

North Mathilda Avenue Bicycle Lane Study

FINAL REPORT

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Prepared for:



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Table of Contents

Introduction And Background.....	1
Introduction	1
Study Area	1
Project Background And Objective.....	3
Previous Planning Efforts.....	4
Traffic Analysis.....	6
Data Collection	6
Analysis Methodology	7
Existing And Proposed Level Of Service Results	9
Existing And Proposed Queuing Results.....	11
Potential Traffic Improvements.....	13
Collision Evaluation.....	15
Public Outreach.....	18
Bicycle Pedestrian Advisory Commission Meeting #1.....	18
Public Meeting #1	19
Public Meeting #2	20
Pop-Up Events	22
Online Survey	22
Future Public Outreach.....	23
Additional Outreach Efforts.....	23
Conceptual Design And Cost Estimate	24

Tables

Table 1: Documents Review Summary.....	5
Table 2: Intersection Level of Service Definitions (HCM 7 Methodology).....	8
Table 3: Intersection Level of Service Definitions (VTA Methodology).....	8
Table 4 - Existing Intersection Level of Service Summary	10
Table 5 - Existing Plus Project Intersection Level of Service Summary	10
Table 6 - Existing Conditions – 95th Percentile Queue Summary	12
Table 7 - Existing Plus Project Conditions – 95th Percentile Queue Summary	12
Table 8 – North Mathilda Avenue/Ahwanee Avenue-Almanor Avenue.....	14
Table 9 - Existing Plus Project With Proposed Improvements Conditions Intersection Level of Service Summary.....	14
Table 10: Corridor-wide Collision Type Summary.....	15
Table 11: Corridor-wide Collision Factors Summary	15
Table 12: North Mathilda Avenue – Corridor Collision Comparison	16
Table 13: North Mathilda Avenue – Intersection Collision Comparison	17

APPENDICES

Appendix A – Traffic Counts
Appendix B – Existing Conditions Synchro/Traffic Outputs
Appendix C – Existing Plus Project Conditions Synchro/Traffic Outputs
Appendix D – Existing Plus Project With Proposed Improvements Conditions Synchro/Traffic Outputs
Appendix E – Collision Evaluation
Appendix F – Public Engagement: Mailed Postcard
Appendix G – Public Engagement: Survey Results
Appendix H – Conceptual Design
Appendix I – Detailed Cost Estimate

INTRODUCTION AND BACKGROUND

INTRODUCTION

The City of Sunnyvale (City) is proposing to expand bicycle infrastructure throughout the City to encourage and support alternative transportation modes, enhance safety, and create a more bike-friendly environment. As part of its efforts, the City obtained Kimley-Horn to conduct a feasibility study to understand the impacts of removing one southbound through lane and installing buffered bicycle lane in the southbound direction on North Mathilda Avenue between the SB 101 Off-ramp and Maude Avenue (“Project”).

This report summarizes the following:

- Description of the study area
- Summary of primary Project objectives
- Summary of review of all planning documents which discuss the improvements
- Description of the study development including public and stakeholder process and schedule
- Existing conditions within the study area including traffic operations and collision analysis
- Description of proposed improvements which include traffic operations and recommendations to achieve the project goals

STUDY AREA

North Mathilda Avenue, within the project limits, is a north/south, 7-lane major arterial, which serves as a primary connector between US-101 and SR-237 freeways and residential/business district within the City of Sunnyvale. The study area includes four signalized and one unsignalized intersections as listed below and illustrated on Figure 1, on the next page:

1. North Mathilda Avenue & SB US-101 Off-ramp (Signalized)
2. North Mathilda Avenue & Almanor Avenue-Ahwanee Avenue (Signalized)
3. North Mathilda Avenue & San Aleso Avenue (Signalized)
4. North Mathilda Avenue & Del Rey Avenue (Unsignalized – side street stop controlled)
5. North Mathilda Avenue & West Maude Avenue (Signalized)

Under the existing conditions, there are three northbound travel lanes and a Class II buffered bicycle lane on North Mathilda Avenue between Ahwanee Avenue-Almanor Avenue and Maude Avenue, whereas there are four travel lanes and no bicycle facility in the southbound direction. The posted speed limit is 45 miles per hour in both directions, and the surrounding land use includes primarily office complexes. There are few schools within close proximity of the corridor, such as Bishop Elementary School and Columbia Middle School, however, no school traffic, such as walking or biking students, was observed. The pedestrian activity at the intersections of Ahwanee-Almanor and San Aleso Avenue is very low, while the pedestrian and bicycle activity at the intersection of West Maude Avenue is moderate. Parking within the studies corridor is prohibited on both sides.



SB Mathilda Avenue Bike Lane Study from US 101 SB Off-Ramp to Maude Avenue

PROJECT BACKGROUND AND OBJECTIVE

The City's Active Transportation Plan (ATP) identified a Class II buffered bike lane as the proposed bicycle improvement for the southbound direction on Mathilda Avenue. In order to implement this, however, one southbound vehicle travel lane would need to be removed. To understand the potential deficiency for the removal of the travel lane, a roadway reallocation study (road diet) is required. Although the roadway reallocation was identified along North Mathilda Avenue between Ahwanee Avenue-Almanor Avenue and Del Rey Avenue, the study limits were extended to the SB 101 Off-ramps and Maude Avenue. This provides a consistent three lane roadway in both direction. The proposed Class II buffered bicycle lane will fill the gap in the bicycle network along North Mathilda Avenue.

PREVIOUS PLANNING EFFORTS

To assist with the project analysis and bicycle improvement recommendations, Kimley-Horn reviewed existing planning documents that described the installation of bike lanes along the study segment. The following documents were reviewed to determine relevant information that pertains to North Mathilda Avenue and the installation of bike lanes.

- Valley Transportation Plan (VTP) 2040 – Long Range Transportation Plan
- Sunnyvale Vision Zero Plan, July 2019
- Sunnyvale Roadway Safety Plan, September 2020
- Sunnyvale General Plan (Land Use and Transportation Chapter), June 2022
- Sunnyvale Active Transportation Plan, August 2020
- Santa Clara County Bicycle Plan, May 2018
- Peery Park Specific Plan (Final Environmental Impact Report), August 2016
- Caltrans District 4 Bike Plan, 2018

A summary of the information contained within the planning documents as it relates to the installation of bicycle lanes along North Mathilda Avenue between Ahwanee Avenue/Almanor Avenue and Del Rey Avenue is shown in Table 1, on the next page. As shown in the table, proposed bicycle lanes along the study segment were noted in the VTP 2040 Long Range Transportation Plan and the Sunnyvale ATP documents. In addition to the corridor being proposed as a roadway reallocation segment (or proposed road diet) within the Sunnyvale ATP, it is also proposed as a low stress spine route. Low stress spine routes are proposed bicycle facilities that provide connectivity throughout the City. To accommodate the bicycle facilities along these routes, trade-offs are required, one of which is to reduce the number of travel lanes, as proposed within the roadway reallocation (road diet) plans.

Table 1: Documents Review Summary

DOCUMENT	RELEVANT INFORMATION
VTP 2040 – Long Range Transportation Plan	VTP ID B63 – Provide bike lanes along Mathilda Avenue between US 101 and El Camino Real as part of the Bicycle Expenditure Program (BEP) which is the funding mechanism for planned bicycle projects in Santa Clara County.
Sunnyvale Vision Zero Plan	Non-KSI collisions (related to walking or bicycling) identified near the intersection of Mathilda Avenue and Ahwanee Avenue. KSI = Killed or Severely Injured
	Speed related collisions identified along the study corridor, particularly at the intersection of Mathilda Avenue and Ahwanee Avenue.
	Midblock bicycle conflict shown at the intersection of Mathilda Avenue and Ahwanee Avenue.
	Study corridor is classified as “high” on the HIN (high injury network) Collision Density.
Sunnyvale Roadway Safety Plan	Study corridor identified as a high injury network.
	Fatal and severe injury shown near Mathilda Avenue & Del Rey Avenue.
Sunnyvale General Plan	No relevant information.
Sunnyvale Active Transportation Plan	Bicycle injury identified near Mathilda Avenue and Ahwanee Avenue.
	Bicycle level of stress along the study corridor is Level 3 (suitable for confident adults).
	Study corridor is a proposed low stress spine route that provides connected, cross-town travel. Would require tradeoffs to achieve a low stress route such as removing travel lanes, removing on-street parking, obtaining easement, or right of way dedication.
	Proposed Class IIB buffered bicycle lane along study corridor.
	Proposed roadway reallocation (road diet) along study corridor to accommodate bicycle recommendation.
	Intersection of Mathilda Avenue and Ahwanee Avenue – bikeway crossing spot improvement prioritized as high priority.
	Bicycle improvements along Mathilda Avenue from Ahwanee Avenue to Del Rey Avenue is prioritized as medium priority. Proposed Class 2B bicycle lane.
Santa Clara County Bicycle Plan	No relevant information.
Peery Park Specific Plan	General statement that the project would help improve existing bicycle facilities and install new bike lanes to improve connection within the Peer Park Specific Plan boundaries.
	CTO-1: Create streets and connections that facilitate bicycling, walking, and transit use throughout the City.
Caltrans District 4 Bike Plan	No relevant information.

TRAFFIC ANALYSIS

Kimley-Horn conducted a traffic analysis to evaluate the operational effects of removing one southbound through lane on North Mathilda Avenue, comparing existing conditions, such as level of service, delays, and queues, with projected conditions under the proposed project.

An existing traffic operations analysis was completed for the AM, PM, and weekend peak hours. The intersections between US 101 SB Off-ramp and Del Rey Avenue were evaluated using Synchro traffic modeling software. The Synchro model analyses are based on the Highway Capacity Manual (HCM) methodology. The intersection of Mathilda Avenue/Maude Avenue is part of the Valley Transportation Authority (VTA) Congestion Management Program (CMP) and was evaluated using Traffix modeling software using VTA provided models and City provided traffic volumes.

Kimley-Horn prepared a Draft and then Final North Mathilda Avenue Bicycle Lanes Traffic Analysis Memorandum and submitted it separately to the City for review and records. The section below summarizes the traffic analysis conducted on this project.

DATA COLLECTION

To understand existing traffic conditions on North Mathilda Avenue, Kimley-Horn collected three-day turning movement counts at the following project intersections:

- North Mathilda Avenue/SB US 101 Off-ramp
- North Mathilda Avenue/Almanor Avenue-Ahwanee Avenue
- North Mathilda Avenue/San Aleso Avenue
- North Mathilda Avenue/Del Rey Avenue

The turning movement counts, including vehicular, pedestrian, and bicycle counts, were collected at the project intersections for seven (7) hours during the following times:

- AM Peak 6:00 AM to 10:00 AM
- PM Peak 3:00 PM to 6:00 PM

In addition, weekend turning movement counts, including vehicular, pedestrian, and bicycle counts, were collected at the project intersection for three (3) hours during the following times:

- Weekend AM Peak 11:00 AM to 2:00 PM

Kimley-Horn collected weekday turning movement counts from Tuesday, March 5, 2024 to Thursday, March 7, 2024. The weekend turning movement counts were collected on Saturday, March 9, 2024 and Sunday, March 10, 2024. The turning movement counts were collected using video cameras and then reduced in the office.

To understand daily and weekday traffic volumes along the corridor, 24-hour tube counts were collected for seven days at the following two (2) locations:

- Mathilda Avenue, just north of Del Rey Avenue
- Mathilda Avenue between Ahwanee Avenue-Almanor Avenue and San Aleso Avenue.

24-hour tube counts were collected for seven (7) days, between Tuesday, March 5, 2024 and Monday, March 11, 2024.

Since the intersection of Mathilda Avenue and Maude Avenue is a CMP intersection, the 2018 PM counts collected for the VTA CMP Monitoring counts were used. For the AM peak hours, the counts collected by the City in February 2020 were used. Saturday volumes are not provided for this intersection and therefore were not included in the analysis. However, based on a comparison of the weekday and Saturday volumes, weekday volumes result in a conservative analysis.

A summary of the turning movement and hose counts is presented in Appendix A.

ANALYSIS METHODOLOGY

Analysis of traffic operations at intersections are 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.

Levels of service for this study were determined using Synchro 12 software for intersections #1 to #4 and Traffix software for intersection #5, per the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP) guideline. When using Traffix software, LOS was determined using methods defined in the Traffic Level of Service Analysis Guidelines provided by VTA. These guidelines utilize the Highway Capacity Manual, 2000 (HCM 2000). When using Synchro 12 software, LOS was determined using methods defined in the Highway Capacity Manual, 7th Edition (HCM 7), except for intersections with geometric constraints. Since HCM 7th Edition does not have the capability to analyze side-street stop-controlled intersections with four (4) through lanes, intersection #4 (North Mathilda Avenue/Del Rey Avenue) was analyzed using the Synchro Intersection Capacity Utilization (ICU) methodology instead.

The HCM includes procedures for analyzing signalized intersections by defining LOS as a function of average control delay for the intersection as a whole. VTA has specific delay threshold values for each LOS that is more detailed than that of HCM 2000. Pluses and minuses are added to the LOS ranges to further designate the LOS for signalized intersections. Table 2 relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections provided by the HCM. Table 3 provides the operational characteristics associated with each LOS category for signalized intersections provided by VTA.

Table 2: Intersection Level of Service Definitions (HCM 7 Methodology)

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	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	$> 10 - 20$	$> 10 - 15$
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	$> 20 - 35$	$> 15 - 25$
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	$> 35 - 55$	$> 25 - 35$
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	$> 55 - 80$	$> 35 - 50$
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Sources: Transportation Research Board, Highway Capacity Manual 7th Edition, National Research Council, 2022.

Table 3: Intersection Level of Service Definitions (VTA Methodology)

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are unaffected by others in the traffic stream	delay ≤ 10
B+ B B-	Stable traffic. Traffic flows smoothly with few delays.	10.0 < delay ≤ 12.0 12.0 < delay ≤ 18.0 18.0 < delay ≤ 20.0
C+ C C-	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	20.0 < delay ≤ 23.0 23.0 < delay ≤ 32.0 32.0 < delay ≤ 35.0
D+ D D-	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	35.0 < delay ≤ 39.0 39.0 < delay ≤ 51.0 51.0 < delay ≤ 55.0
E+ E E-	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	55.0 < delay ≤ 60.0 60.0 < delay ≤ 75.0 75.0 < delay ≤ 80.0
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	delay > 80

Sources: VTA Congestion Management Program, Traffic Level of Service Analysis Guidelines, June 2003

City of Sunnyvale LOS Requirements

The LOS standards as outlined in the City of Sunnyvale General Plan is LOS D except on roadways considered “regionally significant” which have a standard of LOS E. North Mathilda Avenue is identified as a regional

significant roadway. Since all study intersections are located along North Mathilda Avenue, the LOS threshold is LOS E. Consistent with the City's guidelines, a project will result in an adverse intersection operation effect if the following occurs:

- Intersection operates at an acceptable LOS E or better without the project and the project degrades the intersection to an LOS F.
- Intersection operates at an unacceptable LOS F without the project and the project increases the critical movement delay by four (4) or more seconds and increases the critical volume to capacity (v/c) by 0.01 or more.

VTA Congestion Management Program (CMP)

The intersection of North Mathilda Avenue and Maude Avenue is a CMP intersection.

The VTA CMP states that LOS E is the minimum LOS except for intersections grandfathered in at LOS F. This intersection was not grandfathered in at LOS F; therefore, the LOS standard is LOS E.

EXISTING AND PROPOSED LEVEL OF SERVICE RESULTS

The intersection levels of service were evaluated under Existing Conditions with and without the Project. The following describes the results of each scenario:

Existing Condition

Traffic operations were evaluated at the study intersections using Synchro or Traffix under existing traffic conditions. Results of the analysis are presented in Table 4 and locations operating unacceptably are bolded. As shown in the table, all study intersections function within acceptable LOS standards under existing conditions. Synchro and Traffix summary output sheets are provided in Appendix B.

Existing Plus Project Condition

Traffic operations were evaluated at the study intersections using Synchro or Traffix under Existing traffic conditions. Results of the analysis are presented in Table 5 and locations operating unacceptably are bolded. As shown in the table, all study intersections function within acceptable LOS standards with the proposed Project. Synchro and Traffix summary output sheets are provided in Appendix C.

Table 4 - Existing Intersection Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction	Control	Existing					
					AM Peak		PM Peak		Saturday Peak	
					LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
1	North Mathilda Avenue / US 101 SB Ramps	E	City/Caltrans	Signal	B	14.4	B	10.8	B	11.7
2	North Mathilda Avenue / Ahwanee Avenue-Almanor Avenue	E	City	Signal	D	37.3	D	48.3	B	19.4
3	North Mathilda Avenue / San Aleso Avenue	E	City	Signal	B	13.3	C	25.6	B	19.6
4	North Mathilda Avenue / Del Rey Avenue	E	City	SSSC	A	0.48	A	0.54	A	0.27
5	North Mathilda Avenue / Maude Avenue	E	City (CMP)	Signal	D	49.4	D	47.2	-	-

- Notes:
1. City = City of Sunnyvale Caltrans = California Department of Transportation CMP = Congestion Monitoring Program
 2. The average control delay is reported for signalized intersections. Intersection ICU is reported for the SSSC intersection using Synchro methodology.
 3. North Mathilda Avenue is a regionally significant roadways with a LOS E threshold.
 4. Intersections #1 to #3 were analyzed in Synchro 12 using HCM 7th edition methodology.
 5. Intersection #4 was analyzed in Synchro 12 using Synchro ICU methodology.
 6. Intersection #5 was analyzed in Traffix using HCM 2000 methodology.

Table 5 - Existing Plus Project Intersection Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction	Control	Existing + Project								
					AM Peak			PM Peak			Saturday Peak		
					LOS	Delay (sec)	Var	LOS	Delay (sec)	Var	LOS	Delay (sec)	Var
1	North Mathilda Avenue / US 101 SB Ramps	E	City/Caltrans	Signal	B	14.4	0.0	B	10.8	0.0	B	11.7	0.0
2	North Mathilda Avenue / Ahwanee Avenue-Almanor Avenue	E	City	Signal	D	51.0	13.7	E	64.7	16.4	C	20.3	0.9
3	North Mathilda Avenue / San Aleso Avenue	E	City	Signal	B	13.3	0.0	C	27.3	1.7	B	19.9	0.3
4	North Mathilda Avenue / Del Rey Avenue	E	City	SSSC	A	0.48	0.00	A	1.1	0.6	A	0.33	0.06
5	North Mathilda Avenue / Maude Avenue	E	City (CMP)	Signal	D	49.7	0.3	D	47.1	-0.1	-	-	-

- Notes:
1. City = City of Sunnyvale Caltrans = California Department of Transportation CMP = Congestion Monitoring Program
 2. The average control delay is reported for signalized intersections. Intersection ICU is reported for the SSSC intersection using Synchro methodology.
 3. North Mathilda Avenue is a regionally significant roadways with a LOS E threshold.
 4. Intersections #1 to #3 were analyzed in Synchro 12 using HCM 7th edition methodology.
 5. Intersection #4 was analyzed in Synchro 12 using Synchro ICU methodology.
 6. Intersection #5 was analyzed in Traffix using HCM 2000 methodology.
 7. Var = Variance (difference in Existing Plus Project and Existing Conditions intersection delay).

EXISTING AND PROPOSED QUEUING RESULTS

Synchro 12 and Traffix software were used to analyze the expected queuing for the southbound through movement along North Mathilda Avenue with the implementation of the Project. For this analysis the 95th percentile queue was reviewed to determine if queues would be expected to spill back to adjacent intersections. The three (3) intersections below were analyzed. It should be noted that intersection #1 (North Mathilda Avenue and the SB US-101 Ramps) was not included since the road diet does not occur at this intersection. Intersection #4 (North Mathilda Avenue and Del Rey Avenue) was also not included in the queuing analysis as the southbound through movement is free control.

- Intersection #2 – North Mathilda Avenue / Ahwanee Avenue-Almanor Avenue
- Intersection #3 – North Mathilda Avenue / San Aleso Avenue
- Intersection #5 – North Mathilda Avenue / Maude Avenue

95th percentile southbound through queues (in feet and vehicles) are shown in Table 6 for Existing Conditions and Table 7 for Existing Plus Project conditions. It is assumed that one vehicle length is 25 feet. Based on the analysis, it is anticipated that queues will exceed capacity in both the AM and PM peak hours at the following intersection:

- Intersection #2 – North Mathilda Avenue / Ahwanee Avenue-Almanor Avenue
 - o SBT (AM Peak Hour) – Existing Plus Project Conditions
 - o SBT (PM Peak Hour) – Existing and Exiting Plus Project Conditions

As shown, under plus Project conditions, the southbound through queue at North Mathilda Avenue and Ahwanee Avenue-Almanor Avenue is expected to increase and extend into the adjacent SB US-101 ramp intersection in the AM peak hour by approximately 418 feet (or approximately 16 vehicles) and result in a deficient queue. In the PM peak hour, southbound through queue at the intersection extends into the SB US-101 ramp intersection without the project and the project is expected to worsen this queue by 302 feet (or approximately 12 vehicles).

Table 6 - Existing Conditions – 95th Percentile Queue Summary

#	Intersection	Movement	Storage (feet)	Existing Conditions - 95th Percentile Queue					
				AM Peak		PM Peak		Saturday Peak	
				Queue Length (ft)	# of Vehicles	Queue Length (ft)	# of Vehicles	Queue Length (ft)	# of Vehicles
2	North Mathilda Avenue / Ahwanee Avenue-Almanor Avenue	SBT	685	466	19	724	29	315	13
3	North Mathilda Avenue / San Aleso Avenue	SBT	625	40	2	26	1	49	2
5	North Mathilda Avenue / Maude Avenue	SBT	1,470	175	7	400	16	-	-

95th percentile queues that exceed capacity are shown in BOLD.

Table 7 - Existing Plus Project Conditions – 95th Percentile Queue Summary

#	Intersection	Movement	Storage (feet)	Existing Plus Project Conditions - 95th Percentile Queue					
				AM Peak		PM Peak		Saturday Peak	
				Queue Length (ft)	# of Vehicles	Queue Length (ft)	# of Vehicles	Queue Length (ft)	# of Vehicles
2	North Mathilda Avenue / Ahwanee Avenue-Almanor Avenue	SBT	685	884	35	1026	41	427	17
3	North Mathilda Avenue / San Aleso Avenue	SBT	625	80	3	33	1	128	5
5	North Mathilda Avenue / Maude Avenue	SBT	1,470	250	10	550	22	-	-

95th percentile queues that exceed capacity are shown in BOLD.

