8	14.8	14.8	14.8	26.8	69.2	69.2	7.0	49.4	49.4
Volume/Cap:	0.23	0.23	0.23	0.51	0.51	0.51	0.19	0.51	0.51	0.03	0.26	0.26
Delay/Veh:	38.0	38.0	38.0	41.0	41.0	41.0	28.4	7.5	7.5	43.5	14.8	14.8
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:	38.0	38.0	38.0	41.0	41.0	41.0	28.4	7.5	7.5	43.5	14.8	14.8
LOS by Move:	D+	D+	D+	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	2	2	2	5	5	5	2	10	10	0	4	4

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

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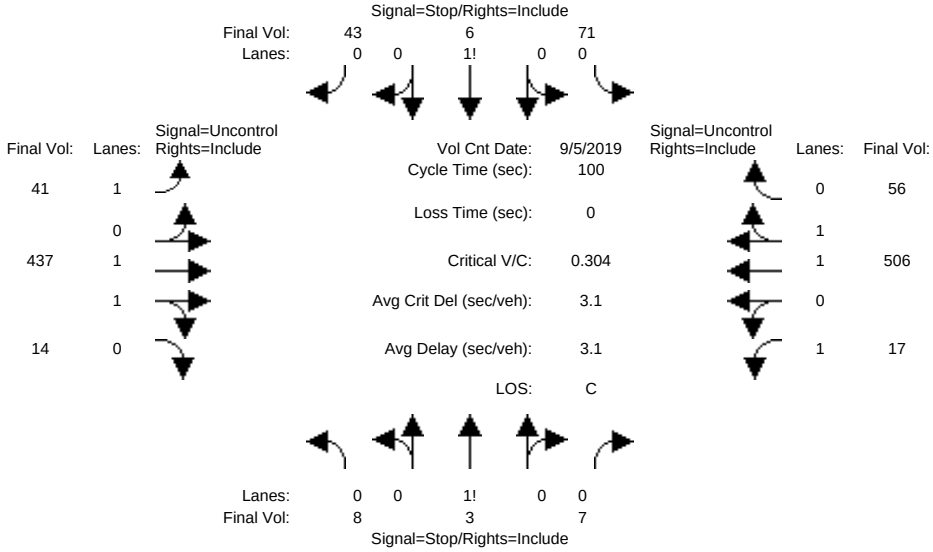
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #179: Church Street and Luchessa Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	8	3	7	71	6	43	41	437	14	17	506	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	7	71	6	43	41	437	14	17	506	56
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:	8	3	7	71	6	43	41	437	14	17	506	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	7	71	6	43	41	437	14	17	506	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	3	7	71	6	43	41	437	14	17	506	56
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	816	1122	226	870	1101	281	562	xxxx	xxxxx	451	xxxx	xxxxx
Potent Cap.:	272	208	784	249	214	722	1019	xxxx	xxxxx	1120	xxxx	xxxxx
Move Cap.:	240	196	784	234	202	722	1019	xxxx	xxxxx	1120	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.01	0.30	0.03	0.06	0.04	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	313	xxxxx	xxxx	305	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.2	xxxxx	xxxxx	24.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		17.2			24.2		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

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

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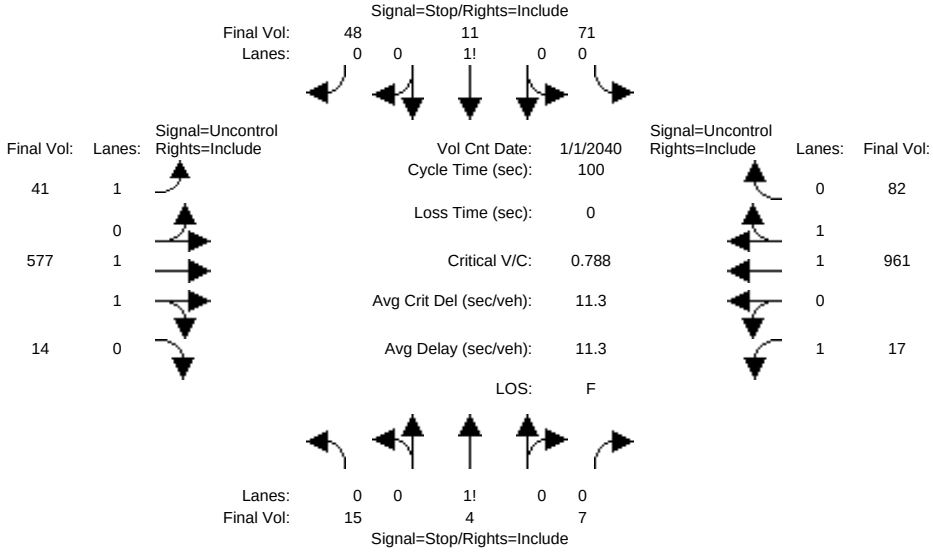
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #179: Church Street and Luchessa Avenue




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      15    4     7    71   11    48    41  577    14    17  961    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:   15    4     7    71   11    48    41  577    14    17  961    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:   15    4     7    71   11    48    41  577    14    17  961    82
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    4     7    71   11    48    41  577    14    17  961    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15    4     7    71   11    48    41  577    14    17  961    82
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1186 1743   296  1409 1709   522  1043 xxxx xxxxx   591 xxxx xxxxx
Potent Cap.:  146   88   707   100   92   505   675 xxxx xxxxx   995 xxxx xxxxx
Move Cap.:    113   81   707    90   85   505   675 xxxx xxxxx   995 xxxx xxxxx
Volume/Cap:  0.13 0.05  0.01  0.79 0.13  0.10  0.06 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.7 xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  135 xxxxx  xxxx  128 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.7 xxxxx xxxxx  7.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 37.9 xxxxx xxxxx  149 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    F     *     *    *     *     *    *     *
ApproachDel:      37.9            149.1           xxxxxx           xxxxxx
ApproachLOS:         E                F                *                *
Note: Queue reported is the number of cars per lane.
```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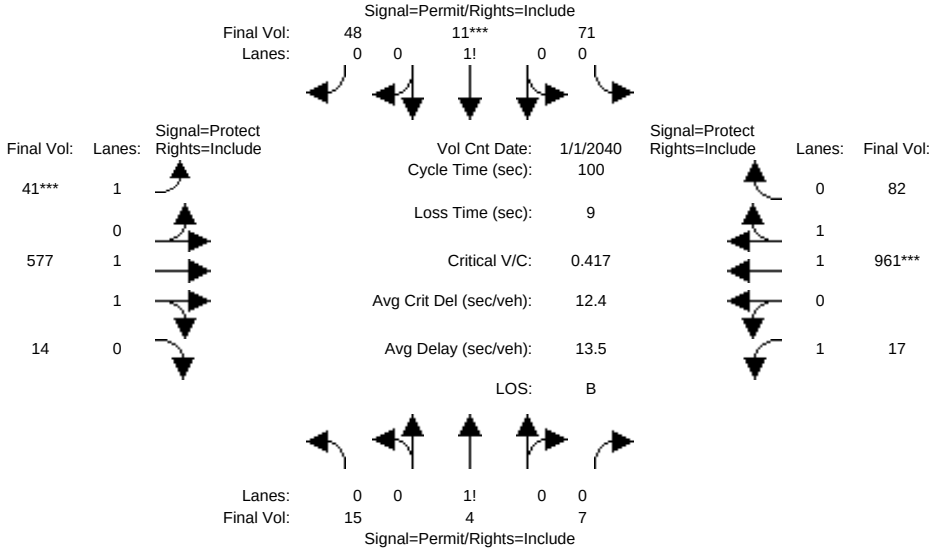
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62203: Church Street and Luchessa 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	15	4	7	71	11	48	41	577	14	17	961	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:	15	4	7	71	11	48	41	577	14	17	961	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:	15	4	7	71	11	48	41	577	14	17	961	82
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	4	7	71	11	48	41	577	14	17	961	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	4	7	71	11	48	41	577	14	17	961	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
FinalVolume:	15	4	7	71	11	48	41	577	14	17	961	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.58	0.15	0.27	0.55	0.08	0.37	1.00	1.95	0.05	1.00	1.84	0.16
Final Sat.:	1010	269	471	956	148	646	1750	3612	88	1750	3409	291
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.02	0.16	0.16	0.01	0.28	0.28
Crit Moves:					****		****				****	
Green Time:	17.5	17.5	17.5	17.5	17.5	17.5	7.0	51.1	51.1	22.4	66.5	66.5
Volume/Cap:	0.08	0.08	0.08	0.42	0.42	0.42	0.33	0.31	0.31	0.04	0.42	0.42
Delay/Veh:	34.6	34.6	34.6	37.7	37.7	37.7	45.9	14.3	14.3	30.5	7.9	7.9
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:	34.6	34.6	34.6	37.7	37.7	37.7	45.9	14.3	14.3	30.5	7.9	7.9
LOS by Move:	C-	C-	C-	D+	D+	D+	D	B	B	C	A	A
HCM2kAvgQ:	1	1	1	4	4	4	2	5	5	0	8	8

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

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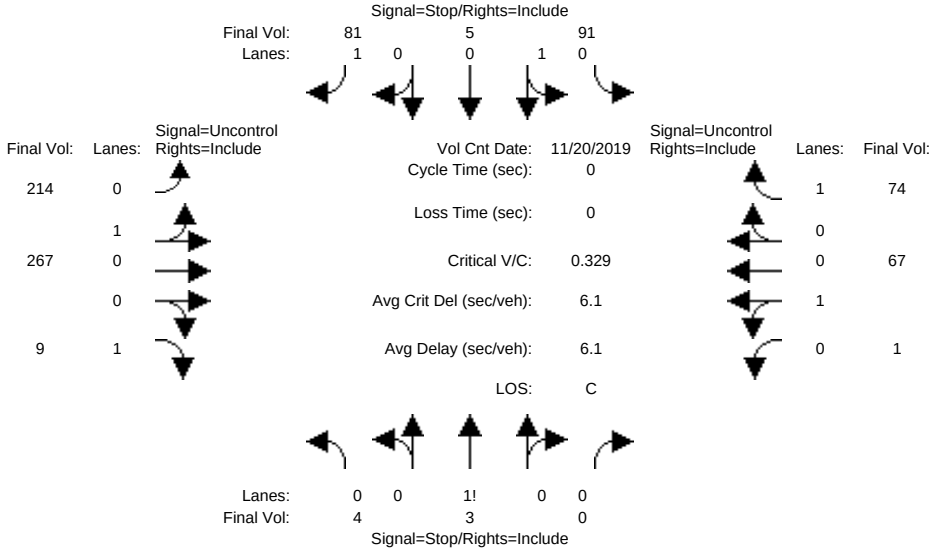
Gilroy 2040 General Plan

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

Intersection #11592: Chestnut St and Luchessa Av




```
Street Name:           Chestnut St                        Luchessa Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       4    3     0    91    5    81   214  267     9     1   67    74
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:    4    3     0    91    5    81   214  267     9     1   67    74
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:    4    3     0    91    5    81   214  267     9     1   67    74
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:     4    3     0    91    5    81   214  267     9     1   67    74
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    3     0    91    5    81   214  267     9     1   67    74
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  844  838 xxxxx   770  773    67   141 xxxx xxxxx   276 xxxx xxxxx
Potent Cap.:  285  305 xxxxx   320  332  1002  1455 xxxx xxxxx  1299 xxxx xxxxx
Move Cap.:    225  254 xxxxx   276  276  1002  1455 xxxx xxxxx  1299 xxxx xxxxx
Volume/Cap:  0.02 0.01  xxxx  0.33 0.02  0.08  0.15 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.5 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.9   7.9 xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  237 xxxx xxxxx   276 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx   1.5 xxxx xxxxx   0.5 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel: 20.7 xxxx xxxxx  24.8 xxxx xxxxx   7.9 xxxx xxxxx   7.8 xxxx xxxxx
Shared LOS:     C    *     *     C    *     *     A    *     *     A    *     *
ApproachDel:      20.7             17.5           xxxxxx           xxxxxx
ApproachLOS:         C                C                *                *
Note: Queue reported is the number of cars per lane.
```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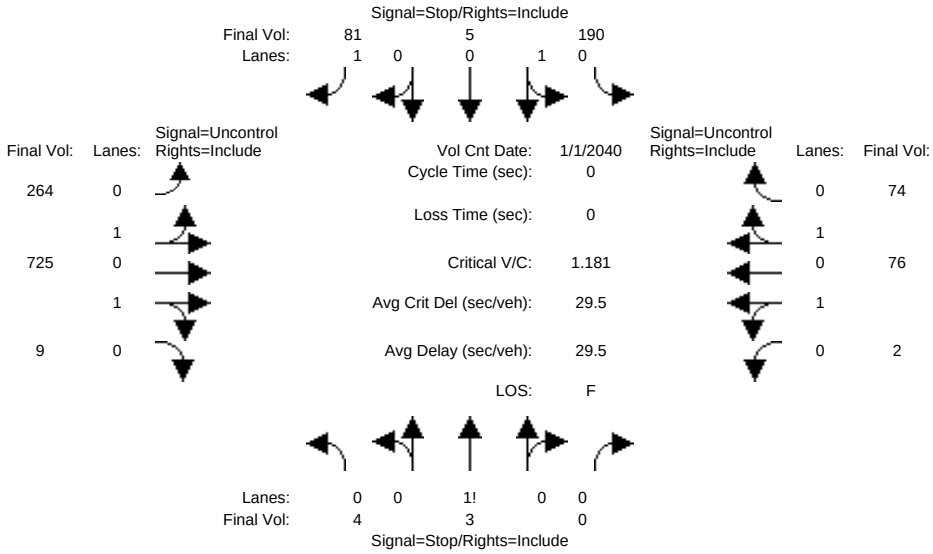
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #11592: Chestnut St and Luchessa Av




```
Street Name:           Chestnut St                        Luchessa Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       4    3     0   190    5    81   264  725     9     2   76    74
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:    4    3     0   190    5    81   264  725     9     2   76    74
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:    4    3     0   190    5    81   264  725     9     2   76    74
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:     4    3     0   190    5    81   264  725     9     2   76    74
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    3     0   190    5    81   264  725     9     2   76    74
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5 xxxxx   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1302 1412 xxxxx  1009 1379    75   150 xxxx xxxxx   734 xxxx xxxxx
Potent Cap.:  120  139 xxxxx   197  146   978  1444 xxxx xxxxx   880 xxxx xxxxx
Move Cap.:     89  109 xxxxx   161  114   978  1444 xxxx xxxxx   880 xxxx xxxxx
Volume/Cap:  0.04 0.03  xxxx  1.18 0.04  0.08  0.18 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.7 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   9.0   8.1 xxxx xxxxx   9.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   97 xxxx xxxxx   159 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.2 xxxx xxxxx  11.1 xxxx xxxxx   0.7 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel: 45.2 xxxx xxxxx 200.6 xxxx xxxxx   8.1 xxxx xxxxx   9.1 xxxx xxxxx
Shared LOS:     E    *     *     F    *     *     A    *     *     A    *     *
ApproachDel:      45.2            144.4           xxxxxx           xxxxxx
ApproachLOS:         E                F                *                *
Note: Queue reported is the number of cars per lane.
```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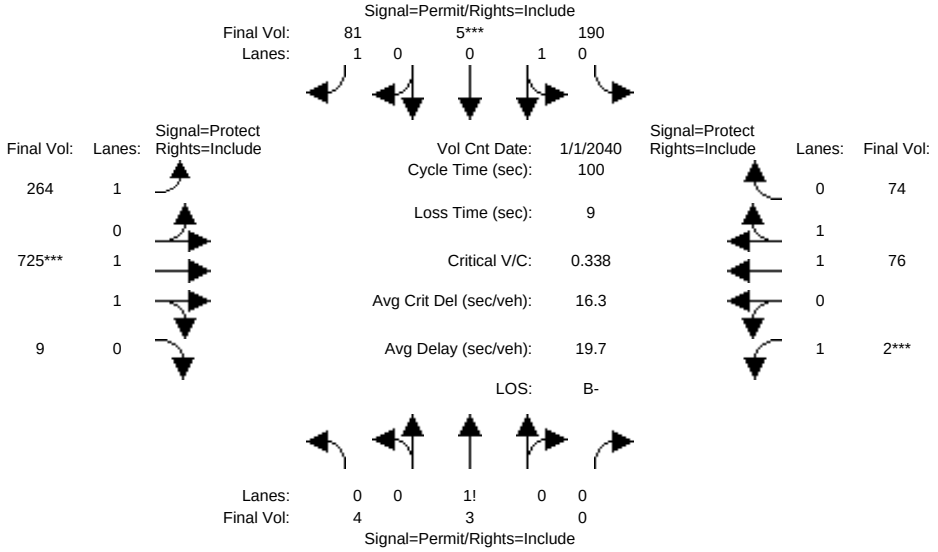
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62209: Chestnut St and Luchessa Av



Street Name:	Chestnut St						Luchessa Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	4	3	0	190	5	81	264	725	9	2	76	74
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:	4	3	0	190	5	81	264	725	9	2	76	74
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:	4	3	0	190	5	81	264	725	9	2	76	74
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:	4	3	0	190	5	81	264	725	9	2	76	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	3	0	190	5	81	264	725	9	2	76	74
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:	4	3	0	190	5	81	264	725	9	2	76	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.95
Lanes:	0.57	0.43	0.00	0.97	0.03	1.00	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1029	771	0	1754	46	1750	1750	3655	45	1750	1899	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.05	0.15	0.20	0.20	0.00	0.04	0.04
Crit Moves:					****			****		****		
Green Time:	29.7	29.7	0.0	29.7	29.7	29.7	36.9	54.3	54.3	7.0	24.4	24.4
Volume/Cap:	0.01	0.01	0.00	0.37	0.37	0.16	0.41	0.37	0.37	0.02	0.16	0.17
Delay/Veh:	24.8	24.8	0.0	28.2	28.2	26.1	23.9	13.1	13.1	43.3	29.8	29.9
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:	24.8	24.8	0.0	28.2	28.2	26.1	23.9	13.1	13.1	43.3	29.8	29.9
LOS by Move:	C	C	A	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	0	0	0	5	5	2	7	7	7	0	2	2

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

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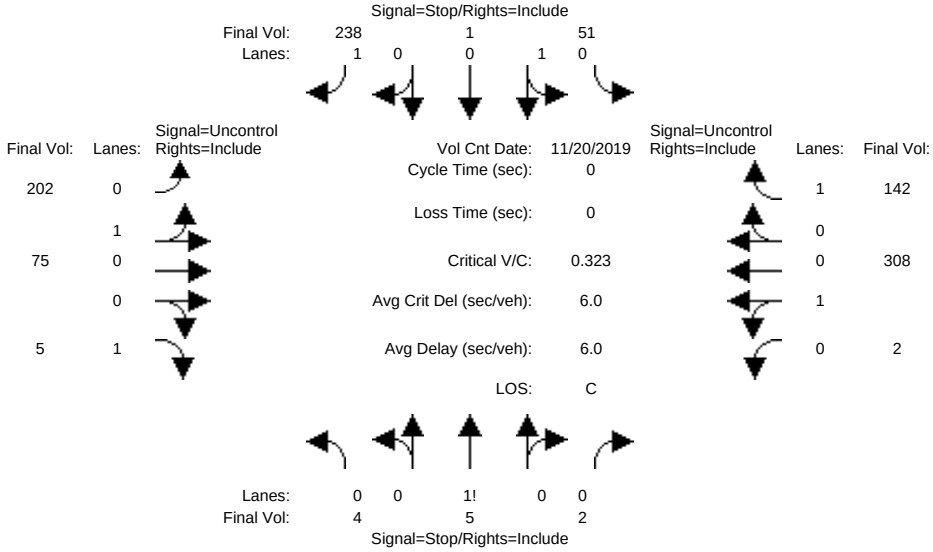
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #11592: Chestnut St and Luchessa Av




```
Street Name:            Chestnut St                        Luchessa Av
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2019 <<
Base Vol:       4    5     2    51    1   238   202   75     5     2  308   142
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:    4    5     2    51    1   238   202   75     5     2  308   142
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:    4    5     2    51    1   238   202   75     5     2  308   142
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:     4    5     2    51    1   238   202   75     5     2  308   142
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    5     2    51    1   238   202   75     5     2  308   142
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  982  933    75   797  796   308   450 xxxx xxxxx    80 xxxx xxxxx
Potent Cap.:  230  268   992   307  322   737  1121 xxxx xxxxx  1531 xxxx xxxxx
Move Cap.:    131  213   992   254  256   737  1121 xxxx xxxxx  1531 xxxx xxxxx
Volume/Cap:  0.03 0.02  0.00  0.20 0.00  0.32  0.18 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   1.4   0.7 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.2   8.9 xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  197 xxxxx   254 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx   0.8 xxxx xxxxx   0.7 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 24.4 xxxxx  22.8 xxxx xxxxx   8.9 xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    C     *     C    *     *     A    *     *     A    *     *
ApproachDel:      24.4             14.1           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
Note: Queue reported is the number of cars per lane.
```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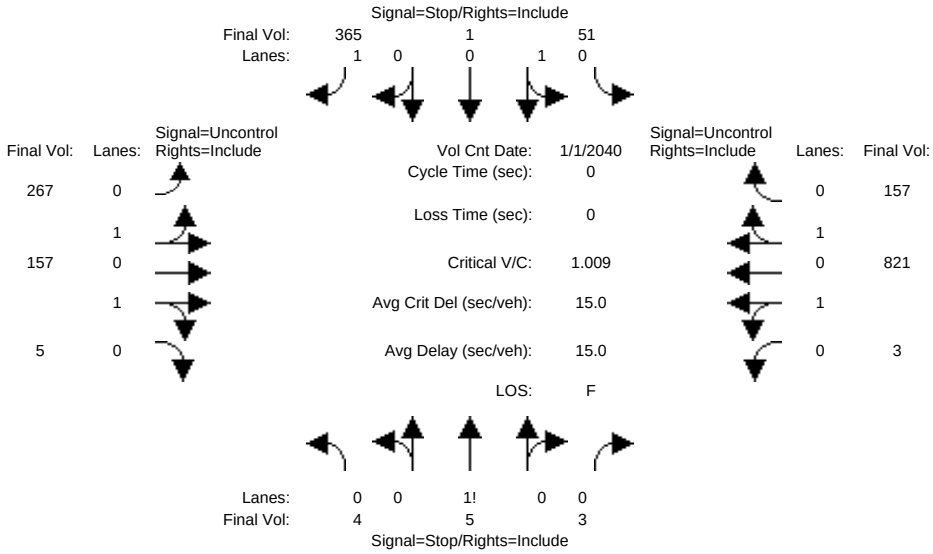
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #11592: Chestnut St and Luchessa Av




