Notice of Preparation

To: Interested Parties

Date: February 4, 2021

Subject: Notice of Preparation of Draft Environmental Impact Report
110 Wood Road - Los Gatos Meadows Continuing Care Retirement Community

Lead Agency: Town of Los Gatos
Community Development Department
110 E. Main Street
Los Gatos, CA 95030
Contacts: Jocelyn Shoopman: (408) 354-6875 or *jshoopman@losgatosca.gov*
and Sean Mullin (408) 354-6823 or *smullin@losgatosca.gov*

NOTICE IS HEREBY GIVEN THAT the Town of Los Gatos will be the Lead Agency under the California Environmental Quality Act (CEQA) and will prepare an Environmental Impact Report (EIR) for the proposed project. This NOP includes a project description, figures, and an overview of the potential impacts that will be addressed in the EIR.

Project Title: 110 Wood Road – Los Gatos Meadows Continuing Care Retirement Community, Planned Development Application, PD-20-001

Project Applicant: Rockwood Pacific, 36 Southwood Drive, Orinda, CA 94563

Project Location: The subject property is located at 110 Wood Road. The property is accessed directly off Wood Road near the intersection with S. Santa Cruz Avenue.

The project description, location map, and the potential environmental effects are contained in the attached **Initial Study**.

The purpose of this notice is: (1) to serve as the Notice of Preparation to potential Responsible Agencies, agencies involved in funding or approving the project, and Trustee Agencies responsible for natural resources affected by the project, pursuant to Section 15082 of the CEQA Guidelines; and (2) to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues, from interested parties in addition to those noted above, including interested or affected members of the public. The Town of Los Gatos requests that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines Section 15082(b).

All parties that have submitted their names and mailing addresses will be notified as part of the project's CEQA review process. If you wish to be placed on the mailing list or have any questions or need additional information, please contact the persons identified below. A copy of the NOP is available for review on the Town's website (https://www.losgatosca.gov/2216/Pending-Planning-Projects).

Scoping Meeting: A scoping meeting will be conducted on February 25, 2021 at 7:00 p.m. This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic; and in accordance with Executive Order N-29-20, the public may only participate in the meeting online and not in the Council Chambers. If you are interested in providing oral comments real-time during the meeting, you must join the Zoom webinar at:

https://losgatosca-gov.zoom.us/j/89059258273?pwd=VFl1Vk95WXRhdXNoNmZyZlhQYzBYUT09

Meeting ID: 890 5925 8273

Passcode: 143924

Or by telephone:

Dial: USA 213 270 2124

US Toll Free USA 888 273 3658

Conference code: 898841

30-Day NOP Review Period: In accordance with the time limits identified in state law, responses to this NOP must be submitted to the Town by 5:00 p.m. on March 8, 2021 (30 days following the date this notice was first posted). Please submit written comments to the Los Gatos Community Development Department staff listed below:

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February 4, 2021 Jocelyn Shoopman

Date

Jocelyn Shoopman, Associate Planner
Town of Los Gatos

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A. BACKGROUND

Project Title	110 Wood Road - Los Gatos Meadows Continuing Care Retirement Community
Lead Agency Contact Person and Phone Number	Town of Los Gatos Jocelyn Shoopman, Associate Planner (408) 354-6875
Date Prepared	January 2021
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940
Project Location	110 Wood Road, Los Gatos, CA 95030
Project Sponsor Name and Address	Rockwood Pacific 36 Southwood Drive, Orinda, CA 94563
General Plan Designation	Medium Density Residential
Zoning	Residential Planned Development (R:PD)

Setting

The 10.84-acre project site is located at 110 Wood Road in the Town of Los Gatos. The project site is comprised of one parcel - APN 510-47-038. The project site has a *Town of Los Gatos 2020 General Plan* (general plan) land use designation of Medium Density Residential, which provides for multiple-family residential, duplex, and/or single-family homes with 5-12 dwelling units per net acre. The project site is zoned Residential Planned Development (R:PD). The Planned Development (PD) overlay zone is intended to preserve the town's natural and historic resources, promote the production of affordable housing, maximize open space, and/or allow a project that provides benefits to the citizens of the town.

A senior living development has been operating on the site since 1971. The project site is currently developed with 10 residential buildings ranging from one to four stories, which include a total of 205 independent residential apartments and supporting health care units. The existing facility includes a dining and commons building, an infirmary, garage and services building, a multi-purpose building, and two cottages. There are 130 existing parking spaces on-site (85 within the existing structure and 45 surface parking spaces). The site has two access points: one from the south off of Wood Road and the other from the north off of

Farwell Lane. A driveway within the project site connects Wood Road with Broadway. The facility has been closed since February 2019, after a rigorous facilities assessment concluded that continuing operations of the more than 48-year-old facility in its present form presented too great a risk to its residents. Although the facility has completed the closure process, the facility continues to be staffed to provide on-going maintenance and security of the property.

Surrounding land uses include single-family residences and the Seventh-Day Adventist Church to the north, office buildings and the Toll House Hotel to the east, a single-family home to the southeast, and hillside residences to the south and west.

Figure 1, Location Map, presents the regional and vicinity location of the project site. Figure 2, Aerial Photograph, presents an aerial view of the project site and immediate surroundings. Figure 3, Site Photographs, presents photographs taken at the project site in August 2020.

Description of Project

Senior Living Community

The proposed project involves the redevelopment of the site with a state-of-the-art senior living community that would replace the existing Los Gatos Meadows senior living community. Figure 4, Site Plan, presents the proposed redevelopment of the property. The project includes the construction of eight, three- to five-story buildings rising from a ground level base containing the main building entry and reception, health center, and garage. The project would include 174 independent residential apartments totaling 334,574 square feet with 57 one-bedroom apartments and 117 two-bedroom apartments. The project would include a 20,588 square foot health center with 17 supporting care units specializing in assisted living care, memory care and respite care. In addition, the project would consist of 35,429 square feet of total amenity space (including fitness and dining areas) and 35,280 square feet for back of house and mechanical space. The project would include 91,827 square feet of parking space, with 77 standard parking spaces in the new garage.

Access and Circulation

The project would continue to use the existing driveway on Wood Road for access to the parking entrance, main entrance, and loading entrance. The project would reconfigure the existing “exit only” driveway located on Broadway, and would convert the driveway into a pedestrian and bicycle lane. The driveway will also serve as the fixed route for an autonomous vehicle connection from the main entrance to the Broadway frontage. Locations throughout the project would have various turning movement restrictions to ensure site distance visibility, and safe turning movement distances. The project would incorporate a dedicated road for fire access, which would be located on the western side of the property.

Construction Activities

Site preparation would require demolition of all existing site improvements, which is expected to take approximately four months. The project is anticipated to be built over a period of approximately 26 to 30 months. The construction activities of the project shall comply with all applicable Town Codes (Sections 12.20.035, 15.30.546 and 16.20.035), including those related to noise and haul routes.

Grading Permit

The preliminary cut and fill plan presents the preliminary earthwork quantity required for development of proposed project as follows: total cut is 146,700 cubic yards and total fill is 6,400 cubic yards, resulting in an export of 140,300 cubic yards. The Town Municipal Code Section 12.20.010 requires a grading permit prior to any grading work or any other land-disturbing activity.

Tree Removal and Planting

The tree preservation/removal plan shows that out of a total of 375 existing trees, 213 trees would be removed and 118 trees would be preserved. The landscape plans indicate that new trees would be planted on the terrace level and ground level.

Population and Employment

Assuming one bed per unit for the 174 independent residential apartments and 17 supporting care units, the proposed project would accommodate a minimum of 191 residents. Units accommodating more than one residential would increase this total.

According to the *Letter of Justification: Rebuild Los Gatos Meadows*, an estimated 120 full-time equivalent employees would be anticipated with the proposed project. This is commensurate to the number of employees on-site prior to the closure of the existing facility in September 2019.

Stormwater Management

Development of the project as proposed would result in a net decrease in impervious surface area of approximately 4,000 square feet. The project would mimic existing drainage patterns with modifications to meet current stormwater runoff requirements that would result in slower runoff during small storms. Stormwater would be collected on-site via drain inlets and roof drains and will be treated on-site. The stormwater would first be treated on-site with bioretention systems approved by the Town, and then will be conveyed to the existing public stormwater infrastructure that serves the site.

Other Public Agencies Whose Approval is Required

Regional Water Quality Control Board

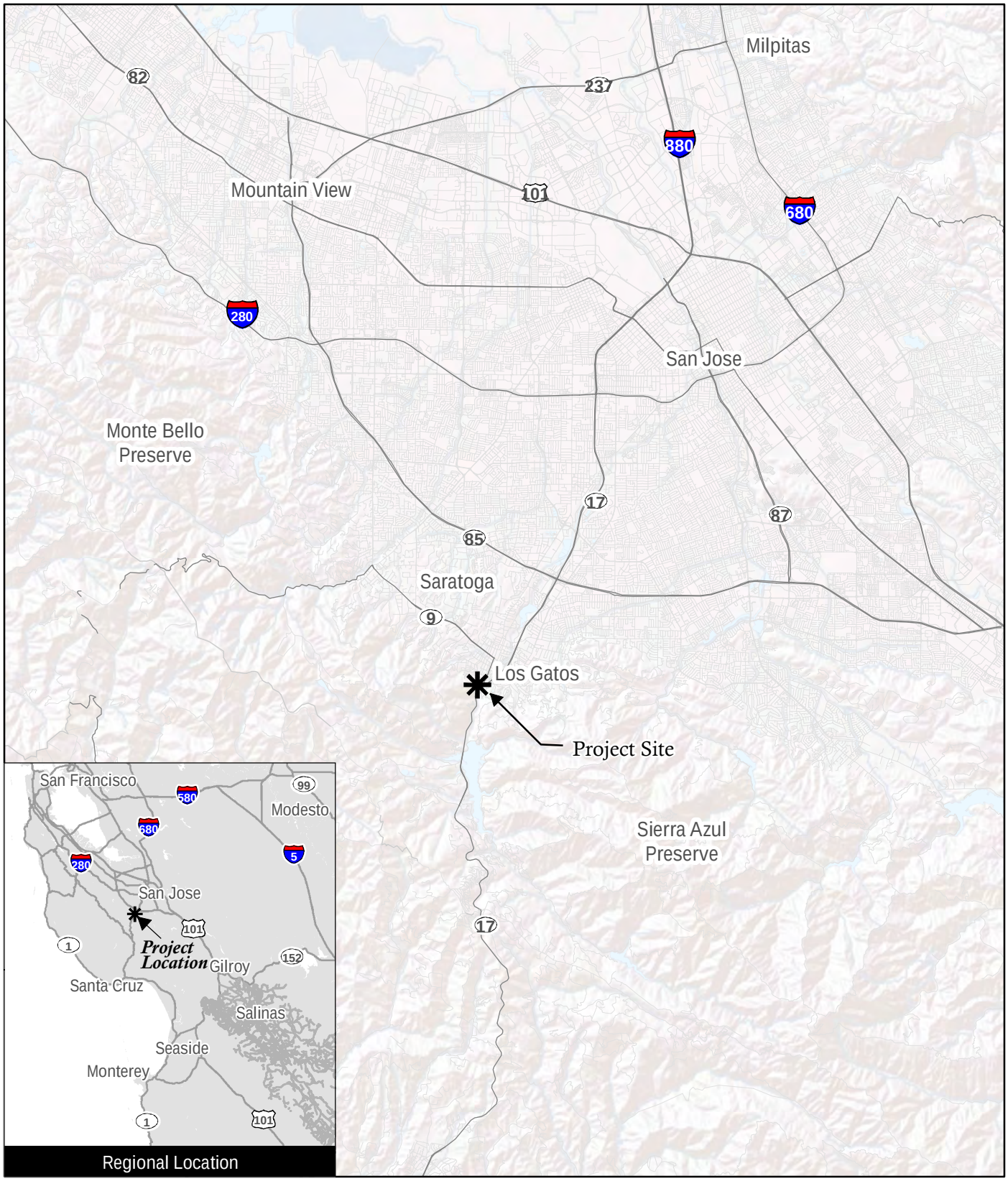
Others to be determined during preparation of the EIR.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1.

However, associated with preparation of the EIR, an archaeological investigation will be conducted, which will include a background data search from the National Register of Historic Places, the California Historical Resources Information System, and the Native American Heritage Commission. A Sacred Lands Search will also be conducted.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.



0 2 miles

Source: ESRI 2020

Figure 1

Location Map

110 Wood Road – Los Gatos Meadows Continuing Care Retirement Community Initial Study

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0 275 feet

Project Site

Source: Google Earth 2018, Monterey County GIS 2019

Figure 2

Aerial Photograph

110 Wood Road – Los Gatos Meadows Continuing Care Retirement Community Initial Study

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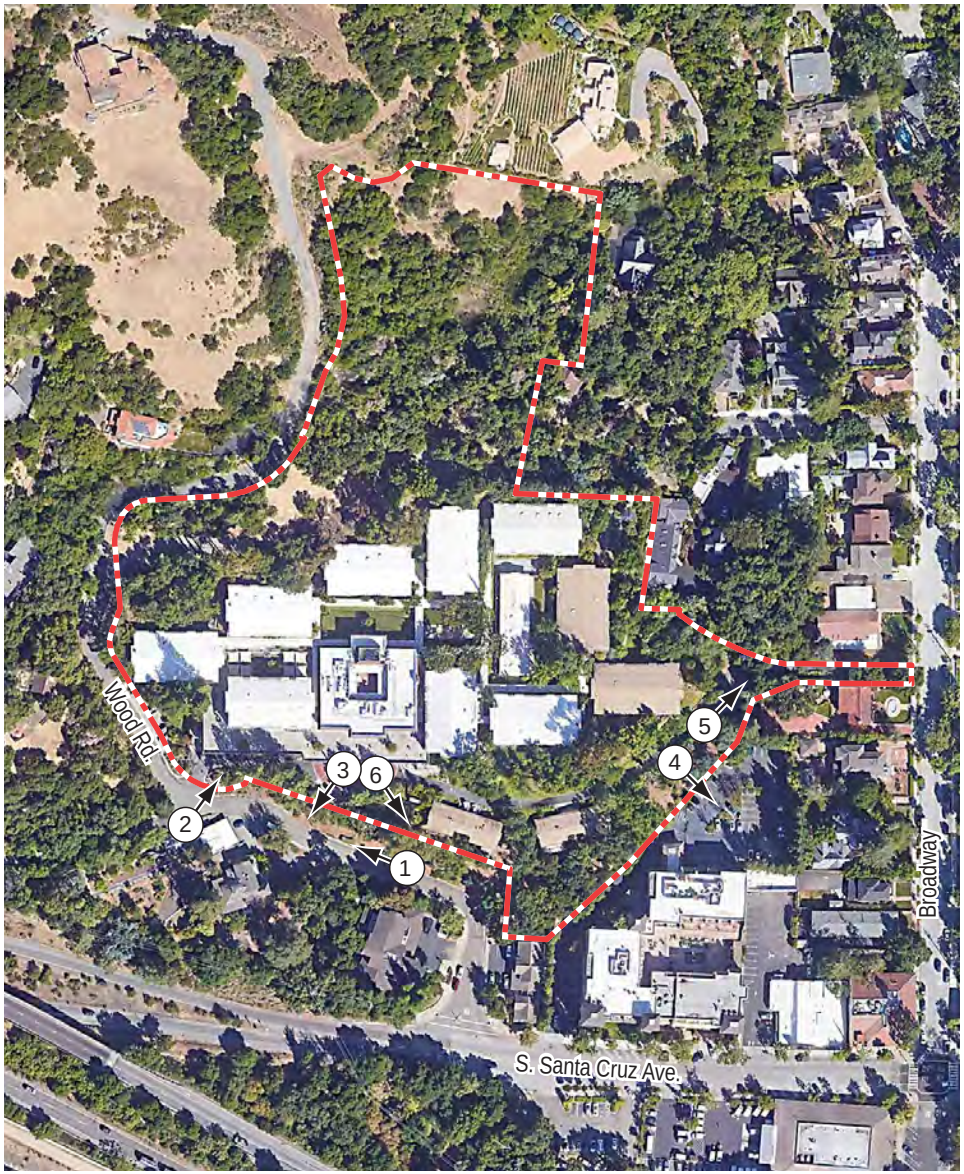
1 View of the project site from Wood Road

2 View of the project site looking north from the intersection of Wood Road and Morning Star

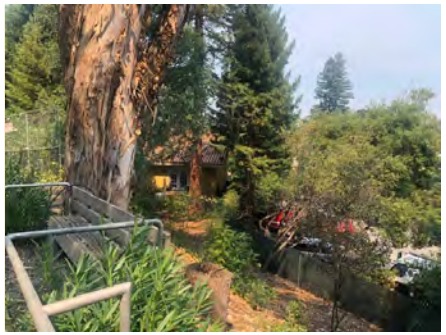
3 View of the single-family home to the southeast of the project site



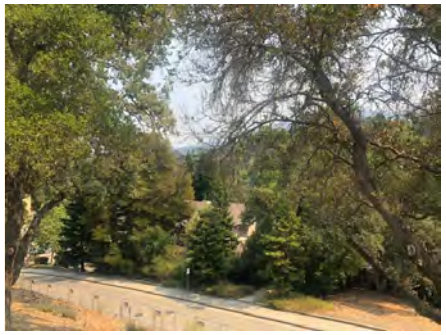
Project Site

Source: Google Earth 2018
Photographs: EMC Planning Group 2020

4 View of the back of the Toll House Hotel from the project site



5 View of a single-family home to the north of the project site



6 View of the office building to the east of the project site

Figure 3
Site Photographs

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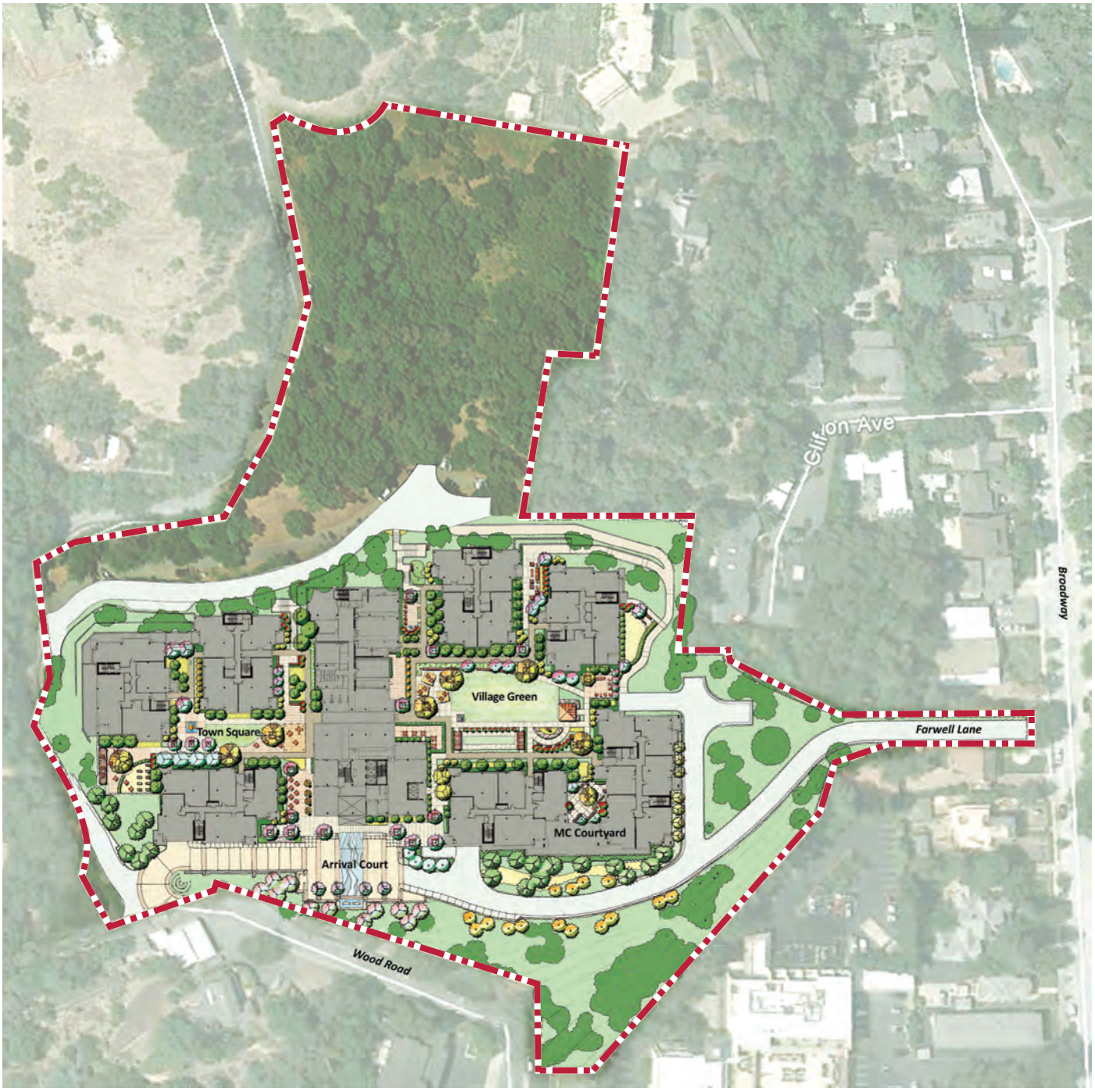

0 160 feet

Project Site

Source: Gates and Associates 2020

Figure 4

Site Plan

110 Wood Road – Los Gatos Meadows Continuing Care Retirement Community Initial Study

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B. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☒ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☒ Energy
- ☒ Geology/Soils
- ☒ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☒ Wildfire
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Mandatory Findings of Significance

C. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jocelyn Shoopman

February 4, 2021

Jocelyn Shoopman, Associate Planner

Date

D. Evaluation of Environmental Impacts

Notes

1. A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once it has been determined that a particular physical impact may occur, then the checklist answers indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier document or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:
    a. "Earlier Analysis Used" identifies and states where such document is available for review.
    b. "Impact Adequately Addressed" identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. "Mitigation Measures"—For effects that are "Less-Than-Significant Impact with Mitigation Measures Incorporated," mitigation measures are described

which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.
7. "Supporting Information Sources"—A source list is attached, and other sources used or individuals contacted are cited in the discussion.
8. This is a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected. This is the format recommended in the CEQA Guidelines as amended 2018.
9. The explanation of each issue identifies:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099 (Modernization of Transportation Analysis for Transit-Oriented Infill Projects), would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista? (1, 2, 3, 5, 6)	☒	☐	☐	☐
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (16)	☒	☐	☐	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (1, 2, 3, 5, 6)	☒	☐	☐	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (3, 6, 17)	☒	☐	☐	☐

Comments:

a/c. The Town of Los Gatos 2020 General Plan Final EIR concluded that buildout of the General Plan would result in less than significant aesthetic impacts, with implementation of General Plan goals, policies, and actions. Development on the project site, including tree removal and potential impacts to existing public viewsheds in the area of the project site, will be evaluated in an EIR document. Consistency with General Plan visual policies will be assessed.

b. The project site is located approximately 350 feet north of State Route 17, which Caltrans has identified as an eligible scenic highway. Although there is significant vegetative cover between the highway and buildings in the Town, the EIR will evaluate whether the project would affect visual resources from the highway.

d. The existing facility current has exterior and surface parking lighting and lighting typical of multifamily residential and senior care facilities. The proposed project

would have uses similar to the existing uses and would continue to have lighting typical to senior care facilities. Therefore, lighting would be similar to existing uses. Additionally, the project would be required to demonstrate compliance with Town Code Section 29.10.09035, which prohibits the generation of direct or reflected light onto any area outside of the project boundaries. Exterior fixtures would comply with the Town requirements to be downward directed and shielded. On-site lighting impacts would therefore be less than significant, and will not be addressed in the EIR.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (5, 6, 7)	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (8, 9)	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (3, 5, 6, 9)	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use? (3, 5, 6, 9)	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (3, 5, 6, 9)	☐	☐	☐	☒

Comments:

a. The project site is currently developed with a senior living community. The project site and land surrounding the project site are identified as "Urban and Built-up Land" on the California Department of Conservation's Important Farmland Finder. Therefore, the proposed project would have no impact on prime farmland, unique farmland, or farmland of statewide importance.

b. There are no land uses with or adjacent to the proposed project that are zoned for agricultural uses. There are no properties within or adjacent to the project site that currently have a Williamson Act Contract. Therefore, the proposed project would not conflict with the provisions of the Williamson Act or agricultural zoning.

c-e. The project site is zoned Residential Planned Development (R:PD). The project site and adjacent land uses are not zoned for forestland or timberland uses. The proposed project would not convert forest land to non-forest land. The surrounding properties are currently developed with commercial or residential uses. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, or result in the loss of forest land or conversion of forest land to non-forest use.

Agricultural resources will not be addressed further in the EIR.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan? (3)	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (3)	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations? (3, 6)	☒	☐	☐	☐
d. Result in other emissions, such as those leading to odors adversely affecting a substantial number of people? (3, 6)	☒	☐	☐	☐

Comments:

a-d. The proposed project will generate criteria air pollutant emissions during its construction and long-term operation. Operational criteria air pollutant emissions will be evaluated in the EIR and will be compared against the baseline of the existing facility when it was operational.

The air quality and odor impact's during project construction, including the potential health risks to nearby sensitive receptors as a result of construction activities at project site, will also be evaluated in the EIR.

4. Biological Resources

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1, 2, 3, 6)	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1, 2, 3, 6)	☒	☐	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filing, hydrological interruption, or other means? (1, 2, 3, 6)	☒	☐	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (1, 2, 3, 6)	☒	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1, 2, 3, 6)	☒	☐	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (1, 2, 3, 6)	☒	☐	☐	☐

Comments:

a-f. Impacts to biological resources, including impacts to Town-regulated trees, will be evaluated in the EIR.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5? (1, 2, 3, 6)	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (1, 2, 3, 6)	☒	☐	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries? (1, 2, 3, 6)	☒	☐	☐	☐

Comments:

a-c. The Town has already determined that the existing structures are not historically significant. The proposed project does have the potential to disturb unknown buried cultural resources during construction activities. An archaeological investigation will be conducted, which will include a background data search from the National Register of Historic Places, the California Historical Resources Information System, and the Native American Heritage Commission. A Sacred Lands Search will also be conducted. The cultural resources section of the EIR will describe the results from the archaeological survey, the background data searches, and consultation with tribes that may be identified by the Native American Heritage Commission.

6. ENERGY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (3)	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (3)	☒	☐	☐	☐

Comments:

a-b. The proposed project will result in increased demand for energy during its construction and long-term operation. The project's energy impacts will be evaluated in the EIR.

7. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (10)	☒	☐	☐	☐
(2) Strong seismic ground shaking? (10)	☒	☐	☐	☐
(3) Seismic-related ground failure, including liquefaction? (10)	☒	☐	☐	☒
(4) Landslides? (10)	☒	☐	☐	☐
b. Result in substantial soil erosion or the loss of topsoil? (10)	☒	☐	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (10)	☒	☐	☐	☐
d. Be located on expansive soil, creating substantial direct or indirect risks to life or property? (10)	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (10)	☒	☐	☐	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (10)	☒	☐	☐	☐

Comments:

A *Draft Preliminary Geologic and Geotechnical Evaluation for Los Gatos Meadows* was prepared by Cornerstone Earth Group in 2007, which recommends further studies including site specific subsurface investigations be performed to characterize the subsurface conditions and to verify the preliminary conclusions. The Town has requested these further studies and they will all be peer reviewed by the Town. The EIR will report on the conclusions of the studies and if potentially significant geological impacts are identified, mitigation measures will be required.

8. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (3)	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (3)	☒	☐	☐	☐

Comments:

a-b. The proposed project will generate greenhouse gas emissions (GHG) during its construction and long-term operation. Construction GHG impacts will be addressed in the EIR in terms of the appropriate GHG threshold for the project. Operational GHG emissions will be evaluated in the EIR and will be compared against the baseline of the existing facility when it was operational.

9. Hazards and Hazardous Materials

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (3)	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (11)	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (5)	☐	☒	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment? (12)	☐	☐	☐	☒
e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or a public-use airport, result in a safety hazard or excessive noise for people residing or working in the project area? (5)	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (13)	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (2)	☒	☐	☐	☐

Comments:

A *Phase I Environmental Site Assessment and Preliminary Soil Quality Evaluation* ("environmental site assessment") was prepared for the proposed project by Cornerstone

Earth Group. This environmental site assessment identifies, to the extent feasible, the presence or likely presence of any hazardous substances in and around the project site.

a. Construction and operation of the proposed assisted care facility may involve use and storage of some materials that are considered hazardous. Hazardous materials used during construction may include fuels, oils, mechanical fluids, and other chemicals. Hazardous materials associated with operation of the proposed project may include typical solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies, typically used by residential projects. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b. The proposed project includes demolition of the existing senior community that was constructed in 1971. Based on the age of the existing structures, building materials may contain asbestos. Airborne asbestos fibers pose a serious health threat and the demolition, renovation, or removal of asbestos-containing building materials could result in exposure to these materials. If the existing on-site buildings contain asbestos, demolition could result in the release of asbestos into the air. This is a potentially significant impact.

According to the environmental site assessment, lead-based paint was banned in 1978. The existing senior community was constructed prior to 1978; therefore, lead-based paint may be present in the existing structures on the project site. Lead is a known carcinogen and its release during grading or other ground disturbing activities could pose hazards to public health and safety. This is a potentially significant impact.

Implementation of the following mitigation measure would ensure potential impacts from the release of asbestos and lead-based paint into the environment as a result of demolition activities are reduced to a less-than-significant level.

Mitigation Measure

HAZ-1 The applicant shall consult with Bay Area Air Quality Management District to determine permit requirements. Removal of asbestos-containing building materials is subject to Bay Area Air Quality Management District's Regulation 11, Rule 2: Asbestos Demolition, Renovation and Manufacturing. Release of lead into the atmosphere is subject to Bay Area Air Quality Management District's Regulation 11, Rule 1: Lead.

Prior to the commencement of demolition activities on the site, the applicant shall provide evidence of meeting the permitting requirements of the Bay Area Air Quality Management District, to the satisfaction of the Town of Los Gatos Planning Department.

c. The nearest school, the St. Mary's of the Immaculate Conception Catholic School, is located approximately 0.5 miles north of the project site. Implementation of mitigation measure HAZ-1 presented in "b" above would ensure that impacts related to the possible release of asbestos during demolition would be less than significant.

d. Government Code Section 65962.5 requires that the Department of Toxic Substances Control compile and regularly update a list of hazardous waste facilities and sites. A search of the Envirostor website (Department of Toxic Substances Control 2020) revealed that the project site is not on the list and there are no listed hazardous sites within one half mile. Therefore, proposed project would not create a significant hazard to the public or the environment due to location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5.

e. The project site is not within an airport land use plan, within two miles of a public airport, or near a private landing strip. The nearest airports are San Jose International Airport, approximately 12 miles to the north, and Reid-Hillview Airport, 16 miles to the northeast. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area.

f. The *Town of Los Gatos Emergency Operations Plan* identifies potential threats and outlines response protocols and procedures in response to emergency situations. The project would replace an existing senior community facility with a similar senior community facility. The proposed project would also include a dedicated fire access lane on the western portion of the project site. Primary access to all major roads would be maintained during construction of the proposed project. Therefore, the proposed project would not interfere with any adopted emergency or evacuation plans.

g. According to the general plan EIR Figure SAF-3, the project site is within "State Mandated Local Responsibility Area (Very High Fire Hazard Area)." Design and construction of the proposed structures will be required to follow all applicable building safety measures related to fire hazards. Wildfire hazards will be addressed in the EIR.

Otherwise, hazards and hazardous materials will not be addressed further in the EIR.

10. Hydrology and Water Quality

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (3, 18)	☐	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (2, 3)	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(1) Result in substantial erosion or siltation on- or off-site; (3, 17, 18)	☐	☐	☒	☐
(2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (3)	☐	☐	☐	☒
(3) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or (3, 17, 18)	☐	☐	☒	☐
(4) Impede or redirect flood flows? (2)	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (2)	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (14, 15, 18, 19)	☐	☐	☐	☒

Comments:

a. The State Water Resources Control Board has implemented a National Pollutant Discharge Elimination System (NPDES) Program to control and enforce storm water pollutant discharge reduction per the Clean Water Act. The San Francisco Bay Regional Water Quality Control Board issues and enforces the NPDES permits for discharges to water bodies in the bay area. Redevelopment of the project site with the proposed project has the potential to increase discharge of storm water pollutants during construction due to ground disturbance. Projects disturbing more than one acre of land during construction are required to file a notice of intent to be covered under the State NPDES Construction General Permit for discharges of storm water associated with construction activities. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that details how water quality would be protected during construction activities. The SWPPP must contain a site map(s) that shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography (both before and after construction), and drainage patterns across the project. Best Management Practices, which are detailed within each permit, are to be implemented to protect water quality. The project applicant would be required to obtain a State NPDES Construction General Permit for redevelopment of the 10.84-acre project site.

   Further, Section 22.30.035 of the Town Municipal Code outlines requirements for storm water management on new development and redevelopment projects. Every new development or redevelopment project is required to identify the potential for stormwater to be discharged from the project site following completion of construction activity and demonstrate that the plans, drawings, or specifications for such project include the installation of management techniques, practices, and control measures designed to mitigate the potential adverse impacts of storm water that may be discharged from the project site on an ongoing basis, including storm water treatment measures.

   By complying with the Construction General Stormwater Permit and the Town's stormwater management requirements, the proposed project would not violate any water quality standards or degrade water quality.

b. Water service to the project site is provided by San Jose Water, which includes three major sources: groundwater, imported surface water, and local raw mountain water. The Town of Los Gatos is located within the Santa Clara Valley Groundwater Subbasin, which is managed by Valley Water. Valley Water maintains the basin at

equilibrium by augmenting natural percolation of rainfall and local stream runoff with imported water. In addition, Valley Water operates a treated groundwater recharge/reinjection program that promotes the reuse of treated groundwater from the clean-up of contaminated sites.

The proposed project replaces 205 senior living units with 191 senior living units, thereby resulting in a likely decrease in water demand. Therefore, there would be no impact on groundwater supplies.

The proposed project would result in the replacement of existing structures with fewer, but similar structures, resulting in a net decrease of impervious surface area of approximately 4,000 square feet. Therefore, proposed project would not contribute to a substantial depletion of groundwater supplies or interfere substantially with groundwater recharge.

c. Potential impacts due to impervious surfaces on the project site are discussed below:

(1) Erosion. The proposed project includes grading and excavation, which could result in soil erosion during storms and related sedimentation in downstream storm drains. The Town Municipal Code Section 12.20.010 requires a grading permit prior to any grading work or any other land-disturbing activity. Because the disturbance area is greater than one acre, a SWPPP would be required in conformance with the NPDES Construction General Storm Water Permit, as discussed in "a" above. Compliance with the NPDES permit requirements and the Town's standard requirements, the proposed project would result in a less-than-significant erosion or sedimentation impacts from on-site grading or excavation activities.

(2) Flooding. Stormwater will be collected onsite via drain inlets and roof drains and will then be conveyed to the existing public stormwater infrastructure that serves the site, thereby eliminating the potential for flooding on- or off-site. Therefore, there is no impact related to flooding.

(3) Runoff. The project site is currently developed with a senior community facility and will be redeveloped with a similar senior community facility with fewer units. The proposed project would result in a net decrease of impervious surface area of approximately 4,000 square feet, resulting in a decreased potential for surface water runoff. The proposed project is required to comply with the requirements of the Storm Water NPDES Permit issued by the San Francisco Bay Regional Water Quality Control Board. In addition, the proposed project would be subject to Section 22.30.035 of the Town Municipal Code, which outlines requirements for storm water management on new development and redevelopment project. Therefore, the

proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

(4) Flood flows. As discussed under checklist question d) below, the project site is located within an area of minimal flood hazard. Therefore, development of the proposed project would not impede or redirect flood flows.

d. According to the Federal Emergency Management Agency (FEMA) Flood Zone map in the general plan EIR (figure 4.8-1), the project site is located within a 500-year flood zone. A 500-year flood zone has a 0.2 percent probability of flooding in a given year; i.e. a 500-year flood zone is likely to flood only under extreme flood conditions. The project site is not located within the Lexington dam failure inundation area, as identified on figure 4.8-2 of the general plan EIR. The project site is located a significant distance from the coast or any sizeable lakes or ponds, thereby eliminating the risk for a tsunami or seiche. Therefore, the potential for release of pollutants due to project inundation is low.

e. The San Francisco Bay Regional Water Quality Control Board regulates water quality in the bay area, including the Town, in accordance with the *San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan)* hereinafter "Basin Plan". The Regional Water Quality Control Board implements the Basin Plan by issuing and enforcing waste discharge requirements to control water quality and protect beneficial uses. These requirements can be either State Waste Discharge Requirements for discharges to land, or federally delegated NPDES permits for discharges to surface water.

As discussed under checklist item a) above, the project applicant would be required to obtain a State NPDES Construction General Permit for development on the 10.84--acre project site. By complying with the Construction General Stormwater Permit requirements, the proposed project would not conflict with the Basin Plan.

The Sustainable Groundwater Management Act is a State law requiring groundwater basins to be sustainable. The act enables eligible local agencies to form groundwater sustainability agencies, develop groundwater sustainability plans for designated basins in their jurisdiction by 2020, and achieve groundwater sustainability within 20 years of plan implementation. Valley Water is the groundwater sustainability agency for Santa Clara Groundwater Basin. In July 2019, the Department of Water Resources approved Valley Water as the Groundwater Sustainability Agency for the Santa Clara Valley Subbasin, and also approved the water district's *2016 Groundwater Management Plan* as an alternative for a Groundwater Sustainability Plan.

The proposed project would not conflict with the *2016 Groundwater Management Plan* because its onsite bioretention areas and treatment control measures would detain storm water runoff onsite, thereby allowing for groundwater recharge. As concluded in the discussion under checklist question b), the proposed project would not contribute to a substantial depletion of groundwater supplies or interfere substantially with groundwater recharge, and, therefore, would not conflict with the sustainable groundwater management plan.

Hydrology and water quality will not be addressed further in the EIR.

11. Land Use and Planning

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community? (3, 4)	☐	☐	☐	☒
b. Cause any significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (1, 2, 3)	☒	☐	☐	☐

Comments:

a. The proposed project would result in demolition of the existing 205-unit senior community facility with a 191-unit senior community facility of relatively comparable size. Therefore, the proposed project would not result in the physical division of an established community.

b. The project site has a general plan land use designation of Medium Density Residential and is zoned Residential Planned Development (R:PD). The Medium Density Residential designation allows for a maximum density of 12 dwelling units per acre. However, consistent with density bonus laws in the State of California, general plan action HOU-1.3 provides up to a 100 percent density bonus for developments that include housing for elderly households. The proposed project would also be consistent with the existing Residential Planned Development zoning permit which allows for up to 24 dwelling units per acre. The project proposes a density of 16 dwelling units per acre, which is well within the maximum allowed for the site under the existing general plan land use designation and existing zoning permit conditions. Therefore, the proposed project is consistent with the general plan land use designation and zoning district for the site.

The EIR will include a consistency analysis with applicable policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

12. Mineral Resources

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (2)	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan? (2)	☐	☐	☐	☒

Comments:

a-b. The general plan EIR determined that mineral resources are not significant in the Town (page 4-1). There are no active mining operations within the Town of Los Gatos and there are no known mineral resources in the vicinity of the project site. Therefore, the proposed project would not result in impacts to known mineral resources or result in the loss of availability of a locally important resource recovery site.

Mineral resources will not be addressed further in the EIR.

13. NOISE

Would the project result in:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies? (3, 5, 6)	☒	☐	☐	☐
b. Generation of excessive ground-borne vibration or ground borne noise levels? (3, 5, 6)	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, expose people residing or working in the project area to excessive noise levels? (5)	☐	☐	☐	☒

Comments:

a/b. Operational noise levels associated with the proposed project would be similar to the existing development while it was operational. Since the proposed project would not result in an increase in noise over baseline conditions, there would be no impacts associated with operational noise. Operational activities are not expected to result in any vibration impacts at nearby sensitive uses.

Based on the location of the project site to surrounding sensitive receptors (such as the nearby residences), noise generation associated with construction could be substantial. Vibration from construction activities could be detected at the closest sensitive land uses, especially during movements by heavy equipment or loaded trucks and during some paving activities. Construction noise impacts, including impacts from ground-borne vibrations, will be addressed in the EIR in terms of the Town's standard noise mitigation.

c. The nearest airports to the project site are San Jose International Airport, approximately 12 miles to the north, and Reid-Hillview Airport, 16 miles to the northeast. The project site is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. Therefore, the

proposed project would not expose residents or workers to excessive noise levels from airport or airstrip operations.

Construction noise will be addressed in the EIR; however, operational noise will not be addressed further in the EIR.

14. Population and Housing

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (1, 3, 4, 9)	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (3, 4)	☐	☐	☐	☒

Comments:

a. With a general plan land use designation of Medium Density Residential and zoning of Residential Planned Development (R:PD), the project site was planned for residential development. The project site is currently developed with total of 205 independent residential apartments and supporting health care units. The project proposes to redevelop the site with a total of 191 independent residential apartments, memory care units, and assisted living units. The proposed project would include an estimated 120 full-time equivalent employees, which is commensurate to the number of employees on-site prior to the closure of the existing facility in September 2019. The project would replace an existing senior community facility with a similar senior community facility and would not result in an increase in population compared to the existing facility. Therefore, the proposed project would not induce substantial unplanned population growth in an area, either directly or indirectly.

b. The existing senior community facility has been closed since February 2019, after a rigorous facilities assessment concluded that continuing operations of the more than 48-year old facility in its present form presented too great a risk to its residents. As of September 30, 2019, all existing residents had found new homes, with a vast majority moving to another senior community within the same management. The proposed project would demolish the existing facility and redevelop the site with a total of 191 independent residential apartments, memory care units, and assisted living units. Therefore, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Population and housing issues will not be addressed further in the EIR.

15. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection? (2, 4, 5)	☐	☐	☐	☒
b. Police protection? (2, 4, 5)	☐	☐	☐	☒
c. Schools? (4)	☐	☐	☐	☒
d. Parks? (4)	☐	☐	☐	☒
e. Other public facilities? (2, 4, 5)	☐	☐	☐	☒

Comments:

a/b. The Santa Clara County Fire Department provides fire protection services to the Town of Los Gatos, and the Los Gatos/Monte Serrano Police Department provides law enforcement services to the Town. The nearest fire station, the Los Gatos Fire Station, is located approximately 0.7 miles from the project site. The Los Gatos Police Department is located about 0.5 miles from the project site. Fire and police services are currently provided to the project site as well as to adjacent commercial and residential uses. The proposed project would result in replacement of the existing 205-unit senior community facility with a 191-unit senior community facility of relatively comparable size. The proposed project would not result in an increase in population compared to the existing facility. Therefore, the proposed project would not generate an increase in demand for fire protection and law enforcement services and would not require construction of new fire protection or law enforcement facilities.

c. The proposed project would be restricted to seniors 62 years and older. Therefore, the project would have no impacts on schools.

d. The proposed project would not increase the population of the Town, but rather accommodate an aging population. Therefore, the proposed project would not result in the need for new or expanded park facilities.

e. The Town of Los Gatos includes one public library, the Los Gatos Library. The Los Gatos Library is located approximately 0.6 miles from the project site. The proposed project would not result in an increase in population compared to the existing facility. Therefore, the proposed project would not generate an increase in demand for public facilities like a library.

Public services issues will not be addressed further in the EIR.

16. RECREATION

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (2, 4, 5)	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (2, 4, 5)	☐	☐	☐	☒

Comments:

a/b. The proposed project would result in replacement of the existing 205-unit senior community facility with a 191-unit senior community facility of relatively comparable size. The proposed project would not increase the population of the Town, but rather accommodate an aging population. Therefore, the proposed project would not result in the need for new or expanded park facilities.

Recreation will not be addressed further in the EIR.

17. TRANSPORTATION

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (20, 22, 23, 24, 25)	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)? (20, 22, 23, 24, 25, 26)	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (3)	☐	☐	☐	☒
d. Result in inadequate emergency access? (3, 4)	☐	☐	☐	☒

Comments:

The *Los Gatos Meadows – Transportation Analysis* (dated January 21, 2020) was prepared for the proposed project by Kimley Horn, the applicant's consultant. TJKM, the Town's transportation consultant, conducted a peer review of the Kimley Horn analysis, which was documented in a memo dated November 24, 2020. Kimley Horn subsequently prepared a revised transportation analysis dated December 9, 2020, as well as a response to comments memo dated December 10, 2020. TJKM then provided further comments based on the revised traffic analysis dated December 14, 2020, concluding that the analysis was acceptable. All of these documents are included in Appendix A, in chronologic order.

a. The level of service (LOS) analysis was performed to determine whether the proposed project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Baseline Vehicle Trips. When the existing senior community was operating, it was estimated that the facility generated approximately 708 daily trips, with 40 trips (18 inbound and 22 outbound) occurring during the AM peak hour and 52 trips (25 inbound and 27 outbound) occurring the PM peak hour.

Project Trip Generation. The proposed project would generate approximately 718 daily vehicle trips, with 38 trips (14 inbound and 24 outbound) occurring during the AM peak hour and 48 trips (26 inbound and 22 outbound) occurring during the PM peak hour. Therefore, the net increase in trips would be 10 daily trips.

Wood Road and Santa Cruz Avenue Intersection Analysis. The Wood Road and Santa Cruz Avenue intersection would operate at LOS B under existing plus project conditions. If a roundabout is installed, the intersection would operate at LOS A under existing plus project conditions.

Pedestrian Mobility. Sidewalks exist along Wood Road, Santa Cruz Avenue, and Broadway. The Wood Road and Santa Cruz Avenue intersection provides a marked crossing for pedestrians on the east approach. However, the sidewalk on Wood Road ends about 150 feet before the existing driveway to the project site and pedestrians have to cross Wood Road to access the driveway. A steep slope exists on Wood Road, which results in non-ADA compliant sidewalk access.

To improve pedestrian access to the project site, a hillevator (funicular), located behind the Toll House Hotel, is proposed. This would provide access from South Santa Cruz Avenue to the project site.

Bicycle Mobility. Bicycle facilities do not currently exist in the project vicinity and biking up Wood Road may be difficult due to the steep slope. The closest bicycle facility is the Los Gatos Creek Trail, which is approximately 0.4 miles from the project site.

The project does not propose to install any new bicycle facilities. However, bicycle access to the project site would be available on Wood Road and the Broadway driveway.

Parking. Pursuant to Town Code Section 29.10.150(c)(b), the project site requires one parking space per 2.5 beds for the proposed use. Therefore, 77 spaces are required. According to the project plans, 77 standard parking spaces would be provided and an additional 152 tandem parking spaces would also be proposed. Therefore, sufficient parking is proposed.

Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

These issues will not be further addressed in the EIR.

b. **Vehicle Miles Traveled (VMT) Thresholds.** According to the Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA*, "Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply." (Page 17).

Additionally, on page 12, the technical advisory states, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact."

VMT With Autonomous Vehicles

The proposed project includes autonomous vehicles as an alternative transportation solution for residents to enhance connectivity and mobility between Los Gatos Meadows and access to Broadway, enabling access for residents to connect to Downtown Los Gatos. The autonomous vehicles would have a capacity of four seats. Kimley-Horn estimates a minimum of 10 percent of the senior adult housing trips would be conducted using the autonomous vehicles resulting in a reduction of approximately 67 daily trips and an overall net reduction in daily trip generation compared to the baseline. Therefore, under these conditions, the proposed project would have no transportation impact.

VMT Without Autonomous Vehicles

Without the autonomous vehicles, the proposed project would result in a net increase in 10 vehicle trips per day, which is considerably less than the screening threshold of 110 vehicle trips per day. Therefore, under these conditions, the proposed project would have a less-than-significant VMT transportation impact.

This issue will not be addressed further in the EIR.

c. The project would continue to use the existing driveway on Wood Road to access the parking entrance, main entrance, and loading entrance. The project would reconfigure the existing "exit only" driveway located on Broadway, and would convert the driveway into a pedestrian and bicycle lane. Locations throughout the project would have various turning movement restrictions to ensure site distance visibility, and safe turning movement distances. This issue will not be addressed further in the EIR.

Access and circulation on the project site would be designed to adhere to the Town of Los Gatos design guidelines and standards and would be subject to approval by the

Town of Los Gatos Public Works Department and Santa Clara County Fire Department. This would ensure that the proposed project is adequately designed to minimize hazards associated with design. Therefore, the proposed project would not increase hazards due to a design feature or result in inadequate emergency access. This issue will not be addressed further in the EIR.

d. The project would have a dedicated fire access road, located on the western side of the property, improving fire access to the entire site. Final plans would be reviewed by the Town to ensure that the project adheres to all California Fire Code requirements. Therefore, the project would not result in inadequate emergency access. This issue will not be addressed further in the EIR.

Transportation issues will not be addressed further in the EIR.

18. Tribal Cultural Resources

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or (2)	☐	☐	☐	☒
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (2)	☐	☐	☐	☒

Comments:

a. The CEQA statute as amended by Assembly Bill 52 (AB 52) (Public Resources Code Sections 21073 and 21074) defines "tribal cultural resources", and "California Native American tribe" as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission. Public Resources Code Section 21080.3.1 outlines procedures for tribal consultation as part of the environmental review process. The Town of Los Gatos requested consultation initiation from Native American tribes and individuals with geographic associations to the Town of Los Gatos per the requirements of Senate Bill 18 (SB 18) and AB 52 during the preparation of the general plan EIR. However, no response was received. No California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1.

19. Utilities and Services Systems

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (2, 4)	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (2, 4)	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (2, 4)	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (2, 4, 21)	☐	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (2, 4, 21)	☐	☐	☐	☒

Comments:

a. The project site is currently served by water, wastewater treatment, storm water drainage, electric power, natural gas, and telecommunication facilities. The proposed project would result in replacement of the existing 205-unit senior community facility with a 191-unit senior community facility of relatively comparable size. The proposed project would not result in an increase in population compared to the existing facility. Therefore, the proposed project would not require relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, and telecommunication facilities. This issue will not be addressed further in the EIR.

b. Water service to the project is provided by San Jose Water. The proposed project would result in replacement of the existing 205-unit senior community facility with a 191-unit senior community facility of relatively comparable size. The proposed project would not result in an increase in population compared to the existing facility. Therefore, the project would not result in an increase in water supply and would have no impact on the capacity of water supply facilities. No physical improvements would be necessary to serve the proposed project. This issue will not be addressed further in the EIR.

c. The West Valley Sanitation District provides wastewater collection and disposal services for the Town of Los Gatos, including the project site. The West Valley Sanitation District's collection systems ultimately connect to the San Jose/Santa Clara Water Pollution Control Plant located in Alviso for wastewater treatment and disposal. The San Jose/Santa Clara Water Pollution Control Plant has the capacity to treat 167 million gallons per day of wastewater.

The proposed project replaces 205 senior living units with 191 senior living units, thereby resulting in a likely decrease in wastewater demand. Therefore, there would be no impact on wastewater treatment facilities. No physical improvements would be necessary to serve the proposed project. This issue will not be addressed further in the EIR.

d/e. State mandates such as AB 939, AB 341, AB 1826 and SB 1383 require all California jurisdictions to implement organics recycling programs, business/residential recycling programs, and meet mandatory diversion from landfill or face potential compliance schedules and/or fines.

The West Valley Collection & Recycling, LLC (WVCR) is the exclusive recycling, green waste and garbage hauler for the Town of Los Gatos, the Cities of Campbell, Monte Sereno and Saratoga and unincorporated Santa Clara County. All recycling, green waste and garbage are picked up by WVCR and transported directly to the Guadalupe Landfill. According to the California Department of Resources Recycling and Recovery (hereinafter "CalRecycle"), the Guadalupe Landfill has a maximum permitted capacity of 26.8 million cubic yards. As of January 1, 2018, the landfill has a remaining capacity of approximately 11 million cubic yards. The landfill has a cease operation date of January 1, 2048. The maximum permitted throughput is 1,300 tons per day.

The project site is currently developed with total of 205 independent residential apartments and supporting health care units. The project proposes to redevelop the site with a total of 191 independent residential apartments, memory care units, and

assisted living units. The project would replace an existing senior community facility with a similar senior community facility and would not result in an increase in population compared to the existing facility.

Therefore, the proposed project would not result in an increase in solid waste generation and would not exceed the landfill capacity. Further, the proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste. No physical improvements would be necessary to serve the proposed project. This issue will not be addressed further in the EIR.

Utilities will not be addressed further in the EIR.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan? (2, 3)	☒	☐	☐	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire? (2, 3)	☒	☐	☐	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (2, 3)	☒	☐	☐	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (2, 3)	☒	☐	☐	☐

Comments:

a-d. According to the general plan EIR Figure SAF-3, the project site is within "State Mandated Local Responsibility Area (Very High Fire Hazard Area). The EIR will evaluate these issues.

21. Mandatory Findings of Significance

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (3)	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) (3)	☒	☐	☐	☐
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (3)	☒	☐	☐	☐

Comments:

a. The project's impacts on biological and cultural resources will be evaluated in the EIR.

b. The proposed project has the potential to result in cumulatively considerable air quality and greenhouse gas emissions construction-related impacts. The proposed project's cumulatively considerable impacts will be addressed in the EIR.

c. The proposed project has the potential to result in adverse environmental effects that could cause substantial adverse effects on human beings from the following: demolition of existing buildings that results in the release of lead-based paint and asbestos into the air and mechanical and construction noise at nearby sensitive receptors that exceed noise thresholds. The air quality and noise effects will be evaluated in the EIR.

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APPENDIX A

TRANSPORTATION DOCUMENTATION

Kimley»Horn

MEMORANDUM

From: Frederik Venter, P.E. and Anthony Nuti, Kimley-Horn and Associates

To: Frank Rockwood, Rockwood Pacific Inc

Date: January 21, 2020

Re: **Los Gatos Meadows – Transportation Analysis**

The purpose of this Memorandum is to present the traffic analysis findings for the proposed redevelopment of the Los Gatos Meadows Senior Community (the "Project"). Traffic count data was collected over several days to determine the baseline conditions for the proposed Project. Trip generation, distribution, and assignment for the proposed Project are presented below as well as a level of service (LOS) analysis for the intersection of South Santa Cruz Avenue and Wood Road.

1. Introduction

The Project site is located on Wood Road approximately 350 feet west of South Santa Cruz Avenue in the Town of Los Gatos.

The existing site includes 129 independent senior living units (111 single units and 18 combined units), 39 skilled nursing facility beds, 27 assisted living units, and 10 memory support units (7 single units and 3 combined units). As of September 30th, 2019, the existing facility on the Los Gatos site were closed and is currently unoccupied. The analysis was conducted when the site was still operational and this accurately reflects baseline conditions used in this analysis.

In February of 1968, the site was approved for 184 independent senior living units and 38 skilled nursing facility beds. This is the current entitlement that the Los Gatos Meadows site was approved for.

The proposed Project would result in the demolition of all buildings onsite and replacement with new structures including 174 independent senior living and 17 units (one bed per unit) specializing in assisted living, memory support, or respite care. **Table 1** summarizes a comparison between the current entitlement, existing conditions, and the proposed conditions. The proposed Project would also convert the existing exit only driveway on Broadway to a pedestrian/bicycle walkway.

Table 1 - Land Use Summary

Land Use[1]		Current Entitlement	Existing Condition[2]	2018 Proposed
Independent Senior Living Unit	Single Units	184	111	174
	Combined Units	0	18	0
Skilled Nursing Facility Beds	Single Units	38	39	0
Assisted Living Beds	Single Units	0	27	6
Memory Support Beds	Single Units	0	7	6
	Combined Units	0	3	0
Respite Beds	Single Units	0	0	5
	Total Units	**222**	**205**	**191**

Notes:

1. Combined Units reflect the count of applicable units prior to combination.
2. Through unit combinations and conversions, the original (1968) 222 approved units were converted to 193 units.

For this analysis, skilled nursing facility beds would be classified under nursing home. This approach is consistent with the methodology set forth in the *Institute of Transportation Engineers (ITE)Trip Generation Handbook, 10th Edition (2017)*. The skilled nursing facilities would operate with 24-hour care and the *ITE Trip Generation Handbook* states: "A nursing home is any facility whose primary function is to provide care for persons who are unable to care for themselves…skilled nurses and nursing aides are present 24 hours a day at these sites."

Assisted living, memory support units, and respite would be considered assisted living. This approach is consistent with the methodology set forth in the *ITE Trip Generation Handbook, 10th Edition (2017)* which states:

> "An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons...Staff may be available at an assisted care facility 24 hours a day, but skilled medical care is not required."

The land uses for the site are consistent with the General Plan Buildout assumptions for the Town of Los Gatos.

2. Existing Conditions

Los Gatos Meadows currently has two driveways: one located at Wood Road and an "exit only" driveway along Broadway. Wood Road, from the Los Gatos Meadows driveway to South Santa Cruz Avenue, has an elevation change of approximately 69 feet over a distance of 528 feet. This results in a vertical grade of about 13%.

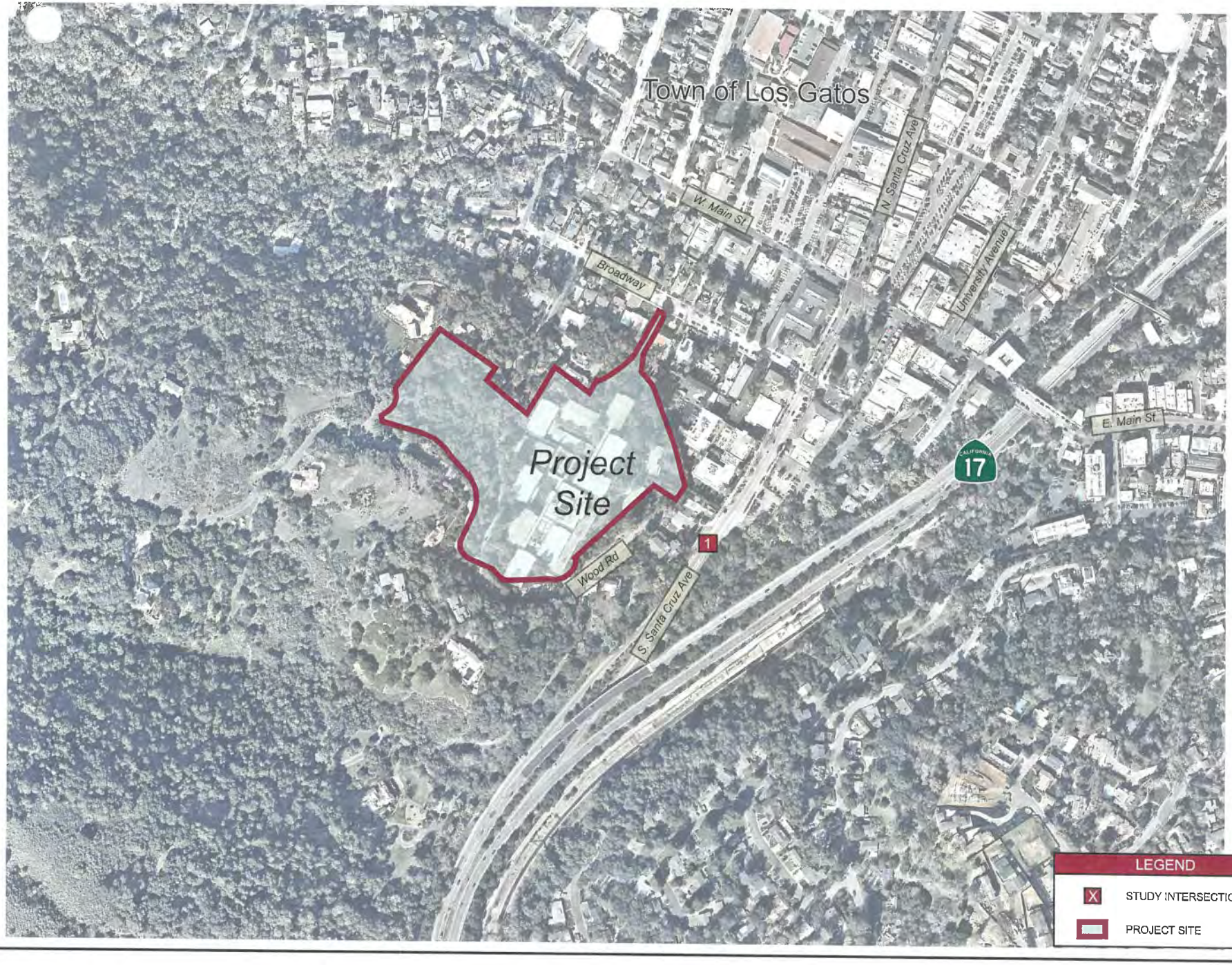
Figure 1 shows the location of the Project site in the Town of Los Gatos. **Figure 2** shows the existing roadway volumes and conditions. More information regarding the traffic analysis is provided in **Section 6**.