POTENTIAL TRAFFIC IMPROVEMENTS

To reduce the queue length at the intersection of Mathilda Avenue and Ahwanee Avenue/Almanor Avenue, Kimley-Horn identified the following proposed improvements:

- AM Peak – Revise signal timing by increasing cycle length from 170 to 172 seconds
- PM Peak – Revise signal timing by increasing cycle length 170 to 178 seconds
- Convert #4 southbound through-right lane north of the Ahwanee Avenue-Almanor Avenue intersection to right turn only lane

With these improvements in place, queuing will be significantly reduced, as shown in Table 8. It is anticipated that queues will exceed capacity in the PM peak hour at North Mathilda Avenue / Ahwanee Avenue-Almanor Avenue.

Under Existing plus Project with Proposed Improvements conditions, the southbound through queue at North Mathilda Avenue and Ahwanee Avenue–Almanor Avenue is expected to increase during the PM peak hour, extending approximately 120 feet (about 5 vehicles) into the adjacent southbound US-101 ramp intersection. For reference, the queue already exceeds capacity by 39 feet (about 2 vehicles) without the project, and the project is anticipated to add an additional 81 feet (about 3 vehicles) to the queue.

The revised level of service and delay results with the proposed improvements are shown in Table 9.

Synchro and Traffix summary output for the Existing plus Project with Proposed Improvements conditions are provided in Appendix D.

Table 8 – North Mathilda Avenue/Ahwanee Avenue-Almanor Avenue
95th Percentile Queue Summary Comparison

Intersection	Movement	Storage (feet)	95th Percentile Queue							
			Existing Conditions Plus Project				Existing Plus Project with Proposed Improvements Conditions			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Queue Length (ft)	# of Vehicles	Queue Length (ft)	# of Vehicles	Queue Length (ft)	# of Vehicles	Queue Length (ft)	# of Vehicles
North Mathilda Avenue/ Ahwanee Avenue-Almanor Avenue	SBT	685	884	35	1026	41	445	18	805	32

Table 9 - Existing Plus Project With Proposed Improvements Conditions Intersection Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction	Control	Existing + Project with Proposed Improvements Conditions								
					AM Peak			PM Peak			Saturday Peak		
					LOS	Delay (sec)	Var	LOS	Delay (sec)	Var	LOS	Delay (sec)	Var
1	North Mathilda Avenue / US 101 SB Ramps	E	City/Caltrans	Signal	B	14.8	0.4	B	16.3	5.5	B	11.7	0.0
2	North Mathilda Avenue / Ahwanee Avenue-Almanor Avenue	E	City	Signal	D	37.2	-0.1	D	49.9	1.6	C	20.3	0.9
3	North Mathilda Avenue / San Aleso Avenue	E	City	Signal	A	5.6	-7.7	C	30.0	4.4	B	19.9	0.3
4	North Mathilda Avenue / Del Rey Avenue	E	City	SSSC	A	0.48	0.0	A	1.1	0.6	A	0.33	0.06
5	North Mathilda Avenue / Maude Avenue	E	City (CMP)	Signal	D	47.9	-1.5	D	46.6	-0.6	-	-	-

- Notes: 1. City = City of Sunnyvale Caltrans = California Department of Transportation CMP = Congestion Monitoring Program
2. The average control delay is reported for signalized intersections. Intersection ICU is reported for the SSSC intersection using Synchro methodology.
3. North Mathilda Avenue is a regionally significant roadways with a LOS E threshold.
4. Intersections #1 to #3 were analyzed in Synchro 12 using HCM 7th edition methodology.
5. Intersection #4 was analyzed in Synchro 12 using Synchro ICU methodology.
6. Intersection #5 was analyzed in Traffix using HCM 2000 methodology.
7. Var = Variance (difference in Existing Plus Project and Existing Conditions intersection delay).

COLLISION EVALUATION

A summary of the collisions along the study corridor was completed to help identify any collision trends that could be addressed. Collision history was obtained from the City for collisions occurring along the corridor in the northbound and southbound directions, for a 5-year period from January, 2019 to January, 2024. Tables 10 and 11 summarize the number of collisions on the corridor for the years studied by collision types and collision factors, respectively. A more detailed summary of the collision history by intersections is also included in Appendix E.

Table 10: Corridor-wide Collision Type Summary

Corridor	Total Collision	Collision Types						
		Rear-End	Broadside	Sideswipe	Hit Object	Veh-Ped	Veh-Bike	Unstated/Others
North Mathilda Avenue (All)	62	23	13	11	8	3	2	2
Percentage	100%	37%	21%	18%	13%	5%	3%	3%

Note: Total collisions from January 2019 to January 2024.

Table 11: Corridor-wide Collision Factors Summary

Corridor	Total Collision	Collision Factors								
		Unsafe Speed	Traffic Signal and Signs	Following Too Closely	Improper Turn	DUI	R/W Violations	Unsafe Lane Change	Wrong Side	Unstated/Others
North Mathilda Avenue (All)	62	21	4	1	11	6	5	3	1	10
Percentage	100%	34%	6%	2%	18%	10%	8%	5%	2%	16%

Note: Total collisions from January 2019 to January 2024.

From the 62 total collisions, there were a total of 28 collisions which resulted in injuries between January 2019 and January 2024. Most of the collisions appear to be due to factors such as unsafe speeds and improper turning. The highest percentage of collisions were rear-end, sideswipe, and broadside collisions. There were a total of three (3) pedestrian related accidents and two (2) bicyclist related accidents out of 62 total collisions. One of the bicycle-related incidents occurred when a cyclist ran a red light while traveling westbound on Maude Avenue at North Mathilda Avenue. The other involved a student riding southbound on the sidewalk along the east side of the street, in an area without a designated southbound bicycle lane.

To understand the safety performance of the studies corridor and intersections, collision data were compared against the Caltrans statewide average as published by Caltrans in the 2023 Crash Data on California State Highway.

The following equation from Caltrans was used to calculate the crash rate for the corridor segment:

$$R = \frac{C * 10^6}{365 * N * V * L}$$

Where:

R = Crash rate per million vehicle-miles

V = Number of vehicles per day (both directions)

C = Total number of crashes in the study period

L = Length of the roadway segment in miles

N = Number of years of data

The corridor collisions is considered to be the one occurring just outside the intersection crosswalk lines. The calculated crash rate for the studied segment of Mathilda Avenue is approximately 1.28 collisions per million vehicle miles traveled (MVMT). In comparison, the statewide average crash rate for similar state-owned urban corridors is 0.87, as presented in Table 84 of the *2023 Crash Data on California State Highways* published by Caltrans. Mathilda Avenue was benchmarked against Rate Group 44 in the Caltrans publication, which characterizes divided urban corridors with five or more lanes and posted speed limits of 45 mph or greater.

Compared to the statewide crash rate, the crash rate for the corridor of North Mathilda Avenue between Ahwanee-Almanor Avenue and Maude Avenue is above the average crash rate. The percent of injuries recorded for this segment is also slightly above the statewide average injury percent, as summarized in Table 12.

Table 12: North Mathilda Avenue – Corridor Collision Comparison

North Mathilda Avenue Corridor Collision				Crash Rate Comparison		Crash Injury Comparison	
Total Collisions	Number of Years	Total Traffic Volume	Segment Length (miles)	Corridor Calculated Crash Rate	Statewide Average (2023)	Corridor Injury Percent	Statewide Average Injury Percent
36	5	35,700	0.43	1.28	0.87	44.4%	44.0%

Note: The statewide average crash rate was derived from data as presented in the table on page 84 of the *2023 Crash Data on California State Highways*, published by Caltrans, for rate group 44 which characterizes divided urban corridors with five or more lanes and posted speed limits of 45 mph or greater.

Similar comparison was conducted for the each individual intersection. The following equation from Caltrans was used to calculate the crash rate for each of the intersections:

$$R = \frac{C * 10^6}{365 * N * V}$$

Where:

R = Crash rate per million vehicle-miles

C = Total number of crashes in the study period

N = Number of years of data

V = Number of vehicles per day (both directions)

Intersection collisions are defined as those occurring within the limits of the intersection, bounded by the crosswalk lines. Crash rates were calculated for each intersection and are presented in Table 13 below. These rates were compared to the statewide averages provided in the *2023 Crash Data on California State Highways*, specifically the table on page 86. The Mathilda Avenue intersections were benchmarked against Rate Group 14 in the Caltrans publication, which represents four-legged signalized intersections located in urban environments.

Compared to the statewide average crash rate, the crash rates for the three studied intersections on North Mathilda Avenue between Ahwanee-Almanor Avenue and Maude Avenue are below the average crash rate. The percent of injuries recorded for these intersections are below the statewide rate for Maude Avenue and San Aleso Avenue, and above the statewide rate for Ahwanee-Almanor Avenue.

Table 13: North Mathilda Avenue – Intersection Collision Comparison

North Mathilda Avenue Corridor Collision				Crash Rate Comparison		Crash Injury Comparison	
Intersection at Mathilda Avenue	Total Collisions	Number of Years	Total Traffic Volume Entering Intersection	Intersection Calculated Crash Rate	Statewide Average (2023)	Intersection Injury Percent	Statewide Average Injury Percent
Ahwanee Avenue-Almanor Avenue	6	5	41,700	0.08	0.33	66.7%	47.7%
San Aleso Avenue	11	5	41,500	0.16	0.33	45.5%	47.7%
W Maude Avenue	9	5	37,800	0.12	0.33	33.3%	47.7%

Note: The statewide average crash rate was derived from data on four-legged signalized intersections located in urban environments, as presented in the table on page 86 of the *2023 Crash Data on California State Highways*, published by Caltrans.

PUBLIC OUTREACH

To build support for the project, gather community input on the design, and proactively address future concerns, Kimley-Horn assisted the City in conducting a comprehensive public outreach process. This included a variety of engagement opportunities designed to reach a broad and diverse audience.

The key objectives for this outreach process were to:

1. Gather input on the proposed implementation of bicycle facilities along southbound Mathilda Avenue between Ahwanee Avenue/Almanor Avenue and Del Rey Avenue
2. Reach a broad cross-section of the community to provide input including commuters that utilize the Mathilda Avenue corridor
3. Document community feedback to inform City decision-makers and guide project development

The key strategies for this outreach process included:

1. Staff presentations at two BPAC meetings:
 - o The first meeting took place in June 2024, to inform commissioners about the study initiation and process, described existing conditions and received their feedback.
 - o The second meeting will take place in July 2025, and present findings from the outreach meetings and online survey, describe any changes to the design concept, and make recommendation to City Council to select an alternative.
2. Two hybrid community meetings aimed to educate attendees about the study and process, describe existing conditions and project design concept, and gather community feedback. The first meeting was held in August 2024, followed by a second meeting in March of 2025.
 - o The format included a presentation by staff, a facilitated question and answer period, and project boards around the room for attendees to view and discuss with staff.
3. Two pop-up tabling events were held to share information with members of the public about the project, promote the upcoming public meeting, and ask for their participation in the online survey. The first pop-up event was held in February 2025 at Plaza del Sol, followed by the second in early March of 2025 held at Sunnyvale Farmers Market.
4. Online Survey that solicited public input about the proposed bike lane on North Mathilda Avenue. The survey was launched in mid-February 2025, and remained open for five weeks.

BICYCLE PEDESTRIAN ADVISORY COMMISSION MEETING #1

The City kicked off public outreach for the North Mathilda Avenue Bike Lane Study on June 20, 2024 with a presentation to BPAC. The meeting introduced the study regarding the proposed southbound bike lane on North Mathilda Avenue between US 101 NB Ramps and Maude Avenue.

The meeting also provided information about the outreach process as described in the section above.

The summary of the BPAC meeting included the following questions, concerns, and feedback:

- The main questions from BPAC involved the following topic areas:
 - o The possibility of alternative options for this location, other than the suggested vehicle lane reduction, if the study revealed that a vehicle lane reduction was not feasible.
 - o The scope of the design phase, including questions about how the design phase will address left turns for cyclists, raised bike lanes, width of bike lanes, etc.
- The general feedback from BPAC involved the following:
 - o Request to consider implementing a Class IV bike lane as an alternative to a buffered bike lane.
 - o Consideration of whether/how an additional bike lane will attract novice riders to Mathilda Avenue.
 - o Curiosity about the effectiveness of an addition of bike lane(s) at keeping cyclists safe in this location, and if there is a better way to make the area safer (i.e. evaluating the entire intersection more generally)
 - o Concerns about the direction of the project design being “car-centric,” instead of “bike-centric.”
 - o BPAC wanted to provide feedback while the design was still in progress and believed that there were many opportunities for feedback collection in the future, before the design became final.
 - o It may be helpful to investigate the level of service for bikes, as a helpful counterpoint to the information that we have on the level of service for drivers.
 - o BPAC members expressed an interest in providing ongoing input throughout the design process and reviewing the final design concept.
 - It was clearly communicated to BPAC that the final design would be informed by industry and state standards.

PUBLIC MEETING #1

On August 1, 2024, the City with support from the project team (Kimley-Horn), conducted an in-person/virtual public meeting which was held at Sunnyvale City Hall and on Zoom. The meeting was conducted in a hybrid format with a virtual presentation, project exhibit board, and interactive Q&A session available to both online and in-person attendees.

Promotional materials for the meeting included:

- Postcard: a physical postcard was mailed to 84 addresses along the study corridor to notify property owners and tenants about the project, the upcoming public meeting, and a link to the City’s website with more project details. The postcard is included in Appendix F.
- Digital Content: the public meeting was promoted on the City’s Nextdoor and Facebook pages and emailed to employers near the study corridor.

- Project Exhibit: an exhibit board was produced to show the concept design and provide meeting attendees the opportunity to leave comments directly on the board. The project exhibit is included in Appendix H.

One person attended the in-person meeting and three people attended online.

The results of the meeting included the following:

- One community member attended the in-person public meeting and made several comments about the feasibility of changing various features about the proposed bike lane (e.g. moving the bike lane to the left of the right turn lane, addressing bike lane transitions between US 101 ramps and the right turn, and questions about the number of people making right turns at this intersection).
 - o The City and Kimley-Horn responded to these comments, clarifying and re-centering the purpose of the study, as many of the requests from the meeting attendee would require a change in project scope and/or the implementation of additional bicycle signal heads and timing, which is not ideal for this intersection due to traffic concerns.

Additionally, the City received comments about the project on Facebook page, and in summary the comments were as follows:

- Three people claimed that they never see cyclists in this area, and therefore believe that the implementation of a designated bike lane will only slow traffic and is not necessary for this specific location.
- Two citizens expressed excitement for the implementation of a bike lane, noting that cyclists may intentionally avoid this route due to the lack of safety in its current design.

PUBLIC MEETING #2

On March 11, 2025, the City with support from the project team (Kimley-Horn), conducted an in-person/virtual public meeting held at Sunnyvale City Hall and on Zoom. The meeting was conducted in a hybrid format with a virtual presentation, project exhibit board, and interactive Q&A session available to both online and in-person attendees.

Promotional materials for the meeting included:

- Postcard: a palm card was developed to pass out at two pop-up tabling events that had information about the public meeting and links/QR code to promote the online survey linked to the City's website. The palm card is included in Appendix F.
- Digital Content: the public meeting was promoted on the City's Nextdoor and Facebook pages and emailed to employers near the study corridor including contacts at the Moffett Park Business Group.

- Project Exhibit: an exhibit board was developed to display at pop-up events and the public meeting to show the project concept and get feedback from members of the public. The project board is included in Appendix H.
- Digital Signage: two changeable message boards were temporarily installed along southbound Mathilda Avenue for one week to promote the meeting date, time and location.

Four people attended the in-person meeting and six people attended online.

The following questions were asked by members of the public at the meeting and online:

- What are the success criteria for this project? How do you determine if the proposed changes will be successful or not?
- How is this project weighted? Basically, whose input will be weighted the most?
- Is this project going ahead no matter what or will community feedback really influence the outcome?
- This project makes logical sense to have a bike lane on the other side of Mathilda.
- Don't think the number of lanes matter – Mathilda could be ten lanes, it could be two lanes, but it's all about the traffic signal timing. That's why traffic backs up.
- What refinements were made on the first conceptual design versus the revised one?
- Are there any provisions being made to make this a protected bike lane, like bollards? Have you considered a more protective design?
- Are there any constraints that would narrow the bike lane?
- The theme of the night from the in-person audience balance, tradeoffs,
- If this is plainly a “do something or don't do something”, then we should absolutely do something. This project is better, but it's not good enough. Can council vote to approve this project and upgrade it?
- In the “Proposed Concept Overview” can you say again where the green-striped bike lanes will be?
- Are these bike lanes buffered? Are there plans to make them Class 4 bike lanes in the future?
- Can you do a bike count before and after the bike lane installation? For the after count, it would probably be good to do it ~1 year after installation, to allow people to start using it. I think bike count is important to help determine how effective these bike lanes are.
- Since this study is to improve bike safety, could you do more to improve bike safety than just installing bike lanes, as part of this study? Some additional measures to increase bike safety are: decrease car speeds, decrease car lane width, road diet, decrease curb radii, protected intersections, and bike-prioritized traffic lighting.
- Q5 on the survey seemed incredibly vague to me and I worry that it will lead to invalid conclusions. I primarily drive in the corridor but would be excited to bike through that area more when I feel safer. However, the question only asks if my behavior would change, and not in what way or whether that change is positive.
- I'm concerned that the bike lane width and buffer will be minimal (i.e. not safe). Although the width satisfies the HDM minimal standards, which doesn't consider car speed, please consider using the VTA Bicycle Technical guidelines best practices, not just HDM minimal standards, to set bike lane width. Make the buffer at least 3 feet.
- Please pay particular attention to the intersections, where most collisions between bike + car occur. I'd like to suggest that you make sure the bike lane demarcation goes all the way up and

through the intersection. In other words, please don't let the bike lanes disappear before the intersection, when it's needed the most.

- I think it's absolutely important to have safe bike lanes on Mathilda. It's a major north-south corridor in Sunnyvale. My daughter accidentally ended up on Mathilda, biking, and felt like she was going to die. We can't continue making biking in Sunnyvale only for those who are familiar with the streets of Sunnyvale.

POP-UP EVENTS

Two pop-up tabling events were held to share information about the project, promote the upcoming public meeting, and encourage participation in the online survey available on the City's website.

- The first event took place on February 27, 2025, at Plaza del Sol and was staffed by the City of Sunnyvale. The event lasted approximately two hours, during which City staff engaged with around 10 community members who inquired about the project.
- The second event was held on March 1, 2025, at the Sunnyvale Farmers Market and was staffed by Kimley-Horn. This event also lasted about two hours, and Kimley-Horn staff spoke with approximately 74 individuals. Feedback was generally positive, with many expressing interest in the addition of a bike lane along North Mathilda Avenue.

ONLINE SURVEY

On February 15, 2025, the City of Sunnyvale launched a 5-question survey to solicit public input about the proposed bike lane on North Mathilda Avenue. The survey remained open for five weeks, closing on March 24, and *received 94 responses and 146 visitors*. A full report of the summary results is provided as an Appendix G.

The key findings from the survey were as follows:

- 30% live within 5 blocks of the project corridor
- 70% drive solo or carpool to their place of destination along the corridor
- 67% of the respondents said that a continuous bicycle lane would change how they travel in the area

Out of 63 total respondents (67%) who said that a continuous bicycle lane would change how they travel in the area, 44 are currently driving and can be considered non-bikers. Out of the 31 respondents (30%) who will not going to change their commute habits, 28 are currently driving.

FUTURE PUBLIC OUTREACH

An additional BPAC meeting is scheduled to occur on July 17, 2025. The purpose of that meeting would be to present results of the traffic analysis, public inputs, conceptual design and cost estimates, and ask BPAC to make a recommendation to City Council.

ADDITIONAL OUTREACH EFFORTS

Because the project is partially located within Caltrans right-of-way, the City of Sunnyvale contacted Caltrans to request their feedback on the proposed improvements within Caltrans jurisdiction. The initial email was sent on September 19, 2024 and a follow up email was sent on September 25, 2024.

The proposed improvements within Caltrans right-of-way are critical for the lane reduction of the studied segment. Caltrans is generally supportive of the conceptual design and has requested to review subsequent design plans through the encroachment permit process.

CONCEPTUAL DESIGN AND COST ESTIMATE

As part of the project process, concept plans of the improvements were developed to present during the community engagement and to develop a cost estimate.

These improvements were presented at the public meetings.

A detailed conceptual plan is included in Appendix H. An opinion of probable construction cost is included in the Appendix I.