```
Street Name:            Chestnut St                        Luchessa Av
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       4    5     3    51    1   365   267  157     5     3  821   157
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:    4    5     3    51    1   365   267  157     5     3  821   157
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:    4    5     3    51    1   365   267  157     5     3  821   157
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:     4    5     3    51    1   365   267  157     5     3  821   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    5     3    51    1   365   267  157     5     3  821   157
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1111 1678    81  1521 1602   489   978 xxxx xxxxx   162 xxxx xxxxx
Potent Cap.:  166   96   969    83  107   530   714 xxxx xxxxx  1429 xxxx xxxxx
Move Cap.:     34   54   969    51   60   530   714 xxxx xxxxx  1429 xxxx xxxxx
Volume/Cap:  0.12 0.09  0.00  1.01 0.02  0.69  0.37 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   5.3   1.7 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  25.5  13.0 xxxx xxxxx   7.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     D     B    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   56 xxxxx    51 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.7 xxxxx   4.5 xxxx xxxxx   1.7 xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 86.7 xxxxx 263.1 xxxx xxxxx  13.0 xxxx xxxxx   7.5 xxxx xxxxx
Shared LOS:     *    F     *     F    *     *     B    *     *     A    *     *
ApproachDel:      86.7             55.1           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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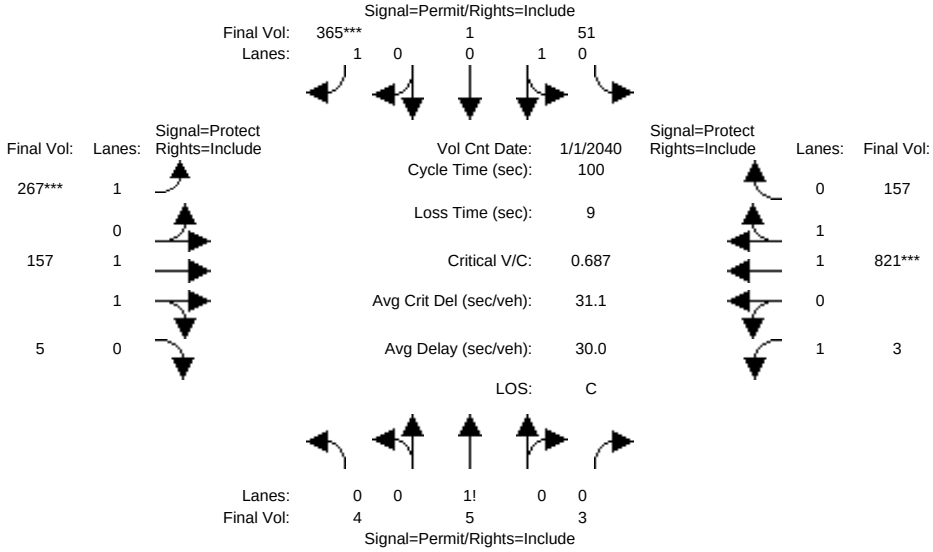
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62209: Chestnut St and Luchessa Av



Street Name:	Chestnut St						Luchessa Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	4	5	3	51	1	365	267	157	5	3	821	157
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:	4	5	3	51	1	365	267	157	5	3	821	157
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:	4	5	3	51	1	365	267	157	5	3	821	157
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:	4	5	3	51	1	365	267	157	5	3	821	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	3	51	1	365	267	157	5	3	821	157
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:	4	5	3	51	1	365	267	157	5	3	821	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.33	0.42	0.25	0.98	0.02	1.00	1.00	1.94	0.06	1.00	1.67	0.33
Final Sat.:	583	729	438	1765	35	1750	1750	3586	114	1750	3106	594
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.21	0.15	0.04	0.04	0.00	0.26	0.26
Crit Moves:						****	****				****	
Green Time:	30.3	30.3	30.3	30.3	30.3	30.3	22.2	35.7	35.7	25.0	38.5	38.5
Volume/Cap:	0.02	0.02	0.02	0.10	0.10	0.69	0.69	0.12	0.12	0.01	0.69	0.69
Delay/Veh:	24.4	24.4	24.4	25.1	25.1	34.4	40.8	21.7	21.7	28.2	27.2	27.2
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:	24.4	24.4	24.4	25.1	25.1	34.4	40.8	21.7	21.7	28.2	27.2	27.2
LOS by Move:	C	C	C	C	C	C-	D	C+	C+	C	C	C
HCM2kAvgQ:	0	0	0	1	1	12	9	2	2	0	14	14

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

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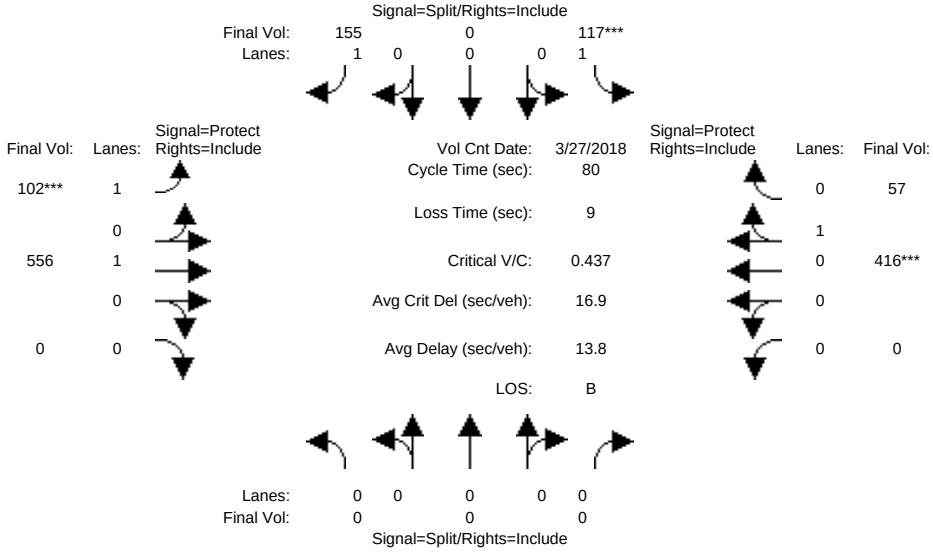
Gilroy 2040 General Plan

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

Intersection #50758: Princevalle St and Luchessa Av



Street Name:	Princevalle St						Luchessa Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	0	0	0	117	0	155	102	556	0	0	416	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	117	0	155	102	556	0	0	416	57
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:	0	0	0	117	0	155	102	556	0	0	416	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	117	0	155	102	556	0	0	416	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	0	155	102	556	0	0	416	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	117	0	155	102	556	0	0	416	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1583	217
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.06	0.29	0.00	0.00	0.26	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.4	0.0	15.4	10.1	55.6	0.0	0.0	45.5	45.5
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.46	0.46	0.42	0.00	0.00	0.46	0.46
Delay/Veh:	0.0	0.0	0.0	28.6	0.0	29.7	34.0	5.5	0.0	0.0	10.4	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.6	0.0	29.7	34.0	5.5	0.0	0.0	10.4	10.4
LOS by Move:	A	A	A	C	A	C	C-	A	A	A	B+	B+
HCM2kAvgQ:	0	0	0	3	0	4	3	6	0	0	7	7

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

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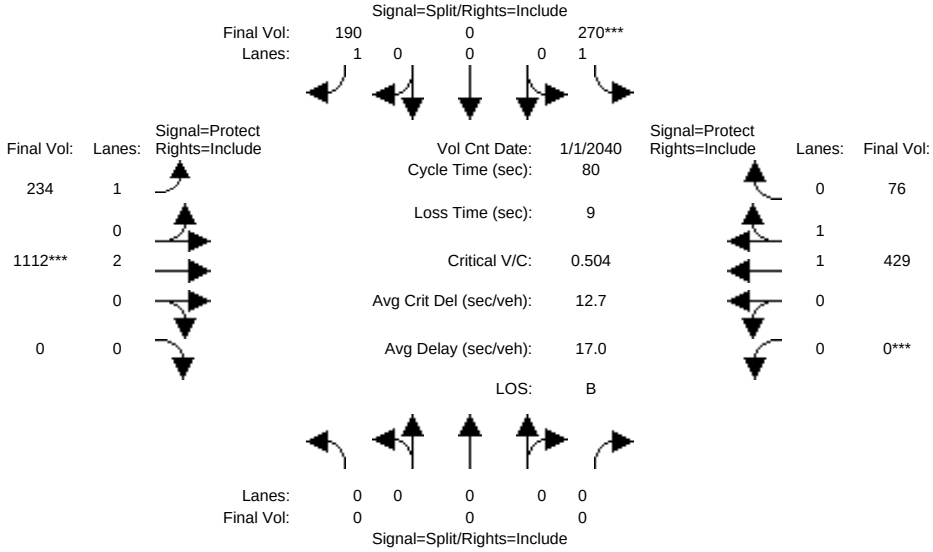
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #50758: Princevalle St and Luchessa Av



Street Name:	Princevalle St						Luchessa Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	270	0	190	234	1112	0	0	429	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	0	190	234	1112	0	0	429	76
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:	0	0	0	270	0	190	234	1112	0	0	429	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	270	0	190	234	1112	0	0	429	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	270	0	190	234	1112	0	0	429	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	270	0	190	234	1112	0	0	429	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3143	557
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.11	0.13	0.29	0.00	0.00	0.14	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	24.5	0.0	24.5	23.0	46.5	0.0	0.0	23.5	23.5
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.35	0.47	0.50	0.00	0.00	0.47	0.47
Delay/Veh:	0.0	0.0	0.0	23.5	0.0	22.0	24.1	10.1	0.0	0.0	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	0.0	22.0	24.1	10.1	0.0	0.0	23.4	23.4
LOS by Move:	A	A	A	C	A	C+	C	B+	A	A	C	C
HCM2kAvgQ:	0	0	0	6	0	4	5	8	0	0	6	6

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

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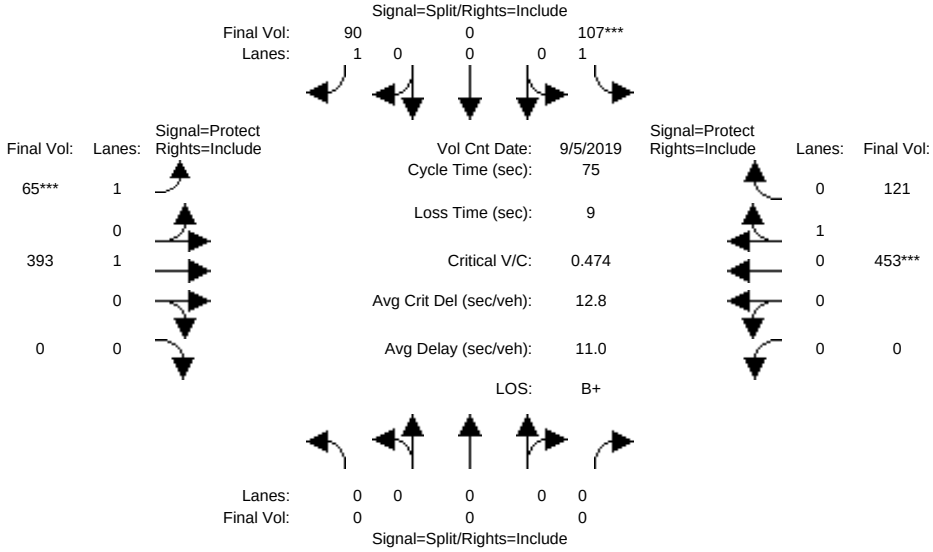
Gilroy 2040 General Plan

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

Intersection #50758: Princevalle St and Luchessa Av



Street Name:	Princevalle St						Luchessa Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	0	0	0	107	0	90	65	393	0	0	453	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	0	90	65	393	0	0	453	121
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:	0	0	0	107	0	90	65	393	0	0	453	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	90	65	393	0	0	453	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	90	65	393	0	0	453	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	107	0	90	65	393	0	0	453	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.79	0.21
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1421	379
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.04	0.21	0.00	0.00	0.32	0.32
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	56.0	0.0	0.0	49.0	49.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.39	0.40	0.28	0.00	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	30.8	33.6	3.1	0.0	0.0	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	30.8	33.6	3.1	0.0	0.0	6.9	6.9
LOS by Move:	A	A	A	C	A	C	C-	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	2	3	0	0	7	7

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

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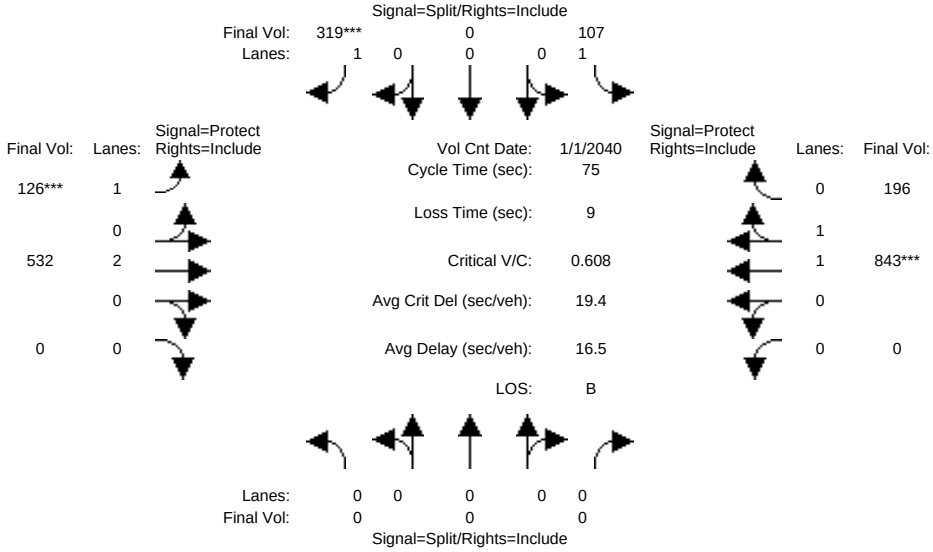
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #50758: Princevalle St and Luchessa Av



Street Name:	Princevalle St						Luchessa Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	107	0	319	126	532	0	0	843	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:	0	0	0	107	0	319	126	532	0	0	843	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:	0	0	0	107	0	319	126	532	0	0	843	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:	0	0	0	107	0	319	126	532	0	0	843	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	319	126	532	0	0	843	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
FinalVolume:	0	0	0	107	0	319	126	532	0	0	843	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3001	698
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.18	0.07	0.14	0.00	0.00	0.28	0.28
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	22.5	0.0	22.5	8.9	43.5	0.0	0.0	34.6	34.6
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.61	0.61	0.24	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	19.8	0.0	24.6	36.6	7.7	0.0	0.0	15.7	15.7
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:	0.0	0.0	0.0	19.8	0.0	24.6	36.6	7.7	0.0	0.0	15.7	15.7
LOS by Move:	A	A	A	B-	A	C	D+	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	8	4	3	0	0	10	10

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

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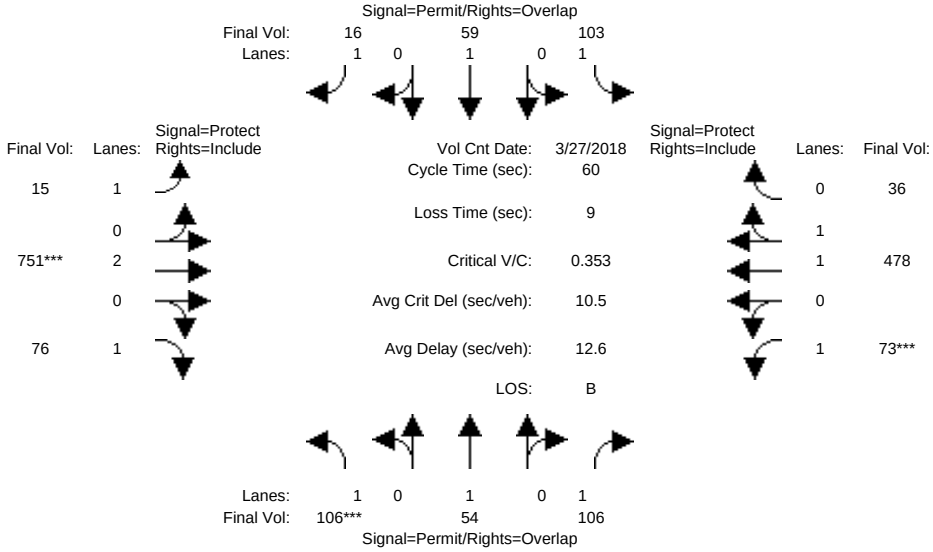
Gilroy 2040 General Plan

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

Intersection #7504: Westwood Dr and First St



Street Name:	Westwood Dr						First St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	106	54	106	103	59	16	15	751	76	73	478	36
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:	106	54	106	103	59	16	15	751	76	73	478	36
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:	106	54	106	103	59	16	15	751	76	73	478	36
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:	106	54	106	103	59	16	15	751	76	73	478	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	54	106	103	59	16	15	751	76	73	478	36
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:	106	54	106	103	59	16	15	751	76	73	478	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3441	259
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.06	0.03	0.01	0.01	0.20	0.04	0.04	0.14	0.14
Crit Moves:	****							****		****		
Green Time:	10.3	10.3	17.4	10.3	10.3	27.1	16.8	33.6	33.6	7.1	23.9	23.9
Volume/Cap:	0.35	0.17	0.21	0.34	0.18	0.02	0.03	0.35	0.08	0.35	0.35	0.35
Delay/Veh:	22.6	21.4	16.3	22.6	21.5	9.1	15.7	7.3	6.1	25.4	12.7	12.7
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:	22.6	21.4	16.3	22.6	21.5	9.1	15.7	7.3	6.1	25.4	12.7	12.7
LOS by Move:	C+	C+	B	C+	C+	A	B	A	A	C	B	B
HCM2kAvgQ:	2	1	2	2	1	0	0	4	1	2	4	4

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

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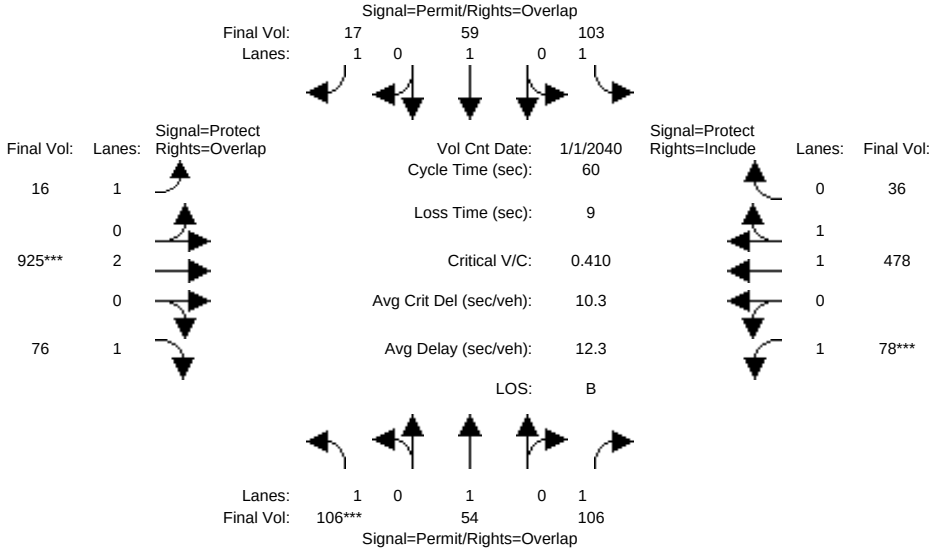
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7504: Westwood Dr and First St



Street Name:	Westwood Dr						First St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	106	54	106	103	59	17	16	925	76	78	478	36
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:	106	54	106	103	59	17	16	925	76	78	478	36
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:	106	54	106	103	59	17	16	925	76	78	478	36
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:	106	54	106	103	59	17	16	925	76	78	478	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	54	106	103	59	17	16	925	76	78	478	36
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:	106	54	106	103	59	17	16	925	76	78	478	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3441	259
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.06	0.03	0.01	0.01	0.24	0.04	0.04	0.14	0.14
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	17.0	10.0	10.0	26.9	16.9	34.0	34.0	7.0	24.1	24.1
Volume/Cap:	0.36	0.17	0.21	0.35	0.19	0.02	0.03	0.43	0.08	0.38	0.35	0.35
Delay/Veh:	22.9	21.7	16.6	22.9	21.8	9.2	15.7	7.6	5.9	25.7	12.6	12.6
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:	22.9	21.7	16.6	22.9	21.8	9.2	15.7	7.6	5.9	25.7	12.6	12.6
LOS by Move:	C+	C+	B	C+	C+	A	B	A	A	C	B	B
HCM2kAvgQ:	2	1	2	2	1	0	0	5	1	2	4	4

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

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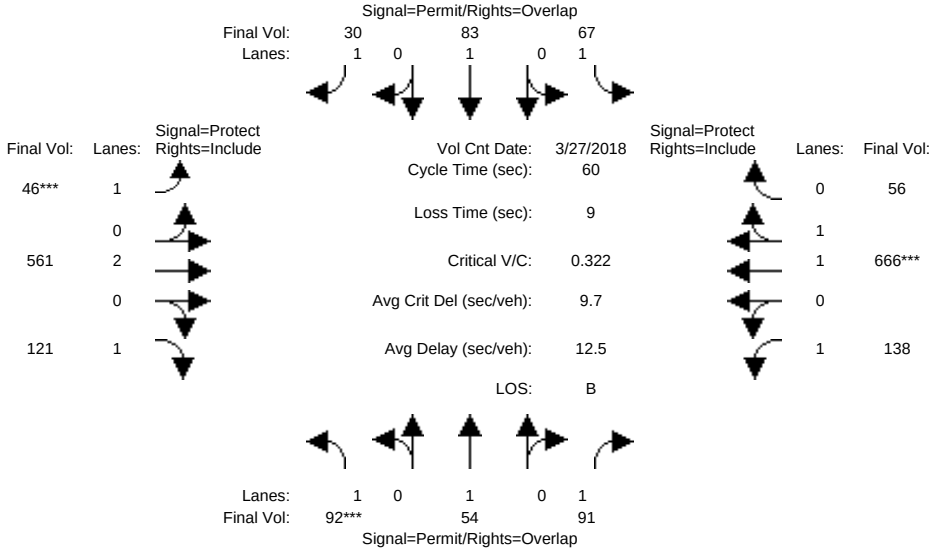
Gilroy 2040 General Plan

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

Intersection #7504: Westwood Dr and First St



Street Name:	Westwood Dr						First St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Mar 2018 <<												
Base Vol:	92	54	91	67	83	30	46	561	121	138	666	56
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:	92	54	91	67	83	30	46	561	121	138	666	56
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:	92	54	91	67	83	30	46	561	121	138	666	56
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:	92	54	91	67	83	30	46	561	121	138	666	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	54	91	67	83	30	46	561	121	138	666	56
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:	92	54	91	67	83	30	46	561	121	138	666	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3413	287
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.05	0.04	0.04	0.02	0.03	0.15	0.07	0.08	0.20	0.20
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	26.9	10.0	10.0	17.0	7.0	24.1	24.1	16.9	34.0	34.0
Volume/Cap:	0.32	0.17	0.12	0.23	0.26	0.06	0.23	0.37	0.17	0.28	0.34	0.34
Delay/Veh:	22.6	21.7	9.7	22.1	22.2	15.7	24.6	12.7	11.6	17.1	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	21.7	9.7	22.1	22.2	15.7	24.6	12.7	11.6	17.1	7.1	7.1
LOS by Move:	C+	C+	A	C+	C+	B	C	B	B+	B	A	A
HCM2kAvgQ:	2	1	1	1	2	0	1	4	2	2	4	4

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

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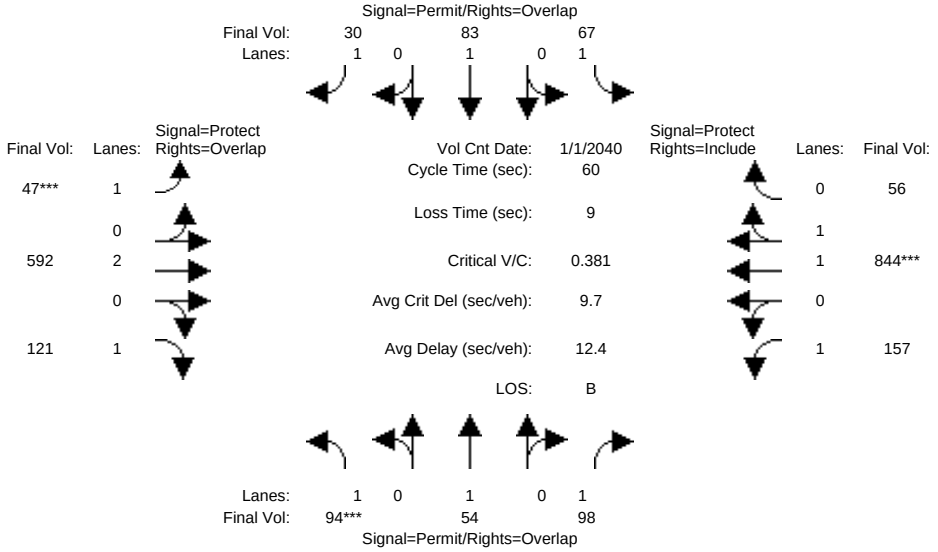
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7504: Westwood Dr and First St