Side street stop control exists at the intersection of Wood Road and South Santa Cruz Avenue. Traffic counts were collected on Thursday May 5th, 2018 at Santa Cruz Avenue and Wood Road

and 7-day tube counts were collected around the Project site during the week of May 14th, 2018. Existing traffic data was provided by National Data & Surveying Services (NDS) and is included in the **Appendix** of this Memorandum.

From the count data provided it was determined that the peak hours occurred during the following time periods:

- AM peak hour: 7:30 AM to 8:30 AM
- Midday peak hour: 12:15 PM to 1:15 PM
- PM peak hour: 4:00 PM to 5:00 PM
- Saturday Midday: 1:15 PM to 2:15 PM



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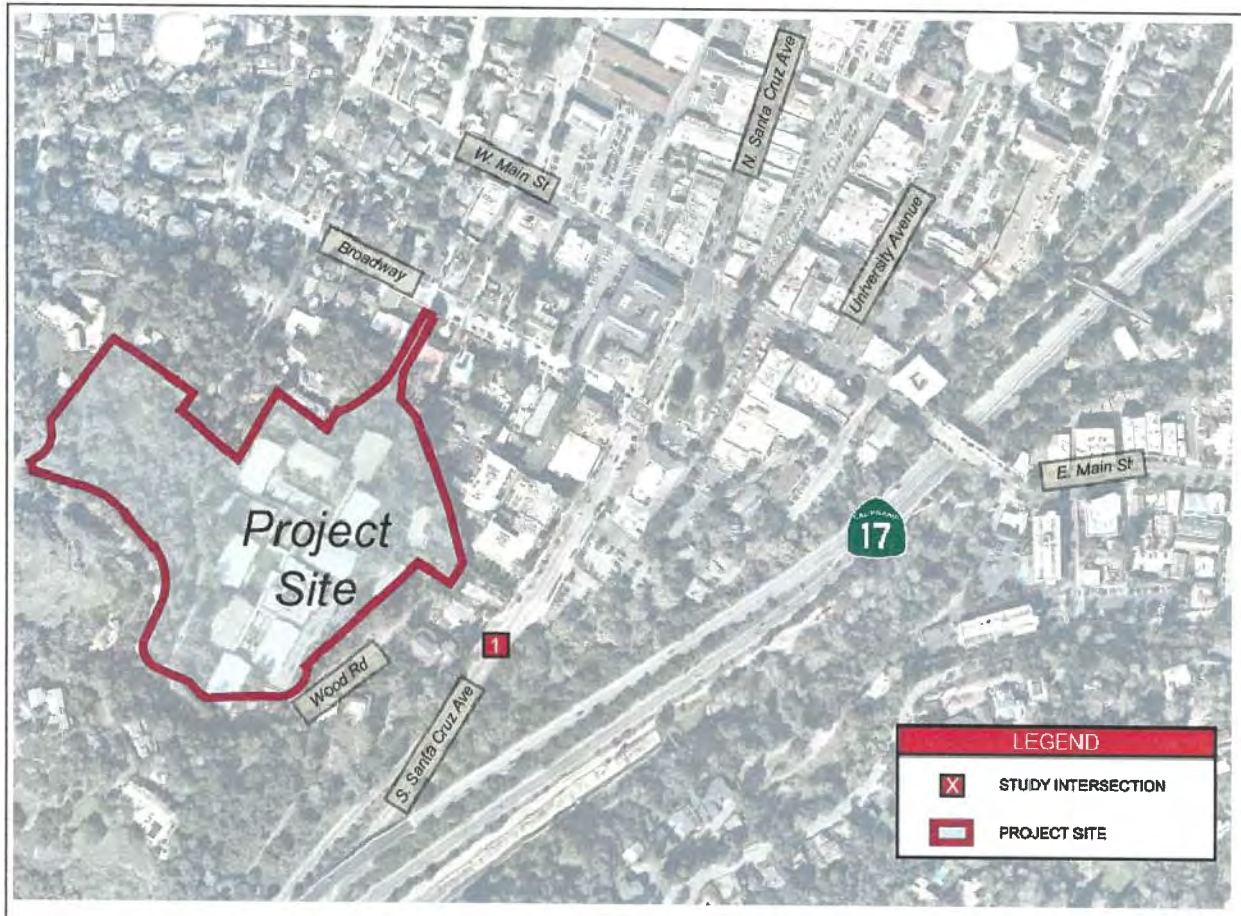
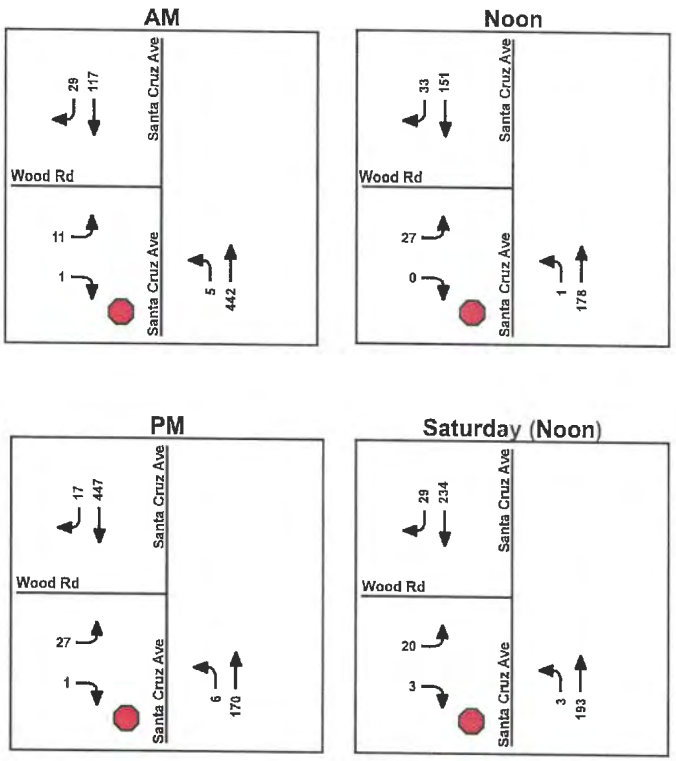
Los Gatos Meadows

Figure 1

Project Location Map



Peak Hour Traffic Volumes



Existing Stop Control Level Of Service (Existing Volumes)

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing (2018)							
					AM Peak		Midday		PM		Saturday	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Wood Rd & Santa Cruz Ave	D	Town	SSSC	-	0.4	-	0.8	-	0.7	-	0.6
	Worst Approach				B	14.1	B	11.6	B	14.3	B	11.7

1 Side Street Stop Control

Planned Roundabout Level Of Service (Existing Volumes)

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing+Project											
					AM Peak			Midday			PM			Saturday		
					LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
1	Wood Rd & Santa Cruz Ave	D	Town	RAB	A	5.5	.387	A	3.9	.150	A	5.6	.379	A	4.3	.214
	Worst Approach				A	6.1		A	4.0		A	6.2		A	4.5	

1 Roundabout

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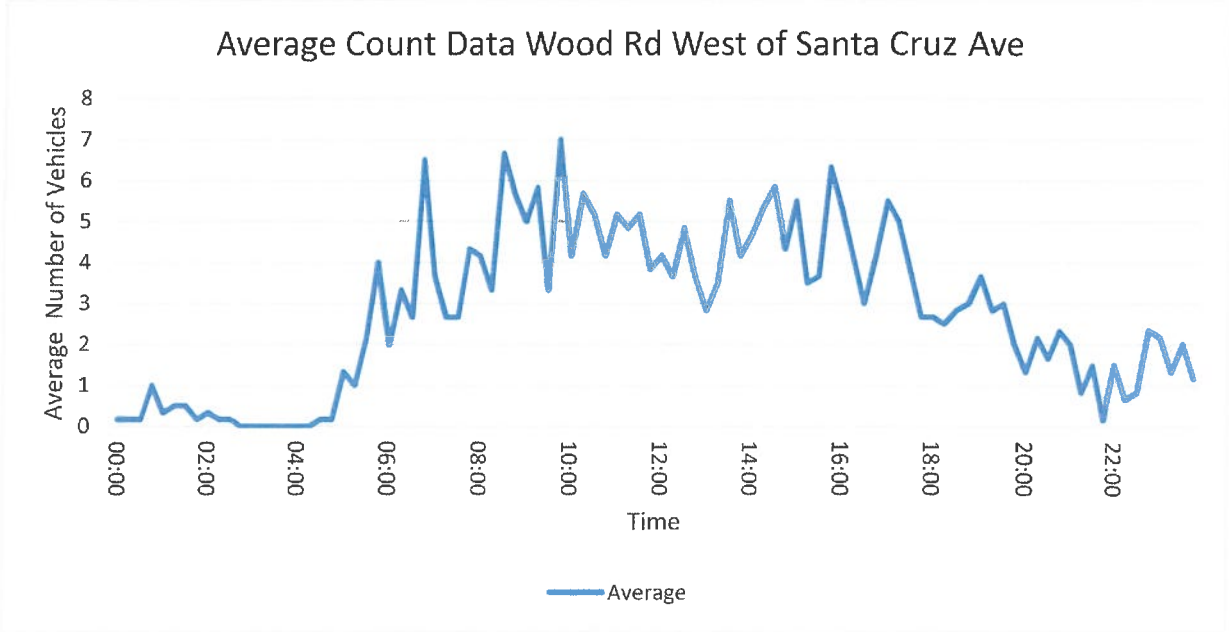
Figure 2

Existing Conditions and Project Site

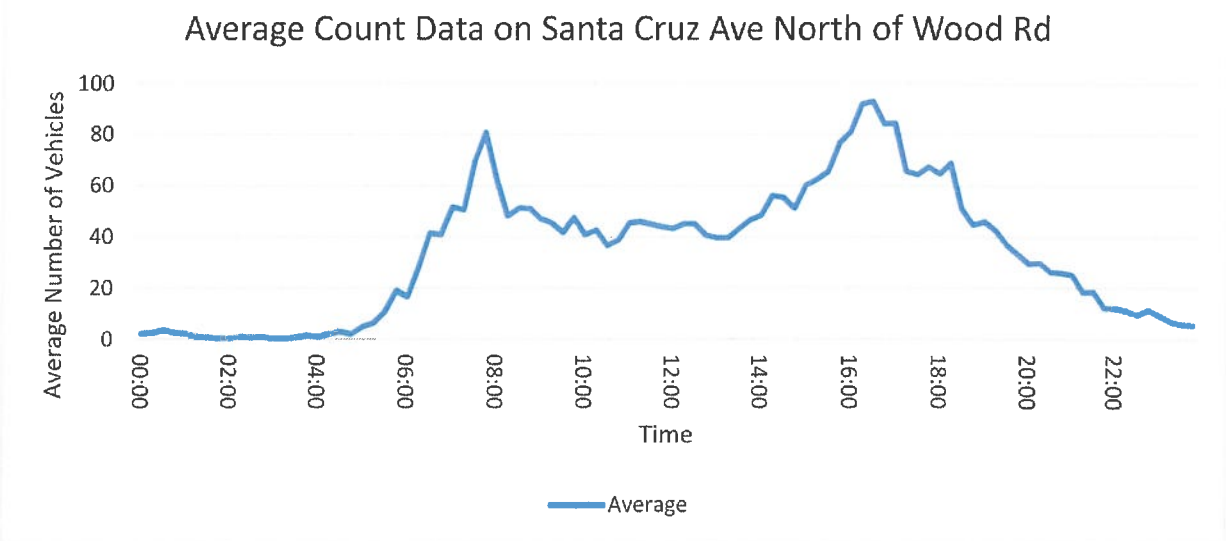
2.1 Existing Tube Count Data

The following sections provide the average hourly traffic data, from Tuesday to Thursday (May 2018), from the existing tube count data provided by NDS.

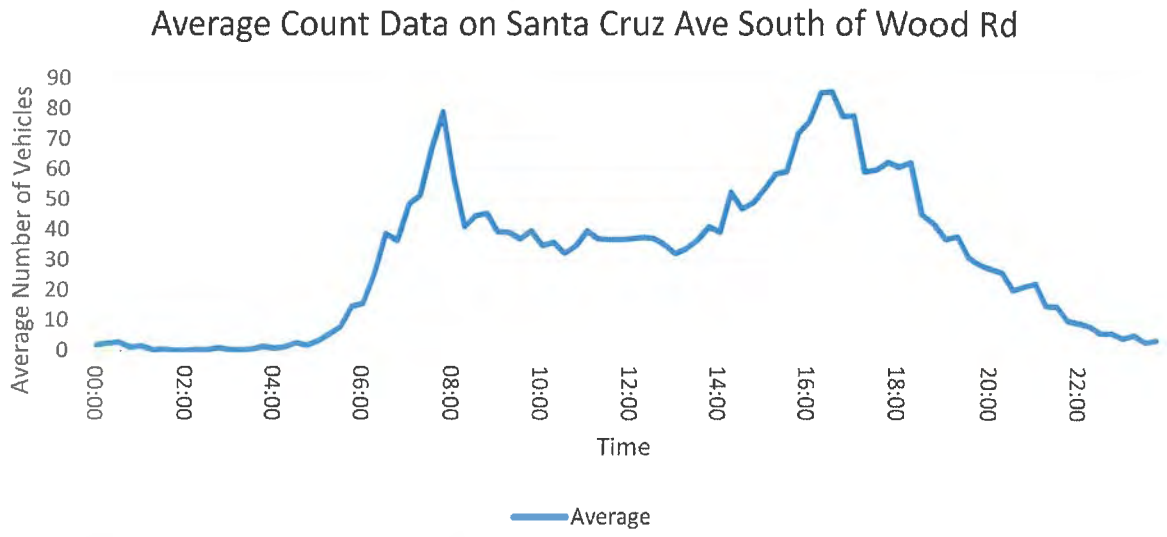
Wood Road West of Santa Cruz



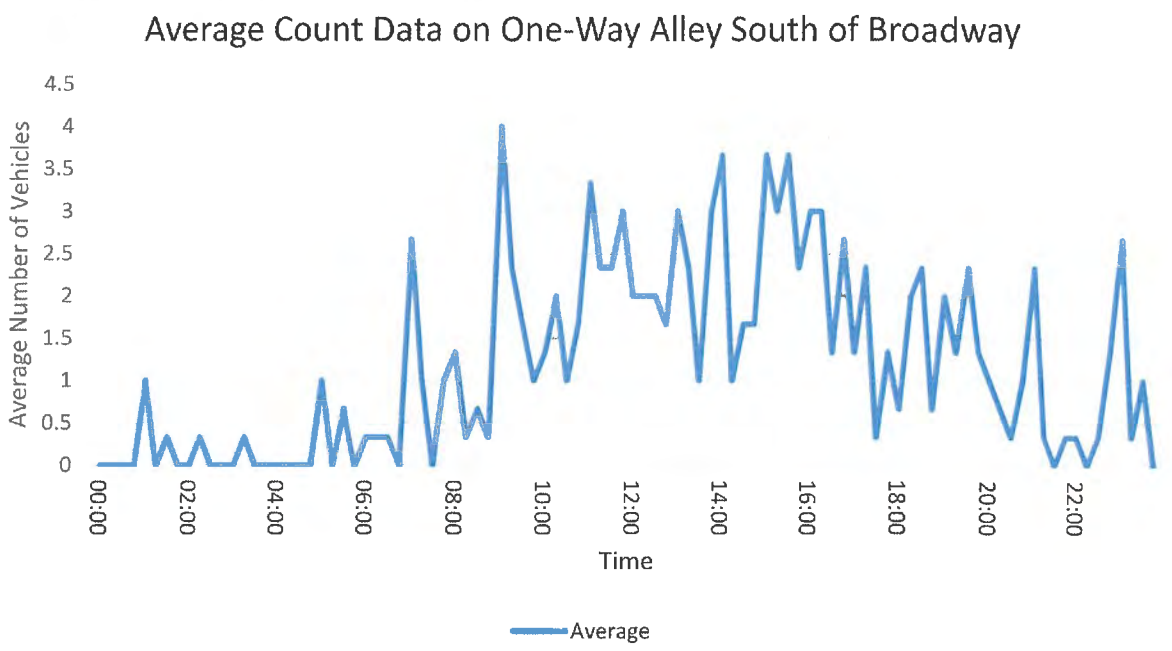
Santa Cruz Avenue North of Wood Road



Santa Cruz Avenue South of Wood Road



One Way Driveway South of Broadway



3. Current Entitlement vs Existing Conditions

The existing site, as built, is slightly different from the current entitlement approved for the site in 1968. This section describes the trip generation difference between the current entitlement and the existing site.

The difference in the number of peak hour trips under current entitlement conditions vs existing conditions was calculated utilizing *The Institute of Transportation Engineers (ITE) Trip Generation Handbook, 10th Edition (2017)*. The difference was determined by comparing the weekday Daily peak hour, AM peak hour, Midday peak hour, PM peak hour, and Saturday Midday peak hour

data of both the current entitlement and the existing conditions. Existing count data was used to create trip generation for the weekday Midday peak hour since no ITE data is available for Midday peak hour.

The current entitlement generates approximately 830 daily trips, 43 AM peak hour (17 IN / 26 OUT), 48 Midday peak hour (22 IN / 26 OUT), 54 PM peak hour (28 IN / 26 OUT), 77 Saturday Midday (47 IN / 30 OUT).

The existing site generates approximately 708 daily trips, 40 AM peak hour (18 IN / 22 OUT), 44 Midday peak hour (20 IN / 24 OUT), 52 PM peak hour (25 IN / 27 OUT), 67 Saturday Midday (40 IN / 27 OUT).

The difference between the current entitlement and the existing site is approximately -122 daily trips, -3 AM peak hour (1 IN / -4 OUT), -4 Midday peak hour (-2 IN / -2 OUT), -2 PM peak hour (-3 IN / 1 OUT), and -10 Saturday Midday peak hour (-7 IN / -3 OUT). **Table 2** shows the trip generation comparison between current entitlement and existing conditions.

When compared to the current entitlement, the existing site produces less vehicular trips; however, existing site trips have been used in this analysis, because at present, Los Gatos Meadows is not currently using the full number of units approved under the current entitlement.

Table 2 - Trip Generation: Current Entitlement vs. Existing Conditions

Land Uses[1]	ITE Land Use Code	Project Size		Daily Trips	AM PEAK HOUR				MID-DAY PEAK HOUR[2]				PM PEAK HOUR				SATURDAY PEAK HOUR			
					Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT
Trip Generation Rates																				
Senior Adult Housing-Attached[3]	252	-	DU	3.88	0.20	35%	/	65%					0.25	55%	/	45%	0.34	62%	/	38%
Nursing Home[4]	620	-	Bed(s)	3.06	0.17	72%	/	28%	0.21	45%	/	55%	0.22	33%	/	67%	0.36	57%	/	43%
Assisted Living[5]	254	-	Bed(s)	2.60	0.19	63%	/	37%					0.26	38%	/	62%	0.27	46%	/	54%
Current Entitlement Conditions Trip Generation																				
Senior Adult Housing-Attached	252	184	DU	714	37	13	/	24	48	22	/	26	46	25	/	21	63	39	/	24
Nursing Home	254	38	Bed(s)	116	6	4	/	2					8	3	/	5	14	8	/	6
Subtotal		*222*		*830*	*43*	*17*	/	*26*	*48*	*22*	/	*26*	*54*	*28*	/	*26*	*77*	*47*	/	*30*
Existing Conditions Trip Generation																				
Senior Adult Housing-Attached	252	129	DU	493	26	9	/	17					33	18	/	15	43	27	/	16
Nursing Home	620	39	Bed(s)	119	7	5	/	2	44	20	/	24	9	3	/	6	14	8	/	6
Assisted Living/Memory Support/Respite	254	37	Bed(s)	96	7	4	/	3					10	4	/	6	10	5	/	5
Subtotal		*205*		*708*	*40*	*18*	/	*22*	*44*	*20*	/	*24*	*52*	*25*	/	*27*	*67*	*40*	/	*27*
Net Project Trips				**(122)**	**(3)**	**1**	/	**(4)**	**(4)**	**(2)**	/	**(2)**	**(2)**	**(3)**	/	**1**	**(10)**	**(7)**	/	**(3)**

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), "Trip Generation," 10th Edition, 2017. Setting/Location: General Urban/Suburban.
2. Trip Generation Rate for Midday peak hour were calculated using tube count data during the Midday peak hour counted on 5/17/2018.
3. Senior Adult Housing-Attached consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities.
4. A nursing home is any facility whose primary function is to provide care for persons who are unable to care for themselves and require 24-hour care. There is no distribution available for Saturday peak hour so Sunday peak hour was used
5. Assisted Living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons.
6. Senior Adult Housing-Attached Daily Equation: T = 4.02(x)-25.37
7. Senior Adult Housing-Attached AM Equation: T = 0.2(x)-.18
8. Senior Adult Housing-Attached PM Equation: T = 0.24(x)+2.26
9. Senior Adult Housing-Attached Saturday Equation: T = 0.35(x)-1.67

Source: Kimley-Horn and Associates, Inc., 2017

4. Project Trip Generation

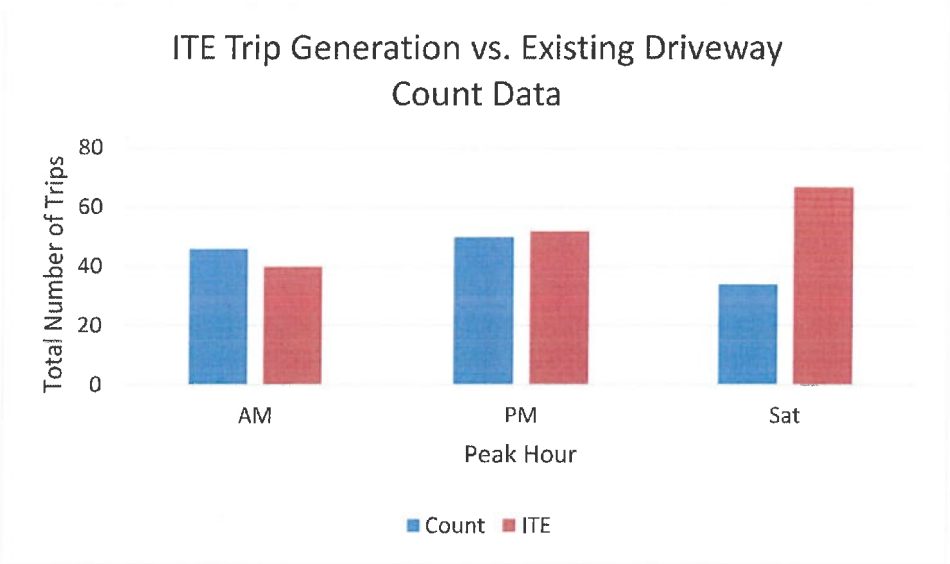
This section describes the net increase/decrease in trip generation and analysis between the existing site and the proposed Project.

The difference in the number of peak hour trips under existing conditions vs proposed 2018 conditions was calculated utilizing *The Institute of Transportation Engineers (ITE) Trip Generation Handbook, 10th Edition (2017)*. The difference was determined by comparing the weekday Daily peak hour, AM peak hour, Midday peak hour, PM peak hour, and Saturday Midday peak hour data of both the current entitlement and the existing conditions. Existing count data was used to create trip generation for the weekday Midday peak hour since no ITE data is available for Midday peak hour.

The existing site generates approximately 708 daily trips, 40 AM peak hour trips (18 IN / 22 OUT), 44 Midday peak hour trips (20 IN / 24 OUT), 52 PM peak hour trips (25 IN / 27 OUT), and 67 Saturday Midday peak hour trips (40 IN / 27 OUT).

Figure 3 compares the ITE trip generation with the existing driveway count data. As shown in **Figure 3**, the ITE data is more conservative than counts taken at Project site during the peak periods. Weekday midday was not compared to ITE because there is no ITE data available for weekday midday peak periods. The count data has a few more trips in the AM; however, ITE data is more conservative in the PM and Saturday peak hour.

Figure 3 – ITE Trip Generation vs. Existing Driveway Count Data



The proposed Project is anticipated to generate approximately 718 daily trips, 38 AM peak hour (14 IN / 24 OUT), 41 Midday peak hour trips (19 IN / 22 OUT), 48 PM peak hour trips (26 IN / 22 OUT), and 64 Saturday Midday peak hour trips (39 IN / 25 OUT).

The difference between the existing site and the proposed site is approximately 10 daily trips, -2 AM peak hour trips (-4 IN / 2 OUT), -3 Midday peak hour trips (-1 IN / -2 OUT), -4 PM peak hour trips (1 IN / -5 OUT), -3 Saturday Midday peak hour trips (-1 IN / -2 OUT).

Table 3 summarizes the trip generation calculations.

Table 3 – Project Trip Generation

Land Uses[1]	ITE Land Use Code	Project Size		Daily Trips	AM PEAK HOUR				MID-DAY PEAK HOUR[2]				PM PEAK HOUR				SATURDAY PEAK HOUR			
					Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT
Trip Generation Rates																				
Senior Adult Housing-Attached[3]	252	-	DU	3.82	0.20	35%	/	65%					0.26	55%	/	45%	0.33	62%	/	38%
Nursing Home[4]	620	-	Bed(s)	3.06	0.17	72%	/	28%	0.21	45%	/	55%	0.22	33%	/	67%	0.36	57%	/	43%
Assisted Living[5]	254	-	Bed(s)	2.60	0.19	63%	/	37%					0.26	38%	/	62%	0.27	46%	/	54%
Existing Trip Generation																				
Senior Adult Housing-Attached	252	129	DU	493	26	9	/	17					33	18	/	15	43	27	/	16
Nursing Home	620	39	Bed(s)	119	7	5	/	2	44	20	/	24	9	3	/	6	14	8	/	6
Assisted Living/Memory Support/Respite	254	37	Bed(s)	96	7	4	/	3					10	4	/	6	10	5	/	5
Subtotal		*205*		*708*	*40*	*18*	/	*22*	*44*	*20*	/	*24*	*52*	*25*	/	*27*	*67*	*40*	/	*27*
Proposed Trip Generation																				
Senior Adult Housing-Attached	252	174	DU	674	35	12	/	23	41	19	/	22	44	24	/	20	59	37	/	22
Assisted Living/Memory Support/Respite	254	17	Bed(s)	44	3	2	/	1					4	2	/	2	5	2	/	3
Subtotal		*191*		*718*	*38*	*14*	/	*24*	*41*	*19*	/	*22*	*48*	*26*	/	*22*	*64*	*39*	/	*25*
		Net Project Trips		**10**	**(2)**	**(4)**	/	**2**	**(3)**	**(1)**	/	**(2)**	**(4)**	**1**	/	**(5)**	**(3)**	**(1)**	/	**(2)**

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), "Trip Generation," 10th Edition, 2017. Setting/Location: General Urban/Suburban.
2. Trip Generation Rate for Midday peak hour were calculated using tube count data during the Midday peak hour counted on 5/17/2018.
3. Senior Adult Housing-Attached consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities.
4. A nursing home is any facility whose primary function is to provide care for persons who are unable to care for themselves and require 24-hour care. There is no distribution available for Saturday peak hour so Sunday peak hour was used
5. Assisted Living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons.
5. Senior Adult Housing-Attached Daily Equation: T = 4.02(x)-25.37
6. Senior Adult Housing-Attached AM Equation: T = 0.2(x)-.18
7. Senior Adult Housing-Attached PM Equation: T = 0.24(x)+2.26
8. Senior Adult Housing-Attached Saturday Equation: T = 0.35(x)-1.67

Source: Kimley-Horn and Associates, Inc., 2017

5. Trip Distribution and Assignment

Traffic counts were collected at the intersection of Wood Road and Santa Cruz Avenue and the data was used to estimate the trip assignment and distribution. **Figure 5** illustrates the trip distribution for the AM peak period, Midday peak period, PM peak period, and Saturday Midday peak period.

For the proposed Project conditions, the "exit only" driveway on Broadway would be closed and the trips that currently exit the Broadway entrance would be redistributed onto Wood Road. Under existing conditions, the traffic counts indicated the following: 4 cars exit in the AM peak, 10 cars exit in Midday peak, 11 cars exit in the PM peak, and 12 cars exit in the Weekend Midday peak. These trips were redistributed to Wood Road.

Figure 4a illustrates the net Project trip assignment for weekday conditions and **Figure 4b** illustrates the net Project trip assignment for Saturday conditions. **Figure 6** illustrates the existing plus Project volumes.

Figure 4a: Net Weekday Peak Hour Trip Assignment

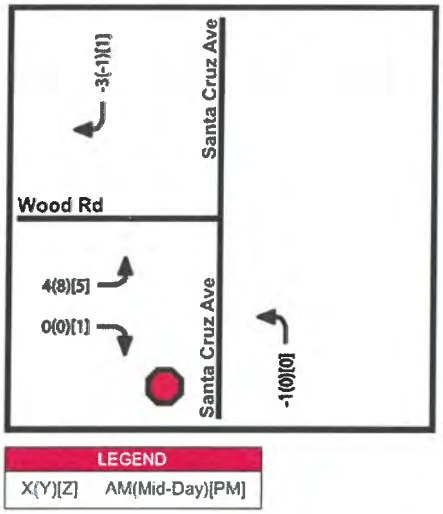
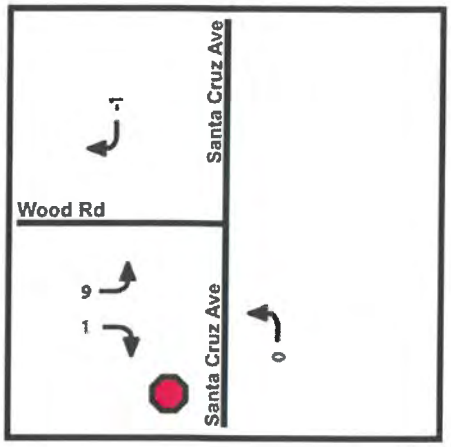


Figure 4b: Saturday Peak Hour Trip Assignment



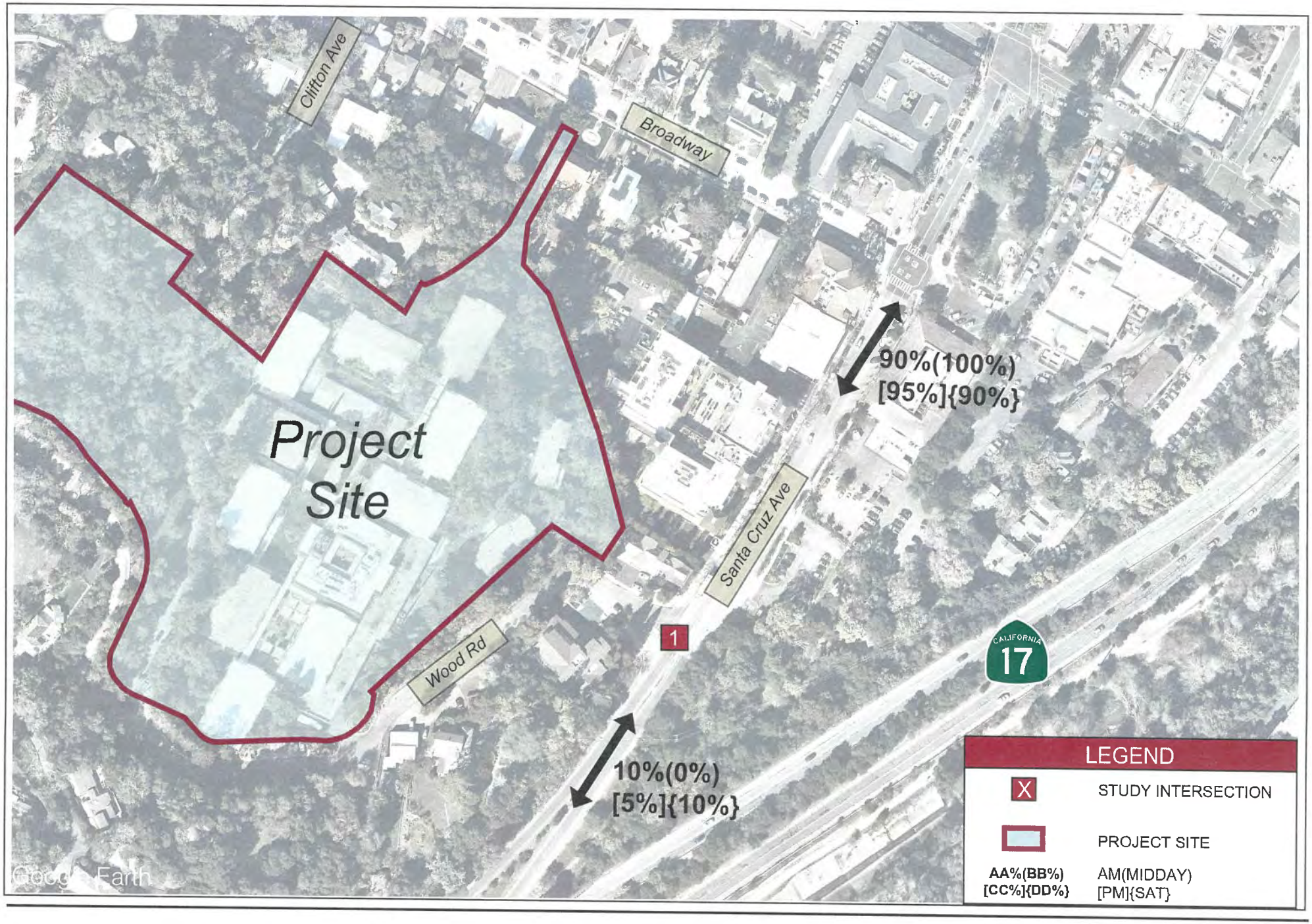


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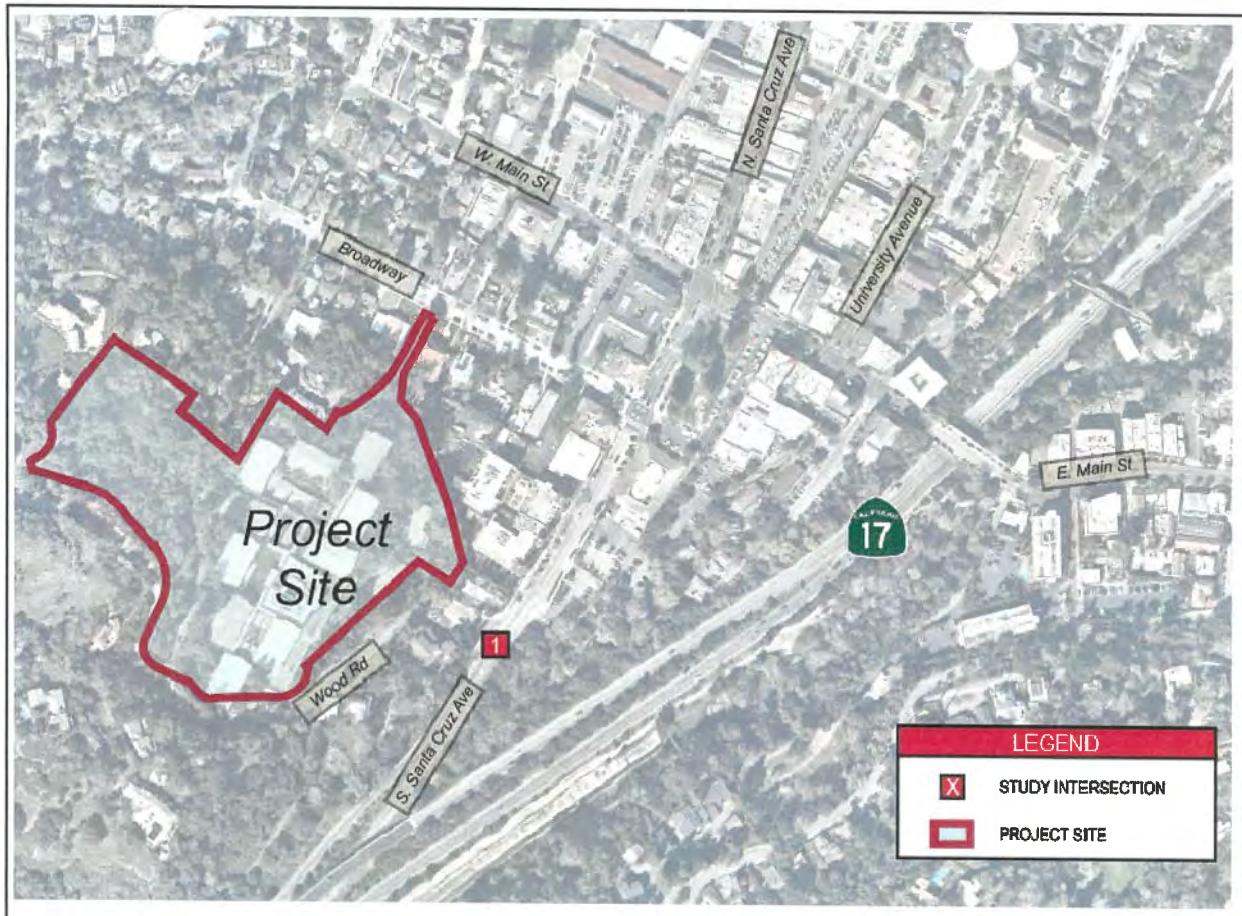
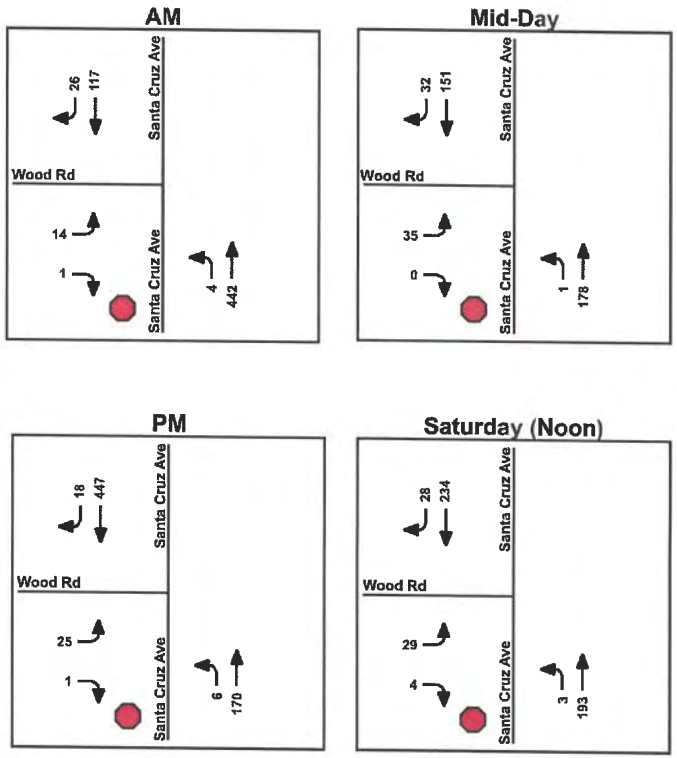
Figure 4

Trip Distribution



Peak Hour Traffic Volumes



Existing Plus Project Stop Control Level Of Service

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing (2018)							
					AM Peak		Midday		PM		Saturday	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Wood Rd & Santa Cruz Ave	D	Town	SSSC	-	0.4	-	1.0	-	0.6	-	0.8
	Worst Approach				B	14.1	B	11.7	B	14.3	B	11.9

1 Side Street Stop Control

Planned Roundabout Level Of Service

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing + Project											
					AM Peak			Midday			PM			Saturday		
					LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
1	Wood Rd & Santa Cruz Ave	D	Town	RAB	A	5.2	0.352	A	3.7	0.145	A	5.3	0.364	A	4.1	0.204
	Worst Approach				A	5.8		A	3.9		A	5.9		A	4.3	

1 Roundabout

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Figure 6

Existing Plus Project Study Intersection

6. Traffic Analysis

Analysis of roadway intersections is based on the concept of level of service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Intersection delays and LOS for this study have been determined using methods defined in the Highway Capacity Manual 6 (HCM). **Table 4** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections. LOS conditions have been analyzed for the existing stop control and a potential roundabout.

Table 4 – Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	Less than 10	less than 10
B	Stable traffic. Traffic flows smoothly with few delays.	less than or equal to 10 to 20	less than or equal to 10 to 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	less than or equal to 20 to 35	less than or equal to 15 to 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	less than or equal to 35 to 55	less than or equal to 25 to 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	less than or equal to 55 to 80	less than or equal to 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	greater than or equal to 80	greater than or equal to 50

Sources: Transportation Research Board, *Highway Capacity Manual 6*, National Research Council.

According to the Town of Los Gatos General Plan 2020 Transportation Element (TR-5), "LOS D is an acceptable level of traffic operation at intersections in Los Gatos."

For the existing side street stop control intersection, Synchro traffic analysis software version 10 was used. The Town plans to install a roundabout at the intersection of Santa Cruz Avenue and Wood Road. To address the future condition of a roundabout at this intersection, an analysis was

also conducted for roundabout control using Sidra version 8. The analysis has been conducted for the weekday AM, Midday, PM, and weekend Midday peak hours.

Roundabouts: An Information Guide (June 2000) by the Federal Highway Administration (FHWA) was used for additional roundabout guidance. In this guide, the FHWA states that for acceptable roundabout operation, it is advised that the critical volume-to-capacity (V/C) ratio not exceed 0.85 on any leg of a roundabout. A V/C over 0.85 is considered overcapacity and a LOS F. Therefore, all roundabouts must operate at a volume to capacity ratio of 0.85 or better for any leg regardless of intersection LOS.

6.1 Stop Control Analysis

Existing Conditions

Existing Conditions traffic operations were evaluated using existing lane geometry, traffic control, and peak hour traffic volumes at Wood Road and Santa Cruz Avenue, a side street stop controlled (SSSC) intersection. Peak hour traffic was collected by National Data & Surveying Services (NDS) on Thursday May 10, 2018 from 7am-9am, 12pm-2pm, and 4pm-6pm as well as Saturday May 12, 2018 from 10am-3pm. **Table 5** illustrates the LOS and delay under Existing Conditions.

The existing intersection was determined to result in an acceptable LOS B in the AM peak hour period (14.1 second delay), Midday peak hour period (11.6 second delay), PM peak hour period (14.3 second delay), and Saturday Midday period (11.7 second delay).

Table 5 – Existing Conditions Level of Service (Side Street Stop Control)

Intersection		LOS Criteria	Jurisdiction	Control[1]	Existing (2018)							
					AM Peak		Midday		PM		Saturday	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Wood Rd & Santa Cruz Ave	D	Town	SSSC	-	0.4	-	0.8	-	0.7	-	0.6
	Worst Approach				B	14.1	B	11.6	B	14.3	B	11.7

1 Side Street Stop Control

Existing Plus Project Conditions

Existing Plus Project Conditions traffic operations were evaluated using existing lane geometry, traffic control, and the rerouted Project volumes.

Table 6 illustrates the LOS and delay under Existing Plus Project Conditions.

The SSSC intersection was determined to be an acceptable LOS B in the AM peak hour period (14.1 second delay), Midday peak hour period (11.7 second delay), PM peak hour period (14.3 second delay), and Saturday Midday period (11.9 second delay).

Table 6 – Existing Plus Project Level of Service (Side Street Stop Control)

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing (2018)							
					AM Peak		Midday		PM		Saturday	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Wood Rd & Santa Cruz Ave	D	Town	SSSC	-	0.4	-	1.0	-	0.6	-	0.8
	Worst Approach				B	14.1	B	11.7	B	14.3	B	11.9

1 Side Street Stop Control

6.2 Roundabout Analysis

Existing

Roundabout control was evaluated assuming one lane approaches, and peak hour traffic volumes. The analysis is based on the preferred roundabout design as shown in Downtown Gateway Project Final Report dated April 23, 2004.

Peak hour traffic was collected by National Data & Surveying Services (NDS) on Thursday May 10, 2018 from 7am-9am, 12pm-2pm, and 4pm-6pm as well as Saturday May 12, 2018 from 10am-3pm.

Table 5 illustrates the LOS and delay under Existing Conditions for the proposed roundabout.

The existing intersection was determined to result in an acceptable LOS A in the AM peak hour period (V/C = 0.367), Midday peak hour period (V/C = 0.150), PM peak hour period (V/C = 0.379), and Saturday Midday period (V/C = 0.214).

Table 5 - Existing Conditions Level of Service (Roundabout)

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing + Project											
					AM Peak			Midday			PM			Saturday		
					LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
1	Wood Rd & Santa Cruz Ave	D	Town	RAB	A	5.5	0.367	A	3.9	0.150	A	5.6	0.379	A	4.3	0.214
	Worst Approach				A	6.1		A	4.0		A	6.2		A	4.5	

1 Roundabout

Existing Plus Project

Existing Plus Project Conditions traffic operations were evaluated for a roundabout based on the proposed roundabout design as shown in the Downtown Gateway Project Final Report, dated April 23, 2004, and the rerouted Project volumes. **Table 6** illustrates the LOS and delay under Existing Plus Project Conditions. The intersection was determined to be an acceptable LOS A in the AM peak hour period (V/C = 0.352), Midday peak hour period (V/C = 0.145), PM peak hour period (V/C = 0.364), and Saturday Midday period (V/C = 0.204).

Table 6 – Existing Plus Project Conditions Level of Service (Roundabout)

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing + Project											
					AM Peak			Midday			PM			Saturday		
					LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
1	Wood Rd & Santa Cruz Ave	D	Town	RAB	A	5.2	0.352	A	3.7	0.145	A	5.3	0.364	A	4.1	0.204
	Worst Approach				A	5.8		A	3.9		A	5.9		A	4.3	

1 Roundabout

7. Pedestrian Mobility

The Wood Road and Santa Cruz Avenue intersection provides a marked crossing for pedestrians on the east approach. Sidewalks exist along Wood Road, Santa Cruz Avenue, and Broadway; however, on Wood Road the sidewalk ends about 150 feet before the Los Gatos Meadows driveway and pedestrians have to cross Wood Road to access the driveway. A steep slope exists on Wood Road which results in non-ADA compliant sidewalk access. Subsequently, to improve pedestrian access to Los Gatos Meadows, a hillevator (funicular), located behind the Toll House Hotel, is proposed. This would provide access from South Santa Cruz Avenue to Los Gatos Meadows. The proposed funicular is attached to this memorandum.

Pedestrian count data was collected by NDS at the intersection of Wood Road and Santa Cruz Avenue. During the weekday, a total of 14 pedestrians were counted. During the weekend, a total of one pedestrian was counted.

8. Bicycle Mobility

Bicycle facilities do not currently exist in the Project vicinity and biking may be difficult up Wood Road due to the steep slope. The closest bicycle facility is the Los Gatos Creek Trail which can be accessed from Lundy Lane, 0.4 miles from the Project site.

Bicycle counts were collected by NDS at the intersection of Wood Road and Santa Cruz Avenue. During the weekday, a total of 7 bicycles were counted. During the weekend, a total of zero bicycles were counted.

The Project does not propose to install any new bicycle facilities; however, bicycle access to the site would be available on Wood Road and the Broadway driveway.

9. Vehicle Miles Traveled (VMT)

The Project's proposed land use would remain senior living facilities and is anticipated to generate fewer net trips than existing land use.

10. Parking

10.1 Standard Parking Requirements

To determine the required amount of parking needed for the Los Gatos Meadows development, the *Town of Los Gatos Municipal Code* Sec. 29.10.150 was reviewed. According to the municipal code, Los Gatos does not have required parking for the land uses provided on the Project site.

Since the Town of Los Gatos does not provide parking requirements for these land uses, the applicant provided parking ratios from a site with similar land uses to determine the required parking on site. A ratio was determined based on employment from other sites and **Table 7** and **Table 8** lists the data provided by the client.

Table 7 – Employment Parking Demand

Employment	Full Time Employees (FTE)	Units	FTE/Units
Assisted Living	6.5	6	1.1
Independent Senior Housing	14.3	174	0.08
Memory Care	5.9	11	1
Total	**106.1**	**191**	**0.6**

Table 8 – Parking Supply Ratios

Parking Spaces Provided	**238**
Parking Supply to Units	**1.25**
Parking Supply to FTE	2.24
Parking Supply to (Capacity + FTE)	0.80

As shown in **Table 8**, 238 spaces would be provided for the Los Gatos Meadows site. To determine how accurate the provided parking ratios are, parking requirements from surrounding cities were reviewed. **Table 9** provides the parking requirements from the *Los Altos Municipal Code (Section 14.74)* and the *Sunnyvale Municipal Code (Sec. 19.35.080)*.

Table 9 – Parking Requirements

Land Use	Code Requirement
Senior Housing (Sunnyvale)	½ spaces for each dwelling unit
Retirement Home (Los Altos)	¾ spaces for each living dwelling unit

In addition, the 4th Edition of the ITE Parking Generation (2010) was reviewed as well. **Table 10** provides the parking ratios that ITE recommends.

Table 10 – ITE Parking Ratios

Land Use	85th Percentile Parking Demand
Senior Adult Housing - Attached	0.66 vehicles per dwelling unit
Assisted Living	0.54 vehicles per dwelling unit

The data in **Table 9** and **Table 10** indicates that the supply parking ratio for the proposed project is higher than ITE empirical data and also parking requirements of adjacent cities for similar facilities.

10.2 ADA Parking Requirements

The Project anticipates including 10 ADA spaces on site (8 vehicle spaces and 2 van spaces).

According to the *Americans with Disabilities Act (ADA) Compliance BRIEF: Restriping Parking Spaces* (December 2015), a site that includes 201 to 300 parking spaces requires 7 ADA parking stalls and 2 van spaces.

The Project site will provide enough parking spaces per ADA guidelines.

11. Conclusions

The proposed Project was evaluated to determine if potentially significant impacts would result at adjacent intersections from the redevelopment of the Project site.

The evaluation determined that the proposed Project would redirect trips to Wood Road and South Santa Cruz Avenue; however, there would be few net trips added to the roadway network. The net Project trips would approximately be -2 AM peak hour trips (-4 IN / 2 OUT), -3 Midday peak hour trips (-1 IN / -2 OUT), -4 PM peak hour trips (1 IN / -5 OUT), and -3 Saturday peak hour trips (-1 IN / -2 OUT).

The LOS at Wood Road and Santa Cruz Avenue would remain at an acceptable level of service of B. If a roundabout is installed, the intersection would operate at an acceptable level of service of A.

Based on the analyses conducted in this study, no significant impacts are anticipated to occur due to the proposed Project.

12. Appendix

1. Existing Counts

Prepared by National Data & Surveying Services

Santa Cruz Ave & Wood Rd

Peak Hour Turning Movement Count

ID: 18-08238-001
City: Los Gatos

Day: Thursday
Date: 05/10/2018

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	12:15 PM - 01:15 PM
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	12:00 PM - 02:00 PM
PM	04:00 PM - 06:00 PM

SOUTHBOUND — Santa Cruz Ave

AM	29	113	0	4	457
NOON	33	146	0	5	210
PM	17	443	0	4	201

EASTBOUND — Wood Rd

AM	NOON	PM	
34	33	19	
0	0	0	0
11	27	27	0
0	0	0	0.5
1	0	1	0.5

WESTBOUND — Wood Rd

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

NORTHBOUND — Santa Cruz Ave

PM	448	4	2	170	0
NOON	147	1	0	178	0
AM	114	0	5	442	0

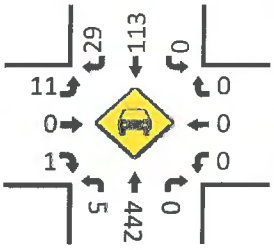
0	1	0	0
0	1	1	0

CONTROL

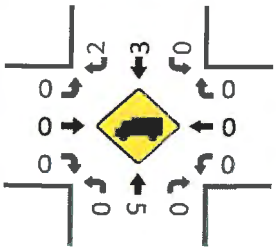
1-Way Stop(EB)

	AM	NOON	PM
TEV	605	390	668
PHF	0.81	0.83	0.94

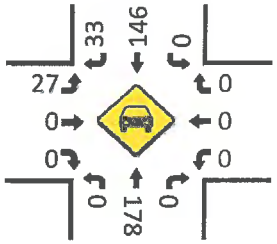
Total Vehicles (AM)



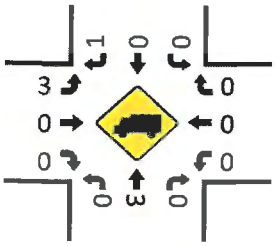
HT (AM)



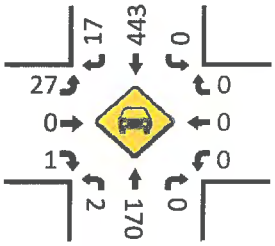
Total Vehicles (Noon)



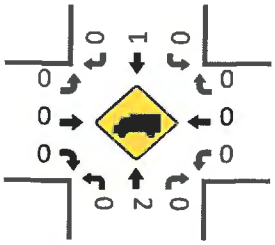
HT (NOON)



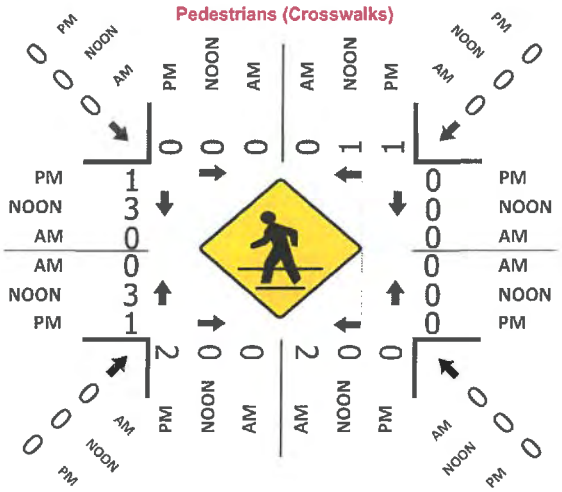
Total Vehicles (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Santa Cruz Ave & Wood Rd

Peak Hour Turning Movement Count

ID: 18-08238-001
City: Los Gatos

Day: Saturday
Date: 05/12/2018

PEAK HOURS

AM	NONE
NOON	01:15 PM - 02:15 PM
PM	NONE

COUNT PERIODS

AM	NONE
NOON	10:00 AM - 03:00 PM
PM	NONE

Santa Cruz Ave — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	29	234	0	0	213	NOON
PM	0	0	0	0	0	PM

Wood Rd — EASTBOUND

AM	NOON	PM
0	32	0
0	0	0
0	20	0
0	0	0
0	3	0

Turning movements (AM): 0 1 0 0 / 0 / 0 / 0 / 0.5 / 0.5

Wood Rd — WESTBOUND

PM	NOON	AM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Turning movements (AM): 0 / 0 / 0 / 0

CONTROL

1-Way Stop(EB)

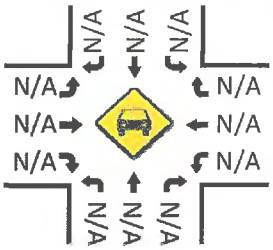
	AM	NOON	PM
TEV	0	482	0
PHF		0.91	

Turning movements (AM): 0 1 1 0

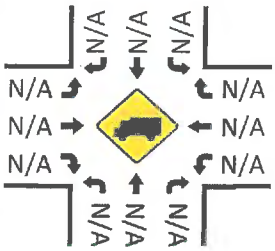
Santa Cruz Ave — NORTHBOUND

PM	0	0	0	0	0	PM
NOON	237	0	3	193	0	NOON
AM	0	0	0	0	0	AM

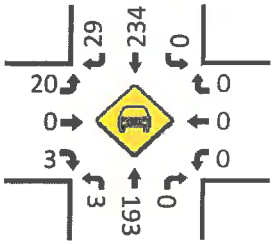
Total Vehicles (AM)



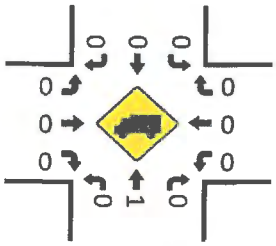
HT (AM)



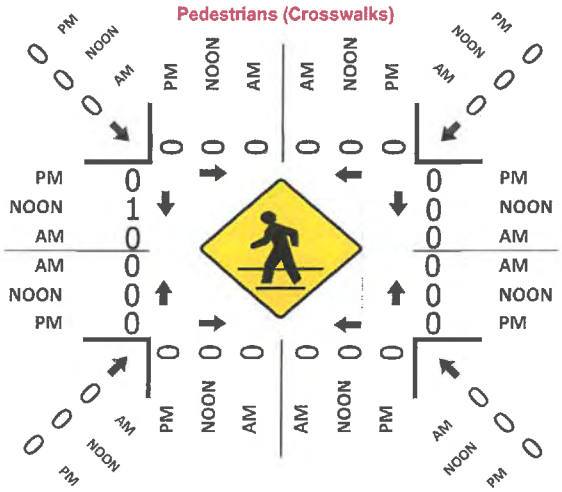
Total Vehicles (Noon)



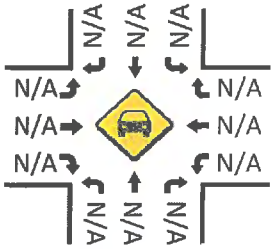
HT (NOON)



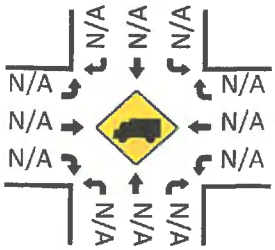
Pedestrians (Crosswalks)



Total Vehicles (PM)



HT (PM)



Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Tuesday
Date: 5/15/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	234	345	579

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			3		7		10	
00:15			0		0		0		12:15			1		3		4	
00:30			1		0		1		12:30			5		7		12	
00:45			0	1	3	3	3	4	12:45			5	14	5	22	10	36
01:00			1		1		2		13:00			4		2		6	
01:15			0		0		0		13:15			1		6		7	
01:30			1		0		1		13:30			4		8		12	
01:45			0	2	1	2	1	4	13:45			1	10	8	24	9	34
02:00			0		0		0		14:00			5		7		12	
02:15			0		0		0		14:15			3		6		9	
02:30			0		0		0		14:30			8		7		15	
02:45			0		0		0		14:45			3	19	7	27	10	46
03:00			0		0		0		15:00			4		8		12	
03:15			0		0		0		15:15			4		6		10	
03:30			0		0		0		15:30			4		8		12	
03:45			0		0		0		15:45			10	22	7	29	17	51
04:00			0		0		0		16:00			3		6		9	
04:15			0		0		0		16:15			3		6		9	
04:30			0		0		0		16:30			3		3		6	
04:45			0		0		0		16:45			7	16	3	18	10	34
05:00			1		3		4		17:00			3		7		10	
05:15			1		1		2		17:15			5		5		10	
05:30			1		1		2		17:30			4		4		8	
05:45			5	8	5	10	10	18	17:45			2	14	3	19	5	33
06:00			2		2		4		18:00			1		5		6	
06:15			2		6		8		18:15			0		3		3	
06:30			3		2		5		18:30			3		2		5	
06:45			6	13	8	18	14	31	18:45			3	7	4	14	7	21
07:00			5		6		11		19:00			2		4		6	
07:15			1		5		6		19:15			2		3		5	
07:30			1		4		5		19:30			4		0		4	
07:45			2	9	6	21	8	30	19:45			2	10	3	10	5	20
08:00			2		4		6		20:00			0		2		2	
08:15			1		4		5		20:15			4		1		5	
08:30			6		6		12		20:30			0		1		1	
08:45			3	12	8	22	11	34	20:45			3	7	5	9	8	16
09:00			4		8		12		21:00			2		2		4	
09:15			5		6		11		21:15			0		1		1	
09:30			9		5		14		21:30			1		1		2	
09:45			5	23	10	29	15	52	21:45			0	3	0	4	0	7
10:00			1		5		6		22:00			1		1		2	
10:15			4		6		10		22:15			1		1		2	
10:30			7		5		12		22:30			0		3		3	
10:45			3	15	5	21	8	36	22:45			2	4	4	9	6	13
11:00			5		5		10		23:00			1		4		5	
11:15			4		10		14		23:15			2		1		3	
11:30			7		6		13		23:30			1		1		2	
11:45			4	20	5	26	9	46	23:45			1	5	2	8	3	13
TOTALS				103		152		255	TOTALS				131		193		324
SPLIT %				40.4%		59.6%		44.0%	SPLIT %				40.4%		59.6%		56.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	234	345	579

AM Peak Hour			09:00	09:00	09:00	PM Peak Hour		15:00	13:15	15:00
AM Pk Volume			23	29	52	PM Pk Volume		22	29	51
Pk Hr Factor			0.639	0.725	0.867	Pk Hr Factor		0.550	0.906	0.750
7 - 9 Volume	0	0	21	43	64	4 - 6 Volume	0	30	37	67
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour		16:45	16:15	16:45
7 - 9 Pk Volume	0	0	12	22	34	4 - 6 Pk Volume	0	19	19	38
Pk Hr Factor	0.000	0.000	0.500	0.688	0.708	Pk Hr Factor	0.000	0.679	0.679	0.950