APPENDICES

Appendix A – Traffic Counts

Appendix B – Existing Conditions Synchro/Traffic Outputs

Appendix C – Existing Plus Project Conditions Synchro/Traffic Outputs

Appendix D – Existing Plus Project With Proposed Improvements Conditions Synchro/Traffic Outputs

Appendix E – Collision Analysis

Appendix F – Public Engagement: Mailed Postcard

Appendix G – Public Engagement: Survey Results

Appendix H – Conceptual Design

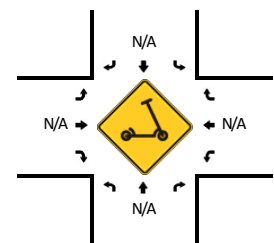
Appendix I – Detailed Design Cost Estimates

Appendix A

Traffic Counts

Method for determining peak hour: Total Entering Volume

DATE: Tue, Mar 5 2024

Page 1 of 2

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	17	178	0	0	0	108	20	0	0	0	3	0	0	0	0	0	326	3443
9:15 AM	9	164	0	1	0	87	28	0	0	0	3	0	0	0	0	0	292	3495
9:20 AM	22	125	0	2	0	69	18	0	0	0	5	0	0	0	0	0	241	3504
9:25 AM	14	94	0	0	0	104	33	0	0	0	0	0	0	0	0	0	245	3492
9:30 AM	8	111	0	0	0	99	24	1	0	0	3	0	0	0	0	0	246	3429
9:35 AM	13	121	0	1	0	78	16	1	0	0	0	0	0	0	0	0	230	3391
9:40 AM	12	134	0	0	0	81	24	0	0	0	3	0	0	0	0	0	254	3334
9:45 AM	11	99	0	0	0	113	28	0	0	0	2	0	0	0	0	0	253	3283
9:50 AM	13	98	0	0	0	84	27	1	0	0	4	0	0	0	0	0	227	3200
9:55 AM	13	97	0	1	0	95	34	0	0	0	5	0	0	0	0	0	245	3133
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	252	2104	0	8	0	1064	236	8	0	0	32	0	0	0	0	0	3704	
Heavy Trucks	0	48	0		0	36	0		0	0	0		0	0	0		84	
Buses																		
Pedestrians		0				0				8				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
<i>Comments:</i>																		

Report generated on 4/17/2024 10:23 AM

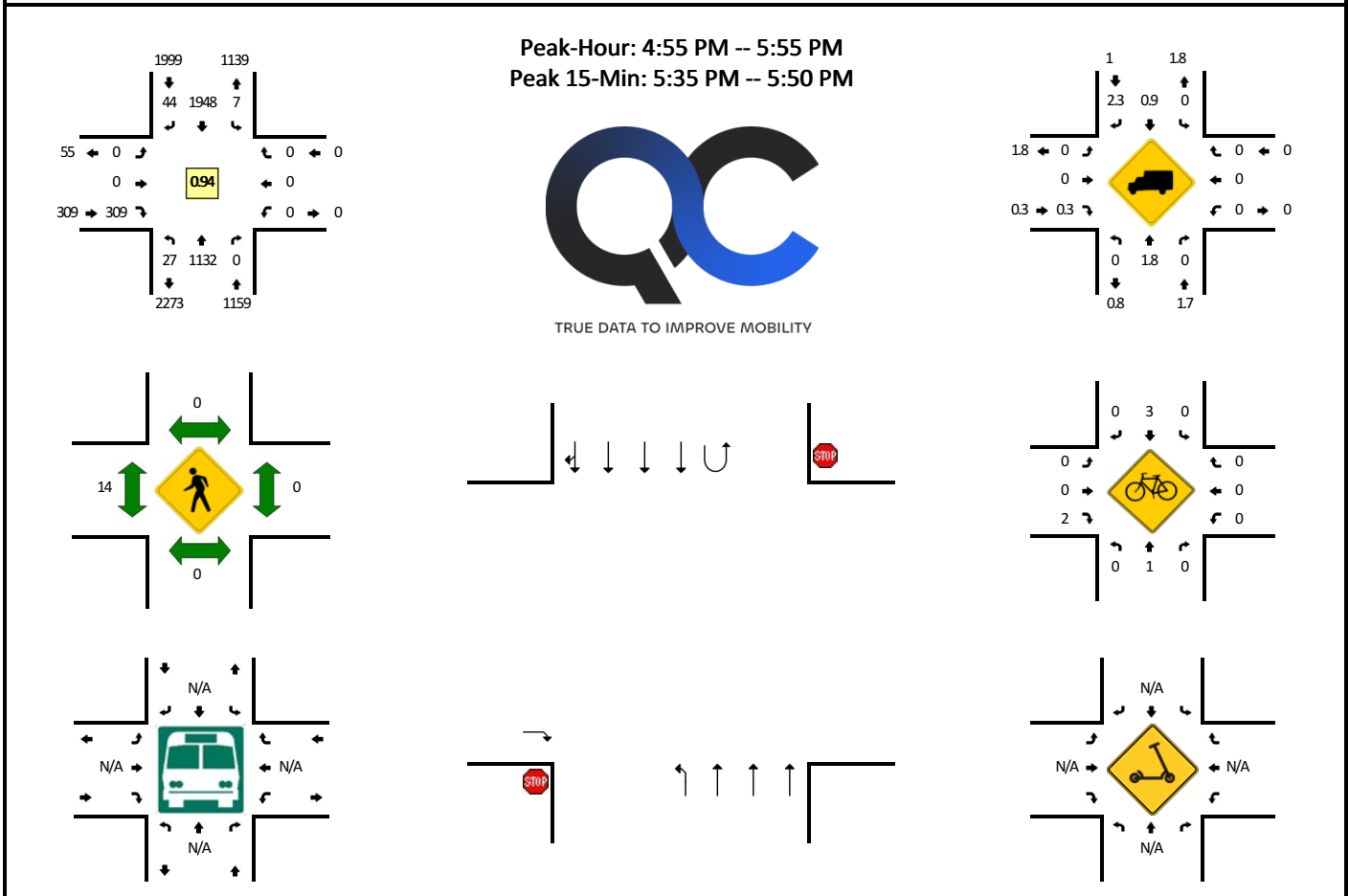
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- Del Rey Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372820
DATE: Tue, Mar 5 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	3	84	0	1	0	78	0	0	0	0	8	0	0	0	0	0	174	
3:05 PM	1	80	0	1	0	84	2	1	0	0	9	0	0	0	0	0	178	
3:10 PM	1	98	0	1	0	122	2	0	0	0	9	0	0	0	0	0	233	
3:15 PM	0	101	0	2	0	131	1	0	0	0	7	0	0	0	0	0	242	
3:20 PM	2	104	0	0	0	98	0	0	0	0	6	0	0	0	0	0	210	
3:25 PM	3	81	0	1	0	108	5	0	0	0	12	0	0	0	0	0	210	
3:30 PM	0	100	0	0	0	104	3	0	0	0	6	0	0	0	0	0	213	
3:35 PM	5	101	0	0	0	84	2	0	0	0	11	0	0	0	0	0	203	
3:40 PM	1	100	0	0	0	104	3	0	1	0	7	0	0	0	0	0	216	
3:45 PM	2	80	0	0	0	86	1	0	0	0	11	0	0	0	0	0	180	
3:50 PM	2	103	0	0	0	116	1	1	0	0	4	0	0	0	0	0	227	
3:55 PM	3	65	0	3	0	121	3	0	0	0	7	0	0	0	0	0	202	2488
4:00 PM	4	93	0	1	0	110	4	2	0	0	10	0	0	0	0	0	224	2538
4:05 PM	0	84	0	0	0	131	0	0	0	0	14	0	0	0	0	0	229	2589
4:10 PM	3	123	0	0	0	109	0	0	0	0	22	0	0	0	0	0	257	2613
4:15 PM	1	103	0	1	0	116	1	0	0	0	11	0	0	0	0	0	233	2604
4:20 PM	1	88	0	1	0	116	1	0	0	0	19	0	0	0	0	0	226	2620
4:25 PM	1	135	0	0	0	100	2	0	0	0	14	0	0	0	0	0	252	2662
4:30 PM	0	90	0	0	0	134	1	0	0	0	16	0	0	0	0	0	241	2690
4:35 PM	0	120	0	2	0	134	4	2	0	0	10	0	0	0	0	0	272	2759
4:40 PM	0	118	0	2	0	147	4	0	0	0	16	0	0	0	0	0	287	2830
4:45 PM	0	96	0	1	0	166	2	0	0	0	23	0	0	0	0	0	288	2938
4:50 PM	1	87	0	0	0	105	1	0	0	0	18	0	0	0	0	0	212	2923
4:55 PM	1	88	0	2	0	156	3	0	0	0	22	0	0	0	0	0	272	2993
5:00 PM	0	80	0	0	0	167	6	1	0	0	35	0	0	0	0	0	289	3058
5:05 PM	1	110	0	1	0	184	3	0	0	0	24	0	0	0	0	0	323	3152
5:10 PM	1	73	0	0	0	124	2	0	0	0	27	0	0	0	0	0	227	3122
5:15 PM	1	84	0	2	0	170	0	1	0	0	30	0	0	0	0	0	288	3177
5:20 PM	1	100	0	1	0	197	0	2	0	0	26	0	0	0	0	0	327	3278
5:25 PM	0	115	0	1	0	162	4	0	0	0	23	0	0	0	0	0	305	3331
5:30 PM	2	82	0	1	0	148	2	1	0	0	25	0	0	0	0	0	261	3351
5:35 PM	0	103	0	3	0	153	3	1	0	0	22	0	0	0	0	0	285	3364
5:40 PM	1	107	0	1	0	175	8	1	0	0	32	0	0	0	0	0	325	3402
5:45 PM	1	105	0	3	0	182	9	0	0	0	14	0	0	0	0	0	314	3428
5:50 PM	2	85	0	1	0	130	4	0	0	0	29	0	0	0	0	0	251	3467
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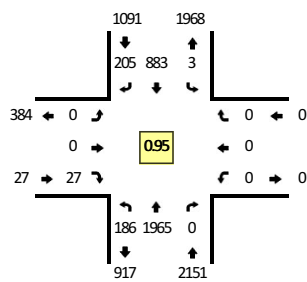
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	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	1260	0	28	0	2040	80	8	0	0	272	0	0	0	0	0	3696
Heavy Trucks	0	24	0		0	16	4		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				12				0			12
Bicycles	0	4	0		0	4	0		0	0	0		0	0	0		8
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: N Mathilda Ave -- Del Rey Ave
CITY/STATE: Sunnyvale, CA

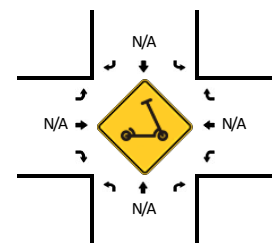
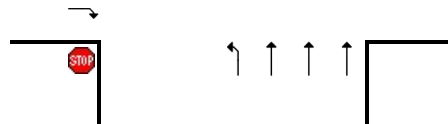
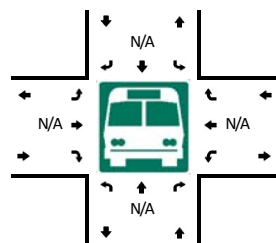
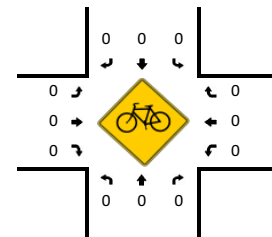
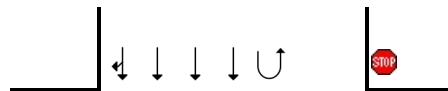
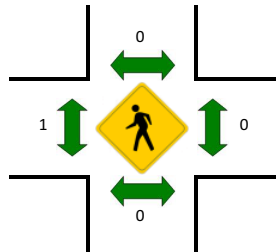
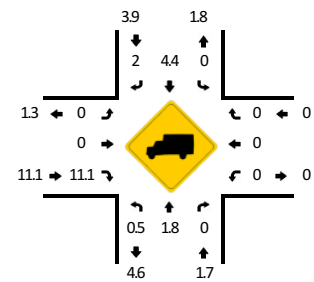
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DATE: Wed, Mar 6 2024



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Peak 15-Min: 8:40 AM -- 8:55 AM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	35	0	0	0	36	5	0	0	0	0	0	0	0	0	0	77	1169 1219 1217 1266 1293 1353 1391 1461 1524 1644 1706 1767 1878 1947 2076 2143 2273 2340
6:05 AM	2	43	0	0	0	56	10	0	0	0	0	0	0	0	0	0	111	
6:10 AM	1	42	0	0	0	41	0	0	0	0	1	0	0	0	0	0	85	
6:15 AM	0	32	0	0	0	53	4	1	0	0	1	0	0	0	0	0	91	
6:20 AM	0	39	0	0	0	45	0	0	0	0	2	0	0	0	0	0	86	
6:25 AM	3	45	0	0	0	54	4	0	0	0	1	0	0	0	0	0	107	
6:30 AM	3	36	0	0	0	59	6	0	0	0	1	0	0	0	0	0	105	
6:35 AM	1	41	0	1	0	48	7	0	0	0	0	0	0	0	0	0	98	
6:40 AM	0	45	0	1	0	23	1	0	0	0	1	0	0	0	0	0	71	
6:45 AM	1	49	0	2	0	56	6	1	0	0	0	0	0	0	0	0	115	
6:50 AM	0	57	0	0	0	64	3	0	0	0	1	0	0	0	0	0	125	
6:55 AM	3	40	0	0	0	47	7	1	0	0	0	0	0	0	0	0	98	
7:00 AM	5	68	0	1	0	49	4	0	0	0	0	0	0	0	0	0	127	
7:05 AM	1	44	0	2	0	56	6	0	0	0	0	0	0	0	0	0	109	
7:10 AM	1	66	0	0	0	56	9	1	0	0	1	0	0	0	0	0	134	
7:15 AM	0	61	0	0	0	50	5	1	0	0	1	0	0	0	0	0	118	
7:20 AM	2	69	0	1	0	64	10	0	0	0	0	0	0	0	0	0	146	
7:25 AM	2	77	0	0	0	57	8	0	0	0	1	0	0	0	0	0	145	
7:30 AM	2	94	0	0	0	71	8	0	0	0	0	0	0	0	0	0	175	
7:35 AM	1	94	0	1	0	60	4	1	0	0	0	0	0	0	0	0	161	
7:40 AM	2	90	0	0	0	92	7	0	0	0	0	0	0	0	0	0	191	
7:45 AM	3	104	0	1	0	56	11	1	0	0	1	0	0	0	0	0	177	
7:50 AM	3	89	0	0	0	79	11	2	0	0	2	0	0	0	0	0	186	
7:55 AM	11	119	0	0	0	67	12	0	0	0	0	0	0	0	0	0	209	
8:00 AM	4	101	0	2	0	68	13	4	0	0	4	0	0	0	0	0	196	
8:05 AM	8	133	0	0	0	87	8	1	0	0	1	0	0	0	0	0	238	
8:10 AM	5	109	0	0	0	83	4	0	0	0	0	0	0	0	0	0	201	
8:15 AM	15	141	0	1	0	79	11	0	0	0	1	0	0	0	0	0	248	
8:20 AM	7	118	0	1	0	76	10	0	0	0	1	0	0	0	0	0	213	
8:25 AM	15	180	0	0	0	84	18	1	0	0	3	0	0	0	0	0	301	
8:30 AM	12	182	0	0	0	70	10	0	0	0	2	0	0	0	0	0	276	
8:35 AM	9	162	0	0	0	50	9	0	0	0	3	0	0	0	0	0	233	
8:40 AM	16	158	0	1	0	86	23	0	0	0	1	0	0	0	0	0	285	
8:45 AM	13	196	0	0	0	75	17	0	0	0	1	0	0	0	0	0	302	
8:50 AM	17	170	0	0	0	70	17	0	0	0	1	0	0	0	0	0	275	
8:55 AM	13	179	0	1	0	75	14	0	0	0	3	0	0	0	0	0	285	
9:00 AM	27	126	0	0	0	54	15	2	0	0	0	0	0	0	0	0	224	
9:05 AM	13	133	0	1	0	96	23	0	0	0	2	0	0	0	0	0	268	

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	11	157	0	3	0	74	19	0	0	0	6	0	0	0	0	0	270	3180
9:15 AM	15	166	0	1	0	87	19	0	0	0	0	0	0	0	0	0	288	3220
9:20 AM	18	156	0	0	0	62	21	0	0	0	5	0	0	0	0	0	262	3269
9:25 AM	15	118	0	1	0	71	26	0	0	0	1	0	0	0	0	0	232	3200
9:30 AM	12	127	0	2	0	74	11	1	0	0	2	0	0	0	0	0	229	3153
9:35 AM	13	164	0	0	0	84	24	0	0	0	0	0	0	0	0	0	285	3205
9:40 AM	9	129	0	1	0	83	23	0	0	0	1	0	0	0	0	0	246	3166
9:45 AM	14	115	0	2	0	93	22	1	0	0	4	0	0	0	0	0	251	3115
9:50 AM	19	104	0	3	0	95	29	0	0	0	3	0	0	0	0	0	253	3093
9:55 AM	22	125	0	1	0	103	42	0	0	0	3	0	0	0	0	0	296	3104
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	184	2096	0	4	0	924	228	0	0	0	12	0	0	0	0	0	3448	
Heavy Trucks	0	56	0		0	24	12		0	0	0		0	0	0		92	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
<i>Comments:</i>																		

Report generated on 4/17/2024 10:23 AM

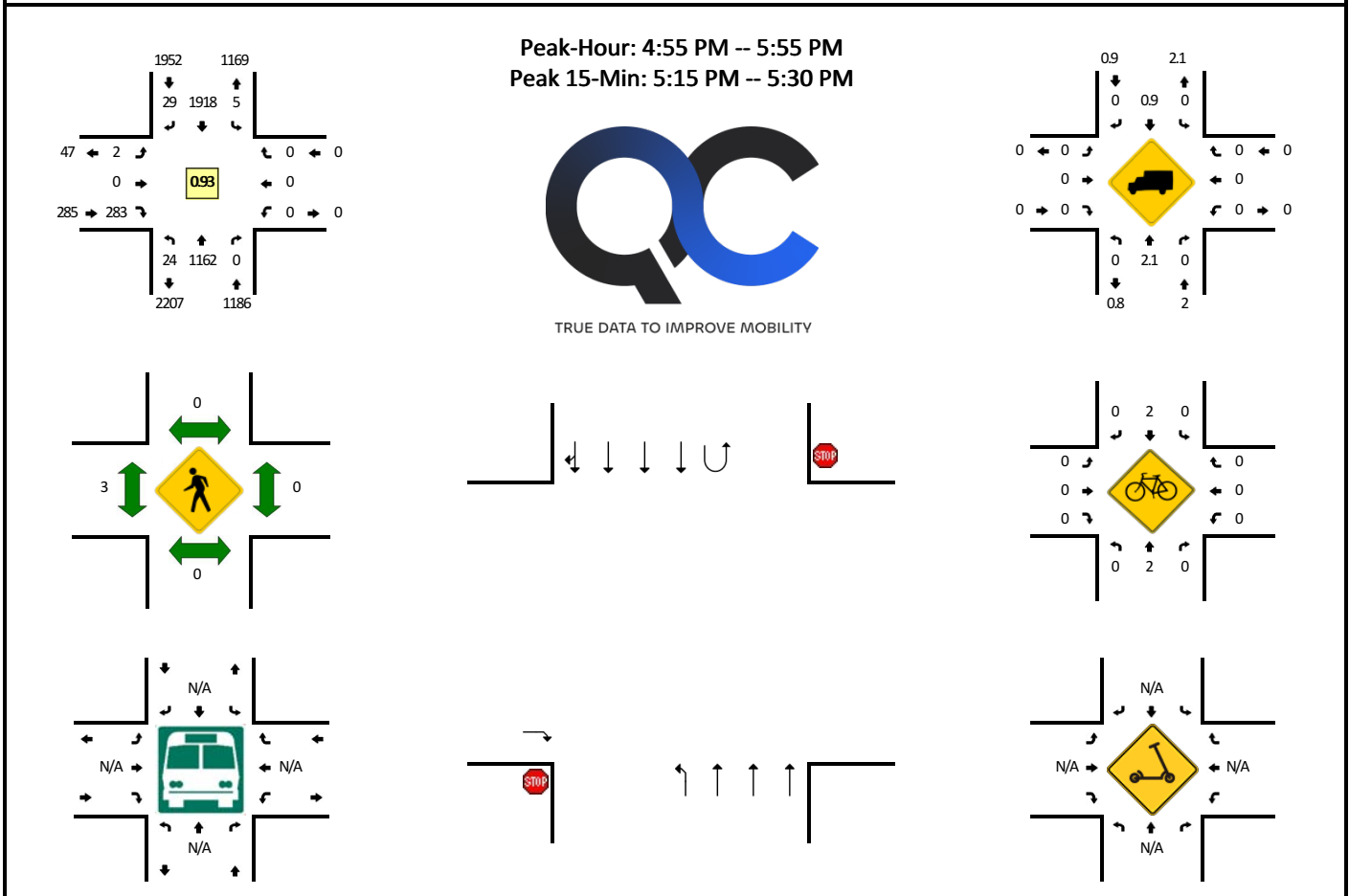
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- Del Rey Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372822
DATE: Wed, Mar 6 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	68	0	0	0	80	1	0	0	0	16	0	0	0	0	0	165	
3:05 PM	2	73	0	1	0	102	4	2	0	0	5	0	0	0	0	0	189	
3:10 PM	4	92	0	1	0	134	3	1	0	0	5	0	0	0	0	0	240	
3:15 PM	4	85	0	0	0	112	4	0	0	0	14	0	0	0	0	0	219	
3:20 PM	1	98	0	1	0	102	3	0	0	0	8	0	0	0	0	0	213	
3:25 PM	2	123	0	0	0	105	1	0	0	0	17	0	0	0	0	0	248	
3:30 PM	0	88	0	0	0	105	4	0	0	0	9	0	0	0	0	0	206	
3:35 PM	2	96	0	0	0	83	2	0	0	0	6	0	0	0	0	0	189	
3:40 PM	0	78	0	1	0	71	1	0	0	0	8	0	0	0	0	0	159	
3:45 PM	0	78	0	0	0	121	0	0	0	0	13	0	0	0	0	0	212	
3:50 PM	1	82	0	0	0	98	4	3	0	0	8	0	0	0	0	0	196	
3:55 PM	0	88	0	0	0	112	2	1	0	0	11	0	0	0	0	0	214	
4:00 PM	0	86	0	0	0	119	3	0	0	0	13	0	0	0	0	0	221	2450
4:05 PM	1	111	0	2	0	139	3	1	0	0	14	0	0	0	0	0	271	2506
4:10 PM	4	95	0	0	0	107	2	0	0	0	15	0	0	0	0	0	223	2588
4:15 PM	1	90	0	1	0	128	1	0	0	0	19	0	0	0	0	0	240	2571
4:20 PM	1	62	0	0	0	83	2	1	0	0	13	0	0	0	0	0	162	2592
4:25 PM	0	80	0	0	0	142	3	0	0	0	17	0	0	0	0	0	242	2541
4:30 PM	3	89	0	0	0	114	3	1	0	0	19	0	0	0	0	0	229	2535
4:35 PM	1	117	0	3	0	127	1	0	0	0	14	0	0	0	0	0	263	2558
4:40 PM	2	115	0	0	0	126	2	0	0	0	27	0	0	0	0	0	263	2632
4:45 PM	1	100	0	0	0	157	4	0	0	0	15	0	0	0	0	0	272	2745
4:50 PM	0	71	0	2	0	112	3	0	0	0	25	0	0	0	0	0	277	2810
4:55 PM	0	99	0	0	0	139	3	0	0	0	25	0	0	0	0	0	213	2827
5:00 PM	1	94	0	0	0	166	2	0	0	0	12	0	0	0	0	0	266	2879
5:05 PM	0	109	0	0	0	159	2	0	0	0	21	0	0	0	0	0	275	2933
5:10 PM	3	88	0	0	0	137	0	1	0	0	23	0	0	0	0	0	291	2953
5:15 PM	1	102	0	0	0	168	0	0	0	0	33	0	0	0	0	0	252	2982
5:20 PM	1	97	0	1	0	192	1	2	1	0	19	0	0	0	0	0	304	3046
5:25 PM	3	104	0	1	0	175	0	0	1	0	14	0	0	0	0	0	314	3198
5:30 PM	4	81	0	1	0	135	4	0	0	0	31	0	0	0	0	0	298	3254
5:35 PM	0	102	0	1	0	166	1	1	0	0	32	0	0	0	0	0	256	3281
5:40 PM	2	87	0	1	0	168	5	1	0	0	26	0	0	0	0	0	303	3321
5:45 PM	1	111	0	0	0	164	8	0	0	0	28	0	0	0	0	0	290	3339
5:50 PM	2	88	0	1	0	149	3	0	0	0	19	0	0	0	0	0	312	3374
5:55 PM	0	106	0	1	0	122	2	0	0	0	19	0	0	0	0	0	262	3423
																	250	3407