Street Name:	Westwood Dr						First St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	94	54	98	67	83	30	47	592	121	157	844	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	54	98	67	83	30	47	592	121	157	844	56
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:	94	54	98	67	83	30	47	592	121	157	844	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	54	98	67	83	30	47	592	121	157	844	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	54	98	67	83	30	47	592	121	157	844	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	54	98	67	83	30	47	592	121	157	844	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3470	230
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.06	0.04	0.04	0.02	0.03	0.16	0.07	0.09	0.24	0.24
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	26.9	10.0	10.0	17.0	7.0	24.1	24.1	16.9	34.0	34.0
Volume/Cap:	0.32	0.17	0.12	0.23	0.26	0.06	0.23	0.39	0.17	0.32	0.43	0.43
Delay/Veh:	22.7	21.7	9.8	22.1	22.2	15.7	24.6	12.9	11.6	17.4	7.6	7.6
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:	22.7	21.7	9.8	22.1	22.2	15.7	24.6	12.9	11.6	17.4	7.6	7.6
LOS by Move:	C+	C+	A	C+	C+	B	C	B	B+	B	A	A
HCM2kAvgQ:	2	1	1	1	2	0	1	4	2	3	5	5

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

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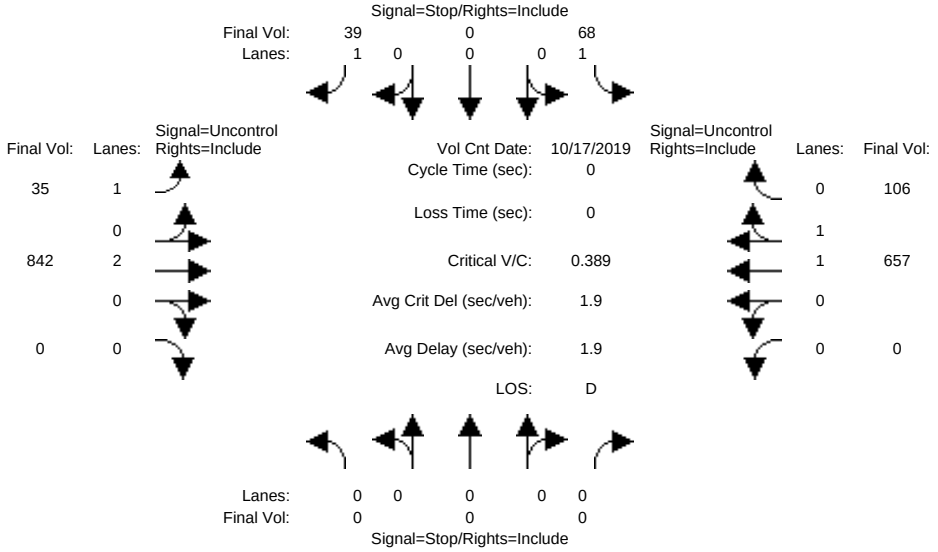
Gilroy 2040 General Plan

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

Intersection #251: Kern Av and First St




```
Street Name:             Kern Av                          First St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2019 <<
Base Vol:       0    0     0    68    0    39    35  842     0     0  657   106
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    68    0    39    35  842     0     0  657   106
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:    0    0     0    68    0    39    35  842     0     0  657   106
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    68    0    39    35  842     0     0  657   106
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    68    0    39    35  842     0     0  657   106
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1201 xxxx   382   763 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   180 xxxx   622   859 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   175 xxxx   622   859 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.39 xxxx  0.06  0.04 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   1.7 xxxx   0.2   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  38.1 xxxx  11.2   9.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     E    *     B     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             28.3           xxxxxx           xxxxxx
ApproachLOS:         *                D                *                *
Note: Queue reported is the number of cars per lane.
```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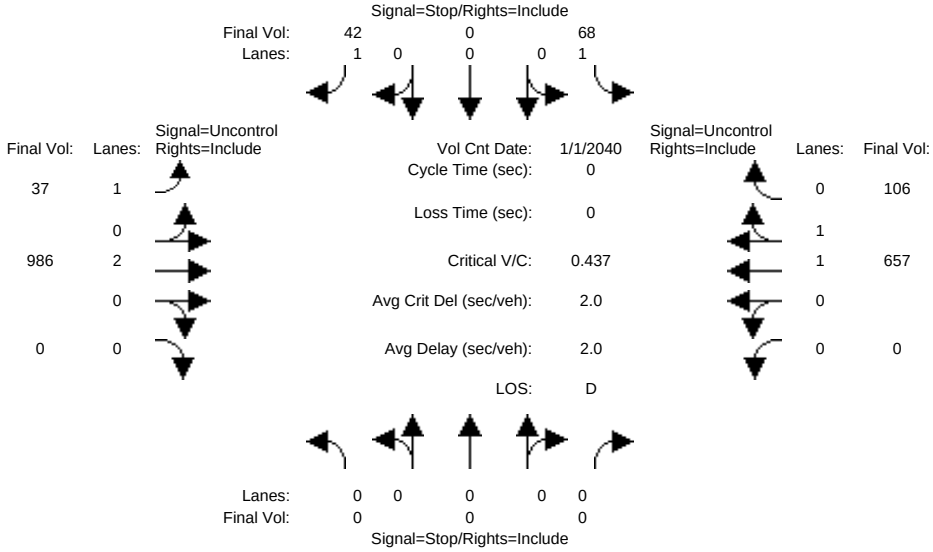
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #251: Kern Av and First St




```
Street Name:             Kern Av                          First St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0    0     0    68    0    42    37  986     0     0  657   106
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    68    0    42    37  986     0     0  657   106
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:    0    0     0    68    0    42    37  986     0     0  657   106
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    68    0    42    37  986     0     0  657   106
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    68    0    42    37  986     0     0  657   106
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1277 xxxx   382   763 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   161 xxxx   622   859 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   156 xxxx   622   859 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.44 xxxx  0.07  0.04 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   2.0 xxxx   0.2   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  44.9 xxxx  11.2   9.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     E    *     B     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             32.1           xxxxxx           xxxxxx
ApproachLOS:         *                D                *                *
Note: Queue reported is the number of cars per lane.
```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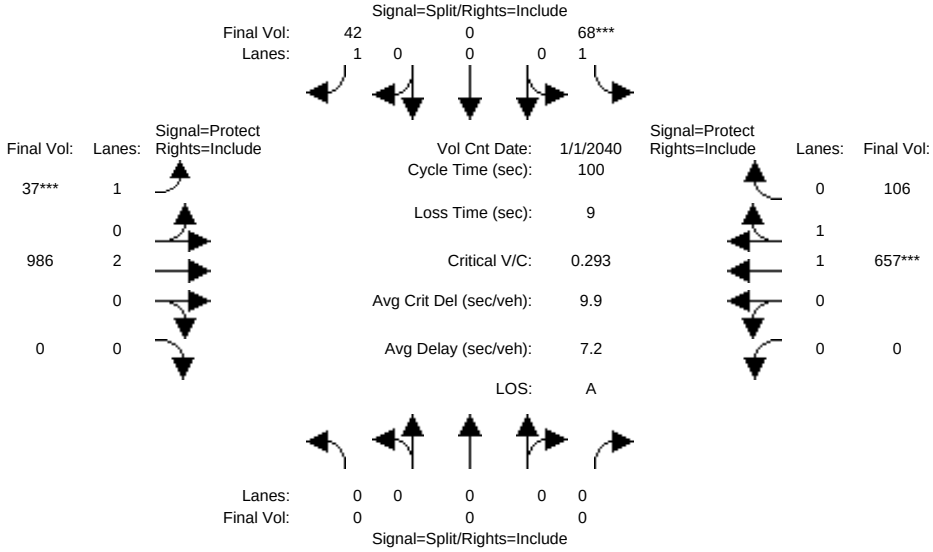
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) AM

Intersection #62204: Kern Av and First St



Street Name:	Kern Av						First St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	68	0	42	37	986	0	0	657	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	68	0	42	37	986	0	0	657	106
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:	0	0	0	68	0	42	37	986	0	0	657	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	68	0	42	37	986	0	0	657	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	68	0	42	37	986	0	0	657	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	68	0	42	37	986	0	0	657	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3186	514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.26	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.3	0.0	13.3	7.2	77.7	0.0	0.0	70.5	70.5
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.18	0.29	0.33	0.00	0.00	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	39.8	0.0	38.9	45.3	3.4	0.0	0.0	5.5	5.5
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:	0.0	0.0	0.0	39.8	0.0	38.9	45.3	3.4	0.0	0.0	5.5	5.5
LOS by Move:	A	A	A	D	A	D+	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	1	5	0	0	4	4

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

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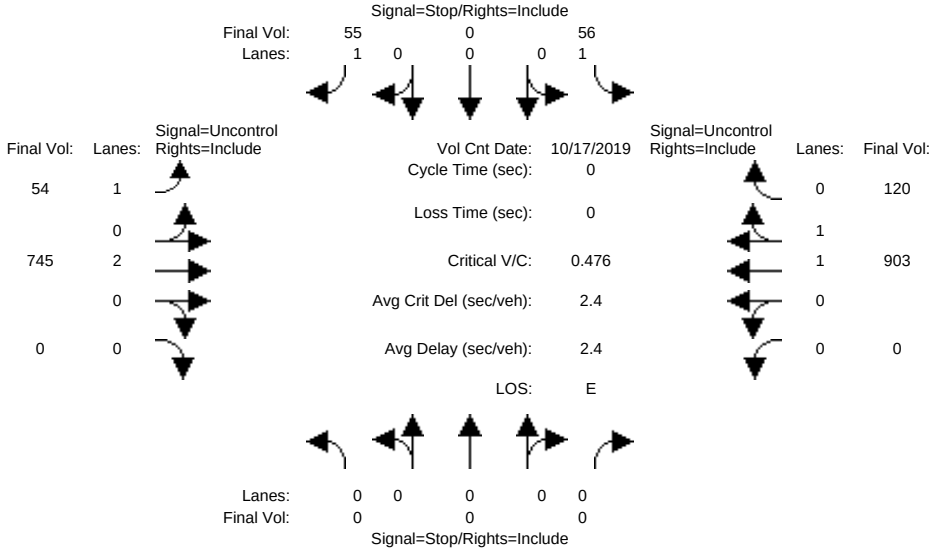
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #251: Kern Av and First St




```
Street Name:             Kern Av                          First St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2019 <<
Base Vol:       0    0     0    56    0    55    54  745     0     0  903   120
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    56    0    55    54  745     0     0  903   120
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:    0    0     0    56    0    55    54  745     0     0  903   120
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    56    0    55    54  745     0     0  903   120
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    56    0    55    54  745     0     0  903   120
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1444 xxxx   512  1023 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   125 xxxx   513   686 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   118 xxxx   513   686 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.48 xxxx  0.11  0.08 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   2.1 xxxx   0.4   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  60.7 xxxx  12.9  10.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     F    *     B     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             37.0           xxxxxx           xxxxxx
ApproachLOS:         *                E                *                *
Note: Queue reported is the number of cars per lane.
```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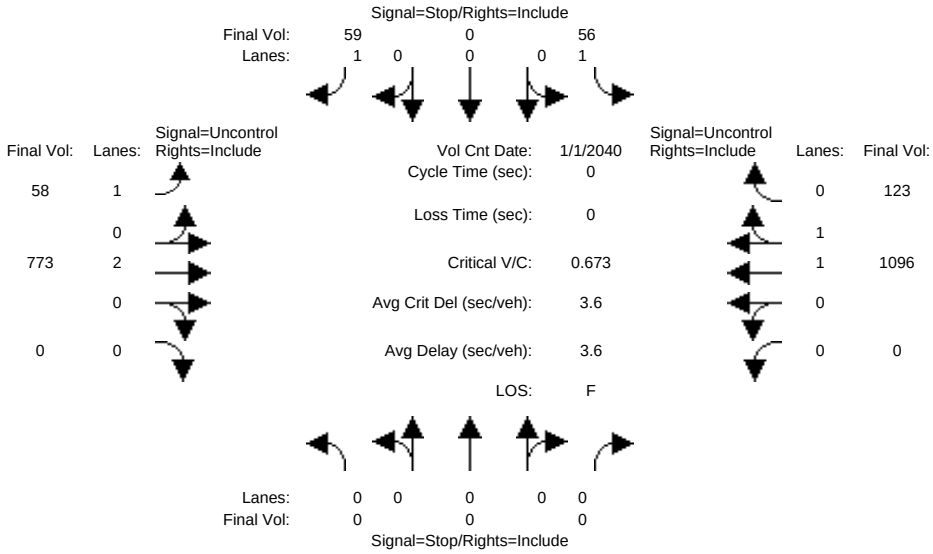
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #251: Kern Av and First St




```
Street Name:             Kern Av                          First St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       0    0     0    56    0    59    58  773     0     0 1096   123
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    56    0    59    58  773     0     0 1096   123
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:    0    0     0    56    0    59    58  773     0     0 1096   123
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    56    0    59    58  773     0     0 1096   123
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    56    0    59    58  773     0     0 1096   123
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1660 xxxx   610  1219 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    90 xxxx   443   579 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    83 xxxx   443   579 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.67 xxxx  0.13  0.10 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   3.2 xxxx   0.5   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 110.8 xxxx  14.4  11.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     F    *     B     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             61.3           xxxxxx           xxxxxx
ApproachLOS:         *                F                *                *
Note: Queue reported is the number of cars per lane.
```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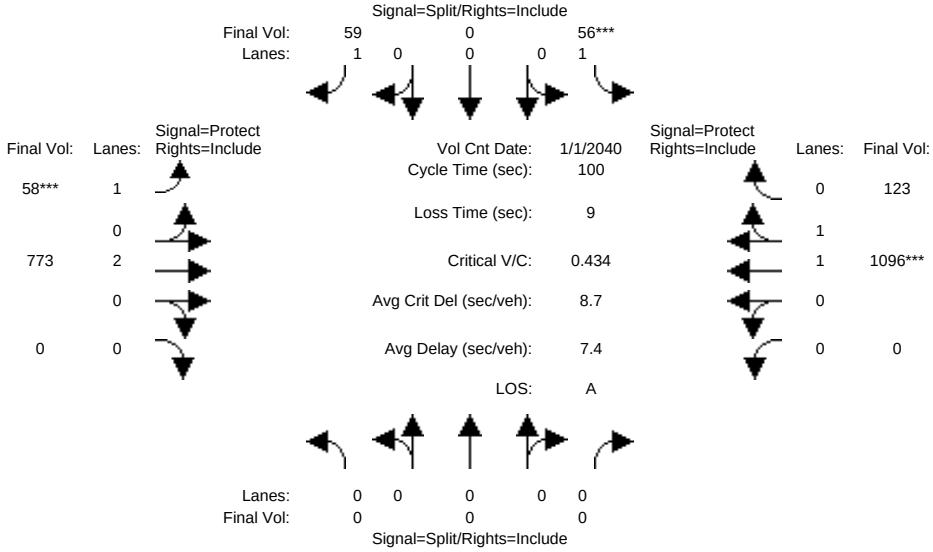
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan (with Improvements) PM

Intersection #62204: Kern Av and First St



Street Name:	Kern Av						First St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	56	0	59	58	773	0	0	1096	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	59	58	773	0	0	1096	123
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:	0	0	0	56	0	59	58	773	0	0	1096	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	59	58	773	0	0	1096	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	59	58	773	0	0	1096	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	59	58	773	0	0	1096	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3326	373
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.20	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.4	81.0	0.0	0.0	73.6	73.6
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.34	0.45	0.25	0.00	0.00	0.45	0.45
Delay/Veh:	0.0	0.0	0.0	42.9	0.0	43.1	46.8	2.3	0.0	0.0	5.3	5.3
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:	0.0	0.0	0.0	42.9	0.0	43.1	46.8	2.3	0.0	0.0	5.3	5.3
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	2	3	0	0	8	8

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

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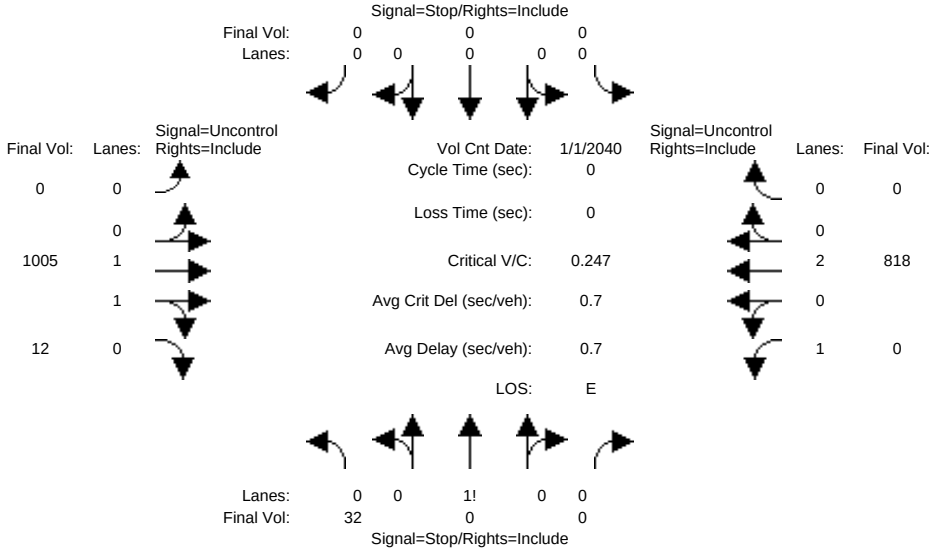
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #62212: Kern Avenue and Buena Vista Avenue




```
Street Name:           Kern Avenue                    Buena Vista Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:      32    0     0     0    0     0     0 1005    12     0  818     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   32    0     0     0    0     0     0 1005    12     0  818     0
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:   32    0     0     0    0     0     0 1005    12     0  818     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    32    0     0     0    0     0     0 1005    12     0  818     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32    0     0     0    0     0     0 1005    12     0  818     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1420 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  130 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    130 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.25 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.9 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 41.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    E    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      41.6           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         E                *                *                *
Note: Queue reported is the number of cars per lane.
```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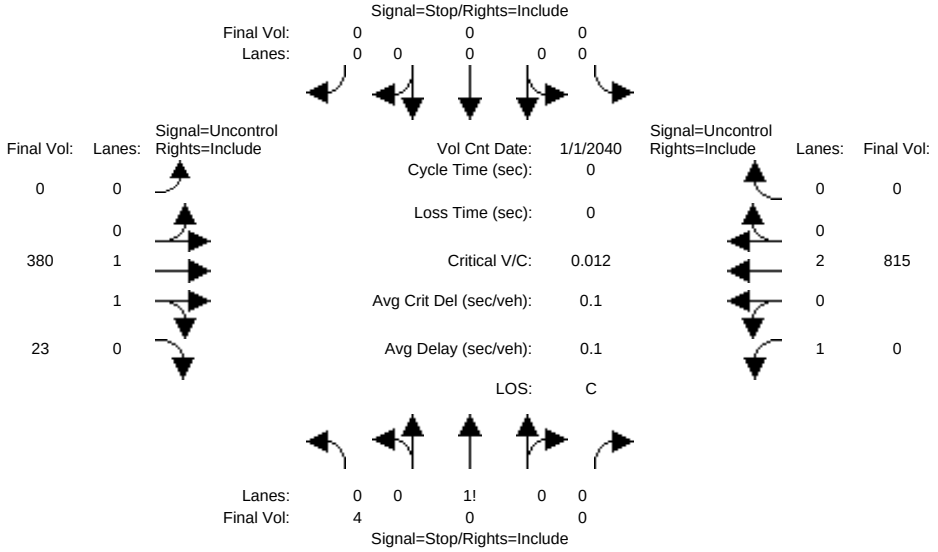
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #62212: Kern Avenue and Buena Vista Avenue




```
Street Name:            Kern Avenue                     Buena Vista Avenue
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jan 2040 <<
Base Vol:       4    0     0     0    0     0     0  380    23     0  815     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    0     0     0    0     0     0  380    23     0  815     0
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:    4    0     0     0    0     0     0  380    23     0  815     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    0     0     0    0     0     0  380    23     0  815     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    0     0     0    0     0     0  380    23     0  815     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  799 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  327 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    327 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 16.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    C    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      16.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
```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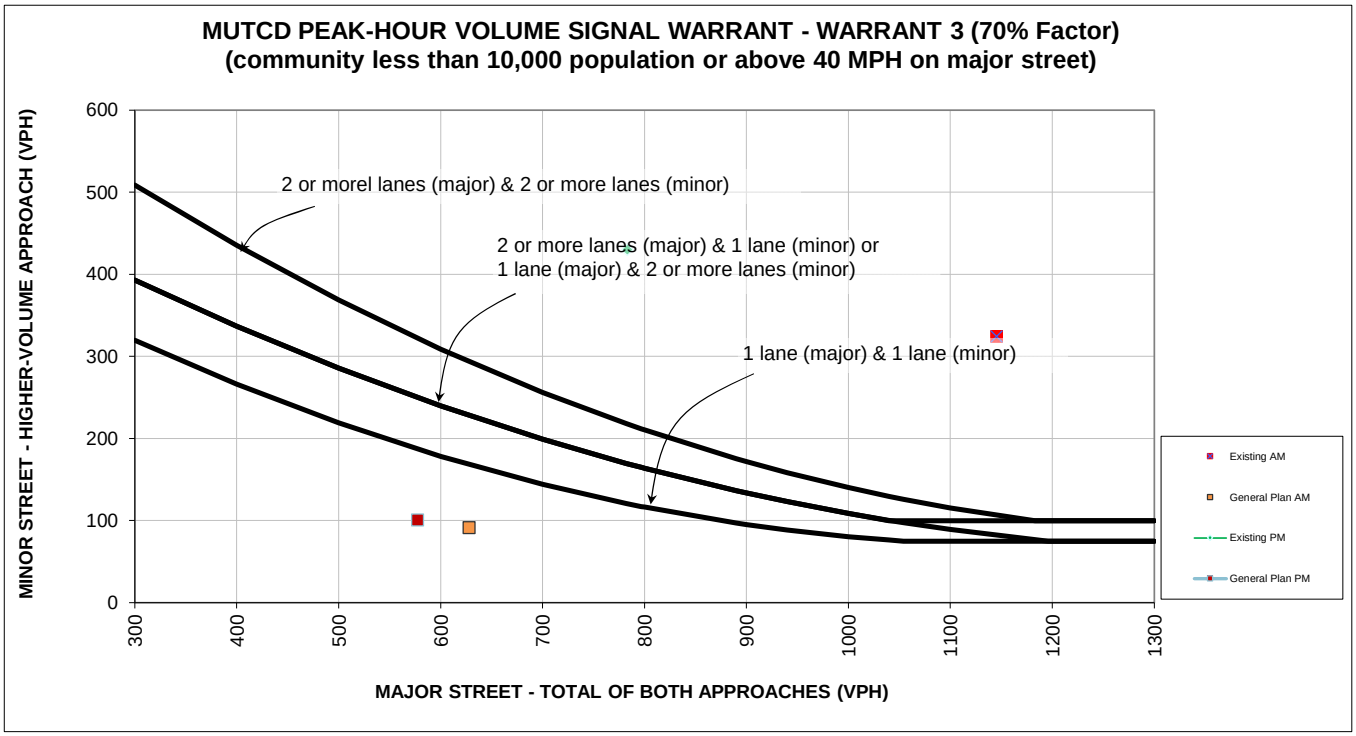
Appendix E
Signal Warrant Checks