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Wednesday
Date: 5/16/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	204	310	514

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			2		6		8	
00:15			0		0		0		12:15			1		6		7	
00:30			0		0		0		12:30			3		8		11	
00:45			1	1	1	1	2	2	12:45			2	8	4	24	6	32
01:00			0		0		0		13:00			4		2		6	
01:15			0		0		0		13:15			2		4		6	
01:30			0		0		0		13:30			2		6		8	
01:45			0		0		0		13:45			5	13	5	17	10	30
02:00			1		1		2		14:00			1		3		4	
02:15			0		0		0		14:15			1		8		9	
02:30			0		0		0		14:30			4		5		9	
02:45			0	1	0	1	0	2	14:45			1	7	8	24	9	31
03:00			0		0		0		15:00			1		9		10	
03:15			0		0		0		15:15			1		5		6	
03:30			0		0		0		15:30			1		1		2	
03:45			0		0		0		15:45			6	9	5	20	11	29
04:00			0		0		0		16:00			5		4		9	
04:15			0		0		0		16:15			1		6		7	
04:30			0		0		0		16:30			3		2		5	
04:45			0		1	1	1	1	16:45			3	12	4	16	7	28
05:00			1		3		4		17:00			6		2		8	
05:15			1		1		2		17:15			6		5		11	
05:30			3		3		6		17:30			6		2		8	
05:45			4	9	5	12	9	21	17:45			4	22	6	15	10	37
06:00			2		4		6		18:00			1		1		2	
06:15			3		4		7		18:15			2		3		5	
06:30			2		6		8		18:30			4		2		6	
06:45			10	17	7	21	17	38	18:45			1	8	3	9	4	17
07:00			2		5		7		19:00			3		4		7	
07:15			0		1		1		19:15			3		3		6	
07:30			2		1		3		19:30			2		3		5	
07:45			2	6	6	13	8	19	19:45			2	10	3	13	5	23
08:00			4		5		9		20:00			2		2		4	
08:15			1		8		9		20:15			1		1		2	
08:30			4		10		14		20:30			1		2		3	
08:45			1	10	8	31	9	41	20:45			0	4	5	10	5	14
09:00			2		7		9		21:00			2		2		4	
09:15			9		3		12		21:15			2		1		3	
09:30			1		2		3		21:30			1		2		3	
09:45			2	14	11	23	13	37	21:45			0	5	0	5	0	10
10:00			5		6		11		22:00			2		3		5	
10:15			6		6		12		22:15			1		0		1	
10:30			6		7		13		22:30			0		0		0	
10:45			5	22	3	22	8	44	22:45			1	4	3	6	4	10
11:00			3		6		9		23:00			0		5		5	
11:15			6		3		9		23:15			1		2		3	
11:30			5		5		10		23:30			1		2		3	
11:45			4	18	3	17	7	35	23:45			2	4	0	9	2	13
TOTALS				98		142		240	TOTALS				106		168		274
SPLIT %				40.8%		59.2%		46.7%	SPLIT %				38.7%		61.3%		53.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	204	310	514

AM Peak Hour			10:00	08:15	09:45	PM Peak Hour			17:00	14:15	14:15
AM Pk Volume			22	33	49	PM Pk Volume			22	30	37
Pk Hr Factor			0.917	0.825	0.942	Pk Hr Factor			0.917	0.833	0.925
7 - 9 Volume	0	0	16	44	60	4 - 6 Volume	0	0	34	31	65
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	11	31	41	4 - 6 Pk Volume	0	0	22	16	37
Pk Hr Factor	0.000	0.000	0.688	0.775	0.732	Pk Hr Factor	0.000	0.000	0.917	0.667	0.841

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Thursday
Date: 5/17/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	210	324	534

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		1		1		12:00			4		3		7	
00:15			0		1		1		12:15			4		7		11	
00:30			0		0		0		12:30			1		5		6	
00:45			0		1	3	1	3	12:45			1	10	5	20	6	30
01:00			0		0		0		13:00			2		3		5	
01:15			2		1		3		13:15			3		5		8	
01:30			1		1		2		13:30			4		9		13	
01:45			0	3	0	2	0	5	13:45			3	12	3	20	6	32
02:00			0		0		0		14:00			4		8		12	
02:15			0		1		1		14:15			4		10		14	
02:30			0		1		1		14:30			3		8		11	
02:45			0		0	2	0	2	14:45			3	14	4	30	7	44
03:00			0		0		0		15:00			3		8		11	
03:15			0		0		0		15:15			3		2		5	
03:30			0		0		0		15:30			3		5		8	
03:45			0		0		0		15:45			4	13	6	21	10	34
04:00			0		0		0		16:00			9		5		14	
04:15			0		0		0		16:15			1		8		9	
04:30			0		1		1		16:30			3		4		7	
04:45			0		0	1	0	1	16:45			2	15	6	23	8	38
05:00			0		0		0		17:00			12		3		15	
05:15			1		1		2		17:15			4		5		9	
05:30			3		2		5		17:30			3		4		7	
05:45			2	6	3	6	5	12	17:45			1	20	0	12	1	32
06:00			1		1		2		18:00			3		5		8	
06:15			1		4		5		18:15			3		4		7	
06:30			2		1		3		18:30			1		5		6	
06:45			3	7	5	11	8	18	18:45			4	11	3	17	7	28
07:00			1		3		4		19:00			4		5		9	
07:15			5		4		9		19:15			3		3		6	
07:30			3		5		8		19:30			3		6		9	
07:45			4	13	6	18	10	31	19:45			0	10	2	16	2	26
08:00			2		8		10		20:00			1		1		2	
08:15			3		3		6		20:15			2		4		6	
08:30			5		9		14		20:30			3		3		6	
08:45			3	13	11	31	14	44	20:45			1	7	0	8	1	15
09:00			1		8		9		21:00			2		2		4	
09:15			5		7		12		21:15			0		1		1	
09:30			2		1		3		21:30			2		2		4	
09:45			4	12	10	26	14	38	21:45			1	5	0	5	1	10
10:00			2		6		8		22:00			2		0		2	
10:15			4		8		12		22:15			1		0		1	
10:30			3		3		6		22:30			0		2		2	
10:45			3	12	6	23	9	35	22:45			1	4	3	5	4	9
11:00			6		6		12		23:00			1		2		3	
11:15			1		5		6		23:15			1		1		2	
11:30			6		2		8		23:30			2		5		7	
11:45			4	17	3	16	7	33	23:45			2	6	0	8	2	14
TOTALS				83		139		222	TOTALS				127		185		312
SPLIT %				37.4%		62.6%		41.6%	SPLIT %				40.7%		59.3%		58.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	210	324	534

AM Peak Hour			11:30	08:30	08:30	PM Peak Hour		16:30	13:30	13:30
AM Pk Volume			18	35	49	PM Pk Volume		21	30	45
Pk Hr Factor			0.750	0.795	0.875	Pk Hr Factor		0.438	0.750	0.804
7 - 9 Volume	0	0	26	49	75	4 - 6 Volume	0	35	35	70
7 - 9 Peak Hour			07:15	08:00	08:00	4 - 6 Peak Hour		16:30	16:00	16:15
7 - 9 Pk Volume	0	0	14	31	44	4 - 6 Pk Volume	0	21	23	39
Pk Hr Factor	0.000	0.000	0.700	0.705	0.786	Pk Hr Factor	0.000	0.438	0.719	0.650

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Friday
Date: 5/18/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	241	366	607

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			8		6		14	
00:15			2		1		3		12:15			6		4		10	
00:30			1		1		2		12:30			3		8		11	
00:45			0	3	0	2	0	5	12:45			5	22	5	23	10	45
01:00			0		0		0		13:00			3		8		11	
01:15			0		1		1		13:15			6		4		10	
01:30			0		0		0		13:30			1		3		4	
01:45			0		0	1	0	1	13:45			8	18	10	25	18	43
02:00			0		1		1		14:00			4		5		9	
02:15			0		0		0		14:15			1		9		10	
02:30			0		0		0		14:30			5		9		14	
02:45			0		1	2	1	2	14:45			5	15	8	31	13	46
03:00			0		0		0		15:00			8		6		14	
03:15			0		0		0		15:15			4		5		9	
03:30			0		0		0		15:30			3		5		8	
03:45			0		0		0		15:45			5	20	6	22	11	42
04:00			0		0		0		16:00			5		8		13	
04:15			0		0		0		16:15			2		11		13	
04:30			0		0		0		16:30			3		4		7	
04:45			1	1	1	1	2	2	16:45			8	18	3	26	11	44
05:00			0		1		1		17:00			4		4		8	
05:15			0		0		0		17:15			8		10		18	
05:30			2		5		7		17:30			6		8		14	
05:45			7	9	6	12	13	21	17:45			5	23	6	28	11	51
06:00			0		3		3		18:00			3		3		6	
06:15			0		2		2		18:15			1		3		4	
06:30			1		2		3		18:30			2		2		4	
06:45			8	9	10	17	18	26	18:45			1	7	1	9	2	16
07:00			2		3		5		19:00			4		1		5	
07:15			1		3		4		19:15			1		2		3	
07:30			4		5		9		19:30			0		1		1	
07:45			3	10	7	18	10	28	19:45			2	7	4	8	6	15
08:00			3		5		8		20:00			4		5		9	
08:15			4		8		12		20:15			2		1		3	
08:30			3		13		16		20:30			2		4		6	
08:45			0	10	2	28	2	38	20:45			5	13	6	16	11	29
09:00			4		6		10		21:00			2		0		2	
09:15			5		2		7		21:15			0		2		2	
09:30			4		6		10		21:30			3		3		6	
09:45			5	18	10	24	15	42	21:45			0	5	1	6	1	11
10:00			2		2		4		22:00			1		1		2	
10:15			1		7		8		22:15			2		0		2	
10:30			4		5		9		22:30			1		4		5	
10:45			2	9	7	21	9	30	22:45			2	6	6	11	8	17
11:00			0		6		6		23:00			1		3		4	
11:15			5		8		13		23:15			2		1		3	
11:30			2		6		8		23:30			2		4		6	
11:45			5	12	6	26	11	38	23:45			1	6	1	9	2	15
TOTALS				81		152		233	TOTALS				160		214		374
SPLIT %				34.8%		65.2%		38.4%	SPLIT %				42.8%		57.2%		61.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	241	366	607

AM Peak Hour			11:45	07:45	07:45	PM Peak Hour		16:45	13:45	13:45
AM Pk Volume			22	33	46	PM Pk Volume		26	33	51
Pk Hr Factor			0.688	0.635	0.719	Pk Hr Factor		0.813	0.825	0.708
7 - 9 Volume	0	0	20	46	66	4 - 6 Volume	0	41	54	95
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour		16:45	17:00	16:45
7 - 9 Pk Volume	0	0	14	33	46	4 - 6 Pk Volume	0	26	28	51
Pk Hr Factor	0.000	0.000	0.875	0.635	0.719	Pk Hr Factor	0.000	0.813	0.700	0.708

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Saturday
Date: 5/19/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	181	258	439

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			8		5		13	
00:15			2		2		4		12:15			4		1		5	
00:30			2		0		2		12:30			3		1		4	
00:45			0	4	1	3	1	7	12:45			4	19	4	11	8	30
01:00			0		0		0		13:00			3		4		7	
01:15			0		1		1		13:15			2		4		6	
01:30			1		0		1		13:30			4		6		10	
01:45			0	1	0	1	0	2	13:45			2	11	2	16	4	27
02:00			0		0		0		14:00			3		11		14	
02:15			0		0		0		14:15			4		4		8	
02:30			0		1		1		14:30			3		1		4	
02:45			0		0	1	0	1	14:45			3	13	5	21	8	34
03:00			0		0		0		15:00			4		8		12	
03:15			0		0		0		15:15			3		8		11	
03:30			0		2		2		15:30			3		5		8	
03:45			1	1	1	3	2	4	15:45			2	12	7	28	9	40
04:00			0		0		0		16:00			3		2		5	
04:15			0		0		0		16:15			1		0		1	
04:30			0		0		0		16:30			2		2		4	
04:45			0		0		0		16:45			2	8	0	4	2	12
05:00			0		2		2		17:00			1		0		1	
05:15			0		0		0		17:15			3		2		5	
05:30			1		1		2		17:30			1		6		7	
05:45			4	5	4	7	8	12	17:45			3	8	4	12	7	20
06:00			1		2		3		18:00			5		2		7	
06:15			2		4		6		18:15			5		5		10	
06:30			3		4		7		18:30			2		3		5	
06:45			6	12	7	17	13	29	18:45			1	13	2	12	3	25
07:00			3		5		8		19:00			3		1		4	
07:15			0		2		2		19:15			2		2		4	
07:30			4		1		5		19:30			1		2		3	
07:45			1	8	1	9	2	17	19:45			1	7	2	7	3	14
08:00			3		3		6		20:00			4		4		8	
08:15			2		2		4		20:15			4		2		6	
08:30			2		5		7		20:30			2		5		7	
08:45			0	7	3	13	3	20	20:45			2	12	5	16	7	28
09:00			1		4		5		21:00			4		3		7	
09:15			1		4		5		21:15			0		2		2	
09:30			4		5		9		21:30			0		0		0	
09:45			1	7	3	16	4	23	21:45			0	4	1	6	1	10
10:00			2		4		6		22:00			1		1		2	
10:15			2		2		4		22:15			1		2		3	
10:30			2		11		13		22:30			2		2		4	
10:45			1	7	5	22	6	29	22:45			2	6	4	9	6	15
11:00			1		0		1		23:00			0		4		4	
11:15			3		5		8		23:15			1		1		2	
11:30			3		5		8		23:30			2		3		5	
11:45			5	12	5	15	10	27	23:45			1	4	1	9	2	13
TOTALS				64		107		171	TOTALS				117		151		268
SPLIT %				37.4%		62.6%		39.0%	SPLIT %				43.7%		56.3%		61.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	181	258	439

AM Peak Hour			11:30	10:00	11:15	PM Peak Hour		12:00	15:00	15:00
AM Pk Volume			20	22	39	PM Pk Volume		19	28	40
Pk Hr Factor			0.625	0.500	0.750	Pk Hr Factor		0.594	0.875	0.833
7 - 9 Volume	0	0	15	22	37	4 - 6 Volume	0	16	16	32
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour		16:00	17:00	17:00
7 - 9 Pk Volume	0	0	10	13	20	4 - 6 Pk Volume	0	8	12	20
Pk Hr Factor	0.000	0.000	0.625	0.650	0.714	Pk Hr Factor	0.000	0.667	0.500	0.714

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Sunday
Date: 5/20/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	173	272	445

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			3		5		8	
00:15			0		0		0		12:15			1		4		5	
00:30			3		3		6		12:30			2		6		8	
00:45			3	6	3	6	6	12	12:45			1	7	4	19	5	26
01:00			1		2		3		13:00			1		8		9	
01:15			1		1		2		13:15			2		3		5	
01:30			1		0		1		13:30			5		3		8	
01:45			1	4	3	6	4	10	13:45			6	14	8	22	14	36
02:00			0		0		0		14:00			2		5		7	
02:15			0		0		0		14:15			3		7		10	
02:30			0		0		0		14:30			2		7		9	
02:45			0		1	1	1	1	14:45			2	9	12	31	14	40
03:00			0		0		0		15:00			5		5		10	
03:15			0		0		0		15:15			6		6		12	
03:30			0		0		0		15:30			1		3		4	
03:45			0		1	1	1	1	15:45			8	20	5	19	13	39
04:00			0		0		0		16:00			0		6		6	
04:15			0		0		0		16:15			0		4		4	
04:30			0		1		1		16:30			2		5		7	
04:45			0		1	2	1	2	16:45			4	6	5	20	9	26
05:00			0		0		0		17:00			4		2		6	
05:15			0		1		1		17:15			1		1		2	
05:30			2		2		4		17:30			3		2		5	
05:45			2	4	2	5	4	9	17:45			2	10	5	10	7	20
06:00			2		4		6		18:00			0		4		4	
06:15			1		2		3		18:15			1		1		2	
06:30			2		1		3		18:30			4		4		8	
06:45			4	9	5	12	9	21	18:45			1	6	2	11	3	17
07:00			1		5		6		19:00			1		3		4	
07:15			1		0		1		19:15			2		4		6	
07:30			4		0		4		19:30			2		2		4	
07:45			0	6	3	8	3	14	19:45			4	9	7	16	11	25
08:00			2		2		4		20:00			4		2		6	
08:15			1		1		2		20:15			2		6		8	
08:30			4		4		8		20:30			2		1		3	
08:45			3	10	4	11	7	21	20:45			1	9	1	10	2	19
09:00			1		4		5		21:00			1		0		1	
09:15			3		2		5		21:15			2		2		4	
09:30			4		2		6		21:30			1		0		1	
09:45			0	8	2	10	2	18	21:45			3	7	3	5	6	12
10:00			1		4		5		22:00			1		2		3	
10:15			2		2		4		22:15			0		2		2	
10:30			3		2		5		22:30			1		2		3	
10:45			4	10	2	10	6	20	22:45			2	4	4	10	6	14
11:00			3		9		12		23:00			1		1		2	
11:15			0		8		8		23:15			2		0		2	
11:30			3		4		7		23:30			1		2		3	
11:45			4	10	2	23	6	33	23:45			1	5	1	4	2	9
TOTALS				67		95		162	TOTALS				106		177		283
SPLIT %				41.4%		58.6%		36.4%	SPLIT %				37.5%		62.5%		63.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	173	272	445

AM Peak Hour			10:15	10:45	10:45	PM Peak Hour			15:00	14:00	14:30
AM Pk Volume			12	23	33	PM Pk Volume			20	31	45
Pk Hr Factor			0.750	0.639	0.688	Pk Hr Factor			0.625	0.646	0.804
7 - 9 Volume	0	0	16	19	35	4 - 6 Volume	0	0	16	30	46
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:45	16:00	16:00
7 - 9 Pk Volume	0	0	10	11	21	4 - 6 Pk Volume	0	0	12	20	26
Pk Hr Factor	0.000	0.000	0.625	0.688	0.656	Pk Hr Factor	0.000	0.000	0.750	0.833	0.722

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Monday
Date: 5/21/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	201	302	503

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			0		5		5	
00:15			0		0		0		12:15			1		8		9	
00:30			0		0		0		12:30			3		4		7	
00:45			3	3	1	1	4	4	12:45			5	9	6	23	11	32
01:00			1		1		2		13:00			2		0		2	
01:15			0		1		1		13:15			2		3		5	
01:30			0		0		0		13:30			4		4		8	
01:45			0	1	0	2	0	3	13:45			5	13	3	10	8	23
02:00			0		0		0		14:00			2		2		4	
02:15			0		0		0		14:15			2		8		10	
02:30			0		0		0		14:30			1		9		10	
02:45			0		0		0		14:45			3	8	6	25	9	33
03:00			0		0		0		15:00			5		4		9	
03:15			0		0		0		15:15			2		5		7	
03:30			0		0		0		15:30			3		6		9	
03:45			0		1	1	1	1	15:45			5	15	8	23	13	38
04:00			0		0		0		16:00			6		7		13	
04:15			0		0		0		16:15			2		7		9	
04:30			0		0		0		16:30			1		7		8	
04:45			1	1	1	1	2	2	16:45			5	14	5	26	10	40
05:00			0		1		1		17:00			3		5		8	
05:15			1		2		3		17:15			3		2		5	
05:30			2		2		4		17:30			3		6		9	
05:45			3	6	5	10	8	16	17:45			4	13	3	16	7	29
06:00			1		2		3		18:00			6		4		10	
06:15			1		4		5		18:15			0		4		4	
06:30			1		4		5		18:30			1		1		2	
06:45			10	13	11	21	21	34	18:45			2	9	2	11	4	20
07:00			3		6		9		19:00			1		2		3	
07:15			2		4		6		19:15			4		5		9	
07:30			3		4		7		19:30			1		1		2	
07:45			3	11	4	18	7	29	19:45			1	7	3	11	4	18
08:00			3		6		9		20:00			2		6		8	
08:15			1		6		7		20:15			4		1		5	
08:30			0		6		6		20:30			1		4		5	
08:45			6	10	6	24	12	34	20:45			2	9	1	12	3	21
09:00			6		3		9		21:00			0		3		3	
09:15			5		3		8		21:15			3		2		5	
09:30			2		8		10		21:30			0		0		0	
09:45			2	15	6	20	8	35	21:45			1	4	1	6	2	10
10:00			6		8		14		22:00			0		0		0	
10:15			5		2		7		22:15			0		3		3	
10:30			3		1		4		22:30			2		0		2	
10:45			8	22	4	15	12	37	22:45			0	2	3	6	3	8
11:00			1		2		3		23:00			0		2		2	
11:15			5		7		12		23:15			0		0		0	
11:30			2		5		7		23:30			0		0		0	
11:45			8	16	4	18	12	34	23:45			0		0	2	0	2
TOTALS				98		131		229	TOTALS				103		171		274
SPLIT %				42.8%		57.2%		45.5%	SPLIT %				37.6%		62.4%		54.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	201	302	503

AM Peak Hour			10:00	06:15	06:45	PM Peak Hour		15:15	15:45	15:30
AM Pk Volume			22	25	43	PM Pk Volume		16	29	44
Pk Hr Factor			0.688	0.568	0.512	Pk Hr Factor		0.667	0.906	0.846
7 - 9 Volume	0	0	21	42	63	4 - 6 Volume	0	27	42	69
7 - 9 Peak Hour			07:00	08:00	08:00	4 - 6 Peak Hour		16:00	16:00	16:00
7 - 9 Pk Volume	0	0	11	24	34	4 - 6 Pk Volume	0	14	26	40
Pk Hr Factor	0.000	0.000	0.917	1.000	0.708	Pk Hr Factor	0.000	0.583	0.929	0.769

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Tuesday
Date: 5/15/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,940	3,866	0	0	6,806

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		4						4		12:00	41		40						81	
00:15	4		1						5		12:15	37		38						75	
00:30	1		7						8		12:30	51		33						84	
00:45	3	8	3	15					6	23	12:45	46	175	40	151					86	326
01:00	2		4						6		13:00	39		43						82	
01:15	0		2						2		13:15	24		48						72	
01:30	0		0						0		13:30	37		40						77	
01:45	0	2	1	7					1	9	13:45	44	144	36	167					80	311
02:00	0		0						0		14:00	52		44						96	
02:15	1		0						1		14:15	42		74						116	
02:30	0		0						0		14:30	41		67						108	
02:45	1	2	0						1	2	14:45	32	167	60	245					92	412
03:00	0		0						0		15:00	49		76						125	
03:15	1		1						2		15:15	44		70						114	
03:30	1		1						2		15:30	36		111						147	
03:45	1	3	2	4					3	7	15:45	42	171	145	402					187	573
04:00	2		0						2		16:00	35		179						214	
04:15	1		0						1		16:15	30		204						234	
04:30	4		1						5		16:30	39		200						239	
04:45	0	7	0	1					0	8	16:45	35	139	169	752					204	891
05:00	8		9						17		17:00	25		184						209	
05:15	10		1						11		17:15	37		130						167	
05:30	15		4						19		17:30	36		101						137	
05:45	33	66	10	24					43	90	17:45	40	138	123	538					163	676
06:00	21		3						24		18:00	31		120						151	
06:15	36		12						48		18:15	24		123						147	
06:30	73		18						91		18:30	32		86						118	
06:45	64	194	17	50					81	244	18:45	38	125	56	385					94	510
07:00	95		15						110		19:00	30		76						106	
07:15	86		22						108		19:15	21		52						73	
07:30	100		30						130		19:30	26		45						71	
07:45	111	392	36	103					147	495	19:45	19	96	37	210					56	306
08:00	103		33						136		20:00	12		36						48	
08:15	66		25						91		20:15	21		36						57	
08:30	65		28						93		20:30	11		33						44	
08:45	64	298	26	112					90	410	20:45	20	64	33	138					53	202
09:00	68		28						96		21:00	10		45						55	
09:15	65		22						87		21:15	3		29						32	
09:30	72		26						98		21:30	12		24						36	
09:45	57	262	29	105					86	367	21:45	9	34	13	111					22	145
10:00	51		24						75		22:00	4		11						15	
10:15	60		29						89		22:15	10		12						22	
10:30	49		29						78		22:30	4		10						14	
10:45	42	202	39	121					81	323	22:45	3	21	20	53					23	74
11:00	57		36						93		23:00	7		6						13	
11:15	44		39						83		23:15	5		10						15	
11:30	62		46						108		23:30	2		3						5	
11:45	49	212	28	149					77	361	23:45	4	18	4	23					8	41
TOTALS		1648		691						2339	TOTALS		1292		3175						4467
SPLIT %		70.5%		29.5%						34.4%	SPLIT %		28.9%		71.1%						65.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,940	3,866	0	0	6,806

AM Peak Hour	07:15	10:45			07:15	PM Peak Hour	13:45	16:15			16:00
AM Pk Volume	400	160			521	PM Pk Volume	179	757			891
Pk Hr Factor	0.901	0.870			0.886	Pk Hr Factor	0.861	0.928			0.932
7 - 9 Volume	690	215	0	0	905	4 - 6 Volume	277	1290	0	0	1567
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	400	124	0	0	521	4 - 6 Pk Volume	139	757	0	0	891
Pk Hr Factor	0.901	0.861	0.000	0.000	0.886	Pk Hr Factor	0.891	0.928	0.000	0.000	0.932

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Wednesday
Date: 5/16/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,069	3,187	0	0	6,256

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		5						8		12:00	47		35						82	
00:15	2		1						3		12:15	45		45						90	
00:30	1		5						6		12:30	55		47						102	
00:45	2	8	3	14					5	22	12:45	48	195	36	163					84	358
01:00	2		0						2		13:00	44		35						79	
01:15	0		0						0		13:15	34		41						75	
01:30	0		1						1		13:30	39		54						93	
01:45	0	2	0	1					0	3	13:45	46	163	45	175					91	338
02:00	1		1						2		14:00	39		41						80	
02:15	0		2						2		14:15	35		65						100	
02:30	2		1						3		14:30	44		63						107	
02:45	3	6	0	4					3	10	14:45	48	166	57	226					105	392
03:00	1		0						1		15:00	39		74						113	
03:15	0		0						0		15:15	34		94						128	
03:30	0		1						1		15:30	48		67						115	
03:45	4	5	0	1					4	6	15:45	54	175	83	318					137	493
04:00	1		0						1		16:00	41		85						126	
04:15	5		2						7		16:15	36		120						156	
04:30	3		1						4		16:30	47		117						164	
04:45	0	9	3	6					3	15	16:45	42	166	113	435					155	601
05:00	6		3						9		17:00	46		99						145	
05:15	11		4						15		17:15	39		78						117	
05:30	16		8						24		17:30	35		88						123	
05:45	20	53	8	23					28	76	17:45	33	153	88	353					121	506
06:00	38		9						47		18:00	35		72						107	
06:15	47		11						58		18:15	34		81						115	
06:30	64		12						76		18:30	28		65						93	
06:45	75	224	10	42					85	266	18:45	24	121	61	279					85	400
07:00	77		22						99		19:00	34		55						89	
07:15	80		11						91		19:15	28		74						102	
07:30	128		24						152		19:30	18		39						57	
07:45	119	404	40	97					159	501	19:45	15	95	45	213					60	308
08:00	84		35						119		20:00	16		41						57	
08:15	75		35						110		20:15	17		34						51	
08:30	99		32						131		20:30	11		37						48	
08:45	69	327	38	140					107	467	20:45	22	66	33	145					55	211
09:00	66		35						101		21:00	5		33						38	
09:15	60		36						96		21:15	12		25						37	
09:30	54		23						77		21:30	10		24						34	
09:45	68	248	29	123					97	371	21:45	9	36	14	96					23	132
10:00	47		33						80		22:00	9		20						29	
10:15	45		26						71		22:15	7		16						23	
10:30	40		19						59		22:30	5		7						12	
10:45	49	181	19	97					68	278	22:45	7	28	15	58					22	86
11:00	46		39						85		23:00	8		14						22	
11:15	63		36						99		23:15	1		9						10	
11:30	52		37						89		23:30	4		7						11	
11:45	59	220	30	142					89	362	23:45	5	18	6	36					11	54
TOTALS		1687		690						2377	TOTALS		1382		2497						3879
SPLIT %		71.0%		29.0%						38.0%	SPLIT %		35.6%		64.4%						62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,069	3,187	0	0	6,256

AM Peak Hour	07:15	11:45			07:30	PM Peak Hour	12:00	16:15			16:15
AM Pk Volume	411	157			540	PM Pk Volume	195	449			620
Pk Hr Factor	0.803	0.835			0.849	Pk Hr Factor	0.886	0.935			0.945
7 - 9 Volume	731	237	0	0	968	4 - 6 Volume	319	788	0	0	1107
7 - 9 Peak Hour	07:15	07:45			07:30	4 - 6 Peak Hour	16:30	16:15			16:15
7 - 9 Pk Volume	411	142	0	0	540	4 - 6 Pk Volume	174	449	0	0	620
Pk Hr Factor	0.803	0.888	0.000	0.000	0.849	Pk Hr Factor	0.926	0.935	0.000	0.000	0.945

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Thursday
Date: 5/17/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,210	3,422	0	0	6,632

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	61		36						97	
00:15	2		4						6		12:15	49		57						106	
00:30	4		2						6		12:30	33		52						85	
00:45	1	7	2	8					3	15	12:45	33	176	41	186					74	362
01:00	2		2						4		13:00	43		34						77	
01:15	2		1						3		13:15	51		40						91	
01:30	2		1						3		13:30	40		50						90	
01:45	0	6	1	5					1	11	13:45	53	187	56	180					109	367
02:00	0		0						0		14:00	50		65						115	
02:15	0		2						2		14:15	48		73						121	
02:30	0		1						1		14:30	39		79						118	
02:45	1	1	0	3					1	4	14:45	48	185	63	280					111	465
03:00	0		0						0		15:00	48		76						124	
03:15	0		0						0		15:15	52		81						133	
03:30	1		0						1		15:30	38		94						132	
03:45	2	3	0						2	3	15:45	46	184	90	341					136	525
04:00	1		2						3		16:00	37		110						147	
04:15	2		2						4		16:15	47		115						162	
04:30	6		3						9		16:30	48		107						155	
04:45	7	16	2	9					9	25	16:45	43	175	104	436					147	611
05:00	3		0						3		17:00	44		108						152	
05:15	7		5						12		17:15	34		76						110	
05:30	16		5						21		17:30	44		82						126	
05:45	32	58	11	21					43	79	17:45	40	162	80	346					120	508
06:00	27		2						29		18:00	36		94						130	
06:15	58		6						64		18:15	43		108						151	
06:30	68		14						82		18:30	38		58						96	
06:45	61	214	19	41					80	255	18:45	25	142	65	325					90	467
07:00	87		14						101		19:00	31		50						81	
07:15	88		17						105		19:15	25		55						80	
07:30	112		24						136		19:30	25		69						94	
07:45	139	426	41	96					180	522	19:45	20	101	64	238					84	339
08:00	79		43						122		20:00	17		56						73	
08:15	53		36						89		20:15	25		46						71	
08:30	49		35						84		20:30	22		44						66	
08:45	75	256	35	149					110	405	20:45	24	88	24	170					48	258
09:00	67		19						86		21:00	17		41						58	
09:15	57		33						90		21:15	9		33						42	
09:30	54		22						76		21:30	16		25						41	
09:45	66	244	37	111					103	355	21:45	11	53	18	117					29	170
10:00	59		32						91		22:00	15		13						28	
10:15	60		36						96		22:15	10		11						21	
10:30	55		28						83		22:30	8		23						31	
10:45	57	231	27	123					84	354	22:45	6	39	17	64					23	103
11:00	57		38						95		23:00	9		11						20	
11:15	55		39						94		23:15	7		9						16	
11:30	52		21						73		23:30	8		11						19	
11:45	61	225	37	135					98	360	23:45	7	31	7	38					14	69
TOTALS		1687		701						2388	TOTALS		1523		2721						4244
SPLIT %		70.6%		29.4%						36.0%	SPLIT %		35.9%		64.1%						64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,210	3,422	0	0	6,632

AM Peak Hour	07:00	11:45			07:15	PM Peak Hour	13:15	16:00			16:15
AM Pk Volume	426	182			543	PM Pk Volume	194	436			616
Pk Hr Factor	0.766	0.798			0.754	Pk Hr Factor	0.915	0.948			0.951
7 - 9 Volume	682	245	0	0	927	4 - 6 Volume	337	782	0	0	1119
7 - 9 Peak Hour	07:00	07:45			07:15	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	426	155	0	0	543	4 - 6 Pk Volume	182	436	0	0	616
Pk Hr Factor	0.766	0.901	0.000	0.000	0.754	Pk Hr Factor	0.948	0.948	0.000	0.000	0.951

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Friday
Date: 5/18/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,140	3,573	0	0	6,713

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		5						7		12:00	40		50						90	
00:15	3		2						5		12:15	51		53						104	
00:30	2		6						8		12:30	41		48						89	
00:45	0	7	2	15					2	22	12:45	60	192	45	196					105	388
01:00	2		0						2		13:00	33		55						88	
01:15	2		4						6		13:15	48		52						100	
01:30	0		3						3		13:30	41		66						107	
01:45	1	5	3	10					4	15	13:45	59	181	55	228					114	409
02:00	3		1						4		14:00	50		71						121	
02:15	0		1						1		14:15	51		82						133	
02:30	0		0						0		14:30	47		92						139	
02:45	2	5	1	3					3	8	14:45	38	186	86	331					124	517
03:00	1		0						1		15:00	57		77						134	
03:15	1		0						1		15:15	48		92						140	
03:30	0		0						0		15:30	52		101						153	
03:45	3	5	0						3	5	15:45	52	209	122	392					174	601
04:00	0		2						2		16:00	40		111						151	
04:15	4		3						7		16:15	44		120						164	
04:30	5		1						6		16:30	48		104						152	
04:45	1	10	2	8					3	18	16:45	40	172	110	445					150	617
05:00	3		2						5		17:00	41		96						137	
05:15	12		2						14		17:15	41		101						142	
05:30	9		6						15		17:30	36		102						138	
05:45	22	46	11	21					33	67	17:45	41	159	74	373					115	532
06:00	29		6						35		18:00	34		80						114	
06:15	41		7						48		18:15	43		58						101	
06:30	38		11						49		18:30	30		61						91	
06:45	76	184	21	45					97	229	18:45	40	147	68	267					108	414
07:00	58		11						69		19:00	26		55						81	
07:15	80		16						96		19:15	29		47						76	
07:30	110		23						133		19:30	26		53						79	
07:45	100	348	41	91					141	439	19:45	28	109	35	190					63	299
08:00	86		33						119		20:00	28		51						79	
08:15	51		42						93		20:15	28		23						51	
08:30	61		31						92		20:30	24		34						58	
08:45	46	244	24	130					70	374	20:45	28	108	38	146					66	254
09:00	49		30						79		21:00	24		36						60	
09:15	57		22						79		21:15	22		37						59	
09:30	62		20						82		21:30	21		36						57	
09:45	55	223	34	106					89	329	21:45	21	88	30	139					51	227
10:00	58		29						87		22:00	18		30						48	
10:15	51		32						83		22:15	17		19						36	
10:30	44		34						78		22:30	13		20						33	
10:45	60	213	36	131					96	344	22:45	15	63	24	93					39	156
11:00	47		25						72		23:00	7		20						27	
11:15	57		38						95		23:15	13		16						29	
11:30	49		45						94		23:30	7		14						21	
11:45	50	203	43	151					93	354	23:45	6	33	12	62					18	95
TOTALS		1493		711						2204	TOTALS		1647		2862						4509
SPLIT %		67.7%		32.3%						32.8%	SPLIT %		36.5%		63.5%						67.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,140	3,573	0	0	6,713

AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	15:00	15:45			15:30
AM Pk Volume	376	194			489	PM Pk Volume	209	457			642
Pk Hr Factor	0.855	0.915			0.867	Pk Hr Factor	0.917	0.936			0.922
7 - 9 Volume	592	221	0	0	813	4 - 6 Volume	331	818	0	0	1149
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	376	147	0	0	489	4 - 6 Pk Volume	173	445	0	0	617
Pk Hr Factor	0.855	0.875	0.000	0.000	0.867	Pk Hr Factor	0.901	0.927	0.000	0.000	0.941

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Saturday
Date: 5/19/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,872	2,609	0	0	5,481

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		8						12		12:00	66		51						117	
00:15	4		5						9		12:15	30		61						91	
00:30	6		10						16		12:30	44		52						96	
00:45	4	18	5	28					9	46	12:45	45	185	49	213					94	398
01:00	0		6						6		13:00	55		47						102	
01:15	6		5						11		13:15	40		53						93	
01:30	1		0						1		13:30	50		60						110	
01:45	5	12	1	12					6	24	13:45	50	195	49	209					99	404
02:00	4		7						11		14:00	69		56						125	
02:15	1		3						4		14:15	39		57						96	
02:30	1		6						7		14:30	52		44						96	
02:45	1	7	2	18					3	25	14:45	51	211	53	210					104	421
03:00	0		0						0		15:00	64		54						118	
03:15	1		1						2		15:15	56		49						105	
03:30	1		3						4		15:30	47		58						105	
03:45	3	5	1	5					4	10	15:45	44	211	49	210					93	421
04:00	2		0						2		16:00	60		46						106	
04:15	0		0						0		16:15	46		41						87	
04:30	1		2						3		16:30	53		48						101	
04:45	3	6	0	2					3	8	16:45	41	200	44	179					85	379
05:00	1		5						6		17:00	55		43						98	
05:15	4		1						5		17:15	56		29						85	
05:30	7		3						10		17:30	59		46						105	
05:45	6	18	9	18					15	36	17:45	55	225	27	145					82	370
06:00	9		4						13		18:00	54		32						86	
06:15	12		10						22		18:15	61		54						115	
06:30	12		17						29		18:30	60		46						106	
06:45	20	53	17	48					37	101	18:45	30	205	39	171					69	376
07:00	26		16						42		19:00	45		30						75	
07:15	8		7						15		19:15	42		31						73	
07:30	24		31						55		19:30	26		25						51	
07:45	25	83	20	74					45	157	19:45	44	157	37	123					81	280
08:00	35		20						55		20:00	35		35						70	
08:15	37		23						60		20:15	33		23						56	
08:30	37		24						61		20:30	22		30						52	
08:45	47	156	23	90					70	246	20:45	35	125	36	124					71	249
09:00	46		31						77		21:00	35		27						62	
09:15	53		30						83		21:15	21		28						49	
09:30	45		30						75		21:30	25		26						51	
09:45	45	189	31	122					76	311	21:45	16	97	25	106					41	203
10:00	39		31						70		22:00	21		22						43	
10:15	42		34						76		22:15	19		25						44	
10:30	38		54						92		22:30	21		13						34	
10:45	40	159	54	173					94	332	22:45	12	73	26	86					38	159
11:00	56		53						109		23:00	13		19						32	
11:15	50		41						91		23:15	19		16						35	
11:30	53		49						102		23:30	14		19						33	
11:45	63	222	34	177					97	399	23:45	14	60	12	66					26	126
TOTALS		928		767						1695	TOTALS		1944		1842						3786
SPLIT %		54.7%		45.3%						30.9%	SPLIT %		51.3%		48.7%						69.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,872	2,609	0	0	5,481

AM Peak Hour	11:15	10:30			11:15	PM Peak Hour	17:45	13:30			14:45
AM Pk Volume	232	202			407	PM Pk Volume	230	222			432
Pk Hr Factor	0.879	0.935			0.870	Pk Hr Factor	0.943	0.925			0.915
7 - 9 Volume	239	164	0	0	403	4 - 6 Volume	425	324	0	0	749
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	17:00	16:00			16:00
7 - 9 Pk Volume	156	94	0	0	246	4 - 6 Pk Volume	225	179	0	0	379
Pk Hr Factor	0.830	0.758	0.000	0.000	0.879	Pk Hr Factor	0.953	0.932	0.000	0.000	0.894

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Sunday
Date: 5/20/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,275	2,972	0	0	6,247

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		11						18		12:00	53		53						106	
00:15	6		12						18		12:15	59		37						96	
00:30	6		12						18		12:30	47		50						97	
00:45	7	26	13	48					20	74	12:45	46	205	37	177					83	382
01:00	3		10						13		13:00	64		48						112	
01:15	10		4						14		13:15	63		53						116	
01:30	10		3						13		13:30	50		63						113	
01:45	3	26	11	28					14	54	13:45	34	211	70	234					104	445
02:00	5		2						7		14:00	63		63						126	
02:15	6		2						8		14:15	49		69						118	
02:30	1		2						3		14:30	79		55						134	
02:45	0	12	4	10					4	22	14:45	88	279	46	233					134	512
03:00	1		1						2		15:00	73		31						104	
03:15	4		0						4		15:15	105		54						159	
03:30	4		2						6		15:30	100		48						148	
03:45	5	14	2	5					7	19	15:45	102	380	41	174					143	554
04:00	3		2						5		16:00	98		47						145	
04:15	1		0						1		16:15	76		48						124	
04:30	0		1						1		16:30	91		42						133	
04:45	3	7	3	6					6	13	16:45	89	354	35	172					124	526
05:00	3		1						4		17:00	90		50						140	
05:15	4		4						8		17:15	85		38						123	
05:30	5		5						10		17:30	83		50						133	
05:45	2	14	6	16					8	30	17:45	94	352	30	168					124	520
06:00	2		7						9		18:00	66		46						112	
06:15	4		7						11		18:15	83		23						106	
06:30	5		11						16		18:30	69		28						97	
06:45	19	30	9	34					28	64	18:45	63	281	30	127					93	408
07:00	11		18						29		19:00	50		27						77	
07:15	18		13						31		19:15	41		28						69	
07:30	25		10						35		19:30	29		25						54	
07:45	21	75	14	55					35	130	19:45	19	139	32	112					51	251
08:00	26		18						44		20:00	32		23						55	
08:15	21		21						42		20:15	19		65						84	
08:30	33		18						51		20:30	24		121						145	
08:45	31	111	27	84					58	195	20:45	16	91	126	335					142	426
09:00	35		30						65		21:00	5		120						125	
09:15	33		21						54		21:15	16		127						143	
09:30	42		27						69		21:30	20		118						138	
09:45	47	157	32	110					79	267	21:45	9	50	90	455					99	505
10:00	46		32						78		22:00	17		57						74	
10:15	40		25						65		22:15	5		22						27	
10:30	45		25						70		22:30	7		14						21	
10:45	53	184	32	114					85	298	22:45	5	34	9	102					14	136
11:00	52		55						107		23:00	3		3						6	
11:15	45		37						82		23:15	12		3						15	
11:30	61		34						95		23:30	3		4						7	
11:45	65	223	31	157					96	380	23:45	2	20	6	16					8	36
TOTALS		879		667						1546	TOTALS		2396		2305						4701
SPLIT %		56.9%		43.1%						24.7%	SPLIT %		51.0%		49.0%						75.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,275	2,972	0	0	6,247

AM Peak Hour	11:30	11:45			11:45	PM Peak Hour	15:15	20:30			15:15
AM Pk Volume	238	171			395	PM Pk Volume	405	494			595
Pk Hr Factor	0.915	0.807			0.932	Pk Hr Factor	0.964	0.972			0.936
7 - 9 Volume	186	139	0	0	325	4 - 6 Volume	706	340	0	0	1046
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:15			16:00
7 - 9 Pk Volume	111	84	0	0	195	4 - 6 Pk Volume	355	175	0	0	526
Pk Hr Factor	0.841	0.778	0.000	0.000	0.841	Pk Hr Factor	0.975	0.875	0.000	0.000	0.907

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Monday
Date: 5/21/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,895	2,928	0	0	5,823

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		4						5		12:00	37		40						77	
00:15	2		3						5		12:15	38		45						83	
00:30	2		2						4		12:30	41		38						79	
00:45	2	7	3	12					5	19	12:45	55	171	50	173					105	344
01:00	1		3						4		13:00	40		36						76	
01:15	0		8						8		13:15	44		43						87	
01:30	1		0						1		13:30	50		41						91	
01:45	0	2	0	11					0	13	13:45	51	185	37	157					88	342
02:00	0		1						1		14:00	54		46						100	
02:15	0		0						0		14:15	37		71						108	
02:30	0		1						1		14:30	54		88						142	
02:45	1	1	0	2					1	3	14:45	58	203	46	251					104	454
03:00	2		0						2		15:00	54		63						117	
03:15	1		0						1		15:15	42		82						124	
03:30	1		1						2		15:30	49		75						124	
03:45	2	6	1	2					3	8	15:45	39	184	82	302					121	486
04:00	1		3						4		16:00	48		81						129	
04:15	1		2						3		16:15	37		98						135	
04:30	3		0						3		16:30	38		91						129	
04:45	5	10	0	5					5	15	16:45	57	180	103	373					160	553
05:00	7		2						9		17:00	46		82						128	
05:15	9		4						13		17:15	39		82						121	
05:30	19		5						24		17:30	33		75						108	
05:45	27	62	6	17					33	79	17:45	38	156	83	322					121	478
06:00	33		3						36		18:00	41		79						120	
06:15	39		9						48		18:15	27		63						90	
06:30	53		10						63		18:30	24		57						81	
06:45	80	205	17	39					97	244	18:45	29	121	58	257					87	378
07:00	70		19						89		19:00	20		50						70	
07:15	66		15						81		19:15	19		61						80	
07:30	110		17						127		19:30	11		33						44	
07:45	127	373	26	77					153	450	19:45	14	64	39	183					53	247
08:00	96		40						136		20:00	20		52						72	
08:15	50		39						89		20:15	16		31						47	
08:30	65		32						97		20:30	15		30						45	
08:45	59	270	28	139					87	409	20:45	9	60	30	143					39	203
09:00	60		15						75		21:00	9		25						34	
09:15	60		19						79		21:15	15		25						40	
09:30	48		30						78		21:30	5		23						28	
09:45	51	219	27	91					78	310	21:45	6	35	25	98					31	133
10:00	48		29						77		22:00	15		8						23	
10:15	48		21						69		22:15	8		11						19	
10:30	45		25						70		22:30	5		9						14	
10:45	36	177	29	104					65	281	22:45	2	30	7	35					9	65
11:00	33		22						55		23:00	4		4						8	
11:15	40		29						69		23:15	1		5						6	
11:30	46		36						82		23:30	3		7						10	
11:45	45	164	30	117					75	281	23:45	2	10	2	18					4	28
TOTALS		1496		616						2112	TOTALS		1399		2312						3711
SPLIT %		70.8%		29.2%						36.3%	SPLIT %		37.7%		62.3%						63.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,895	2,928	0	0	5,823

AM Peak Hour	07:15	11:45			07:30	PM Peak Hour	14:30	16:15			16:00
AM Pk Volume	399	153			505	PM Pk Volume	208	374			553
Pk Hr Factor	0.785	0.850			0.825	Pk Hr Factor	0.897	0.908			0.864
7 - 9 Volume	643	216	0	0	859	4 - 6 Volume	336	695	0	0	1031
7 - 9 Peak Hour	07:15	08:00			07:30	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	399	139	0	0	505	4 - 6 Pk Volume	180	374	0	0	553
Pk Hr Factor	0.785	0.869	0.000	0.000	0.825	Pk Hr Factor	0.789	0.908	0.000	0.000	0.864

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Tuesday
Date: 5/15/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,725	3,282	0	0	6,007

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		2						2	
00:15	3		1						4	
00:30	1		5						6	
00:45	2	6	0	8					2	14
01:00	2		4						6	
01:15	0		1						1	
01:30	0		1						1	
01:45	0	2	0	6					0	8
02:00	0		0						0	
02:15	0		0						0	
02:30	1		0						1	
02:45	1	2	1	1					2	3
03:00	0		0						0	
03:15	1		1						2	
03:30	1		1						2	
03:45	1	3	2	4					3	7
04:00	2		0						2	
04:15	1		0						1	
04:30	4		1						5	
04:45	2	9	0	1					2	10
05:00	5		3						8	
05:15	10		1						11	
05:30	14		1						15	
05:45	32	61	1	6					33	67
06:00	24		0						24	
06:15	38		5						43	
06:30	73		11						84	
06:45	66	201	4	20					70	221
07:00	95		8						103	
07:15	89		11						100	
07:30	107		21						128	
07:45	118	409	22	62					140	471
08:00	104		27						131	
08:15	67		12						79	
08:30	62		14						76	
08:45	73	306	15	68					88	374
09:00	62		16						78	
09:15	63		11						74	
09:30	64		20						84	
09:45	51	240	18	65					69	305
10:00	50		20						70	
10:15	58		16						74	
10:30	45		26						71	
10:45	40	193	30	92					70	285
11:00	52		29						81	
11:15	43		22						65	
11:30	53		35						88	
11:45	41	189	20	106					61	295
TOTALS		1621		439						2060
SPLIT %		78.7%		21.3%						34.3%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	35		35						70	
12:15	34		28						62	
12:30	50		21						71	
12:45	42	161	28	112					70	273
13:00	38		37						75	
13:15	20		39						59	
13:30	27		32						59	
13:45	41	126	30	138					71	264
14:00	40		32						72	
14:15	42		68						110	
14:30	33		59						92	
14:45	36	151	51	210					87	361
15:00	45		63						108	
15:15	41		65						106	
15:30	30		99						129	
15:45	38	154	135	362					173	516
16:00	31		175						206	
16:15	21		197						218	
16:30	29		192						221	
16:45	27	108	159	723					186	831
17:00	20		173						193	
17:15	31		114						145	
17:30	29		102						131	
17:45	35	115	117	506					152	621
18:00	26		109						135	
18:15	28		113						141	
18:30	30		79						109	
18:45	27	111	56	357					83	468
19:00	22		61						83	
19:15	22		42						64	
19:30	17		41						58	
19:45	17	78	33	177					50	255
20:00	10		33						43	
20:15	16		34						50	
20:30	11		28						39	
20:45	14	51	25	120					39	171
21:00	7		36						43	
21:15	2		25						27	
21:30	11		20						31	
21:45	8	28	11	92					19	120
22:00	2		8						10	
22:15	6		11						17	
22:30	2		4						6	
22:45	0	10	9	32					9	42
23:00	4		3						7	
23:15	3		7						10	
23:30	2		3						5	
23:45	2	11	1	14					3	25
TOTALS		1104		2843						3947
SPLIT %		28.0%		72.0%						65.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,725	3,282	0	0	6,007

AM Peak Hour	07:15	11:30			07:15
AM Pk Volume	418	118			499
Pk Hr Factor	0.886	0.843			0.891
7 - 9 Volume	715	130	0	0	845
7 - 9 Peak Hour	07:15	07:30			07:15
7 - 9 Pk Volume	418	82	0	0	499
Pk Hr Factor	0.886	0.759	0.000	0.000	0.891

PM Peak Hour	12:15	16:00			16:00
PM Pk Volume	164	723			831
Pk Hr Factor	0.820	0.918			0.940
4 - 6 Volume	223	1229	0	0	1452
4 - 6 Peak Hour	17:00	16:00			16:00
4 - 6 Pk Volume	115	723	0	0	831
Pk Hr Factor	0.821	0.918	0.000	0.000	0.940

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Wednesday
Date: 5/16/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,898	2,656	0	0	5,554

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		5						7		12:00	43		25						68	
00:15	3		3						6		12:15	40		31						71	
00:30	1		3						4		12:30	45		34						79	
00:45	0	6	3	14					3	20	12:45	45	173	36	126					81	299
01:00	2		0						2		13:00	31		28						59	
01:15	0		1						1		13:15	32		34						66	
01:30	0		1						1		13:30	35		44						79	
01:45	0	2	0	2					0	4	13:45	42	140	38	144					80	284
02:00	1		0						1		14:00	31		37						68	
02:15	0		2						2		14:15	39		57						96	
02:30	1		0						1		14:30	36		57						93	
02:45	3	5	0	2					3	7	14:45	50	156	48	199					98	355
03:00	1		0						1		15:00	37		67						104	
03:15	0		0						0		15:15	33		88						121	
03:30	0		0						0		15:30	43		63						106	
03:45	4	5	0						4	5	15:45	45	158	80	298					125	456
04:00	1		0						1		16:00	37		80						117	
04:15	4		1						5		16:15	31		113						144	
04:30	3		1						4		16:30	40		110						150	
04:45	0	8	0	2					0	10	16:45	44	152	104	407					148	559
05:00	7		1						8		17:00	39		100						139	
05:15	11		1						12		17:15	36		82						118	
05:30	15		2						17		17:30	28		80						108	
05:45	20	53	1	5					21	58	17:45	26	129	78	340					104	469
06:00	38		3						41		18:00	36		70						106	
06:15	49		4						53		18:15	28		72						100	
06:30	70		4						74		18:30	23		55						78	
06:45	76	233	3	14					79	247	18:45	26	113	58	255					84	368
07:00	80		6						86		19:00	26		45						71	
07:15	94		7						101		19:15	25		68						93	
07:30	125		13						138		19:30	16		33						49	
07:45	126	425	32	58					158	483	19:45	11	78	37	183					48	261
08:00	85		23						108		20:00	17		37						54	
08:15	80		18						98		20:15	15		30						45	
08:30	116		15						131		20:30	6		27						33	
08:45	72	353	24	80					96	433	20:45	18	56	26	120					44	176
09:00	65		19						84		21:00	5		30						35	
09:15	51		29						80		21:15	6		20						26	
09:30	56		15						71		21:30	8		18						26	
09:45	71	243	18	81					89	324	21:45	7	26	13	81					20	107
10:00	42		20						62		22:00	6		17						23	
10:15	38		22						60		22:15	4		14						18	
10:30	38		14						52		22:30	4		4						8	
10:45	45	163	23	79					68	242	22:45	3	17	7	42					10	59
11:00	43		31						74		23:00	3		7						10	
11:15	56		24						80		23:15	1		7						8	
11:30	41		24						65		23:30	2		5						7	
11:45	56	196	20	99					76	295	23:45	2	8	6	25					8	33
TOTALS		1692		436						2128	TOTALS		1206		2220						3426
SPLIT %		79.5%		20.5%						38.3%	SPLIT %		35.2%		64.8%						61.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,898	2,656	0	0	5,554

AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	12:00	16:15			16:15
AM Pk Volume	430	110			505	PM Pk Volume	173	427			581
Pk Hr Factor	0.853	0.809			0.799	Pk Hr Factor	0.961	0.945			0.968
7 - 9 Volume	778	138	0	0	916	4 - 6 Volume	281	747	0	0	1028
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	16:30	16:15			16:15
7 - 9 Pk Volume	430	88	0	0	505	4 - 6 Pk Volume	159	427	0	0	581
Pk Hr Factor	0.853	0.688	0.000	0.000	0.799	Pk Hr Factor	0.903	0.945	0.000	0.000	0.968

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Thursday
Date: 5/17/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	3,016	2,830	0	0	5,846

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		0						3		12:00	53		31						84	
00:15	2		3						5		12:15	51		41						92	
00:30	4		3						7		12:30	30		43						73	
00:45	1	10	1	7					2	17	12:45	28	162	32	147					60	309
01:00	0		2						2		13:00	36		23						59	
01:15	0		0						0		13:15	45		33						78	
01:30	1		0						1		13:30	44		38						82	
01:45	0	1	1	3					1	4	13:45	46	171	49	143					95	314
02:00	0		0						0		14:00	41		54						95	
02:15	0		0						0		14:15	49		60						109	
02:30	0		0						0		14:30	31		66						97	
02:45	1	1	0						1	1	14:45	50	171	59	239					109	410
03:00	1		0						1		15:00	45		64						109	
03:15	0		0						0		15:15	48		76						124	
03:30	1		0						1		15:30	36		85						121	
03:45	2	4	0						2	4	15:45	44	173	89	314					133	487
04:00	1		1						2		16:00	28		104						132	
04:15	1		1						2		16:15	44		106						150	
04:30	6		1						7		16:30	41		102						143	
04:45	7	15	2	5					9	20	16:45	38	151	93	405					131	556
05:00	4		0						4		17:00	29		105						134	
05:15	8		2						10		17:15	27		65						92	
05:30	14		1						15		17:30	39		81						120	
05:45	33	59	1	4					34	63	17:45	41	136	77	328					118	464
06:00	28		1						29		18:00	35		89						124	
06:15	56		1						57		18:15	40		93						133	
06:30	70		5						75		18:30	34		50						84	
06:45	63	217	7	14					70	231	18:45	23	132	63	295					86	427
07:00	94		8						102		19:00	26		42						68	
07:15	95		13						108		19:15	23		48						71	
07:30	122		14						136		19:30	22		57						79	
07:45	144	455	32	67					176	522	19:45	20	91	53	200					73	291
08:00	79		28						107		20:00	14		52						66	
08:15	51		19						70		20:15	24		37						61	
08:30	45		16						61		20:30	13		36						49	
08:45	74	249	15	78					89	327	20:45	22	73	24	149					46	222
09:00	64		10						74		21:00	18		38						56	
09:15	57		24						81		21:15	7		30						37	
09:30	50		17						67		21:30	12		20						32	
09:45	59	230	21	72					80	302	21:45	6	43	16	104					22	147
10:00	55		22						77		22:00	12		11						23	
10:15	58		23						81		22:15	8		7						15	
10:30	49		22						71		22:30	6		16						22	
10:45	51	213	19	86					70	299	22:45	6	32	11	45					17	77
11:00	54		29						83		23:00	5		4						9	
11:15	54		23						77		23:15	5		9						14	
11:30	48		20						68		23:30	3		3						6	
11:45	53	209	31	103					84	312	23:45	5	18	6	22					11	40
TOTALS		1663		439						2102	TOTALS		1353		2391						3744
SPLIT %		79.1%		20.9%						36.0%	SPLIT %		36.1%		63.9%						64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,016	2,830	0	0	5,846

AM Peak Hour	07:00	11:45			07:15	PM Peak Hour	13:30	16:15			15:45
AM Pk Volume	455	146			527	PM Pk Volume	180	406			558
Pk Hr Factor	0.790	0.849			0.749	Pk Hr Factor	0.918	0.958			0.930
7 - 9 Volume	704	145	0	0	849	4 - 6 Volume	287	733	0	0	1020
7 - 9 Peak Hour	07:00	07:45			07:15	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	455	95	0	0	527	4 - 6 Pk Volume	152	406	0	0	558
Pk Hr Factor	0.790	0.742	0.000	0.000	0.749	Pk Hr Factor	0.864	0.958	0.000	0.000	0.930

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Friday
Date: 5/18/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,922	2,947	0	0	5,869

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		5						7		12:00	32		38						70	
00:15	2		0						2		12:15	40		39						79	
00:30	2		5						7		12:30	36		37						73	
00:45	0	6	2	12					2	18	12:45	47	155	33	147					80	302
01:00	2		0						2		13:00	33		43						76	
01:15	1		3						4		13:15	47		47						94	
01:30	0		2						2		13:30	34		53						87	
01:45	1	4	2	7					3	11	13:45	46	160	47	190					93	350
02:00	2		1						3		14:00	36		62						98	
02:15	0		1						1		14:15	46		75						121	
02:30	0		0						0		14:30	41		80						121	
02:45	2	4	0	2					2	6	14:45	41	164	73	290					114	454
03:00	1		0						1		15:00	51		73						124	
03:15	1		0						1		15:15	41		82						123	
03:30	0		0						0		15:30	48		92						140	
03:45	3	5	0						3	5	15:45	41	181	102	349					143	530
04:00	0		1						1		16:00	38		109						147	
04:15	4		2						6		16:15	35		110						145	
04:30	4		0						4		16:30	42		94						136	
04:45	3	11	3	6					6	17	16:45	37	152	107	420					144	572
05:00	3		0						3		17:00	42		92						134	
05:15	12		2						14		17:15	35		88						123	
05:30	8		1						9		17:30	31		90						121	
05:45	20	43	1	4					21	47	17:45	40	148	71	341					111	489
06:00	33		1						34		18:00	31		79						110	
06:15	44		3						47		18:15	42		53						95	
06:30	44		4						48		18:30	28		48						76	
06:45	71	192	2	10					73	202	18:45	35	136	52	232					87	368
07:00	63		9						72		19:00	19		49						68	
07:15	88		11						99		19:15	29		36						65	
07:30	112		13						125		19:30	24		47						71	
07:45	104	367	35	68					139	435	19:45	20	92	28	160					48	252
08:00	89		25						114		20:00	26		40						66	
08:15	51		27						78		20:15	26		14						40	
08:30	61		13						74		20:30	25		26						51	
08:45	47	248	14	79					61	327	20:45	22	99	27	107					49	206
09:00	50		21						71		21:00	20		27						47	
09:15	55		19						74		21:15	20		34						54	
09:30	59		16						75		21:30	17		28						45	
09:45	51	215	23	79					74	294	21:45	18	75	24	113					42	188
10:00	56		23						79		22:00	15		28						43	
10:15	45		16						61		22:15	16		15						31	
10:30	40		26						66		22:30	7		14						21	
10:45	58	199	30	95					88	294	22:45	14	52	13	70					27	122
11:00	45		17						62		23:00	4		18						22	
11:15	48		22						70		23:15	10		12						22	
11:30	49		37						86		23:30	5		12						17	
11:45	49	191	36	112					85	303	23:45	4	23	12	54					16	77
TOTALS		1485		474						1959	TOTALS		1437		2473						3910
SPLIT %		75.8%		24.2%						33.4%	SPLIT %		36.8%		63.2%						66.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,922	2,947	0	0	5,869