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	1212	0	8	0	2140	4	8	8	0	264	0	0	0	0	0	3664
Heavy Trucks	0	16	0		0	20	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

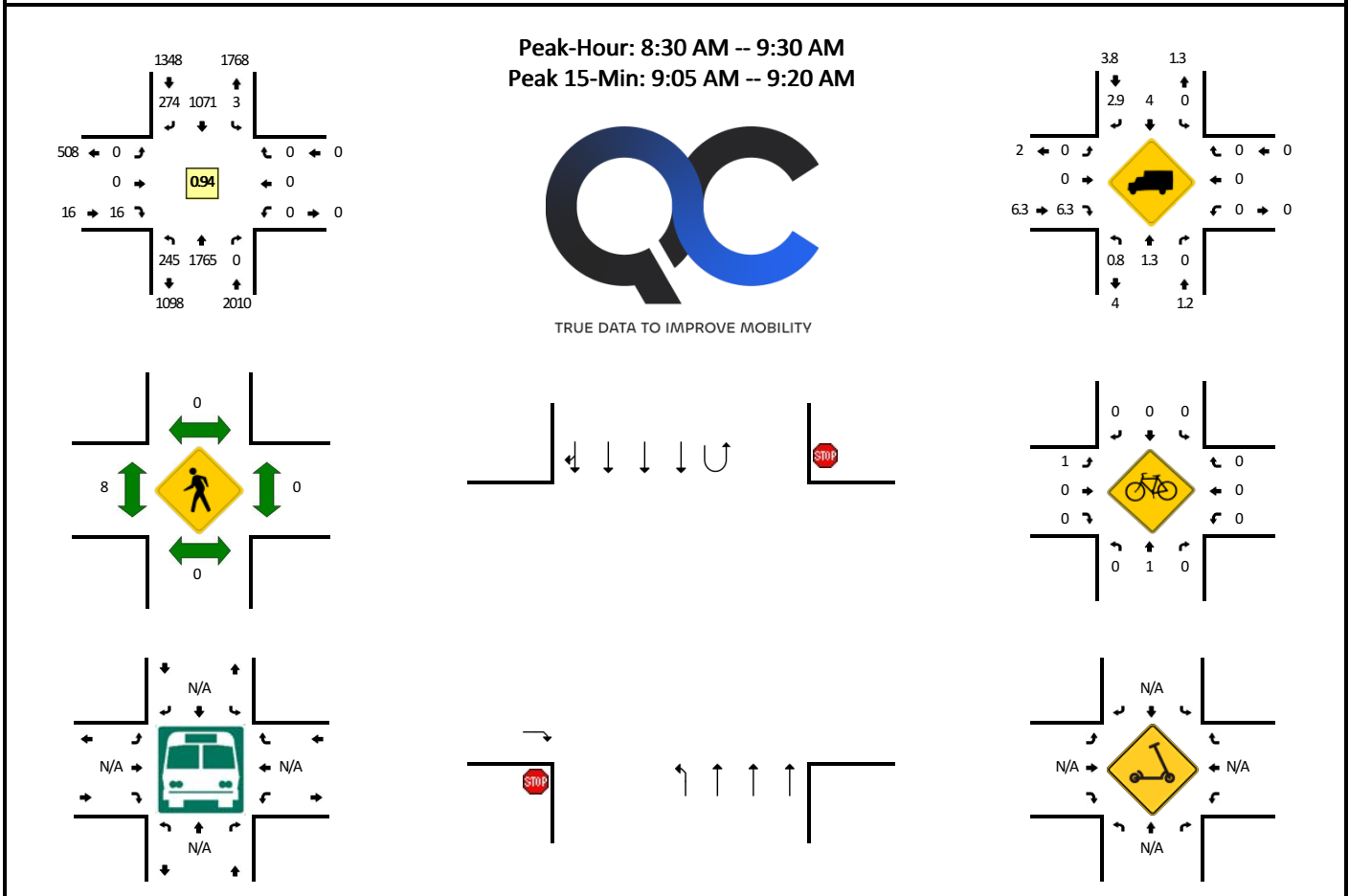
Comments:

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: N Mathilda Ave -- Del Rey Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372823
DATE: Thu, Mar 7 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	25	0	0	0	47	0	0	0	0	0	0	0	0	0	0	74	1215 1237 1261 1298 1345 1383 1476 1531 1572 1650 1732 1813 1920 2064 2152 2293 2401 2484 2588 2702 2801 2903 2987 310 3143
6:05 AM	0	39	0	0	0	50	2	0	0	0	0	0	0	0	0	0	91	
6:10 AM	1	25	0	0	0	57	3	1	0	0	0	0	0	0	0	0	87	
6:15 AM	1	40	0	0	0	39	4	0	0	0	1	0	0	0	0	0	85	
6:20 AM	1	33	0	1	0	68	4	1	0	0	0	0	0	0	0	0	108	
6:25 AM	3	23	0	0	0	37	7	0	0	0	0	0	0	0	0	0	70	
6:30 AM	1	39	0	0	0	60	9	0	0	0	0	0	0	0	0	0	109	
6:35 AM	1	52	0	0	0	56	2	0	0	0	1	0	0	0	0	0	112	
6:40 AM	0	54	0	1	0	54	6	0	0	0	0	0	0	0	0	0	115	
6:45 AM	0	47	0	0	0	61	6	0	0	0	0	0	0	0	0	0	114	
6:50 AM	0	53	0	1	0	71	8	0	0	0	1	0	0	0	0	0	134	
6:55 AM	4	60	0	0	0	42	8	0	0	0	2	0	0	0	0	0	116	
7:00 AM	1	40	0	0	0	47	7	1	0	0	0	0	0	0	0	0	96	
7:05 AM	1	54	0	1	0	54	5	0	0	0	0	0	0	0	0	0	115	
7:10 AM	1	53	0	1	0	64	5	0	0	0	0	0	0	0	0	0	124	
7:15 AM	1	60	0	2	0	65	3	0	0	0	1	0	0	0	0	0	132	
7:20 AM	2	65	0	0	0	70	9	0	0	0	0	0	0	0	0	0	146	
7:25 AM	1	91	0	0	0	64	6	0	0	0	1	0	0	0	0	0	163	
7:30 AM	3	79	0	0	0	71	10	0	0	0	1	0	0	0	0	0	164	
7:35 AM	1	78	0	2	0	63	9	0	0	0	0	0	0	0	0	0	153	
7:40 AM	0	88	0	0	0	98	7	0	0	0	0	0	0	0	0	0	193	
7:45 AM	6	98	0	0	0	80	10	1	0	0	1	0	0	0	0	0	196	
7:50 AM	10	108	0	1	0	76	17	1	0	0	2	0	0	0	0	0	215	
7:55 AM	5	100	0	1	0	106	9	1	0	0	1	0	0	0	0	0	223	
8:00 AM	5	120	0	0	0	99	13	1	0	0	2	0	0	0	0	0	240	
8:05 AM	4	98	0	0	0	93	8	0	0	0	0	0	0	0	0	0	203	
8:10 AM	11	149	0	0	0	93	10	2	0	0	0	0	0	0	0	0	265	
8:15 AM	13	128	0	0	0	88	9	0	0	0	2	0	0	0	0	0	240	
8:20 AM	9	125	0	0	0	80	12	0	0	0	3	0	0	0	0	0	229	
8:25 AM	12	157	0	0	0	72	22	1	0	0	3	0	0	0	0	0	267	
8:30 AM	14	166	0	1	0	76	18	0	0	0	3	0	0	0	0	0	278	
8:35 AM	14	154	0	0	0	68	15	1	0	0	0	0	0	0	0	0	252	
8:40 AM	21	165	0	0	0	83	24	0	0	0	2	0	0	0	0	0	295	
8:45 AM	13	160	0	1	0	79	23	1	0	0	3	0	0	0	0	0	280	
8:50 AM	16	171	0	1	0	92	28	0	0	0	2	0	0	0	0	0	310	
8:55 AM	34	147	0	1	0	70	22	0	0	0	0	0	0	0	0	0	274	
9:00 AM	16	108	0	1	0	104	21	0	0	0	0	0	0	0	0	0	250	
9:05 AM	26	139	0	2	0	87	25	1	0	0	2	0	0	0	0	0	282	

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	19	155	0	0	0	92	29	0	0	0	0	0	0	0	0	0	295	3252
9:15 AM	22	157	0	2	0	111	29	0	0	0	1	0	0	0	0	0	322	3334
9:20 AM	24	135	0	0	0	79	10	0	0	0	1	0	0	0	0	0	249	3354
9:25 AM	15	108	0	2	0	130	30	0	0	0	2	0	0	0	0	0	287	3374
9:30 AM	24	104	0	1	0	81	27	0	0	0	2	0	0	0	0	0	239	3335
9:35 AM	17	122	0	3	0	56	19	0	0	0	3	0	0	0	0	0	220	3303
9:40 AM	21	115	0	1	0	93	17	1	0	0	4	0	0	0	0	0	252	3260
9:45 AM	15	110	0	1	0	91	19	0	0	0	1	0	0	0	0	0	237	3217
9:50 AM	18	97	0	1	0	100	27	0	0	0	0	0	0	0	0	0	243	3150
9:55 AM	21	110	0	4	0	89	18	0	0	0	1	0	0	0	0	0	243	3119
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	268	1804	0	16	0	1160	332	4	0	0	12	0	0	0	0	0	3596	
Heavy Trucks	4	16	0		0	48	8		0	0	0		0	0	0		76	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		4	0	0		0	0	0		4	
Scooters																		
Comments:																		

Report generated on 4/17/2024 10:23 AM

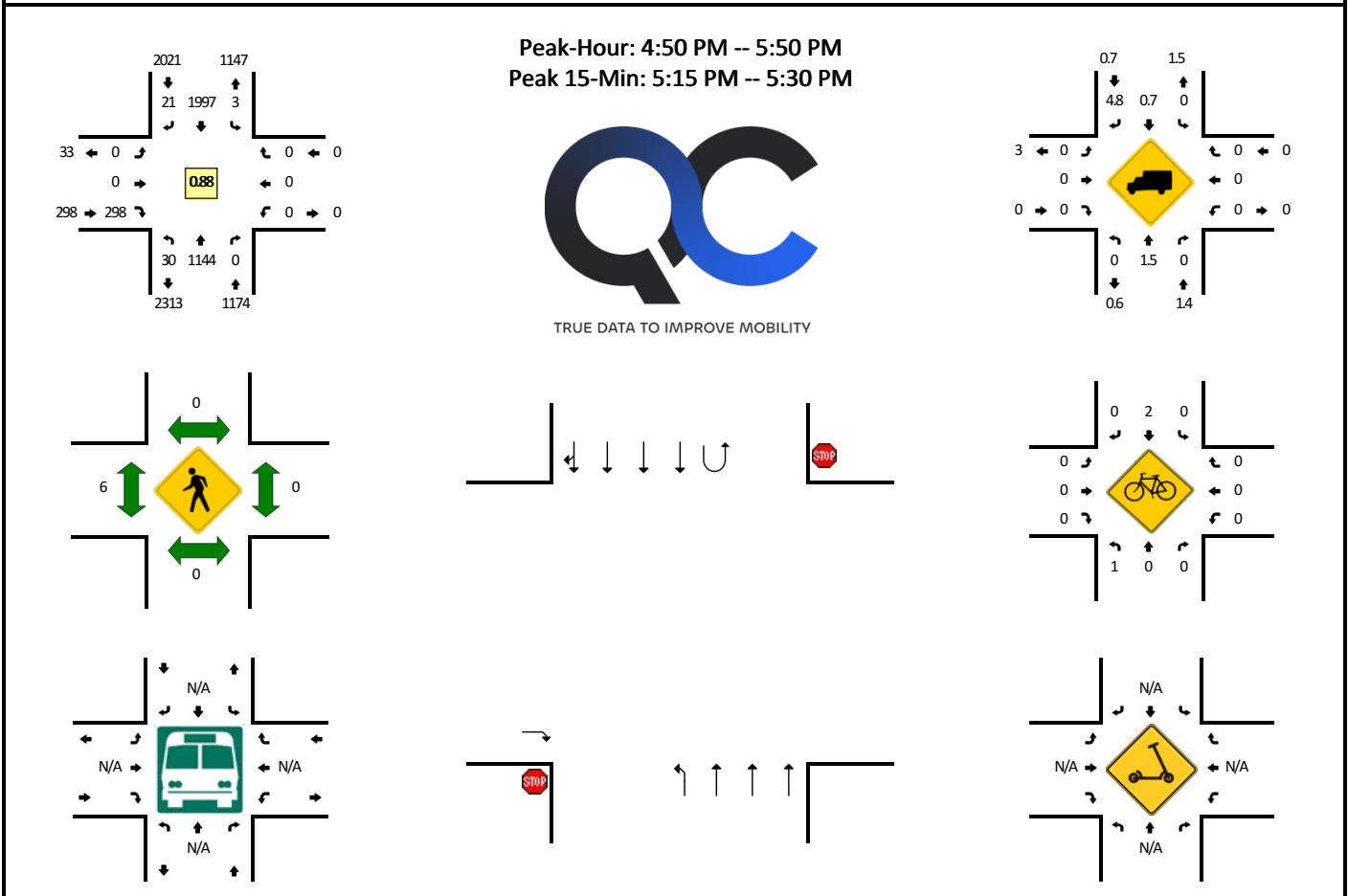
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- Del Rey Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372824
DATE: Thu, Mar 7 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	1	78	0	0	0	72	5	1	0	0	9	0	0	0	0	0	166	
3:05 PM	3	65	0	0	0	105	2	1	0	0	11	0	0	0	0	0	187	
3:10 PM	0	92	0	0	0	122	1	0	0	0	14	0	0	0	0	0	229	
3:15 PM	2	91	0	1	0	139	1	1	0	0	12	0	0	0	0	0	247	
3:20 PM	2	95	0	2	0	110	5	1	0	0	14	0	0	0	0	0	229	
3:25 PM	0	83	0	0	0	108	2	1	0	0	8	0	0	0	0	0	202	
3:30 PM	1	92	0	2	0	100	1	0	0	0	9	0	0	0	0	0	205	
3:35 PM	0	85	0	0	0	121	5	0	0	0	11	0	0	0	0	0	222	
3:40 PM	2	61	0	0	0	108	1	1	0	0	7	0	0	0	0	0	180	
3:45 PM	2	75	0	1	0	156	3	0	0	0	10	0	0	0	0	0	247	
3:50 PM	2	74	0	0	0	125	0	2	0	0	9	0	0	0	0	0	212	
3:55 PM	0	84	0	2	0	165	1	0	0	0	15	0	0	0	0	0	267	2593
4:00 PM	1	82	0	1	0	107	1	0	0	0	10	0	0	0	0	0	202	2629
4:05 PM	2	100	0	3	0	126	3	1	0	0	19	0	0	0	0	0	254	2696
4:10 PM	4	92	0	3	0	141	1	0	0	0	24	0	0	0	0	0	265	2732
4:15 PM	0	93	0	1	0	135	1	2	0	0	23	0	0	0	0	0	255	2740
4:20 PM	0	78	0	0	0	98	1	0	0	0	22	0	0	0	0	0	199	2710
4:25 PM	1	111	0	2	0	138	2	1	0	0	14	0	0	0	0	0	269	2777
4:30 PM	2	67	0	2	0	81	2	1	0	0	18	0	0	0	0	0	173	2745
4:35 PM	1	108	0	0	0	170	1	1	0	0	20	0	0	0	0	0	301	2824
4:40 PM	4	107	0	1	0	145	5	1	0	0	20	0	0	0	0	0	283	2927
4:45 PM	0	104	0	1	0	139	1	1	0	0	23	0	0	0	0	0	269	2949
4:50 PM	1	90	0	3	0	138	1	0	0	0	25	0	0	0	0	0	258	2995
4:55 PM	2	87	0	2	0	182	2	1	0	0	20	0	0	0	0	0	296	3024
5:00 PM	2	92	0	1	0	176	1	0	0	0	23	0	0	0	0	0	295	3117
5:05 PM	0	84	0	0	0	149	1	2	0	0	28	0	0	0	0	0	264	3127
5:10 PM	1	87	0	2	0	121	0	0	0	0	30	0	0	0	0	0	241	3103
5:15 PM	2	115	0	4	0	170	1	0	0	0	35	0	0	0	0	0	327	3175
5:20 PM	0	115	0	1	0	199	1	0	0	0	24	0	0	0	0	0	340	3316
5:25 PM	1	124	0	0	0	177	0	0	0	0	20	0	0	0	0	0	322	3369
5:30 PM	2	83	0	1	0	141	2	0	0	0	25	0	0	0	0	0	254	3450
5:35 PM	0	89	0	0	0	187	3	0	0	0	28	0	0	0	0	0	307	3456
5:40 PM	0	90	0	1	0	176	4	0	0	0	18	0	0	0	0	0	289	3462
5:45 PM	1	88	0	3	0	181	5	0	0	0	22	0	0	0	0	0	300	3493
5:50 PM	1	89	0	1	0	138	5	0	0	0	19	0	0	0	0	0	253	3488
5:55 PM	0	87	0	3	0	135	4	1	0	0	22	0	0	0	0	0	252	3444

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	1416	0	20	0	2184	8	0	0	0	316	0	0	0	0	0	3956
Heavy Trucks	0	28	0		0	16	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				12				0			12
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

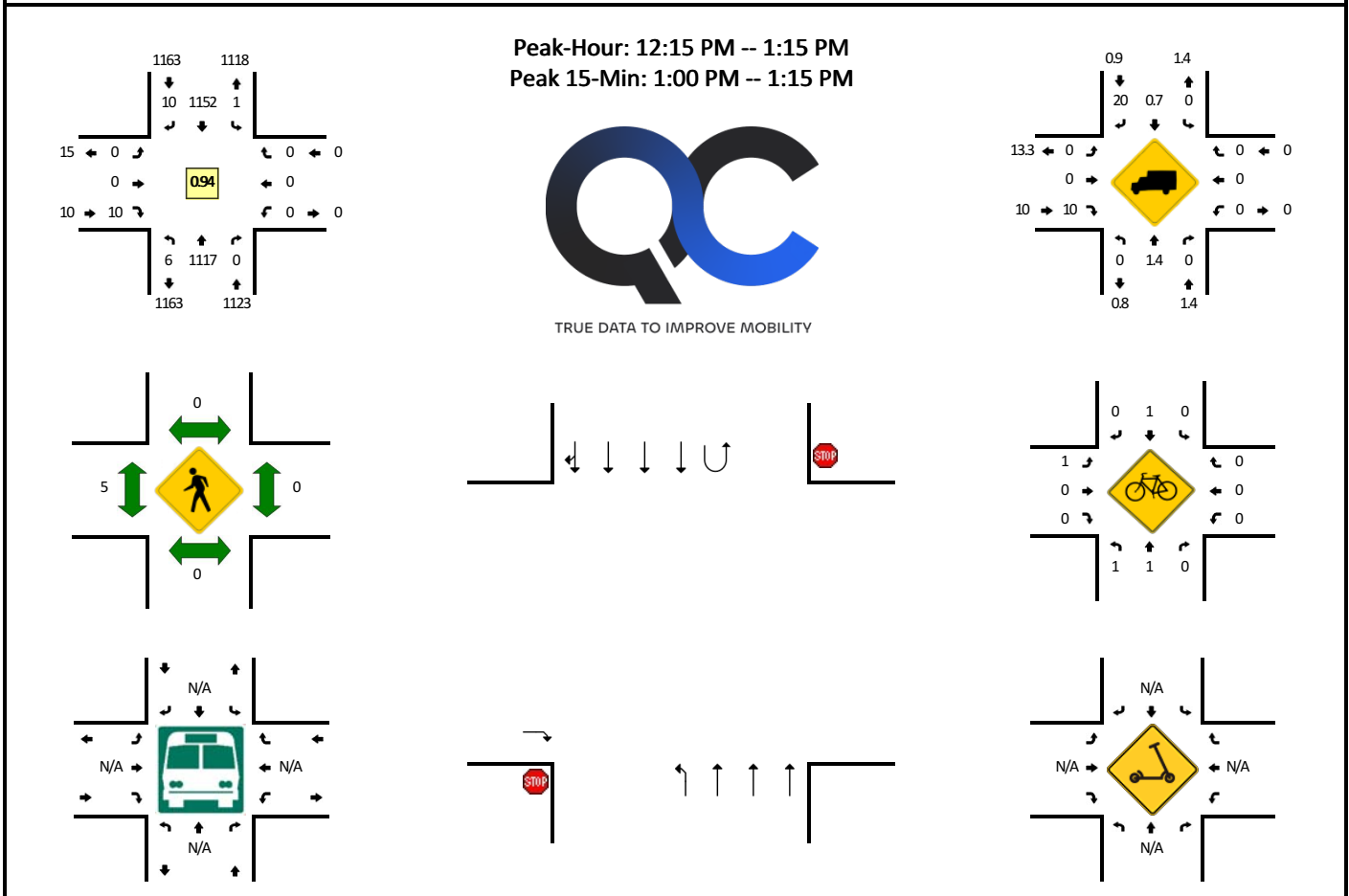
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- Del Rey Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372825
DATE: Sat, Mar 9 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	99	0	1	0	103	1	0	0	0	0	0	0	0	0	0	204	
11:05 AM	0	67	0	0	0	102	2	0	0	0	1	0	0	0	0	0	172	
11:10 AM	1	85	0	0	0	90	0	0	0	0	0	0	0	0	0	0	176	
11:15 AM	1	96	0	0	0	109	2	0	0	0	1	0	0	0	0	0	209	
11:20 AM	0	92	0	0	0	97	0	0	0	0	0	0	0	0	0	0	189	
11:25 AM	0	90	0	1	0	92	0	0	0	0	1	0	0	0	0	0	184	
11:30 AM	2	88	0	0	0	112	3	0	0	0	0	0	0	0	0	0	205	
11:35 AM	1	82	0	0	0	79	1	0	0	0	0	0	0	0	0	0	163	
11:40 AM	0	88	0	0	0	90	1	0	0	0	0	0	0	0	0	0	179	
11:45 AM	1	79	0	0	0	111	1	0	0	0	1	0	0	0	0	0	193	
11:50 AM	0	111	0	0	0	69	2	0	0	0	1	0	0	0	0	0	183	
11:55 AM	0	92	0	0	0	109	1	0	0	0	0	0	0	0	0	0	202	2259
12:00 PM	0	93	0	0	0	75	2	1	0	0	0	0	0	0	0	0	171	2226
12:05 PM	3	89	0	0	0	60	2	0	0	0	0	0	0	0	0	0	154	2208
12:10 PM	2	89	0	1	0	117	0	0	0	0	1	0	0	0	0	0	210	2242
12:15 PM	0	104	0	0	0	104	0	0	0	0	3	0	0	0	0	0	211	2244
12:20 PM	0	79	0	0	0	98	2	0	0	0	1	0	0	0	0	0	180	2235
12:25 PM	1	94	0	0	0	105	1	1	0	0	0	0	0	0	0	0	202	2253
12:30 PM	0	100	0	0	0	115	0	0	0	0	1	0	0	0	0	0	216	2264
12:35 PM	0	71	0	0	0	77	2	0	0	0	1	0	0	0	0	0	151	2252
12:40 PM	0	94	0	0	0	112	0	0	0	0	1	0	0	0	0	0	207	2280
12:45 PM	2	106	0	0	0	74	0	0	0	0	2	0	0	0	0	0	184	2271
12:50 PM	0	85	0	0	0	83	0	0	0	0	0	0	0	0	0	0	168	2256
12:55 PM	0	77	0	0	0	90	1	0	0	0	1	0	0	0	0	0	169	2223
1:00 PM	0	84	0	1	0	90	0	0	0	0	0	0	0	0	0	0	175	2227
1:05 PM	1	115	0	0	0	100	3	0	0	0	0	0	0	0	0	0	219	2292
1:10 PM	1	108	0	0	0	104	1	0	0	0	0	0	0	0	0	0	214	2296
1:15 PM	1	78	0	0	0	90	1	0	0	0	1	0	0	0	0	0	171	2256
1:20 PM	0	104	0	0	0	80	0	0	0	0	1	0	0	0	0	0	185	2261
1:25 PM	0	76	0	0	0	91	2	0	0	0	0	0	0	0	0	0	169	2228
1:30 PM	0	97	0	0	0	98	0	0	0	0	1	0	0	0	0	0	196	2208
1:35 PM	1	94	0	0	0	89	2	1	0	0	2	0	0	0	0	0	189	2246
1:40 PM	0	93	0	1	0	97	0	0	0	0	4	0	0	0	0	0	195	2234
1:45 PM	0	107	0	1	0	74	0	0	0	0	0	0	0	0	0	0	182	2232
1:50 PM	2	107	0	0	0	102	2	0	0	0	1	0	0	0	0	0	214	2278
1:55 PM	0	97	0	0	0	87	1	0	0	0	0	0	0	0	0	0	185	2294