3 . US 101 SB Ramps and Masten Avenue

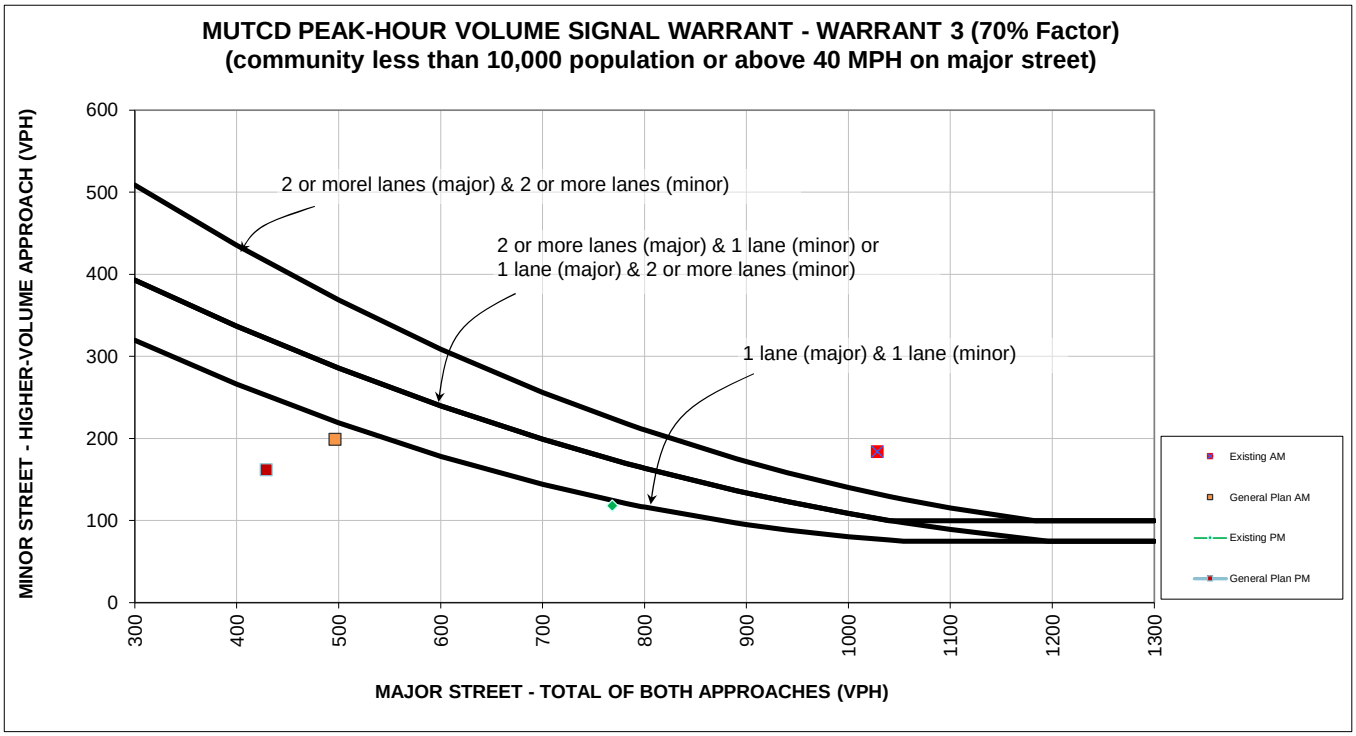


Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	General Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Masten Avenue	X		X		1145	627
Minor Street - Highest Approach	US 101 SB Ramps	X		X		324	92
				Warrant Met?		Yes	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Masten Avenue	X		X		783	577
Minor Street - Highest Approach	US 101 SB Ramps	X		X		430	101
				Warrant Met?		Yes	No

4 . US 101 NB Ramps and Masten Avenue



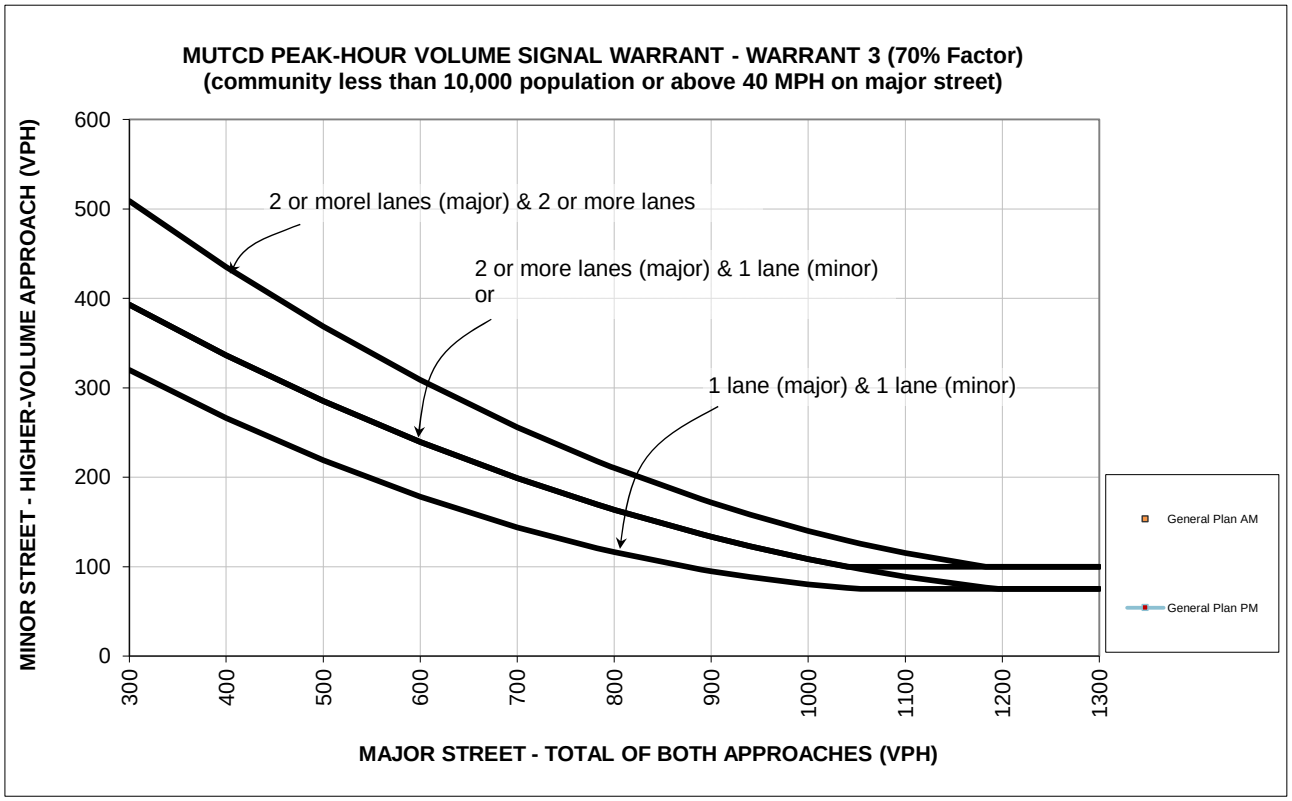
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	General Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Masten Avenue	X		X		1028	496
Minor Street - Highest Approach	US 101 NB Ramps	X		X		184	199
				Warrant Met?		Yes	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Masten Avenue	X		X		768	428
Minor Street - Highest Approach	US 101 NB Ramps	X		X		118	162
				Warrant Met?		No	No

Gilroy General Plan

6 . Wren Avenue and Buena Vista Avenue



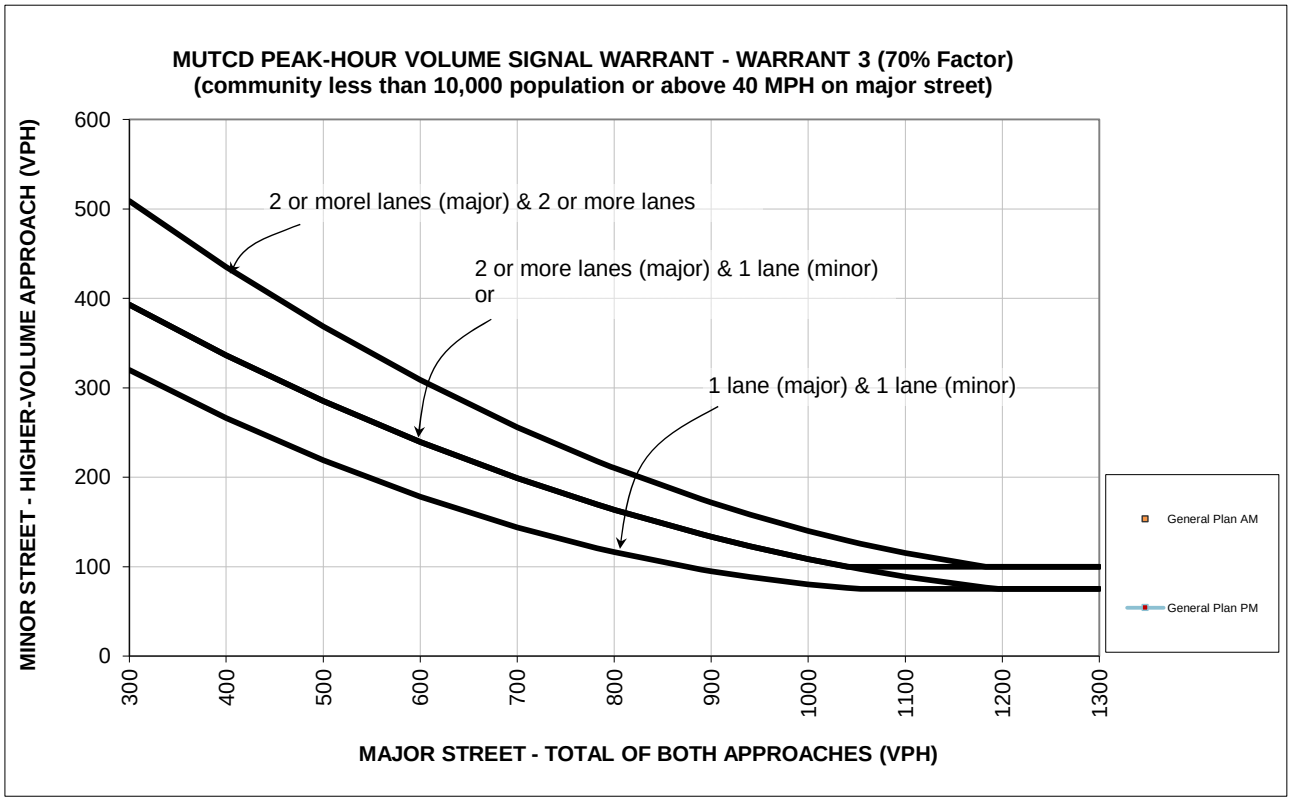
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		General Plan AM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	1731
Minor Street - Highest Approach	Wren Avenue	X		752
		Warrant Met?		Yes

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	1623
Minor Street - Highest Approach	Wren Avenue	X		420
		Warrant Met?		Yes

Gilroy General Plan

7 . Church Street and Buena Vista Avenue

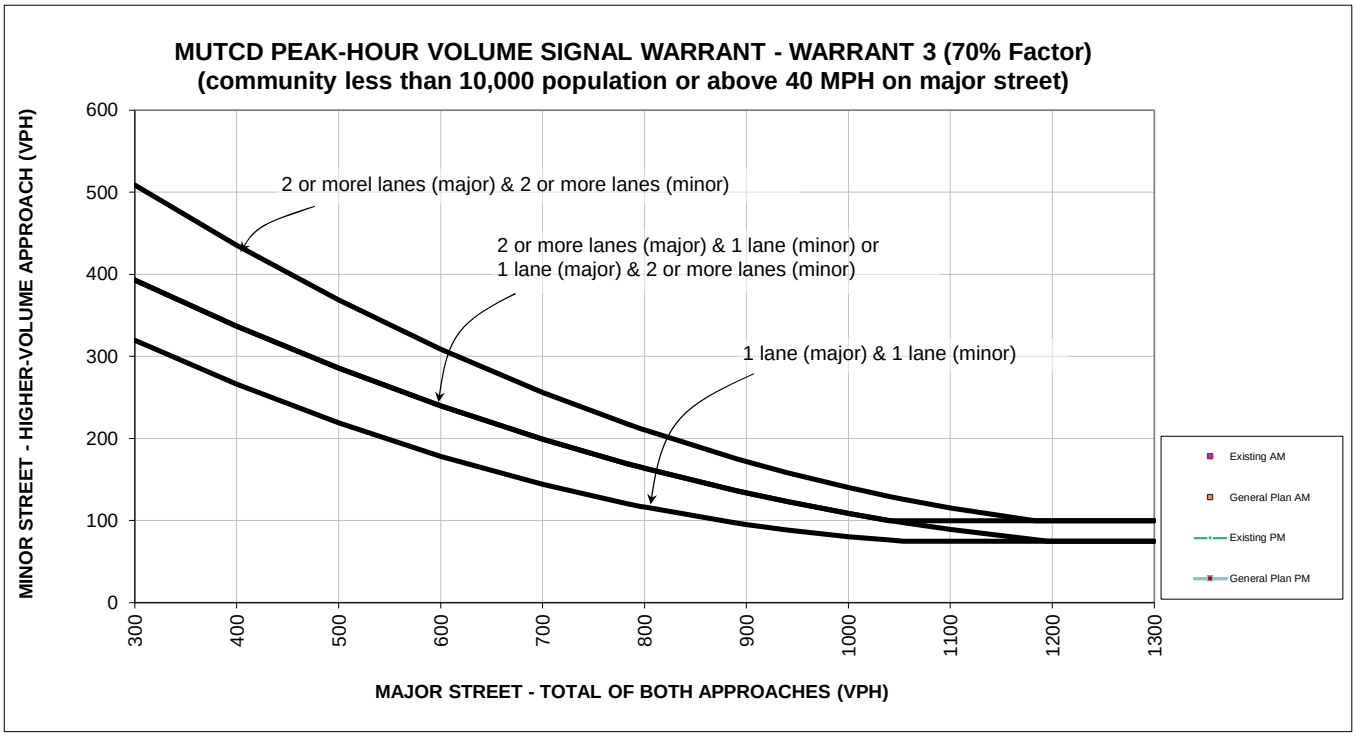


Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		General Plan AM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	2174
Minor Street - Highest Approach	Church Street	X		83
		Warrant Met?		Yes

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	1904
Minor Street - Highest Approach	Church Street	X		93
		Warrant Met?		Yes

8 . Monterey Road and Buena Vista Avenue



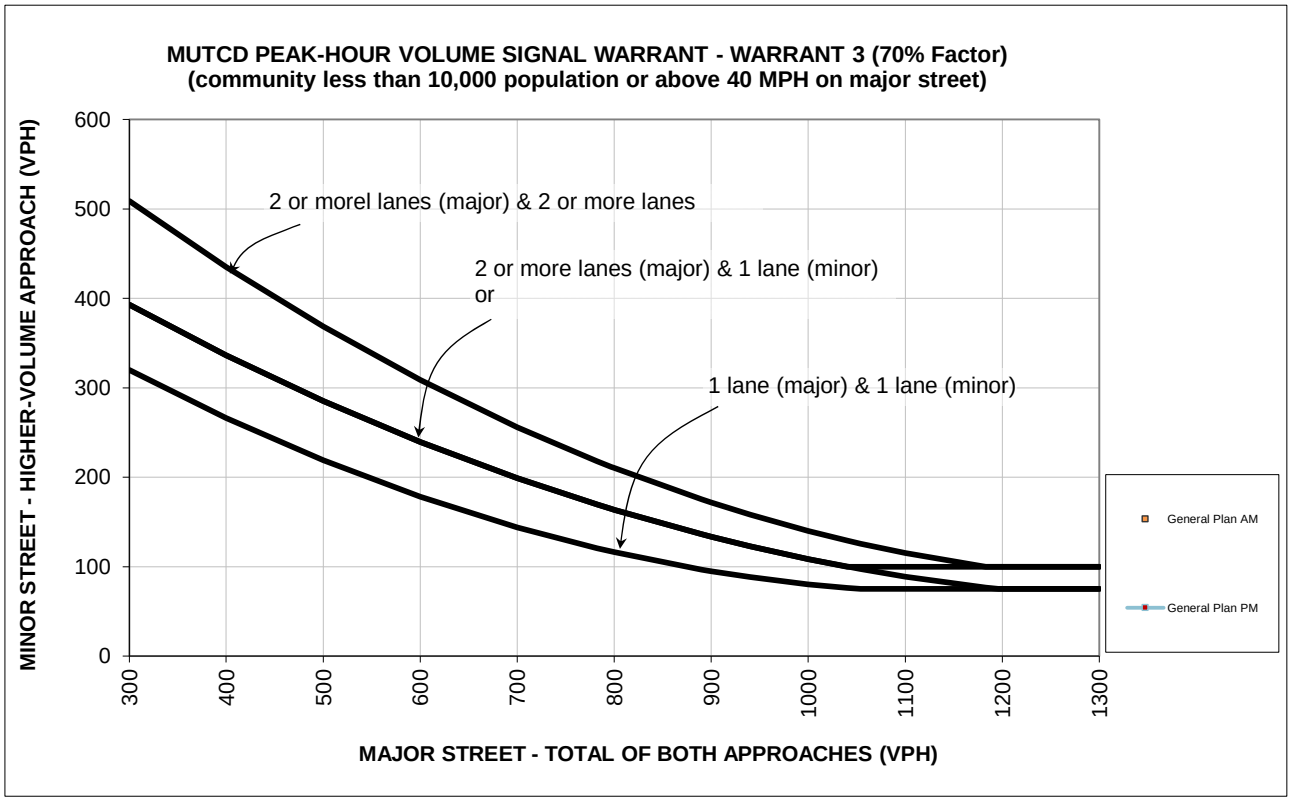
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	General Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Monterey Road		X		X	1714	2326
Minor Street - Highest Approach	Buena Vista Avenue	X			X	119	809
				Warrant Met?		Yes	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Monterey Road		X		X	1918	2931
Minor Street - Highest Approach	Buena Vista Avenue	X			X	133	1170
				Warrant Met?		Yes	Yes

Gilroy General Plan

9 . Murray Avenue and Buena Vista Avenue



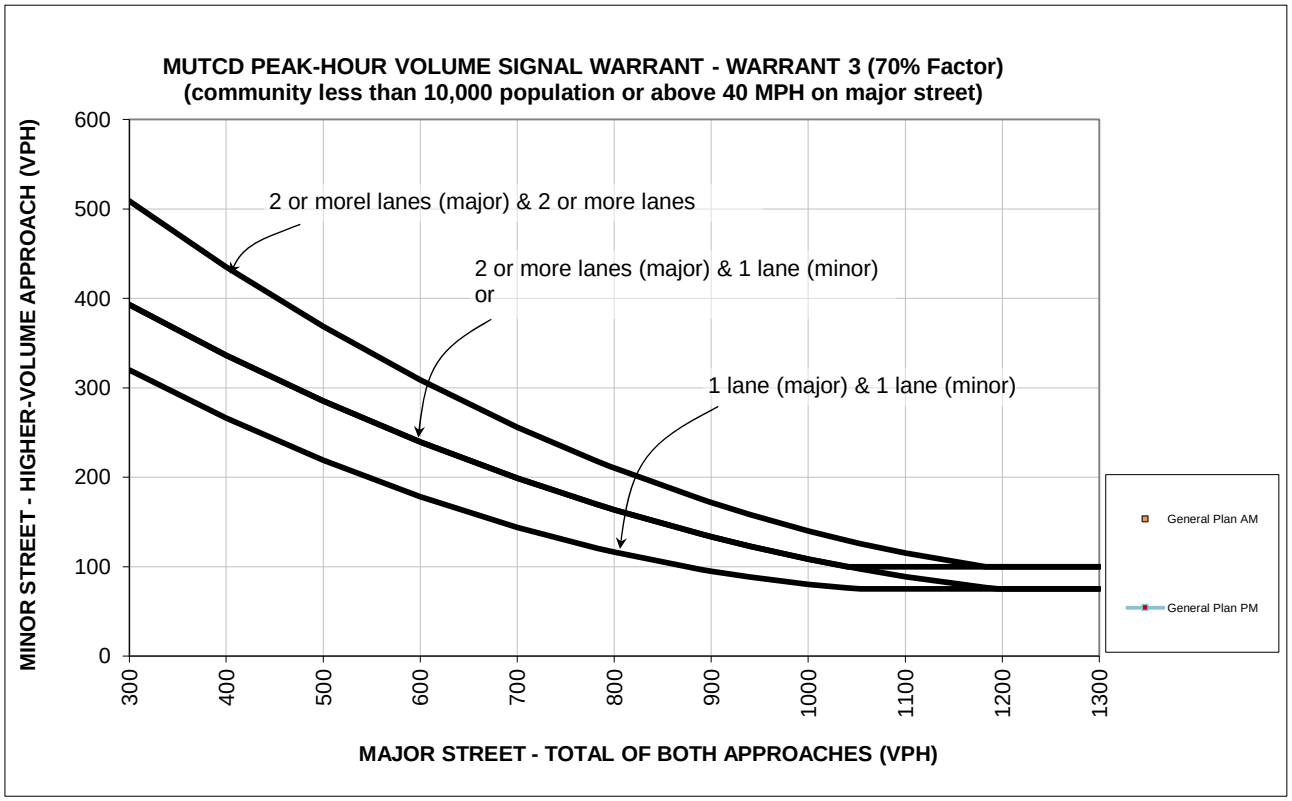
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		General Plan AM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	2621
Minor Street - Highest Approach	Murray Avenue	X		97
		Warrant Met?		Yes

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	2290
Minor Street - Highest Approach	Murray Avenue	X		401
		Warrant Met?		Yes