AM Peak Hour	07:15	11:30			07:15	PM Peak Hour	14:45	16:00			15:30
AM Pk Volume	393	150			477	PM Pk Volume	181	420			575
Pk Hr Factor	0.877	0.962			0.858	Pk Hr Factor	0.887	0.955			0.978
7 - 9 Volume	615	147	0	0	762	4 - 6 Volume	300	761	0	0	1061
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	393	100	0	0	477	4 - 6 Pk Volume	156	420	0	0	572
Pk Hr Factor	0.877	0.714	0.000	0.000	0.858	Pk Hr Factor	0.929	0.955	0.000	0.000	0.973

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Saturday
Date: 5/19/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,690	2,039	0	0	4,729

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		6						9		12:00	55		43						98	
00:15	4		3						7		12:15	32		57						89	
00:30	1		9						10		12:30	40		49						89	
00:45	5	13	4	22					9	35	12:45	43	170	40	189					83	359
01:00	0		4						4		13:00	50		38						88	
01:15	4		3						7		13:15	40		44						84	
01:30	1		1						2		13:30	45		50						95	
01:45	6	11	1	9					7	20	13:45	48	183	44	176					92	359
02:00	3		5						8		14:00	65		43						108	
02:15	1		5						6		14:15	39		50						89	
02:30	1		4						5		14:30	44		33						77	
02:45	1	6	2	16					3	22	14:45	50	198	39	165					89	363
03:00	0		1						1		15:00	73		46						119	
03:15	1		1						2		15:15	46		36						82	
03:30	1		1						2		15:30	44		46						90	
03:45	3	5	0	3					3	8	15:45	45	208	35	163					80	371
04:00	2		0						2		16:00	54		37						91	
04:15	0		0						0		16:15	51		36						87	
04:30	0		1						1		16:30	52		36						88	
04:45	3	5	1	2					4	7	16:45	41	198	43	152					84	350
05:00	2		3						5		17:00	50		43						93	
05:15	4		0						4		17:15	54		20						74	
05:30	7		0						7		17:30	57		35						92	
05:45	6	19	2	5					8	24	17:45	57	218	21	119					78	337
06:00	9		1						10		18:00	53		26						79	
06:15	11		1						12		18:15	53		41						94	
06:30	9		7						16		18:30	57		41						98	
06:45	17	46	3	12					20	58	18:45	29	192	31	139					60	331
07:00	24		5						29		19:00	42		28						70	
07:15	9		2						11		19:15	38		29						67	
07:30	21		24						45		19:30	22		21						43	
07:45	23	77	11	42					34	119	19:45	42	144	28	106					70	250
08:00	31		14						45		20:00	28		23						51	
08:15	35		17						52		20:15	28		15						43	
08:30	42		13						55		20:30	19		23						42	
08:45	46	154	19	63					65	217	20:45	32	107	25	86					57	193
09:00	47		24						71		21:00	32		17						49	
09:15	54		24						78		21:15	21		22						43	
09:30	42		29						71		21:30	21		20						41	
09:45	47	190	27	104					74	294	21:45	11	85	16	75					27	160
10:00	38		25						63		22:00	17		17						34	
10:15	41		30						71		22:15	14		16						30	
10:30	38		41						79		22:30	18		7						25	
10:45	39	156	46	142					85	298	22:45	10	59	16	56					26	115
11:00	52		44						96		23:00	8		11						19	
11:15	48		34						82		23:15	15		12						27	
11:30	51		42						93		23:30	10		13						23	
11:45	54	205	27	147					81	352	23:45	8	41	10	46					18	87
TOTALS		887		567						1454	TOTALS		1803		1472						3275
SPLIT %		61.0%		39.0%						30.7%	SPLIT %		55.1%		44.9%						69.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,690	2,039	0	0	4,729

AM Peak Hour	11:15	11:45			11:30	PM Peak Hour	17:15	12:00			13:30
AM Pk Volume	208	176			361	PM Pk Volume	221	189			384
Pk Hr Factor	0.945	0.772			0.921	Pk Hr Factor	0.969	0.829			0.889
7 - 9 Volume	231	105	0	0	336	4 - 6 Volume	416	271	0	0	687
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	17:00	16:15			16:15
7 - 9 Pk Volume	154	66	0	0	217	4 - 6 Pk Volume	218	158	0	0	352
Pk Hr Factor	0.837	0.688	0.000	0.000	0.835	Pk Hr Factor	0.956	0.919	0.000	0.000	0.946

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Sunday
Date: 5/20/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	3,073	2,406	0	0	5,479

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		11						18		12:00	44		38						82	
00:15	5		12						17		12:15	59		27						86	
00:30	3		8						11		12:30	39		36						75	
00:45	3	18	8	39					11	57	12:45	40	182	27	128					67	310
01:00	2		8						10		13:00	53		39						92	
01:15	9		2						11		13:15	62		45						107	
01:30	5		2						7		13:30	44		53						97	
01:45	3	19	8	20					11	39	13:45	19	178	55	192					74	370
02:00	3		1						4		14:00	66		58						124	
02:15	5		1						6		14:15	49		65						114	
02:30	1		3						4		14:30	72		44						116	
02:45	0	9	3	8					3	17	14:45	82	269	32	199					114	468
03:00	2		1						3		15:00	71		22						93	
03:15	4		0						4		15:15	97		36						133	
03:30	3		1						4		15:30	103		42						145	
03:45	5	14	1	3					6	17	15:45	99	370	31	131					130	501
04:00	3		2						5		16:00	98		27						125	
04:15	1		0						1		16:15	86		37						123	
04:30	0		0						0		16:30	89		34						123	
04:45	3	7	1	3					4	10	16:45	84	357	28	126					112	483
05:00	3		0						3		17:00	88		49						137	
05:15	3		2						5		17:15	82		40						122	
05:30	4		2						6		17:30	82		39						121	
05:45	2	12	4	8					6	20	17:45	97	349	28	156					125	505
06:00	1		2						3		18:00	67		36						103	
06:15	2		4						6		18:15	78		21						99	
06:30	6		6						12		18:30	66		24						90	
06:45	15	24	2	14					17	38	18:45	61	272	28	109					89	381
07:00	12		9						21		19:00	46		24						70	
07:15	17		8						25		19:15	39		22						61	
07:30	22		9						31		19:30	28		20						48	
07:45	20	71	9	35					29	106	19:45	14	127	20	86					34	213
08:00	26		15						41		20:00	26		18						44	
08:15	25		11						36		20:15	15		54						69	
08:30	31		13						44		20:30	21		115						136	
08:45	32	114	14	53					46	167	20:45	16	78	121	308					137	386
09:00	32		21						53		21:00	5		105						110	
09:15	29		11						40		21:15	21		120						141	
09:30	38		23						61		21:30	18		116						134	
09:45	45	144	22	77					67	221	21:45	9	53	85	426					94	479
10:00	39		17						56		22:00	13		50						63	
10:15	42		22						64		22:15	6		20						26	
10:30	41		22						63		22:30	6		10						16	
10:45	46	168	21	82					67	250	22:45	2	27	3	83					5	110
11:00	48		39						87		23:00	0		2						2	
11:15	42		27						69		23:15	8		0						8	
11:30	59		29						88		23:30	1		1						2	
11:45	53	202	18	113					71	315	23:45	0	9	4	7					4	16
TOTALS		802		455						1257	TOTALS		2271		1951						4222
SPLIT %		63.8%		36.2%						22.9%	SPLIT %		53.8%		46.2%						77.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,073	2,406	0	0	5,479

AM Peak Hour	11:30	11:45			11:30	PM Peak Hour	15:15	20:45			15:15
AM Pk Volume	215	119			327	PM Pk Volume	397	462			533
Pk Hr Factor	0.911	0.783			0.929	Pk Hr Factor	0.964	0.955			0.919
7 - 9 Volume	185	88	0	0	273	4 - 6 Volume	706	282	0	0	988
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:45			17:00
7 - 9 Pk Volume	114	53	0	0	167	4 - 6 Pk Volume	357	156	0	0	505
Pk Hr Factor	0.891	0.883	0.000	0.000	0.908	Pk Hr Factor	0.911	0.796	0.000	0.000	0.922

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Monday
Date: 5/21/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,748	2,486	0	0	5,234

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		2						4		12:00	36		29						65	
00:15	2		2						4		12:15	38		36						74	
00:30	2		1						3		12:30	40		29						69	
00:45	0	6	2	7					2	13	12:45	46	160	41	135					87	295
01:00	0		0						0		13:00	43		34						77	
01:15	0		6						6		13:15	39		39						78	
01:30	1		0						1		13:30	47		35						82	
01:45	0	1	0	6					0	7	13:45	46	175	31	139					77	314
02:00	0		1						1		14:00	47		41						88	
02:15	1		0						1		14:15	40		63						103	
02:30	0		0						0		14:30	51		71						122	
02:45	1	2	0	1					1	3	14:45	59	197	40	215					99	412
03:00	2		0						2		15:00	48		63						111	
03:15	1		0						1		15:15	44		72						116	
03:30	2		1						3		15:30	52		73						125	
03:45	2	7	0	1					2	8	15:45	34	178	87	295					121	473
04:00	0		1						1		16:00	43		74						117	
04:15	3		4						7		16:15	32		88						120	
04:30	3		0						3		16:30	42		82						124	
04:45	5	11	0	5					5	16	16:45	48	165	90	334					138	499
05:00	7		0						7		17:00	41		82						123	
05:15	8		0						8		17:15	35		82						117	
05:30	20		2						22		17:30	32		68						100	
05:45	27	62	1	3					28	65	17:45	36	144	68	300					104	444
06:00	33		1						34		18:00	32		70						102	
06:15	42		4						46		18:15	26		54						80	
06:30	61		3						64		18:30	21		57						78	
06:45	73	209	5	13					78	222	18:45	24	103	52	233					76	336
07:00	69		4						73		19:00	20		44						64	
07:15	76		5						81		19:15	16		51						67	
07:30	107		13						120		19:30	9		33						42	
07:45	133	385	23	45					156	430	19:45	14	59	36	164					50	223
08:00	96		28						124		20:00	16		42						58	
08:15	53		25						78		20:15	8		27						35	
08:30	66		18						84		20:30	13		27						40	
08:45	55	270	13	84					68	354	20:45	5	42	29	125					34	167
09:00	58		10						68		21:00	10		22						32	
09:15	56		11						67		21:15	12		18						30	
09:30	44		19						63		21:30	5		24						29	
09:45	52	210	21	61					73	271	21:45	4	31	22	86					26	117
10:00	48		21						69		22:00	13		15						28	
10:15	43		20						63		22:15	2		10						12	
10:30	43		19						62		22:30	3		7						10	
10:45	31	165	31	91					62	256	22:45	3	21	10	42					13	63
11:00	33		19						52		23:00	3		7						10	
11:15	31		17						48		23:15	4		5						9	
11:30	36		23						59		23:30	2		4						6	
11:45	34	134	24	83					58	217	23:45	2	11	2	18					4	29
TOTALS		1462		400						1862	TOTALS		1286		2086						3372
SPLIT %		78.5%		21.5%						35.6%	SPLIT %		38.1%		61.9%						64.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,748	2,486	0	0	5,234

AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	14:45	16:15			16:15
AM Pk Volume	412	118			481	PM Pk Volume	203	342			505
Pk Hr Factor	0.774	0.819			0.771	Pk Hr Factor	0.860	0.950			0.915
7 - 9 Volume	655	129	0	0	784	4 - 6 Volume	309	634	0	0	943
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	16:30	16:15			16:15
7 - 9 Pk Volume	412	94	0	0	481	4 - 6 Pk Volume	166	342	0	0	505
Pk Hr Factor	0.774	0.839	0.000	0.000	0.771	Pk Hr Factor	0.865	0.950	0.000	0.000	0.915

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Tuesday
Date: 5/15/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	118	0	0	0	118

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	2		0			2	
00:15	0		0			0		12:15	2		0			2	
00:30	0		0			0		12:30	4		0			4	
00:45	0		0			0		12:45	1	9	0			1	9
01:00	1		0			1		13:00	3		0			3	
01:15	0		0			0		13:15	2		0			2	
01:30	0		0			0		13:30	1		0			1	
01:45	0	1	0			0	1	13:45	4	10	0			4	10
02:00	0		0			0		14:00	5		0			5	
02:15	0		0			0		14:15	0		0			0	
02:30	0		0			0		14:30	1		0			1	
02:45	0		0			0		14:45	2	8	0			2	8
03:00	0		0			0		15:00	1		0			1	
03:15	0		0			0		15:15	4		0			4	
03:30	0		0			0		15:30	5		0			5	
03:45	0		0			0		15:45	0	10	0			0	10
04:00	0		0			0		16:00	3		0			3	
04:15	0		0			0		16:15	2		0			2	
04:30	0		0			0		16:30	0		0			0	
04:45	0		0			0		16:45	3	8	0			3	8
05:00	3		0			3		17:00	1		0			1	
05:15	0		0			0		17:15	3		0			3	
05:30	0		0			0		17:30	1		0			1	
05:45	0	3	0			0	3	17:45	2	7	0			2	7
06:00	0		0			0		18:00	1		0			1	
06:15	1		0			1		18:15	3		0			3	
06:30	1		0			1		18:30	4		0			4	
06:45	0	2	0			0	2	18:45	1	9	0			1	9
07:00	2		0			2		19:00	1		0			1	
07:15	1		0			1		19:15	1		0			1	
07:30	0		0			0		19:30	5		0			5	
07:45	1	4	0			1	4	19:45	1	8	0			1	8
08:00	2		0			2		20:00	1		0			1	
08:15	1		0			1		20:15	1		0			1	
08:30	0		0			0		20:30	0		0			0	
08:45	0	3	0			0	3	20:45	1	3	0			1	3
09:00	3		0			3		21:00	3		0			3	
09:15	1		0			1		21:15	0		0			0	
09:30	2		0			2		21:30	0		0			0	
09:45	1	7	0			1	7	21:45	0	3	0			0	3
10:00	0		0			0		22:00	0		0			0	
10:15	2		0			2		22:15	0		0			0	
10:30	1		0			1		22:30	1		0			1	
10:45	0	3	0			0	3	22:45	2	3	0			2	3
11:00	4		0			4		23:00	3		0			3	
11:15	3		0			3		23:15	1		0			1	
11:30	3		0			3		23:30	1		0			1	
11:45	2	12	0			2	12	23:45	0	5	0			0	5
TOTALS		35					35	TOTALS		83					83
SPLIT %		100.0%					29.7%	SPLIT %		100.0%					70.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	118	0	0	0	118

AM Peak Hour	11:00				11:00	PM Peak Hour	13:15				13:15
AM Pk Volume	12				12	PM Pk Volume	12				12
Pk Hr Factor	0.750				0.750	Pk Hr Factor	0.600				0.600
7 - 9 Volume	7	0	0	0	7	4 - 6 Volume	15	0	0	0	15
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	16:00				16:00
7 - 9 Pk Volume	4	0	0	0	4	4 - 6 Pk Volume	8	0	0	0	8
Pk Hr Factor	0.500	0.000	0.000	0.000	0.500	Pk Hr Factor	0.667	0.000	0.000	0.000	0.667

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Wednesday
Date: 5/16/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	105	0	0	0	105

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	1		0			1	
00:15	0		0			0		12:15	3		0			3	
00:30	0		0			0		12:30	2		0			2	
00:45	0		0			0		12:45	2	8	0			2	8
01:00	1		0			1		13:00	0		0			0	
01:15	0		0			0		13:15	3		0			3	
01:30	1		0			1		13:30	1		0			1	
01:45	0	2	0			0	2	13:45	2	6	0			2	6
02:00	0		0			0		14:00	1		0			1	
02:15	0		0			0		14:15	1		0			1	
02:30	0		0			0		14:30	2		0			2	
02:45	0		0			0		14:45	1	5	0			1	5
03:00	0		0			0		15:00	6		0			6	
03:15	0		0			0		15:15	2		0			2	
03:30	0		0			0		15:30	4		0			4	
03:45	0		0			0		15:45	3	15	0			3	15
04:00	0		0			0		16:00	3		0			3	
04:15	0		0			0		16:15	3		0			3	
04:30	0		0			0		16:30	3		0			3	
04:45	0		0			0		16:45	2	11	0			2	11
05:00	0		0			0		17:00	0		0			0	
05:15	0		0			0		17:15	2		0			2	
05:30	1		0			1		17:30	0		0			0	
05:45	0	1	0			0	1	17:45	1	3	0			1	3
06:00	1		0			1		18:00	1		0			1	
06:15	0		0			0		18:15	2		0			2	
06:30	0		0			0		18:30	0		0			0	
06:45	0	1	0			0	1	18:45	0	3	0			0	3
07:00	4		0			4		19:00	2		0			2	
07:15	0		0			0		19:15	1		0			1	
07:30	0		0			0		19:30	2		0			2	
07:45	1	5	0			1	5	19:45	1	6	0			1	6
08:00	1		0			1		20:00	0		0			0	
08:15	0		0			0		20:15	1		0			1	
08:30	2		0			2		20:30	0		0			0	
08:45	0	3	0			0	3	20:45	0	1	0			0	1
09:00	5		0			5		21:00	3		0			3	
09:15	2		0			2		21:15	1		0			1	
09:30	1		0			1		21:30	0		0			0	
09:45	0	8	0			0	8	21:45	0	4	0			0	4
10:00	4		0			4		22:00	1		0			1	
10:15	1		0			1		22:15	0		0			0	
10:30	0		0			0		22:30	0		0			0	
10:45	3	8	0			3	8	22:45	2	3	0			2	3
11:00	5		0			5		23:00	2		0			2	
11:15	1		0			1		23:15	0		0			0	
11:30	3		0			3		23:30	1		0			1	
11:45	0	9	0			0	9	23:45	0	3	0			0	3
TOTALS		37					37	TOTALS		68					68
SPLIT %		100.0%					35.2%	SPLIT %		100.0%					64.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	105	0	0	0	105

AM Peak Hour	10:45				10:45	PM Peak Hour	15:00				15:00
AM Pk Volume	12				12	PM Pk Volume	15				15
Pk Hr Factor	0.600				0.600	Pk Hr Factor	0.625				0.625
7 - 9 Volume	8	0	0	0	8	4 - 6 Volume	14	0	0	0	14
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	16:00				16:00
7 - 9 Pk Volume	5	0	0	0	5	4 - 6 Pk Volume	11	0	0	0	11
Pk Hr Factor	0.313	0.000	0.000	0.000	0.313	Pk Hr Factor	0.917	0.000	0.000	0.000	0.917

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Thursday
Date: 5/17/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	124	0	0	0	124

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	3		0			3	
00:15	0		0			0		12:15	1		0			1	
00:30	0		0			0		12:30	0		0			0	
00:45	0		0			0		12:45	2	6	0			2	6
01:00	1		0			1		13:00	6		0			6	
01:15	0		0			0		13:15	2		0			2	
01:30	0		0			0		13:30	1		0			1	
01:45	0	1	0			0	1	13:45	3	12	0			3	12
02:00	0		0			0		14:00	5		0			5	
02:15	1		0			1		14:15	2		0			2	
02:30	0		0			0		14:30	2		0			2	
02:45	0	1	0			0	1	14:45	2	11	0			2	11
03:00	0		0			0		15:00	4		0			4	
03:15	1		0			1		15:15	3		0			3	
03:30	0		0			0		15:30	2		0			2	
03:45	0	1	0			0	1	15:45	4	13	0			4	13
04:00	0		0			0		16:00	3		0			3	
04:15	0		0			0		16:15	4		0			4	
04:30	0		0			0		16:30	1		0			1	
04:45	0		0			0		16:45	3	11	0			3	11
05:00	0		0			0		17:00	3		0			3	
05:15	0		0			0		17:15	2		0			2	
05:30	1		0			1		17:30	0		0			0	
05:45	0	1	0			0	1	17:45	1	6	0			1	6
06:00	0		0			0		18:00	0		0			0	
06:15	0		0			0		18:15	1		0			1	
06:30	0		0			0		18:30	3		0			3	
06:45	0		0			0		18:45	1	5	0			1	5
07:00	2		0			2		19:00	3		0			3	
07:15	2		0			2		19:15	2		0			2	
07:30	0		0			0		19:30	0		0			0	
07:45	1	5	0			1	5	19:45	2	7	0			2	7
08:00	1		0			1		20:00	2		0			2	
08:15	0		0			0		20:15	0		0			0	
08:30	0		0			0		20:30	1		0			1	
08:45	1	2	0			1	2	20:45	2	5	0			2	5
09:00	4		0			4		21:00	1		0			1	
09:15	4		0			4		21:15	0		0			0	
09:30	2		0			2		21:30	0		0			0	
09:45	2	12	0			2	12	21:45	1	2	0			1	2
10:00	0		0			0		22:00	0		0			0	
10:15	3		0			3		22:15	0		0			0	
10:30	2		0			2		22:30	0		0			0	
10:45	2	7	0			2	7	22:45	0		0			0	
11:00	1		0			1		23:00	3		0			3	
11:15	3		0			3		23:15	0		0			0	
11:30	1		0			1		23:30	1		0			1	
11:45	7	12	0			7	12	23:45	0	4	0			0	4
TOTALS		42					42	TOTALS		82					82
SPLIT %		100.0%					33.9%	SPLIT %		100.0%					66.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	124	0	0	0	124

AM Peak Hour	11:15				11:15	PM Peak Hour	15:00				15:00
AM Pk Volume	14				14	PM Pk Volume	13				13
Pk Hr Factor	0.500				0.500	Pk Hr Factor	0.813				0.813
7 - 9 Volume	7	0	0	0	7	4 - 6 Volume	17	0	0	0	17
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	16:00				16:00
7 - 9 Pk Volume	5	0	0	0	5	4 - 6 Pk Volume	11	0	0	0	11
Pk Hr Factor	0.625	0.000	0.000	0.000	0.625	Pk Hr Factor	0.688	0.000	0.000	0.000	0.688

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Friday
Date: 5/18/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	126	0	0	0	126

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	6		0						6	
00:15	0		0						0		12:15	3		0						3	
00:30	0		0						0		12:30	3		0						3	
00:45	0		0						0		12:45	4	16	0						4	16
01:00	1		0						1		13:00	1		0						1	
01:15	0		0						0		13:15	1		0						1	
01:30	0		0						0		13:30	2		0						2	
01:45	0	1	0						0	1	13:45	2	6	0						2	6
02:00	0		0						0		14:00	2		0						2	
02:15	0		0						0		14:15	3		0						3	
02:30	0		0						0		14:30	2		0						2	
02:45	1	1	0						1	1	14:45	3	10	0						3	10
03:00	0		0						0		15:00	5		0						5	
03:15	0		0						0		15:15	3		0						3	
03:30	0		0						0		15:30	3		0						3	
03:45	0		0						0		15:45	5	16	0						5	16
04:00	0		0						0		16:00	2		0						2	
04:15	0		0						0		16:15	0		0						0	
04:30	0		0						0		16:30	0		0						0	
04:45	0		0						0		16:45	1	3	0						1	3
05:00	1		0						1		17:00	3		0						3	
05:15	0		0						0		17:15	1		0						1	
05:30	0		0						0		17:30	3		0						3	
05:45	0	1	0						0	1	17:45	3	10	0						3	10
06:00	1		0						1		18:00	0		0						0	
06:15	0		0						0		18:15	1		0						1	
06:30	0		0						0		18:30	0		0						0	
06:45	1	2	0						1	2	18:45	1	2	0						1	2
07:00	2		0						2		19:00	4		0						4	
07:15	2		0						2		19:15	3		0						3	
07:30	1		0						1		19:30	2		0						2	
07:45	1	6	0						1	6	19:45	0	9	0						0	9
08:00	1		0						1		20:00	2		0						2	
08:15	1		0						1		20:15	2		0						2	
08:30	1		0						1		20:30	1		0						1	
08:45	2	5	0						2	5	20:45	1	6	0						1	6
09:00	3		0						3		21:00	2		0						2	
09:15	0		0						0		21:15	0		0						0	
09:30	1		0						1		21:30	0		0						0	
09:45	1	5	0						1	5	21:45	0	2	0						0	2
10:00	1		0						1		22:00	1		0						1	
10:15	2		0						2		22:15	0		0						0	
10:30	1		0						1		22:30	0		0						0	
10:45	4	8	0						4	8	22:45	0	1	0						0	1
11:00	3		0						3		23:00	2		0						2	
11:15	1		0						1		23:15	0		0						0	
11:30	3		0						3		23:30	3		0						3	
11:45	4	11	0						4	11	23:45	0	5	0						0	5
TOTALS		40								40	TOTALS		86								86
SPLIT %		100.0%								31.7%	SPLIT %		100.0%								68.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	126	0	0	0	126

AM Peak Hour	11:30				11:30	PM Peak Hour	12:00				12:00
AM Pk Volume	16				16	PM Pk Volume	16				16
Pk Hr Factor	0.667				0.667	Pk Hr Factor	0.667				0.667
7 - 9 Volume	11	0	0	0	11	4 - 6 Volume	13	0	0	0	13
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	17:00				17:00
7 - 9 Pk Volume	6	0	0	0	6	4 - 6 Pk Volume	10	0	0	0	10
Pk Hr Factor	0.750	0.000	0.000	0.000	0.750	Pk Hr Factor	0.833	0.000	0.000	0.000	0.833

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Saturday
Date: 5/19/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	91	0	0	0	91

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	3		0			3	
00:15	0		0			0		12:15	0		0			0	
00:30	1		0			1		12:30	2		0			2	
00:45	0	1	0			0	1	12:45	1	6	0			1	6
01:00	1		0			1		13:00	1		0			1	
01:15	0		0			0		13:15	2		0			2	
01:30	0		0			0		13:30	3		0			3	
01:45	0	1	0			0	1	13:45	2	8	0			2	8
02:00	0		0			0		14:00	5		0			5	
02:15	1		0			1		14:15	0		0			0	
02:30	0		0			0		14:30	1		0			1	
02:45	0	1	0			0	1	14:45	1	7	0			1	7
03:00	0		0			0		15:00	2		0			2	
03:15	0		0			0		15:15	1		0			1	
03:30	0		0			0		15:30	1		0			1	
03:45	2	2	0			2	2	15:45	0	4	0			0	4
04:00	0		0			0		16:00	1		0			1	
04:15	0		0			0		16:15	3		0			3	
04:30	0		0			0		16:30	2		0			2	
04:45	0		0			0		16:45	2	8	0			2	8
05:00	0		0			0		17:00	0		0			0	
05:15	0		0			0		17:15	1		0			1	
05:30	1		0			1		17:30	3		0			3	
05:45	0	1	0			0	1	17:45	1	5	0			1	5
06:00	0		0			0		18:00	0		0			0	
06:15	1		0			1		18:15	0		0			0	
06:30	1		0			1		18:30	0		0			0	
06:45	1	3	0			1	3	18:45	0		0			0	
07:00	4		0			4		19:00	0		0			0	
07:15	3		0			3		19:15	0		0			0	
07:30	1		0			1		19:30	1		0			1	
07:45	1	9	0			1	9	19:45	0	1	0			0	1
08:00	1		0			1		20:00	4		0			4	
08:15	0		0			0		20:15	3		0			3	
08:30	0		0			0		20:30	2		0			2	
08:45	0	1	0			0	1	20:45	0	9	0			0	9
09:00	2		0			2		21:00	3		0			3	
09:15	0		0			0		21:15	2		0			2	
09:30	0		0			0		21:30	1		0			1	
09:45	1	3	0			1	3	21:45	0	6	0			0	6
10:00	1		0			1		22:00	0		0			0	
10:15	0		0			0		22:15	0		0			0	
10:30	3		0			3		22:30	0		0			0	
10:45	0	4	0			0	4	22:45	0		0			0	
11:00	1		0			1		23:00	3		0			3	
11:15	1		0			1		23:15	0		0			0	
11:30	3		0			3		23:30	2		0			2	
11:45	1	6	0			1	6	23:45	0	5	0			0	5
TOTALS		32					32	TOTALS		59					59
SPLIT %		100.0%					35.2%	SPLIT %		100.0%					64.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	91	0	0	0	91

AM Peak Hour	06:30				06:30	PM Peak Hour	13:15				13:15
AM Pk Volume	9				9	PM Pk Volume	12				12
Pk Hr Factor	0.563				0.563	Pk Hr Factor	0.600				0.600
7 - 9 Volume	10	0	0	0	10	4 - 6 Volume	13	0	0	0	13
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	16:00				16:00
7 - 9 Pk Volume	9	0	0	0	9	4 - 6 Pk Volume	8	0	0	0	8
Pk Hr Factor	0.563	0.000	0.000	0.000	0.563	Pk Hr Factor	0.667	0.000	0.000	0.000	0.667

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Sunday
Date: 5/20/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	100	0	0	0	100

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	2		0			2	
00:15	0		0			0		12:15	2		0			2	
00:30	0		0			0		12:30	1		0			1	
00:45	1	1	0			1	1	12:45	1	6	0			1	6
01:00	0		0			0		13:00	3		0			3	
01:15	0		0			0		13:15	2		0			2	
01:30	1		0			1		13:30	0		0			0	
01:45	0	1	0			0	1	13:45	1	6	0			1	6
02:00	0		0			0		14:00	2		0			2	
02:15	0		0			0		14:15	0		0			0	
02:30	0		0			0		14:30	1		0			1	
02:45	0		0			0		14:45	3	6	0			3	6
03:00	0		0			0		15:00	2		0			2	
03:15	0		0			0		15:15	4		0			4	
03:30	0		0			0		15:30	2		0			2	
03:45	0		0			0		15:45	1	9	0			1	9
04:00	0		0			0		16:00	7		0			7	
04:15	0		0			0		16:15	5		0			5	
04:30	0		0			0		16:30	1		0			1	
04:45	0		0			0		16:45	1	14	0			1	14
05:00	1		0			1		17:00	2		0			2	
05:15	0		0			0		17:15	2		0			2	
05:30	0		0			0		17:30	0		0			0	
05:45	0	1	0			0	1	17:45	2	6	0			2	6
06:00	1		0			1		18:00	1		0			1	
06:15	0		0			0		18:15	1		0			1	
06:30	1		0			1		18:30	1		0			1	
06:45	0	2	0			0	2	18:45	1	4	0			1	4
07:00	2		0			2		19:00	3		0			3	
07:15	1		0			1		19:15	0		0			0	
07:30	3		0			3		19:30	1		0			1	
07:45	0	6	0			0	6	19:45	2	6	0			2	6
08:00	1		0			1		20:00	3		0			3	
08:15	0		0			0		20:15	2		0			2	
08:30	2		0			2		20:30	1		0			1	
08:45	2	5	0			2	5	20:45	1	7	0			1	7
09:00	2		0			2		21:00	1		0			1	
09:15	1		0			1		21:15	0		0			0	
09:30	1		0			1		21:30	0		0			0	
09:45	0	4	0			0	4	21:45	0	1	0			0	1
10:00	0		0			0		22:00	0		0			0	
10:15	0		0			0		22:15	0		0			0	
10:30	0		0			0		22:30	2		0			2	
10:45	1	1	0			1	1	22:45	1	3	0			1	3
11:00	2		0			2		23:00	0		0			0	
11:15	2		0			2		23:15	0		0			0	
11:30	1		0			1		23:30	1		0			1	
11:45	3	8	0			3	8	23:45	2	3	0			2	3
TOTALS		29					29	TOTALS		71					71
SPLIT %		100.0%					29.0%	SPLIT %		100.0%					71.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	100	0	0	0	100

AM Peak Hour	11:00				11:00	PM Peak Hour	15:30				15:30
AM Pk Volume	8				8	PM Pk Volume	15				15
Pk Hr Factor	0.667				0.667	Pk Hr Factor	0.536				0.536
7 - 9 Volume	11	0	0	0	11	4 - 6 Volume	20	0	0	0	20
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	16:00				16:00
7 - 9 Pk Volume	6	0	0	0	6	4 - 6 Pk Volume	14	0	0	0	14
Pk Hr Factor	0.500	0.000	0.000	0.000	0.500	Pk Hr Factor	0.500	0.000	0.000	0.000	0.500

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Monday
Date: 5/21/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	105	0	0	0	105

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	0		0			0	
00:15	0		0			0		12:15	1		0			1	
00:30	0		0			0		12:30	3		0			3	
00:45	0		0			0		12:45	1	5	0			1	5
01:00	0		0			0		13:00	1		0			1	
01:15	0		0			0		13:15	1		0			1	
01:30	0		0			0		13:30	4		0			4	
01:45	0		0			0		13:45	1	7	0			1	7
02:00	0		0			0		14:00	0		0			0	
02:15	0		0			0		14:15	3		0			3	
02:30	0		0			0		14:30	0		0			0	
02:45	0		0			0		14:45	3	6	0			3	6
03:00	0		0			0		15:00	4		0			4	
03:15	0		0			0		15:15	1		0			1	
03:30	0		0			0		15:30	2		0			2	
03:45	0		0			0		15:45	2	9	0			2	9
04:00	0		0			0		16:00	0		0			0	
04:15	0		0			0		16:15	6		0			6	
04:30	0		0			0		16:30	3		0			3	
04:45	0		0			0		16:45	4	13	0			4	13
05:00	0		0			0		17:00	3		0			3	
05:15	0		0			0		17:15	3		0			3	
05:30	1		0			1		17:30	0		0			0	
05:45	0	1	0			0	1	17:45	1	7	0			1	7
06:00	0		0			0		18:00	1		0			1	
06:15	2		0			2		18:15	2		0			2	
06:30	0		0			0		18:30	0		0			0	
06:45	1	3	0			1	3	18:45	2	5	0			2	5
07:00	4		0			4		19:00	3		0			3	
07:15	2		0			2		19:15	2		0			2	
07:30	1		0			1		19:30	2		0			2	
07:45	1	8	0			1	8	19:45	3	10	0			3	10
08:00	2		0			2		20:00	4		0			4	
08:15	0		0			0		20:15	1		0			1	
08:30	0		0			0		20:30	0		0			0	
08:45	3	5	0			3	5	20:45	2	7	0			2	7
09:00	1		0			1		21:00	2		0			2	
09:15	1		0			1		21:15	0		0			0	
09:30	1		0			1		21:30	0		0			0	
09:45	0	3	0			0	3	21:45	0	2	0			0	2
10:00	2		0			2		22:00	0		0			0	
10:15	2		0			2		22:15	1		0			1	
10:30	0		0			0		22:30	0		0			0	
10:45	0	4	0			0	4	22:45	2	3	0			2	3
11:00	1		0			1		23:00	2		0			2	
11:15	1		0			1		23:15	1		0			1	
11:30	0		0			0		23:30	0		0			0	
11:45	2	4	0			2	4	23:45	0	3	0			0	3
TOTALS		28					28	TOTALS		77					77
SPLIT %		100.0%					26.7%	SPLIT %		100.0%					73.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	105	0	0	0	105

AM Peak Hour	06:45				06:45	PM Peak Hour	16:15				16:15
AM Pk Volume	8				8	PM Pk Volume	16				16
Pk Hr Factor	0.500				0.500	Pk Hr Factor	0.667				0.667
7 - 9 Volume	13	0	0	0	13	4 - 6 Volume	20	0	0	0	20
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	16:15				16:15
7 - 9 Pk Volume	8	0	0	0	8	4 - 6 Pk Volume	16	0	0	0	16
Pk Hr Factor	0.500	0.000	0.000	0.000	0.500	Pk Hr Factor	0.667	0.000	0.000	0.000	0.667

National Data & Surveying Services

Intersection Turning Movement Count

Location: Santa Cruz Ave & Wood Rd
City: Los Gatos
Control: 1-Way Stop(EB)

Project ID: 18-08238-001
Date: 5/10/2018

Bikes

NS/EW Streets:	Santa Cruz Ave				Santa Cruz Ave				Wood Rd				Wood Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250				0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250				0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Santa Cruz Ave & Wood Rd
City: Los Gatos
Control: 1-Way Stop(EB)

Project ID: 18-08238-001
Date: 2018-05-12

Bikes

NS/EW Streets:	Santa Cruz Ave				Santa Cruz Ave				Wood Rd				Wood Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	01:15 PM - 02:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

2. Existing Synchro Reports

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	5	442	117	29
Future Vol, veh/h	11	1	5	442	117	29
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	6	546	144	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	720	164	180	0	-	0
Stage 1	162	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	395	881	1396	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	393	879	1396	-	-	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1396	-	393	879	-	-
HCM Lane V/C Ratio	0.004	-	0.035	0.001	-	-
HCM Control Delay (s)	7.6	-	14.5	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	0	1	178	151	33
Future Vol, veh/h	27	0	1	178	151	33
Conflicting Peds, #/hr	1	0	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	0	1	214	182	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	425	208	228	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	586	832	1340	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	827	1332	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1332	-	578	-	-	-
HCM Lane V/C Ratio	0.001	-	0.056	-	-	-
HCM Control Delay (s)	7.7	-	11.6	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	1	6	170	447	17
Future Vol, veh/h	27	1	6	170	447	17
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	1	6	181	476	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	681	487	496	0	-	0
Stage 1	487	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	416	581	1068	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	412	580	1066	-	-	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1066	-	412	580	-	-
HCM Lane V/C Ratio	0.006	-	0.07	0.002	-	-
HCM Control Delay (s)	8.4	-	14.4	11.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	3	3	193	234	29
Future Vol, veh/h	20	3	3	193	234	29
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	3	3	212	257	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	492	274	290	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	536	765	1272	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	534	764	1271	-	-	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1271	-	534	764	-	-
HCM Lane V/C Ratio	0.003	-	0.041	0.004	-	-
HCM Control Delay (s)	7.8	-	12	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

3. Existing Sidra Reports

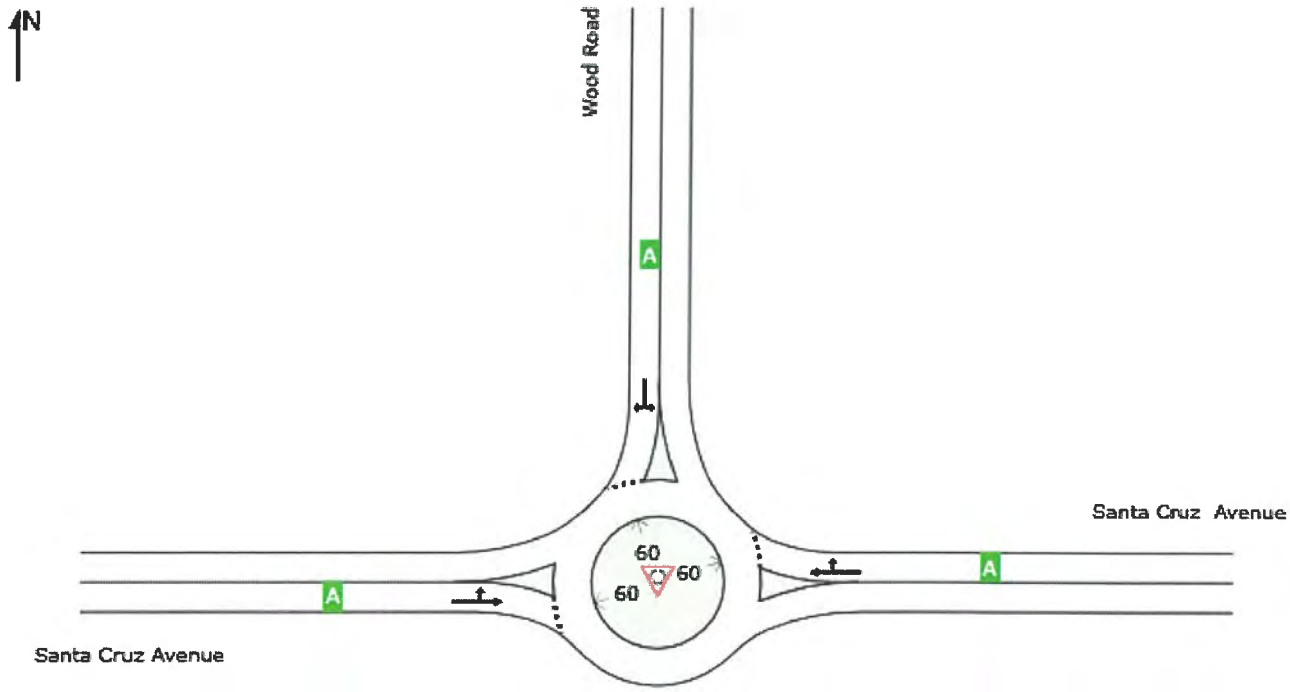
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road (AM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road (AM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	127	3.0	0.119	3.7	LOS A	0.5	14.0	0.05	0.01	0.05	30.4
16	R2	32	3.0	0.119	3.7	LOS A	0.5	14.0	0.05	0.01	0.05	29.5
Approach		159	3.0	0.119	3.7	LOS A	0.5	14.0	0.05	0.01	0.05	30.2
North: Wood Road												
7	L2	12	3.0	0.011	3.2	LOS A	0.0	1.1	0.26	0.11	0.26	28.4
14	R2	1	3.0	0.011	3.2	LOS A	0.0	1.1	0.26	0.11	0.26	29.7
Approach		13	3.0	0.011	3.2	LOS A	0.0	1.1	0.26	0.11	0.26	28.6
West: Santa Cruz Avenue												
5	L2	5	3.0	0.367	6.1	LOS A	2.3	59.0	0.10	0.02	0.10	30.6
2	T1	480	3.0	0.367	6.1	LOS A	2.3	59.0	0.10	0.02	0.10	28.9
Approach		486	3.0	0.367	6.1	LOS A	2.3	59.0	0.10	0.02	0.10	28.9
All Vehicles		658	3.0	0.367	5.5	LOS A	2.3	59.0	0.09	0.02	0.09	29.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

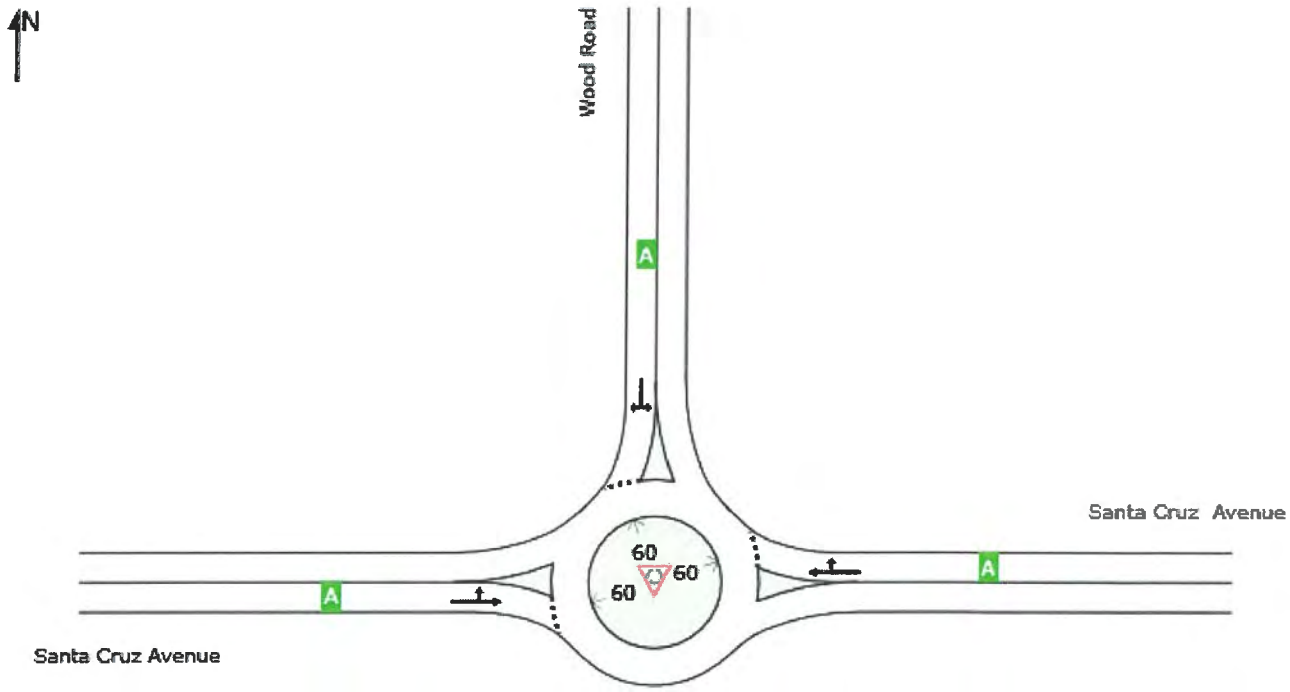
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road (Midday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road (Midday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	164	3.0	0.149	3.9	LOS A	0.7	18.2	0.02	0.00	0.02	30.3
16	R2	36	3.0	0.149	3.9	LOS A	0.7	18.2	0.02	0.00	0.02	29.3
Approach		200	3.0	0.149	3.9	LOS A	0.7	18.2	0.02	0.00	0.02	30.1
North: Wood Road												
7	L2	29	3.0	0.027	3.4	LOS A	0.1	2.8	0.30	0.15	0.30	28.2
14	R2	1	3.0	0.027	3.4	LOS A	0.1	2.8	0.30	0.15	0.30	29.5
Approach		30	3.0	0.027	3.4	LOS A	0.1	2.8	0.30	0.15	0.30	28.3
West: Santa Cruz Avenue												
5	L2	1	3.0	0.150	4.0	LOS A	0.7	18.1	0.13	0.04	0.13	31.6
2	T1	193	3.0	0.150	4.0	LOS A	0.7	18.1	0.13	0.04	0.13	30.1
Approach		195	3.0	0.150	4.0	LOS A	0.7	18.1	0.13	0.04	0.13	30.1
All Vehicles		425	3.0	0.150	3.9	LOS A	0.7	18.2	0.09	0.03	0.09	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

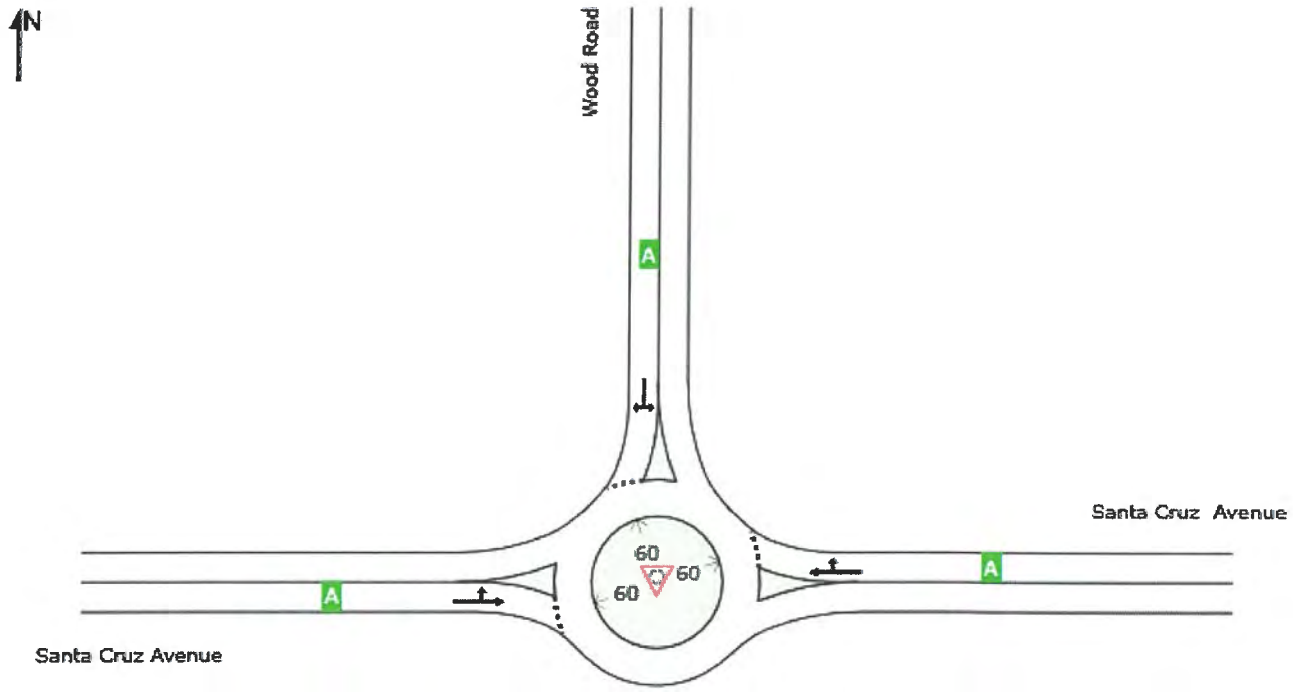
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road (PM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road (PM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	486	3.0	0.379	6.2	LOS A	2.4	62.3	0.07	0.01	0.07	28.9
16	R2	18	3.0	0.379	6.2	LOS A	2.4	62.3	0.07	0.01	0.07	28.1
Approach		504	3.0	0.379	6.2	LOS A	2.4	62.3	0.07	0.01	0.07	28.9
North: Wood Road												
7	L2	29	3.0	0.038	4.8	LOS A	0.1	3.7	0.51	0.40	0.51	27.5
14	R2	1	3.0	0.038	4.8	LOS A	0.1	3.7	0.51	0.40	0.51	29.0
Approach		30	3.0	0.038	4.8	LOS A	0.1	3.7	0.51	0.40	0.51	27.6
West: Santa Cruz Avenue												
5	L2	7	3.0	0.147	4.0	LOS A	0.7	17.8	0.13	0.04	0.13	31.5
2	T1	185	3.0	0.147	4.0	LOS A	0.7	17.8	0.13	0.04	0.13	30.0
Approach		191	3.0	0.147	4.0	LOS A	0.7	17.8	0.13	0.04	0.13	30.1
All Vehicles		726	3.0	0.379	5.6	LOS A	2.4	62.3	0.10	0.04	0.10	29.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

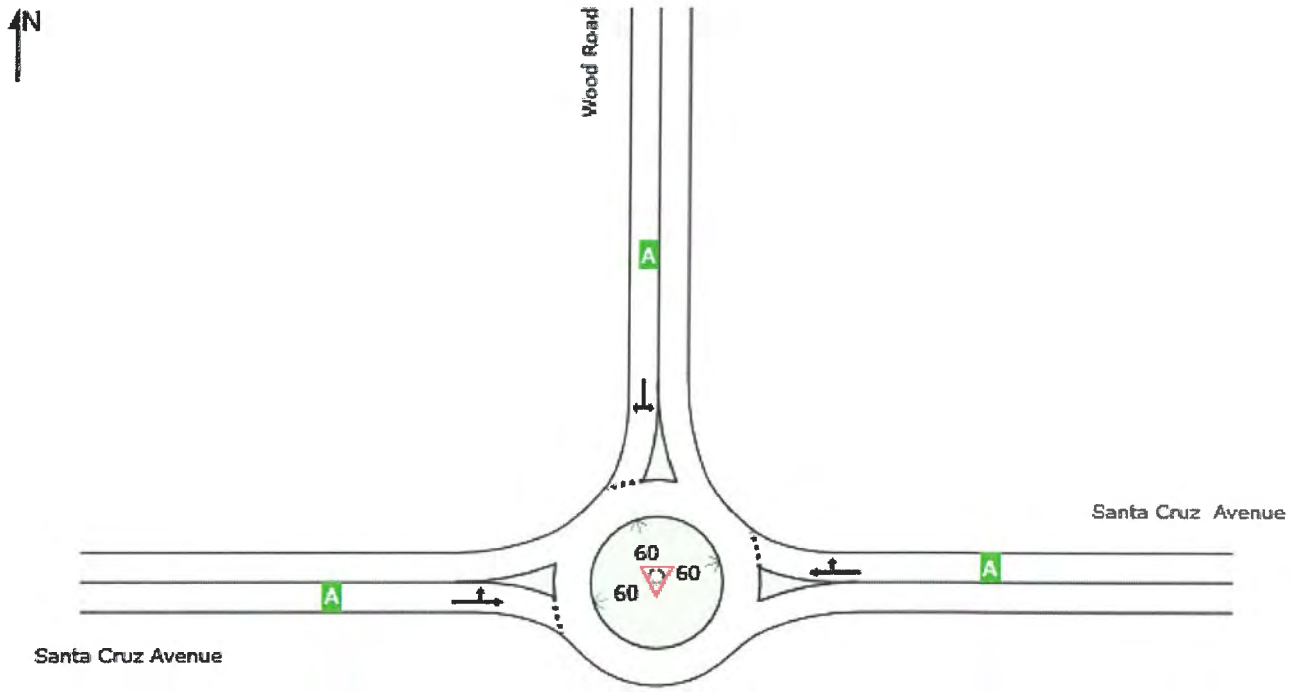
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road (Saturday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road (Saturday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	254	3.0	0.214	4.5	LOS A	1.1	28.2	0.04	0.00	0.04	29.9
16	R2	32	3.0	0.214	4.5	LOS A	1.1	28.2	0.04	0.00	0.04	29.0
Approach		286	3.0	0.214	4.5	LOS A	1.1	28.2	0.04	0.00	0.04	29.8
North: Wood Road												
7	L2	22	3.0	0.024	3.7	LOS A	0.1	2.5	0.38	0.22	0.38	28.2
14	R2	3	3.0	0.024	3.7	LOS A	0.1	2.5	0.38	0.22	0.38	29.5
Approach		25	3.0	0.024	3.7	LOS A	0.1	2.5	0.38	0.22	0.38	28.5
West: Santa Cruz Avenue												
5	L2	3	3.0	0.163	4.1	LOS A	0.8	20.0	0.11	0.03	0.11	31.5
2	T1	210	3.0	0.163	4.1	LOS A	0.8	20.0	0.11	0.03	0.11	30.0
Approach		213	3.0	0.163	4.1	LOS A	0.8	20.0	0.11	0.03	0.11	30.0
All Vehicles		524	3.0	0.214	4.3	LOS A	1.1	28.2	0.08	0.03	0.08	29.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

4. Existing Plus Project Synchro Reports

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	1	4	442	117	26
Future Vol, veh/h	14	1	4	442	117	26
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	1	5	546	144	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	716	162	176	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	397	883	1400	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	395	881	1400	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1400	-	395	881	-	-
HCM Lane V/C Ratio	0.004	-	0.044	0.001	-	-
HCM Control Delay (s)	7.6	-	14.5	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	1	178	151	32
Future Vol, veh/h	35	0	1	178	151	32
Conflicting Peds, #/hr	1	0	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	0	1	214	182	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	425	208	227	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	586	832	1341	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	827	1333	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1333	-	578	-	-	-
HCM Lane V/C Ratio	0.001	-	0.073	-	-	-
HCM Control Delay (s)	7.7	-	11.7	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1	6	170	447	18
Future Vol, veh/h	25	1	6	170	447	18
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	1	6	181	476	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	682	488	497	0	-	0
Stage 1	488	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	415	580	1067	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	411	579	1065	-	-	-
Mov Cap-2 Maneuver	411	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1065	-	411	579	-	-
HCM Lane V/C Ratio	0.006	-	0.065	0.002	-	-
HCM Control Delay (s)	8.4	-	14.4	11.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	4	3	193	234	28
Future Vol, veh/h	29	4	3	193	234	28
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	4	3	212	257	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	492	274	289	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	536	765	1273	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	534	764	1272	-	-	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1272	-	534	764	-	-
HCM Lane V/C Ratio	0.003	-	0.06	0.006	-	-
HCM Control Delay (s)	7.8	-	12.2	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

5. Existing Plus Project Sidra Reports

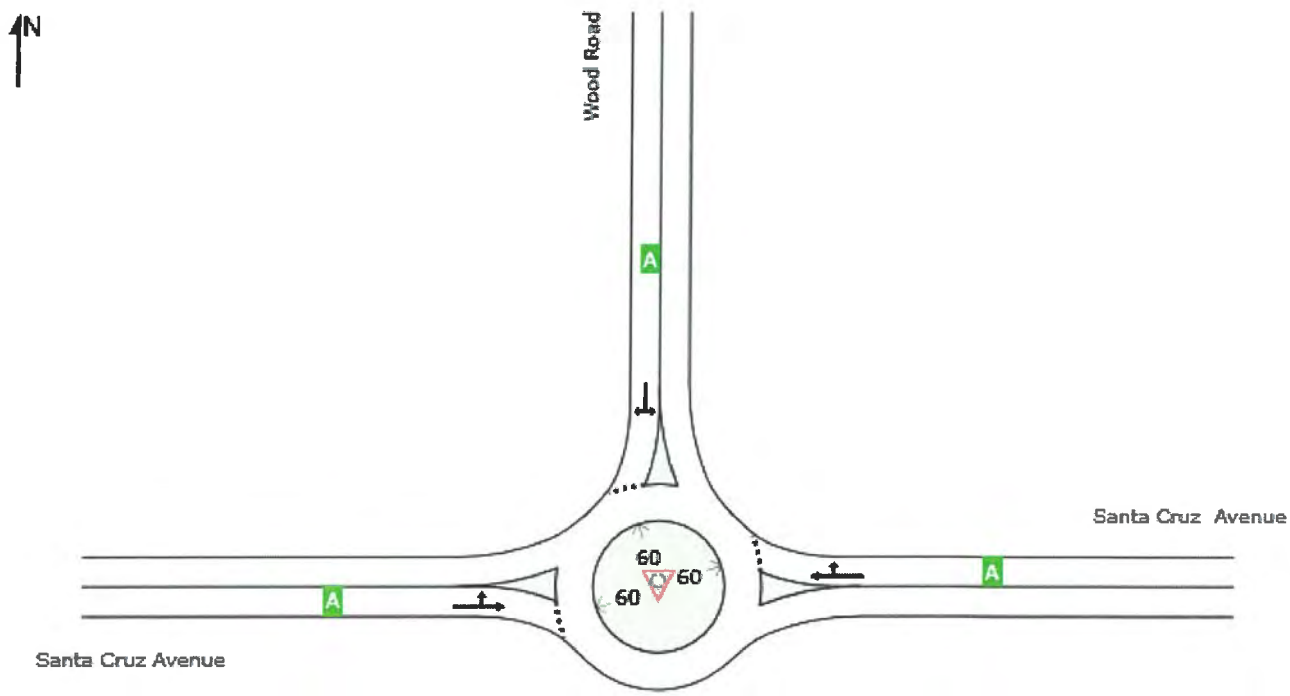
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (AM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (AM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	127	3.0	0.112	3.5	LOS A	0.5	13.4	0.04	0.01	0.04	30.5
16	R2	28	3.0	0.112	3.5	LOS A	0.5	13.4	0.04	0.01	0.04	29.6
Approach		155	3.0	0.112	3.5	LOS A	0.5	13.4	0.04	0.01	0.04	30.4
North: Wood Road												
7	L2	15	3.0	0.013	3.0	LOS A	0.1	1.4	0.26	0.11	0.26	28.5
14	R2	1	3.0	0.013	3.0	LOS A	0.1	1.4	0.26	0.11	0.26	29.7
Approach		16	3.0	0.013	3.0	LOS A	0.1	1.4	0.26	0.11	0.26	28.6
West: Santa Cruz Avenue												
5	L2	4	3.0	0.352	5.8	LOS A	2.2	56.5	0.11	0.03	0.11	30.8
2	T1	480	3.0	0.352	5.8	LOS A	2.2	56.5	0.11	0.03	0.11	29.1
Approach		485	3.0	0.352	5.8	LOS A	2.2	56.5	0.11	0.03	0.11	29.1
All Vehicles		657	3.0	0.352	5.2	LOS A	2.2	56.5	0.10	0.02	0.10	29.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