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	1228	0	4	0	1176	16	0	0	0	0	0	0	0	0	0	2432
Heavy Trucks	0	12	0		0	4	4		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		4	0	0		0	0	0		4
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

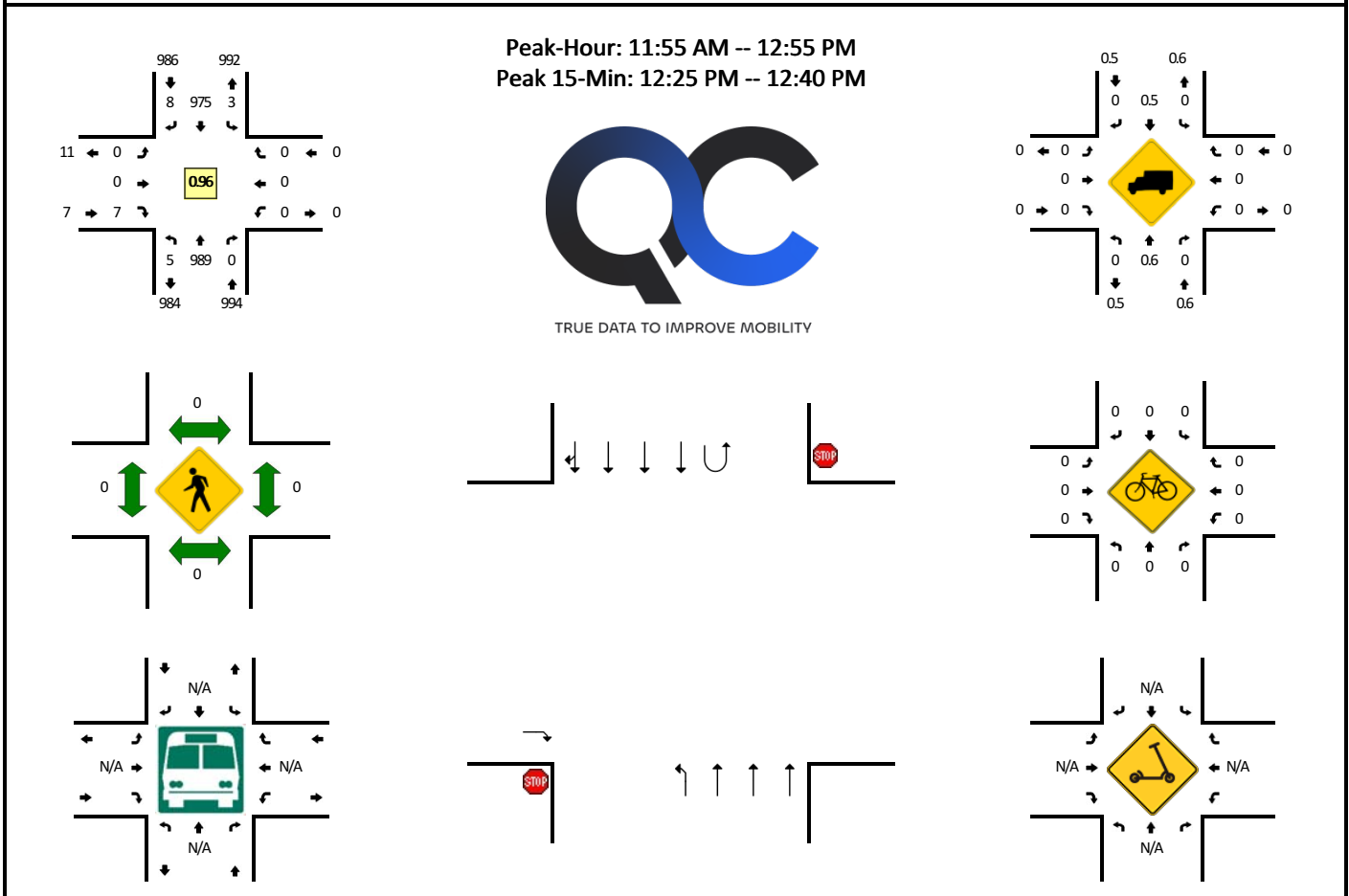
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- Del Rey Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372826
DATE: Sun, Mar 10 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				Del Rey Ave (Eastbound)				Del Rey Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	84	0	0	0	76	2	0	0	0	0	0	0	0	0	0	162	
11:05 AM	0	78	0	0	0	59	0	0	0	0	0	0	0	0	0	0	137	
11:10 AM	2	92	0	1	0	67	0	0	0	0	0	0	0	0	0	0	162	
11:15 AM	0	81	0	0	0	80	1	0	0	0	0	1	0	0	0	0	163	
11:20 AM	0	80	0	1	0	62	0	0	0	0	0	0	0	0	0	0	143	
11:25 AM	0	66	0	0	0	70	0	0	0	0	0	0	0	0	0	0	136	
11:30 AM	0	61	0	0	0	80	0	0	0	0	0	0	0	0	0	0	141	
11:35 AM	2	92	0	1	0	65	0	0	0	0	0	1	0	0	0	0	161	
11:40 AM	0	78	0	0	0	58	0	0	0	0	0	0	0	0	0	0	136	
11:45 AM	0	73	0	0	0	83	0	0	0	0	0	0	0	0	0	0	156	
11:50 AM	1	66	0	0	0	105	0	0	0	0	0	0	0	0	0	0	172	
11:55 AM	0	77	0	0	0	72	0	0	0	0	0	1	0	0	0	0	150	1819
12:00 PM	0	72	0	1	0	94	2	1	0	0	0	0	0	0	0	0	170	1827
12:05 PM	0	92	0	0	0	79	1	1	0	0	0	1	0	0	0	0	174	1864
12:10 PM	0	71	0	0	0	69	0	1	0	0	0	1	0	0	0	0	142	1844
12:15 PM	0	86	0	0	0	89	0	0	0	0	0	0	0	0	0	0	175	1856
12:20 PM	0	90	0	0	0	62	0	0	0	0	0	1	0	0	0	0	153	1866
12:25 PM	1	68	0	0	0	96	1	0	0	0	0	0	0	0	0	0	166	1896
12:30 PM	0	98	0	0	0	90	3	0	0	0	0	1	0	0	0	0	192	1947
12:35 PM	2	94	0	0	0	62	0	0	0	0	0	0	0	0	0	0	158	1944
12:40 PM	0	63	0	0	0	90	1	0	0	0	0	0	0	0	0	0	154	1962
12:45 PM	0	70	0	1	0	101	0	0	0	0	0	1	0	0	0	0	173	1979
12:50 PM	0	108	0	0	0	71	0	0	0	0	0	1	0	0	0	0	180	1987
12:55 PM	1	53	0	1	0	61	1	0	0	0	0	0	0	0	0	0	117	1954
1:00 PM	0	76	0	0	0	91	2	0	0	0	0	0	0	0	0	0	169	1953
1:05 PM	0	69	0	0	0	71	1	0	0	0	0	0	0	0	0	0	141	1920
1:10 PM	0	108	0	0	0	75	1	0	0	0	0	0	0	0	0	0	184	1962
1:15 PM	0	90	0	0	0	69	0	0	0	0	0	2	0	0	0	0	161	1948
1:20 PM	1	67	0	2	0	82	1	0	0	0	0	0	0	0	0	0	153	1948
1:25 PM	0	87	0	1	0	79	0	0	0	0	0	0	0	0	0	0	167	1949
1:30 PM	1	67	0	0	0	62	2	0	0	0	0	0	0	0	0	0	132	1889
1:35 PM	1	108	0	0	0	77	0	0	0	0	0	0	0	0	0	0	186	1917
1:40 PM	0	72	0	1	0	98	2	0	0	0	0	0	0	0	0	0	173	1936
1:45 PM	0	92	0	0	0	83	1	0	0	0	0	0	0	0	0	0	176	1939
1:50 PM	1	73	0	1	0	63	1	0	0	0	0	0	0	0	0	0	139	1898
1:55 PM	0	81	0	0	0	112	1	0	0	0	0	0	0	0	0	0	194	1975

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	1040	0	0	0	992	16	0	0	0	4	0	0	0	0	0	2064
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

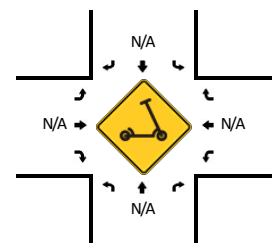
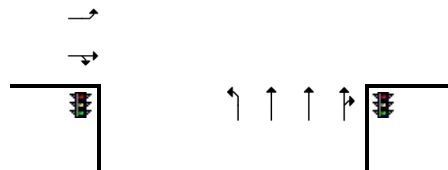
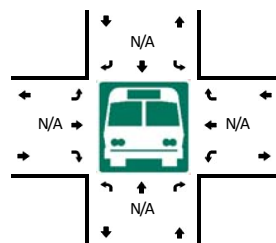
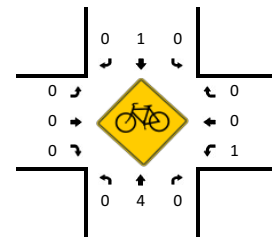
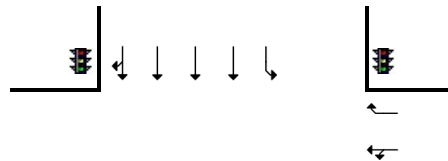
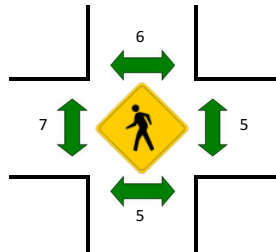
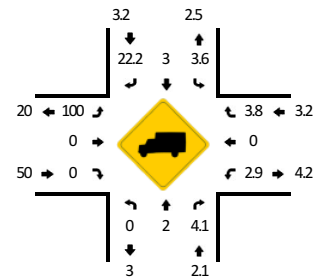
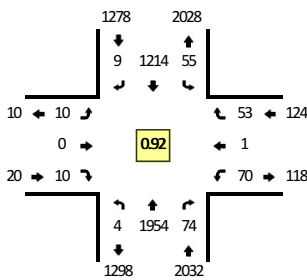
LOCATION: N Mathilda Ave -- San Aleso Ave

QC JOB #: 16372827

CITY/STATE: Sunnyvale, CA

DATE: Tue, Mar 5 2024

Peak-Hour: 8:20 AM -- 9:20 AM
Peak 15-Min: 9:05 AM -- 9:20 AM



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	25	4	1	2	60	1	0	0	0	0	0	2	0	0	0	95	
6:05 AM	0	42	0	2	2	45	1	1	0	0	0	0	1	0	1	0	95	
6:10 AM	0	38	0	0	3	47	0	1	0	0	0	0	2	0	1	0	92	
6:15 AM	0	36	0	0	3	59	2	0	0	0	0	1	2	0	2	0	105	
6:20 AM	0	38	3	0	3	41	0	0	0	1	0	0	0	0	1	0	87	
6:25 AM	1	46	0	0	4	54	2	0	0	0	1	0	0	0	1	0	109	
6:30 AM	0	39	3	0	6	49	0	1	0	0	0	0	0	0	4	0	102	
6:35 AM	0	33	0	0	7	67	2	2	0	0	2	0	2	0	4	0	119	
6:40 AM	0	54	1	0	2	53	1	1	0	1	1	0	3	0	1	0	118	
6:45 AM	0	51	1	0	7	72	0	1	0	0	1	0	2	0	1	0	136	
6:50 AM	0	49	5	0	1	72	0	1	0	0	0	0	5	0	0	0	133	
6:55 AM	0	52	3	0	1	59	1	0	0	0	0	0	5	0	3	0	124	1315
7:00 AM	0	61	5	0	3	55	0	0	0	0	0	0	3	0	1	0	128	1348
7:05 AM	0	57	4	2	4	71	0	0	0	0	0	0	3	0	4	0	145	1398
7:10 AM	0	58	3	0	3	50	0	0	0	0	0	0	4	0	1	0	119	1425
7:15 AM	0	76	0	0	5	72	1	0	0	0	0	0	2	0	3	0	159	1479
7:20 AM	0	77	2	0	5	76	1	2	0	0	0	0	2	0	3	0	168	1560
7:25 AM	0	84	6	1	6	54	1	0	1	0	1	0	2	0	4	0	160	1611
7:30 AM	0	85	2	0	6	73	1	0	1	0	0	0	6	0	4	0	178	1687
7:35 AM	0	80	1	0	6	56	0	1	0	0	0	0	4	0	3	0	151	1719
7:40 AM	0	93	6	0	6	87	1	1	1	0	0	0	10	0	9	0	214	1815
7:45 AM	0	83	1	0	6	94	2	4	1	0	1	0	7	0	7	0	206	1885
7:50 AM	0	106	2	0	1	83	0	1	0	0	1	0	9	0	9	0	212	1964
7:55 AM	0	117	4	0	8	104	2	0	1	0	1	0	3	0	2	0	242	2082
8:00 AM	0	128	4	0	2	98	1	1	0	0	1	0	5	0	1	0	241	2195
8:05 AM	0	123	3	0	7	87	2	3	0	0	1	0	9	0	8	0	243	2293
8:10 AM	0	130	6	0	3	74	1	0	0	0	0	0	4	0	4	0	222	2396
8:15 AM	0	111	2	0	2	100	1	2	0	0	3	0	8	0	2	0	231	2468
8:20 AM	0	134	3	0	0	78	1	1	0	0	1	0	15	1	4	0	238	2538
8:25 AM	0	136	2	1	2	99	1	1	6	0	1	0	3	0	3	0	255	2633
8:30 AM	0	215	5	0	2	86	0	0	1	0	1	0	2	0	2	0	314	2769
8:35 AM	0	153	0	0	2	78	1	1	0	0	2	0	10	0	1	0	248	2866
8:40 AM	0	168	8	0	6	106	2	0	0	0	3	0	8	0	3	0	304	2956
8:45 AM	0	184	4	0	6	104	2	1	3	0	0	0	5	0	6	0	315	3065
8:50 AM	0	167	6	1	3	116	0	0	0	0	1	0	1	0	4	0	299	3152
8:55 AM	0	151	8	0	3	104	2	0	0	0	1	0	7	0	1	0	277	3187
9:00 AM	0	154	10	1	5	79	0	3	0	0	0	0	2	0	7	0	261	3207
9:05 AM	0	165	9	0	5	131	0	0	0	0	0	0	3	0	5	0	318	3282

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	170	10	1	4	123	0	3	0	0	0	0	6	0	8	0	325	3385
9:15 AM	0	157	9	0	6	110	0	1	0	0	0	0	8	0	9	0	300	3454
9:20 AM	0	119	8	0	4	79	0	2	0	0	0	0	8	0	4	0	224	3440
9:25 AM	0	100	8	0	2	132	0	1	0	0	0	0	10	0	10	0	263	3448
9:30 AM	0	113	4	0	2	111	0	0	0	0	0	0	3	0	10	0	243	3377
9:35 AM	0	122	6	0	4	92	1	3	0	0	1	0	4	0	6	1	240	3369
9:40 AM	0	137	6	3	2	102	0	4	0	0	0	0	8	0	6	0	268	3333
9:45 AM	0	97	3	3	5	137	0	3	0	0	0	0	5	0	8	0	261	3279
9:50 AM	0	95	9	1	3	111	0	3	0	0	0	0	3	0	13	0	238	3218
9:55 AM	0	98	3	1	6	104	2	1	0	0	0	0	10	0	5	0	230	3171
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1968	112	4	60	1456	0	16	0	0	0	0	68	0	88	0	3772	
Heavy Trucks	0	44	0		4	56	0		0	0	0		0	0	0		104	
Buses																		
Pedestrians		0				12				8				4			24	
Bicycles	0	0	0		0	4	0		0	0	0		4	0	0		8	
Scooters																		
Comments:																		

Report generated on 4/17/2024 10:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

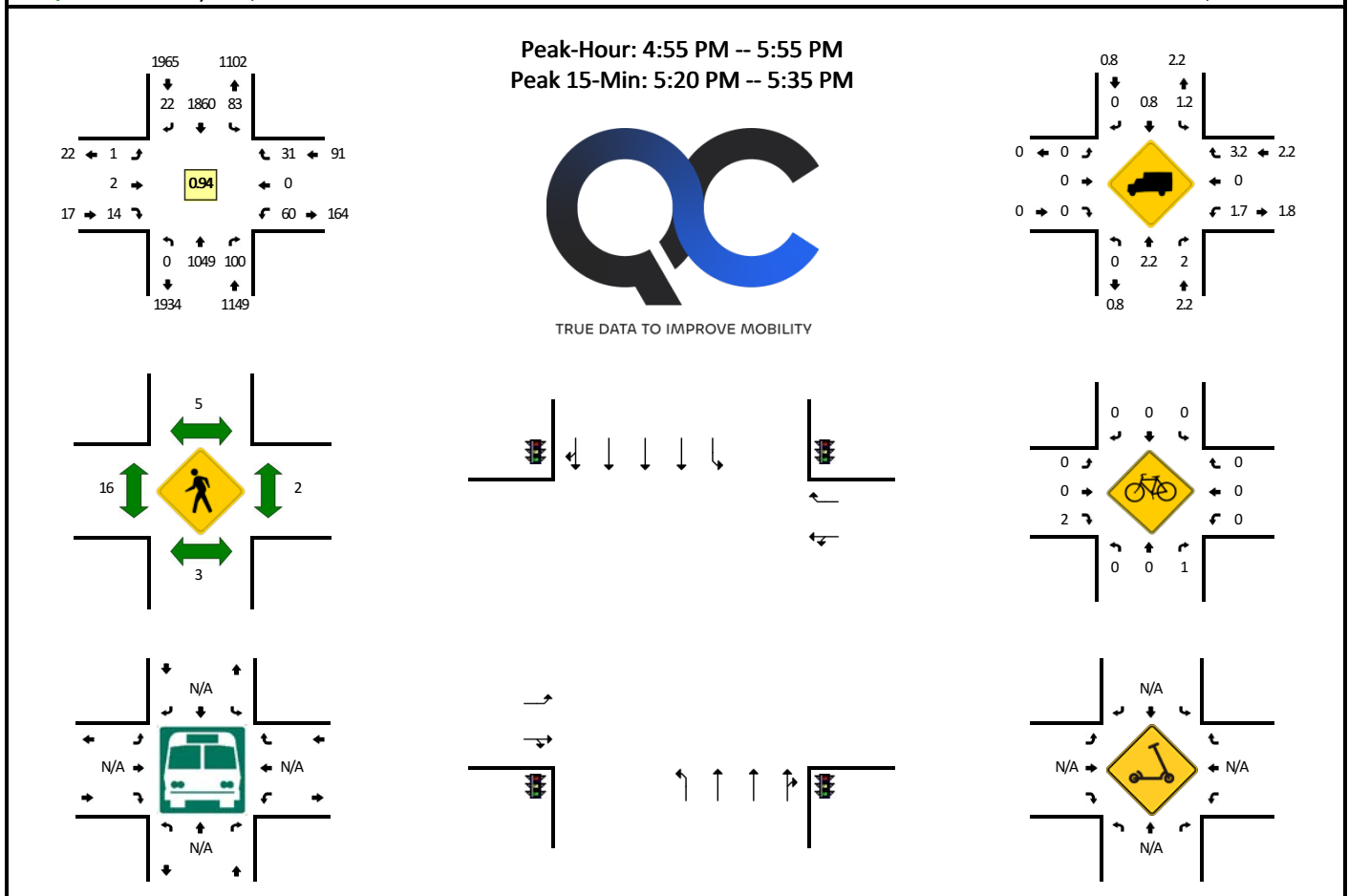
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- San Aleso Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372828