Gilroy General Plan

10 . US 101 SB Ramps and Buena Vista Avenue



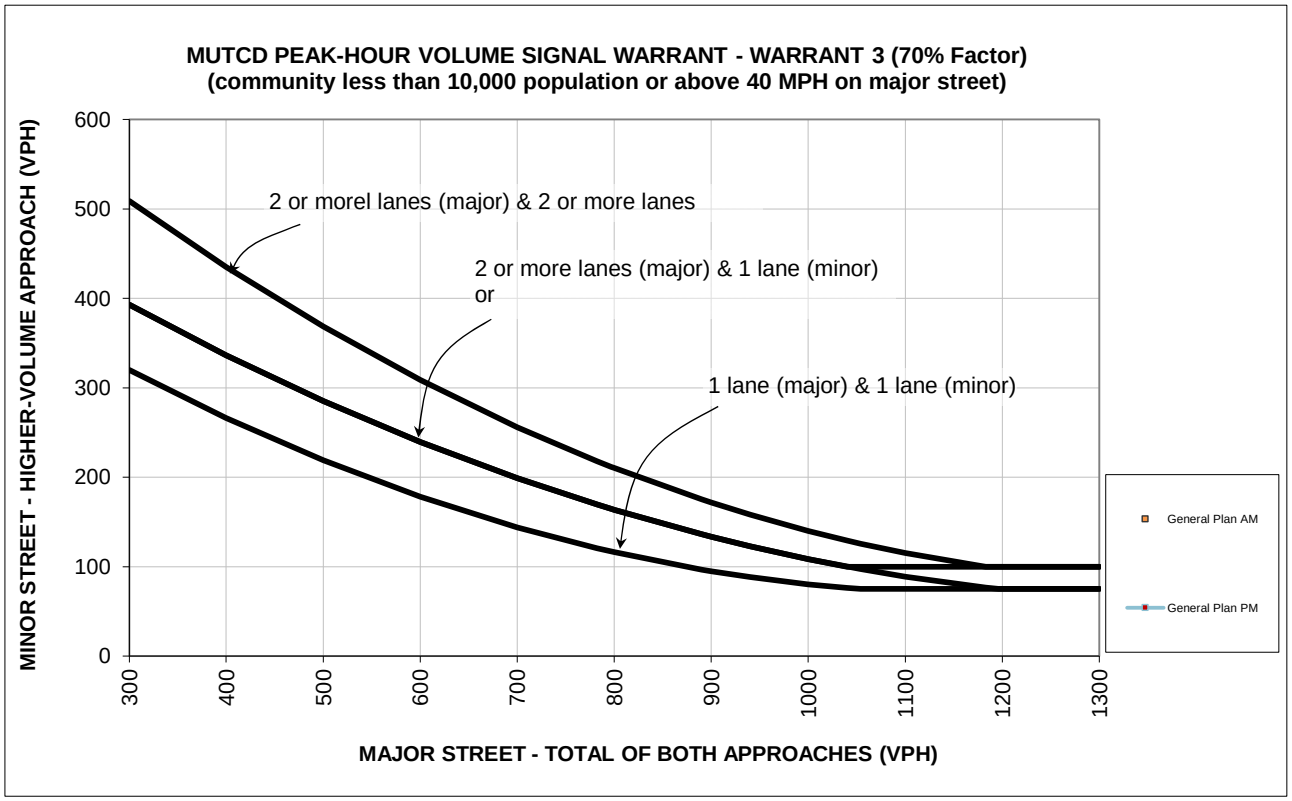
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		General Plan AM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	1860
Minor Street - Highest Approach	US 101 SB Ramps	X		926
		Warrant Met?		Yes

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	2071
Minor Street - Highest Approach	US 101 SB Ramps	X		854
		Warrant Met?		Yes

Gilroy General Plan

11 . US 101 NB Ramps and Buena Vista Avenue

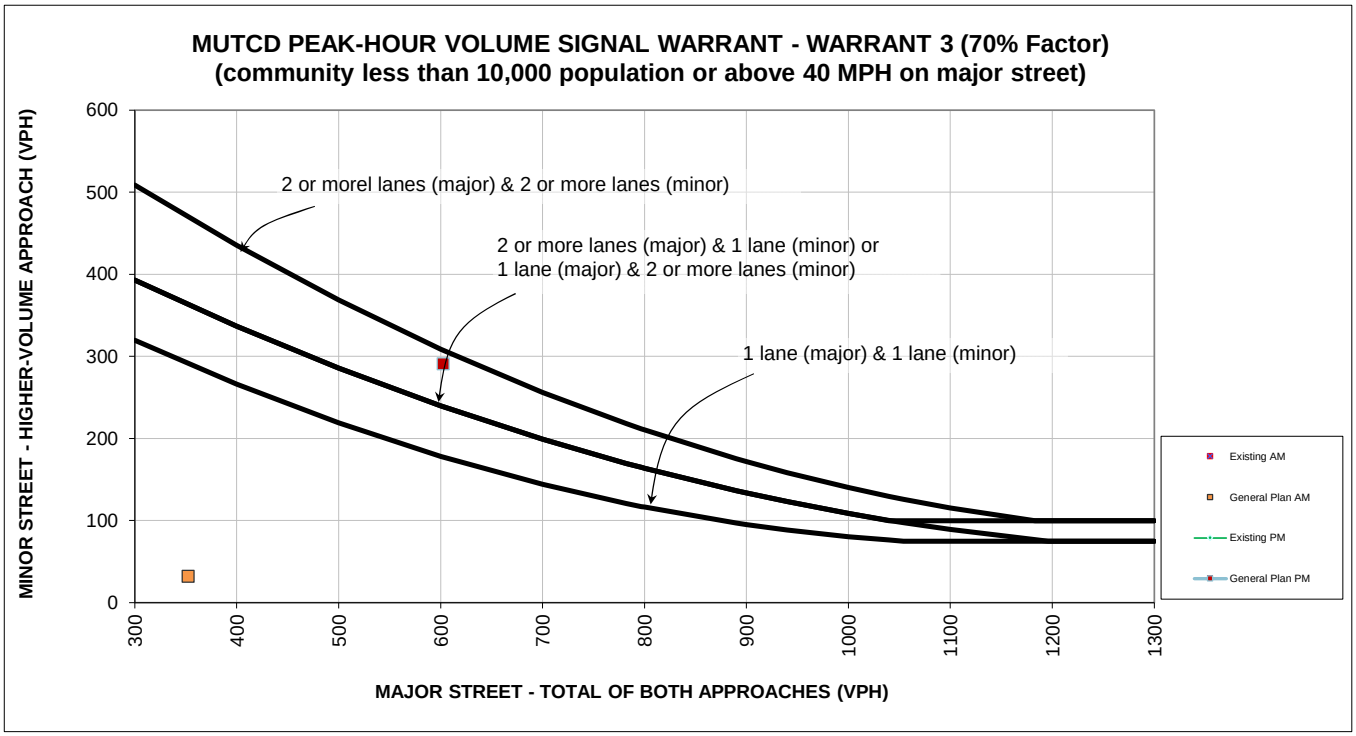


Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		General Plan AM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	1332
Minor Street - Highest Approach	US 101 NB Ramps	X		356
		Warrant Met?		Yes

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	1737
Minor Street - Highest Approach	US 101 NB Ramps	X		742
		Warrant Met?		Yes

12 . Marcella Avenue and Buena Vista Avenue



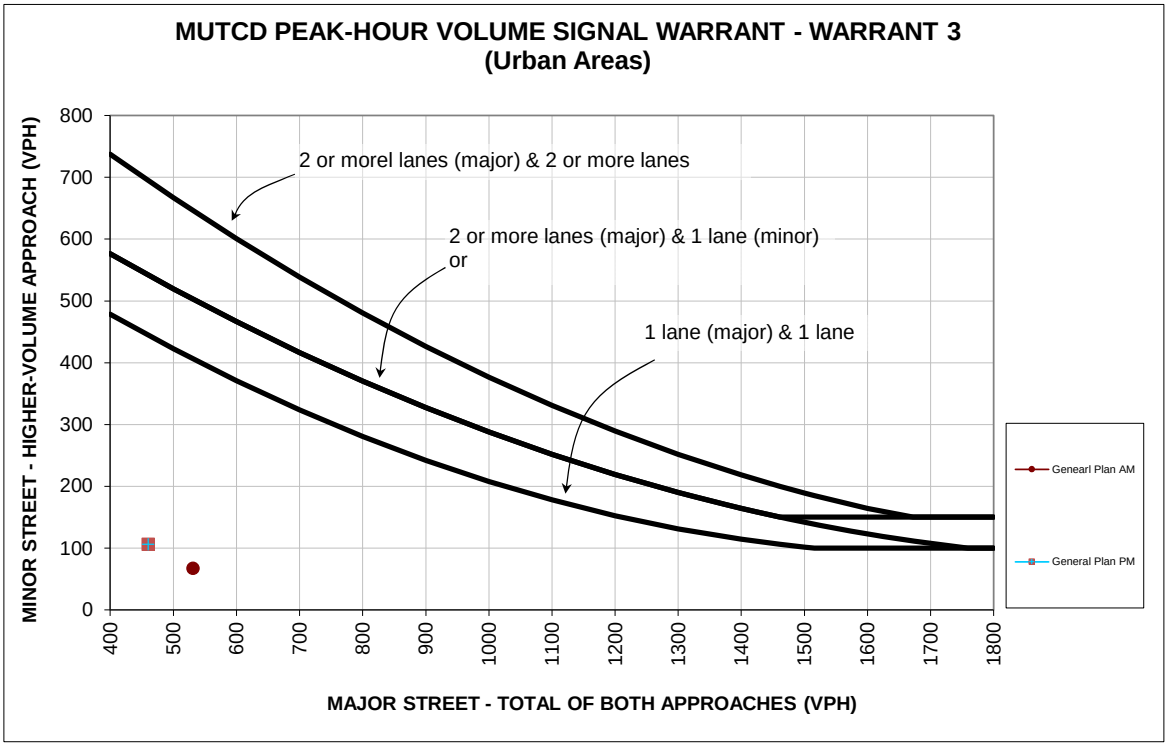
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	General Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Buena Vista Avenue	X		X		107	352
Minor Street - Highest Approach	Marcella Avenue	X		X		13	32
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Buena Vista Avenue	X		X		155	602
Minor Street - Highest Approach	Marcella Avenue	X		X		23	291
				Warrant Met?		No	Yes

Gilroy General Plan

14 . Kern Avenue and Cohansey Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

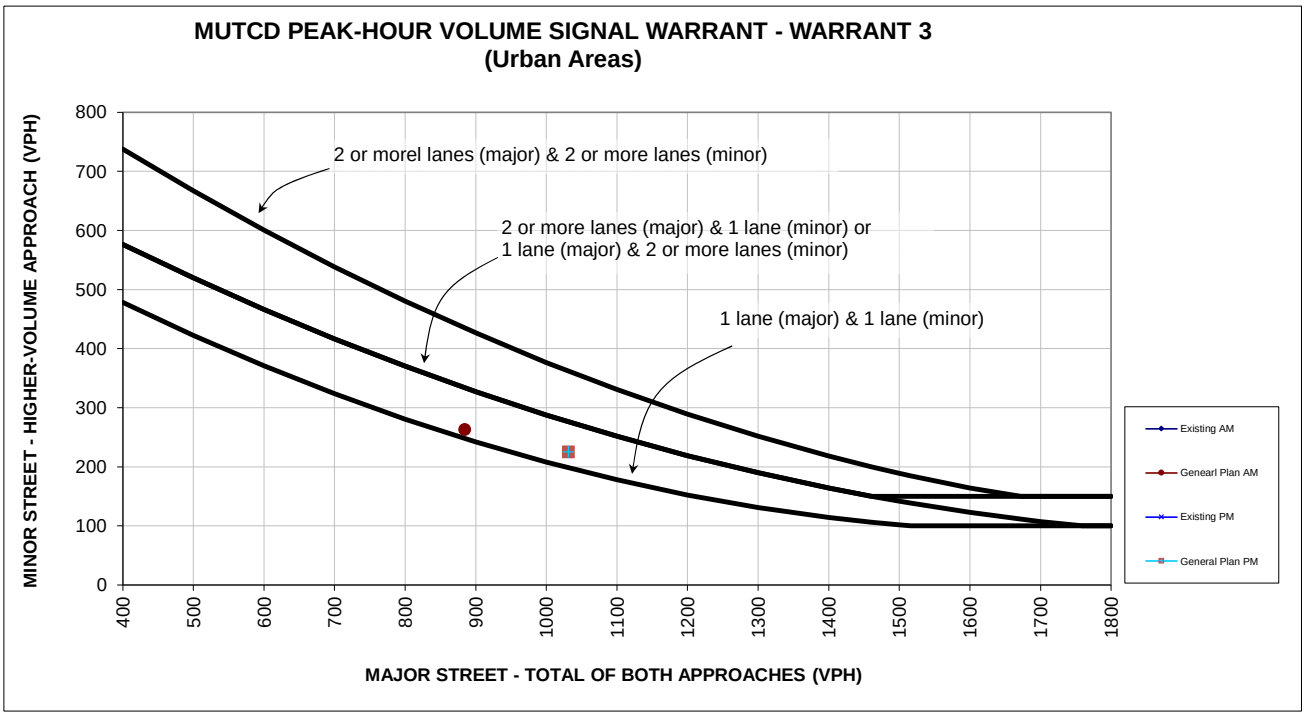
		GP Approach Lanes		Genearl Plan AM
		One	2 or More	
Major Street - Both Approaches	Cohansey Avenue	X		531
Minor Street - Highest Approach	Kern Avenue	X		67
		Warrant Met?		No

Peak H

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Cohansey Avenue	X		460
Minor Street - Highest Approach	Kern Avenue	X		106
		Warrant Met?		No

Gilroy General Plan

15 . Wren Avenue and Cohansey Avenue



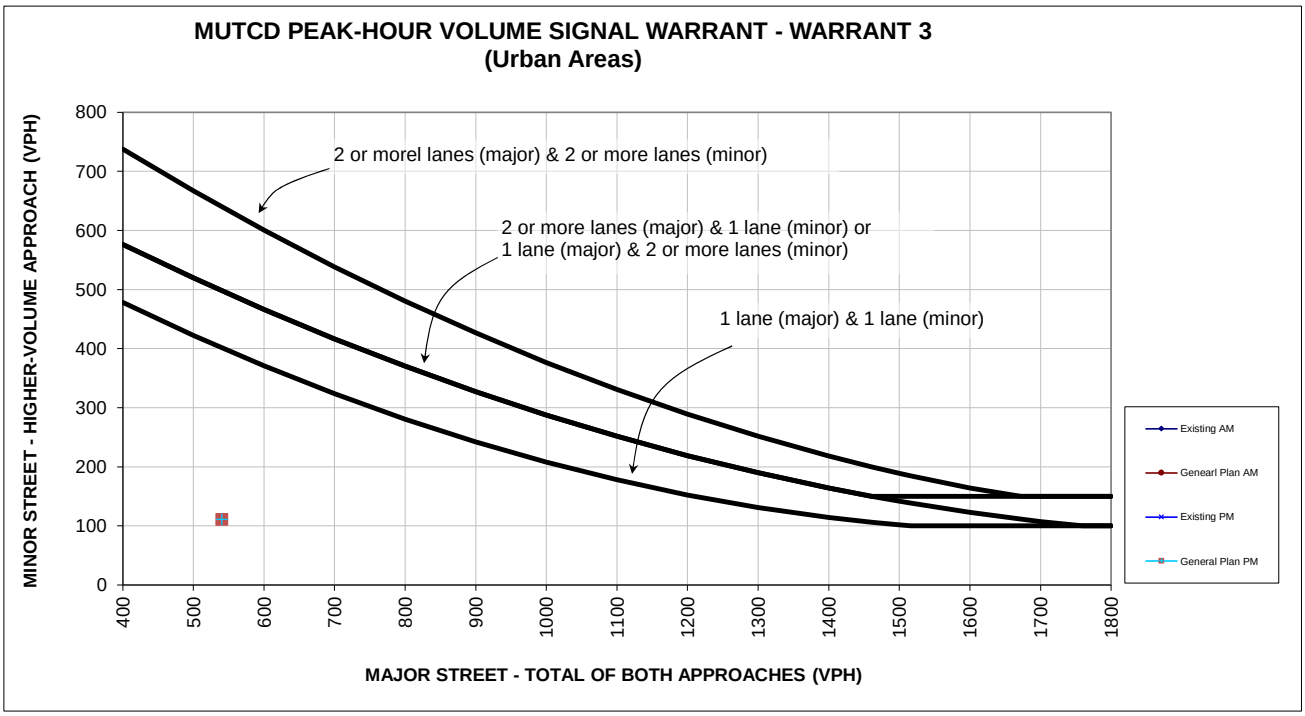
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Cohansey Avenue	X		X		33	884
Minor Street - Highest Approach	Wren Avenue	X		X		16	263
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Wren Avenue	X		X		25	1031
Minor Street - Highest Approach	Cohansey Avenue	X		X		16	225
				Warrant Met?		No	Yes

Gilroy General Plan

16 . Church Street and Cohansey Avenue

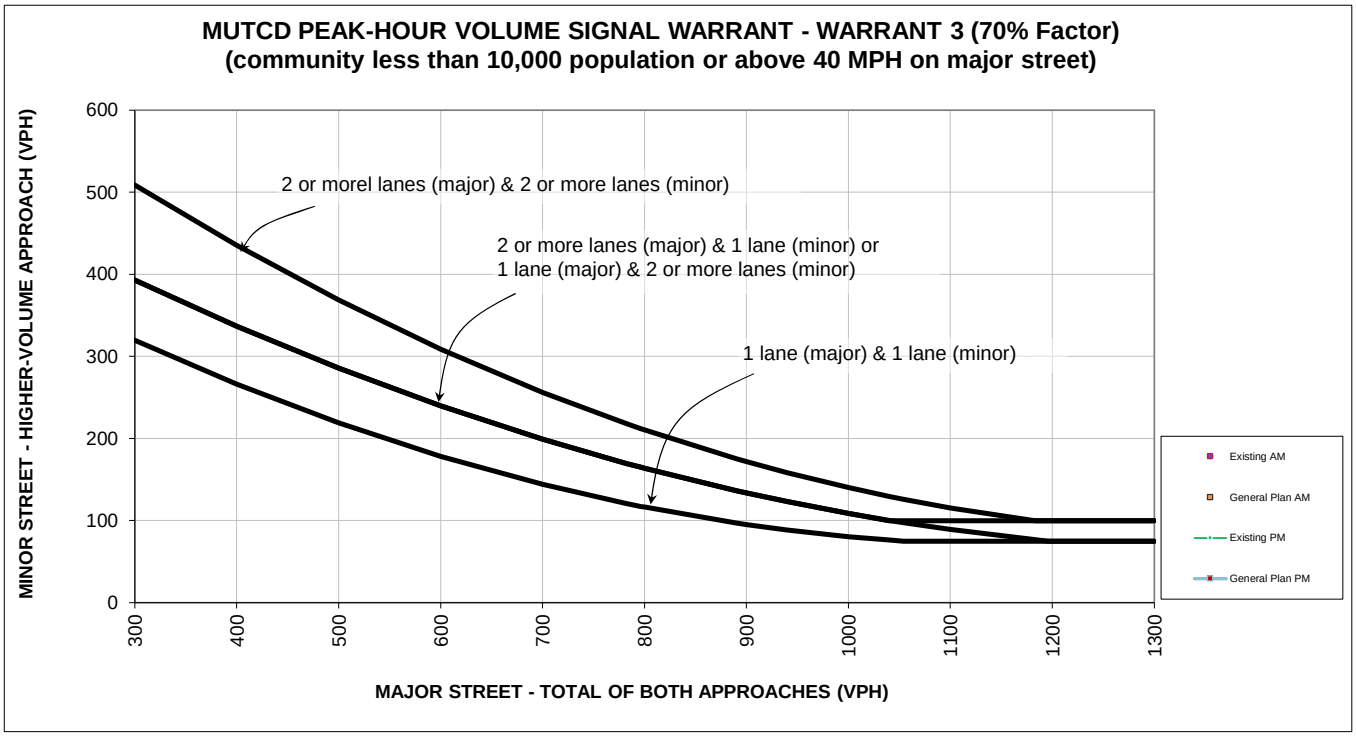


Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Cohansey Avenue	X		X		89	392
Minor Street - Highest Approach	Church Street	X		X		12	77
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Cohansey Avenue	X		X		78	540
Minor Street - Highest Approach	Church Street	X		X		9	111
				Warrant Met?		No	No

17 . Monterey Road and Cohansey Avenue



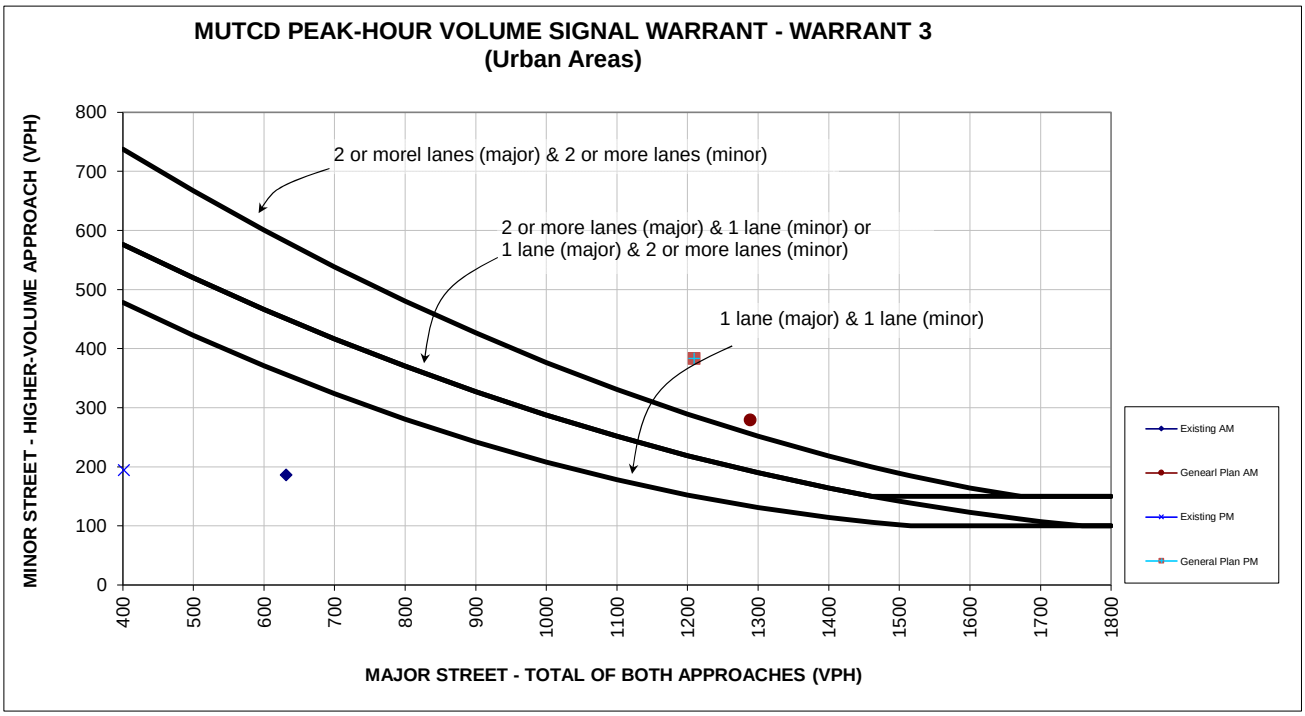
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	General Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Monterey Road		X		X	1919	1611
Minor Street - Highest Approach	Cohansey Avenue	X		X		17	319
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Monterey Road		X		X	1836	2356
Minor Street - Highest Approach	Cohansey Avenue	X		X		20	417
				Warrant Met?		No	Yes