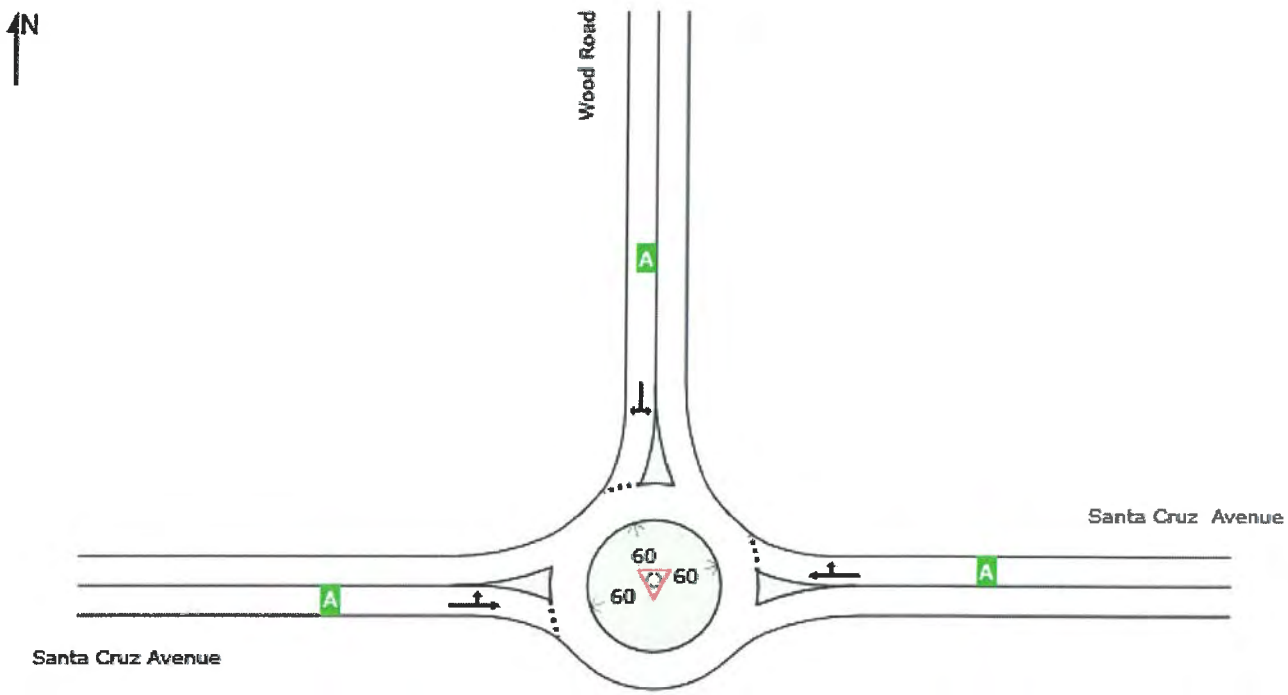
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (Midday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (Midday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	164	3.0	0.142	3.7	LOS A	0.7	17.6	0.02	0.00	0.02	30.4
16	R2	35	3.0	0.142	3.7	LOS A	0.7	17.6	0.02	0.00	0.02	29.4
Approach		199	3.0	0.142	3.7	LOS A	0.7	17.6	0.02	0.00	0.02	30.2
North: Wood Road												
7	L2	38	3.0	0.033	3.3	LOS A	0.1	3.5	0.30	0.15	0.30	28.2
14	R2	1	3.0	0.033	3.3	LOS A	0.1	3.5	0.30	0.15	0.30	29.5
Approach		39	3.0	0.033	3.3	LOS A	0.1	3.5	0.30	0.15	0.30	28.3
West: Santa Cruz Avenue												
5	L2	1	3.0	0.145	3.9	LOS A	0.7	17.8	0.15	0.05	0.15	31.6
2	T1	193	3.0	0.145	3.9	LOS A	0.7	17.8	0.15	0.05	0.15	30.2
Approach		195	3.0	0.145	3.9	LOS A	0.7	17.8	0.15	0.05	0.15	30.2
All Vehicles		433	3.0	0.145	3.7	LOS A	0.7	17.8	0.10	0.04	0.10	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

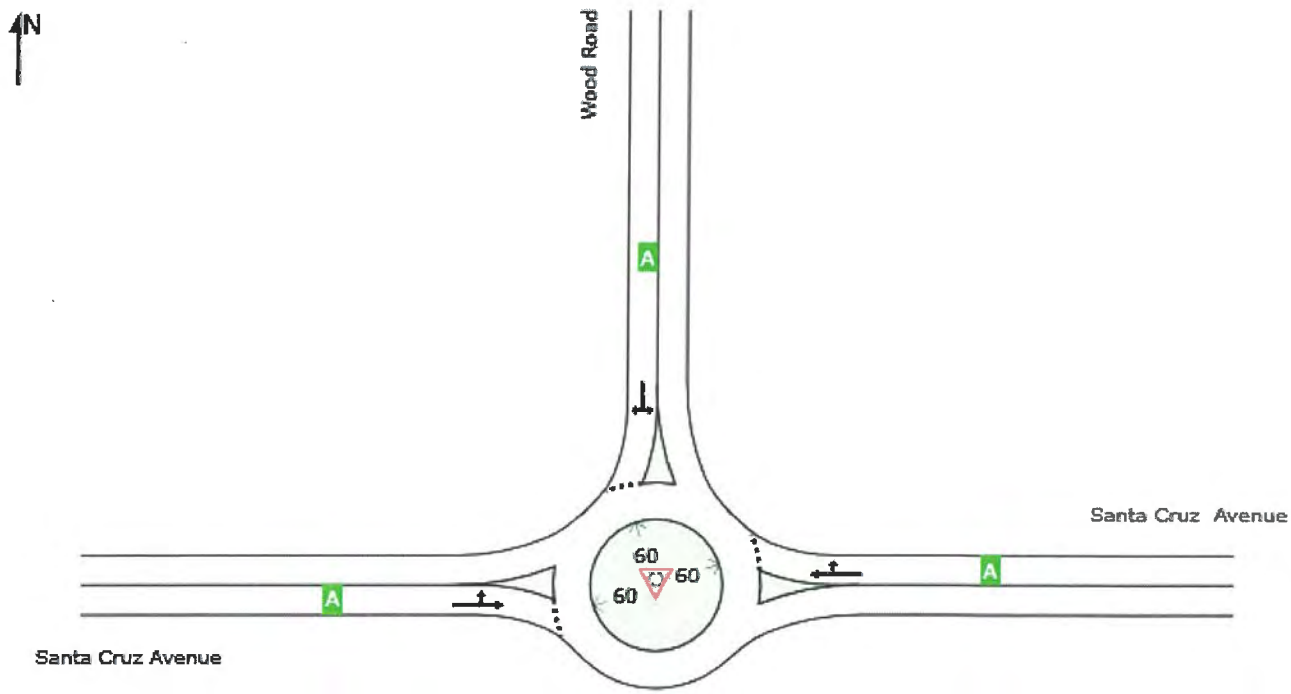
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (PM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (PM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	486	3.0	0.364	5.9	LOS A	2.3	59.8	0.07	0.01	0.07	29.1
16	R2	20	3.0	0.364	5.9	LOS A	2.3	59.8	0.07	0.01	0.07	28.3
Approach		505	3.0	0.364	5.9	LOS A	2.3	59.8	0.07	0.01	0.07	29.1
North: Wood Road												
7	L2	27	3.0	0.033	4.6	LOS A	0.1	3.4	0.51	0.38	0.51	27.6
14	R2	1	3.0	0.033	4.6	LOS A	0.1	3.4	0.51	0.38	0.51	29.1
Approach		28	3.0	0.033	4.6	LOS A	0.1	3.4	0.51	0.38	0.51	27.7
West: Santa Cruz Avenue												
5	L2	7	3.0	0.141	3.8	LOS A	0.7	17.2	0.12	0.04	0.12	31.6
2	T1	185	3.0	0.141	3.8	LOS A	0.7	17.2	0.12	0.04	0.12	30.2
Approach		191	3.0	0.141	3.8	LOS A	0.7	17.2	0.12	0.04	0.12	30.2
All Vehicles		725	3.0	0.364	5.3	LOS A	2.3	59.8	0.10	0.03	0.10	29.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

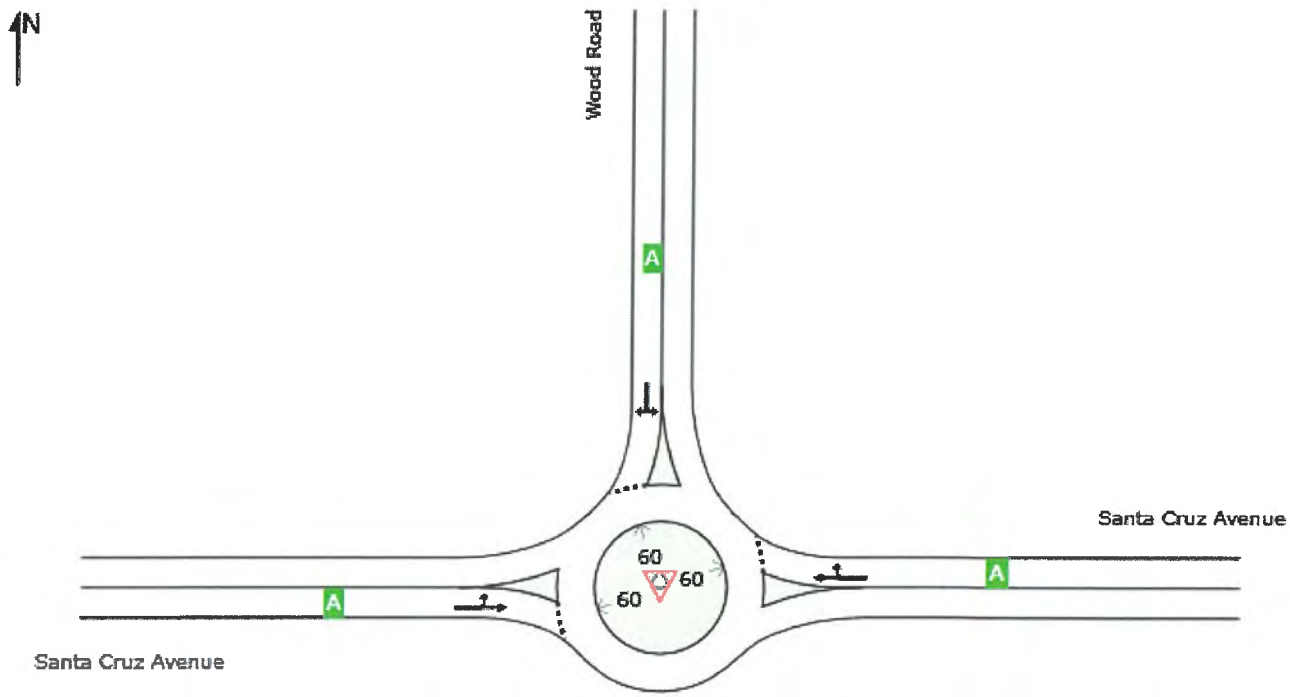
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (Saturday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (Saturday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	254	3.0	0.204	4.3	LOS A	1.1	27.2	0.04	0.00	0.04	30.1
16	R2	30	3.0	0.204	4.3	LOS A	1.1	27.2	0.04	0.00	0.04	29.1
Approach		285	3.0	0.204	4.3	LOS A	1.1	27.2	0.04	0.00	0.04	30.0
North: Wood Road												
7	L2	32	3.0	0.033	3.6	LOS A	0.1	3.5	0.38	0.23	0.38	28.3
14	R2	4	3.0	0.033	3.6	LOS A	0.1	3.5	0.38	0.23	0.38	29.6
Approach		36	3.0	0.033	3.6	LOS A	0.1	3.5	0.38	0.23	0.38	28.5
West: Santa Cruz Avenue												
5	L2	3	3.0	0.157	3.9	LOS A	0.8	19.6	0.13	0.04	0.13	31.6
2	T1	210	3.0	0.157	3.9	LOS A	0.8	19.6	0.13	0.04	0.13	30.1
Approach		213	3.0	0.157	3.9	LOS A	0.8	19.6	0.13	0.04	0.13	30.1
All Vehicles		534	3.0	0.204	4.1	LOS A	1.1	27.2	0.10	0.03	0.10	29.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

6. ADA Requirements

U.S. Department of Justice

Civil Rights Division

Disability Rights Section

Americans with Disabilities Act

ADA Compliance BRIEF:

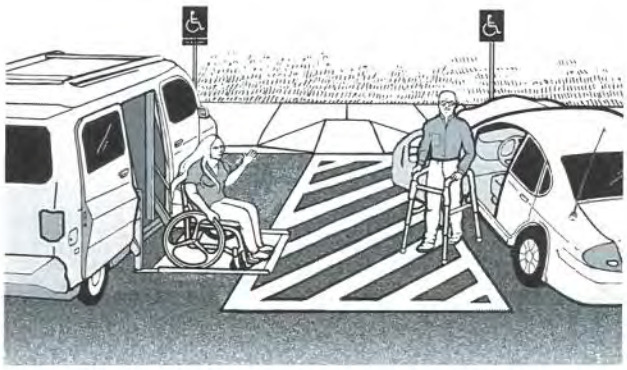
Restriping Parking Spaces

Accessible Parking Spaces

When a business or State or local government restripes parking spaces in a parking lot or parking structure (parking facilities), it must provide accessible parking spaces as required by the 2010 ADA Standards for Accessible Design (2010 Standards).

In addition, businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking facilities when it is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases. State and local government facilities also have an ongoing ADA obligation to make their programs accessible, which can require providing accessible parking.

This compliance brief provides information about the features of accessible car and van parking spaces and how many accessible spaces are required when parking facilities are restriped.



One of six accessible parking spaces, but always at least one, must be van-accessible.

The required number of accessible parking spaces must be calculated separately for each parking facility, not calculated based on the total number of parking spaces provided on a site. One of six (or fraction of six) accessible parking spaces, but always at least one, must be van accessible.

Parking for hospital outpatient facilities, rehabilitation facilities, outpatient physical therapy facilities or residential facilities have substantially different requirements for accessibility (see 2010 Standards 208.2).

Minimum Number of Accessible Parking Spaces
2010 Standards (208.2)

Total Number of Parking Spaces Provided in Parking Facility (per facility)	(Column A) Minimum Number of Accessible Parking Spaces (car and van)	Mininum Number of Van-Accessible Parking Spaces (1 of six accessible spaces)
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	2
301 to 400	8	2
401 to 500	9	2
500 to 1000	2% of total parking provided in each lot or structure	1/6 of Column A*
1001 and over	20 plus 1 for each 100 over 1000	1/6 of Column A*

*one out of every 6 accessible spaces

Location

Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.

When accessible parking spaces are added in an existing parking lot or structure, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3 feet wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.

Accessible parking spaces may be clustered in one or more facilities if equivalent or greater accessibility is provided in terms of distance from the accessible entrance, parking fees, and convenience. Van-accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

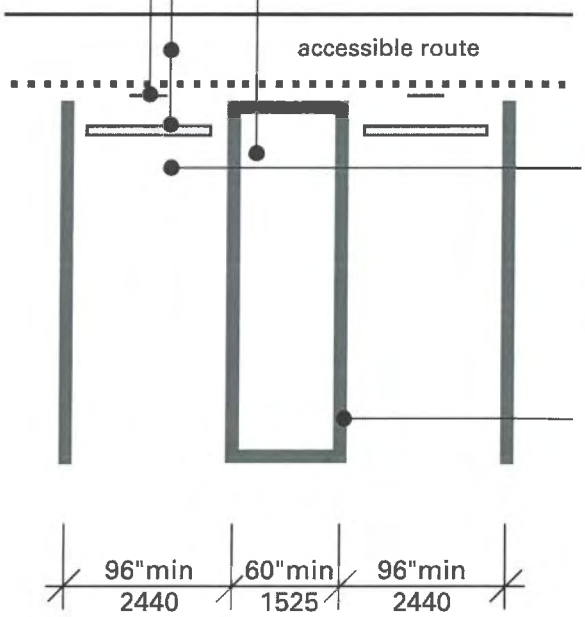
Features of Accessible Parking Spaces

Parking space identification sign with the international symbol of accessibility complying with 703.7.2.1 mounted 60 inches minimum above the ground surface measured to the bottom of the sign.

If the accessible route is located in front of the parking space, install wheel stops to keep vehicles from reducing the clear width of the accessible route below 36 inches.

Two parking spaces may share an access aisle except for angled parking spaces (see below).

Access aisle width is at least 60 inches, must be at the same level and the same length as the adjacent parking space(s) it serves, maximum slope in all directions is 1:48, and access aisle must connect to an accessible route to the building. Ramps must not extend into the access aisle.



Parking space shall be 96 inches wide minimum, marked to define the width, and maximum slope in all directions is 1:48.

Boundary of the access aisle must be clearly marked so as to discourage parking in it. (State or local laws may address the color and manner that parking spaces and access aisles are marked.)

Accessible Parking Spaces with 60-inch Minimum Width Access Aisle for Cars

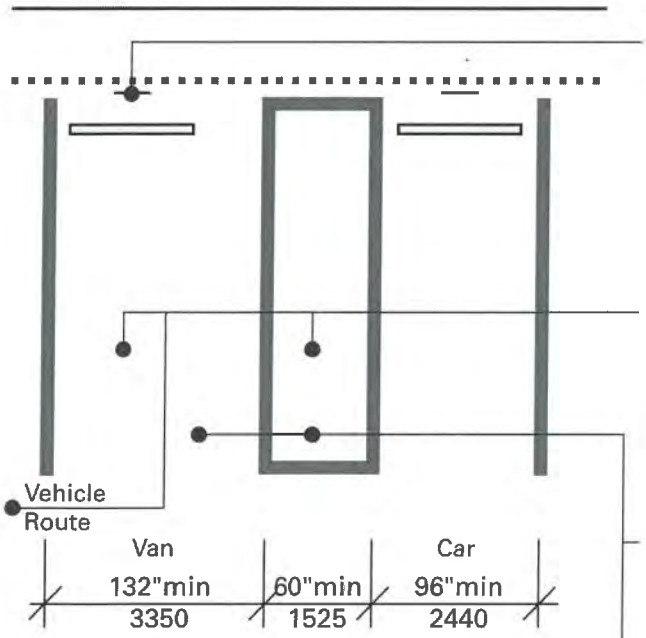
Additional Notes:

Where parking spaces are marked with lines, width measurements of parking spaces and access aisles are to centerlines, except for the end space which may include the full width of the line.

Access aisles may be located on either side of the parking space except for angled van parking spaces which must have access aisles located on the passenger side of the parking spaces.

Additional Features of Van-Accessible Parking Spaces

Van-accessible parking spaces incorporate the features of accessible parking spaces on the previous page and require the following additional features: a "van accessible" designation on the sign; different widths for the van parking space or the access aisle; and at least 98 inches of vertical clearance for the van parking space, access aisle, and vehicular route to and from the van-accessible space. The first image below shows a van-accessible space with a 60-inch minimum width access aisle. The second image shows a van-accessible space with a 96-inch minimum width access aisle. Both configurations are permitted and requirements for van-accessible signage and vertical clearance apply to both configurations.

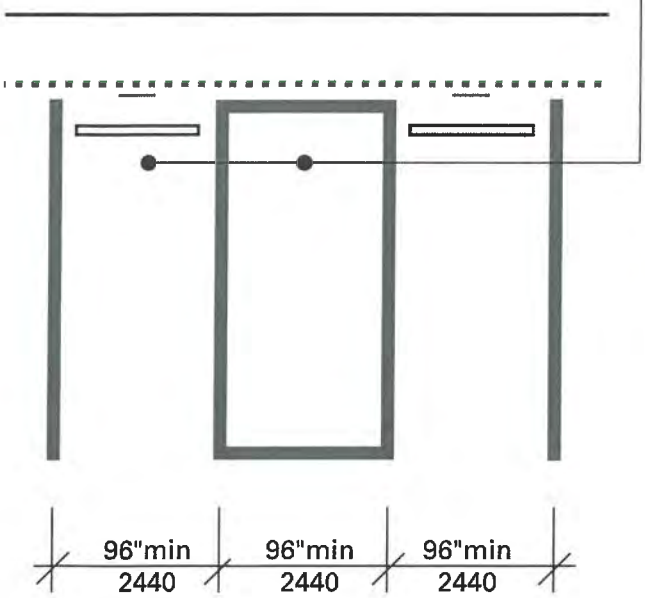


Van-Accessible Parking Space with 60-inch Minimum Width Access Aisle

Parking space identification sign with the international symbol of accessibility and designation, "van accessible." Note, where four or fewer parking spaces are provided on a site, a sign identifying the accessible space, which must be van-accessible, is not required.

Vertical clearance of 98 inches minimum to accommodate van height at the vehicle parking space, the adjacent access aisle, and on the vehicular route to and from the van-accessible space.

Van parking space must be 132 inches wide minimum with an adjacent 60-inch wide minimum access aisle. A van parking space of 96 inches wide minimum with an adjacent 96-inch wide minimum access aisle is also permitted (see below).



Van-Accessible Parking Space with 96-inch Minimum Width Access Aisle

Where four or fewer parking spaces are provided on a site, signage identifying the van-accessible parking space is not required.

Resources

For more information about the ADA, please visit our website or call our toll-free number.

ADA Website

www.ADA.gov

To receive e-mail notifications when new ADA information is available, visit the ADA Website's home page and click the link near the bottom of the right-hand column.

ADA Information Line

800-514-0301 (Voice)
and
800-514-0383 (TTY)

Call Monday – Wednesday, Friday 9:30 a.m. – 5:30 p.m., Thursday 12:30 p.m. – 5:30 p.m. (Eastern Time) to speak with an ADA Specialist. Calls are confidential.

24 hours a day to order publications by mail.

For people with disabilities, this publication is available in alternate formats.

Reference:

2010 ADA Standards for Accessible Design (available on ADA.gov and from the ADA Information Line)

Sections 208 & 502 Parking Spaces

Section 206 Accessible Route

Duplication of this document is encouraged.

December 2015

7. Parking Calculations

Staffing and Parking Ratio Analysis
Covia Communities
Figures from FY 2020 Budget

		LGM Rebuild	CW	SPT	SLV	SFT
AL FTE's		6.5	11.4	13.5	10.9	7.9
RHS FTE's		14.3	1.3	7.8	12.0	8.3
MC FTE's		5.9		8.1	8.8	
Total FTEs		**106.1**	**97.8**	**151.6**	**241.3**	**174.1**
IL Units		174	133	195	326	241
AL Units		6	18	21	24	12
MC Units		6	0	12	13	0
Respite Units		5				
NC Units		0	24	43	70	25
Total Units		**191**	**175**	**271**	**433**	**278**
AL FTE to AL Units		1.1	0.6	0.6	0.5	0.7
RHS FTE to IL Units		0.08	0.01	0.04	0.04	0.03
MC FTE to MC Units		1.0		0.7	0.7	
Total FTE to Total Units		0.6	0.6	0.6	0.6	0.6
Parking Spaces	[1]	238	96	206	424	245
Parking to Units		1.25	0.55	0.76	0.98	0.88
Parking to FTE		2.24	0.98	1.36	1.76	1.41
Parking to [Capacity + FTE]		0.80	0.35	0.49	0.63	0.54

[1] SFT parking includes 10 handicapped spaces.
See Master Proforma for details on parking ratio calculation.

TECHNICAL MEMORANDUM

Date: November 24, 2020

To: Mike Weisz, Town of Los Gatos

From: Chris D. Kinzel, P.E.
Vice President

Subject: ***TJKM Peer Review of 101 Wood Road***

TJKM has completed a Peer Review of the Traffic Impact Analysis for Planning #PD-20-001, 101 Wood Road. The analysis was prepared by Kimley Horn and is included in a report dated January 21, 2020. The report is comprehensive and well done. TJKM has the following comments:

1. Pages 6 and 7: The graphs should show that the counts need to be multiplied by a factor of 10.
2. Page 18: In paragraph 7, in the first sentence, change "east approach" to "west leg."
3. Page 18: In paragraph 7, change "The proposed funicular is attached to this memorandum" to "Information on the proposed funicular…"
4. TJKM did not receive the information on the funicular.
5. If not shown in the missing information, show on a map the location of the funicular. Does it connect two private properties? Will it be available to the general public? Who is it intended to serve?
6. Page 18: Paragraph 8, Vehicle Miles Traveled (VMT): More information is needed to demonstrate that the project is fully compliant with VMT guidelines established by the State Office of Planning and Research, Santa Clara County and the Town of Los Gatos, possibly after the date of the report.
7. Page 19: In the second paragraph, change the last word from "client" to "applicant."
8. Page 19, Tables 7 and 8: More information is needed including the location and description of the other site(s) referenced. The term "units" needs to be defined and how it applies to this context. Also, the tables seem to apply to supply, with no direct reference to demand vs. supply. The FTE column in Table 7 does not seem to add correctly.
9. Page 19, Table 8: Many medical related parking and traffic ratios apply to beds, not units, since the demand is frequently based on employees and secondarily to visitors. What is the conclusion to be drawn from Table 8?
10. Page 19, Table 9: The Sunnyvale reference for Senior Housing would not be expected to apply to medical or care facilities, just housing for Senior Adults. The Los Altos reference may be similar. This is also applicable to portions of Table 10.

11. Page 20, first sentence: While there may be adequate parking for the facility, the report does not seem to clearly show how this is the case. Comparison of supplied ratios or evaluation of true parking demand compared with the supply of 238 parking stalls is not clearly made.

Please contact me if there are questions on this matter.

Kimley»Horn

MEMORANDUM

From: Frederik Venter, P.E. and Anthony Nuti, Kimley-Horn and Associates

To: Frank Rockwood, Rockwood Pacific Inc

Date: December 9, 2020

Re: **Los Gatos Meadows – Transportation Analysis**

The purpose of this Memorandum is to present the traffic analysis findings for the proposed redevelopment of the Los Gatos Meadows Senior Community (the "Project"). Traffic count data was collected over several days to determine the baseline conditions for the proposed Project. Trip generation, distribution, and assignment for the proposed Project are presented below as well as a level of service (LOS) analysis for the intersection of South Santa Cruz Avenue and Wood Road.

1. Introduction

The Project site is located on Wood Road approximately 350 feet west of South Santa Cruz Avenue in the Town of Los Gatos.

The existing site includes 129 independent senior living units (111 single units and 18 combined units), 39 skilled nursing facility beds, 27 assisted living units, and 10 memory support units (7 single units and 3 combined units). As of September 30th, 2019, the existing facility on the Los Gatos site were closed and is currently unoccupied. The analysis was conducted when the site was still operational, and this accurately reflects baseline conditions used in this analysis.

In February of 1968, the site was approved for 184 independent senior living units and 38 skilled nursing facility beds. This is the current entitlement that the Los Gatos Meadows site was approved for.

The proposed Project would result in the demolition of all buildings onsite and replacement with new structures including 174 independent senior living and 17 units (one bed per unit) specializing in assisted living, memory support, or respite care. **Table 1** summarizes a comparison between the current entitlement, existing conditions, and the proposed conditions. The proposed Project would also convert the existing exit only driveway on Broadway to a pedestrian/bicycle walkway.

Table 1 - Land Use Summary

Land Use[1]		Current Entitlement	Existing Condition[2]	2018 Proposed
Independent Senior Living Unit	Single Units	184	111	174
	Combined Units	0	18	0
Skilled Nursing Facility Beds	Single Units	38	39	0
Assisted Living Beds	Single Units	0	27	6
Memory Support Beds	Single Units	0	7	6
	Combined Units	0	3	0
Respite Beds	Single Units	0	0	5
	Total Units	**222**	**205**	**191**

Notes:

1. Combined Units reflect the count of applicable units prior to combination.
2. Through unit combinations and conversions, the original (1968) 222 approved units were converted to 193 units.

For this analysis, skilled nursing facility beds would be classified under nursing home. This approach is consistent with the methodology set forth in the *Institute of Transportation Engineers (ITE)Trip Generation Handbook, 10th Edition (2017)*. The skilled nursing facilities would operate with 24-hour care and the *ITE Trip Generation Handbook* states: "A nursing home is any facility whose primary function is to provide care for persons who are unable to care for themselves…skilled nurses and nursing aides are present 24 hours a day at these sites."

Assisted living, memory support units, and respite would be considered assisted living. This approach is consistent with the methodology set forth in the *ITE Trip Generation Handbook, 10th Edition (2017)* which states:

> "An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons...Staff may be available at an assisted care facility 24 hours a day, but skilled medical care is not required."

The land uses for the site are consistent with the General Plan Buildout assumptions for the Town of Los Gatos.

2. Existing Conditions

Los Gatos Meadows currently has two driveways: one located at Wood Road and an "exit only" driveway along Broadway. Wood Road, from the Los Gatos Meadows driveway to South Santa Cruz Avenue, has an elevation change of approximately 69 feet over a distance of 528 feet. This results in a vertical grade of about 13%.

Figure 1 shows the location of the Project site in the Town of Los Gatos. **Figure 2** shows the existing roadway volumes and conditions. More information regarding the traffic analysis is provided in **Section 6**.

Side street stop control exists at the intersection of Wood Road and South Santa Cruz Avenue. Traffic counts were collected on Thursday May 5th, 2018 at Santa Cruz Avenue and Wood Road

and 7-day tube counts were collected around the Project site during the week of May 14th, 2018. Existing traffic data was provided by National Data & Surveying Services (NDS) and is included in the **Appendix** of this Memorandum.

From the count data provided it was determined that the peak hours occurred during the following time periods:

- AM peak hour: 7:30 AM to 8:30 AM
- Midday peak hour: 12:15 PM to 1:15 PM
- PM peak hour: 4:00 PM to 5:00 PM
- Saturday Midday: 1:15 PM to 2:15 PM

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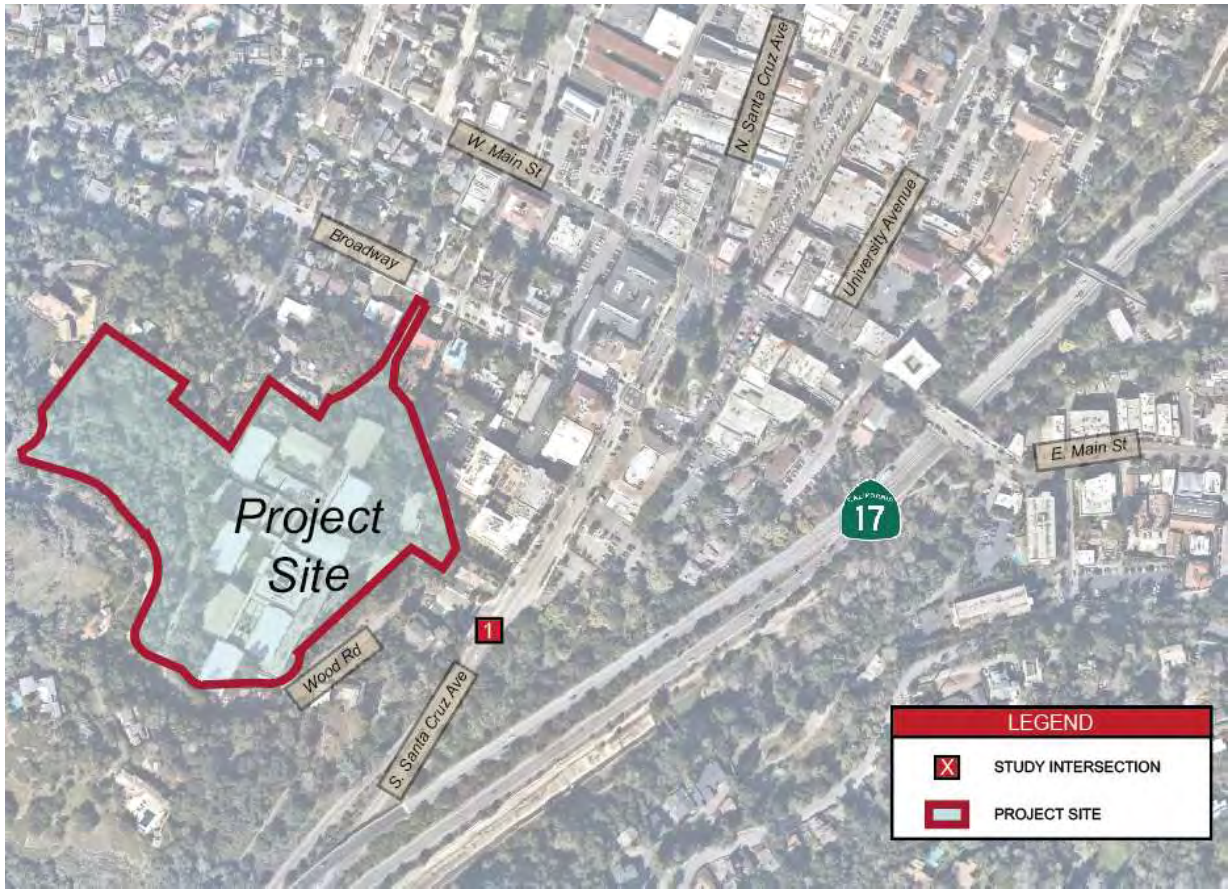
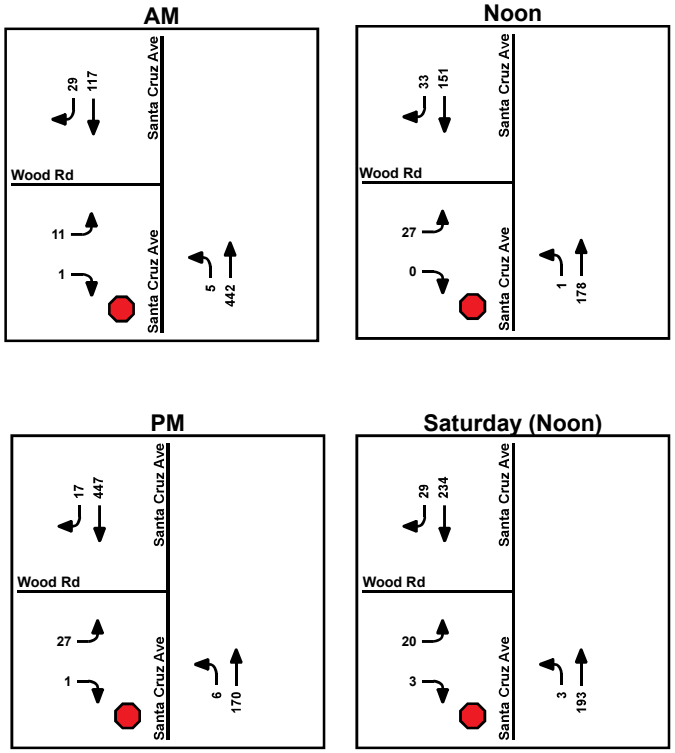
Los Gatos Meadows

Figure 1

Project Location Map



Peak Hour Traffic Volumes



Existing Stop Control Level Of Service (Existing Volumes)

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing (2018)							
					AM Peak		Midday		PM		Saturday	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Wood Rd & Santa Cruz Ave	D	Town	SSSC	-	0.4	-	0.8	-	0.7	-	0.6
	Worst Approach				B	14.1	B	11.6	B	14.3	B	11.7

1 Side Street Stop Control

Planned Roundabout Level Of Service (Existing Volumes)

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing+Project											
					AM Peak			Midday			PM			Saturday		
					LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
1	Wood Rd & Santa Cruz Ave	D	Town	RAB	A	5.5	.367	A	3.9	.150	A	5.6	.379	A	4.3	.214
	Worst Approach				A	6.1		A	4.0		A	6.2		A	4.5	

1 Roundabout

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Los Gatos Meadows

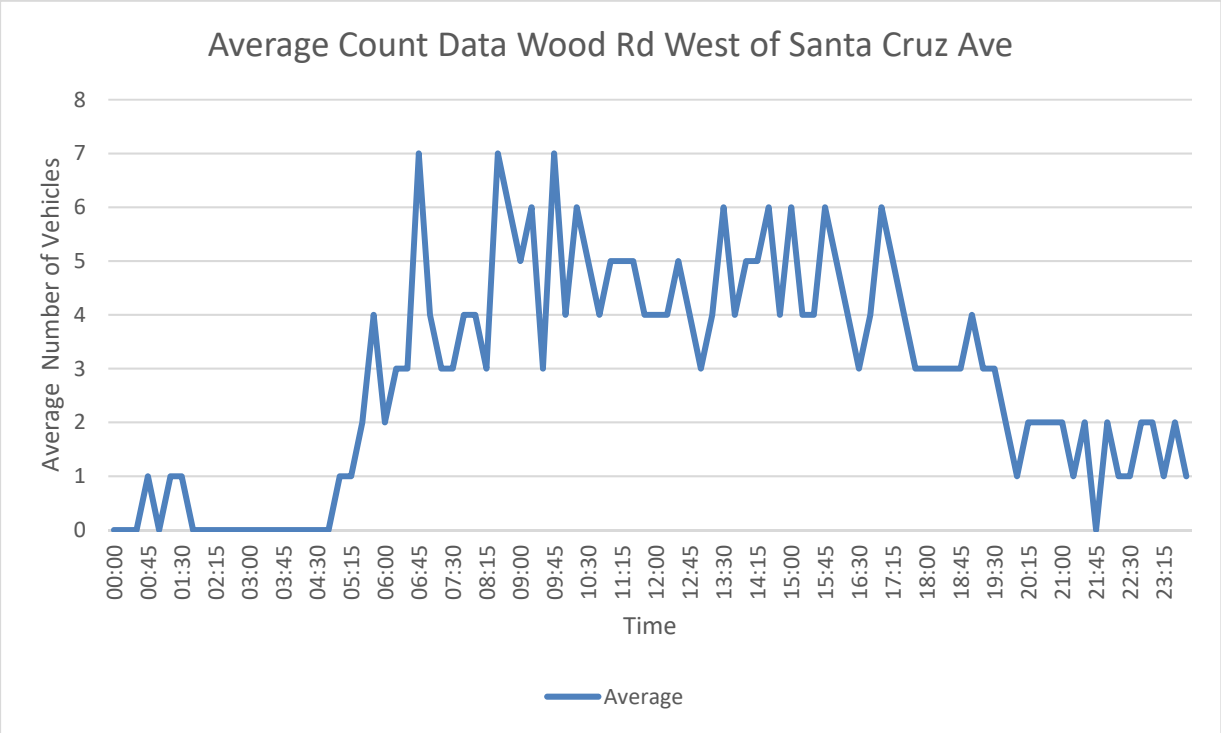
Figure 2

Existing Conditions and Project Site

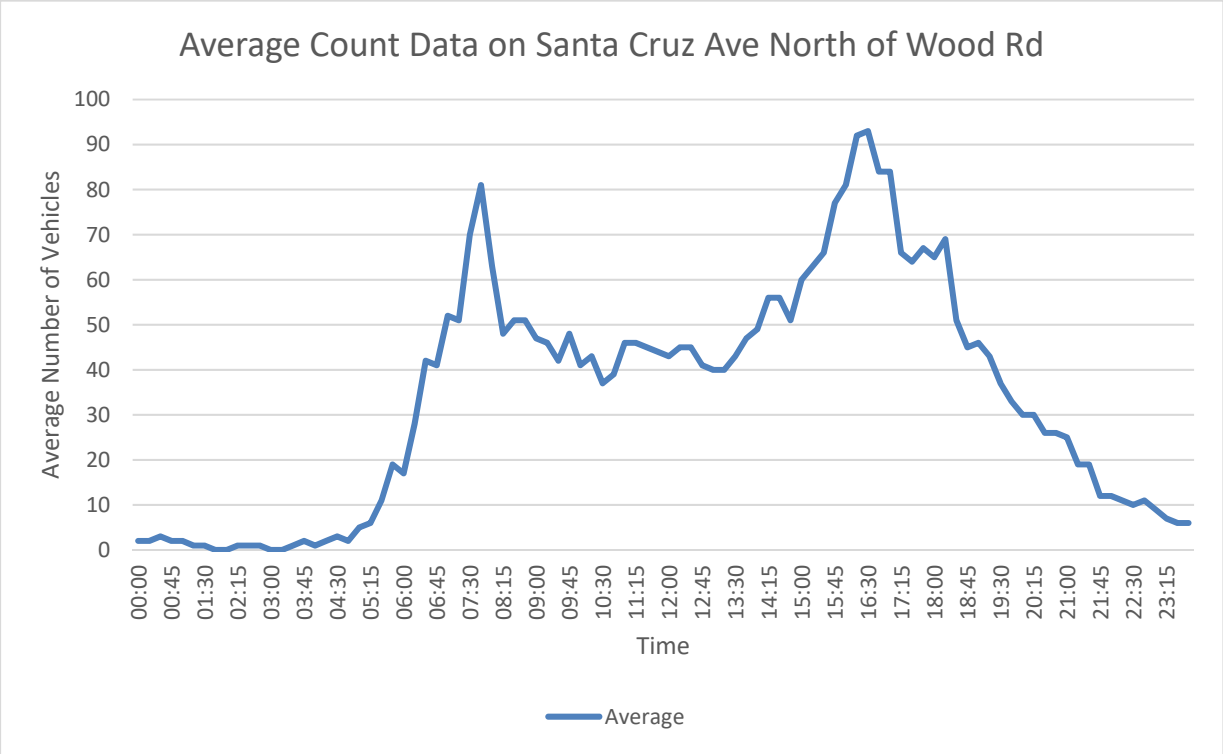
2.1 Existing Tube Count Data

The following sections provide the average hourly traffic data, from Tuesday to Thursday (May 2018), from the existing tube count data provided by NDS.

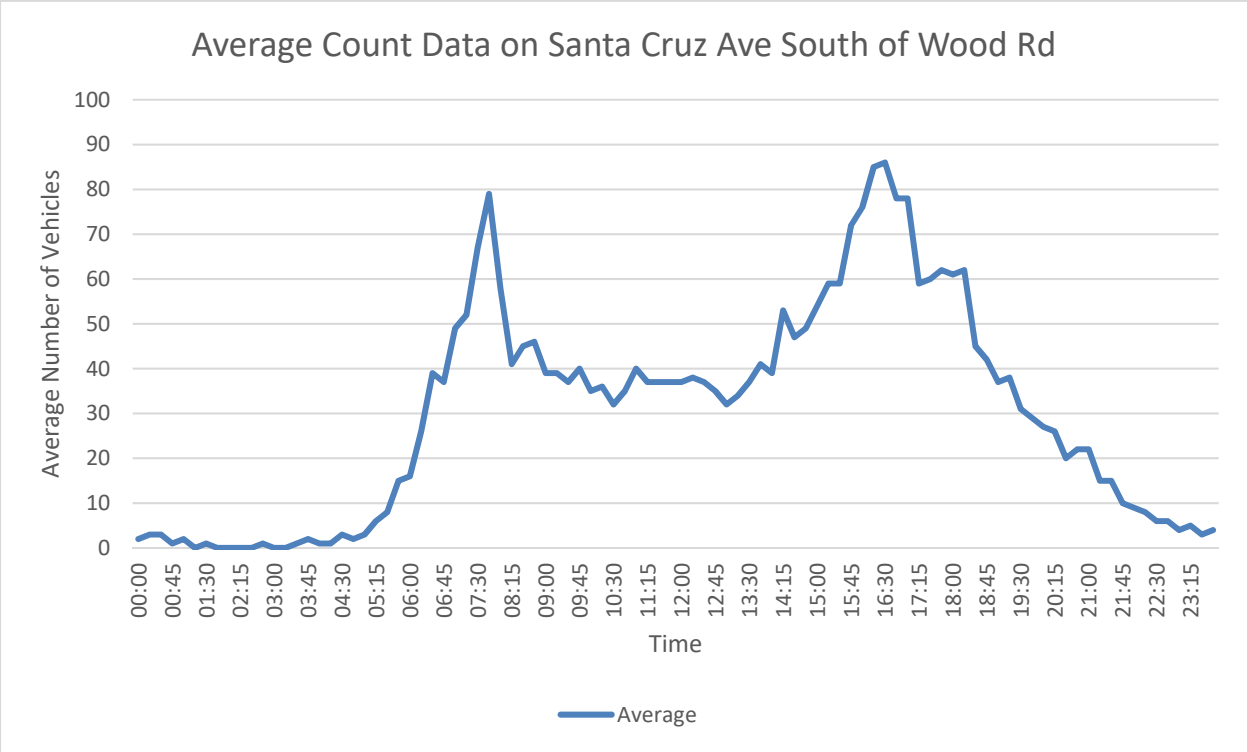
Wood Road West of Santa Cruz



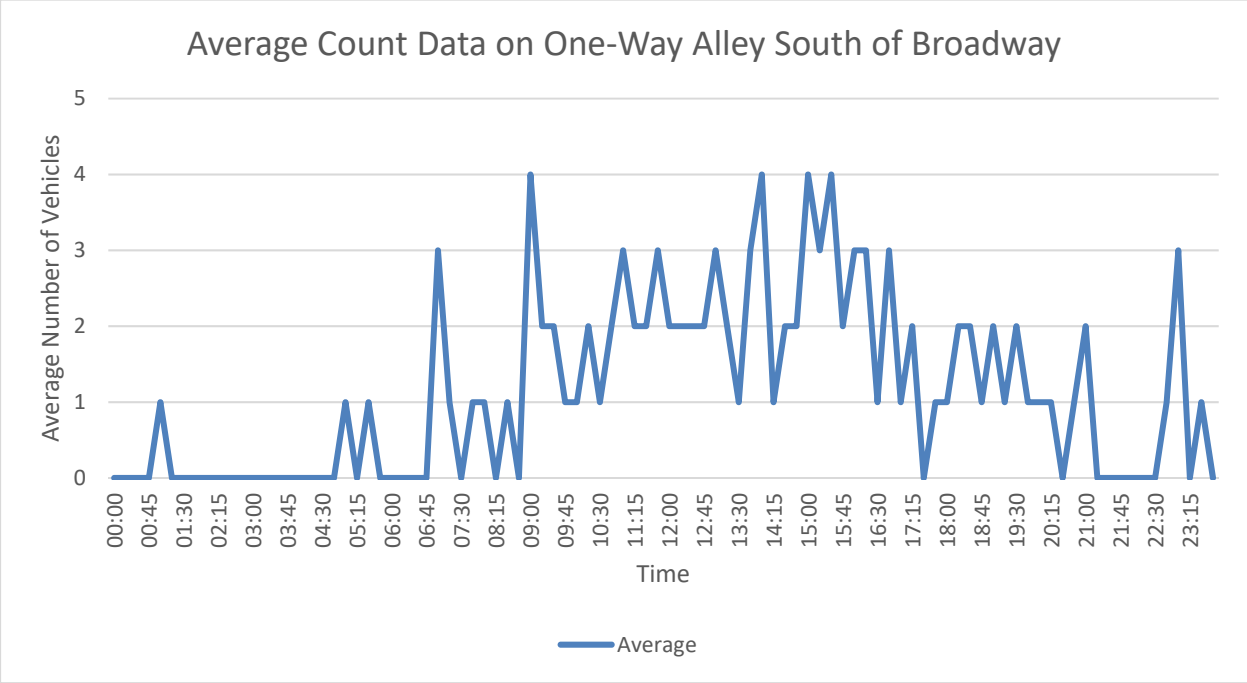
Santa Cruz Avenue North of Wood Road



Santa Cruz Avenue South of Wood Road



One Way Driveway South of Broadway



3. Current Entitlement vs Existing Conditions

The existing site, as built, is slightly different from the current entitlement approved for the site in 1968. This section describes the trip generation difference between the current entitlement and the existing site.

The difference in the number of peak hour trips under current entitlement conditions vs existing conditions was calculated utilizing *The Institute of Transportation Engineers (ITE) Trip Generation Handbook, 10th Edition (2017)*. The difference was determined by comparing the weekday Daily peak hour, AM peak hour, Midday peak hour, PM peak hour, and Saturday Midday peak hour data of both the current entitlement and the existing conditions. Existing count data was used to create trip generation for the weekday Midday peak hour since no ITE data is available for Midday peak hour.

The current entitlement generates approximately 830 daily trips, 43 AM peak hour (17 IN / 26 OUT), 48 Midday peak hour (22 IN / 26 OUT), 54 PM peak hour (28 IN / 26 OUT), 77 Saturday Midday (47 IN / 30 OUT).

The existing site generates approximately 708 daily trips, 40 AM peak hour (18 IN / 22 OUT), 44 Midday peak hour (20 IN / 24 OUT), 52 PM peak hour (25 IN / 27 OUT), 67 Saturday Midday (40 IN / 27 OUT).

The difference between the current entitlement and the existing site is approximately -122 daily trips, -3 AM peak hour (1 IN / -4 OUT), -4 Midday peak hour (-2 IN / -2 OUT), -2 PM peak hour (-3 IN / 1 OUT), and -10 Saturday Midday peak hour (-7 IN / -3 OUT). **Table 2** shows the trip generation comparison between current entitlement and existing conditions.

When compared to the current entitlement, the existing site produces less vehicular trips; however, existing site trips have been used in this analysis, because at present, Los Gatos Meadows is not currently using the full number of units approved under the current entitlement.

Table 2 - Trip Generation: Current Entitlement vs. Existing Conditions

Land Uses[1]	ITE Land Use Code	Project Size		Daily Trips	AM PEAK HOUR				MID-DAY PEAK HOUR[2]				PM PEAK HOUR				SATURDAY PEAK HOUR			
					Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT
Trip Generation Rates																				
Senior Adult Housing-Attached[3]	252	-	DU	3.88	0.20	35%	/	65%					0.25	55%	/	45%	0.34	62%	/	38%
Nursing Home[4]	620	-	Bed(s)	3.06	0.17	72%	/	28%	0.21	45%	/	55%	0.22	33%	/	67%	0.36	57%	/	43%
Assisted Living[5]	254	-	Bed(s)	2.60	0.19	63%	/	37%					0.26	38%	/	62%	0.27	46%	/	54%
Current Entitlement Conditions Trip Generation																				
Senior Adult Housing-Attached	252	184	DU	714	37	13	/	24	48	22	/	26	46	25	/	21	63	39	/	24
Nursing Home	254	38	Bed(s)	116	6	4	/	2					8	3	/	5	14	8	/	6
Subtotal		*222*		*830*	*43*	*17*	/	*26*	*48*	*22*	/	*26*	*54*	*28*	/	*26*	*77*	*47*	/	*30*
Existing Conditions Trip Generation																				
Senior Adult Housing-Attached	252	129	DU	493	26	9	/	17					33	18	/	15	43	27	/	16
Nursing Home	620	39	Bed(s)	119	7	5	/	2	44	20	/	24	9	3	/	6	14	8	/	6
Assisted Living/Memory Support/Respite	254	37	Bed(s)	96	7	4	/	3					10	4	/	6	10	5	/	5
Subtotal		*205*		*708*	*40*	*18*	/	*22*	*44*	*20*	/	*24*	*52*	*25*	/	*27*	*67*	*40*	/	*27*
Net Project Trips				**(122)**	**(3)**	**1**	**/**	**(4)**	**(4)**	**(2)**	**/**	**(2)**	**(2)**	**(3)**	**/**	**1**	**(10)**	**(7)**	**/**	**(3)**

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), "Trip Generation," 10th Edition, 2017. Setting/Location: General Urban/Suburban.
2. Trip Generation Rate for Midday peak hour were calculated using tube count data during the Midday peak hour counted on 5/17/2018.
3. Senior Adult Housing-Attached consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities.
4. A nursing home is any facility whose primary function is to provide care for persons who are unable to care for themselves and require 24-hour care. There is no distribution available for Saturday peak hour, so Sunday peak hour was used
5. Assisted Living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons.
6. Senior Adult Housing-Attached Daily Equation: T = 4.02(x)-25.37
7. Senior Adult Housing-Attached AM Equation: T = 0.2(x)-.18
8. Senior Adult Housing-Attached PM Equation: T = 0.24(x)+2.26
9. Senior Adult Housing-Attached Saturday Equation: T = 0.35(x)-1.67

Source: Kimley-Horn and Associates, Inc., 2017

4. Project Trip Generation

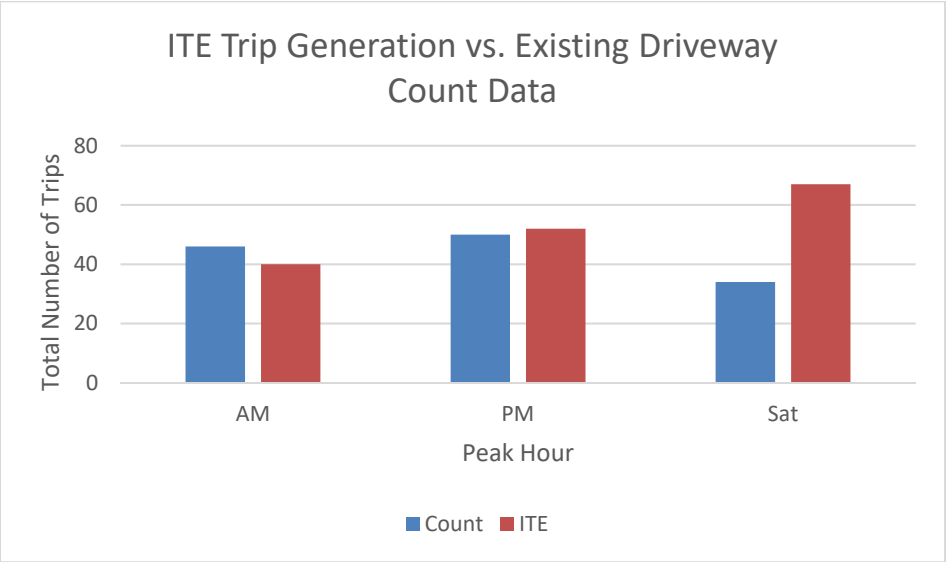
This section describes the net increase/decrease in trip generation and analysis between the existing site and the proposed Project.

The difference in the number of peak hour trips under existing conditions vs proposed 2018 conditions was calculated utilizing *The Institute of Transportation Engineers (ITE) Trip Generation Handbook, 10th Edition (2017)*. The difference was determined by comparing the weekday Daily peak hour, AM peak hour, Midday peak hour, PM peak hour, and Saturday Midday peak hour data of both the current entitlement and the existing conditions. Existing count data was used to create trip generation for the weekday Midday peak hour since no ITE data is available for Midday peak hour.

The existing site generates approximately 708 daily trips, 40 AM peak hour trips (18 IN / 22 OUT), 44 Midday peak hour trips (20 IN / 24 OUT), 52 PM peak hour trips (25 IN / 27 OUT), and 67 Saturday Midday peak hour trips (40 IN / 27 OUT).

Figure 3 compares the ITE trip generation with the existing driveway count data. As shown in **Figure 3**, the ITE data is more conservative than counts taken at Project site during the peak periods. Weekday midday was not compared to ITE because there is no ITE data available for weekday midday peak periods. The count data has a few more trips in the AM; however, ITE data is more conservative in the PM and Saturday peak hour.

Figure 3 – ITE Trip Generation vs. Existing Driveway Count Data



The proposed Project is anticipated to generate approximately 718 daily trips, 38 AM peak hour (14 IN / 24 OUT), 41 Midday peak hour trips (19 IN / 22 OUT), 48 PM peak hour trips (26 IN / 22 OUT), and 64 Saturday Midday peak hour trips (39 IN / 25 OUT).

The difference between the existing site and the proposed site is approximately 10 daily trips, -2 AM peak hour trips (-4 IN / 2 OUT), -3 Midday peak hour trips (-1 IN / -2 OUT), -4 PM peak hour trips (1 IN / -5 OUT), -3 Saturday Midday peak hour trips (-1 IN / -2 OUT).

Table 3 summarizes the trip generation calculations.

Table 3 – Project Trip Generation

Land Uses[1]	ITE Land Use Code	Project Size	Daily Trips	AM PEAK HOUR				MID-DAY PEAK HOUR[2]				PM PEAK HOUR				SATURDAY PEAK HOUR			
				Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT	Total Peak Hour	IN	/	OUT
Trip Generation Rates																			
Senior Adult Housing-Attached[3]	252	- DU	3.82	0.20	35%	/	65%					0.26	55%	/	45%	0.33	62%	/	38%
Nursing Home[4]	620	- Bed(s)	3.06	0.17	72%	/	28%	0.21	45%	/	55%	0.22	33%	/	67%	0.36	57%	/	43%
Assisted Living[5]	254	- Bed(s)	2.60	0.19	63%	/	37%					0.26	38%	/	62%	0.27	46%	/	54%
Existing Trip Generation																			
Senior Adult Housing-Attached	252	129 DU	493	26	9	/	17					33	18	/	15	43	27	/	16
Nursing Home	620	39 Bed(s)	119	7	5	/	2	44	20	/	24	9	3	/	6	14	8	/	6
SNF Beds/Assisted Living/Memory Support	254	37 Bed(s)	96	7	4	/	3					10	4	/	6	10	5	/	5
Subtotal		*205*	*708*	*40*	*18*	/	*22*	*44*	*20*	/	*24*	*52*	*25*	/	*27*	*67*	*40*	/	*27*
Proposed Trip Generation																			
Senior Adult Housing-Attached	252	174 DU	674	35	12	/	23	41	19	/	22	44	24	/	20	59	37	/	22
Memory Support/Respite	254	17 Bed(s)	44	3	2	/	1					4	2	/	2	5	2	/	3
Subtotal		*191*	*718*	*38*	*14*	/	*24*	*41*	*19*	/	*22*	*48*	*26*	/	*22*	*64*	*39*	/	*25*
Net Project Trips with no Devpod			**10**	**(2)**	**(4)**	**/**	**2**	**(3)**	**(1)**	**/**	**(2)**	**(4)**	**1**	**/**	**(5)**	**(3)**	**(1)**	**/**	**(2)**
Devpod Electric Shuttle (4 seats) minimum 10% utilization by senior adults			-67																
Net Project Daily Trips with Devpod			**(57)**																

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), "Trip Generation," 10th Edition, 2017. Setting/Location: General Urban/Suburban.
2. Trip Generation Rate for Midday peak hour were calculated using tube count data during the Midday peak hour counted on 5/17/2018.
3. Senior Adult Housing-Attached consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities.
4. A nursing home is any facility whose primary function is to provide care for persons who are unable to care for themselves and require 24 hour care. There is no distribution avaliable for Saturday peak hour so Sunday peak hour was used
5. Assisted Living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons.
5. Senior Adult Housing-Attached Daily Equation: T=4.02(x)-25.37
6. Senior Adult Housing-Attached AM Equation: T=0.2(x)-.18
7. Senior Adult Housing-Attached PM Equation: T=0.24(x)+2.26
8. Senior Adult Housing-Attached Saturday Equation: T=0.35(x)-1.67

Source: Kimley-Horn and Associates, Inc., 2020

5. Trip Distribution and Assignment

Traffic counts were collected at the intersection of Wood Road and Santa Cruz Avenue and the data was used to estimate the trip assignment and distribution. **Figure 5** illustrates the trip distribution for the AM peak period, Midday peak period, PM peak period, and Saturday Midday peak period.

For the proposed Project conditions, the "exit only" driveway on Broadway would be closed and the trips that currently exit the Broadway entrance would be redistributed onto Wood Road. Under existing conditions, the traffic counts indicated the following: 4 cars exit in the AM peak, 10 cars exit in Midday peak, 11 cars exit in the PM peak, and 12 cars exit in the Weekend Midday peak. These trips were redistributed to Wood Road.

Figure 4a illustrates the net Project trip assignment for weekday conditions and **Figure 4b** illustrates the net Project trip assignment for Saturday conditions. **Figure 6** illustrates the existing plus Project volumes.