DATE: Tue, Mar 5 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	70	3	0	6	81	0	2	1	0	0	0	4	0	2	0	169	
3:05 PM	0	85	8	0	2	77	1	3	0	0	0	0	6	0	6	0	188	
3:10 PM	0	101	3	0	5	110	2	1	1	0	0	0	6	0	3	0	232	
3:15 PM	0	91	7	0	5	117	1	1	0	0	2	0	6	0	7	0	237	
3:20 PM	0	98	4	0	4	94	0	1	0	0	0	0	4	0	2	0	207	
3:25 PM	0	68	3	0	3	116	0	0	0	0	1	0	2	0	5	0	198	
3:30 PM	0	100	7	1	4	107	1	1	0	0	0	0	3	0	4	0	228	
3:35 PM	0	92	4	1	1	79	0	0	0	0	0	0	6	0	3	0	186	
3:40 PM	0	102	8	0	3	117	2	1	0	0	2	0	6	0	8	0	249	
3:45 PM	0	76	4	0	0	67	0	2	0	0	0	0	4	0	4	0	157	
3:50 PM	0	85	4	0	2	134	3	2	0	0	2	0	3	0	1	0	236	
3:55 PM	0	65	5	0	3	92	0	1	0	0	2	0	5	0	1	0	174	2461
4:00 PM	0	83	7	0	5	110	2	1	0	0	0	0	5	0	4	0	217	2509
4:05 PM	0	93	5	0	2	125	2	1	0	0	0	0	2	0	2	0	232	2553
4:10 PM	0	114	13	0	3	110	1	1	1	0	1	0	5	0	6	0	255	2576
4:15 PM	1	94	2	0	5	117	2	1	0	0	1	0	3	0	4	0	230	2569
4:20 PM	0	91	9	0	2	106	4	1	0	0	1	0	5	0	0	0	219	2581
4:25 PM	0	129	7	0	3	93	1	1	0	0	1	0	4	0	3	0	242	2625
4:30 PM	0	93	3	0	6	127	0	1	0	0	2	0	2	0	2	0	236	2633
4:35 PM	0	107	7	0	6	135	2	4	1	0	0	0	3	0	6	0	271	2718
4:40 PM	0	118	11	0	0	147	1	0	1	0	0	0	2	0	7	0	287	2756
4:45 PM	0	93	6	0	5	169	0	0	0	0	3	0	1	0	3	0	280	2879
4:50 PM	0	80	7	0	4	107	1	1	1	0	0	0	5	0	3	0	209	2852
4:55 PM	0	85	6	0	8	129	2	2	0	0	1	0	6	0	2	0	241	2919
5:00 PM	0	67	9	0	1	159	3	2	0	1	1	0	4	0	2	0	249	2951
5:05 PM	0	114	5	0	2	177	2	1	0	1	1	0	4	0	2	0	309	3028
5:10 PM	0	71	5	0	9	136	2	2	0	0	0	0	5	0	4	0	234	3007
5:15 PM	0	79	4	0	6	138	1	1	0	0	0	0	7	0	6	0	242	3019
5:20 PM	0	95	5	0	5	189	2	1	1	0	1	0	5	0	1	0	305	3105
5:25 PM	0	106	10	0	8	167	2	0	0	0	4	0	1	0	0	0	298	3161
5:30 PM	0	77	12	0	8	146	5	1	0	0	0	0	6	0	1	0	256	3181
5:35 PM	0	81	14	0	3	123	2	1	0	0	3	0	7	0	3	0	237	3147
5:40 PM	0	100	10	0	3	173	1	5	0	0	2	0	5	0	1	0	300	3160
5:45 PM	0	97	11	0	2	182	0	3	0	0	1	0	5	0	5	0	306	3186
5:50 PM	0	77	9	0	7	141	0	2	0	0	0	0	5	0	4	0	245	3222
5:55 PM	0	106	11	0	12	99	1	2	0	0	0	0	3	0	3	0	237	3218

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1112	108	0	84	2008	36	8	4	0	20	0	48	0	8	0	3436
Heavy Trucks	0	8	0		0	16	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		4				12				16				0			32
Bicycles	0	0	4		0	0	0		0	0	4		0	0	0		8
Scooters																	

Comments:

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

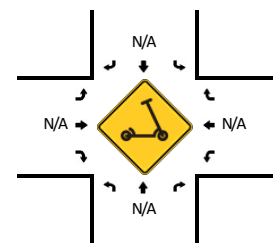
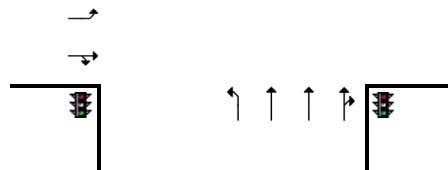
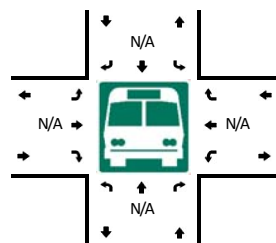
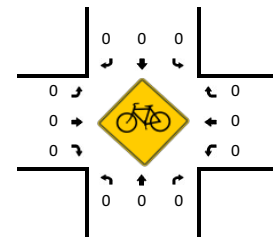
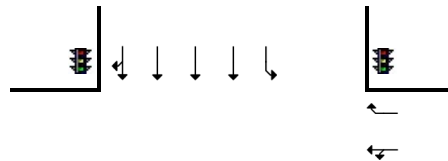
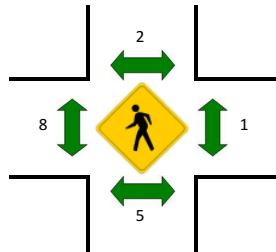
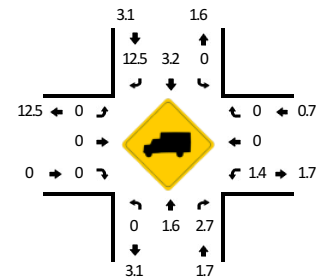
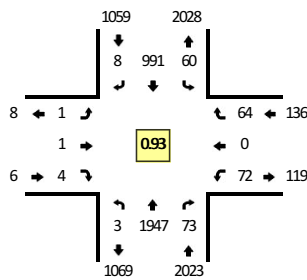
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- San Aleso Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372829**DATE:** Wed, Mar 6 2024

Peak-Hour: 8:25 AM -- 9:25 AM
Peak 15-Min: 8:45 AM -- 9:00 AM



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	30	2	0	3	53	0	1	0	0	0	0	3	0	0	0	92	
6:05 AM	0	42	4	0	4	50	1	0	0	0	0	0	2	0	0	0	103	
6:10 AM	0	40	1	1	7	39	1	2	0	0	0	0	2	0	2	0	95	
6:15 AM	0	32	3	0	4	50	1	2	0	1	0	0	5	0	1	0	99	
6:20 AM	1	30	0	0	4	37	0	0	0	0	0	0	3	0	0	0	75	
6:25 AM	0	54	3	0	10	59	1	0	0	0	1	0	2	0	1	0	131	
6:30 AM	0	35	1	0	6	59	1	2	0	0	0	0	2	0	0	0	106	
6:35 AM	0	41	0	1	0	45	2	0	0	0	1	0	4	0	1	0	95	
6:40 AM	0	54	1	1	4	30	0	0	0	0	1	0	2	0	1	0	94	
6:45 AM	0	34	1	0	3	40	1	1	0	0	0	0	3	0	2	0	85	
6:50 AM	0	57	3	0	2	61	1	0	0	0	2	0	3	0	0	0	129	
6:55 AM	0	48	4	0	1	61	1	2	0	0	1	0	0	0	2	0	120	1224
7:00 AM	0	62	4	1	4	40	0	1	0	0	0	0	2	0	0	0	114	1246
7:05 AM	0	48	3	0	5	52	1	1	1	0	0	0	7	0	2	0	120	1263
7:10 AM	0	60	5	0	3	54	0	0	0	0	0	0	4	0	1	0	127	1295
7:15 AM	0	58	1	0	4	50	0	0	0	0	0	0	5	0	1	0	119	1315
7:20 AM	0	63	4	0	7	70	0	1	0	0	0	0	3	0	0	0	148	1388
7:25 AM	0	82	2	0	6	61	4	2	0	0	1	0	4	0	5	0	167	1424
7:30 AM	0	92	3	0	3	60	0	1	0	0	0	0	10	0	5	0	174	1492
7:35 AM	0	96	2	0	3	60	0	0	0	0	0	0	4	0	8	0	173	1570
7:40 AM	0	88	2	0	2	95	1	1	0	0	1	0	8	0	4	0	202	1678
7:45 AM	0	105	5	0	3	57	0	1	0	0	0	0	6	0	4	0	181	1774
7:50 AM	0	86	2	0	3	76	0	1	0	0	1	0	9	0	3	0	181	1826
7:55 AM	0	117	5	0	6	74	0	2	0	0	1	0	6	0	4	0	215	1921
8:00 AM	0	107	4	1	3	79	0	0	0	0	1	0	3	0	6	0	204	2011
8:05 AM	0	132	7	0	3	81	0	3	0	0	2	0	12	0	3	0	243	2134
8:10 AM	0	118	4	0	4	79	0	1	0	0	0	0	11	0	1	0	218	2225
8:15 AM	0	134	3	0	2	77	1	0	0	0	0	0	4	0	3	0	224	2330
8:20 AM	0	110	3	0	3	87	0	1	0	0	0	0	5	0	1	0	210	2392
8:25 AM	0	187	3	0	0	85	2	1	0	0	1	0	6	0	2	0	287	2512
8:30 AM	0	195	3	0	6	81	1	0	0	0	0	0	3	0	0	0	289	2627
8:35 AM	0	153	8	0	2	63	0	1	1	0	0	0	7	0	3	0	238	2692
8:40 AM	0	165	6	0	5	88	1	1	0	0	0	0	3	0	4	0	273	2763
8:45 AM	0	188	9	0	1	80	0	3	0	0	2	0	13	0	6	0	302	2884
8:50 AM	0	180	9	1	1	77	3	2	0	0	0	0	1	0	2	0	276	2979
8:55 AM	0	180	5	0	4	86	0	3	0	0	0	0	4	0	3	0	285	3049
9:00 AM	0	120	6	0	6	60	1	1	0	0	1	0	8	0	13	1	217	3062
9:05 AM	0	126	3	1	4	109	0	0	0	0	0	0	8	0	6	0	257	3076

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	151	9	0	6	90	0	0	0	1	0	0	2	0	12	0	271	3129
9:15 AM	0	158	8	1	5	110	0	3	0	0	0	0	10	0	9	0	304	3209
9:20 AM	0	144	4	0	4	62	0	1	0	0	0	0	6	0	4	0	225	3224
9:25 AM	0	123	8	0	4	94	0	1	0	0	0	0	5	1	11	0	247	3184
9:30 AM	0	117	1	0	4	80	0	1	0	0	0	0	4	0	10	0	217	3112
9:35 AM	0	119	3	0	6	112	0	1	0	0	0	0	7	0	4	1	253	3127
9:40 AM	1	163	3	1	3	96	1	0	0	0	0	0	5	0	6	0	279	3133
9:45 AM	0	113	4	0	5	128	0	1	0	0	0	0	3	0	3	0	257	3088
9:50 AM	0	109	3	1	2	107	0	0	1	0	0	0	5	0	5	0	233	3045
9:55 AM	0	119	5	0	14	125	1	2	0	0	0	0	5	0	4	0	275	3035
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	2192	92	4	24	972	12	32	0	0	8	0	72	0	44	0	3452	
Heavy Trucks	0	40	4		0	32	0		0	0	0		0	0	0		76	
Buses																		
Pedestrians		4				0				4				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

Report generated on 4/17/2024 10:23 AM

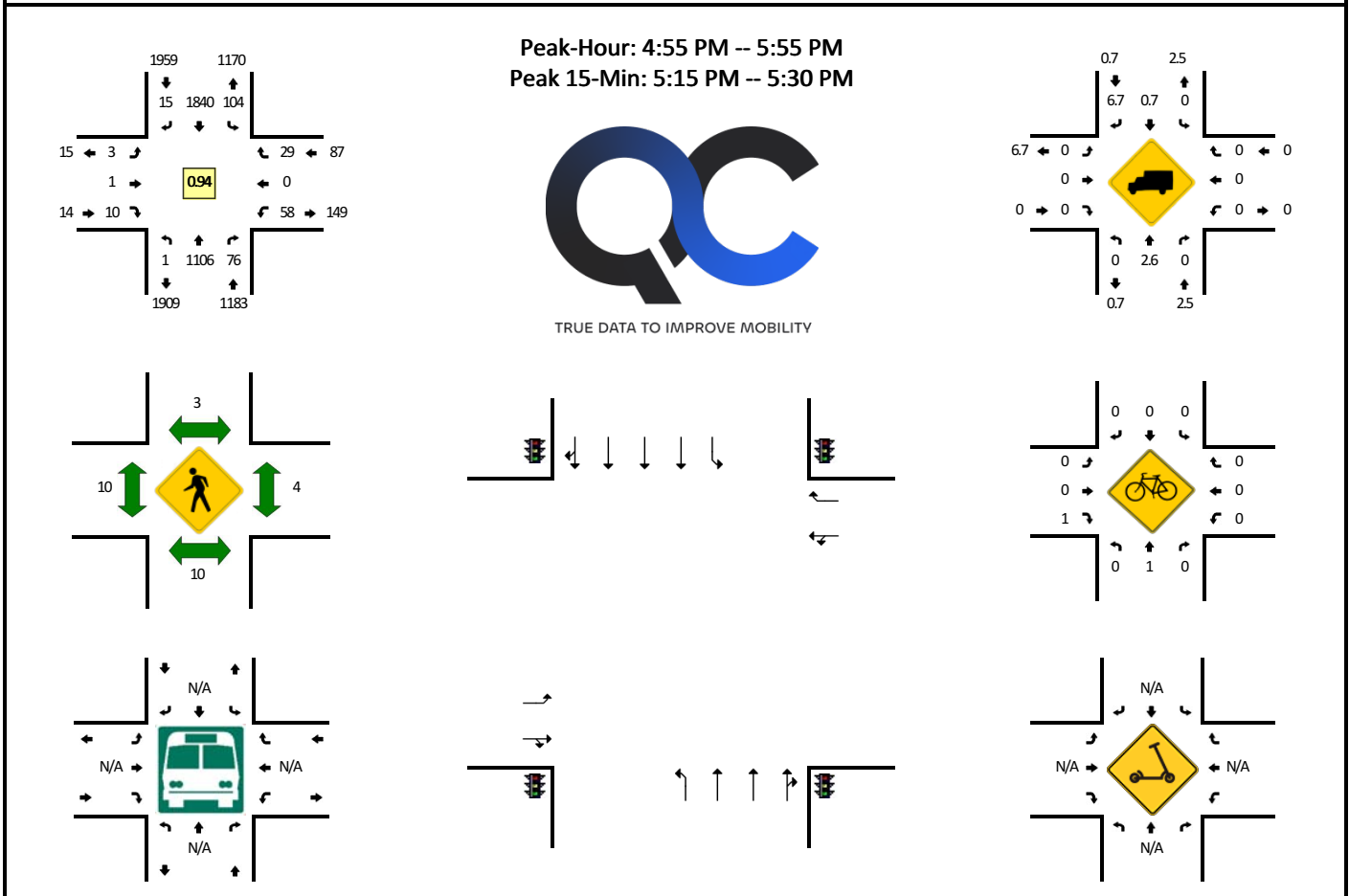
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- San Aleso Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372830
DATE: Wed, Mar 6 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	66	5	0	2	96	1	0	0	0	0	0	3	0	2	0	175	
3:05 PM	0	68	3	1	6	83	0	0	0	0	1	0	4	0	6	0	172	
3:10 PM	0	98	5	0	2	126	1	0	0	0	1	0	4	0	2	0	239	
3:15 PM	0	74	8	1	4	109	0	2	0	0	0	0	5	0	1	0	204	
3:20 PM	0	83	10	0	1	102	1	2	0	0	0	0	4	0	2	0	205	
3:25 PM	0	118	8	0	2	106	3	0	0	0	0	0	4	0	3	0	244	
3:30 PM	0	84	4	0	4	98	0	1	0	0	0	0	7	0	5	0	203	
3:35 PM	0	89	8	0	5	79	0	0	0	0	1	0	4	0	3	0	189	
3:40 PM	0	75	7	0	4	84	1	0	0	0	2	0	2	0	5	0	180	
3:45 PM	0	82	4	0	6	97	0	0	0	0	0	0	6	0	2	0	197	
3:50 PM	0	82	5	0	4	96	1	2	0	0	0	0	3	0	3	0	196	
3:55 PM	0	76	4	0	6	104	1	1	0	0	0	0	2	0	2	0	196	2400
4:00 PM	0	86	3	0	4	112	0	0	0	0	1	0	6	0	1	0	213	2438
4:05 PM	0	101	6	0	3	137	2	1	1	0	2	0	5	0	0	0	258	2524
4:10 PM	0	96	5	0	3	108	1	1	0	0	2	0	1	0	2	0	219	2504
4:15 PM	0	90	3	1	4	113	2	2	0	0	0	0	9	0	3	0	227	2527
4:20 PM	0	67	2	0	2	100	0	1	1	0	1	0	1	0	6	0	181	2503
4:25 PM	0	73	6	0	5	130	3	0	0	1	1	0	1	0	2	0	222	2481
4:30 PM	0	82	4	0	5	104	2	4	0	0	0	0	4	0	1	0	206	2484
4:35 PM	0	107	7	0	2	117	0	4	0	1	0	0	5	0	2	0	245	2540
4:40 PM	0	110	8	0	2	123	0	2	0	0	0	0	6	0	4	0	255	2615
4:45 PM	0	89	6	0	1	156	0	0	0	0	3	0	2	0	4	0	261	2679
4:50 PM	0	76	8	0	6	126	0	1	1	0	0	0	1	0	3	0	222	2705
4:55 PM	0	94	4	0	7	118	3	2	1	0	1	0	2	0	5	0	237	2746
5:00 PM	0	88	8	0	7	166	0	1	0	1	0	0	5	0	2	0	278	2811
5:05 PM	0	104	1	0	5	167	3	3	1	0	1	0	6	0	0	0	291	2844
5:10 PM	0	90	5	0	4	132	1	3	0	0	1	0	4	0	0	0	240	2865
5:15 PM	0	95	10	0	5	142	1	2	0	0	0	0	9	0	2	0	266	2904
5:20 PM	0	82	7	0	7	181	1	3	0	0	1	0	6	0	2	0	290	3013
5:25 PM	0	98	12	0	6	182	3	2	0	0	1	0	1	0	1	0	306	3097
5:30 PM	0	83	6	0	7	142	1	1	0	0	1	0	4	0	2	0	247	3138
5:35 PM	0	90	7	0	6	129	1	4	0	0	1	0	6	0	3	0	247	3140
5:40 PM	0	94	2	0	7	172	0	3	0	0	0	0	5	0	3	0	286	3171
5:45 PM	0	101	8	1	3	160	1	5	1	0	2	0	6	0	2	0	290	3200
5:50 PM	0	87	6	0	8	149	0	3	0	0	1	0	4	0	7	0	265	3243
5:55 PM	0	95	10	0	7	110	0	2	1	0	0	0	4	0	2	0	231	3237

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1100	116	0	72	2020	20	28	0	0	8	0	64	0	20	0	3448
Heavy Trucks	0	24	0		0	12	4		0	0	0		0	0	0		40
Buses																	
Pedestrians		8				0				8				0			16
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4
Scooters																	

Comments:

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

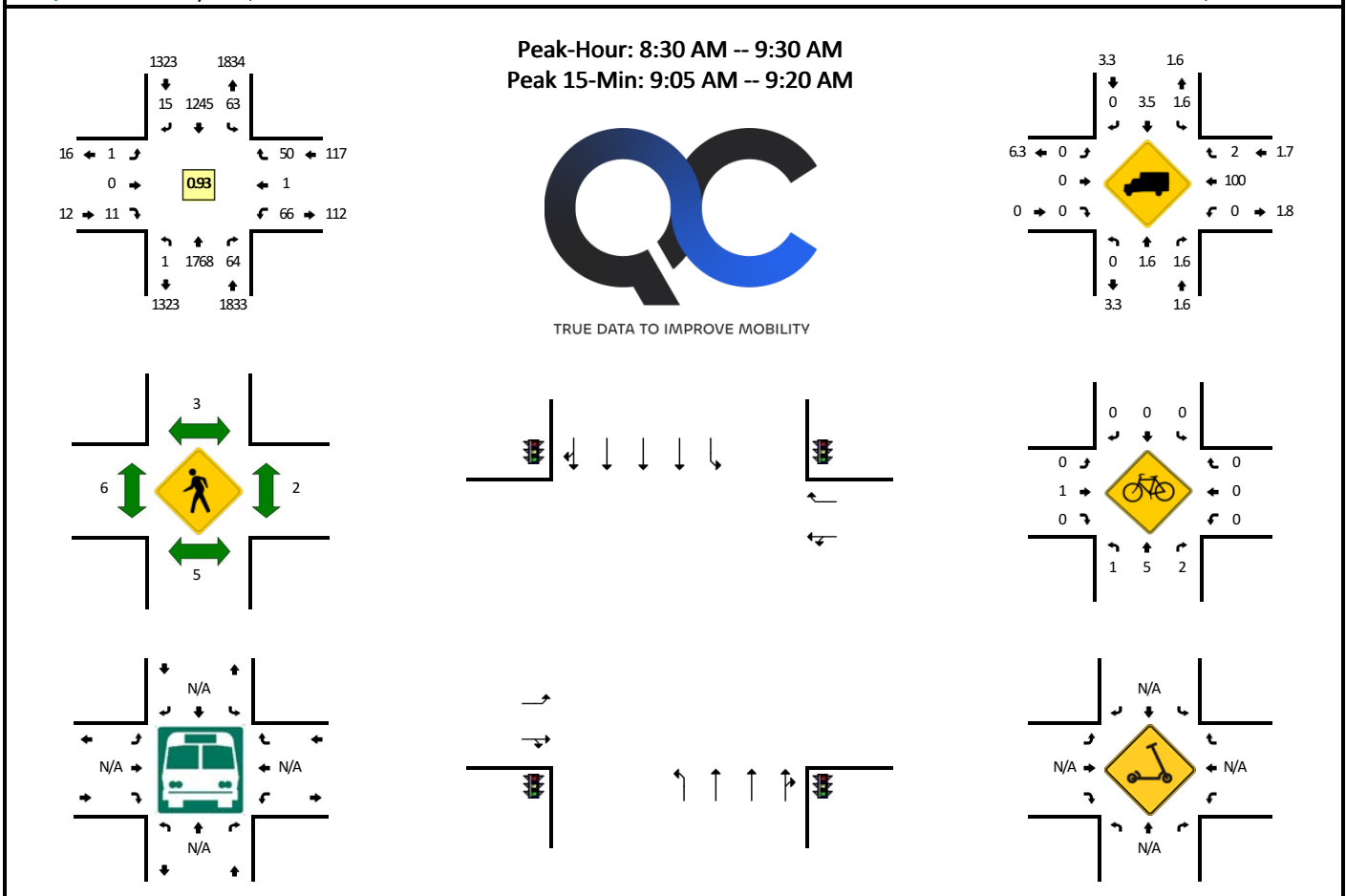
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- San Aleso Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372831