Gilroy General Plan

19 . Wren Avenue and Farrell Avenue



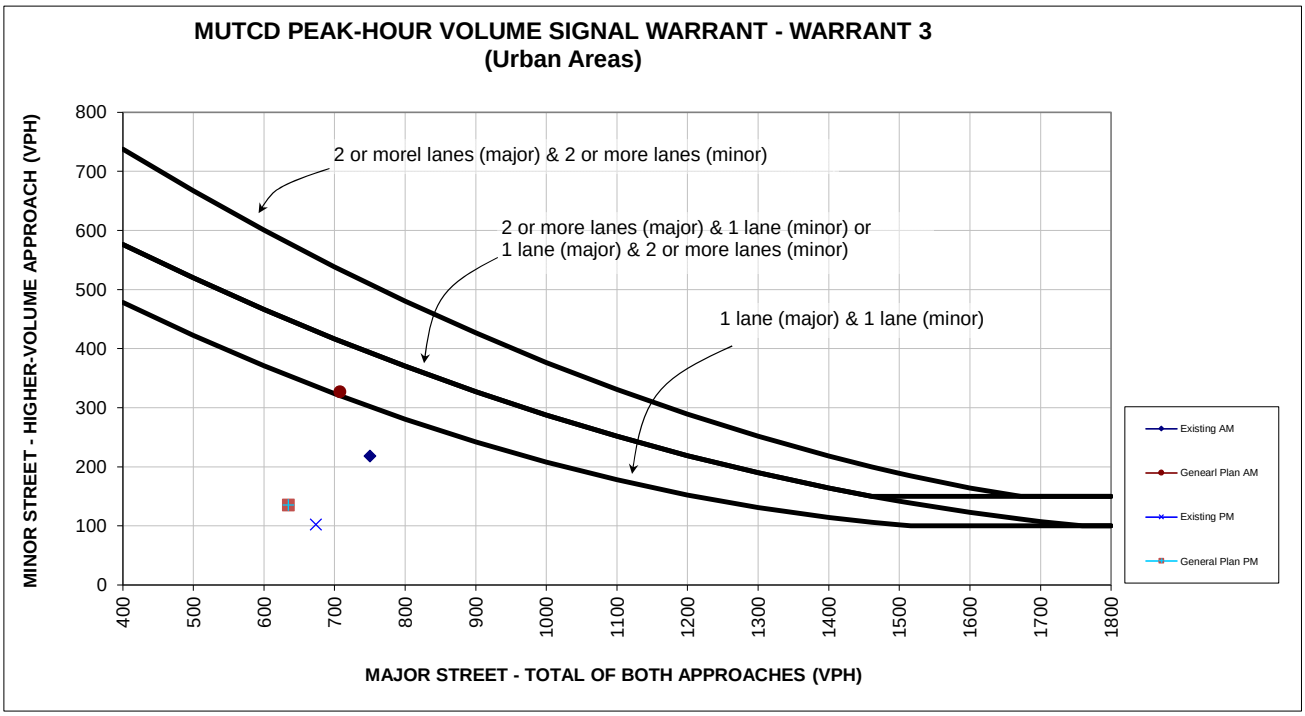
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Wren Avenue	X		X		631	1288
Minor Street - Highest Approach	Farrell Avenue	X		X		186	279
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Farrell Avenue	X		X		401	1209
Minor Street - Highest Approach	Wren Avenue	X		X		194	383
				Warrant Met?		No	Yes

Gilroy General Plan

20 . Church Street and Farrell Avenue



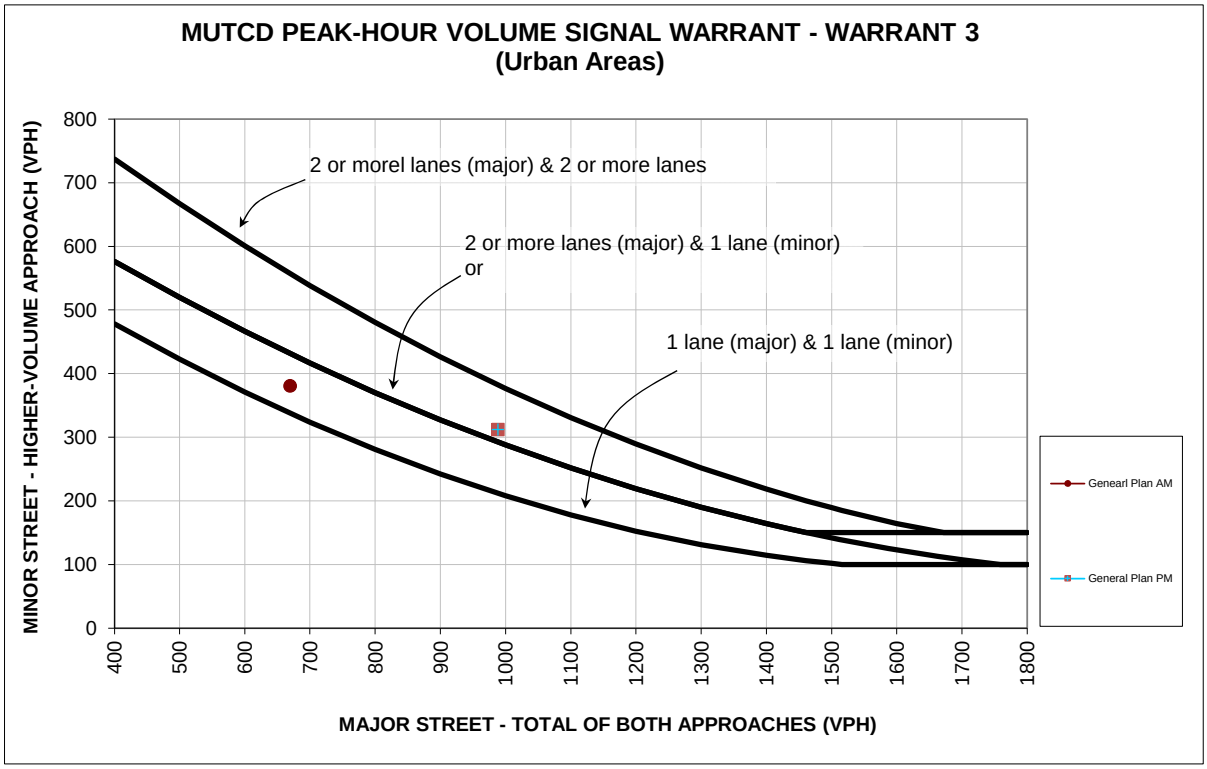
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Farrell Avenue	X		X		750	707
Minor Street - Highest Approach	Church Street	X		X		218	327
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Farrell Avenue	X		X		673	634
Minor Street - Highest Approach	Church Street	X		X		102	135
				Warrant Met?		No	No

Gilroy General Plan

22 . Murray Avenue and Las Animas Avenue



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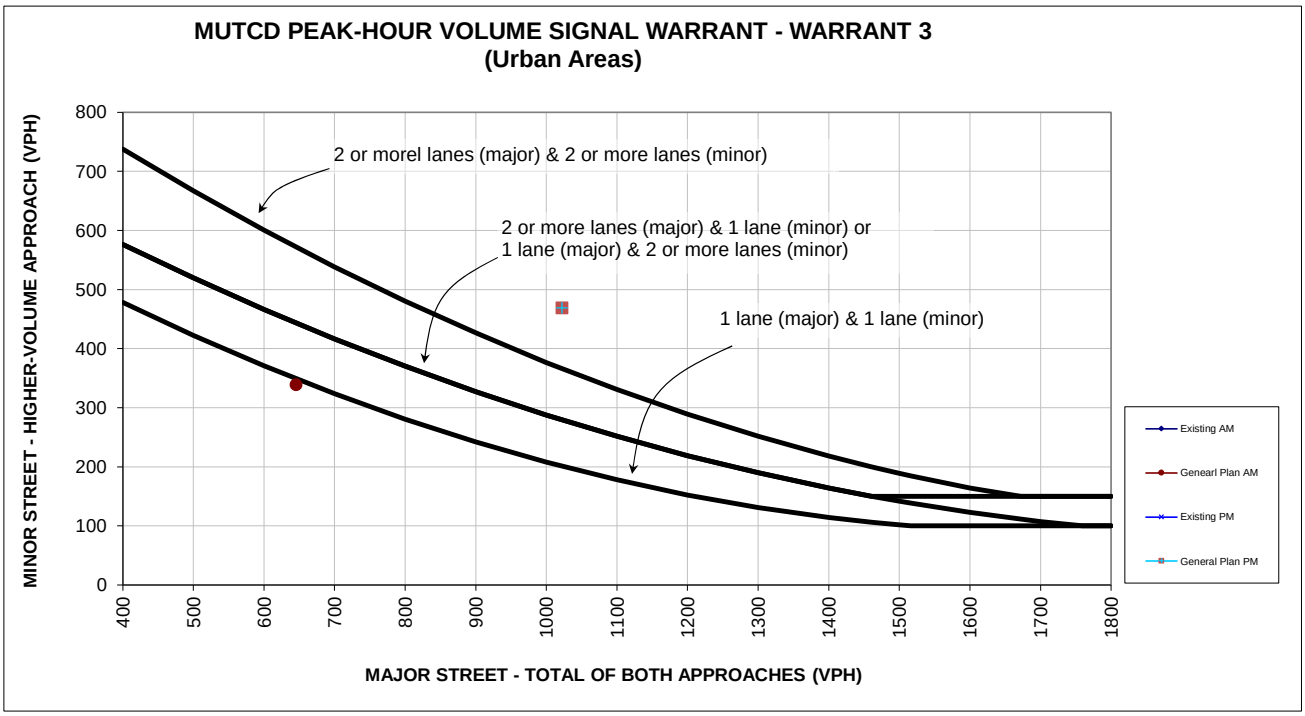
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		Geneard Plan AM
		One	2 or More	
Major Street - Both Approaches	Las Animas Avenue	X		669
Minor Street - Highest Approach	Murray Avenue	X		381
		Warrant Met?		Yes

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Las Animas Avenue	X		988
Minor Street - Highest Approach	Murray Avenue	X		312
		Warrant Met?		Yes

Gilroy General Plan

23 . San Ysidro Avenue/No Name Uno and Las Animas Avenue



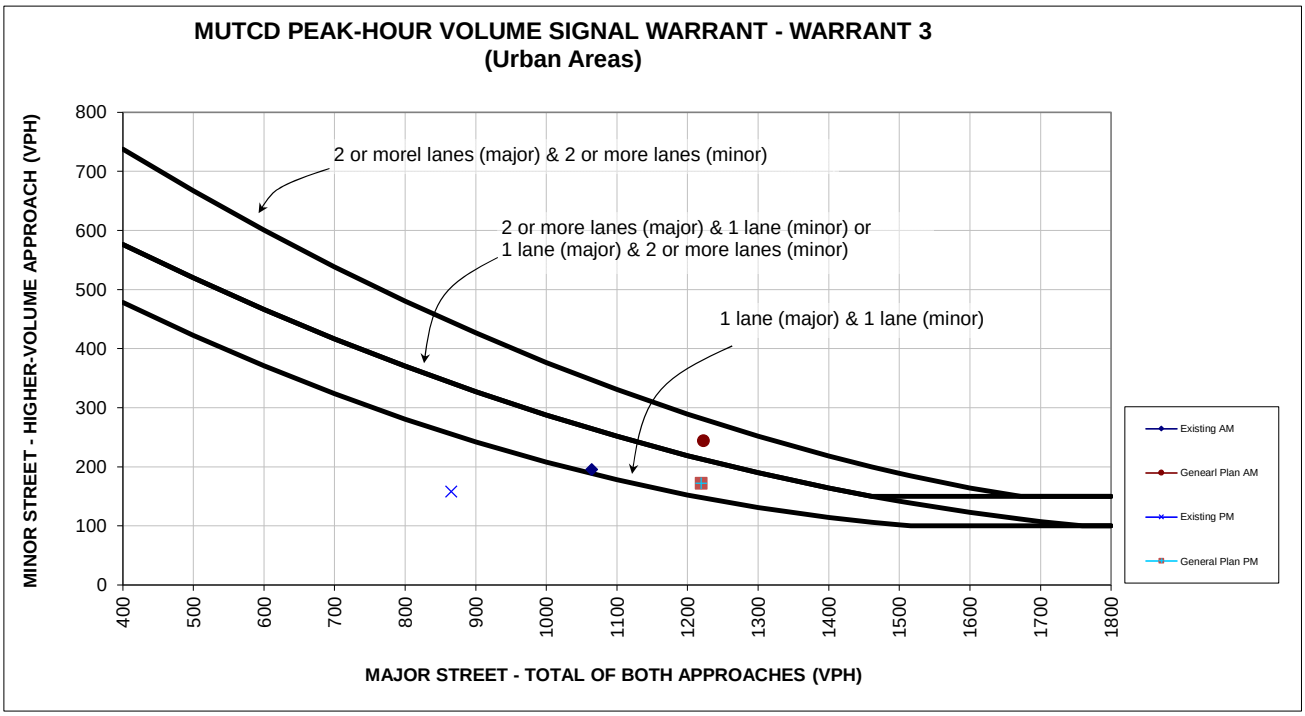
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	San Ysidro Avenue/No Name Uno	X		X		170	645
Minor Street - Highest Approach	Las Animas Avenue	X		X		107	339
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Las Animas Avenue	X		X		292	1022
Minor Street - Highest Approach	San Ysidro Avenue/No Name Uno	X		X		153	469
				Warrant Met?		No	Yes

Gilroy General Plan

25 . Kern Avenue and Mantelli Drive



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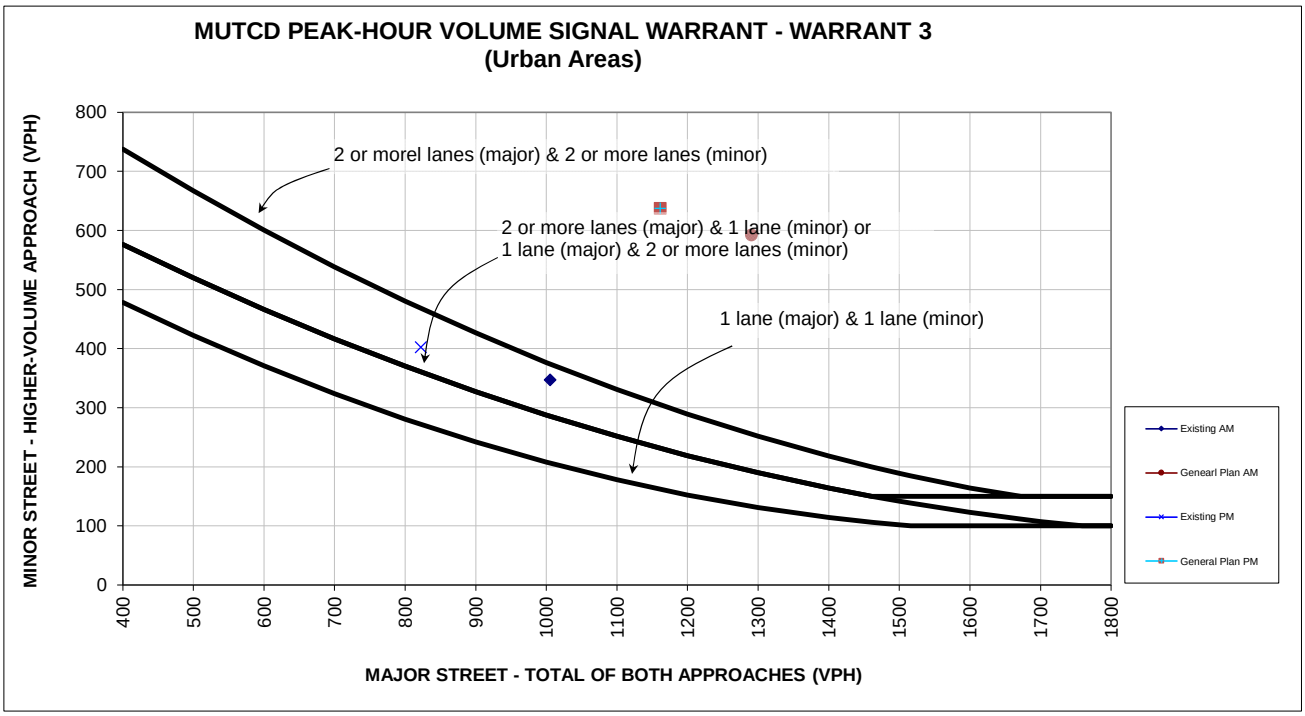
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Mantelli Drive		X		X	1064	1222
Minor Street - Highest Approach	Kern Avenue	X		X		195	244
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Mantelli Drive		X		X	865	1219
Minor Street - Highest Approach	Kern Avenue	X		X		158	172
				Warrant Met?		No	No

Gilroy General Plan

26 . Wren Avenue and Mantelli Drive



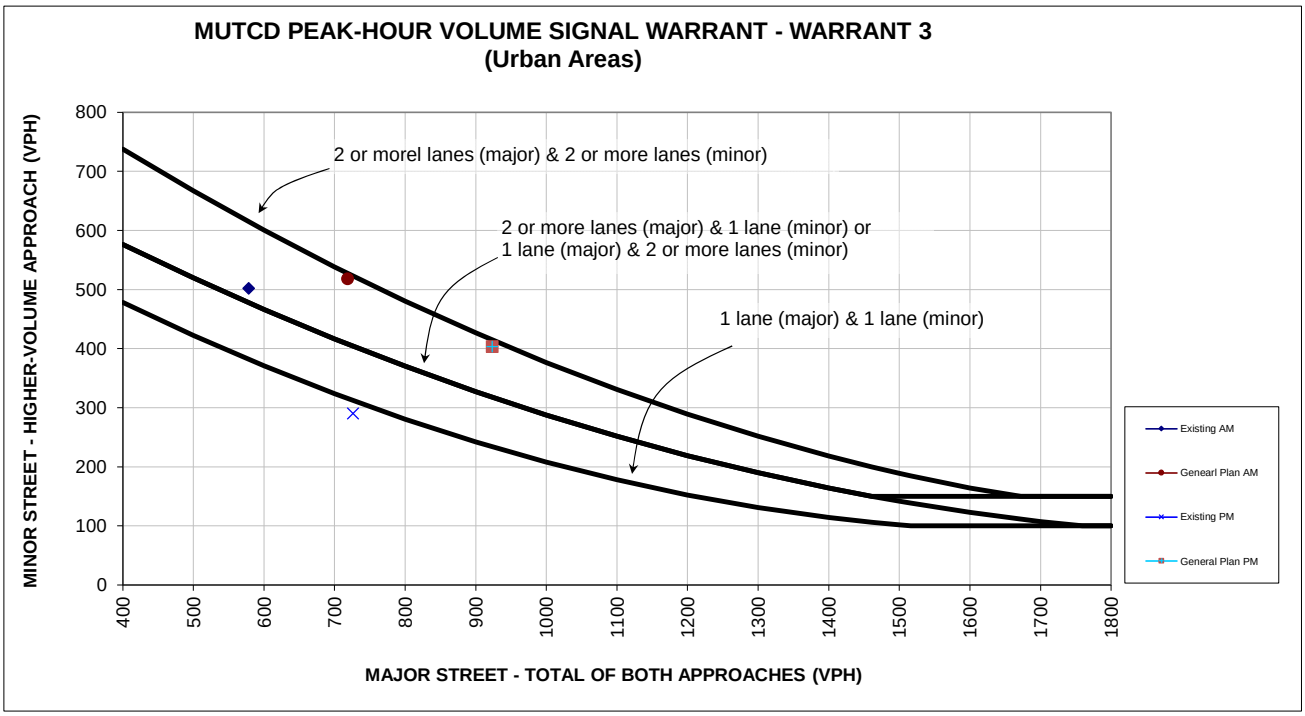
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Mantelli Drive		X		X	1005	1290
Minor Street - Highest Approach	Wren Avenue	X		X		347	592
				Warrant Met?		Yes	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Mantelli Drive		X		X	822	1161
Minor Street - Highest Approach	Wren Avenue	X		X		402	637
				Warrant Met?		Yes	Yes

Gilroy General Plan

27 . Church Street and Mantelli Drive



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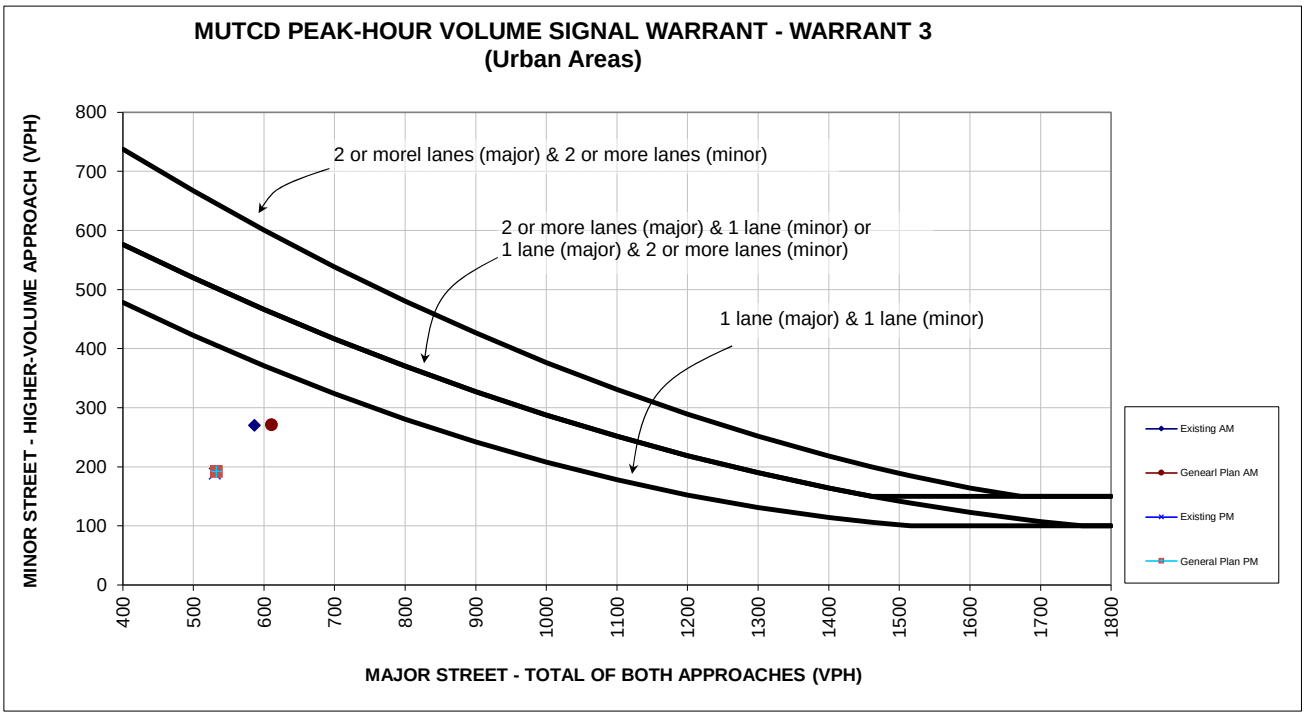
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Church Street	X		X		578	718
Minor Street - Highest Approach	Mantelli Drive	X		X		502	518
				Warrant Met?		Yes	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Church Street	X		X		726	923
Minor Street - Highest Approach	Mantelli Drive	X		X		290	403
				Warrant Met?		No	Yes