Figure 4a: Net Weekday Peak Hour Trip Assignment

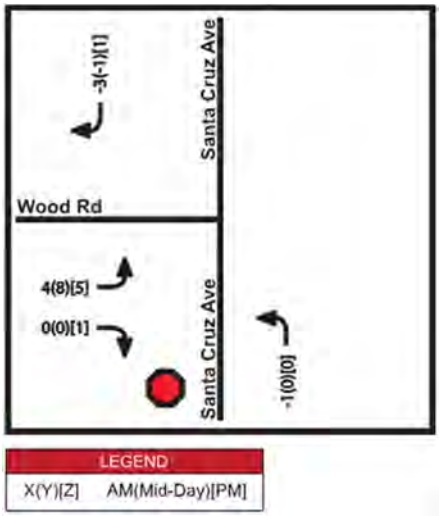
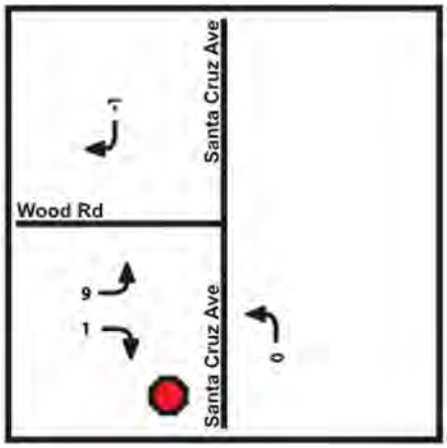


Figure 4b: Saturday Peak Hour Trip Assignment



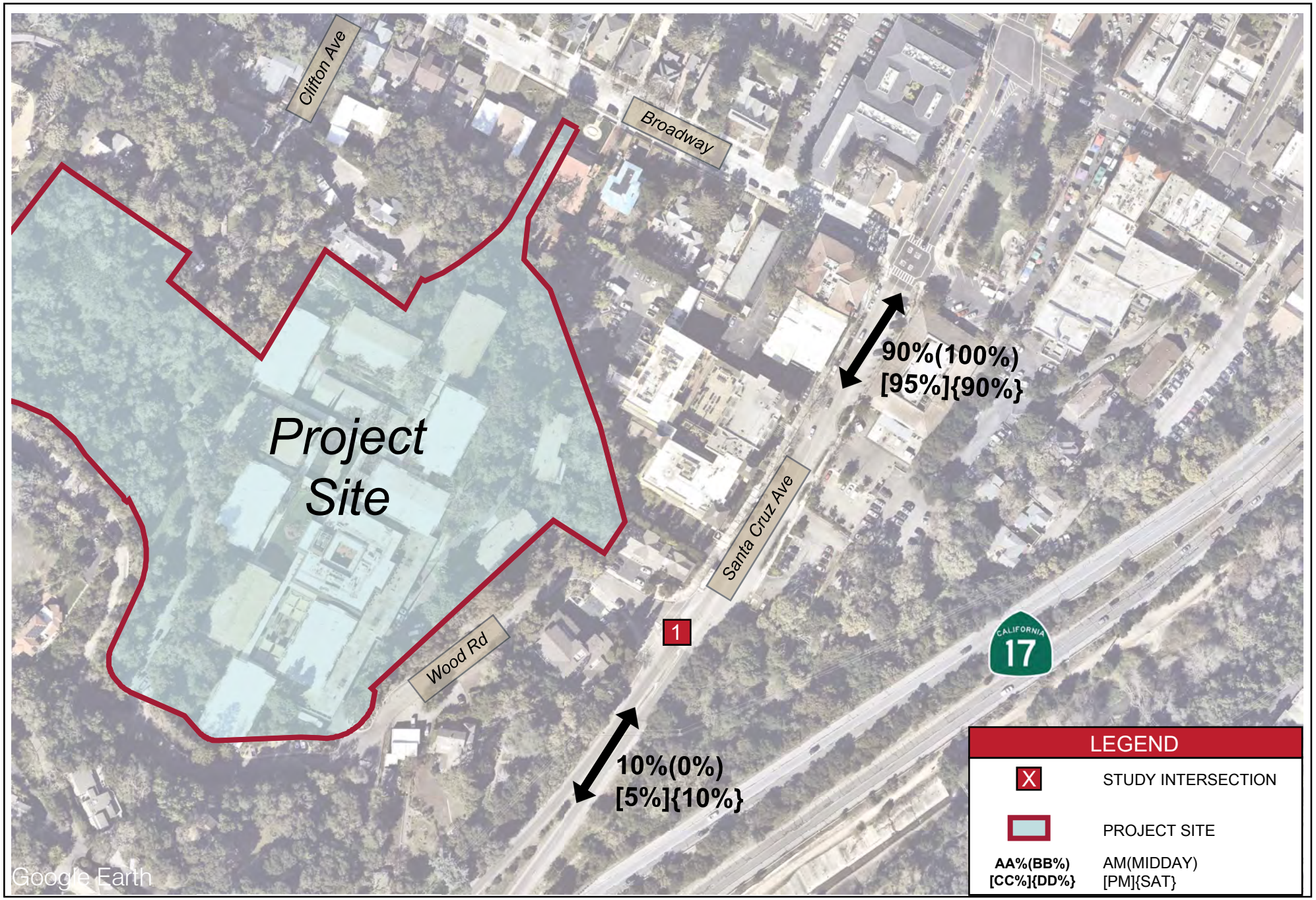


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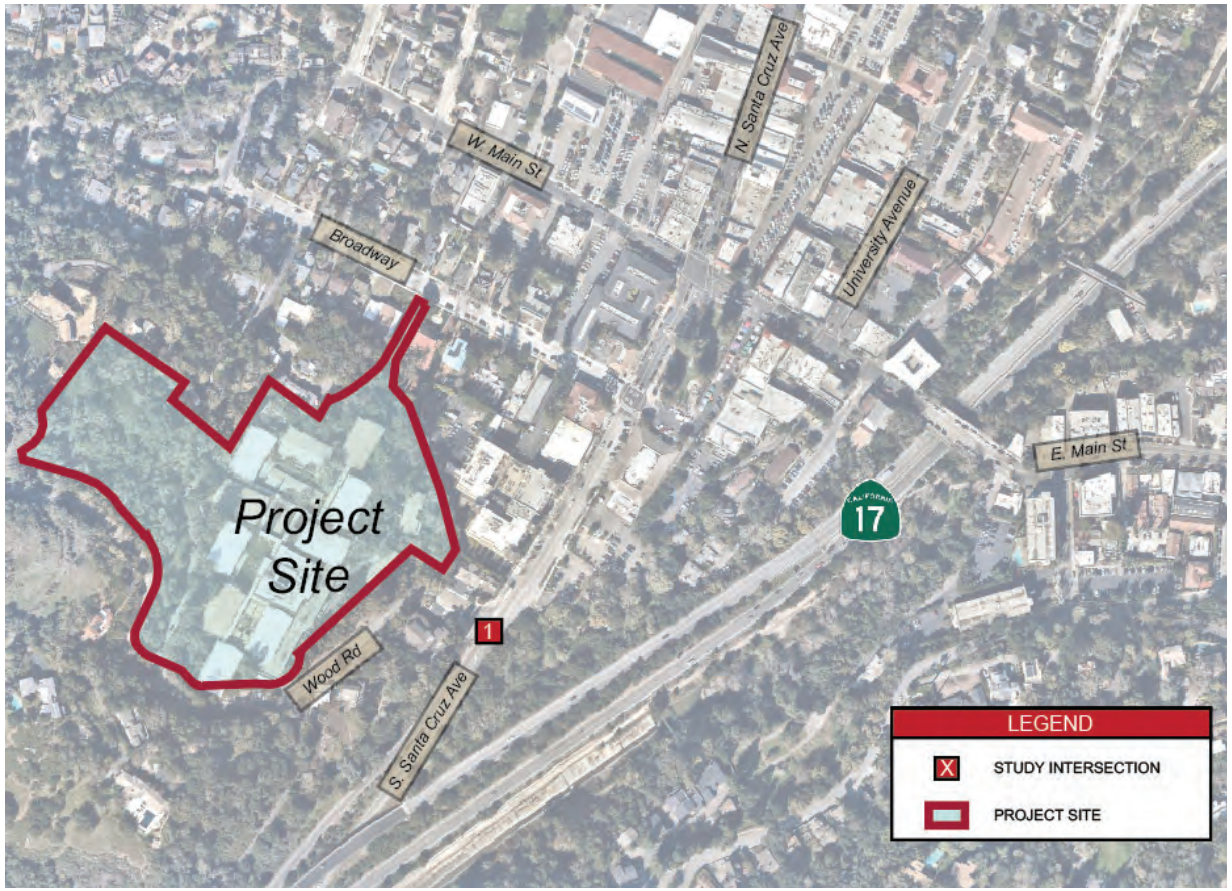
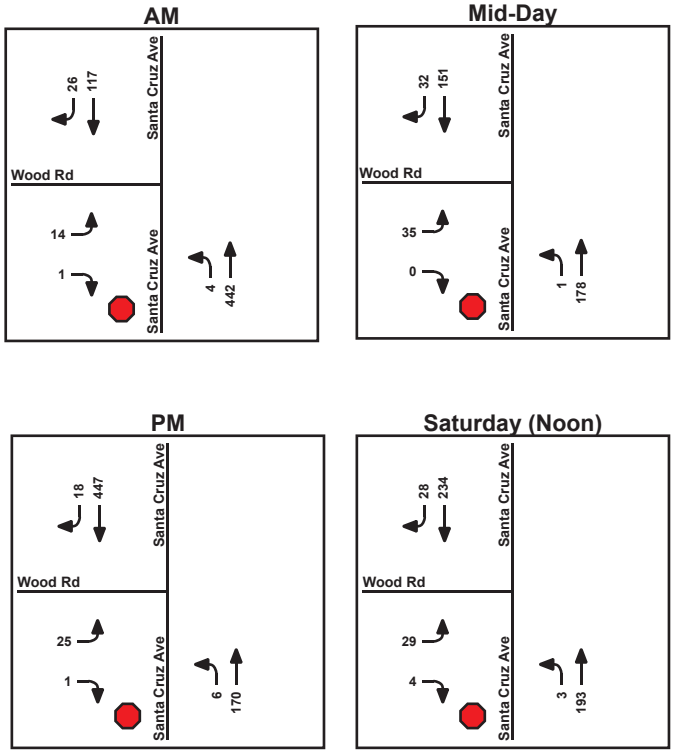
Figure 4

Trip Distribution



Peak Hour Traffic Volumes



Existing Plus Project Stop Control Level Of Service

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing (2018)							
					AM Peak		Midday		PM		Saturday	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Wood Rd & Santa Cruz Ave	D	Town	SSSC	-	0.4	-	1.0	-	0.6	-	0.8
	Worst Approach				B	14.1	B	11.7	B	14.3	B	11.9

1 Side Street Stop Control

Planned Roundabout Level Of Service

	Intersection	LOS Criteria	Jurisdiction	Control[1]	Existing + Project											
					AM Peak			Midday			PM			Saturday		
					LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
1	Wood Rd & Santa Cruz Ave	D	Town	RAB	A	5.2	0.352	A	3.7	0.145	A	5.3	0.364	A	4.1	0.204
	Worst Approach				A	5.8		A	3.9		A	5.9		A	4.3	

1 Roundabout

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Figure 6

Existing Plus Project Study Intersection

6. Traffic Analysis

Analysis of roadway intersections is based on the concept of level of service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Intersection delays and LOS for this study have been determined using methods defined in the Highway Capacity Manual 6 (HCM). **Table 4** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections. LOS conditions have been analyzed for the existing stop control and a potential roundabout.

Table 4 – Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	Less than 10	less than 10
B	Stable traffic. Traffic flows smoothly with few delays.	less than or equal to 10 to 20	less than or equal to 10 to 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	less than or equal to 20 to 35	less than or equal to 15 to 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	less than or equal to 35 to 55	less than or equal to 25 to 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	less than or equal to 55 to 80	less than or equal to 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	greater than or equal to 80	greater than or equal to 50
Sources: Transportation Research Board, *Highway Capacity Manual 6*, National Research Council.			

According to the Town of Los Gatos General Plan 2020 Transportation Element (TR-5), “LOS D is an acceptable level of traffic operation at intersections in Los Gatos.”

For the existing side street stop control intersection, Synchro traffic analysis software version 10 was used. The Town plans to install a roundabout at the intersection of Santa Cruz Avenue and Wood Road. To address the future condition of a roundabout at this intersection, an analysis was

also conducted for roundabout control using Sidra version 8. The analysis has been conducted for the weekday AM, Midday, PM, and weekend Midday peak hours.

Roundabouts: An Information Guide (June 2000) by the Federal Highway Administration (FHWA) was used for additional roundabout guidance. In this guide, the FHWA states that for acceptable roundabout operation, it is advised that the critical volume-to-capacity (V/C) ratio not exceed 0.85 on any leg of a roundabout. A V/C over 0.85 is considered overcapacity and a LOS F. Therefore, all roundabouts must operate at a volume to capacity ratio of 0.85 or better for any leg regardless of intersection LOS.

6.1 Stop Control Analysis

Existing Conditions

Existing Conditions traffic operations were evaluated using existing lane geometry, traffic control, and peak hour traffic volumes at Wood Road and Santa Cruz Avenue, a side street stop controlled (SSSC) intersection. Peak hour traffic was collected by National Data & Surveying Services (NDS) on Thursday May 10, 2018 from 7am-9am, 12pm-2pm, and 4pm-6pm as well as Saturday May 12, 2018 from 10am-3pm. **Table 5** illustrates the LOS and delay under Existing Conditions.

The existing intersection was determined to result in an acceptable LOS B in the AM peak hour period (14.1 second delay), Midday peak hour period (11.6 second delay), PM peak hour period (14.3 second delay), and Saturday Midday period (11.7 second delay).

Table 5 – Existing Conditions Level of Service (Side Street Stop Control)

Intersection		LOS Criteria	Jurisdiction	Control[1]	Existing (2018)							
					AM Peak		Midday		PM		Saturday	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Wood Rd & Santa Cruz Ave	D	Town	SSSC	-	0.4	-	0.8	-	0.7	-	0.6
	Worst Approach				B	14.1	B	11.6	B	14.3	B	11.7

Notes

1 Side Street Stop Control

Existing Plus Project Conditions

Existing Plus Project Conditions traffic operations were evaluated using existing lane geometry, traffic control, and the rerouted Project volumes.

Table 6 illustrates the LOS and delay under Existing Plus Project Conditions.

The SSSC intersection was determined to be an acceptable LOS B in the AM peak hour period (14.1 second delay), Midday peak hour period (11.7 second delay), PM peak hour period (14.3 second delay), and Saturday Midday period (11.9 second delay).

Table 6 – Existing Plus Project Level of Service (Side Street Stop Control)

Intersection		LOS Criteria	Jurisdiction	Control[1]	Existing (2018)							
					AM Peak		Midday		PM		Saturday	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Wood Rd & Santa Cruz Ave	D	Town	SSSC	-	0.4	-	1.0	-	0.6	-	0.8
	Worst Approach				B	14.1	B	11.7	B	14.3	B	11.9

Notes

1 Side Street Stop Control

6.2 Roundabout Analysis

Existing

Roundabout control was evaluated assuming one lane approaches, and peak hour traffic volumes. The analysis is based on the preferred roundabout design as shown in Downtown Gateway Project Final Report dated April 23, 2004.

Peak hour traffic was collected by National Data & Surveying Services (NDS) on Thursday May 10, 2018 from 7am-9am, 12pm-2pm, and 4pm-6pm as well as Saturday May 12, 2018 from 10am-3pm.

Table 5 illustrates the LOS and delay under Existing Conditions for the proposed roundabout.

The existing intersection was determined to result in an acceptable LOS A in the AM peak hour period (V/C = 0.367), Midday peak hour period (V/C = 0.150), PM peak hour period (V/C = 0.379), and Saturday Midday period (V/C = 0.214).

Table 5 - Existing Conditions Level of Service (Roundabout)

Intersection		LOS Criteria	Jurisdiction	Control[1]	Existing + Project											
					AM Peak			Midday			PM			Saturday		
					LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
1	Wood Rd & Santa Cruz Ave	D	Town	RAB	A	5.5	0.367	A	3.9	0.150	A	5.6	0.379	A	4.3	0.214
	Worst Approach				A	6.1		A	4.0		A	6.2		A	4.5	

Notes

1 Roundabout

Existing Plus Project

Existing Plus Project Conditions traffic operations were evaluated for a roundabout based on the proposed roundabout design as shown in the Downtown Gateway Project Final Report, dated April 23, 2004, and the rerouted Project volumes. **Table 6** illustrates the LOS and delay under Existing Plus Project Conditions. The intersection was determined to be an acceptable LOS A in the AM peak hour period (V/C = 0.352), Midday peak hour period (V/C = 0.145), PM peak hour period (V/C = 0.364), and Saturday Midday period (V/C = 0.204).

Table 6 – Existing Plus Project Conditions Level of Service (Roundabout)

Intersection		LOS Criteria	Jurisdiction	Control[1]	Existing + Project											
					AM Peak			Midday			PM			Saturday		
					LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
1	Wood Rd & Santa Cruz Ave	D	Town	RAB	A	5.2	0.352	A	3.7	0.145	A	5.3	0.364	A	4.1	0.204
	Worst Approach				A	5.8		A	3.9		A	5.9		A	4.3	

Notes

1 RAB - Roundabout

7. Pedestrian Mobility

The Wood Road and Santa Cruz Avenue intersection provides a marked crossing for pedestrians on the west leg. Sidewalks exist along Wood Road, Santa Cruz Avenue, and Broadway; however, on Wood Road the sidewalk ends about 150 feet before the Los Gatos Meadows driveway and pedestrians have to cross Wood Road to access the driveway. A steep slope exists on Wood Road which results in non-ADA compliant sidewalk access. Subsequently, electrical autonomous vehicles (devpods) will be provided to residents to enhance pedestrian connectivity and mobility to/from the Los Gatos Meadows site.

Pedestrian count data was collected by NDS at the intersection of Wood Road and Santa Cruz Avenue. During the weekday, a total of 14 pedestrians were counted. During the weekend, a total of one pedestrian was counted.

8. Bicycle Mobility

Bicycle facilities do not currently exist in the Project vicinity and biking may be difficult up Wood Road due to the steep slope. The closest bicycle facility is the Los Gatos Creek Trail which can be accessed from Lundy Lane, 0.4 miles from the Project site.

Bicycle counts were collected by NDS at the intersection of Wood Road and Santa Cruz Avenue. During the weekday, a total of 7 bicycles were counted. During the weekend, a total of zero bicycles were counted.

The Project does not propose to install any new bicycle facilities; however, bicycle access to the site would be available on Wood Road and the Broadway driveway.

9. Vehicle Miles Traveled (VMT)

The Project is a proposed rebuild involving the redevelopment of the 10.84-acre site. OPR guidance requires an analysis of the net effect of VMT.

As part of the Project, Covia has included an autonomous vehicle alternative transportation solution as the means by which to enhance connectivity and mobility between Los Gatos Meadows and access to Broadway, thus enabling both safe and convenient access for residents to connect to Downtown Los Gatos. The devpod is anticipated to have a capacity of 4 seats. It is anticipated that a minimum of 10% of the senior adult housing trips would be conducted using the autonomous vehicles. This results in a reduction of approximately 67 Daily trips for the Project

and an overall net reduction in daily trip generation compared to the existing project. **Table 3** indicates this calculation.

This is likely a conservative estimate, as it is anticipated that far more than 10% of localized trips to the downtown could be reduced by facilitating a practical, safe and viable connection to Downtown Los Gatos services and amenities for resident seniors. As such, the reduction in daily trip generation by a minimum of 67 will result in a net decrease in VMT with the addition of the Project.

The Project will have no significant transportation impact based on the VMT criteria from OPR.

10. Parking

10.1 Standard Parking Requirements

Pursuant to the Town Code, the City has determined that the Project site requires one parking space per 2.5 beds for the proposed use. This results in 77 required spaces.

Per the Los Gatos Meadows Planning Submittal (October 13, 2020), 77 standard parking spaces have been provided and an additional 152 tandem parking spaces have also been provided.

The site is anticipated to have a total of 229 parking spaces and the site will provide enough parking spaces per City guidelines.

10.2 ADA Parking Requirements

The Project anticipates including 11 ADA spaces on site (9 vehicle spaces and 2 van spaces).

According to the *Americans with Disabilities Act (ADA) Compliance BRIEF: Restriping Parking Spaces* (December 2015), a site that includes 201 to 300 parking spaces requires 7 ADA parking stalls and 2 van spaces.

The Project site will provide enough parking spaces per ADA guidelines.

11. Conclusions

The proposed Project was evaluated to determine if potentially significant impacts would result at adjacent intersections from the redevelopment of the Project site.

The evaluation determined that the proposed Project would redirect trips to Wood Road and South Santa Cruz Avenue; however, there would be few net trips added to the roadway network. The net Project trips would approximately be -2 AM peak hour trips (-4 IN / 2 OUT), -3 Midday peak hour trips (-1 IN / -2 OUT), -4 PM peak hour trips (1 IN / -5 OUT), and -3 Saturday peak hour trips (-1 IN / -2 OUT).

The LOS at Wood Road and Santa Cruz Avenue would remain at an acceptable level of service of B. If a roundabout is installed, the intersection would operate at an acceptable level of service of A.

Based on the analyses conducted in this study, no significant impacts are anticipated to occur due to the proposed Project.

12. Appendix

1. Existing Counts

Prepared by National Data & Surveying Services

Santa Cruz Ave & Wood Rd

Peak Hour Turning Movement Count

ID: 18-08238-001
City: Los Gatos

Day: Thursday
Date: 05/10/2018

PEAK HOURS	COUNT PERIODS
AM: 07:30 AM - 08:30 AM	AM: 07:00 AM - 09:00 AM
NOON: 12:15 PM - 01:15 PM	NOON: 12:00 PM - 02:00 PM
PM: 04:00 PM - 05:00 PM	PM: 04:00 PM - 06:00 PM

Santa Cruz Ave – SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	29	113	0	4	457
NOON	33	146	0	5	210
PM	17	443	0	4	201
Lanes	0	1	0	0	

Wood Rd – EASTBOUND

	AM	NOON	PM	Lanes
Departing	34	33	19	
U-Turn	0	0	0	0
Left	11	27	27	0
Through	0	0	0	0.5
Right	1	0	1	0.5

Wood Rd – WESTBOUND

	PM	NOON	AM	Lanes
Right	0	0	0	0
Through	0	0	0	0
Left	0	0	0	0
U-Turn	0	0	0	0
Departing	0	0	0	

Santa Cruz Ave – NORTHBOUND

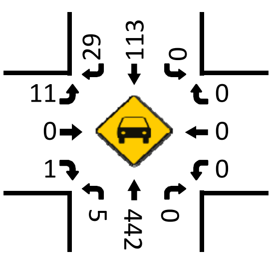
	Departing	U-Turn	Left	Through	Right
Lanes		0	1	1	0
PM	448	4	2	170	0
NOON	147	1	0	178	0
AM	114	0	5	442	0

CONTROL

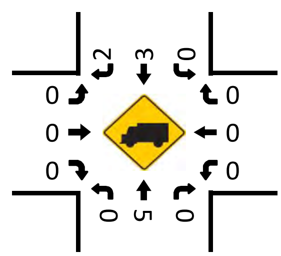
1-Way Stop(EB)

	AM	NOON	PM
TEV	605	390	668
PHF	0.81	0.83	0.94

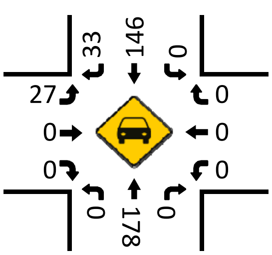
Total Vehicles (AM)



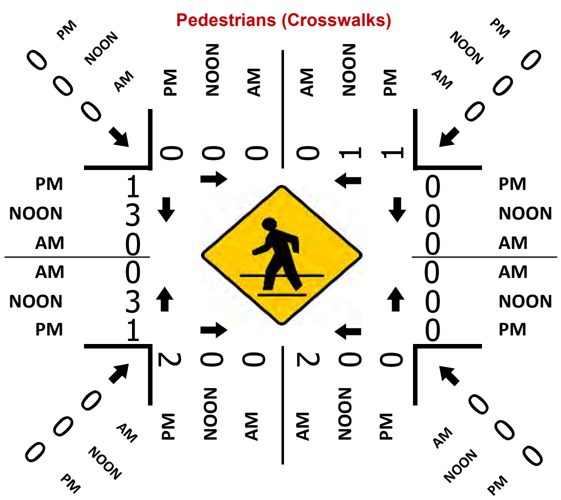
HT (AM)



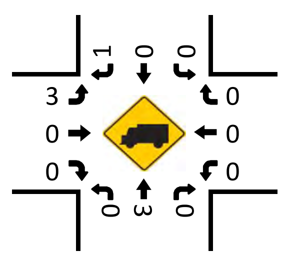
Total Vehicles (Noon)



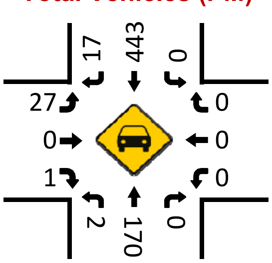
Pedestrians (Crosswalks)



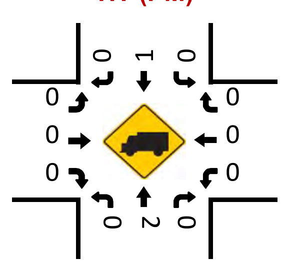
HT (NOON)



Total Vehicles (PM)



HT (PM)



Prepared by National Data & Surveying Services

Santa Cruz Ave & Wood Rd

Peak Hour Turning Movement Count

ID: 18-08238-001
City: Los Gatos

Day: Saturday
Date: 05/12/2018

PEAK HOURS	COUNT PERIODS
NONE	NONE
01:15 PM - 02:15 PM	10:00 AM - 03:00 PM
NONE	NONE

SOUTHBOUND (Santa Cruz Ave)

AM	0	0	0	0	0	AM
NOON	29	234	0	0	213	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Wood Rd)

AM	NOON	PM	
0	32	0	⇦
0	0	0	↶ 0
0	20	0	↱ 0
0	0	0	→ 0.5
0	3	0	↴ 0.5
AM	NOON	PM	

WESTBOUND (Wood Rd)

	PM	NOON	AM
0 ↰	0	0	0
0 ←	0	0	0
0 ↶	0	0	0
0 ↱	0	0	0
⇨	0	0	0
	PM	NOON	AM

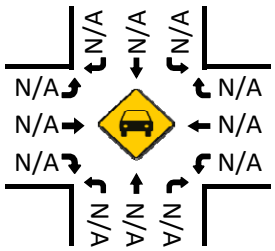
NORTHBOUND (Santa Cruz Ave)

PM	0	0	0	0	0	PM
NOON	237	0	3	193	0	NOON
AM	0	0	0	0	0	AM

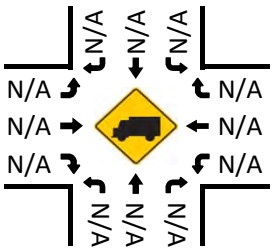
	0	1	0	0
	0	1	1	0

CONTROL			
1-Way Stop(EB)			
TEV	0	482	0
	AM	NOON	PM
PHF		0.91	

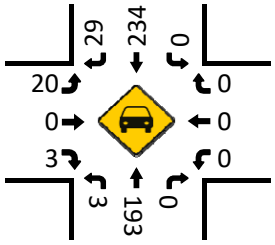
Total Vehicles (AM)



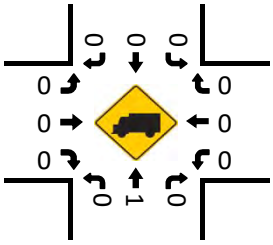
HT (AM)



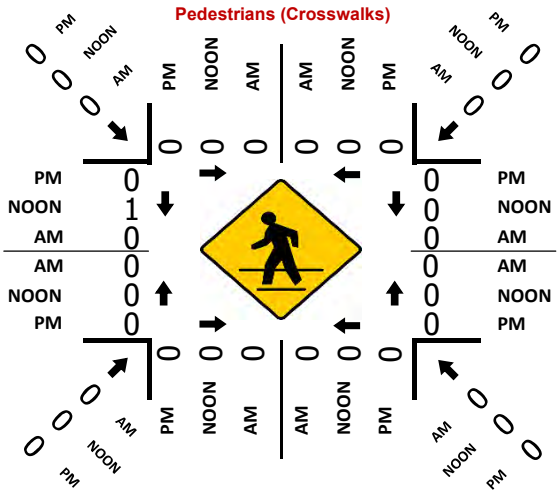
Total Vehicles (Noon)



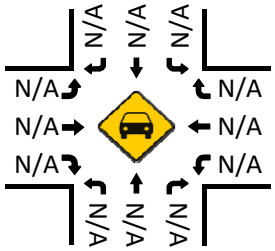
HT (NOON)



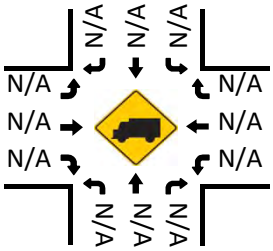
Pedestrians (Crosswalks)



Total Vehicles (PM)



HT (PM)



Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Tuesday
Date: 5/15/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	234	345	579

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			3		7		10	
00:15			0		0		0		12:15			1		3		4	
00:30			1		0		1		12:30			5		7		12	
00:45			0	1	3	3	3	4	12:45			5	14	5	22	10	36
01:00			1		1		2		13:00			4		2		6	
01:15			0		0		0		13:15			1		6		7	
01:30			1		0		1		13:30			4		8		12	
01:45			0	2	1	2	1	4	13:45			1	10	8	24	9	34
02:00			0		0		0		14:00			5		7		12	
02:15			0		0		0		14:15			3		6		9	
02:30			0		0		0		14:30			8		7		15	
02:45			0		0		0		14:45			3	19	7	27	10	46
03:00			0		0		0		15:00			4		8		12	
03:15			0		0		0		15:15			4		6		10	
03:30			0		0		0		15:30			4		8		12	
03:45			0		0		0		15:45			10	22	7	29	17	51
04:00			0		0		0		16:00			3		6		9	
04:15			0		0		0		16:15			3		6		9	
04:30			0		0		0		16:30			3		3		6	
04:45			0		0		0		16:45			7	16	3	18	10	34
05:00			1		3		4		17:00			3		7		10	
05:15			1		1		2		17:15			5		5		10	
05:30			1		1		2		17:30			4		4		8	
05:45			5	8	5	10	10	18	17:45			2	14	3	19	5	33
06:00			2		2		4		18:00			1		5		6	
06:15			2		6		8		18:15			0		3		3	
06:30			3		2		5		18:30			3		2		5	
06:45			6	13	8	18	14	31	18:45			3	7	4	14	7	21
07:00			5		6		11		19:00			2		4		6	
07:15			1		5		6		19:15			2		3		5	
07:30			1		4		5		19:30			4		0		4	
07:45			2	9	6	21	8	30	19:45			2	10	3	10	5	20
08:00			2		4		6		20:00			0		2		2	
08:15			1		4		5		20:15			4		1		5	
08:30			6		6		12		20:30			0		1		1	
08:45			3	12	8	22	11	34	20:45			3	7	5	9	8	16
09:00			4		8		12		21:00			2		2		4	
09:15			5		6		11		21:15			0		1		1	
09:30			9		5		14		21:30			1		1		2	
09:45			5	23	10	29	15	52	21:45			0	3	0	4	0	7
10:00			1		5		6		22:00			1		1		2	
10:15			4		6		10		22:15			1		1		2	
10:30			7		5		12		22:30			0		3		3	
10:45			3	15	5	21	8	36	22:45			2	4	4	9	6	13
11:00			5		5		10		23:00			1		4		5	
11:15			4		10		14		23:15			2		1		3	
11:30			7		6		13		23:30			1		1		2	
11:45			4	20	5	26	9	46	23:45			1	5	2	8	3	13
TOTALS				103		152		**255**	**TOTALS**				131		193		**324**
SPLIT %				40.4%		59.6%		**44.0%**	**SPLIT %**				40.4%		59.6%		**56.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	234	345	579

AM Peak Hour			09:00	09:00	**09:00**	**PM Peak Hour**			15:00	13:15	**15:00**
AM Pk Volume			23	29	**52**	**PM Pk Volume**			22	29	**51**
Pk Hr Factor			0.639	0.725	**0.867**	**Pk Hr Factor**			0.550	0.906	**0.750**
7 - 9 Volume	0	0	21	43	**64**	**4 - 6 Volume**	0	0	30	37	**67**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			16:45	16:15	**16:45**
7 - 9 Pk Volume	0	0	12	22	**34**	**4 - 6 Pk Volume**	0	0	19	19	**38**
Pk Hr Factor	0.000	0.000	0.500	0.688	**0.708**	**Pk Hr Factor**	0.000	0.000	0.679	0.679	**0.950**

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Wednesday
Date: 5/16/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	204	310	514

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			2		6		8	
00:15			0		0		0		12:15			1		6		7	
00:30			0		0		0		12:30			3		8		11	
00:45			1	1	1	1	2	2	12:45			2	8	4	24	6	32
01:00			0		0		0		13:00			4		2		6	
01:15			0		0		0		13:15			2		4		6	
01:30			0		0		0		13:30			2		6		8	
01:45			0		0		0		13:45			5	13	5	17	10	30
02:00			1		1		2		14:00			1		3		4	
02:15			0		0		0		14:15			1		8		9	
02:30			0		0		0		14:30			4		5		9	
02:45			0	1	0	1	0	2	14:45			1	7	8	24	9	31
03:00			0		0		0		15:00			1		9		10	
03:15			0		0		0		15:15			1		5		6	
03:30			0		0		0		15:30			1		1		2	
03:45			0		0		0		15:45			6	9	5	20	11	29
04:00			0		0		0		16:00			5		4		9	
04:15			0		0		0		16:15			1		6		7	
04:30			0		0		0		16:30			3		2		5	
04:45			0		1	1	1	1	16:45			3	12	4	16	7	28
05:00			1		3		4		17:00			6		2		8	
05:15			1		1		2		17:15			6		5		11	
05:30			3		3		6		17:30			6		2		8	
05:45			4	9	5	12	9	21	17:45			4	22	6	15	10	37
06:00			2		4		6		18:00			1		1		2	
06:15			3		4		7		18:15			2		3		5	
06:30			2		6		8		18:30			4		2		6	
06:45			10	17	7	21	17	38	18:45			1	8	3	9	4	17
07:00			2		5		7		19:00			3		4		7	
07:15			0		1		1		19:15			3		3		6	
07:30			2		1		3		19:30			2		3		5	
07:45			2	6	6	13	8	19	19:45			2	10	3	13	5	23
08:00			4		5		9		20:00			2		2		4	
08:15			1		8		9		20:15			1		1		2	
08:30			4		10		14		20:30			1		2		3	
08:45			1	10	8	31	9	41	20:45			0	4	5	10	5	14
09:00			2		7		9		21:00			2		2		4	
09:15			9		3		12		21:15			2		1		3	
09:30			1		2		3		21:30			1		2		3	
09:45			2	14	11	23	13	37	21:45			0	5	0	5	0	10
10:00			5		6		11		22:00			2		3		5	
10:15			6		6		12		22:15			1		0		1	
10:30			6		7		13		22:30			0		0		0	
10:45			5	22	3	22	8	44	22:45			1	4	3	6	4	10
11:00			3		6		9		23:00			0		5		5	
11:15			6		3		9		23:15			1		2		3	
11:30			5		5		10		23:30			1		2		3	
11:45			4	18	3	17	7	35	23:45			2	4	0	9	2	13
TOTALS				98		142		240	TOTALS				106		168		274
SPLIT %				40.8%		59.2%		46.7%	SPLIT %				38.7%		61.3%		53.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	204	310	514

AM Peak Hour			10:00	08:15	09:45	PM Peak Hour			17:00	14:15	14:15
AM Pk Volume			22	33	49	PM Pk Volume			22	30	37
Pk Hr Factor			0.917	0.825	0.942	Pk Hr Factor			0.917	0.833	0.925
7 - 9 Volume	0	0	16	44	60	4 - 6 Volume	0	0	34	31	65
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	11	31	41	4 - 6 Pk Volume	0	0	22	16	37
Pk Hr Factor	0.000	0.000	0.688	0.775	0.732	Pk Hr Factor	0.000	0.000	0.917	0.667	0.841

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Thursday
Date: 5/17/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	210	324	534

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		1		1		12:00			4		3		7	
00:15			0		1		1		12:15			4		7		11	
00:30			0		0		0		12:30			1		5		6	
00:45			0		1	3	1	3	12:45			1	10	5	20	6	30
01:00			0		0		0		13:00			2		3		5	
01:15			2		1		3		13:15			3		5		8	
01:30			1		1		2		13:30			4		9		13	
01:45			0	3	0	2	0	5	13:45			3	12	3	20	6	32
02:00			0		0		0		14:00			4		8		12	
02:15			0		1		1		14:15			4		10		14	
02:30			0		1		1		14:30			3		8		11	
02:45			0		0	2	0	2	14:45			3	14	4	30	7	44
03:00			0		0		0		15:00			3		8		11	
03:15			0		0		0		15:15			3		2		5	
03:30			0		0		0		15:30			3		5		8	
03:45			0		0		0		15:45			4	13	6	21	10	34
04:00			0		0		0		16:00			9		5		14	
04:15			0		0		0		16:15			1		8		9	
04:30			0		1		1		16:30			3		4		7	
04:45			0		0	1	0	1	16:45			2	15	6	23	8	38
05:00			0		0		0		17:00			12		3		15	
05:15			1		1		2		17:15			4		5		9	
05:30			3		2		5		17:30			3		4		7	
05:45			2	6	3	6	5	12	17:45			1	20	0	12	1	32
06:00			1		1		2		18:00			3		5		8	
06:15			1		4		5		18:15			3		4		7	
06:30			2		1		3		18:30			1		5		6	
06:45			3	7	5	11	8	18	18:45			4	11	3	17	7	28
07:00			1		3		4		19:00			4		5		9	
07:15			5		4		9		19:15			3		3		6	
07:30			3		5		8		19:30			3		6		9	
07:45			4	13	6	18	10	31	19:45			0	10	2	16	2	26
08:00			2		8		10		20:00			1		1		2	
08:15			3		3		6		20:15			2		4		6	
08:30			5		9		14		20:30			3		3		6	
08:45			3	13	11	31	14	44	20:45			1	7	0	8	1	15
09:00			1		8		9		21:00			2		2		4	
09:15			5		7		12		21:15			0		1		1	
09:30			2		1		3		21:30			2		2		4	
09:45			4	12	10	26	14	38	21:45			1	5	0	5	1	10
10:00			2		6		8		22:00			2		0		2	
10:15			4		8		12		22:15			1		0		1	
10:30			3		3		6		22:30			0		2		2	
10:45			3	12	6	23	9	35	22:45			1	4	3	5	4	9
11:00			6		6		12		23:00			1		2		3	
11:15			1		5		6		23:15			1		1		2	
11:30			6		2		8		23:30			2		5		7	
11:45			4	17	3	16	7	33	23:45			2	6	0	8	2	14
TOTALS				83		139		222	TOTALS				127		185		312
SPLIT %				37.4%		62.6%		41.6%	SPLIT %				40.7%		59.3%		58.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	210	324	534

AM Peak Hour			11:30	08:30	08:30	PM Peak Hour			16:30	13:30	13:30
AM Pk Volume			18	35	49	PM Pk Volume			21	30	45
Pk Hr Factor			0.750	0.795	0.875	Pk Hr Factor			0.438	0.750	0.804
7 - 9 Volume	0	0	26	49	75	4 - 6 Volume	0	0	35	35	70
7 - 9 Peak Hour			07:15	08:00	08:00	4 - 6 Peak Hour			16:30	16:00	16:15
7 - 9 Pk Volume	0	0	14	31	44	4 - 6 Pk Volume	0	0	21	23	39
Pk Hr Factor	0.000	0.000	0.700	0.705	0.786	Pk Hr Factor	0.000	0.000	0.438	0.719	0.650

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Friday
Date: 5/18/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	241	366	607

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			8		6		14	
00:15			2		1		3		12:15			6		4		10	
00:30			1		1		2		12:30			3		8		11	
00:45			0	3	0	2	0	5	12:45			5	22	5	23	10	45
01:00			0		0		0		13:00			3		8		11	
01:15			0		1		1		13:15			6		4		10	
01:30			0		0		0		13:30			1		3		4	
01:45			0		0	1	0	1	13:45			8	18	10	25	18	43
02:00			0		1		1		14:00			4		5		9	
02:15			0		0		0		14:15			1		9		10	
02:30			0		0		0		14:30			5		9		14	
02:45			0		1	2	1	2	14:45			5	15	8	31	13	46
03:00			0		0		0		15:00			8		6		14	
03:15			0		0		0		15:15			4		5		9	
03:30			0		0		0		15:30			3		5		8	
03:45			0		0		0		15:45			5	20	6	22	11	42
04:00			0		0		0		16:00			5		8		13	
04:15			0		0		0		16:15			2		11		13	
04:30			0		0		0		16:30			3		4		7	
04:45			1	1	1	1	2	2	16:45			8	18	3	26	11	44
05:00			0		1		1		17:00			4		4		8	
05:15			0		0		0		17:15			8		10		18	
05:30			2		5		7		17:30			6		8		14	
05:45			7	9	6	12	13	21	17:45			5	23	6	28	11	51
06:00			0		3		3		18:00			3		3		6	
06:15			0		2		2		18:15			1		3		4	
06:30			1		2		3		18:30			2		2		4	
06:45			8	9	10	17	18	26	18:45			1	7	1	9	2	16
07:00			2		3		5		19:00			4		1		5	
07:15			1		3		4		19:15			1		2		3	
07:30			4		5		9		19:30			0		1		1	
07:45			3	10	7	18	10	28	19:45			2	7	4	8	6	15
08:00			3		5		8		20:00			4		5		9	
08:15			4		8		12		20:15			2		1		3	
08:30			3		13		16		20:30			2		4		6	
08:45			0	10	2	28	2	38	20:45			5	13	6	16	11	29
09:00			4		6		10		21:00			2		0		2	
09:15			5		2		7		21:15			0		2		2	
09:30			4		6		10		21:30			3		3		6	
09:45			5	18	10	24	15	42	21:45			0	5	1	6	1	11
10:00			2		2		4		22:00			1		1		2	
10:15			1		7		8		22:15			2		0		2	
10:30			4		5		9		22:30			1		4		5	
10:45			2	9	7	21	9	30	22:45			2	6	6	11	8	17
11:00			0		6		6		23:00			1		3		4	
11:15			5		8		13		23:15			2		1		3	
11:30			2		6		8		23:30			2		4		6	
11:45			5	12	6	26	11	38	23:45			1	6	1	9	2	15
TOTALS				81		152		233	TOTALS				160		214		374
SPLIT %				34.8%		65.2%		38.4%	SPLIT %				42.8%		57.2%		61.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	241	366	607

AM Peak Hour			11:45	07:45	07:45	PM Peak Hour			16:45	13:45	13:45
AM Pk Volume			22	33	46	PM Pk Volume			26	33	51
Pk Hr Factor			0.688	0.635	0.719	Pk Hr Factor			0.813	0.825	0.708
7 - 9 Volume	0	0	20	46	66	4 - 6 Volume	0	0	41	54	95
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	14	33	46	4 - 6 Pk Volume	0	0	26	28	51
Pk Hr Factor	0.000	0.000	0.875	0.635	0.719	Pk Hr Factor	0.000	0.000	0.813	0.700	0.708

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Saturday
Date: 5/19/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	181	258	439

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			8		5		13	
00:15			2		2		4		12:15			4		1		5	
00:30			2		0		2		12:30			3		1		4	
00:45			0	4	1	3	1	7	12:45			4	19	4	11	8	30
01:00			0		0		0		13:00			3		4		7	
01:15			0		1		1		13:15			2		4		6	
01:30			1		0		1		13:30			4		6		10	
01:45			0	1	0	1	0	2	13:45			2	11	2	16	4	27
02:00			0		0		0		14:00			3		11		14	
02:15			0		0		0		14:15			4		4		8	
02:30			0		1		1		14:30			3		1		4	
02:45			0		0	1	0	1	14:45			3	13	5	21	8	34
03:00			0		0		0		15:00			4		8		12	
03:15			0		0		0		15:15			3		8		11	
03:30			0		2		2		15:30			3		5		8	
03:45			1	1	1	3	2	4	15:45			2	12	7	28	9	40
04:00			0		0		0		16:00			3		2		5	
04:15			0		0		0		16:15			1		0		1	
04:30			0		0		0		16:30			2		2		4	
04:45			0		0		0		16:45			2	8	0	4	2	12
05:00			0		2		2		17:00			1		0		1	
05:15			0		0		0		17:15			3		2		5	
05:30			1		1		2		17:30			1		6		7	
05:45			4	5	4	7	8	12	17:45			3	8	4	12	7	20
06:00			1		2		3		18:00			5		2		7	
06:15			2		4		6		18:15			5		5		10	
06:30			3		4		7		18:30			2		3		5	
06:45			6	12	7	17	13	29	18:45			1	13	2	12	3	25
07:00			3		5		8		19:00			3		1		4	
07:15			0		2		2		19:15			2		2		4	
07:30			4		1		5		19:30			1		2		3	
07:45			1	8	1	9	2	17	19:45			1	7	2	7	3	14
08:00			3		3		6		20:00			4		4		8	
08:15			2		2		4		20:15			4		2		6	
08:30			2		5		7		20:30			2		5		7	
08:45			0	7	3	13	3	20	20:45			2	12	5	16	7	28
09:00			1		4		5		21:00			4		3		7	
09:15			1		4		5		21:15			0		2		2	
09:30			4		5		9		21:30			0		0		0	
09:45			1	7	3	16	4	23	21:45			0	4	1	6	1	10
10:00			2		4		6		22:00			1		1		2	
10:15			2		2		4		22:15			1		2		3	
10:30			2		11		13		22:30			2		2		4	
10:45			1	7	5	22	6	29	22:45			2	6	4	9	6	15
11:00			1		0		1		23:00			0		4		4	
11:15			3		5		8		23:15			1		1		2	
11:30			3		5		8		23:30			2		3		5	
11:45			5	12	5	15	10	27	23:45			1	4	1	9	2	13
TOTALS				64		107		171	TOTALS				117		151		268
SPLIT %				37.4%		62.6%		39.0%	SPLIT %				43.7%		56.3%		61.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	181	258	439

AM Peak Hour			11:30	10:00	11:15	PM Peak Hour			12:00	15:00	15:00
AM Pk Volume			20	22	39	PM Pk Volume			19	28	40
Pk Hr Factor			0.625	0.500	0.750	Pk Hr Factor			0.594	0.875	0.833
7 - 9 Volume	0	0	15	22	37	4 - 6 Volume	0	0	16	16	32
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	10	13	20	4 - 6 Pk Volume	0	0	8	12	20
Pk Hr Factor	0.000	0.000	0.625	0.650	0.714	Pk Hr Factor	0.000	0.000	0.667	0.500	0.714

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Sunday
Date: 5/20/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	173	272	445

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			3		5		8	
00:15			0		0		0		12:15			1		4		5	
00:30			3		3		6		12:30			2		6		8	
00:45			3	6	3	6	6	12	12:45			1	7	4	19	5	26
01:00			1		2		3		13:00			1		8		9	
01:15			1		1		2		13:15			2		3		5	
01:30			1		0		1		13:30			5		3		8	
01:45			1	4	3	6	4	10	13:45			6	14	8	22	14	36
02:00			0		0		0		14:00			2		5		7	
02:15			0		0		0		14:15			3		7		10	
02:30			0		0		0		14:30			2		7		9	
02:45			0		1	1	1	1	14:45			2	9	12	31	14	40
03:00			0		0		0		15:00			5		5		10	
03:15			0		0		0		15:15			6		6		12	
03:30			0		0		0		15:30			1		3		4	
03:45			0		1	1	1	1	15:45			8	20	5	19	13	39
04:00			0		0		0		16:00			0		6		6	
04:15			0		0		0		16:15			0		4		4	
04:30			0		1		1		16:30			2		5		7	
04:45			0		1	2	1	2	16:45			4	6	5	20	9	26
05:00			0		0		0		17:00			4		2		6	
05:15			0		1		1		17:15			1		1		2	
05:30			2		2		4		17:30			3		2		5	
05:45			2	4	2	5	4	9	17:45			2	10	5	10	7	20
06:00			2		4		6		18:00			0		4		4	
06:15			1		2		3		18:15			1		1		2	
06:30			2		1		3		18:30			4		4		8	
06:45			4	9	5	12	9	21	18:45			1	6	2	11	3	17
07:00			1		5		6		19:00			1		3		4	
07:15			1		0		1		19:15			2		4		6	
07:30			4		0		4		19:30			2		2		4	
07:45			0	6	3	8	3	14	19:45			4	9	7	16	11	25
08:00			2		2		4		20:00			4		2		6	
08:15			1		1		2		20:15			2		6		8	
08:30			4		4		8		20:30			2		1		3	
08:45			3	10	4	11	7	21	20:45			1	9	1	10	2	19
09:00			1		4		5		21:00			1		0		1	
09:15			3		2		5		21:15			2		2		4	
09:30			4		2		6		21:30			1		0		1	
09:45			0	8	2	10	2	18	21:45			3	7	3	5	6	12
10:00			1		4		5		22:00			1		2		3	
10:15			2		2		4		22:15			0		2		2	
10:30			3		2		5		22:30			1		2		3	
10:45			4	10	2	10	6	20	22:45			2	4	4	10	6	14
11:00			3		9		12		23:00			1		1		2	
11:15			0		8		8		23:15			2		0		2	
11:30			3		4		7		23:30			1		2		3	
11:45			4	10	2	23	6	33	23:45			1	5	1	4	2	9
TOTALS				67		95		162	TOTALS				106		177		283
SPLIT %				41.4%		58.6%		36.4%	SPLIT %				37.5%		62.5%		63.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	173	272	445

AM Peak Hour			10:15	10:45	10:45	PM Peak Hour			15:00	14:00	14:30
AM Pk Volume			12	23	33	PM Pk Volume			20	31	45
Pk Hr Factor			0.750	0.639	0.688	Pk Hr Factor			0.625	0.646	0.804
7 - 9 Volume	0	0	16	19	35	4 - 6 Volume	0	0	16	30	46
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:45	16:00	16:00
7 - 9 Pk Volume	0	0	10	11	21	4 - 6 Pk Volume	0	0	12	20	26
Pk Hr Factor	0.000	0.000	0.625	0.688	0.656	Pk Hr Factor	0.000	0.000	0.750	0.833	0.722

Prepared by NDS/ATD

VOLUME

Wood Rd W/O Santa Cruz Ave

Day: Monday
Date: 5/21/2018

City: Los Gatos
Project #: CA18_8237_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	201	302	503

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			0		5		5	
00:15			0		0		0		12:15			1		8		9	
00:30			0		0		0		12:30			3		4		7	
00:45			3	3	1	1	4	4	12:45			5	9	6	23	11	32
01:00			1		1		2		13:00			2		0		2	
01:15			0		1		1		13:15			2		3		5	
01:30			0		0		0		13:30			4		4		8	
01:45			0	1	0	2	0	3	13:45			5	13	3	10	8	23
02:00			0		0		0		14:00			2		2		4	
02:15			0		0		0		14:15			2		8		10	
02:30			0		0		0		14:30			1		9		10	
02:45			0		0		0		14:45			3	8	6	25	9	33
03:00			0		0		0		15:00			5		4		9	
03:15			0		0		0		15:15			2		5		7	
03:30			0		0		0		15:30			3		6		9	
03:45			0		1	1	1	1	15:45			5	15	8	23	13	38
04:00			0		0		0		16:00			6		7		13	
04:15			0		0		0		16:15			2		7		9	
04:30			0		0		0		16:30			1		7		8	
04:45			1	1	1	1	2	2	16:45			5	14	5	26	10	40
05:00			0		1		1		17:00			3		5		8	
05:15			1		2		3		17:15			3		2		5	
05:30			2		2		4		17:30			3		6		9	
05:45			3	6	5	10	8	16	17:45			4	13	3	16	7	29
06:00			1		2		3		18:00			6		4		10	
06:15			1		4		5		18:15			0		4		4	
06:30			1		4		5		18:30			1		1		2	
06:45			10	13	11	21	21	34	18:45			2	9	2	11	4	20
07:00			3		6		9		19:00			1		2		3	
07:15			2		4		6		19:15			4		5		9	
07:30			3		4		7		19:30			1		1		2	
07:45			3	11	4	18	7	29	19:45			1	7	3	11	4	18
08:00			3		6		9		20:00			2		6		8	
08:15			1		6		7		20:15			4		1		5	
08:30			0		6		6		20:30			1		4		5	
08:45			6	10	6	24	12	34	20:45			2	9	1	12	3	21
09:00			6		3		9		21:00			0		3		3	
09:15			5		3		8		21:15			3		2		5	
09:30			2		8		10		21:30			0		0		0	
09:45			2	15	6	20	8	35	21:45			1	4	1	6	2	10
10:00			6		8		14		22:00			0		0		0	
10:15			5		2		7		22:15			0		3		3	
10:30			3		1		4		22:30			2		0		2	
10:45			8	22	4	15	12	37	22:45			0	2	3	6	3	8
11:00			1		2		3		23:00			0		2		2	
11:15			5		7		12		23:15			0		0		0	
11:30			2		5		7		23:30			0		0		0	
11:45			8	16	4	18	12	34	23:45			0		0	2	0	2
TOTALS				98		131		229	TOTALS				103		171		274
SPLIT %				42.8%		57.2%		45.5%	SPLIT %				37.6%		62.4%		54.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	201	302	503

AM Peak Hour			10:00	06:15	06:45	PM Peak Hour			15:15	15:45	15:30
AM Pk Volume			22	25	43	PM Pk Volume			16	29	44
Pk Hr Factor			0.688	0.568	0.512	Pk Hr Factor			0.667	0.906	0.846
7 - 9 Volume	0	0	21	42	63	4 - 6 Volume	0	0	27	42	69
7 - 9 Peak Hour			07:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	11	24	34	4 - 6 Pk Volume	0	0	14	26	40
Pk Hr Factor	0.000	0.000	0.917	1.000	0.708	Pk Hr Factor	0.000	0.000	0.583	0.929	0.769

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Tuesday
Date: 5/15/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,940	3,866	0	0	6,806

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		4						4		12:00	41		40						81	
00:15	4		1						5		12:15	37		38						75	
00:30	1		7						8		12:30	51		33						84	
00:45	3	8	3	15					6	23	12:45	46	175	40	151					86	326
01:00	2		4						6		13:00	39		43						82	
01:15	0		2						2		13:15	24		48						72	
01:30	0		0						0		13:30	37		40						77	
01:45	0	2	1	7					1	9	13:45	44	144	36	167					80	311
02:00	0		0						0		14:00	52		44						96	
02:15	1		0						1		14:15	42		74						116	
02:30	0		0						0		14:30	41		67						108	
02:45	1	2	0						1	2	14:45	32	167	60	245					92	412
03:00	0		0						0		15:00	49		76						125	
03:15	1		1						2		15:15	44		70						114	
03:30	1		1						2		15:30	36		111						147	
03:45	1	3	2	4					3	7	15:45	42	171	145	402					187	573
04:00	2		0						2		16:00	35		179						214	
04:15	1		0						1		16:15	30		204						234	
04:30	4		1						5		16:30	39		200						239	
04:45	0	7	0	1					0	8	16:45	35	139	169	752					204	891
05:00	8		9						17		17:00	25		184						209	
05:15	10		1						11		17:15	37		130						167	
05:30	15		4						19		17:30	36		101						137	
05:45	33	66	10	24					43	90	17:45	40	138	123	538					163	676
06:00	21		3						24		18:00	31		120						151	
06:15	36		12						48		18:15	24		123						147	
06:30	73		18						91		18:30	32		86						118	
06:45	64	194	17	50					81	244	18:45	38	125	56	385					94	510
07:00	95		15						110		19:00	30		76						106	
07:15	86		22						108		19:15	21		52						73	
07:30	100		30						130		19:30	26		45						71	
07:45	111	392	36	103					147	495	19:45	19	96	37	210					56	306
08:00	103		33						136		20:00	12		36						48	
08:15	66		25						91		20:15	21		36						57	
08:30	65		28						93		20:30	11		33						44	
08:45	64	298	26	112					90	410	20:45	20	64	33	138					53	202
09:00	68		28						96		21:00	10		45						55	
09:15	65		22						87		21:15	3		29						32	
09:30	72		26						98		21:30	12		24						36	
09:45	57	262	29	105					86	367	21:45	9	34	13	111					22	145
10:00	51		24						75		22:00	4		11						15	
10:15	60		29						89		22:15	10		12						22	
10:30	49		29						78		22:30	4		10						14	
10:45	42	202	39	121					81	323	22:45	3	21	20	53					23	74
11:00	57		36						93		23:00	7		6						13	
11:15	44		39						83		23:15	5		10						15	
11:30	62		46						108		23:30	2		3						5	
11:45	49	212	28	149					77	361	23:45	4	18	4	23					8	41
TOTALS		1648		691						2339	TOTALS		1292		3175						4467
SPLIT %		70.5%		29.5%						34.4%	SPLIT %		28.9%		71.1%						65.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,940	3,866	0	0	6,806

AM Peak Hour	07:15	10:45			07:15	PM Peak Hour	13:45	16:15			16:00
AM Pk Volume	400	160			521	PM Pk Volume	179	757			891
Pk Hr Factor	0.901	0.870			0.886	Pk Hr Factor	0.861	0.928			0.932
7 - 9 Volume	690	215	0	0	905	4 - 6 Volume	277	1290	0	0	1567
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	400	124	0	0	521	4 - 6 Pk Volume	139	757	0	0	891
Pk Hr Factor	0.901	0.861	0.000	0.000	0.886	Pk Hr Factor	0.891	0.928	0.000	0.000	0.932

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Wednesday
Date: 5/16/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,069	3,187	0	0	6,256

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		5						8		12:00	47		35						82	
00:15	2		1						3		12:15	45		45						90	
00:30	1		5						6		12:30	55		47						102	
00:45	2	8	3	14					5	22	12:45	48	195	36	163					84	358
01:00	2		0						2		13:00	44		35						79	
01:15	0		0						0		13:15	34		41						75	
01:30	0		1						1		13:30	39		54						93	
01:45	0	2	0	1					0	3	13:45	46	163	45	175					91	338
02:00	1		1						2		14:00	39		41						80	
02:15	0		2						2		14:15	35		65						100	
02:30	2		1						3		14:30	44		63						107	
02:45	3	6	0	4					3	10	14:45	48	166	57	226					105	392
03:00	1		0						1		15:00	39		74						113	
03:15	0		0						0		15:15	34		94						128	
03:30	0		1						1		15:30	48		67						115	
03:45	4	5	0	1					4	6	15:45	54	175	83	318					137	493
04:00	1		0						1		16:00	41		85						126	
04:15	5		2						7		16:15	36		120						156	
04:30	3		1						4		16:30	47		117						164	
04:45	0	9	3	6					3	15	16:45	42	166	113	435					155	601
05:00	6		3						9		17:00	46		99						145	
05:15	11		4						15		17:15	39		78						117	
05:30	16		8						24		17:30	35		88						123	
05:45	20	53	8	23					28	76	17:45	33	153	88	353					121	506
06:00	38		9						47		18:00	35		72						107	
06:15	47		11						58		18:15	34		81						115	
06:30	64		12						76		18:30	28		65						93	
06:45	75	224	10	42					85	266	18:45	24	121	61	279					85	400
07:00	77		22						99		19:00	34		55						89	
07:15	80		11						91		19:15	28		74						102	
07:30	128		24						152		19:30	18		39						57	
07:45	119	404	40	97					159	501	19:45	15	95	45	213					60	308
08:00	84		35						119		20:00	16		41						57	
08:15	75		35						110		20:15	17		34						51	
08:30	99		32						131		20:30	11		37						48	
08:45	69	327	38	140					107	467	20:45	22	66	33	145					55	211
09:00	66		35						101		21:00	5		33						38	
09:15	60		36						96		21:15	12		25						37	
09:30	54		23						77		21:30	10		24						34	
09:45	68	248	29	123					97	371	21:45	9	36	14	96					23	132
10:00	47		33						80		22:00	9		20						29	
10:15	45		26						71		22:15	7		16						23	
10:30	40		19						59		22:30	5		7						12	
10:45	49	181	19	97					68	278	22:45	7	28	15	58					22	86
11:00	46		39						85		23:00	8		14						22	
11:15	63		36						99		23:15	1		9						10	
11:30	52		37						89		23:30	4		7						11	
11:45	59	220	30	142					89	362	23:45	5	18	6	36					11	54
TOTALS		1687		690						**2377**	**TOTALS**		1382		2497						**3879**
SPLIT %		71.0%		29.0%						**38.0%**	**SPLIT %**		35.6%		64.4%						**62.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,069	3,187	0	0	6,256

AM Peak Hour	07:15	11:45			**07:30**	**PM Peak Hour**	12:00	16:15			**16:15**
AM Pk Volume	411	157			**540**	**PM Pk Volume**	195	449			**620**
Pk Hr Factor	0.803	0.835			**0.849**	**Pk Hr Factor**	0.886	0.935			**0.945**
7 - 9 Volume	731	237	0	0	**968**	**4 - 6 Volume**	319	788	0	0	**1107**
7 - 9 Peak Hour	07:15	07:45			**07:30**	**4 - 6 Peak Hour**	16:30	16:15			**16:15**
7 - 9 Pk Volume	411	142	0	0	**540**	**4 - 6 Pk Volume**	174	449	0	0	**620**
Pk Hr Factor	0.803	0.888	0.000	0.000	**0.849**	**Pk Hr Factor**	0.926	0.935	0.000	0.000	**0.945**

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Thursday
Date: 5/17/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,210	3,422	0	0	6,632