DATE: Thu, Mar 7 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	26	2	1	4	43	3	0	0	0	1	0	3	0	0	0	83	
6:05 AM	0	36	3	1	6	37	0	1	0	0	0	0	3	0	2	0	89	
6:10 AM	0	27	2	0	3	57	0	1	0	0	1	0	2	0	0	0	93	
6:15 AM	0	39	4	0	3	39	0	1	0	0	0	0	4	0	2	0	92	
6:20 AM	0	44	3	0	5	67	2	0	0	0	0	0	0	0	0	0	121	
6:25 AM	1	24	3	1	2	39	2	2	0	1	0	0	2	0	0	0	77	
6:30 AM	0	41	1	0	6	64	0	1	0	0	1	0	2	0	0	0	116	
6:35 AM	0	46	1	0	3	49	1	1	0	0	0	0	1	0	3	0	105	
6:40 AM	0	51	3	0	1	59	1	1	0	0	0	0	1	0	1	0	118	
6:45 AM	0	45	1	1	1	60	2	0	0	0	0	0	3	0	1	0	114	
6:50 AM	0	55	3	1	3	71	0	0	0	0	0	0	5	0	2	0	140	
6:55 AM	0	61	2	1	6	48	0	1	0	0	0	0	1	0	1	0	121	1269
7:00 AM	0	39	5	0	5	51	0	0	0	0	0	0	3	0	1	0	104	1290
7:05 AM	0	48	2	0	2	58	1	0	0	0	1	0	5	0	2	0	119	1320
7:10 AM	0	45	1	0	8	57	0	1	0	0	0	0	4	0	1	0	117	1344
7:15 AM	0	62	0	0	4	60	1	1	0	0	0	0	7	0	1	0	136	1388
7:20 AM	0	63	5	0	4	71	1	2	0	0	2	0	1	0	3	0	152	1419
7:25 AM	0	90	5	0	3	73	0	0	0	0	0	0	4	0	6	0	181	1523
7:30 AM	0	78	4	0	7	73	0	2	0	0	0	0	5	0	4	0	173	1580
7:35 AM	0	74	3	0	4	53	0	0	0	0	0	0	5	0	5	0	144	1619
7:40 AM	0	90	0	0	3	95	0	0	0	0	0	0	12	0	2	0	202	1703
7:45 AM	0	105	3	0	7	80	0	1	0	0	1	0	7	0	6	0	210	1799
7:50 AM	0	101	3	0	1	88	1	2	0	0	1	0	9	0	1	0	207	1866
7:55 AM	0	101	2	0	2	107	0	0	0	0	0	0	5	0	2	0	219	1964
8:00 AM	0	120	4	0	0	113	0	2	0	0	1	0	2	0	1	0	243	2103
8:05 AM	0	90	4	0	3	85	1	0	0	0	1	0	8	0	6	0	198	2182
8:10 AM	0	160	3	0	4	104	0	3	0	0	0	0	10	0	2	0	286	2351
8:15 AM	0	125	2	0	5	76	0	1	0	0	0	0	5	0	4	0	218	2433
8:20 AM	0	128	7	0	4	78	0	2	0	0	1	0	7	0	2	0	229	2510
8:25 AM	0	153	4	0	2	83	0	1	0	0	3	0	7	0	4	0	257	2586
8:30 AM	0	173	5	0	5	96	2	4	0	0	0	0	1	0	5	0	291	2704
8:35 AM	0	137	3	0	3	79	0	1	0	0	0	0	7	0	1	0	231	2791
8:40 AM	0	166	3	0	3	89	0	2	0	0	1	0	3	0	4	0	271	2860
8:45 AM	0	170	9	0	4	104	0	2	0	0	0	0	4	0	2	0	295	2945
8:50 AM	0	178	4	0	1	113	2	0	0	0	2	0	4	0	4	0	308	3046
8:55 AM	0	135	11	0	4	97	3	2	0	0	1	0	7	0	4	0	264	3091
9:00 AM	0	103	4	1	8	100	1	1	1	0	1	0	4	1	2	0	227	3075
9:05 AM	0	146	5	0	3	100	2	1	0	0	2	0	11	0	6	0	276	3153

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	158	6	0	4	114	2	1	0	0	2	0	6	0	6	0	299	3166
9:15 AM	0	155	2	0	4	135	0	0	0	0	0	0	5	0	7	0	308	3256
9:20 AM	0	138	4	0	4	73	2	0	0	0	0	0	6	0	5	0	232	3259
9:25 AM	0	109	8	0	5	145	1	1	0	0	2	0	8	0	4	0	283	3285
9:30 AM	0	104	2	0	0	98	0	0	1	0	0	0	4	1	8	0	218	3212
9:35 AM	0	96	4	0	6	75	1	1	0	0	0	0	1	0	5	0	189	3170
9:40 AM	0	139	2	0	4	119	2	1	0	0	2	0	3	0	6	0	278	3177
9:45 AM	0	105	4	1	6	101	1	0	0	0	0	0	6	0	4	0	228	3110
9:50 AM	0	99	6	0	7	107	1	0	0	0	0	0	4	0	5	0	229	3031
9:55 AM	0	102	1	0	7	94	2	0	0	0	0	0	8	0	5	0	219	2986
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1836	52	0	44	1396	16	8	0	0	16	0	88	0	76	0	3532	
Heavy Trucks	0	16	0		0	56	0		0	0	0		0	0	0		72	
Buses																		
Pedestrians		8				0				4				8			20	
Bicycles	0	4	4		0	0	0		0	4	0		0	0	0		12	
Scooters																		

Comments:

Report generated on 4/17/2024 10:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

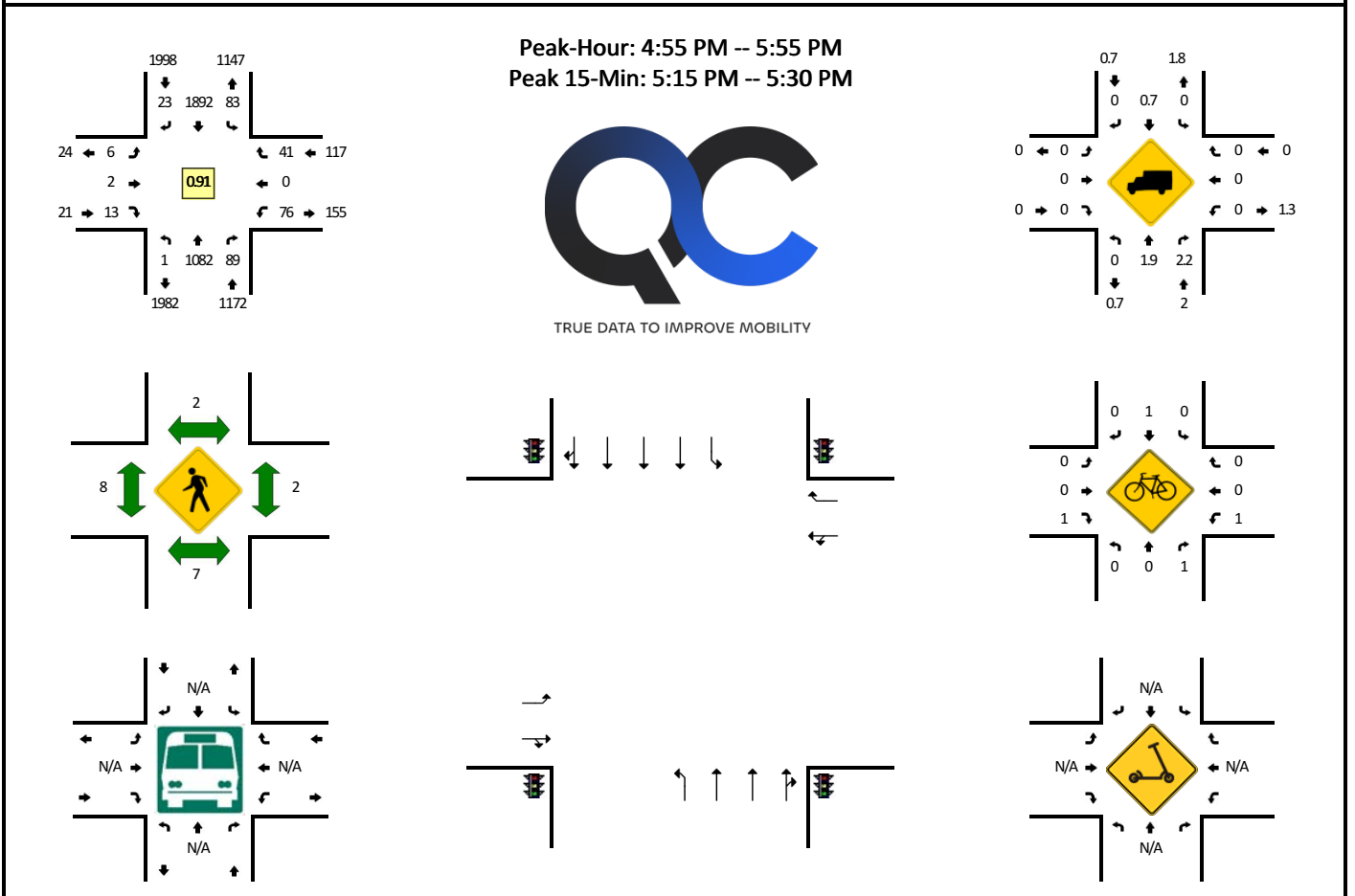
Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- San Aleso Ave

QC JOB #: 16372832

CITY/STATE: Sunnyvale, CA

DATE: Thu, Mar 7 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	78	5	0	3	84	0	2	1	0	2	0	3	0	1	0	179	2567 2573 2649 2716 2713 2708 2792 2724 2807 2881 2902 2943
3:05 PM	1	74	3	0	6	76	0	0	0	0	1	0	10	0	0	0	171	
3:10 PM	0	82	3	0	3	111	0	1	0	0	0	0	8	0	0	0	208	
3:15 PM	0	112	1	0	3	130	1	0	1	0	1	0	2	0	5	0	256	
3:20 PM	1	81	5	0	7	111	2	1	0	0	2	0	3	0	1	0	214	
3:25 PM	0	83	3	0	2	104	2	1	0	0	1	0	4	0	1	0	201	
3:30 PM	0	101	8	0	3	104	0	0	0	0	1	0	5	0	3	0	225	
3:35 PM	0	74	8	0	7	107	1	0	0	0	1	0	5	0	6	0	209	
3:40 PM	0	64	6	0	5	110	1	0	1	0	1	0	5	0	0	0	193	
3:45 PM	0	84	5	1	5	130	0	0	0	0	1	0	6	0	1	0	233	
3:50 PM	0	69	5	0	4	126	0	3	2	0	1	0	5	0	1	0	216	
3:55 PM	0	85	4	0	8	155	2	0	0	0	3	0	3	0	2	0	262	
4:00 PM	0	71	4	0	1	96	0	0	2	0	1	1	6	0	3	0	185	
4:05 PM	0	98	6	0	5	119	3	2	2	0	0	0	9	0	3	0	247	
4:10 PM	1	95	5	1	4	149	6	0	13	0	0	0	1	0	0	0	275	
4:15 PM	0	93	5	0	6	123	4	2	11	0	1	0	4	0	4	0	253	
4:20 PM	0	77	6	0	4	95	5	1	12	0	1	0	4	0	4	0	209	
4:25 PM	0	105	9	0	8	137	12	1	4	0	0	0	7	0	2	0	285	
4:30 PM	0	69	2	0	4	64	6	1	4	0	1	0	4	0	2	0	157	
4:35 PM	0	98	7	0	6	160	4	1	2	0	2	0	7	0	5	0	292	
4:40 PM	0	103	6	0	2	141	3	1	2	0	1	0	3	0	5	0	267	
4:45 PM	0	93	9	0	1	143	1	1	2	0	0	0	4	0	0	0	254	
4:50 PM	0	91	7	0	7	128	4	4	2	0	0	1	6	0	7	0	257	
4:55 PM	0	76	6	0	9	156	2	1	0	0	2	0	12	0	2	0	266	
5:00 PM	0	93	8	0	4	172	1	3	0	0	0	0	4	0	0	0	285	
5:05 PM	0	87	3	0	6	150	1	2	0	0	1	0	5	0	5	0	260	
5:10 PM	0	85	8	0	2	124	1	1	1	0	3	0	8	0	6	0	239	
5:15 PM	0	110	7	0	8	138	1	1	0	0	0	0	4	0	0	0	269	
5:20 PM	0	96	9	0	2	193	5	0	2	1	1	0	2	0	4	0	315	
5:25 PM	0	123	11	0	4	175	3	2	0	0	1	1	5	0	2	0	327	
5:30 PM	0	78	7	0	12	151	1	2	1	1	0	0	3	0	4	0	260	
5:35 PM	0	83	8	0	3	147	1	3	0	0	0	0	12	0	5	0	262	
5:40 PM	0	83	5	0	2	163	4	0	1	0	3	0	6	0	7	0	274	
5:45 PM	0	88	7	1	6	176	3	1	0	0	1	0	8	0	1	0	292	
5:50 PM	0	80	10	0	6	147	0	3	0	0	1	0	7	0	5	0	259	
5:55 PM	0	83	5	0	8	107	1	2	0	0	0	0	5	0	6	0	217	

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1316	108	0	56	2024	36	12	8	4	8	4	44	0	24	0	3644
Heavy Trucks	0	32	0		0	12	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		4				0				8				0			12
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

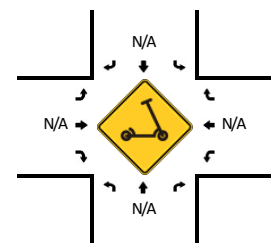
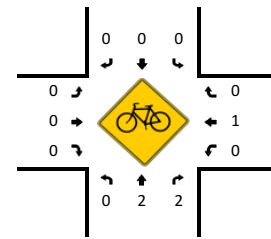
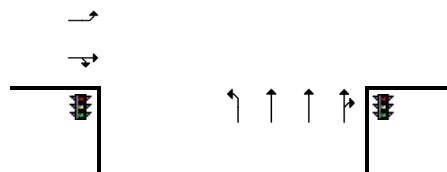
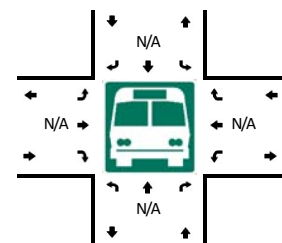
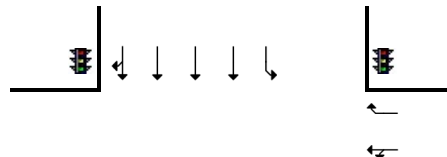
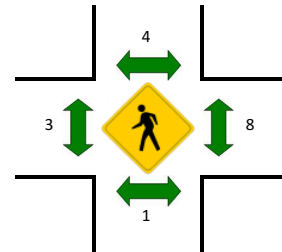
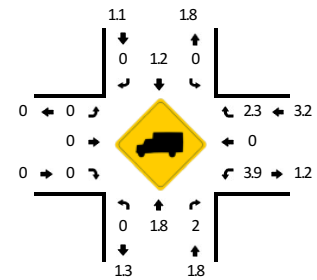
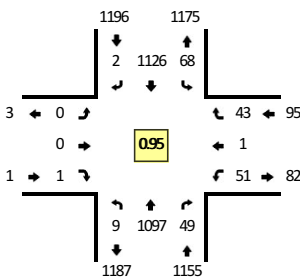
LOCATION: N Mathilda Ave -- San Aleso Ave

QC JOB #: 16372833

CITY/STATE: Sunnyvale, CA

DATE: Sat, Mar 9 2024

Peak-Hour: 12:10 PM -- 1:10 PM
Peak 15-Min: 12:20 PM -- 12:35 PM



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	90	4	0	4	100	0	3	0	0	0	0	1	0	3	0	205	2387
11:05 AM	0	52	4	3	3	105	0	5	0	0	0	0	7	0	1	0	180	
11:10 AM	0	90	3	0	2	77	0	2	0	0	0	0	3	0	2	0	179	
11:15 AM	0	103	2	0	1	109	0	2	0	0	0	0	4	0	5	0	226	
11:20 AM	0	61	2	1	2	92	0	4	0	0	0	0	7	0	5	0	174	
11:25 AM	0	103	6	3	6	98	0	2	0	0	0	0	4	0	3	0	225	
11:30 AM	0	91	2	2	4	101	1	4	0	0	0	0	5	0	2	0	212	
11:35 AM	0	82	4	1	2	84	0	6	0	0	0	0	2	0	4	0	185	
11:40 AM	0	78	4	0	4	75	0	2	0	0	0	0	2	0	4	0	169	
11:45 AM	0	85	4	3	6	123	0	2	0	0	0	0	2	0	5	0	230	
11:50 AM	0	97	7	0	2	51	0	5	0	0	0	0	5	0	4	0	171	
11:55 AM	0	93	9	1	4	110	0	1	0	0	0	0	6	0	7	0	231	
12:00 PM	0	73	6	1	7	64	0	3	0	0	0	0	9	0	2	0	165	2347
12:05 PM	0	91	4	1	3	58	0	7	0	0	0	0	3	0	5	0	172	2339
12:10 PM	0	99	9	3	3	109	1	2	0	0	1	0	5	0	2	0	234	2394
12:15 PM	0	98	3	0	0	104	0	0	0	0	0	0	2	0	7	0	214	2382
12:20 PM	0	77	2	0	2	100	0	4	0	0	0	0	5	0	2	0	192	2400
12:25 PM	0	94	1	0	8	102	0	5	0	0	0	0	4	0	2	0	216	2391
12:30 PM	0	107	7	1	0	110	0	2	0	0	0	0	5	0	3	0	235	2414
12:35 PM	0	70	0	0	3	78	0	6	0	0	0	0	7	1	5	0	170	2399
12:40 PM	0	93	5	0	3	101	0	2	0	0	0	0	4	0	5	0	213	2443
12:45 PM	0	91	4	1	3	78	0	4	0	0	0	0	3	0	1	0	185	2398
12:50 PM	0	85	5	1	2	69	0	2	0	0	0	0	7	0	3	0	174	2401
12:55 PM	0	87	2	2	8	97	0	6	0	0	0	0	4	0	4	0	210	2380
1:00 PM	0	92	5	1	0	93	0	2	0	0	0	0	2	0	6	0	201	2416
1:05 PM	0	104	6	0	1	85	1	0	0	0	0	0	3	0	3	0	203	2447
1:10 PM	0	84	10	1	6	101	0	4	1	0	0	0	6	0	4	0	217	2430
1:15 PM	0	92	3	0	5	88	2	6	1	0	0	0	4	0	6	0	207	2423
1:20 PM	0	95	6	2	2	73	0	3	0	0	0	0	2	0	4	0	187	2418
1:25 PM	0	73	2	1	0	89	0	2	0	0	0	0	3	0	5	0	175	2377
1:30 PM	0	81	4	1	6	97	0	7	0	0	0	0	2	0	2	0	200	2342
1:35 PM	0	97	3	2	4	98	0	3	0	0	0	0	6	0	3	0	216	2388
1:40 PM	0	93	1	0	3	91	0	5	0	0	0	0	5	0	5	0	203	2378
1:45 PM	0	100	3	0	2	63	0	2	0	0	0	0	7	0	0	0	177	2370
1:50 PM	0	102	3	3	5	91	0	3	0	0	0	0	2	0	5	0	214	2410
1:55 PM	0	101	1	2	1	77	0	6	0	0	0	0	9	0	2	0	199	2399

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1112	40	4	40	1248	0	44	0	0	0	0	56	0	28	0	2572
Heavy Trucks	0	16	0		0	8	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				12				4				12			28
Bicycles	0	0	4		0	0	0		0	0	0		0	4	0		8
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

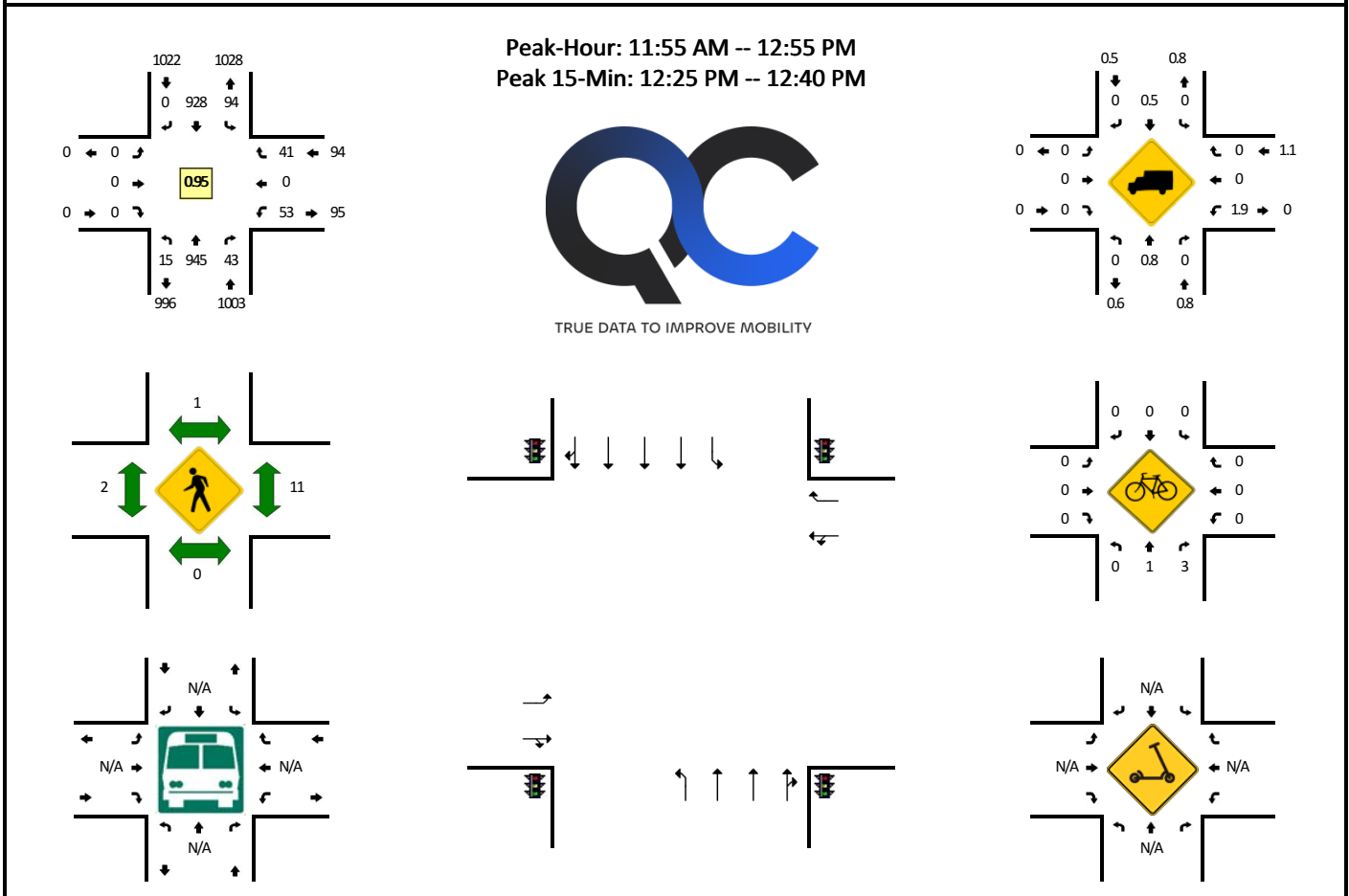
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- San Aleso Ave
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372834