Gilroy General Plan

28 . Kern Avenue and Welburn Avenue



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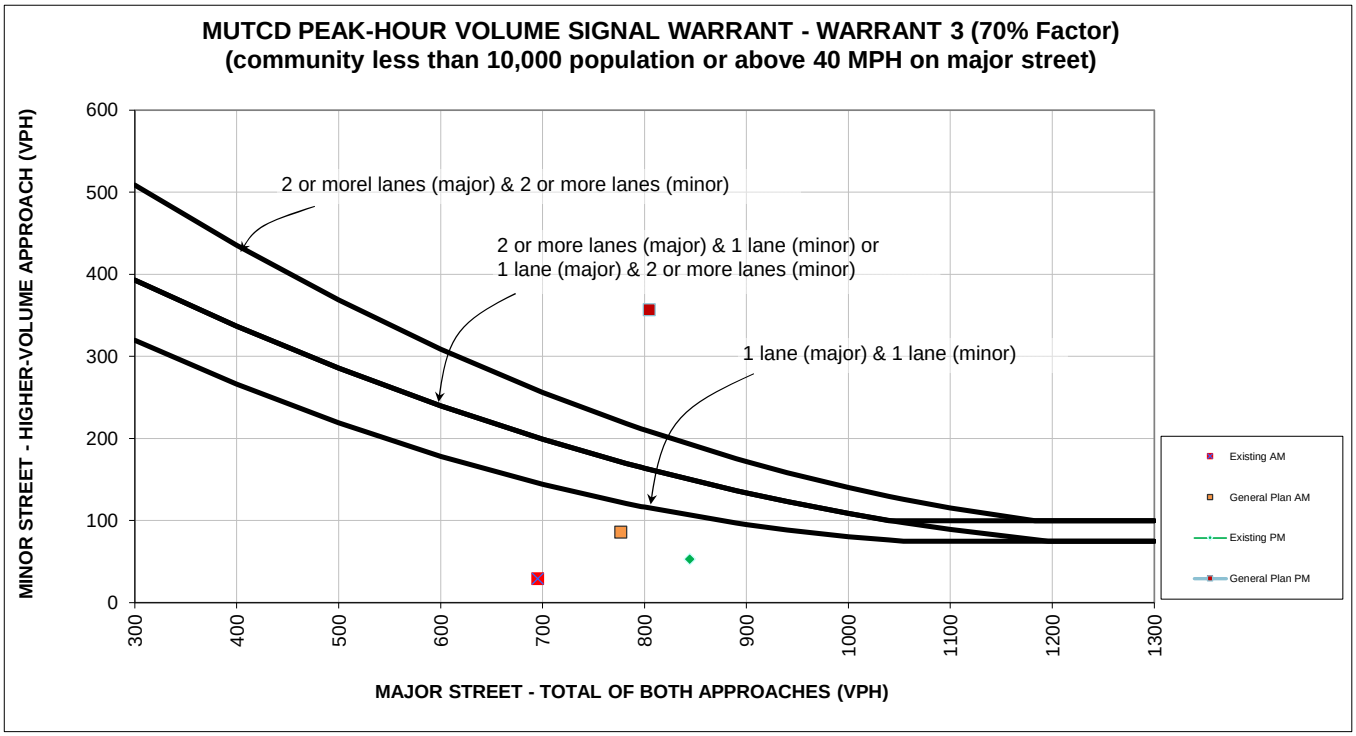
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Welburn Avenue	X		X		586	610
Minor Street - Highest Approach	Kern Avenue	X		X		270	271
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Welburn Avenue	X		X		530	532
Minor Street - Highest Approach	Kern Avenue	X		X		188	192
				Warrant Met?		No	No

36 . Cameron Boulevard/Marcella Avenue and Leavesley Road



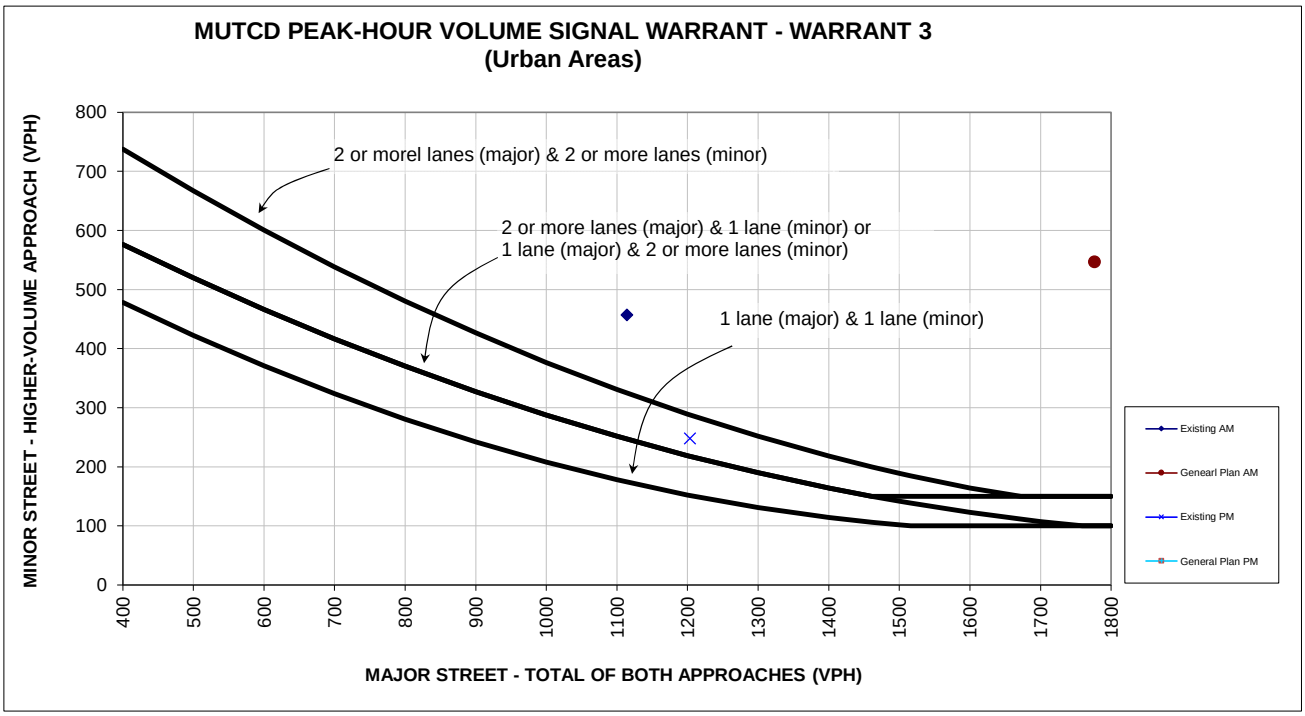
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	General Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Leavesley Road	X		X		695	776
Minor Street - Highest Approach	Cameron Boulevard/Marcella Avenue	X		X		29	86
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Leavesley Road	X		X		844	804
Minor Street - Highest Approach	Cameron Boulevard/Marcella Avenue	X		X		53	357
				Warrant Met?		No	Yes

Gilroy General Plan

42 . Monterey Street and IOOF Avenue



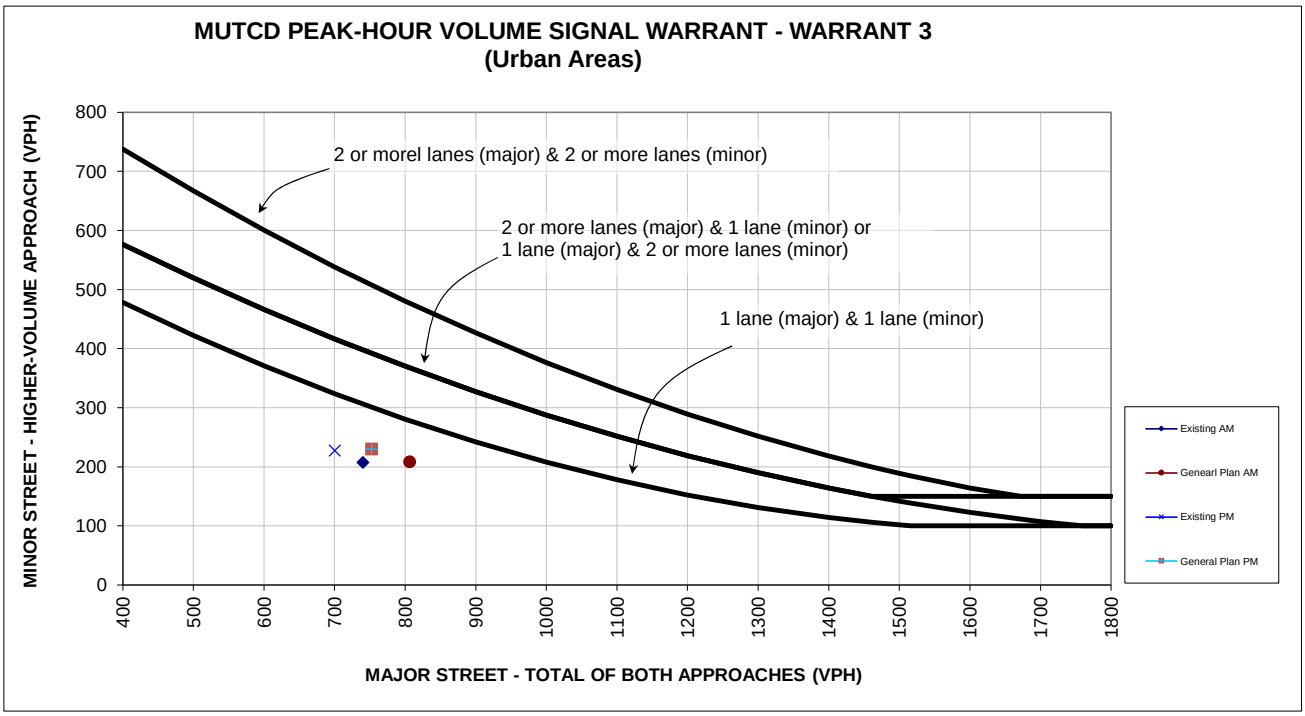
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Monterey Street		X		X	1114	1776
Minor Street - Highest Approach	IOOF Avenue	X		X		457	547
				Warrant Met?		Yes	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Monterey Street		X		X	1203	2430
Minor Street - Highest Approach	IOOF Avenue	X		X		248	576
				Warrant Met?		Yes	Yes

Gilroy General Plan

45 . Wren Avenue and Sixth Street



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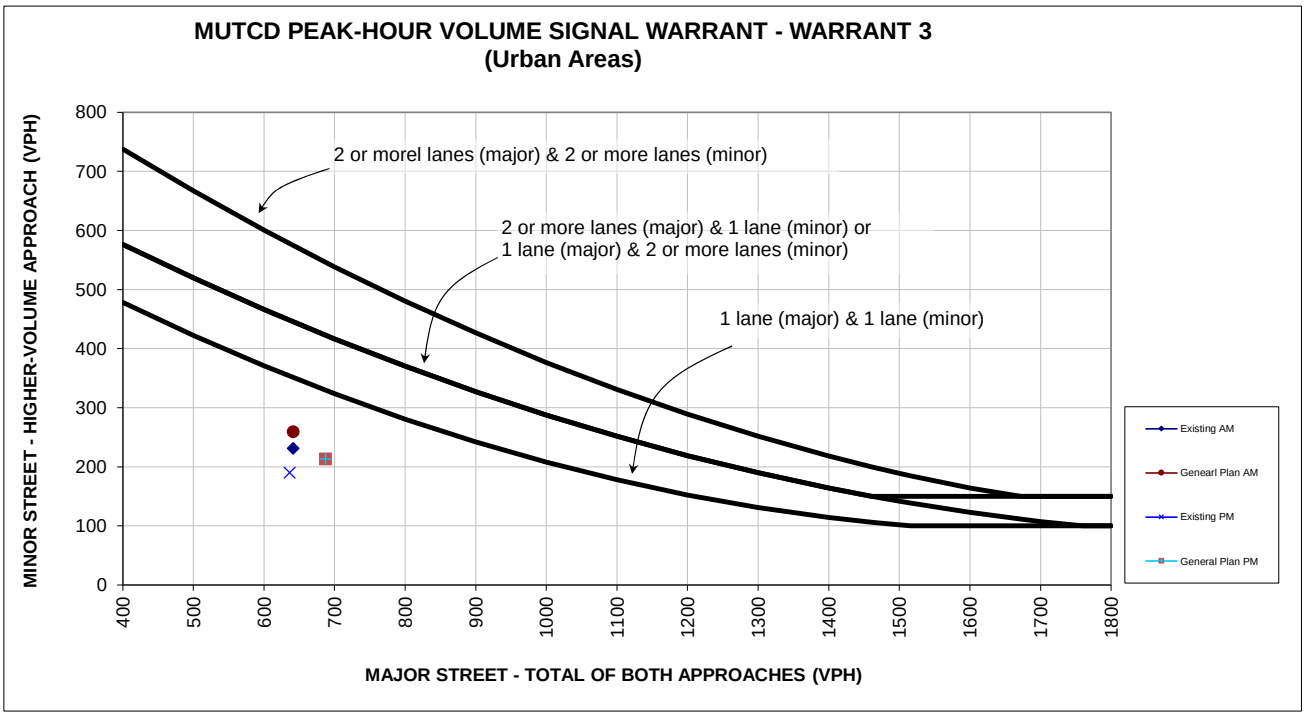
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Wren Avenue	X		X		740	806
Minor Street - Highest Approach	Sixth Street	X		X		207	208
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Wren Avenue	X		X		700	752
Minor Street - Highest Approach	Sixth Street	X		X		227	230
				Warrant Met?		No	No

Gilroy General Plan

46 . Princevalle Street and Sixth Street



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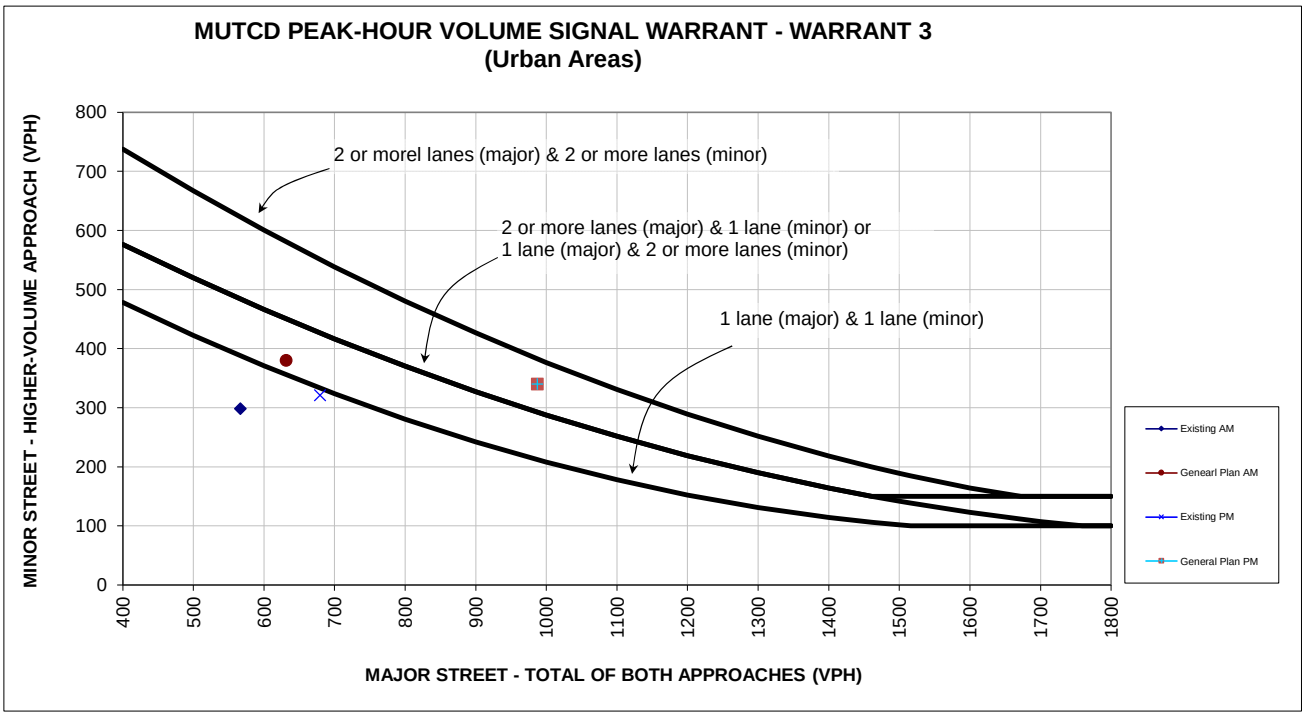
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Sixth Street	X		X		641	641
Minor Street - Highest Approach	Princevalle Street	X		X		231	259
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Sixth Street	X		X		636	687
Minor Street - Highest Approach	Princevalle Street	X		X		190	213
				Warrant Met?		No	No

Gilroy General Plan

47 . Church Street and Sixth Street



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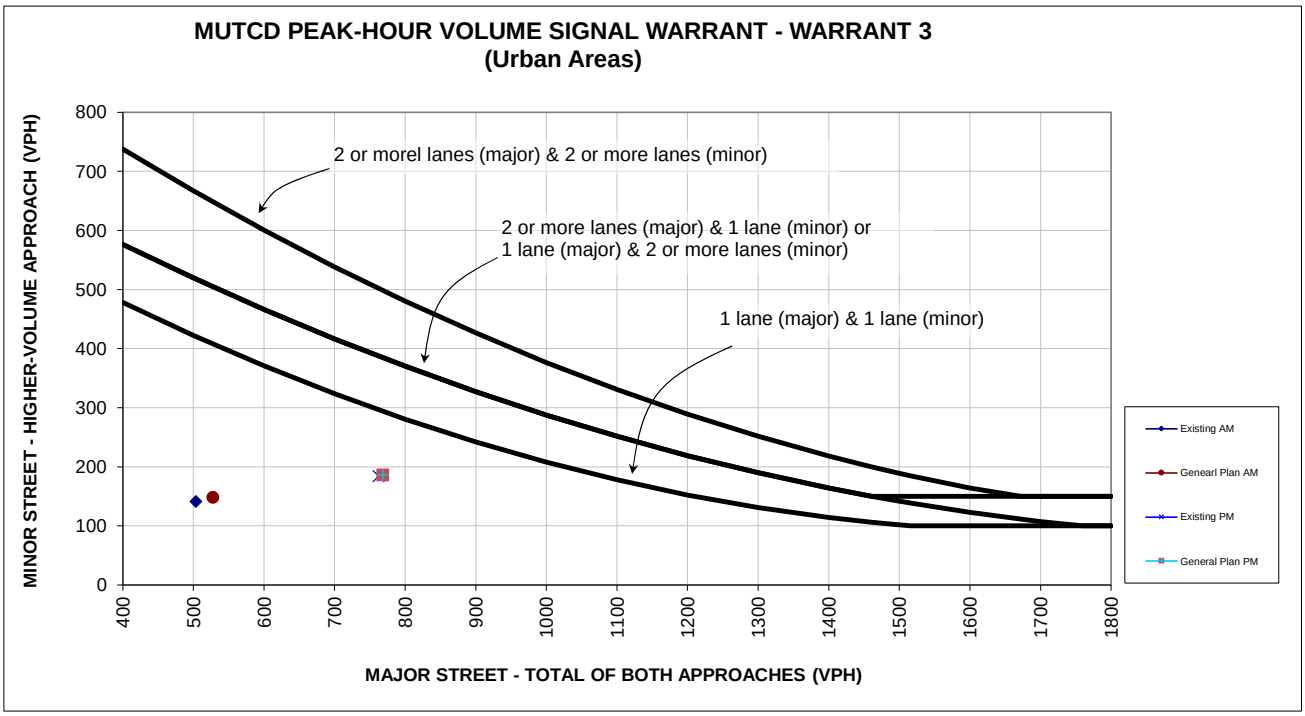
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Sixth Street	X		X		566	631
Minor Street - Highest Approach	Church Street	X		X		298	380
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Church Street	X		X		679	987
Minor Street - Highest Approach	Sixth Street	X		X		321	340
				Warrant Met?		No	Yes

Gilroy General Plan

49 . Chestnut Street and Sixth Street



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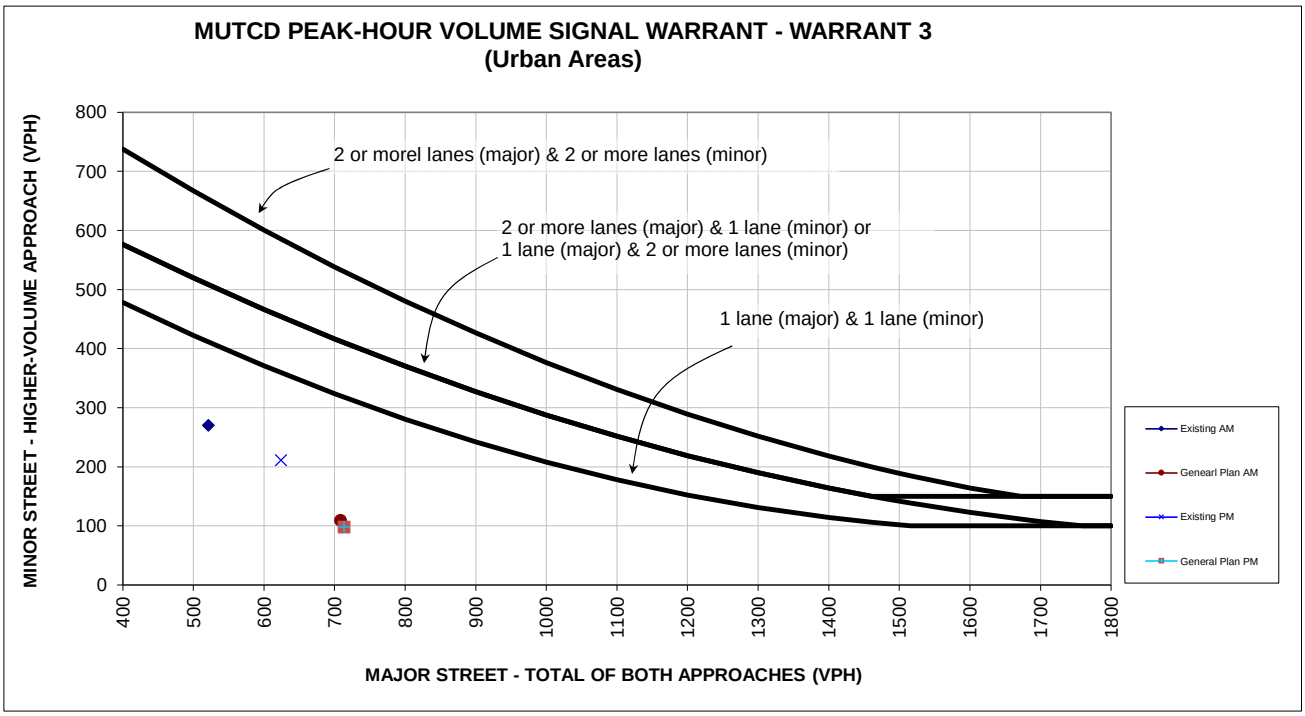
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Sixth Street	X		X		503	527
Minor Street - Highest Approach	Chestnut Street	X		X		141	148
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Sixth Street	X		X		762	768
Minor Street - Highest Approach	Chestnut Street	X		X		184	186
				Warrant Met?		No	No