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	61		36						97	
00:15	2		4						6		12:15	49		57						106	
00:30	4		2						6		12:30	33		52						85	
00:45	1	7	2	8					3	15	12:45	33	176	41	186					74	362
01:00	2		2						4		13:00	43		34						77	
01:15	2		1						3		13:15	51		40						91	
01:30	2		1						3		13:30	40		50						90	
01:45	0	6	1	5					1	11	13:45	53	187	56	180					109	367
02:00	0		0						0		14:00	50		65						115	
02:15	0		2						2		14:15	48		73						121	
02:30	0		1						1		14:30	39		79						118	
02:45	1	1	0	3					1	4	14:45	48	185	63	280					111	465
03:00	0		0						0		15:00	48		76						124	
03:15	0		0						0		15:15	52		81						133	
03:30	1		0						1		15:30	38		94						132	
03:45	2	3	0						2	3	15:45	46	184	90	341					136	525
04:00	1		2						3		16:00	37		110						147	
04:15	2		2						4		16:15	47		115						162	
04:30	6		3						9		16:30	48		107						155	
04:45	7	16	2	9					9	25	16:45	43	175	104	436					147	611
05:00	3		0						3		17:00	44		108						152	
05:15	7		5						12		17:15	34		76						110	
05:30	16		5						21		17:30	44		82						126	
05:45	32	58	11	21					43	79	17:45	40	162	80	346					120	508
06:00	27		2						29		18:00	36		94						130	
06:15	58		6						64		18:15	43		108						151	
06:30	68		14						82		18:30	38		58						96	
06:45	61	214	19	41					80	255	18:45	25	142	65	325					90	467
07:00	87		14						101		19:00	31		50						81	
07:15	88		17						105		19:15	25		55						80	
07:30	112		24						136		19:30	25		69						94	
07:45	139	426	41	96					180	522	19:45	20	101	64	238					84	339
08:00	79		43						122		20:00	17		56						73	
08:15	53		36						89		20:15	25		46						71	
08:30	49		35						84		20:30	22		44						66	
08:45	75	256	35	149					110	405	20:45	24	88	24	170					48	258
09:00	67		19						86		21:00	17		41						58	
09:15	57		33						90		21:15	9		33						42	
09:30	54		22						76		21:30	16		25						41	
09:45	66	244	37	111					103	355	21:45	11	53	18	117					29	170
10:00	59		32						91		22:00	15		13						28	
10:15	60		36						96		22:15	10		11						21	
10:30	55		28						83		22:30	8		23						31	
10:45	57	231	27	123					84	354	22:45	6	39	17	64					23	103
11:00	57		38						95		23:00	9		11						20	
11:15	55		39						94		23:15	7		9						16	
11:30	52		21						73		23:30	8		11						19	
11:45	61	225	37	135					98	360	23:45	7	31	7	38					14	69
TOTALS		1687		701						2388	TOTALS		1523		2721						4244
SPLIT %		70.6%		29.4%						36.0%	SPLIT %		35.9%		64.1%						64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,210	3,422	0	0	6,632

AM Peak Hour	07:00	11:45			07:15	PM Peak Hour	13:15	16:00			16:15
AM Pk Volume	426	182			543	PM Pk Volume	194	436			616
Pk Hr Factor	0.766	0.798			0.754	Pk Hr Factor	0.915	0.948			0.951
7 - 9 Volume	682	245	0	0	927	4 - 6 Volume	337	782	0	0	1119
7 - 9 Peak Hour	07:00	07:45			07:15	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	426	155	0	0	543	4 - 6 Pk Volume	182	436	0	0	616
Pk Hr Factor	0.766	0.901	0.000	0.000	0.754	Pk Hr Factor	0.948	0.948	0.000	0.000	0.951

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Friday
Date: 5/18/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,140	3,573	0	0	6,713

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		5						7		12:00	40		50						90	
00:15	3		2						5		12:15	51		53						104	
00:30	2		6						8		12:30	41		48						89	
00:45	0	7	2	15					2	22	12:45	60	192	45	196					105	388
01:00	2		0						2		13:00	33		55						88	
01:15	2		4						6		13:15	48		52						100	
01:30	0		3						3		13:30	41		66						107	
01:45	1	5	3	10					4	15	13:45	59	181	55	228					114	409
02:00	3		1						4		14:00	50		71						121	
02:15	0		1						1		14:15	51		82						133	
02:30	0		0						0		14:30	47		92						139	
02:45	2	5	1	3					3	8	14:45	38	186	86	331					124	517
03:00	1		0						1		15:00	57		77						134	
03:15	1		0						1		15:15	48		92						140	
03:30	0		0						0		15:30	52		101						153	
03:45	3	5	0						3	5	15:45	52	209	122	392					174	601
04:00	0		2						2		16:00	40		111						151	
04:15	4		3						7		16:15	44		120						164	
04:30	5		1						6		16:30	48		104						152	
04:45	1	10	2	8					3	18	16:45	40	172	110	445					150	617
05:00	3		2						5		17:00	41		96						137	
05:15	12		2						14		17:15	41		101						142	
05:30	9		6						15		17:30	36		102						138	
05:45	22	46	11	21					33	67	17:45	41	159	74	373					115	532
06:00	29		6						35		18:00	34		80						114	
06:15	41		7						48		18:15	43		58						101	
06:30	38		11						49		18:30	30		61						91	
06:45	76	184	21	45					97	229	18:45	40	147	68	267					108	414
07:00	58		11						69		19:00	26		55						81	
07:15	80		16						96		19:15	29		47						76	
07:30	110		23						133		19:30	26		53						79	
07:45	100	348	41	91					141	439	19:45	28	109	35	190					63	299
08:00	86		33						119		20:00	28		51						79	
08:15	51		42						93		20:15	28		23						51	
08:30	61		31						92		20:30	24		34						58	
08:45	46	244	24	130					70	374	20:45	28	108	38	146					66	254
09:00	49		30						79		21:00	24		36						60	
09:15	57		22						79		21:15	22		37						59	
09:30	62		20						82		21:30	21		36						57	
09:45	55	223	34	106					89	329	21:45	21	88	30	139					51	227
10:00	58		29						87		22:00	18		30						48	
10:15	51		32						83		22:15	17		19						36	
10:30	44		34						78		22:30	13		20						33	
10:45	60	213	36	131					96	344	22:45	15	63	24	93					39	156
11:00	47		25						72		23:00	7		20						27	
11:15	57		38						95		23:15	13		16						29	
11:30	49		45						94		23:30	7		14						21	
11:45	50	203	43	151					93	354	23:45	6	33	12	62					18	95
TOTALS		1493		711						2204	TOTALS		1647		2862						4509
SPLIT %		67.7%		32.3%						32.8%	SPLIT %		36.5%		63.5%						67.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,140	3,573	0	0	6,713

AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	15:00	15:45			15:30
AM Pk Volume	376	194			489	PM Pk Volume	209	457			642
Pk Hr Factor	0.855	0.915			0.867	Pk Hr Factor	0.917	0.936			0.922
7 - 9 Volume	592	221	0	0	813	4 - 6 Volume	331	818	0	0	1149
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	376	147	0	0	489	4 - 6 Pk Volume	173	445	0	0	617
Pk Hr Factor	0.855	0.875	0.000	0.000	0.867	Pk Hr Factor	0.901	0.927	0.000	0.000	0.941

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Saturday
Date: 5/19/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,872	2,609	0	0	5,481

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		8						12		12:00	66		51						117	
00:15	4		5						9		12:15	30		61						91	
00:30	6		10						16		12:30	44		52						96	
00:45	4	18	5	28					9	46	12:45	45	185	49	213					94	398
01:00	0		6						6		13:00	55		47						102	
01:15	6		5						11		13:15	40		53						93	
01:30	1		0						1		13:30	50		60						110	
01:45	5	12	1	12					6	24	13:45	50	195	49	209					99	404
02:00	4		7						11		14:00	69		56						125	
02:15	1		3						4		14:15	39		57						96	
02:30	1		6						7		14:30	52		44						96	
02:45	1	7	2	18					3	25	14:45	51	211	53	210					104	421
03:00	0		0						0		15:00	64		54						118	
03:15	1		1						2		15:15	56		49						105	
03:30	1		3						4		15:30	47		58						105	
03:45	3	5	1	5					4	10	15:45	44	211	49	210					93	421
04:00	2		0						2		16:00	60		46						106	
04:15	0		0						0		16:15	46		41						87	
04:30	1		2						3		16:30	53		48						101	
04:45	3	6	0	2					3	8	16:45	41	200	44	179					85	379
05:00	1		5						6		17:00	55		43						98	
05:15	4		1						5		17:15	56		29						85	
05:30	7		3						10		17:30	59		46						105	
05:45	6	18	9	18					15	36	17:45	55	225	27	145					82	370
06:00	9		4						13		18:00	54		32						86	
06:15	12		10						22		18:15	61		54						115	
06:30	12		17						29		18:30	60		46						106	
06:45	20	53	17	48					37	101	18:45	30	205	39	171					69	376
07:00	26		16						42		19:00	45		30						75	
07:15	8		7						15		19:15	42		31						73	
07:30	24		31						55		19:30	26		25						51	
07:45	25	83	20	74					45	157	19:45	44	157	37	123					81	280
08:00	35		20						55		20:00	35		35						70	
08:15	37		23						60		20:15	33		23						56	
08:30	37		24						61		20:30	22		30						52	
08:45	47	156	23	90					70	246	20:45	35	125	36	124					71	249
09:00	46		31						77		21:00	35		27						62	
09:15	53		30						83		21:15	21		28						49	
09:30	45		30						75		21:30	25		26						51	
09:45	45	189	31	122					76	311	21:45	16	97	25	106					41	203
10:00	39		31						70		22:00	21		22						43	
10:15	42		34						76		22:15	19		25						44	
10:30	38		54						92		22:30	21		13						34	
10:45	40	159	54	173					94	332	22:45	12	73	26	86					38	159
11:00	56		53						109		23:00	13		19						32	
11:15	50		41						91		23:15	19		16						35	
11:30	53		49						102		23:30	14		19						33	
11:45	63	222	34	177					97	399	23:45	14	60	12	66					26	126
TOTALS		928		767						1695	TOTALS		1944		1842						3786
SPLIT %		54.7%		45.3%						30.9%	SPLIT %		51.3%		48.7%						69.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,872	2,609	0	0	5,481

AM Peak Hour	11:15	10:30			11:15	PM Peak Hour	17:45	13:30			14:45
AM Pk Volume	232	202			407	PM Pk Volume	230	222			432
Pk Hr Factor	0.879	0.935			0.870	Pk Hr Factor	0.943	0.925			0.915
7 - 9 Volume	239	164	0	0	403	4 - 6 Volume	425	324	0	0	749
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	17:00	16:00			16:00
7 - 9 Pk Volume	156	94	0	0	246	4 - 6 Pk Volume	225	179	0	0	379
Pk Hr Factor	0.830	0.758	0.000	0.000	0.879	Pk Hr Factor	0.953	0.932	0.000	0.000	0.894

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Sunday
Date: 5/20/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	3,275	2,972	0	0	6,247

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		11						18		12:00	53		53						106	
00:15	6		12						18		12:15	59		37						96	
00:30	6		12						18		12:30	47		50						97	
00:45	7	26	13	48					20	74	12:45	46	205	37	177					83	382
01:00	3		10						13		13:00	64		48						112	
01:15	10		4						14		13:15	63		53						116	
01:30	10		3						13		13:30	50		63						113	
01:45	3	26	11	28					14	54	13:45	34	211	70	234					104	445
02:00	5		2						7		14:00	63		63						126	
02:15	6		2						8		14:15	49		69						118	
02:30	1		2						3		14:30	79		55						134	
02:45	0	12	4	10					4	22	14:45	88	279	46	233					134	512
03:00	1		1						2		15:00	73		31						104	
03:15	4		0						4		15:15	105		54						159	
03:30	4		2						6		15:30	100		48						148	
03:45	5	14	2	5					7	19	15:45	102	380	41	174					143	554
04:00	3		2						5		16:00	98		47						145	
04:15	1		0						1		16:15	76		48						124	
04:30	0		1						1		16:30	91		42						133	
04:45	3	7	3	6					6	13	16:45	89	354	35	172					124	526
05:00	3		1						4		17:00	90		50						140	
05:15	4		4						8		17:15	85		38						123	
05:30	5		5						10		17:30	83		50						133	
05:45	2	14	6	16					8	30	17:45	94	352	30	168					124	520
06:00	2		7						9		18:00	66		46						112	
06:15	4		7						11		18:15	83		23						106	
06:30	5		11						16		18:30	69		28						97	
06:45	19	30	9	34					28	64	18:45	63	281	30	127					93	408
07:00	11		18						29		19:00	50		27						77	
07:15	18		13						31		19:15	41		28						69	
07:30	25		10						35		19:30	29		25						54	
07:45	21	75	14	55					35	130	19:45	19	139	32	112					51	251
08:00	26		18						44		20:00	32		23						55	
08:15	21		21						42		20:15	19		65						84	
08:30	33		18						51		20:30	24		121						145	
08:45	31	111	27	84					58	195	20:45	16	91	126	335					142	426
09:00	35		30						65		21:00	5		120						125	
09:15	33		21						54		21:15	16		127						143	
09:30	42		27						69		21:30	20		118						138	
09:45	47	157	32	110					79	267	21:45	9	50	90	455					99	505
10:00	46		32						78		22:00	17		57						74	
10:15	40		25						65		22:15	5		22						27	
10:30	45		25						70		22:30	7		14						21	
10:45	53	184	32	114					85	298	22:45	5	34	9	102					14	136
11:00	52		55						107		23:00	3		3						6	
11:15	45		37						82		23:15	12		3						15	
11:30	61		34						95		23:30	3		4						7	
11:45	65	223	31	157					96	380	23:45	2	20	6	16					8	36
TOTALS		879		667						1546	TOTALS		2396		2305						4701
SPLIT %		56.9%		43.1%						24.7%	SPLIT %		51.0%		49.0%						75.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,275	2,972	0	0	6,247

AM Peak Hour	11:30	11:45			11:45	PM Peak Hour	15:15	20:30			15:15
AM Pk Volume	238	171			395	PM Pk Volume	405	494			595
Pk Hr Factor	0.915	0.807			0.932	Pk Hr Factor	0.964	0.972			0.936
7 - 9 Volume	186	139	0	0	325	4 - 6 Volume	706	340	0	0	1046
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:15			16:00
7 - 9 Pk Volume	111	84	0	0	195	4 - 6 Pk Volume	355	175	0	0	526
Pk Hr Factor	0.841	0.778	0.000	0.000	0.841	Pk Hr Factor	0.975	0.875	0.000	0.000	0.907

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave N/O Wood Rd

Day: Monday
Date: 5/21/2018

City: Los Gatos
Project #: CA18_8237_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,895	2,928	0	0	5,823

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		4						5		12:00	37		40						77	
00:15	2		3						5		12:15	38		45						83	
00:30	2		2						4		12:30	41		38						79	
00:45	2	7	3	12					5	19	12:45	55	171	50	173					105	344
01:00	1		3						4		13:00	40		36						76	
01:15	0		8						8		13:15	44		43						87	
01:30	1		0						1		13:30	50		41						91	
01:45	0	2	0	11					0	13	13:45	51	185	37	157					88	342
02:00	0		1						1		14:00	54		46						100	
02:15	0		0						0		14:15	37		71						108	
02:30	0		1						1		14:30	54		88						142	
02:45	1	1	0	2					1	3	14:45	58	203	46	251					104	454
03:00	2		0						2		15:00	54		63						117	
03:15	1		0						1		15:15	42		82						124	
03:30	1		1						2		15:30	49		75						124	
03:45	2	6	1	2					3	8	15:45	39	184	82	302					121	486
04:00	1		3						4		16:00	48		81						129	
04:15	1		2						3		16:15	37		98						135	
04:30	3		0						3		16:30	38		91						129	
04:45	5	10	0	5					5	15	16:45	57	180	103	373					160	553
05:00	7		2						9		17:00	46		82						128	
05:15	9		4						13		17:15	39		82						121	
05:30	19		5						24		17:30	33		75						108	
05:45	27	62	6	17					33	79	17:45	38	156	83	322					121	478
06:00	33		3						36		18:00	41		79						120	
06:15	39		9						48		18:15	27		63						90	
06:30	53		10						63		18:30	24		57						81	
06:45	80	205	17	39					97	244	18:45	29	121	58	257					87	378
07:00	70		19						89		19:00	20		50						70	
07:15	66		15						81		19:15	19		61						80	
07:30	110		17						127		19:30	11		33						44	
07:45	127	373	26	77					153	450	19:45	14	64	39	183					53	247
08:00	96		40						136		20:00	20		52						72	
08:15	50		39						89		20:15	16		31						47	
08:30	65		32						97		20:30	15		30						45	
08:45	59	270	28	139					87	409	20:45	9	60	30	143					39	203
09:00	60		15						75		21:00	9		25						34	
09:15	60		19						79		21:15	15		25						40	
09:30	48		30						78		21:30	5		23						28	
09:45	51	219	27	91					78	310	21:45	6	35	25	98					31	133
10:00	48		29						77		22:00	15		8						23	
10:15	48		21						69		22:15	8		11						19	
10:30	45		25						70		22:30	5		9						14	
10:45	36	177	29	104					65	281	22:45	2	30	7	35					9	65
11:00	33		22						55		23:00	4		4						8	
11:15	40		29						69		23:15	1		5						6	
11:30	46		36						82		23:30	3		7						10	
11:45	45	164	30	117					75	281	23:45	2	10	2	18					4	28
TOTALS		1496		616						2112	TOTALS		1399		2312						3711
SPLIT %		70.8%		29.2%						36.3%	SPLIT %		37.7%		62.3%						63.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,895	2,928	0	0	5,823

AM Peak Hour	07:15	11:45			07:30	PM Peak Hour	14:30	16:15			16:00
AM Pk Volume	399	153			505	PM Pk Volume	208	374			553
Pk Hr Factor	0.785	0.850			0.825	Pk Hr Factor	0.897	0.908			0.864
7 - 9 Volume	643	216	0	0	859	4 - 6 Volume	336	695	0	0	1031
7 - 9 Peak Hour	07:15	08:00			07:30	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	399	139	0	0	505	4 - 6 Pk Volume	180	374	0	0	553
Pk Hr Factor	0.785	0.869	0.000	0.000	0.825	Pk Hr Factor	0.789	0.908	0.000	0.000	0.864

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Tuesday
Date: 5/15/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,725	3,282	0	0	6,007

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		2						2		12:00	35		35						70	
00:15	3		1						4		12:15	34		28						62	
00:30	1		5						6		12:30	50		21						71	
00:45	2	6	0	8					2	14	12:45	42	161	28	112					70	273
01:00	2		4						6		13:00	38		37						75	
01:15	0		1						1		13:15	20		39						59	
01:30	0		1						1		13:30	27		32						59	
01:45	0	2	0	6					0	8	13:45	41	126	30	138					71	264
02:00	0		0						0		14:00	40		32						72	
02:15	0		0						0		14:15	42		68						110	
02:30	1		0						1		14:30	33		59						92	
02:45	1	2	1	1					2	3	14:45	36	151	51	210					87	361
03:00	0		0						0		15:00	45		63						108	
03:15	1		1						2		15:15	41		65						106	
03:30	1		1						2		15:30	30		99						129	
03:45	1	3	2	4					3	7	15:45	38	154	135	362					173	516
04:00	2		0						2		16:00	31		175						206	
04:15	1		0						1		16:15	21		197						218	
04:30	4		1						5		16:30	29		192						221	
04:45	2	9	0	1					2	10	16:45	27	108	159	723					186	831
05:00	5		3						8		17:00	20		173						193	
05:15	10		1						11		17:15	31		114						145	
05:30	14		1						15		17:30	29		102						131	
05:45	32	61	1	6					33	67	17:45	35	115	117	506					152	621
06:00	24		0						24		18:00	26		109						135	
06:15	38		5						43		18:15	28		113						141	
06:30	73		11						84		18:30	30		79						109	
06:45	66	201	4	20					70	221	18:45	27	111	56	357					83	468
07:00	95		8						103		19:00	22		61						83	
07:15	89		11						100		19:15	22		42						64	
07:30	107		21						128		19:30	17		41						58	
07:45	118	409	22	62					140	471	19:45	17	78	33	177					50	255
08:00	104		27						131		20:00	10		33						43	
08:15	67		12						79		20:15	16		34						50	
08:30	62		14						76		20:30	11		28						39	
08:45	73	306	15	68					88	374	20:45	14	51	25	120					39	171
09:00	62		16						78		21:00	7		36						43	
09:15	63		11						74		21:15	2		25						27	
09:30	64		20						84		21:30	11		20						31	
09:45	51	240	18	65					69	305	21:45	8	28	11	92					19	120
10:00	50		20						70		22:00	2		8						10	
10:15	58		16						74		22:15	6		11						17	
10:30	45		26						71		22:30	2		4						6	
10:45	40	193	30	92					70	285	22:45	0	10	9	32					9	42
11:00	52		29						81		23:00	4		3						7	
11:15	43		22						65		23:15	3		7						10	
11:30	53		35						88		23:30	2		3						5	
11:45	41	189	20	106					61	295	23:45	2	11	1	14					3	25
TOTALS		1621		439						2060	TOTALS		1104		2843						3947
SPLIT %		78.7%		21.3%						34.3%	SPLIT %		28.0%		72.0%						65.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,725	3,282	0	0	6,007

AM Peak Hour	07:15	11:30			07:15	PM Peak Hour	12:15	16:00			16:00
AM Pk Volume	418	118			499	PM Pk Volume	164	723			831
Pk Hr Factor	0.886	0.843			0.891	Pk Hr Factor	0.820	0.918			0.940
7 - 9 Volume	715	130	0	0	845	4 - 6 Volume	223	1229	0	0	1452
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	17:00	16:00			16:00
7 - 9 Pk Volume	418	82	0	0	499	4 - 6 Pk Volume	115	723	0	0	831
Pk Hr Factor	0.886	0.759	0.000	0.000	0.891	Pk Hr Factor	0.821	0.918	0.000	0.000	0.940

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Wednesday
Date: 5/16/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,898	2,656	0	0	5,554

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		5						7		12:00	43		25						68	
00:15	3		3						6		12:15	40		31						71	
00:30	1		3						4		12:30	45		34						79	
00:45	0	6	3	14					3	20	12:45	45	173	36	126					81	299
01:00	2		0						2		13:00	31		28						59	
01:15	0		1						1		13:15	32		34						66	
01:30	0		1						1		13:30	35		44						79	
01:45	0	2	0	2					0	4	13:45	42	140	38	144					80	284
02:00	1		0						1		14:00	31		37						68	
02:15	0		2						2		14:15	39		57						96	
02:30	1		0						1		14:30	36		57						93	
02:45	3	5	0	2					3	7	14:45	50	156	48	199					98	355
03:00	1		0						1		15:00	37		67						104	
03:15	0		0						0		15:15	33		88						121	
03:30	0		0						0		15:30	43		63						106	
03:45	4	5	0						4	5	15:45	45	158	80	298					125	456
04:00	1		0						1		16:00	37		80						117	
04:15	4		1						5		16:15	31		113						144	
04:30	3		1						4		16:30	40		110						150	
04:45	0	8	0	2					0	10	16:45	44	152	104	407					148	559
05:00	7		1						8		17:00	39		100						139	
05:15	11		1						12		17:15	36		82						118	
05:30	15		2						17		17:30	28		80						108	
05:45	20	53	1	5					21	58	17:45	26	129	78	340					104	469
06:00	38		3						41		18:00	36		70						106	
06:15	49		4						53		18:15	28		72						100	
06:30	70		4						74		18:30	23		55						78	
06:45	76	233	3	14					79	247	18:45	26	113	58	255					84	368
07:00	80		6						86		19:00	26		45						71	
07:15	94		7						101		19:15	25		68						93	
07:30	125		13						138		19:30	16		33						49	
07:45	126	425	32	58					158	483	19:45	11	78	37	183					48	261
08:00	85		23						108		20:00	17		37						54	
08:15	80		18						98		20:15	15		30						45	
08:30	116		15						131		20:30	6		27						33	
08:45	72	353	24	80					96	433	20:45	18	56	26	120					44	176
09:00	65		19						84		21:00	5		30						35	
09:15	51		29						80		21:15	6		20						26	
09:30	56		15						71		21:30	8		18						26	
09:45	71	243	18	81					89	324	21:45	7	26	13	81					20	107
10:00	42		20						62		22:00	6		17						23	
10:15	38		22						60		22:15	4		14						18	
10:30	38		14						52		22:30	4		4						8	
10:45	45	163	23	79					68	242	22:45	3	17	7	42					10	59
11:00	43		31						74		23:00	3		7						10	
11:15	56		24						80		23:15	1		7						8	
11:30	41		24						65		23:30	2		5						7	
11:45	56	196	20	99					76	295	23:45	2	8	6	25					8	33
TOTALS		1692		436						**2128**	**TOTALS**		1206		2220						**3426**
SPLIT %		79.5%		20.5%						**38.3%**	**SPLIT %**		35.2%		64.8%						**61.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,898	2,656	0	0	5,554

AM Peak Hour	07:15	11:45			**07:15**	**PM Peak Hour**	12:00	16:15			**16:15**
AM Pk Volume	430	110			**505**	**PM Pk Volume**	173	427			**581**
Pk Hr Factor	0.853	0.809			**0.799**	**Pk Hr Factor**	0.961	0.945			**0.968**
7 - 9 Volume	778	138	0	0	**916**	**4 - 6 Volume**	281	747	0	0	**1028**
7 - 9 Peak Hour	07:15	07:45			**07:15**	**4 - 6 Peak Hour**	16:30	16:15			**16:15**
7 - 9 Pk Volume	430	88	0	0	**505**	**4 - 6 Pk Volume**	159	427	0	0	**581**
Pk Hr Factor	0.853	0.688	0.000	0.000	**0.799**	**Pk Hr Factor**	0.903	0.945	0.000	0.000	**0.968**

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Thursday
Date: 5/17/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	3,016	2,830	0	0	5,846

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		0						3		12:00	53		31						84	
00:15	2		3						5		12:15	51		41						92	
00:30	4		3						7		12:30	30		43						73	
00:45	1	10	1	7					2	17	12:45	28	162	32	147					60	309
01:00	0		2						2		13:00	36		23						59	
01:15	0		0						0		13:15	45		33						78	
01:30	1		0						1		13:30	44		38						82	
01:45	0	1	1	3					1	4	13:45	46	171	49	143					95	314
02:00	0		0						0		14:00	41		54						95	
02:15	0		0						0		14:15	49		60						109	
02:30	0		0						0		14:30	31		66						97	
02:45	1	1	0						1	1	14:45	50	171	59	239					109	410
03:00	1		0						1		15:00	45		64						109	
03:15	0		0						0		15:15	48		76						124	
03:30	1		0						1		15:30	36		85						121	
03:45	2	4	0						2	4	15:45	44	173	89	314					133	487
04:00	1		1						2		16:00	28		104						132	
04:15	1		1						2		16:15	44		106						150	
04:30	6		1						7		16:30	41		102						143	
04:45	7	15	2	5					9	20	16:45	38	151	93	405					131	556
05:00	4		0						4		17:00	29		105						134	
05:15	8		2						10		17:15	27		65						92	
05:30	14		1						15		17:30	39		81						120	
05:45	33	59	1	4					34	63	17:45	41	136	77	328					118	464
06:00	28		1						29		18:00	35		89						124	
06:15	56		1						57		18:15	40		93						133	
06:30	70		5						75		18:30	34		50						84	
06:45	63	217	7	14					70	231	18:45	23	132	63	295					86	427
07:00	94		8						102		19:00	26		42						68	
07:15	95		13						108		19:15	23		48						71	
07:30	122		14						136		19:30	22		57						79	
07:45	144	455	32	67					176	522	19:45	20	91	53	200					73	291
08:00	79		28						107		20:00	14		52						66	
08:15	51		19						70		20:15	24		37						61	
08:30	45		16						61		20:30	13		36						49	
08:45	74	249	15	78					89	327	20:45	22	73	24	149					46	222
09:00	64		10						74		21:00	18		38						56	
09:15	57		24						81		21:15	7		30						37	
09:30	50		17						67		21:30	12		20						32	
09:45	59	230	21	72					80	302	21:45	6	43	16	104					22	147
10:00	55		22						77		22:00	12		11						23	
10:15	58		23						81		22:15	8		7						15	
10:30	49		22						71		22:30	6		16						22	
10:45	51	213	19	86					70	299	22:45	6	32	11	45					17	77
11:00	54		29						83		23:00	5		4						9	
11:15	54		23						77		23:15	5		9						14	
11:30	48		20						68		23:30	3		3						6	
11:45	53	209	31	103					84	312	23:45	5	18	6	22					11	40
TOTALS		1663		439						2102	TOTALS		1353		2391						3744
SPLIT %		79.1%		20.9%						36.0%	SPLIT %		36.1%		63.9%						64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,016	2,830	0	0	5,846

AM Peak Hour	07:00	11:45			07:15	PM Peak Hour	13:30	16:15			15:45
AM Pk Volume	455	146			527	PM Pk Volume	180	406			558
Pk Hr Factor	0.790	0.849			0.749	Pk Hr Factor	0.918	0.958			0.930
7 - 9 Volume	704	145	0	0	849	4 - 6 Volume	287	733	0	0	1020
7 - 9 Peak Hour	07:00	07:45			07:15	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	455	95	0	0	527	4 - 6 Pk Volume	152	406	0	0	558
Pk Hr Factor	0.790	0.742	0.000	0.000	0.749	Pk Hr Factor	0.864	0.958	0.000	0.000	0.930

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Friday
Date: 5/18/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,922	2,947	0	0	5,869

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		5						7		12:00	32		38						70	
00:15	2		0						2		12:15	40		39						79	
00:30	2		5						7		12:30	36		37						73	
00:45	0	6	2	12					2	18	12:45	47	155	33	147					80	302
01:00	2		0						2		13:00	33		43						76	
01:15	1		3						4		13:15	47		47						94	
01:30	0		2						2		13:30	34		53						87	
01:45	1	4	2	7					3	11	13:45	46	160	47	190					93	350
02:00	2		1						3		14:00	36		62						98	
02:15	0		1						1		14:15	46		75						121	
02:30	0		0						0		14:30	41		80						121	
02:45	2	4	0	2					2	6	14:45	41	164	73	290					114	454
03:00	1		0						1		15:00	51		73						124	
03:15	1		0						1		15:15	41		82						123	
03:30	0		0						0		15:30	48		92						140	
03:45	3	5	0						3	5	15:45	41	181	102	349					143	530
04:00	0		1						1		16:00	38		109						147	
04:15	4		2						6		16:15	35		110						145	
04:30	4		0						4		16:30	42		94						136	
04:45	3	11	3	6					6	17	16:45	37	152	107	420					144	572
05:00	3		0						3		17:00	42		92						134	
05:15	12		2						14		17:15	35		88						123	
05:30	8		1						9		17:30	31		90						121	
05:45	20	43	1	4					21	47	17:45	40	148	71	341					111	489
06:00	33		1						34		18:00	31		79						110	
06:15	44		3						47		18:15	42		53						95	
06:30	44		4						48		18:30	28		48						76	
06:45	71	192	2	10					73	202	18:45	35	136	52	232					87	368
07:00	63		9						72		19:00	19		49						68	
07:15	88		11						99		19:15	29		36						65	
07:30	112		13						125		19:30	24		47						71	
07:45	104	367	35	68					139	435	19:45	20	92	28	160					48	252
08:00	89		25						114		20:00	26		40						66	
08:15	51		27						78		20:15	26		14						40	
08:30	61		13						74		20:30	25		26						51	
08:45	47	248	14	79					61	327	20:45	22	99	27	107					49	206
09:00	50		21						71		21:00	20		27						47	
09:15	55		19						74		21:15	20		34						54	
09:30	59		16						75		21:30	17		28						45	
09:45	51	215	23	79					74	294	21:45	18	75	24	113					42	188
10:00	56		23						79		22:00	15		28						43	
10:15	45		16						61		22:15	16		15						31	
10:30	40		26						66		22:30	7		14						21	
10:45	58	199	30	95					88	294	22:45	14	52	13	70					27	122
11:00	45		17						62		23:00	4		18						22	
11:15	48		22						70		23:15	10		12						22	
11:30	49		37						86		23:30	5		12						17	
11:45	49	191	36	112					85	303	23:45	4	23	12	54					16	77
TOTALS		1485		474						**1959**	**TOTALS**		1437		2473						**3910**
SPLIT %		75.8%		24.2%						**33.4%**	**SPLIT %**		36.8%		63.2%						**66.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,922	2,947	0	0	5,869

AM Peak Hour	07:15	11:30			**07:15**	**PM Peak Hour**	14:45	16:00			**15:30**
AM Pk Volume	393	150			**477**	**PM Pk Volume**	181	420			**575**
Pk Hr Factor	0.877	0.962			**0.858**	**Pk Hr Factor**	0.887	0.955			**0.978**
7 - 9 Volume	615	147	0	0	**762**	**4 - 6 Volume**	300	761	0	0	**1061**
7 - 9 Peak Hour	07:15	07:30			**07:15**	**4 - 6 Peak Hour**	16:15	16:00			**16:00**
7 - 9 Pk Volume	393	100	0	0	**477**	**4 - 6 Pk Volume**	156	420	0	0	**572**
Pk Hr Factor	0.877	0.714	0.000	0.000	**0.858**	**Pk Hr Factor**	0.929	0.955	0.000	0.000	**0.973**

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Saturday
Date: 5/19/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,690	2,039	0	0	4,729

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		6						9		12:00	55		43						98	
00:15	4		3						7		12:15	32		57						89	
00:30	1		9						10		12:30	40		49						89	
00:45	5	13	4	22					9	35	12:45	43	170	40	189					83	359
01:00	0		4						4		13:00	50		38						88	
01:15	4		3						7		13:15	40		44						84	
01:30	1		1						2		13:30	45		50						95	
01:45	6	11	1	9					7	20	13:45	48	183	44	176					92	359
02:00	3		5						8		14:00	65		43						108	
02:15	1		5						6		14:15	39		50						89	
02:30	1		4						5		14:30	44		33						77	
02:45	1	6	2	16					3	22	14:45	50	198	39	165					89	363
03:00	0		1						1		15:00	73		46						119	
03:15	1		1						2		15:15	46		36						82	
03:30	1		1						2		15:30	44		46						90	
03:45	3	5	0	3					3	8	15:45	45	208	35	163					80	371
04:00	2		0						2		16:00	54		37						91	
04:15	0		0						0		16:15	51		36						87	
04:30	0		1						1		16:30	52		36						88	
04:45	3	5	1	2					4	7	16:45	41	198	43	152					84	350
05:00	2		3						5		17:00	50		43						93	
05:15	4		0						4		17:15	54		20						74	
05:30	7		0						7		17:30	57		35						92	
05:45	6	19	2	5					8	24	17:45	57	218	21	119					78	337
06:00	9		1						10		18:00	53		26						79	
06:15	11		1						12		18:15	53		41						94	
06:30	9		7						16		18:30	57		41						98	
06:45	17	46	3	12					20	58	18:45	29	192	31	139					60	331
07:00	24		5						29		19:00	42		28						70	
07:15	9		2						11		19:15	38		29						67	
07:30	21		24						45		19:30	22		21						43	
07:45	23	77	11	42					34	119	19:45	42	144	28	106					70	250
08:00	31		14						45		20:00	28		23						51	
08:15	35		17						52		20:15	28		15						43	
08:30	42		13						55		20:30	19		23						42	
08:45	46	154	19	63					65	217	20:45	32	107	25	86					57	193
09:00	47		24						71		21:00	32		17						49	
09:15	54		24						78		21:15	21		22						43	
09:30	42		29						71		21:30	21		20						41	
09:45	47	190	27	104					74	294	21:45	11	85	16	75					27	160
10:00	38		25						63		22:00	17		17						34	
10:15	41		30						71		22:15	14		16						30	
10:30	38		41						79		22:30	18		7						25	
10:45	39	156	46	142					85	298	22:45	10	59	16	56					26	115
11:00	52		44						96		23:00	8		11						19	
11:15	48		34						82		23:15	15		12						27	
11:30	51		42						93		23:30	10		13						23	
11:45	54	205	27	147					81	352	23:45	8	41	10	46					18	87
TOTALS		887		567						**1454**	**TOTALS**		1803		1472						**3275**
SPLIT %		61.0%		39.0%						**30.7%**	**SPLIT %**		55.1%		44.9%						**69.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,690	2,039	0	0	4,729

AM Peak Hour	11:15	11:45			**11:30**	**PM Peak Hour**	17:15	12:00			**13:30**
AM Pk Volume	208	176			**361**	**PM Pk Volume**	221	189			**384**
Pk Hr Factor	0.945	0.772			**0.921**	**Pk Hr Factor**	0.969	0.829			**0.889**
7 - 9 Volume	231	105	0	0	**336**	**4 - 6 Volume**	416	271	0	0	**687**
7 - 9 Peak Hour	08:00	07:30			**08:00**	**4 - 6 Peak Hour**	17:00	16:15			**16:15**
7 - 9 Pk Volume	154	66	0	0	**217**	**4 - 6 Pk Volume**	218	158	0	0	**352**
Pk Hr Factor	0.837	0.688	0.000	0.000	**0.835**	**Pk Hr Factor**	0.956	0.919	0.000	0.000	**0.946**

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Sunday
Date: 5/20/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	3,073	2,406	0	0	5,479

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		11						18		12:00	44		38						82	
00:15	5		12						17		12:15	59		27						86	
00:30	3		8						11		12:30	39		36						75	
00:45	3	18	8	39					11	57	12:45	40	182	27	128					67	310
01:00	2		8						10		13:00	53		39						92	
01:15	9		2						11		13:15	62		45						107	
01:30	5		2						7		13:30	44		53						97	
01:45	3	19	8	20					11	39	13:45	19	178	55	192					74	370
02:00	3		1						4		14:00	66		58						124	
02:15	5		1						6		14:15	49		65						114	
02:30	1		3						4		14:30	72		44						116	
02:45	0	9	3	8					3	17	14:45	82	269	32	199					114	468
03:00	2		1						3		15:00	71		22						93	
03:15	4		0						4		15:15	97		36						133	
03:30	3		1						4		15:30	103		42						145	
03:45	5	14	1	3					6	17	15:45	99	370	31	131					130	501
04:00	3		2						5		16:00	98		27						125	
04:15	1		0						1		16:15	86		37						123	
04:30	0		0						0		16:30	89		34						123	
04:45	3	7	1	3					4	10	16:45	84	357	28	126					112	483
05:00	3		0						3		17:00	88		49						137	
05:15	3		2						5		17:15	82		40						122	
05:30	4		2						6		17:30	82		39						121	
05:45	2	12	4	8					6	20	17:45	97	349	28	156					125	505
06:00	1		2						3		18:00	67		36						103	
06:15	2		4						6		18:15	78		21						99	
06:30	6		6						12		18:30	66		24						90	
06:45	15	24	2	14					17	38	18:45	61	272	28	109					89	381
07:00	12		9						21		19:00	46		24						70	
07:15	17		8						25		19:15	39		22						61	
07:30	22		9						31		19:30	28		20						48	
07:45	20	71	9	35					29	106	19:45	14	127	20	86					34	213
08:00	26		15						41		20:00	26		18						44	
08:15	25		11						36		20:15	15		54						69	
08:30	31		13						44		20:30	21		115						136	
08:45	32	114	14	53					46	167	20:45	16	78	121	308					137	386
09:00	32		21						53		21:00	5		105						110	
09:15	29		11						40		21:15	21		120						141	
09:30	38		23						61		21:30	18		116						134	
09:45	45	144	22	77					67	221	21:45	9	53	85	426					94	479
10:00	39		17						56		22:00	13		50						63	
10:15	42		22						64		22:15	6		20						26	
10:30	41		22						63		22:30	6		10						16	
10:45	46	168	21	82					67	250	22:45	2	27	3	83					5	110
11:00	48		39						87		23:00	0		2						2	
11:15	42		27						69		23:15	8		0						8	
11:30	59		29						88		23:30	1		1						2	
11:45	53	202	18	113					71	315	23:45	0	9	4	7					4	16
TOTALS		802		455						1257	TOTALS		2271		1951						4222
SPLIT %		63.8%		36.2%						22.9%	SPLIT %		53.8%		46.2%						77.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,073	2,406	0	0	5,479

AM Peak Hour	11:30	11:45			11:30	PM Peak Hour	15:15	20:45			15:15
AM Pk Volume	215	119			327	PM Pk Volume	397	462			533
Pk Hr Factor	0.911	0.783			0.929	Pk Hr Factor	0.964	0.955			0.919
7 - 9 Volume	185	88	0	0	273	4 - 6 Volume	706	282	0	0	988
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:45			17:00
7 - 9 Pk Volume	114	53	0	0	167	4 - 6 Pk Volume	357	156	0	0	505
Pk Hr Factor	0.891	0.883	0.000	0.000	0.908	Pk Hr Factor	0.911	0.796	0.000	0.000	0.922

Prepared by NDS/ATD

VOLUME

Santa Cruz Ave S/O Wood Rd

Day: Monday
Date: 5/21/2018

City: Los Gatos
Project #: CA18_8237_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,748	2,486	0	0	5,234

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		2						4		12:00	36		29						65	
00:15	2		2						4		12:15	38		36						74	
00:30	2		1						3		12:30	40		29						69	
00:45	0	6	2	7					2	13	12:45	46	160	41	135					87	295
01:00	0		0						0		13:00	43		34						77	
01:15	0		6						6		13:15	39		39						78	
01:30	1		0						1		13:30	47		35						82	
01:45	0	1	0	6					0	7	13:45	46	175	31	139					77	314
02:00	0		1						1		14:00	47		41						88	
02:15	1		0						1		14:15	40		63						103	
02:30	0		0						0		14:30	51		71						122	
02:45	1	2	0	1					1	3	14:45	59	197	40	215					99	412
03:00	2		0						2		15:00	48		63						111	
03:15	1		0						1		15:15	44		72						116	
03:30	2		1						3		15:30	52		73						125	
03:45	2	7	0	1					2	8	15:45	34	178	87	295					121	473
04:00	0		1						1		16:00	43		74						117	
04:15	3		4						7		16:15	32		88						120	
04:30	3		0						3		16:30	42		82						124	
04:45	5	11	0	5					5	16	16:45	48	165	90	334					138	499
05:00	7		0						7		17:00	41		82						123	
05:15	8		0						8		17:15	35		82						117	
05:30	20		2						22		17:30	32		68						100	
05:45	27	62	1	3					28	65	17:45	36	144	68	300					104	444
06:00	33		1						34		18:00	32		70						102	
06:15	42		4						46		18:15	26		54						80	
06:30	61		3						64		18:30	21		57						78	
06:45	73	209	5	13					78	222	18:45	24	103	52	233					76	336
07:00	69		4						73		19:00	20		44						64	
07:15	76		5						81		19:15	16		51						67	
07:30	107		13						120		19:30	9		33						42	
07:45	133	385	23	45					156	430	19:45	14	59	36	164					50	223
08:00	96		28						124		20:00	16		42						58	
08:15	53		25						78		20:15	8		27						35	
08:30	66		18						84		20:30	13		27						40	
08:45	55	270	13	84					68	354	20:45	5	42	29	125					34	167
09:00	58		10						68		21:00	10		22						32	
09:15	56		11						67		21:15	12		18						30	
09:30	44		19						63		21:30	5		24						29	
09:45	52	210	21	61					73	271	21:45	4	31	22	86					26	117
10:00	48		21						69		22:00	13		15						28	
10:15	43		20						63		22:15	2		10						12	
10:30	43		19						62		22:30	3		7						10	
10:45	31	165	31	91					62	256	22:45	3	21	10	42					13	63
11:00	33		19						52		23:00	3		7						10	
11:15	31		17						48		23:15	4		5						9	
11:30	36		23						59		23:30	2		4						6	
11:45	34	134	24	83					58	217	23:45	2	11	2	18					4	29
TOTALS		1462		400						**1862**	**TOTALS**		1286		2086						**3372**
SPLIT %		78.5%		21.5%						**35.6%**	**SPLIT %**		38.1%		61.9%						**64.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,748	2,486	0	0	5,234

AM Peak Hour	07:15	11:45			**07:15**	**PM Peak Hour**	14:45	16:15			**16:15**
AM Pk Volume	412	118			**481**	**PM Pk Volume**	203	342			**505**
Pk Hr Factor	0.774	0.819			**0.771**	**Pk Hr Factor**	0.860	0.950			**0.915**
7 - 9 Volume	655	129	0	0	**784**	**4 - 6 Volume**	309	634	0	0	**943**
7 - 9 Peak Hour	07:15	07:45			**07:15**	**4 - 6 Peak Hour**	16:30	16:15			**16:15**
7 - 9 Pk Volume	412	94	0	0	**481**	**4 - 6 Pk Volume**	166	342	0	0	**505**
Pk Hr Factor	0.774	0.839	0.000	0.000	**0.771**	**Pk Hr Factor**	0.865	0.950	0.000	0.000	**0.915**

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Tuesday
Date: 5/15/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	118	0	0	0	118

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	2		0			2	
00:15	0		0			0		12:15	2		0			2	
00:30	0		0			0		12:30	4		0			4	
00:45	0		0			0		12:45	1	9	0			1	9
01:00	1		0			1		13:00	3		0			3	
01:15	0		0			0		13:15	2		0			2	
01:30	0		0			0		13:30	1		0			1	
01:45	0	1	0			0	1	13:45	4	10	0			4	10
02:00	0		0			0		14:00	5		0			5	
02:15	0		0			0		14:15	0		0			0	
02:30	0		0			0		14:30	1		0			1	
02:45	0		0			0		14:45	2	8	0			2	8
03:00	0		0			0		15:00	1		0			1	
03:15	0		0			0		15:15	4		0			4	
03:30	0		0			0		15:30	5		0			5	
03:45	0		0			0		15:45	0	10	0			0	10
04:00	0		0			0		16:00	3		0			3	
04:15	0		0			0		16:15	2		0			2	
04:30	0		0			0		16:30	0		0			0	
04:45	0		0			0		16:45	3	8	0			3	8
05:00	3		0			3		17:00	1		0			1	
05:15	0		0			0		17:15	3		0			3	
05:30	0		0			0		17:30	1		0			1	
05:45	0	3	0			0	3	17:45	2	7	0			2	7
06:00	0		0			0		18:00	1		0			1	
06:15	1		0			1		18:15	3		0			3	
06:30	1		0			1		18:30	4		0			4	
06:45	0	2	0			0	2	18:45	1	9	0			1	9
07:00	2		0			2		19:00	1		0			1	
07:15	1		0			1		19:15	1		0			1	
07:30	0		0			0		19:30	5		0			5	
07:45	1	4	0			1	4	19:45	1	8	0			1	8
08:00	2		0			2		20:00	1		0			1	
08:15	1		0			1		20:15	1		0			1	
08:30	0		0			0		20:30	0		0			0	
08:45	0	3	0			0	3	20:45	1	3	0			1	3
09:00	3		0			3		21:00	3		0			3	
09:15	1		0			1		21:15	0		0			0	
09:30	2		0			2		21:30	0		0			0	
09:45	1	7	0			1	7	21:45	0	3	0			0	3
10:00	0		0			0		22:00	0		0			0	
10:15	2		0			2		22:15	0		0			0	
10:30	1		0			1		22:30	1		0			1	
10:45	0	3	0			0	3	22:45	2	3	0			2	3
11:00	4		0			4		23:00	3		0			3	
11:15	3		0			3		23:15	1		0			1	
11:30	3		0			3		23:30	1		0			1	
11:45	2	12	0			2	12	23:45	0	5	0			0	5
TOTALS		35					35	TOTALS		83					83
SPLIT %		100.0%					29.7%	SPLIT %		100.0%					70.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	118	0	0	0	118

AM Peak Hour	11:00				11:00	PM Peak Hour	13:15				13:15
AM Pk Volume	12				12	PM Pk Volume	12				12
Pk Hr Factor	0.750				0.750	Pk Hr Factor	0.600				0.600
7 - 9 Volume	7	0	0	0	7	4 - 6 Volume	15	0	0	0	15
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	16:00				16:00
7 - 9 Pk Volume	4	0	0	0	4	4 - 6 Pk Volume	8	0	0	0	8
Pk Hr Factor	0.500	0.000	0.000	0.000	0.500	Pk Hr Factor	0.667	0.000	0.000	0.000	0.667

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Wednesday
Date: 5/16/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	105	0	0	0	105

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	1		0			1	
00:15	0		0			0		12:15	3		0			3	
00:30	0		0			0		12:30	2		0			2	
00:45	0		0			0		12:45	2	8	0			2	8
01:00	1		0			1		13:00	0		0			0	
01:15	0		0			0		13:15	3		0			3	
01:30	1		0			1		13:30	1		0			1	
01:45	0	2	0			0	2	13:45	2	6	0			2	6
02:00	0		0			0		14:00	1		0			1	
02:15	0		0			0		14:15	1		0			1	
02:30	0		0			0		14:30	2		0			2	
02:45	0		0			0		14:45	1	5	0			1	5
03:00	0		0			0		15:00	6		0			6	
03:15	0		0			0		15:15	2		0			2	
03:30	0		0			0		15:30	4		0			4	
03:45	0		0			0		15:45	3	15	0			3	15
04:00	0		0			0		16:00	3		0			3	
04:15	0		0			0		16:15	3		0			3	
04:30	0		0			0		16:30	3		0			3	
04:45	0		0			0		16:45	2	11	0			2	11
05:00	0		0			0		17:00	0		0			0	
05:15	0		0			0		17:15	2		0			2	
05:30	1		0			1		17:30	0		0			0	
05:45	0	1	0			0	1	17:45	1	3	0			1	3
06:00	1		0			1		18:00	1		0			1	
06:15	0		0			0		18:15	2		0			2	
06:30	0		0			0		18:30	0		0			0	
06:45	0	1	0			0	1	18:45	0	3	0			0	3
07:00	4		0			4		19:00	2		0			2	
07:15	0		0			0		19:15	1		0			1	
07:30	0		0			0		19:30	2		0			2	
07:45	1	5	0			1	5	19:45	1	6	0			1	6
08:00	1		0			1		20:00	0		0			0	
08:15	0		0			0		20:15	1		0			1	
08:30	2		0			2		20:30	0		0			0	
08:45	0	3	0			0	3	20:45	0	1	0			0	1
09:00	5		0			5		21:00	3		0			3	
09:15	2		0			2		21:15	1		0			1	
09:30	1		0			1		21:30	0		0			0	
09:45	0	8	0			0	8	21:45	0	4	0			0	4
10:00	4		0			4		22:00	1		0			1	
10:15	1		0			1		22:15	0		0			0	
10:30	0		0			0		22:30	0		0			0	
10:45	3	8	0			3	8	22:45	2	3	0			2	3
11:00	5		0			5		23:00	2		0			2	
11:15	1		0			1		23:15	0		0			0	
11:30	3		0			3		23:30	1		0			1	
11:45	0	9	0			0	9	23:45	0	3	0			0	3
TOTALS		37					**37**	**TOTALS**		68					**68**
SPLIT %		100.0%					**35.2%**	**SPLIT %**		100.0%					**64.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	105	0	0	0	105

AM Peak Hour	10:45				**10:45**	**PM Peak Hour**	15:00				**15:00**
AM Pk Volume	12				**12**	**PM Pk Volume**	15				**15**
Pk Hr Factor	0.600				**0.600**	**Pk Hr Factor**	0.625				**0.625**
7 - 9 Volume	8	0	0	0	**8**	**4 - 6 Volume**	14	0	0	0	**14**
7 - 9 Peak Hour	07:00				**07:00**	**4 - 6 Peak Hour**	16:00				**16:00**
7 - 9 Pk Volume	5	0	0	0	**5**	**4 - 6 Pk Volume**	11	0	0	0	**11**
Pk Hr Factor	0.313	0.000	0.000	0.000	**0.313**	**Pk Hr Factor**	0.917	0.000	0.000	0.000	**0.917**

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Thursday
Date: 5/17/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	124	0	0	0	124

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	3		0			3	
00:15	0		0			0		12:15	1		0			1	
00:30	0		0			0		12:30	0		0			0	
00:45	0		0			0		12:45	2	6	0			2	6
01:00	1		0			1		13:00	6		0			6	
01:15	0		0			0		13:15	2		0			2	
01:30	0		0			0		13:30	1		0			1	
01:45	0	1	0			0	1	13:45	3	12	0			3	12
02:00	0		0			0		14:00	5		0			5	
02:15	1		0			1		14:15	2		0			2	
02:30	0		0			0		14:30	2		0			2	
02:45	0	1	0			0	1	14:45	2	11	0			2	11
03:00	0		0			0		15:00	4		0			4	
03:15	1		0			1		15:15	3		0			3	
03:30	0		0			0		15:30	2		0			2	
03:45	0	1	0			0	1	15:45	4	13	0			4	13
04:00	0		0			0		16:00	3		0			3	
04:15	0		0			0		16:15	4		0			4	
04:30	0		0			0		16:30	1		0			1	
04:45	0		0			0		16:45	3	11	0			3	11
05:00	0		0			0		17:00	3		0			3	
05:15	0		0			0		17:15	2		0			2	
05:30	1		0			1		17:30	0		0			0	
05:45	0	1	0			0	1	17:45	1	6	0			1	6
06:00	0		0			0		18:00	0		0			0	
06:15	0		0			0		18:15	1		0			1	
06:30	0		0			0		18:30	3		0			3	
06:45	0		0			0		18:45	1	5	0			1	5
07:00	2		0			2		19:00	3		0			3	
07:15	2		0			2		19:15	2		0			2	
07:30	0		0			0		19:30	0		0			0	
07:45	1	5	0			1	5	19:45	2	7	0			2	7
08:00	1		0			1		20:00	2		0			2	
08:15	0		0			0		20:15	0		0			0	
08:30	0		0			0		20:30	1		0			1	
08:45	1	2	0			1	2	20:45	2	5	0			2	5
09:00	4		0			4		21:00	1		0			1	
09:15	4		0			4		21:15	0		0			0	
09:30	2		0			2		21:30	0		0			0	
09:45	2	12	0			2	12	21:45	1	2	0			1	2
10:00	0		0			0		22:00	0		0			0	
10:15	3		0			3		22:15	0		0			0	
10:30	2		0			2		22:30	0		0			0	
10:45	2	7	0			2	7	22:45	0		0			0	
11:00	1		0			1		23:00	3		0			3	
11:15	3		0			3		23:15	0		0			0	
11:30	1		0			1		23:30	1		0			1	
11:45	7	12	0			7	12	23:45	0	4	0			0	4
TOTALS		42					**42**	**TOTALS**		82					**82**
SPLIT %		100.0%					**33.9%**	**SPLIT %**		100.0%					**66.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	124	0	0	0	124

AM Peak Hour	11:15				**11:15**	**PM Peak Hour**	15:00				**15:00**
AM Pk Volume	14				**14**	**PM Pk Volume**	13				**13**
Pk Hr Factor	0.500				**0.500**	**Pk Hr Factor**	0.813				**0.813**
7 - 9 Volume	7	0	0	0	**7**	**4 - 6 Volume**	17	0	0	0	**17**
7 - 9 Peak Hour	07:00				**07:00**	**4 - 6 Peak Hour**	16:00				**16:00**
7 - 9 Pk Volume	5	0	0	0	**5**	**4 - 6 Pk Volume**	11	0	0	0	**11**
Pk Hr Factor	0.625	0.000	0.000	0.000	**0.625**	**Pk Hr Factor**	0.688	0.000	0.000	0.000	**0.688**

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Friday
Date: 5/18/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	126	0	0	0	126

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	6		0			6	
00:15	0		0			0		12:15	3		0			3	
00:30	0		0			0		12:30	3		0			3	
00:45	0		0			0		12:45	4	16	0			4	16
01:00	1		0			1		13:00	1		0			1	
01:15	0		0			0		13:15	1		0			1	
01:30	0		0			0		13:30	2		0			2	
01:45	0	1	0			0	1	13:45	2	6	0			2	6
02:00	0		0			0		14:00	2		0			2	
02:15	0		0			0		14:15	3		0			3	
02:30	0		0			0		14:30	2		0			2	
02:45	1	1	0			1	1	14:45	3	10	0			3	10
03:00	0		0			0		15:00	5		0			5	
03:15	0		0			0		15:15	3		0			3	
03:30	0		0			0		15:30	3		0			3	
03:45	0		0			0		15:45	5	16	0			5	16
04:00	0		0			0		16:00	2		0			2	
04:15	0		0			0		16:15	0		0			0	
04:30	0		0			0		16:30	0		0			0	
04:45	0		0			0		16:45	1	3	0			1	3
05:00	1		0			1		17:00	3		0			3	
05:15	0		0			0		17:15	1		0			1	
05:30	0		0			0		17:30	3		0			3	
05:45	0	1	0			0	1	17:45	3	10	0			3	10
06:00	1		0			1		18:00	0		0			0	
06:15	0		0			0		18:15	1		0			1	
06:30	0		0			0		18:30	0		0			0	
06:45	1	2	0			1	2	18:45	1	2	0			1	2
07:00	2		0			2		19:00	4		0			4	
07:15	2		0			2		19:15	3		0			3	
07:30	1		0			1		19:30	2		0			2	
07:45	1	6	0			1	6	19:45	0	9	0			0	9
08:00	1		0			1		20:00	2		0			2	
08:15	1		0			1		20:15	2		0			2	
08:30	1		0			1		20:30	1		0			1	
08:45	2	5	0			2	5	20:45	1	6	0			1	6
09:00	3		0			3		21:00	2		0			2	
09:15	0		0			0		21:15	0		0			0	
09:30	1		0			1		21:30	0		0			0	
09:45	1	5	0			1	5	21:45	0	2	0			0	2
10:00	1		0			1		22:00	1		0			1	
10:15	2		0			2		22:15	0		0			0	
10:30	1		0			1		22:30	0		0			0	
10:45	4	8	0			4	8	22:45	0	1	0			0	1
11:00	3		0			3		23:00	2		0			2	
11:15	1		0			1		23:15	0		0			0	
11:30	3		0			3		23:30	3		0			3	
11:45	4	11	0			4	11	23:45	0	5	0			0	5
TOTALS		40					**40**	**TOTALS**		86					**86**
SPLIT %		100.0%					**31.7%**	**SPLIT %**		100.0%					**68.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	126	0	0	0	126

AM Peak Hour	11:30				**11:30**	**PM Peak Hour**	12:00				**12:00**
AM Pk Volume	16				**16**	**PM Pk Volume**	16				**16**
Pk Hr Factor	0.667				**0.667**	**Pk Hr Factor**	0.667				**0.667**
7 - 9 Volume	11	0	0	0	**11**	**4 - 6 Volume**	13	0	0	0	**13**
7 - 9 Peak Hour	07:00				**07:00**	**4 - 6 Peak Hour**	17:00				**17:00**
7 - 9 Pk Volume	6	0	0	0	**6**	**4 - 6 Pk Volume**	10	0	0	0	**10**
Pk Hr Factor	0.750	0.000	0.000	0.000	**0.750**	**Pk Hr Factor**	0.833	0.000	0.000	0.000	**0.833**

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Saturday
Date: 5/19/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	91	0	0	0	91

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	3		0			3	
00:15	0		0			0		12:15	0		0			0	
00:30	1		0			1		12:30	2		0			2	
00:45	0	1	0			0	1	12:45	1	6	0			1	6
01:00	1		0			1		13:00	1		0			1	
01:15	0		0			0		13:15	2		0			2	
01:30	0		0			0		13:30	3		0			3	
01:45	0	1	0			0	1	13:45	2	8	0			2	8
02:00	0		0			0		14:00	5		0			5	
02:15	1		0			1		14:15	0		0			0	
02:30	0		0			0		14:30	1		0			1	
02:45	0	1	0			0	1	14:45	1	7	0			1	7
03:00	0		0			0		15:00	2		0			2	
03:15	0		0			0		15:15	1		0			1	
03:30	0		0			0		15:30	1		0			1	
03:45	2	2	0			2	2	15:45	0	4	0			0	4
04:00	0		0			0		16:00	1		0			1	
04:15	0		0			0		16:15	3		0			3	
04:30	0		0			0		16:30	2		0			2	
04:45	0		0			0		16:45	2	8	0			2	8
05:00	0		0			0		17:00	0		0			0	
05:15	0		0			0		17:15	1		0			1	
05:30	1		0			1		17:30	3		0			3	
05:45	0	1	0			0	1	17:45	1	5	0			1	5
06:00	0		0			0		18:00	0		0			0	
06:15	1		0			1		18:15	0		0			0	
06:30	1		0			1		18:30	0		0			0	
06:45	1	3	0			1	3	18:45	0		0			0	
07:00	4		0			4		19:00	0		0			0	
07:15	3		0			3		19:15	0		0			0	
07:30	1		0			1		19:30	1		0			1	
07:45	1	9	0			1	9	19:45	0	1	0			0	1
08:00	1		0			1		20:00	4		0			4	
08:15	0		0			0		20:15	3		0			3	
08:30	0		0			0		20:30	2		0			2	
08:45	0	1	0			0	1	20:45	0	9	0			0	9
09:00	2		0			2		21:00	3		0			3	
09:15	0		0			0		21:15	2		0			2	
09:30	0		0			0		21:30	1		0			1	
09:45	1	3	0			1	3	21:45	0	6	0			0	6
10:00	1		0			1		22:00	0		0			0	
10:15	0		0			0		22:15	0		0			0	
10:30	3		0			3		22:30	0		0			0	
10:45	0	4	0			0	4	22:45	0		0			0	
11:00	1		0			1		23:00	3		0			3	
11:15	1		0			1		23:15	0		0			0	
11:30	3		0			3		23:30	2		0			2	
11:45	1	6	0			1	6	23:45	0	5	0			0	5
TOTALS		32					**32**	**TOTALS**		59					**59**
SPLIT %		100.0%					**35.2%**	**SPLIT %**		100.0%					**64.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	91	0	0	0	91

AM Peak Hour	06:30				**06:30**	**PM Peak Hour**	13:15				**13:15**
AM Pk Volume	9				**9**	**PM Pk Volume**	12				**12**
Pk Hr Factor	0.563				**0.563**	**Pk Hr Factor**	0.600				**0.600**
7 - 9 Volume	10	0	0	0	**10**	**4 - 6 Volume**	13	0	0	0	**13**
7 - 9 Peak Hour	07:00				**07:00**	**4 - 6 Peak Hour**	16:00				**16:00**
7 - 9 Pk Volume	9	0	0	0	**9**	**4 - 6 Pk Volume**	8	0	0	0	**8**
Pk Hr Factor	0.563	0.000	0.000	0.000	**0.563**	**Pk Hr Factor**	0.667	0.000	0.000	0.000	**0.667**

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Sunday
Date: 5/20/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	100	0	0	0	100

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	2		0			2	
00:15	0		0			0		12:15	2		0			2	
00:30	0		0			0		12:30	1		0			1	
00:45	1	1	0			1	1	12:45	1	6	0			1	6
01:00	0		0			0		13:00	3		0			3	
01:15	0		0			0		13:15	2		0			2	
01:30	1		0			1		13:30	0		0			0	
01:45	0	1	0			0	1	13:45	1	6	0			1	6
02:00	0		0			0		14:00	2		0			2	
02:15	0		0			0		14:15	0		0			0	
02:30	0		0			0		14:30	1		0			1	
02:45	0		0			0		14:45	3	6	0			3	6
03:00	0		0			0		15:00	2		0			2	
03:15	0		0			0		15:15	4		0			4	
03:30	0		0			0		15:30	2		0			2	
03:45	0		0			0		15:45	1	9	0			1	9
04:00	0		0			0		16:00	7		0			7	
04:15	0		0			0		16:15	5		0			5	
04:30	0		0			0		16:30	1		0			1	
04:45	0		0			0		16:45	1	14	0			1	14
05:00	1		0			1		17:00	2		0			2	
05:15	0		0			0		17:15	2		0			2	
05:30	0		0			0		17:30	0		0			0	
05:45	0	1	0			0	1	17:45	2	6	0			2	6
06:00	1		0			1		18:00	1		0			1	
06:15	0		0			0		18:15	1		0			1	
06:30	1		0			1		18:30	1		0			1	
06:45	0	2	0			0	2	18:45	1	4	0			1	4
07:00	2		0			2		19:00	3		0			3	
07:15	1		0			1		19:15	0		0			0	
07:30	3		0			3		19:30	1		0			1	
07:45	0	6	0			0	6	19:45	2	6	0			2	6
08:00	1		0			1		20:00	3		0			3	
08:15	0		0			0		20:15	2		0			2	
08:30	2		0			2		20:30	1		0			1	
08:45	2	5	0			2	5	20:45	1	7	0			1	7
09:00	2		0			2		21:00	1		0			1	
09:15	1		0			1		21:15	0		0			0	
09:30	1		0			1		21:30	0		0			0	
09:45	0	4	0			0	4	21:45	0	1	0			0	1
10:00	0		0			0		22:00	0		0			0	
10:15	0		0			0		22:15	0		0			0	
10:30	0		0			0		22:30	2		0			2	
10:45	1	1	0			1	1	22:45	1	3	0			1	3
11:00	2		0			2		23:00	0		0			0	
11:15	2		0			2		23:15	0		0			0	
11:30	1		0			1		23:30	1		0			1	
11:45	3	8	0			3	8	23:45	2	3	0			2	3
TOTALS		29					29	TOTALS		71					71
SPLIT %		100.0%					29.0%	SPLIT %		100.0%					71.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	100	0	0	0	100

AM Peak Hour	11:00				11:00	PM Peak Hour	15:30				15:30
AM Pk Volume	8				8	PM Pk Volume	15				15
Pk Hr Factor	0.667				0.667	Pk Hr Factor	0.536				0.536
7 - 9 Volume	11	0	0	0	11	4 - 6 Volume	20	0	0	0	20
7 - 9 Peak Hour	07:00				07:00	4 - 6 Peak Hour	16:00				16:00
7 - 9 Pk Volume	6	0	0	0	6	4 - 6 Pk Volume	14	0	0	0	14
Pk Hr Factor	0.500	0.000	0.000	0.000	0.500	Pk Hr Factor	0.500	0.000	0.000	0.000	0.500

Prepared by NDS/ATD

VOLUME

One-Way Alley S/O Broadway

Day: Monday
Date: 5/21/2018

City: Los Gatos
Project #: CA18_8237_004

DAILY TOTALS	NB	SB	EB	WB	Total
	105	0	0	0	105

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	0		0			0		12:00	0		0			0	
00:15	0		0			0		12:15	1		0			1	
00:30	0		0			0		12:30	3		0			3	
00:45	0		0			0		12:45	1	5	0			1	5
01:00	0		0			0		13:00	1		0			1	
01:15	0		0			0		13:15	1		0			1	
01:30	0		0			0		13:30	4		0			4	
01:45	0		0			0		13:45	1	7	0			1	7
02:00	0		0			0		14:00	0		0			0	
02:15	0		0			0		14:15	3		0			3	
02:30	0		0			0		14:30	0		0			0	
02:45	0		0			0		14:45	3	6	0			3	6
03:00	0		0			0		15:00	4		0			4	
03:15	0		0			0		15:15	1		0			1	
03:30	0		0			0		15:30	2		0			2	
03:45	0		0			0		15:45	2	9	0			2	9
04:00	0		0			0		16:00	0		0			0	
04:15	0		0			0		16:15	6		0			6	
04:30	0		0			0		16:30	3		0			3	
04:45	0		0			0		16:45	4	13	0			4	13
05:00	0		0			0		17:00	3		0			3	
05:15	0		0			0		17:15	3		0			3	
05:30	1		0			1		17:30	0		0			0	
05:45	0	1	0			0	1	17:45	1	7	0			1	7
06:00	0		0			0		18:00	1		0			1	
06:15	2		0			2		18:15	2		0			2	
06:30	0		0			0		18:30	0		0			0	
06:45	1	3	0			1	3	18:45	2	5	0			2	5
07:00	4		0			4		19:00	3		0			3	
07:15	2		0			2		19:15	2		0			2	
07:30	1		0			1		19:30	2		0			2	
07:45	1	8	0			1	8	19:45	3	10	0			3	10
08:00	2		0			2		20:00	4		0			4	
08:15	0		0			0		20:15	1		0			1	
08:30	0		0			0		20:30	0		0			0	
08:45	3	5	0			3	5	20:45	2	7	0			2	7
09:00	1		0			1		21:00	2		0			2	
09:15	1		0			1		21:15	0		0			0	
09:30	1		0			1		21:30	0		0			0	
09:45	0	3	0			0	3	21:45	0	2	0			0	2
10:00	2		0			2		22:00	0		0			0	
10:15	2		0			2		22:15	1		0			1	
10:30	0		0			0		22:30	0		0			0	
10:45	0	4	0			0	4	22:45	2	3	0			2	3
11:00	1		0			1		23:00	2		0			2	
11:15	1		0			1		23:15	1		0			1	
11:30	0		0			0		23:30	0		0			0	
11:45	2	4	0			2	4	23:45	0	3	0			0	3
TOTALS		28					**28**	**TOTALS**		77					**77**
SPLIT %		100.0%					**26.7%**	**SPLIT %**		100.0%					**73.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	105	0	0	0	105

AM Peak Hour	06:45				**06:45**	**PM Peak Hour**	16:15				**16:15**
AM Pk Volume	8				**8**	**PM Pk Volume**	16				**16**
Pk Hr Factor	0.500				**0.500**	**Pk Hr Factor**	0.667				**0.667**
7 - 9 Volume	13	0	0	0	**13**	**4 - 6 Volume**	20	0	0	0	**20**
7 - 9 Peak Hour	07:00				**07:00**	**4 - 6 Peak Hour**	16:15				**16:15**
7 - 9 Pk Volume	8	0	0	0	**8**	**4 - 6 Pk Volume**	16	0	0	0	**16**
Pk Hr Factor	0.500	0.000	0.000	0.000	**0.500**	**Pk Hr Factor**	0.667	0.000	0.000	0.000	**0.667**

National Data & Surveying Services

Intersection Turning Movement Count

Location: Santa Cruz Ave & Wood Rd
City: Los Gatos
Control: 1-Way Stop(EB)

Project ID: 18-08238-001
Date: 5/10/2018

Bikes

AM

NS/EW Streets:	Santa Cruz Ave				Santa Cruz Ave				Wood Rd				Wood Rd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250				0.250											

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250				0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Santa Cruz Ave & Wood Rd
City: Los Gatos
Control: 1-Way Stop(EB)

Project ID: 18-08238-001
Date: 2018-05-12

Bikes

NS/EW Streets:	Santa Cruz Ave				Santa Cruz Ave				Wood Rd				Wood Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	01:15 PM - 02:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

2. Existing Synchro Reports

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	5	442	117	29
Future Vol, veh/h	11	1	5	442	117	29
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	6	546	144	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	720	164	180	0	-	0
Stage 1	162	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	395	881	1396	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	393	879	1396	-	-	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1396	-	393	879	-	-
HCM Lane V/C Ratio	0.004	-	0.035	0.001	-	-
HCM Control Delay (s)	7.6	-	14.5	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	0	1	178	151	33
Future Vol, veh/h	27	0	1	178	151	33
Conflicting Peds, #/hr	1	0	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	0	1	214	182	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	425	208	228	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	586	832	1340	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	827	1332	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1332	-	578	-	-	-
HCM Lane V/C Ratio	0.001	-	0.056	-	-	-
HCM Control Delay (s)	7.7	-	11.6	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	1	6	170	447	17
Future Vol, veh/h	27	1	6	170	447	17
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	1	6	181	476	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	681	487	496	0	-	0
Stage 1	487	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	416	581	1068	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	412	580	1066	-	-	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1066	-	412	580	-	-
HCM Lane V/C Ratio	0.006	-	0.07	0.002	-	-
HCM Control Delay (s)	8.4	-	14.4	11.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	3	3	193	234	29
Future Vol, veh/h	20	3	3	193	234	29
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	3	3	212	257	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	492	274	290	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	536	765	1272	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	534	764	1271	-	-	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1271	-	534	764	-	-
HCM Lane V/C Ratio	0.003	-	0.041	0.004	-	-
HCM Control Delay (s)	7.8	-	12	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

3. Existing Sidra Reports

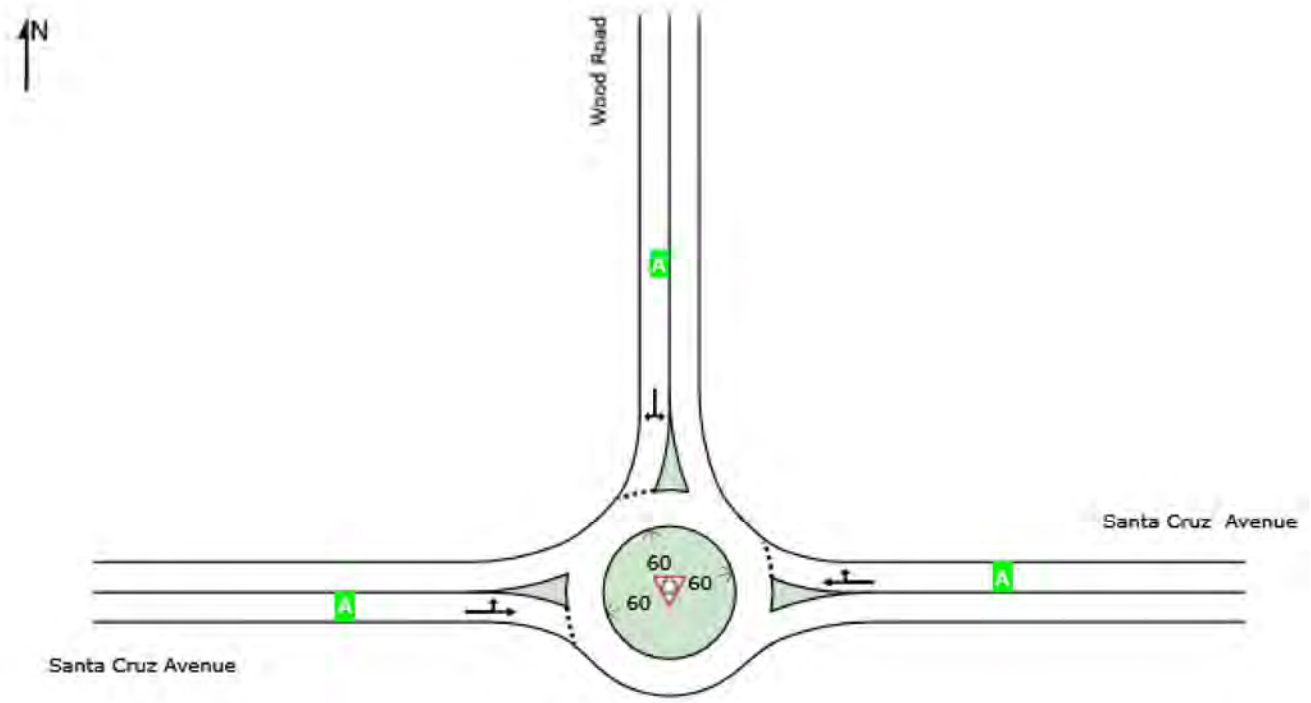
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road (AM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road (AM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	127	3.0	0.119	3.7	LOS A	0.5	14.0	0.05	0.01	0.05	30.4
16	R2	32	3.0	0.119	3.7	LOS A	0.5	14.0	0.05	0.01	0.05	29.5
Approach		159	3.0	0.119	3.7	LOS A	0.5	14.0	0.05	0.01	0.05	30.2
North: Wood Road												
7	L2	12	3.0	0.011	3.2	LOS A	0.0	1.1	0.26	0.11	0.26	28.4
14	R2	1	3.0	0.011	3.2	LOS A	0.0	1.1	0.26	0.11	0.26	29.7
Approach		13	3.0	0.011	3.2	LOS A	0.0	1.1	0.26	0.11	0.26	28.6
West: Santa Cruz Avenue												
5	L2	5	3.0	0.367	6.1	LOS A	2.3	59.0	0.10	0.02	0.10	30.6
2	T1	480	3.0	0.367	6.1	LOS A	2.3	59.0	0.10	0.02	0.10	28.9
Approach		486	3.0	0.367	6.1	LOS A	2.3	59.0	0.10	0.02	0.10	28.9
All Vehicles		658	3.0	0.367	5.5	LOS A	2.3	59.0	0.09	0.02	0.09	29.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

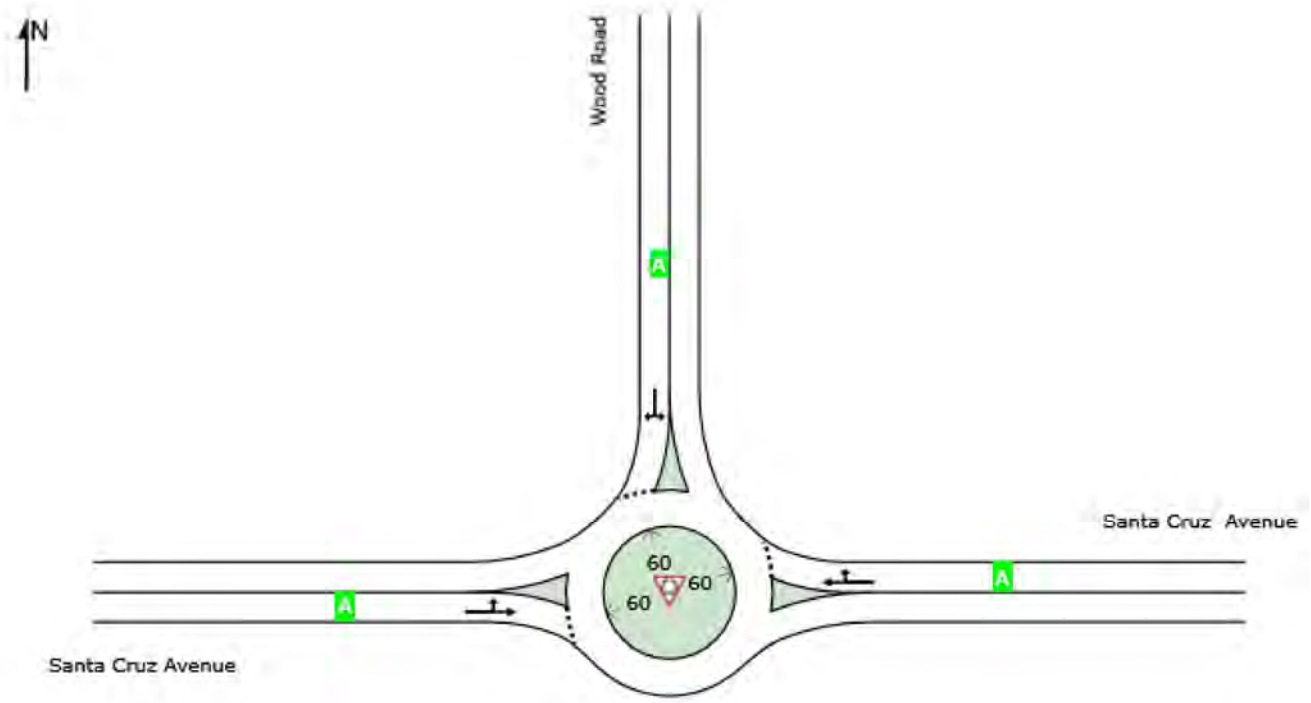
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road (Midday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road (Midday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	164	3.0	0.149	3.9	LOS A	0.7	18.2	0.02	0.00	0.02	30.3
16	R2	36	3.0	0.149	3.9	LOS A	0.7	18.2	0.02	0.00	0.02	29.3
Approach		200	3.0	0.149	3.9	LOS A	0.7	18.2	0.02	0.00	0.02	30.1
North: Wood Road												
7	L2	29	3.0	0.027	3.4	LOS A	0.1	2.8	0.30	0.15	0.30	28.2
14	R2	1	3.0	0.027	3.4	LOS A	0.1	2.8	0.30	0.15	0.30	29.5
Approach		30	3.0	0.027	3.4	LOS A	0.1	2.8	0.30	0.15	0.30	28.3
West: Santa Cruz Avenue												
5	L2	1	3.0	0.150	4.0	LOS A	0.7	18.1	0.13	0.04	0.13	31.6
2	T1	193	3.0	0.150	4.0	LOS A	0.7	18.1	0.13	0.04	0.13	30.1
Approach		195	3.0	0.150	4.0	LOS A	0.7	18.1	0.13	0.04	0.13	30.1
All Vehicles		425	3.0	0.150	3.9	LOS A	0.7	18.2	0.09	0.03	0.09	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

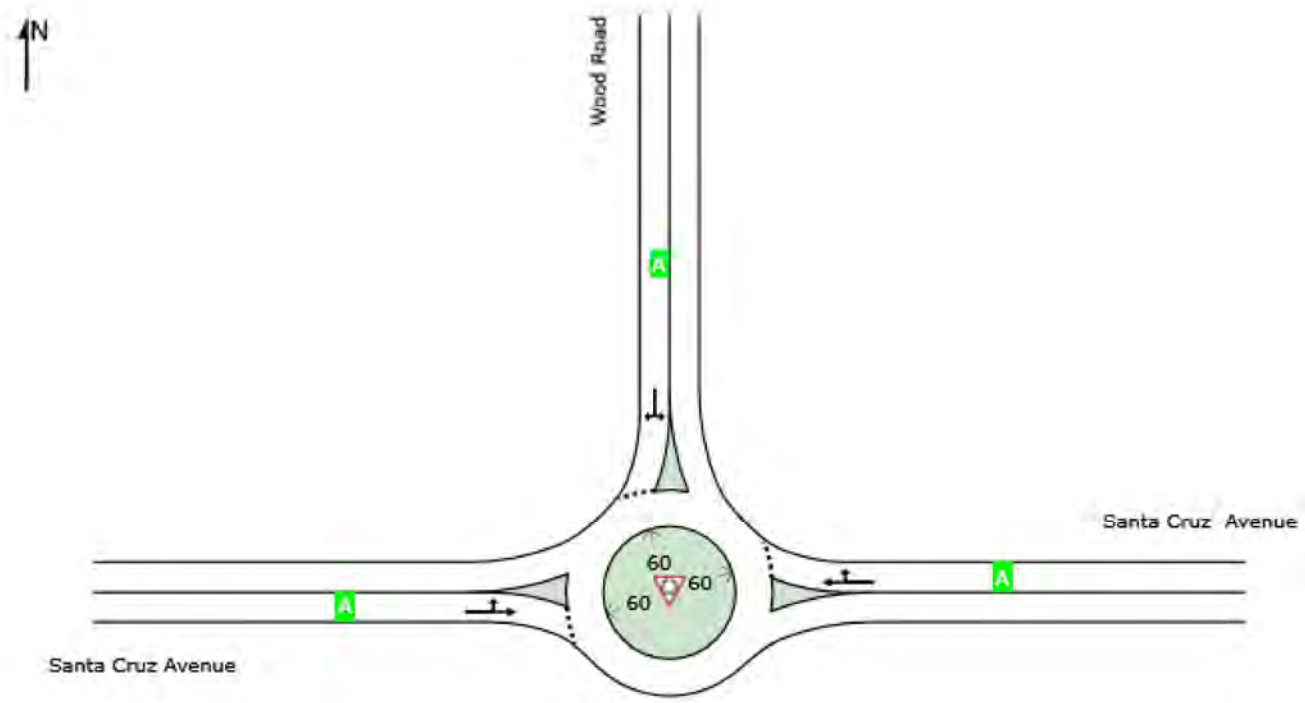
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road (PM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road (PM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	486	3.0	0.379	6.2	LOS A	2.4	62.3	0.07	0.01	0.07	28.9
16	R2	18	3.0	0.379	6.2	LOS A	2.4	62.3	0.07	0.01	0.07	28.1
Approach		504	3.0	0.379	6.2	LOS A	2.4	62.3	0.07	0.01	0.07	28.9
North: Wood Road												
7	L2	29	3.0	0.038	4.8	LOS A	0.1	3.7	0.51	0.40	0.51	27.5
14	R2	1	3.0	0.038	4.8	LOS A	0.1	3.7	0.51	0.40	0.51	29.0
Approach		30	3.0	0.038	4.8	LOS A	0.1	3.7	0.51	0.40	0.51	27.6
West: Santa Cruz Avenue												
5	L2	7	3.0	0.147	4.0	LOS A	0.7	17.8	0.13	0.04	0.13	31.5
2	T1	185	3.0	0.147	4.0	LOS A	0.7	17.8	0.13	0.04	0.13	30.0
Approach		191	3.0	0.147	4.0	LOS A	0.7	17.8	0.13	0.04	0.13	30.1
All Vehicles		726	3.0	0.379	5.6	LOS A	2.4	62.3	0.10	0.04	0.10	29.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

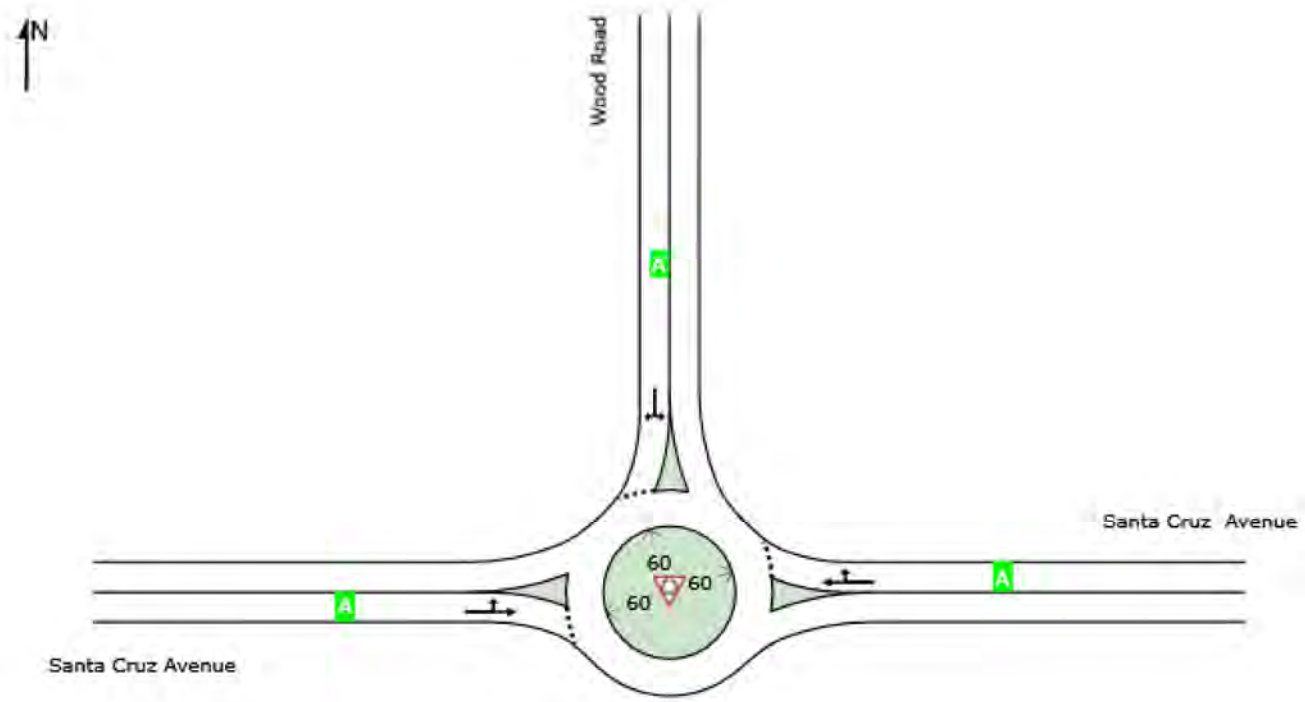
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road (Saturday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road (Saturday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	254	3.0	0.214	4.5	LOS A	1.1	28.2	0.04	0.00	0.04	29.9
16	R2	32	3.0	0.214	4.5	LOS A	1.1	28.2	0.04	0.00	0.04	29.0
Approach		286	3.0	0.214	4.5	LOS A	1.1	28.2	0.04	0.00	0.04	29.8
North: Wood Road												
7	L2	22	3.0	0.024	3.7	LOS A	0.1	2.5	0.38	0.22	0.38	28.2
14	R2	3	3.0	0.024	3.7	LOS A	0.1	2.5	0.38	0.22	0.38	29.5
Approach		25	3.0	0.024	3.7	LOS A	0.1	2.5	0.38	0.22	0.38	28.5
West: Santa Cruz Avenue												
5	L2	3	3.0	0.163	4.1	LOS A	0.8	20.0	0.11	0.03	0.11	31.5
2	T1	210	3.0	0.163	4.1	LOS A	0.8	20.0	0.11	0.03	0.11	30.0
Approach		213	3.0	0.163	4.1	LOS A	0.8	20.0	0.11	0.03	0.11	30.0
All Vehicles		524	3.0	0.214	4.3	LOS A	1.1	28.2	0.08	0.03	0.08	29.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

4. Existing Plus Project Synchro Reports

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	1	4	442	117	26
Future Vol, veh/h	14	1	4	442	117	26
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	1	5	546	144	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	716	162	176	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	397	883	1400	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	395	881	1400	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1400	-	395	881	-	-
HCM Lane V/C Ratio	0.004	-	0.044	0.001	-	-
HCM Control Delay (s)	7.6	-	14.5	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	1	178	151	32
Future Vol, veh/h	35	0	1	178	151	32
Conflicting Peds, #/hr	1	0	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	0	1	214	182	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	425	208	227	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	586	832	1341	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	827	1333	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1333	-	578	-	-	-
HCM Lane V/C Ratio	0.001	-	0.073	-	-	-
HCM Control Delay (s)	7.7	-	11.7	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1	6	170	447	18
Future Vol, veh/h	25	1	6	170	447	18
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	1	6	181	476	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	682	488	497	0	-	0
Stage 1	488	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	415	580	1067	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	411	579	1065	-	-	-
Mov Cap-2 Maneuver	411	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1065	-	411	579	-	-
HCM Lane V/C Ratio	0.006	-	0.065	0.002	-	-
HCM Control Delay (s)	8.4	-	14.4	11.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	4	3	193	234	28
Future Vol, veh/h	29	4	3	193	234	28
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	30	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	4	3	212	257	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	492	274	289	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	536	765	1273	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	534	764	1272	-	-	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1272	-	534	764	-	-
HCM Lane V/C Ratio	0.003	-	0.06	0.006	-	-
HCM Control Delay (s)	7.8	-	12.2	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

5. Existing Plus Project Sidra Reports

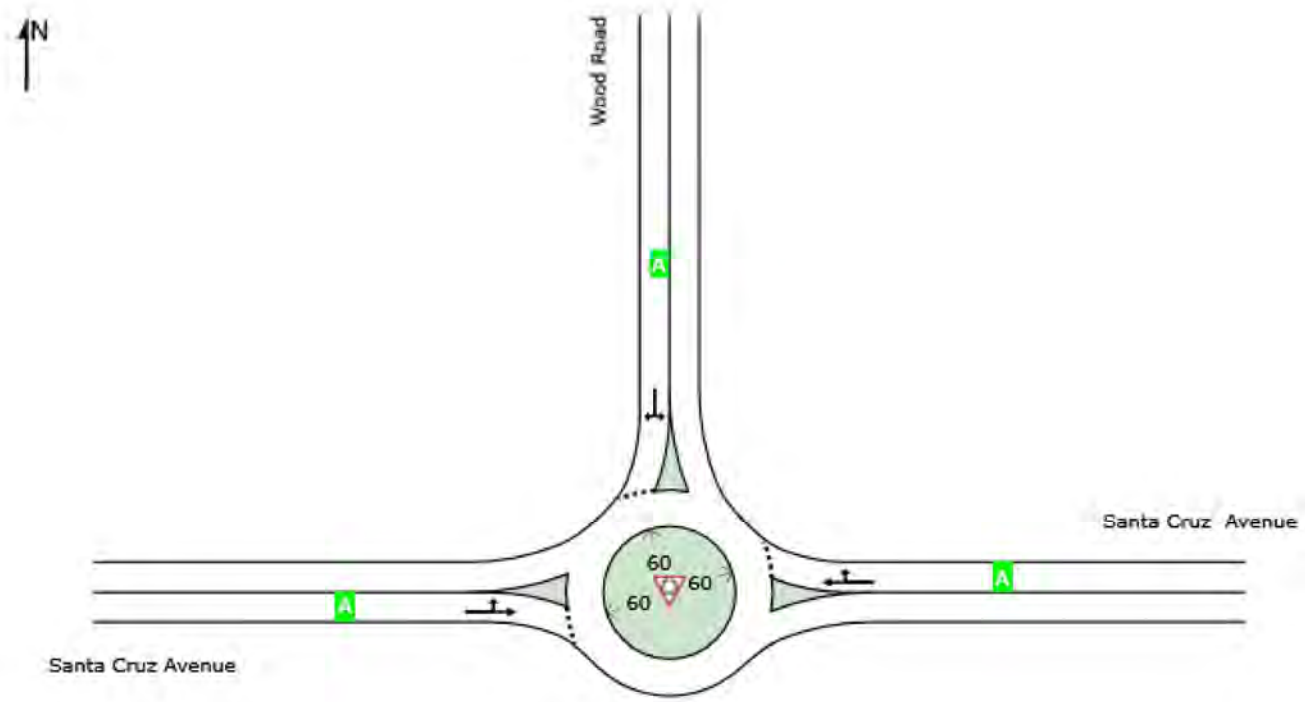
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (AM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (AM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	127	3.0	0.112	3.5	LOS A	0.5	13.4	0.04	0.01	0.04	30.5
16	R2	28	3.0	0.112	3.5	LOS A	0.5	13.4	0.04	0.01	0.04	29.6
Approach		155	3.0	0.112	3.5	LOS A	0.5	13.4	0.04	0.01	0.04	30.4
North: Wood Road												
7	L2	15	3.0	0.013	3.0	LOS A	0.1	1.4	0.26	0.11	0.26	28.5
14	R2	1	3.0	0.013	3.0	LOS A	0.1	1.4	0.26	0.11	0.26	29.7
Approach		16	3.0	0.013	3.0	LOS A	0.1	1.4	0.26	0.11	0.26	28.6
West: Santa Cruz Avenue												
5	L2	4	3.0	0.352	5.8	LOS A	2.2	56.5	0.11	0.03	0.11	30.8
2	T1	480	3.0	0.352	5.8	LOS A	2.2	56.5	0.11	0.03	0.11	29.1
Approach		485	3.0	0.352	5.8	LOS A	2.2	56.5	0.11	0.03	0.11	29.1
All Vehicles		657	3.0	0.352	5.2	LOS A	2.2	56.5	0.10	0.02	0.10	29.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

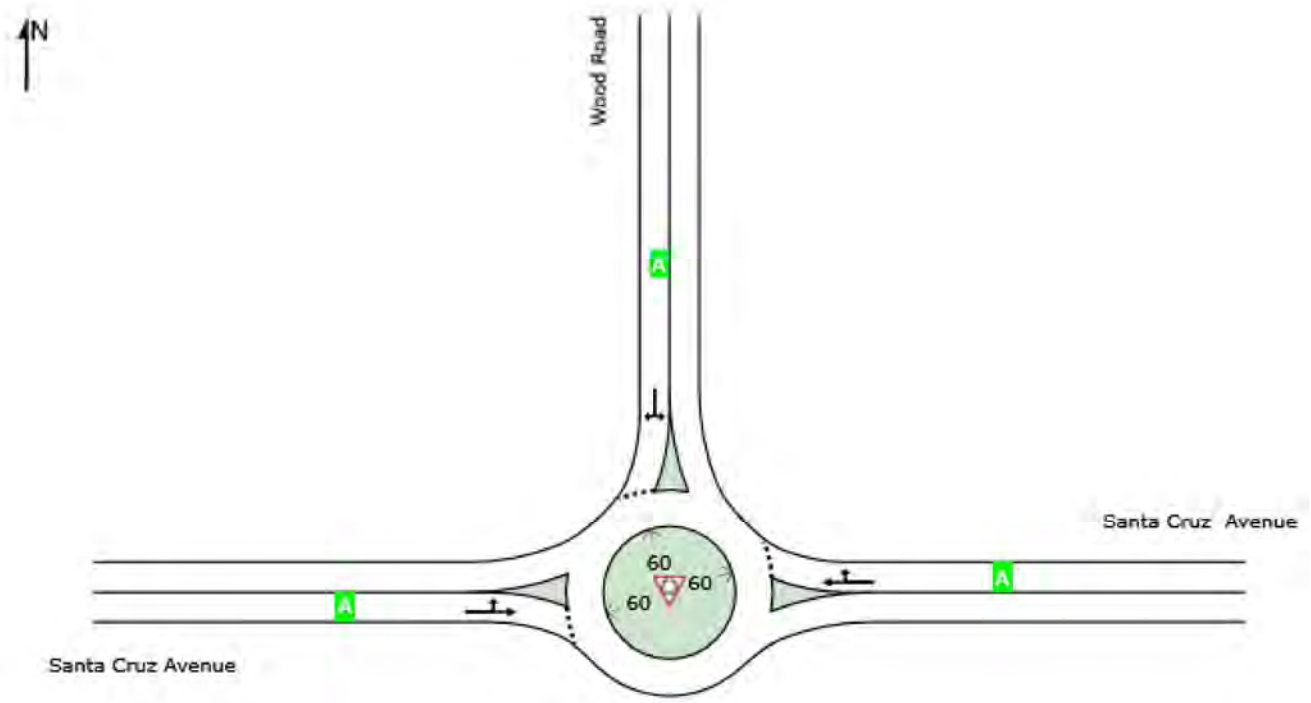
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (Midday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (Midday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	164	3.0	0.142	3.7	LOS A	0.7	17.6	0.02	0.00	0.02	30.4
16	R2	35	3.0	0.142	3.7	LOS A	0.7	17.6	0.02	0.00	0.02	29.4
Approach		199	3.0	0.142	3.7	LOS A	0.7	17.6	0.02	0.00	0.02	30.2
North: Wood Road												
7	L2	38	3.0	0.033	3.3	LOS A	0.1	3.5	0.30	0.15	0.30	28.2
14	R2	1	3.0	0.033	3.3	LOS A	0.1	3.5	0.30	0.15	0.30	29.5
Approach		39	3.0	0.033	3.3	LOS A	0.1	3.5	0.30	0.15	0.30	28.3
West: Santa Cruz Avenue												
5	L2	1	3.0	0.145	3.9	LOS A	0.7	17.8	0.15	0.05	0.15	31.6
2	T1	193	3.0	0.145	3.9	LOS A	0.7	17.8	0.15	0.05	0.15	30.2
Approach		195	3.0	0.145	3.9	LOS A	0.7	17.8	0.15	0.05	0.15	30.2
All Vehicles		433	3.0	0.145	3.7	LOS A	0.7	17.8	0.10	0.04	0.10	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

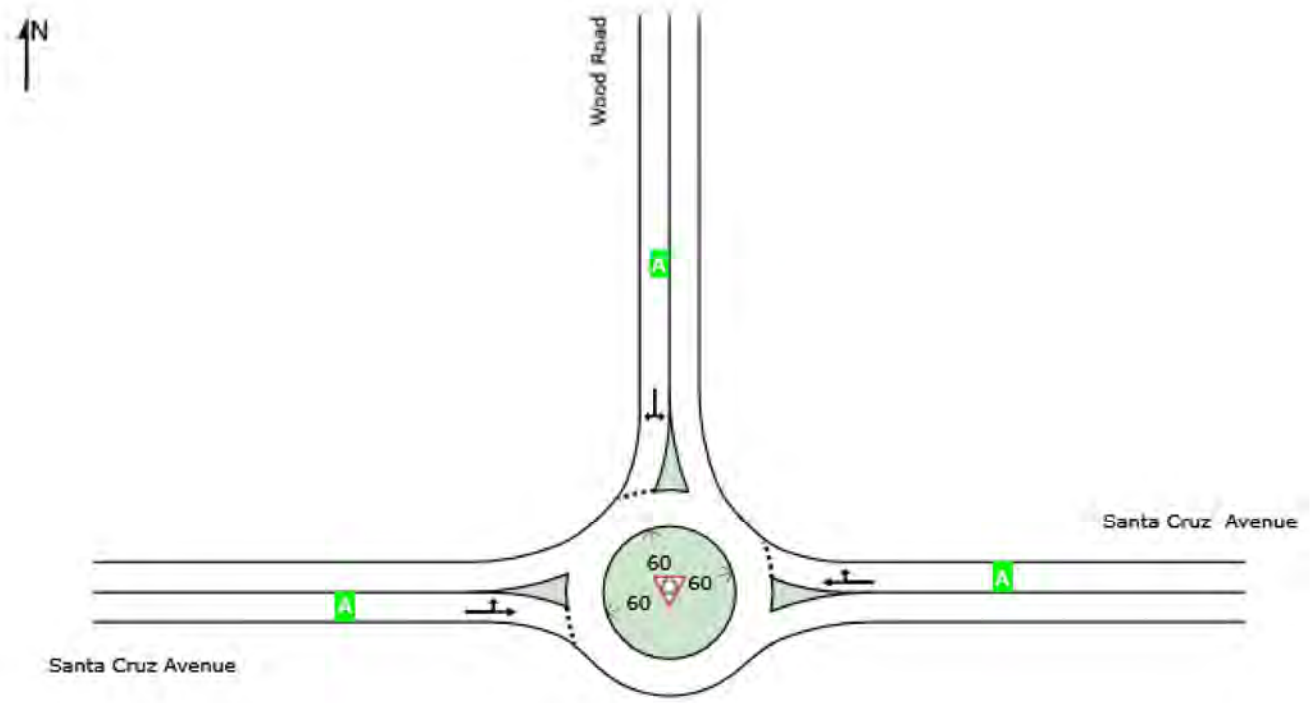
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (PM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (PM)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	486	3.0	0.364	5.9	LOS A	2.3	59.8	0.07	0.01	0.07	29.1
16	R2	20	3.0	0.364	5.9	LOS A	2.3	59.8	0.07	0.01	0.07	28.3
Approach		505	3.0	0.364	5.9	LOS A	2.3	59.8	0.07	0.01	0.07	29.1
North: Wood Road												
7	L2	27	3.0	0.033	4.6	LOS A	0.1	3.4	0.51	0.38	0.51	27.6
14	R2	1	3.0	0.033	4.6	LOS A	0.1	3.4	0.51	0.38	0.51	29.1
Approach		28	3.0	0.033	4.6	LOS A	0.1	3.4	0.51	0.38	0.51	27.7
West: Santa Cruz Avenue												
5	L2	7	3.0	0.141	3.8	LOS A	0.7	17.2	0.12	0.04	0.12	31.6
2	T1	185	3.0	0.141	3.8	LOS A	0.7	17.2	0.12	0.04	0.12	30.2
Approach		191	3.0	0.141	3.8	LOS A	0.7	17.2	0.12	0.04	0.12	30.2
All Vehicles		725	3.0	0.364	5.3	LOS A	2.3	59.8	0.10	0.03	0.10	29.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

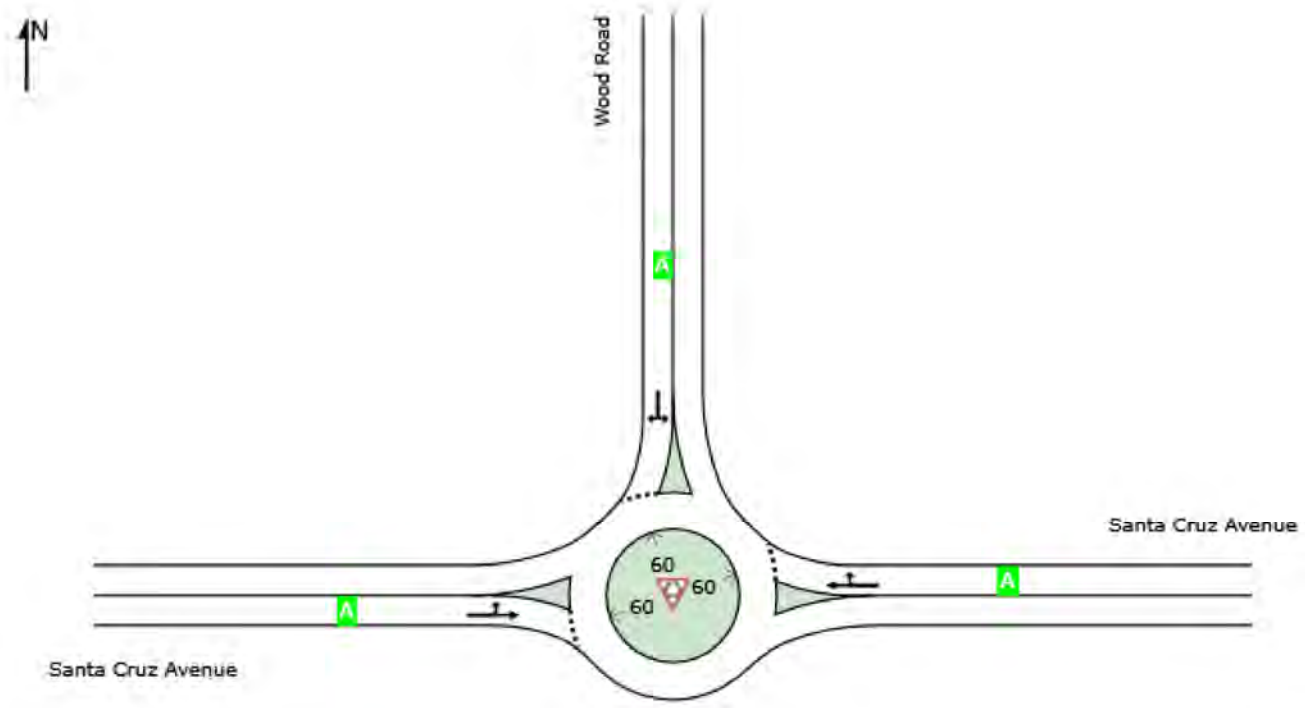
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (Saturday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 1 [Santa Cruz Avenue / Wood Road Ex+P (Saturday)]

Santa Cruz Avenue and Wood Road
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: Santa Cruz Avenue												
6	T1	254	3.0	0.204	4.3	LOS A	1.1	27.2	0.04	0.00	0.04	30.1
16	R2	30	3.0	0.204	4.3	LOS A	1.1	27.2	0.04	0.00	0.04	29.1
Approach		285	3.0	0.204	4.3	LOS A	1.1	27.2	0.04	0.00	0.04	30.0
North: Wood Road												
7	L2	32	3.0	0.033	3.6	LOS A	0.1	3.5	0.38	0.23	0.38	28.3
14	R2	4	3.0	0.033	3.6	LOS A	0.1	3.5	0.38	0.23	0.38	29.6
Approach		36	3.0	0.033	3.6	LOS A	0.1	3.5	0.38	0.23	0.38	28.5
West: Santa Cruz Avenue												
5	L2	3	3.0	0.157	3.9	LOS A	0.8	19.6	0.13	0.04	0.13	31.6
2	T1	210	3.0	0.157	3.9	LOS A	0.8	19.6	0.13	0.04	0.13	30.1
Approach		213	3.0	0.157	3.9	LOS A	0.8	19.6	0.13	0.04	0.13	30.1
All Vehicles		534	3.0	0.204	4.1	LOS A	1.1	27.2	0.10	0.03	0.10	29.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

6. ADA Requirements

U.S. Department of Justice

Civil Rights Division

Disability Rights Section

Americans with Disabilities Act

ADA Compliance BRIEF:

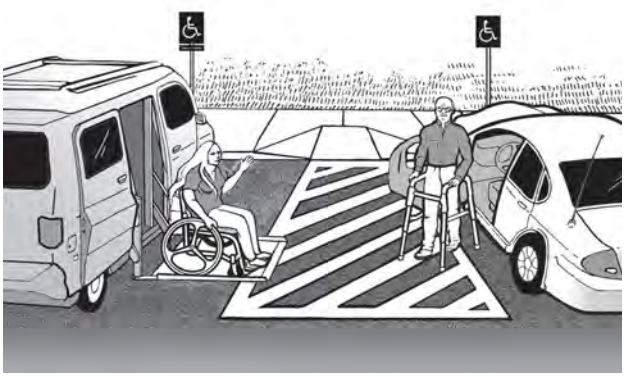
Restriping Parking Spaces

Accessible Parking Spaces

When a business or State or local government restripes parking spaces in a parking lot or parking structure (parking facilities), it must provide accessible parking spaces as required by the 2010 ADA Standards for Accessible Design (2010 Standards).

In addition, businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking facilities when it is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases. State and local government facilities also have an ongoing ADA obligation to make their programs accessible, which can require providing accessible parking.

This compliance brief provides information about the features of accessible car and van parking spaces and how many accessible spaces are required when parking facilities are restriped.



One of six accessible parking spaces, but always at least one, must be van-accessible.

The required number of accessible parking spaces must be calculated separately for each parking facility, not calculated based on the total number of parking spaces provided on a site. One of six (or fraction of six) accessible parking spaces, but always at least one, must be van accessible.

Parking for hospital outpatient facilities, rehabilitation facilities, outpatient physical therapy facilities or residential facilities have substantially different requirements for accessibility (see 2010 Standards 208.2).

Minimum Number of Accessible Parking Spaces
2010 Standards (208.2)

Total Number of Parking Spaces Provided in Parking Facility (per facility)	(Column A) Minimum Number of Accessible Parking Spaces (car and van)	Mininum Number of Van-Accessible Parking Spaces (1 of six accessible spaces)
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	2
301 to 400	8	2
401 to 500	9	2
500 to 1000	2% of total parking provided in each lot or structure	1/6 of Column A*
1001 and over	20 plus 1 for each 100 over 1000	1/6 of Column A*

*one out of every 6 accessible spaces

Location

Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.

When accessible parking spaces are added in an existing parking lot or structure, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3 feet wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.

Accessible parking spaces may be clustered in one or more facilities if equivalent or greater accessibility is provided in terms of distance from the accessible entrance, parking fees, and convenience. Van-accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

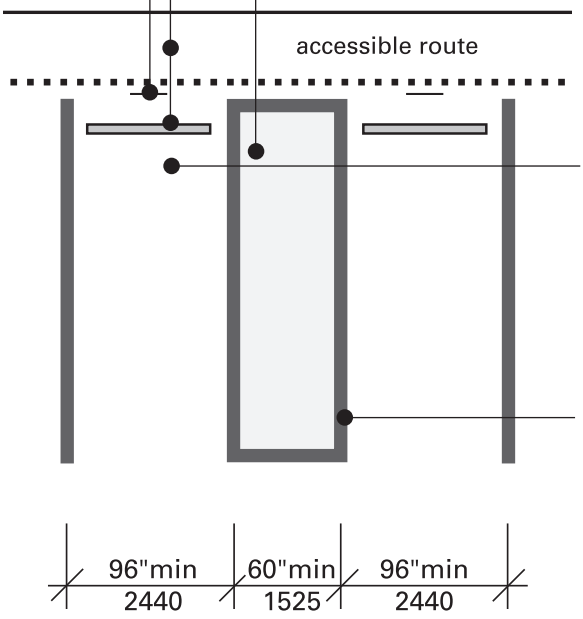
Features of Accessible Parking Spaces

Parking space identification sign with the international symbol of accessibility complying with 703.7.2.1 mounted 60 inches minimum above the ground surface measured to the bottom of the sign.

If the accessible route is located in front of the parking space, install wheel stops to keep vehicles from reducing the clear width of the accessible route below 36 inches.

Two parking spaces may share an access aisle except for angled parking spaces (see below).

Access aisle width is at least 60 inches, must be at the same level and the same length as the adjacent parking space(s) it serves, maximum slope in all directions is 1:48, and access aisle must connect to an accessible route to the building. Ramps must not extend into the access aisle.



Parking space shall be 96 inches wide minimum, marked to define the width, and maximum slope in all directions is 1:48.

Boundary of the access aisle must be clearly marked so as to discourage parking in it. (State or local laws may address the color and manner that parking spaces and access aisles are marked.)

Accessible Parking Spaces with 60-inch Minimum Width Access Aisle for Cars

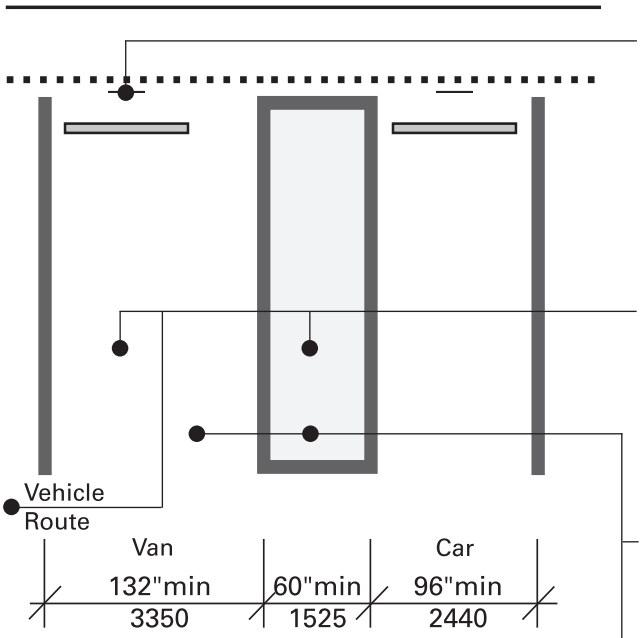
Additional Notes:

Where parking spaces are marked with lines, width measurements of parking spaces and access aisles are to centerlines, except for the end space which may include the full width of the line.

Access aisles may be located on either side of the parking space except for angled van parking spaces which must have access aisles located on the passenger side of the parking spaces.

Additional Features of Van-Accessible Parking Spaces

Van-accessible parking spaces incorporate the features of accessible parking spaces on the previous page and require the following additional features: a "van accessible" designation on the sign; different widths for the van parking space or the access aisle; and at least 98 inches of vertical clearance for the van parking space, access aisle, and vehicular route to and from the van-accessible space. The first image below shows a van-accessible space with a 60-inch minimum width access aisle. The second image shows a van-accessible space with a 96-inch minimum width access aisle. Both configurations are permitted and requirements for van-accessible signage and vertical clearance apply to both configurations.

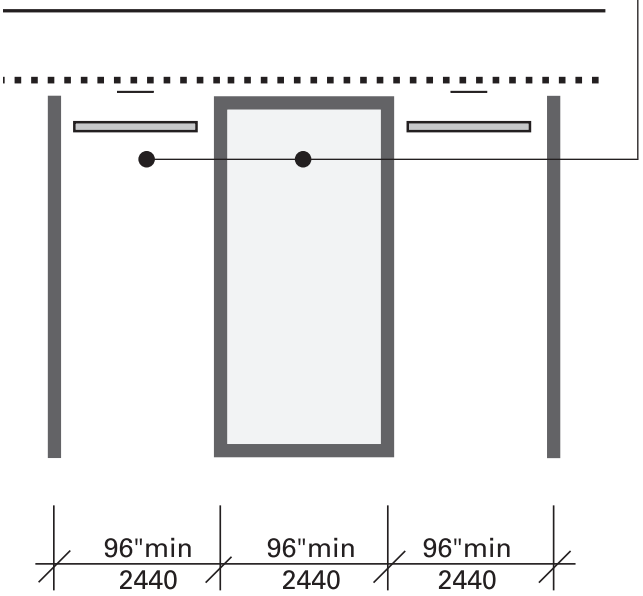


Van-Accessible Parking Space with 60-inch Minimum Width Access Aisle

Parking space identification sign with the international symbol of accessibility and designation, "van accessible." Note, where four or fewer parking spaces are provided on a site, a sign identifying the accessible space, which must be van-accessible, is not required.

Vertical clearance of 98 inches minimum to accommodate van height at the vehicle parking space, the adjacent access aisle, and on the vehicular route to and from the van-accessible space.

Van parking space must be 132 inches wide minimum with an adjacent 60-inch wide minimum access aisle. A van parking space of 96 inches wide minimum with an adjacent 96-inch wide minimum access aisle is also permitted (see below).



Van-Accessible Parking Space with 96-inch Minimum Width Access Aisle

Where four or fewer parking spaces are provided on a site, signage identifying the van-accessible parking space is not required.

Resources

For more information about the ADA, please visit our website or call our toll-free number.

ADA Website

www.ADA.gov

To receive e-mail notifications when new ADA information is available, visit the ADA Website's home page and click the link near the bottom of the right-hand column.

ADA Information Line

800-514-0301 (Voice)
and
800-514-0383 (TTY)

Call Monday – Wednesday, Friday 9:30 a.m. – 5:30 p.m., Thursday 12:30 p.m. – 5:30 p.m. (Eastern Time) to speak with an ADA Specialist. Calls are confidential.

24 hours a day to order publications by mail.

For people with disabilities, this publication is available in alternate formats.

Reference:

2010 ADA Standards for Accessible Design (available on ADA.gov and from the ADA Information Line)

Sections 208 & 502 Parking Spaces

Section 206 Accessible Route

Duplication of this document is encouraged.

December 2015

Kimley»Horn

Date: December 10, 2020

ITEM: 110 Wood Road; APN: 510-47-038
Planned Development Application PD-20-001
Requesting approval of a Planned Development for a senior living community and removal of large protected trees on property zoned R:PD.
PROPERTY OWNER: Covia Communities
APPLICANT: Rockwood Pacific, Inc. (v. Frank Rockwood)

PROJECT PLANNER: Jocelyn Shoopman
LAST REVIEWED: August 2020

RESPONSE TO TJKM TRAFFIC COMMENTS

Department: **Public Works**

RECOMMENDATONS/COMMENTS

1) Pages 6 & 7: The graphs should show that the counts need to be multiplied by a factor of 10.
Response: Unclear what this comment is referring to, please clarify. These graphs have been provided to show the average of 3 days of bi-directional tube count data that was collected. The statement now reads "…average hourly bi-directional traffic data…". Refer to Page 6, Paragraph 1 of Section 2.1.
2) Page 18: In paragraph 7, in the first sentence, change "east approach" to "west leg".
Response: The report has been updated to reflect this change. Refer to Page 18, Paragraph 1 of Section 7.
3) Page 18: In paragraph 7 change "The proposed funicular is attached to this memorandum" to "Information on the proposed funicular…"
Response: At the time of this report, a funicular was proposed for the site. This has now been removed and replaced with electrical autonomous vehicles (devpods). All discussion on funicular has been removed and replaced with discussion regarding the devpods. Refer to Page 18, Section 7 and Section 9.
4) TJKM did not receive information on the funicular
Response: Please refer to Comment #3 response.
5) IF not shown in the missing information, show on a map the location of the funicular. Does it connect two private properties? Will it be available to the general public? Who is it intended to serve?
Response: Please refer to Comment #3 response.
6) Page 18: Paragraph 8, Vehicle Miles Traveled (VMT): More information is needed to demonstrate that the project is fully compliant with VMT guidelines established by the State Office of Planning and Research, Santa Clara County and the Town of Los Gatos, possibly after the date of the report.
Response: The report has now been updated with a more detailed discussion on VMT. Refer to Page 18, Section 9.
7) Page 19: In the second paragraph, change the last word from "client" to "applicant."
Response: This section was revised. Please refer to Comment #8 response.

8) Page 19, Tables 7 and 8: More information is needed including the location and description of the other site(s) referenced. The term "units" needs to be defined and how it applies to this context. Also, the tables seem to apply to supply, with no direct reference to demand vs. supply. The FTE column in Table 7 does not seem to add correctly.
Response: The City has provided a parking rate for the Project site of 1 space per 2.5 beds. This section has been revised to reflect this update. Refer to Page 19, Section 10.

9) Page 19, Table 8: Many medical related parking and traffic ratios apply to beds, not units, since the demand is frequently based on employees and secondarily to visitors. What is the conclusion to be drawn from Table 8?
Response: Please refer to Comment #8 response.

10) Page 19, Table 9: The Sunnyvale reference for Senior Housing would not be expected to apply to medical or care facilities, just housing for Senior Adults. The Los Altos reference may be similar. This is also applicable to portions of Table 10.
Response: Please refer to Comment #8 response.

11) Page 20, first sentence: While there may be adequate parking for the facility, the report does not seem to clearly show how this is the case. Comparison of supplied ratios or evaluation of true parking demand compared with the supply of 238 parking stalls is not clearly made.
Response: Please refer to Comment #8 response.

TECHNICAL MEMORANDUM

Date: December 14, 2020

To: Mike Weisz, Town of Los Gatos

From: Chris D. Kinzel, P.E.
Vice President

Subject: ***TJKM Review of 101 Wood Road Peer Review Responses***

TJKM has completed a Peer Review of the Traffic Impact Analysis for Planning #PD-20-001, 101 Wood Road on November 24, 2020. The original analysis was prepared by Kimley Horn and was included in a report dated January 21, 2020. In response to the TJKM peer review comments, Kimley Horn prepared a revised report dated December 9, 2020. The revised report shows that the 101 Wood Road has no traffic or VMT impacts and addresses the earlier TJKM comments. The revised report is acceptable.

The project is now proposing a four-passenger electrical autonomous vehicle called a devpod. This is an applicant-proposed item and is not a project or mitigation requirement and likely does not change the peak hour traffic generation of the project. However, it does raise some questions which may be of interest to the Town when considering its approval:

1. Will the devpod travel on a public street? It appears that it would need to travel on Wood Road, which in some areas has a width of 24 feet.
2. Does the California Vehicle Code allow such a vehicle to travel on a public street?
3. Can the devpod negotiate the steep slopes involved?
4. It would appear the devpod would need to mix with vehicular traffic on Wood Road. This could be unsafe because of speed differential, among other items. It would seem to have the characteristics of a driverless golf cart.
5. What is the lower termination point (transit stop) of the devpod on or near Santa Cruz Avenue? Does this involve any wrong-way travel or travel on a sidewalk?
6. It is suggested that, separate from the traffic report, these and related items should be addressed.

Please contact me if there are questions on this matter.