Gilroy General Plan

50 . Miller Avenue and Uvas Park Drive



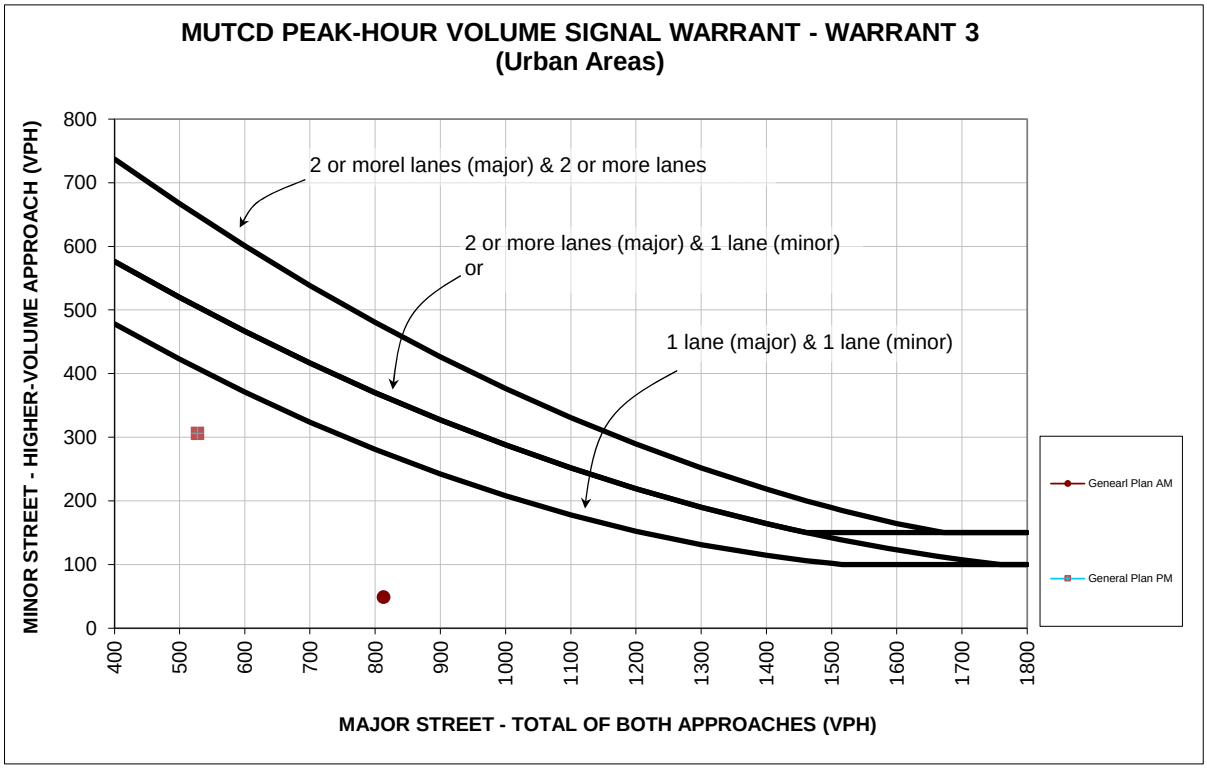
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Miller Avenue	X		X		521	708
Minor Street - Highest Approach	Uvas Park Drive	X		X		270	109
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Uvas Park Drive	X		X		624	713
Minor Street - Highest Approach	Miller Avenue	X		X		211	98
				Warrant Met?		No	No

Gilroy General Plan

62 . Rossi Lane and Luchessa Avenue



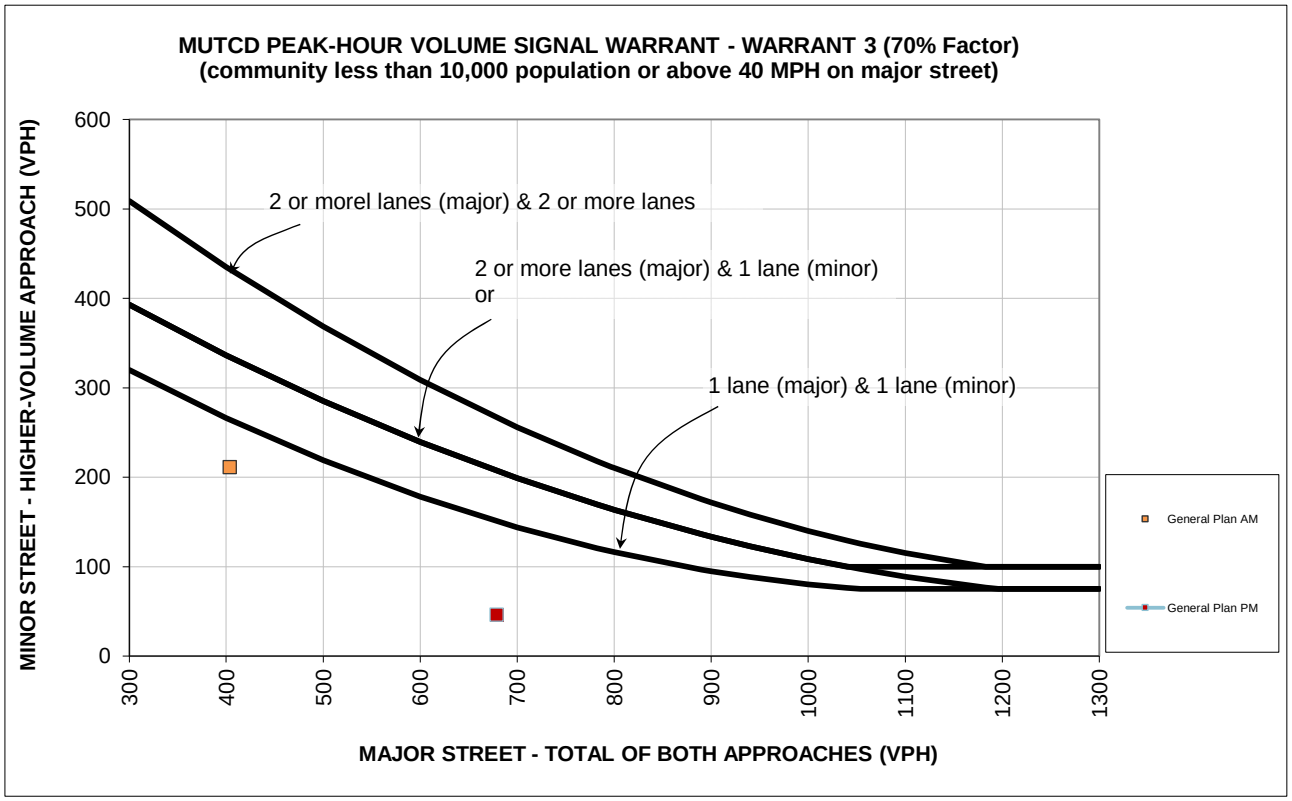
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		Genearl Plan AM
		One	2 or More	
Major Street - Both Approaches	Luchessa Avenue		X	812
Minor Street - Highest Approach	Rossi Lane	X		49
		Warrant Met?		No

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Luchessa Avenue		X	527
Minor Street - Highest Approach	Rossi Lane	X		306
		Warrant Met?		No

Gilroy General Plan

63 . Cameron Boulevard and Luchessa Avenue



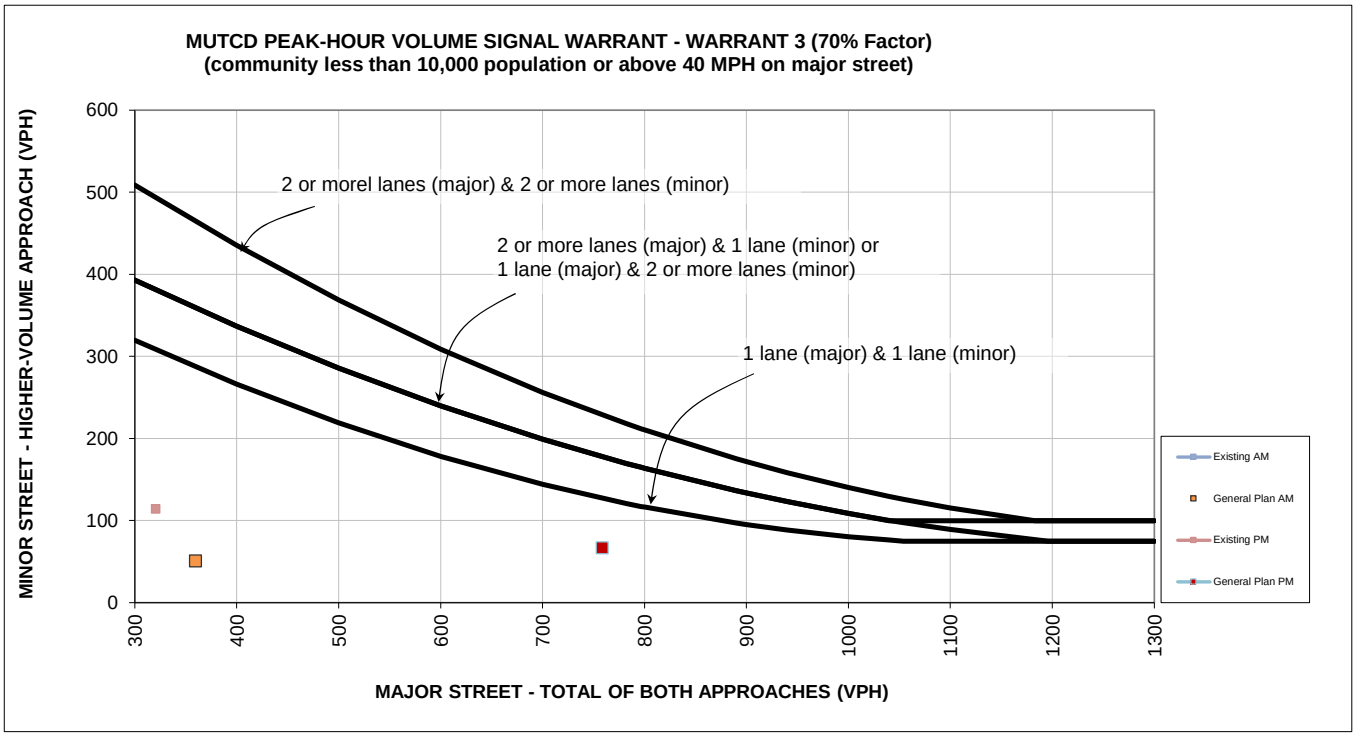
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		General Plan AM
		One	2 or More	
Major Street - Both Approaches	Luchessa Avenue		X	404
Minor Street - Highest Approach	Cameron Boulevard		X	211
		Warrant Met?		No

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Luchessa Avenue		X	679
Minor Street - Highest Approach	Cameron Boulevard		X	46
		Warrant Met?		No

Gilroy General Plan

71 . No Name Uno and Buena Vista Avenue



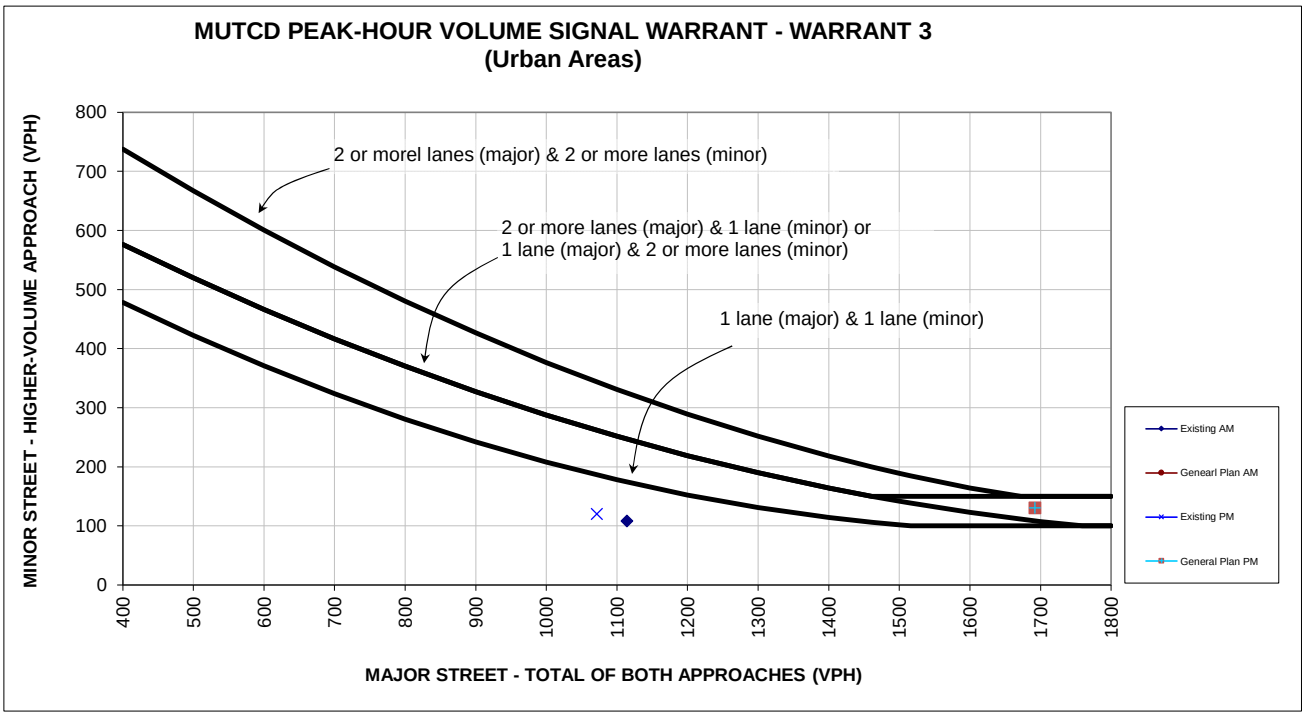
Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	General Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	No Name Uno	X		X		204	359
Minor Street - Highest Approach	Buena Vista Avenue	X		X		102	51
				Warrant Met?		No	No

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	No Name Uno	X		X		320	758
Minor Street - Highest Approach	Buena Vista Avenue	X		X		114	67
				Warrant Met?		No	No

Gilroy General Plan

72 . Church Street and Luchessa Avenue



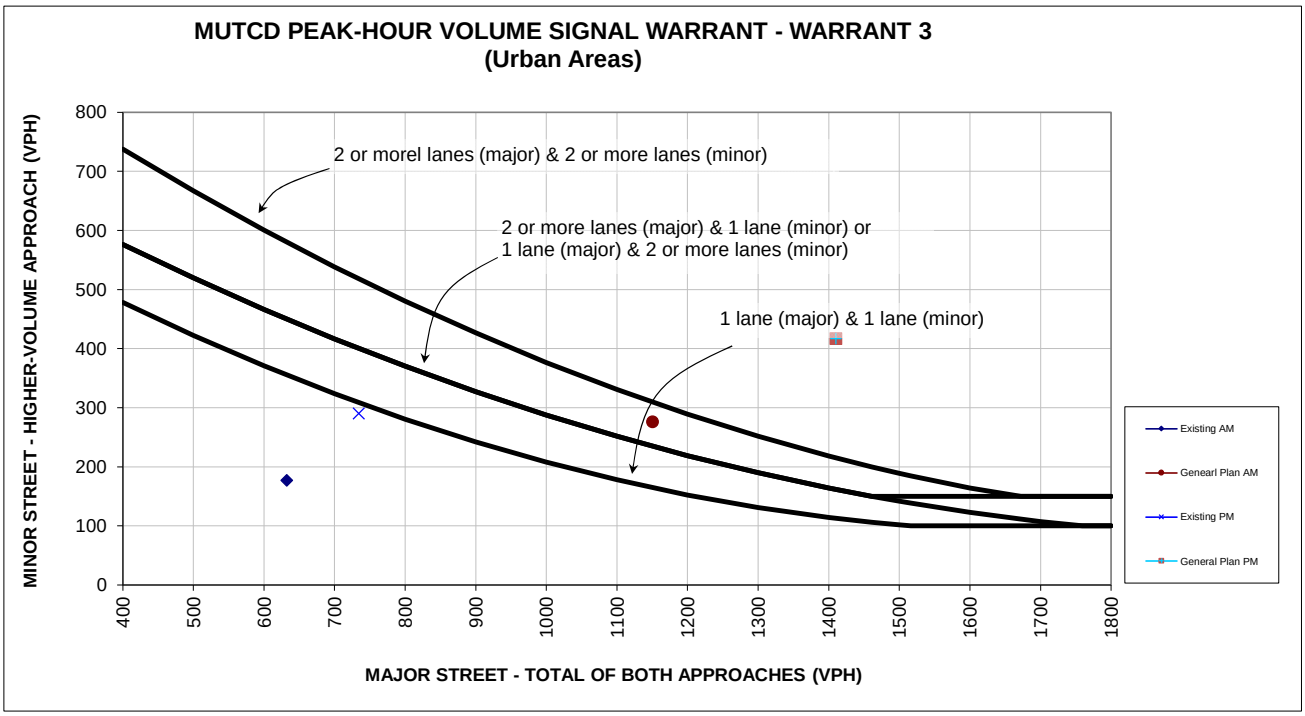
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Luchessa Avenue		X		X	1114	1878
Minor Street - Highest Approach	Church Street	X		X		108	133
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Luchessa Avenue		X		X	1071	1692
Minor Street - Highest Approach	Church Street	X		X		120	130
				Warrant Met?		No	Yes

Gilroy General Plan

73 . Chestnut Street and Luchessa Avenue



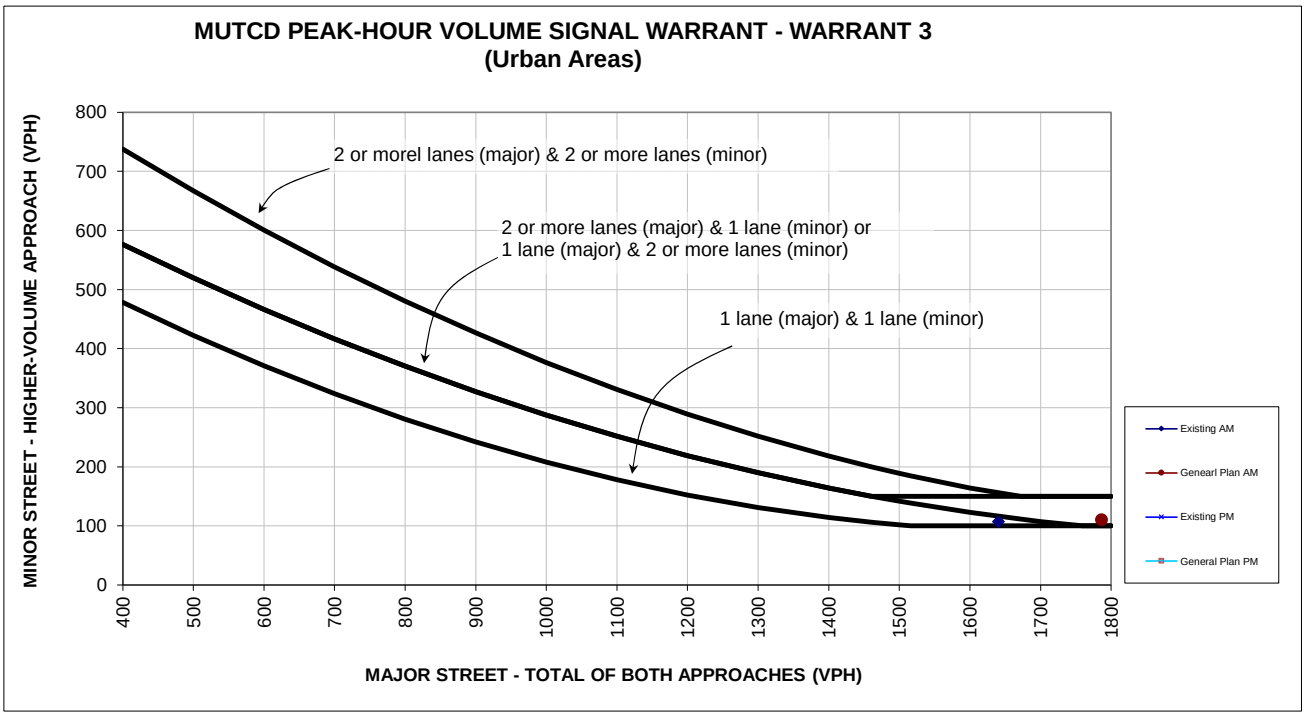
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Luchessa Avenue	X			X	632	1150
Minor Street - Highest Approach	Chestnut Street	X		X		177	276
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	Luchessa Avenue	X			X	734	1410
Minor Street - Highest Approach	Chestnut Street	X		X		290	417
				Warrant Met?		No	Yes

Gilroy General Plan

76 . Kern Avenue and First Street



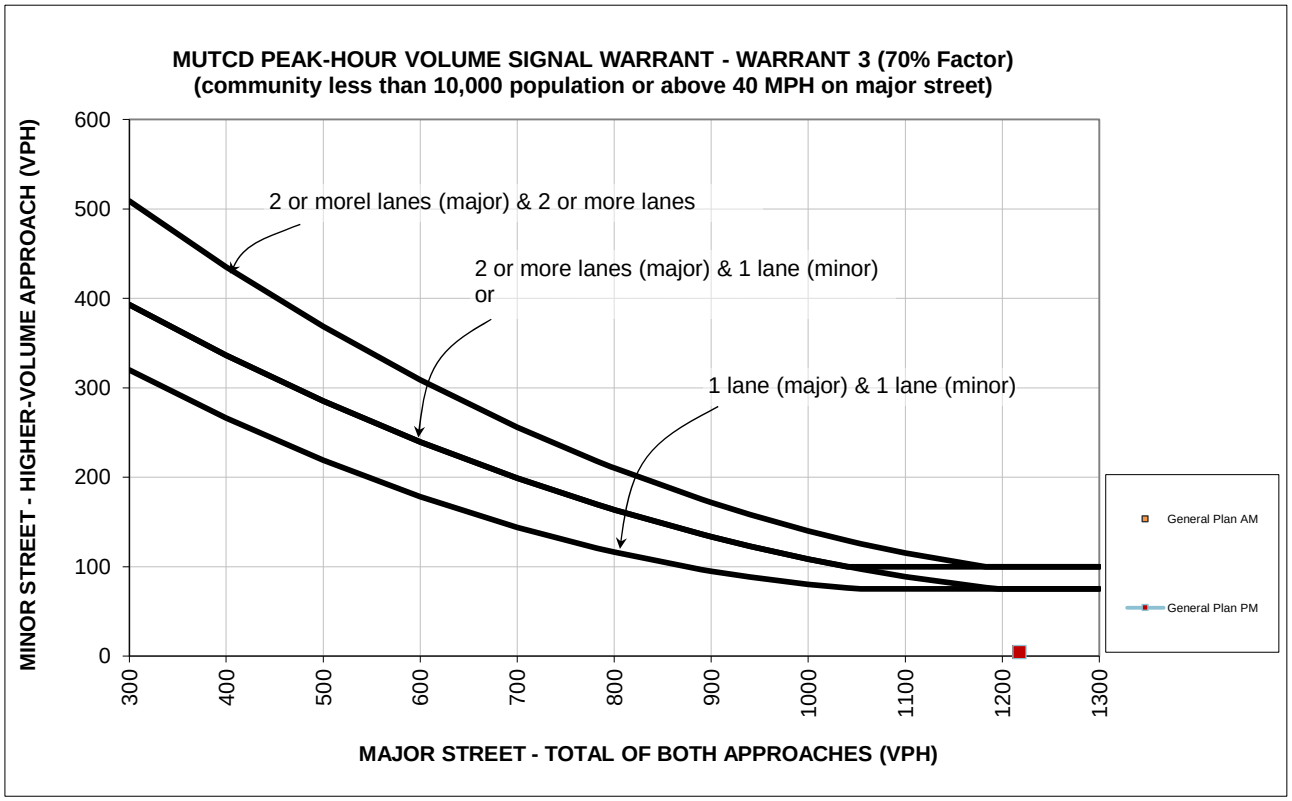
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		GP Approach Lanes		Existing AM	Genearl Plan AM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	First Street		X		X	1640	1786
Minor Street - Highest Approach	Kern Avenue	X		X		107	110
				Warrant Met?		No	Yes

		Existing Approach Lanes		GP Approach Lanes		Existing PM	General Plan PM
		One	2 or More	One	2 or More		
Major Street - Both Approaches	First Street		X		X	1822	2050
Minor Street - Highest Approach	Kern Avenue	X		X		111	115
				Warrant Met?		Yes	Yes

Gilroy General Plan

77 . Kern Avenue and Buena Vista Avenue



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		GP Approach Lanes		General Plan AM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	1835
Minor Street - Highest Approach	Kern Avenue	X		32
		Warrant Met?		No

		GP Approach Lanes		General Plan PM
		One	2 or More	
Major Street - Both Approaches	Buena Vista Avenue		X	1218
Minor Street - Highest Approach	Kern Avenue	X		4
		Warrant Met?		No