DATE: Sun, Mar 10 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				San Aleso Ave (Eastbound)				San Aleso Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	66	4	0	4	76	0	7	0	0	0	0	9	0	2	0	168	
11:05 AM	0	85	7	1	4	50	0	1	0	0	0	0	3	0	4	0	155	
11:10 AM	0	88	4	3	2	70	0	3	0	0	0	0	3	0	5	0	178	
11:15 AM	0	73	5	1	1	62	0	4	0	0	0	0	12	0	3	0	161	
11:20 AM	0	79	1	0	5	62	0	2	0	0	0	0	1	0	2	0	152	
11:25 AM	0	64	6	2	5	72	0	2	0	0	0	0	3	0	2	0	156	
11:30 AM	0	64	1	0	3	74	0	3	0	0	0	0	3	0	2	0	150	
11:35 AM	0	64	6	1	1	56	0	4	0	0	0	0	4	0	1	0	137	
11:40 AM	0	89	6	1	0	64	0	2	0	0	0	0	2	0	0	0	164	
11:45 AM	0	65	3	0	3	88	0	0	0	0	0	0	3	0	3	0	165	
11:50 AM	0	66	4	2	3	86	0	1	0	0	0	0	4	0	2	0	168	
11:55 AM	0	66	4	1	5	68	0	7	0	0	0	0	3	0	3	0	157	1911
12:00 PM	0	79	3	2	5	94	0	1	0	0	0	0	3	0	2	0	189	1932
12:05 PM	0	81	3	1	8	79	0	5	0	0	0	0	6	0	4	0	187	1964
12:10 PM	0	74	6	0	3	62	0	3	0	0	0	0	4	0	3	0	155	1941
12:15 PM	0	80	4	1	2	84	0	2	0	0	0	0	2	0	3	0	178	1958
12:20 PM	0	88	1	0	6	57	0	1	0	0	0	0	5	0	4	0	162	1968
12:25 PM	0	69	1	2	4	90	0	0	0	0	0	0	7	0	7	0	180	1992
12:30 PM	0	101	2	1	3	92	0	4	0	0	0	0	5	0	2	0	210	2052
12:35 PM	0	78	9	1	5	60	0	4	0	0	0	0	5	0	4	0	166	2081
12:40 PM	0	62	3	1	4	87	0	5	0	0	0	0	2	0	4	0	168	2085
12:45 PM	0	68	3	1	5	89	0	3	0	0	0	0	5	0	2	0	176	2096
12:50 PM	0	99	4	4	2	66	0	7	0	0	0	0	6	0	3	0	191	2119
12:55 PM	0	58	3	2	4	56	0	4	0	0	0	0	1	0	4	0	132	2094
1:00 PM	0	79	1	1	2	101	0	2	0	0	0	0	4	0	2	0	192	2097
1:05 PM	0	63	3	3	3	54	0	0	0	0	0	0	4	0	2	0	132	2042
1:10 PM	0	97	3	1	1	69	0	4	0	0	0	0	6	0	1	0	182	2069
1:15 PM	0	96	3	1	4	67	0	5	0	0	0	0	5	0	2	0	183	2074
1:20 PM	0	67	1	0	4	79	0	2	0	0	0	0	3	0	2	0	158	2070
1:25 PM	0	59	9	1	5	73	0	4	0	0	0	0	3	0	4	0	158	2048
1:30 PM	0	74	4	2	5	56	0	4	0	0	0	0	5	0	4	0	154	1992
1:35 PM	0	108	5	1	1	86	0	1	0	0	0	0	3	0	5	0	210	2036
1:40 PM	0	71	3	1	3	79	1	1	0	0	0	0	11	0	2	0	172	2040
1:45 PM	0	87	3	1	4	79	1	5	0	0	2	0	1	0	1	0	184	2048
1:50 PM	0	65	2	0	2	63	0	2	0	0	0	0	3	0	2	0	139	1996
1:55 PM	0	87	6	2	2	110	0	4	0	0	0	0	3	0	2	0	216	2080

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	992	48	16	48	968	0	32	0	0	0	0	68	0	52	0	2224
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				4				8			12
Bicycles	0	0	4		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

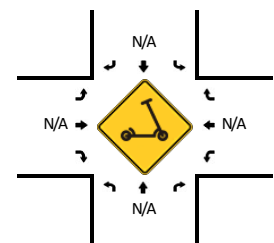
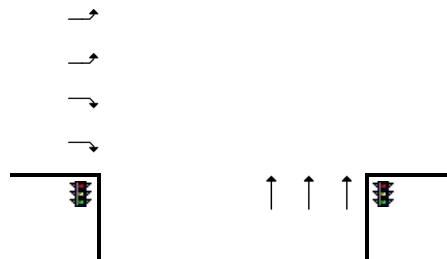
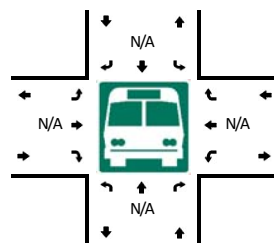
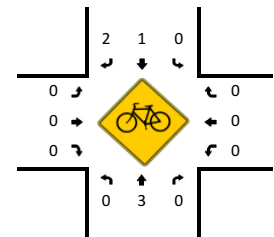
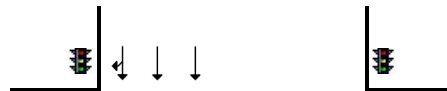
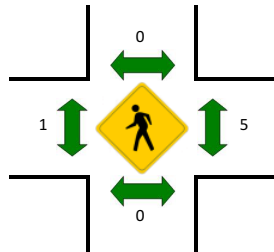
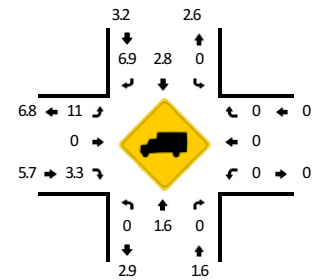
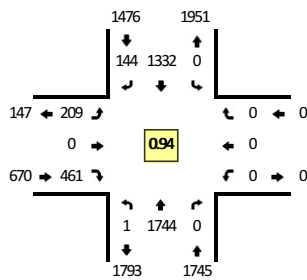
LOCATION: N Mathilda Ave -- US 101 SB Ramps

QC JOB #: 16372850

CITY/STATE: Sunnyvale, CA

DATE: Tue, Mar 5 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:40 AM -- 8:55 AM



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	35	0	0	0	50	4	0	2	0	11	0	0	0	0	0	102	1554
6:05 AM	0	39	0	0	0	51	7	0	4	0	16	0	0	0	0	0	117	
6:10 AM	0	51	0	0	0	59	9	0	2	0	15	0	0	0	0	0	136	
6:15 AM	0	37	0	0	0	62	5	0	8	0	5	2	0	0	0	0	119	
6:20 AM	0	35	0	0	0	54	5	0	4	0	16	1	0	0	0	0	115	
6:25 AM	0	29	0	0	0	53	6	0	0	0	19	1	0	0	0	0	108	
6:30 AM	0	31	0	0	0	70	8	0	3	0	14	1	0	0	0	0	127	
6:35 AM	0	48	0	0	0	62	11	0	4	0	11	0	0	0	0	0	136	
6:40 AM	0	46	0	0	0	59	11	0	3	0	21	0	0	0	0	0	140	
6:45 AM	0	74	0	0	0	74	6	0	1	0	18	0	0	0	0	0	173	
6:50 AM	0	47	0	0	0	67	6	0	4	0	13	0	0	0	0	0	137	
6:55 AM	0	53	0	0	0	61	10	0	5	0	15	0	0	0	0	0	144	
7:00 AM	0	45	0	0	0	68	9	0	2	0	19	0	0	0	0	0	143	
7:05 AM	0	56	0	0	0	68	9	0	6	0	18	0	0	0	0	0	157	
7:10 AM	0	65	0	0	0	61	6	0	9	0	15	1	0	0	0	0	157	
7:15 AM	0	80	0	0	0	76	12	0	9	0	16	0	0	0	0	0	193	
7:20 AM	0	75	0	0	0	63	8	0	11	0	29	0	0	0	0	0	186	
7:25 AM	0	68	0	0	0	50	9	0	12	0	25	0	0	0	0	0	164	
7:30 AM	0	81	0	0	0	85	11	0	6	0	24	0	0	0	0	0	207	
7:35 AM	0	81	0	0	0	69	8	0	9	0	21	0	0	0	0	0	188	
7:40 AM	0	110	0	0	0	102	19	0	16	0	25	0	0	0	0	0	272	
7:45 AM	0	102	0	0	0	112	8	0	11	0	10	0	0	0	0	0	243	
7:50 AM	0	110	0	0	0	83	7	0	19	0	33	0	0	0	0	0	252	
7:55 AM	0	102	0	0	0	93	20	0	16	0	30	1	0	0	0	0	262	
8:00 AM	0	127	0	0	0	116	8	0	16	0	24	0	0	0	0	0	291	
8:05 AM	0	105	0	0	0	90	10	0	8	0	24	0	0	0	0	0	237	
8:10 AM	0	94	0	0	0	84	10	0	22	0	28	0	0	0	0	0	238	
8:15 AM	0	96	0	0	0	90	16	0	23	0	27	0	0	0	0	0	252	
8:20 AM	0	154	0	0	0	103	9	0	19	0	31	1	0	0	0	0	317	
8:25 AM	0	122	0	0	0	71	12	0	17	0	38	1	0	0	0	0	261	
8:30 AM	0	167	0	0	0	85	10	0	15	0	32	0	0	0	0	0	309	3122
8:35 AM	0	119	0	0	0	95	9	0	23	0	37	0	0	0	0	0	283	3217
8:40 AM	0	171	0	0	0	97	7	0	26	0	39	1	0	0	0	0	341	3286
8:45 AM	0	182	0	0	0	111	12	0	26	0	32	0	0	0	0	0	363	3406
8:50 AM	0	148	0	0	0	112	8	0	19	0	45	0	0	0	0	0	332	3486
8:55 AM	0	103	0	0	0	115	9	0	16	0	41	0	0	0	0	0	284	3508
9:00 AM	0	161	0	0	0	133	16	0	15	0	30	0	0	0	0	0	355	3572
9:05 AM	1	161	0	0	0	107	14	0	14	0	40	0	0	0	0	0	337	3672

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	155	0	0	0	109	15	0	17	0	45	0	0	0	0	0	341	3775
9:15 AM	0	153	0	0	0	121	11	0	9	0	37	0	0	0	0	0	331	3854
9:20 AM	0	110	0	0	0	119	17	0	16	0	39	0	0	0	0	0	301	3838
9:25 AM	0	114	0	0	0	128	16	0	11	0	44	1	0	0	0	0	314	3891
9:30 AM	0	77	0	0	0	91	15	0	14	0	41	0	0	0	0	0	238	3820
9:35 AM	0	111	0	0	0	126	12	0	11	0	46	0	0	0	0	0	306	3843
9:40 AM	0	112	0	0	0	90	17	0	13	0	40	0	0	0	0	0	272	3774
9:45 AM	0	131	0	0	0	126	12	0	18	0	36	0	0	0	0	0	323	3734
9:50 AM	0	106	0	0	0	121	10	0	9	0	35	0	0	0	0	0	281	3683
9:55 AM	0	94	0	0	0	153	10	0	17	0	33	1	0	0	0	0	308	3707
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	2004	0	0	0	1280	108	0	284	0	464	4	0	0	0	0	4144	
Heavy Trucks	0	24	0		0	36	16		20	0	4		0	0	0		100	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	4	0		0	0	4		0	0	0		0	0	0		8	
Scooters																		
Comments:																		

Report generated on 4/17/2024 10:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

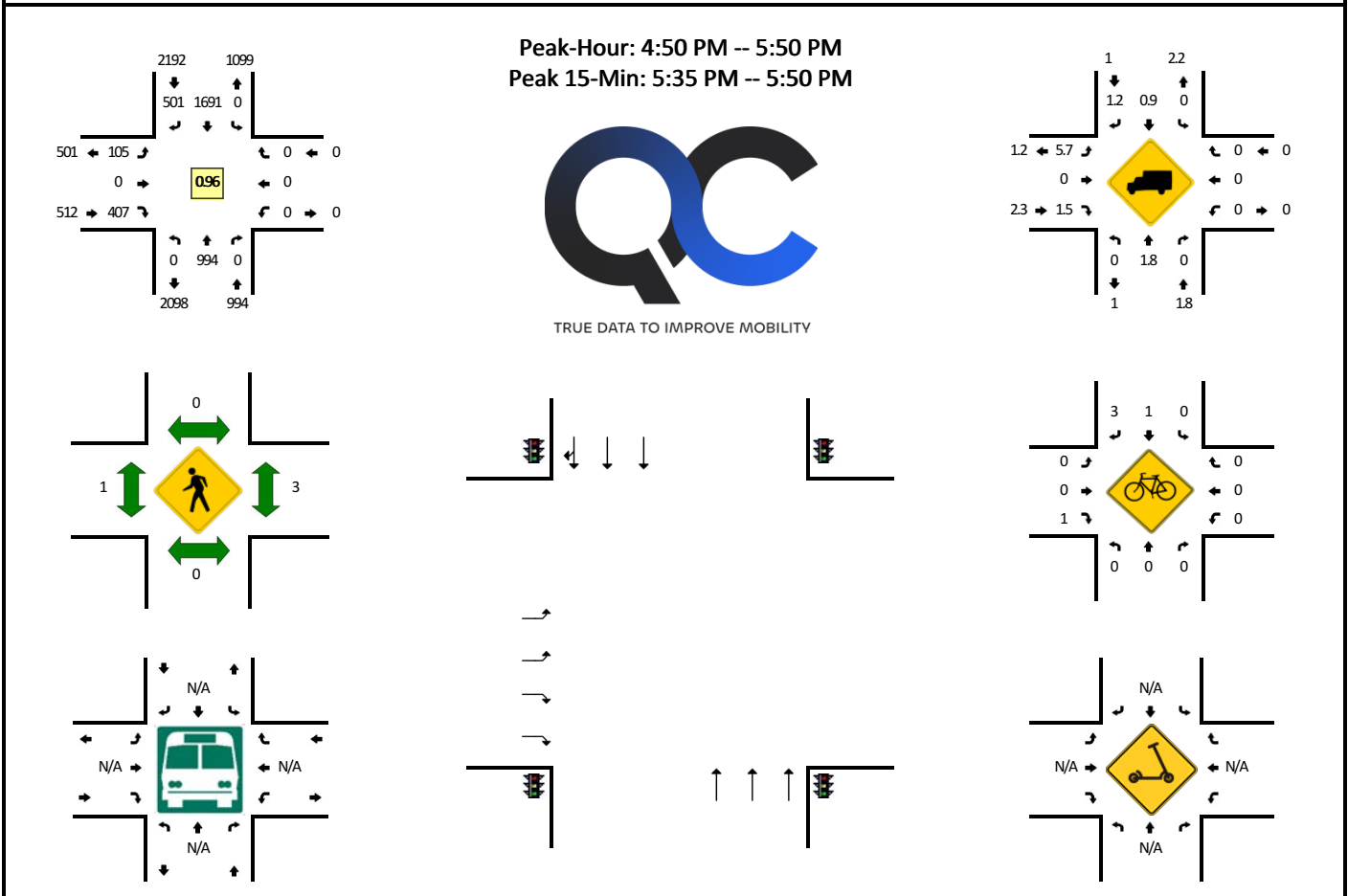
Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- US 101 SB Ramps

QC JOB #: 16372851

CITY/STATE: Sunnyvale, CA

DATE: Tue, Mar 5 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	58	0	0	0	71	26	0	5	0	26	0	0	0	0	0	186	
3:05 PM	0	102	0	0	0	89	42	0	5	0	26	0	0	0	0	0	264	
3:10 PM	0	95	0	0	0	120	38	0	7	0	31	0	0	0	0	0	291	
3:15 PM	0	92	0	0	0	91	37	0	2	0	26	0	0	0	0	0	248	
3:20 PM	0	96	0	0	0	88	44	0	4	0	22	0	0	0	0	0	254	
3:25 PM	0	84	0	0	0	85	32	0	3	0	36	0	0	0	0	0	240	
3:30 PM	0	92	0	0	0	91	37	0	3	0	24	0	0	0	0	0	247	
3:35 PM	0	86	0	0	0	73	42	0	10	0	22	0	0	0	0	0	233	
3:40 PM	0	82	0	0	0	99	51	0	4	0	24	0	0	0	0	0	260	
3:45 PM	0	92	0	0	0	83	53	0	7	0	26	0	0	0	0	0	261	
3:50 PM	0	89	0	0	0	117	44	0	3	0	24	0	0	0	0	0	277	
3:55 PM	0	62	0	0	0	96	41	0	14	0	27	0	0	0	0	0	240	3001
4:00 PM	0	70	0	0	0	86	39	0	10	0	27	0	0	0	0	0	232	3047
4:05 PM	0	71	0	0	0	104	44	0	5	0	29	0	0	0	0	0	253	3036
4:10 PM	0	108	0	0	0	88	33	0	3	0	26	0	0	0	0	0	258	3003
4:15 PM	0	86	0	0	0	111	45	0	7	0	24	0	0	0	0	0	273	3028
4:20 PM	0	82	0	0	0	81	55	0	11	0	22	0	0	0	0	0	251	3025
4:25 PM	0	118	0	0	0	120	47	0	6	0	34	0	0	0	0	0	325	3110
4:30 PM	0	87	0	0	0	113	49	0	7	0	24	0	0	0	0	0	280	3143
4:35 PM	0	120	0	0	0	113	46	0	8	0	37	1	0	0	0	0	325	3235
4:40 PM	0	102	0	0	0	129	59	0	6	0	23	0	0	0	0	0	319	3294
4:45 PM	0	79	0	0	0	136	46	0	7	0	23	0	0	0	0	0	291	3324
4:50 PM	0	83	0	0	0	144	46	0	9	0	22	0	0	0	0	0	304	3351
4:55 PM	0	90	0	0	0	129	47	0	7	0	40	0	0	0	0	0	313	3424
5:00 PM	0	80	0	0	0	117	48	0	8	0	38	0	0	0	0	0	291	3483
5:05 PM	0	81	0	0	0	147	45	0	4	0	37	0	0	0	0	0	314	3544
5:10 PM	0	68	0	0	0	131	34	0	8	0	43	0	0	0	0	0	284	3570
5:15 PM	0	93	0	0	0	158	41	0	15	0	25	0	0	0	0	0	332	3629
5:20 PM	0	91	0	0	0	134	39	0	7	0	45	0	0	0	0	0	316	3694
5:25 PM	0	80	0	0	0	148	42	0	11	0	27	0	0	0	0	0	308	3677
5:30 PM	0	62	0	0	0	127	35	0	11	0	37	0	0	0	0	0	272	3669
5:35 PM	0	82	0	0	0	161	39	0	10	0	30	0	0	0	0	0	322	3666
5:40 PM	0	91	0	0	0	134	28	0	10	0	43	0	0	0	0	0	306	3653
5:45 PM	0	93	0	0	0	161	57	0	5	0	20	0	0	0	0	0	336	3698
5:50 PM	0	55	0	0	0	126	38	0	10	0	37	0	0	0	0	0	266	3660
5:55 PM	0	93	0	0	0	130	45	0	6	0	31	1	0	0	0	0	306	3653

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1064	0	0	0	1824	496	0	100	0	372	0	0	0	0	0	3856
Heavy Trucks	0	20	0		0	12	0		4	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	4	4		0	0	0		0	0	0		8
Scooters																	

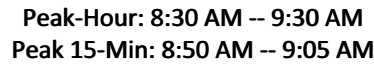
Comments:

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

QC JOB #: 16372852

DATE: Wed, Mar 6 2024

Page 1 of 2

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	127	0	0	0	76	11	0	18	0	32	0	0	0	0	0	264	3410
9:15 AM	0	107	0	0	0	119	12	0	13	0	29	0	0	0	0	0	280	3426
9:20 AM	0	132	0	0	0	94	9	0	26	0	33	0	0	0	0	0	294	3465
9:25 AM	0	136	0	0	0	110	10	0	16	0	19	0	0	0	0	0	291	3476
9:30 AM	0	93	0	0	0	95	6	0	16	0	36	0	0	0	0	0	246	3434
9:35 AM	0	129	0	0	0	126	18	0	10	0	32	0	0	0	0	0	315	3466
9:40 AM	0	120	0	0	0	97	7	0	15	0	44	0	0	0	0	0	283	3447
9:45 AM	0	101	0	0	0	112	9	0	10	0	37	0	0	0	0	0	269	3426
9:50 AM	0	112	0	0	0	117	10	0	10	0	38	0	0	0	0	0	287	3418
9:55 AM	0	108	0	0	0	132	7	0	16	0	53	0	0	0	0	0	316	3429
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1860	0	0	0	1020	124	0	200	0	368	0	0	0	0	0	3572	
Heavy Trucks	0	32	0		0	44	4		28	0	4		0	0	0		112	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
<i>Comments:</i>																		

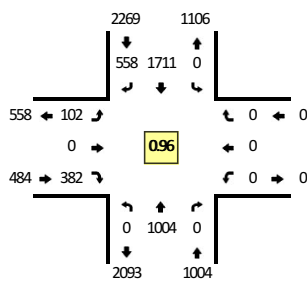
Report generated on 4/17/2024 10:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: N Mathilda Ave -- US 101 SB Ramps

QC JOB #: 16372853

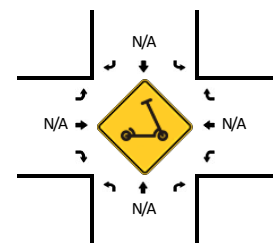
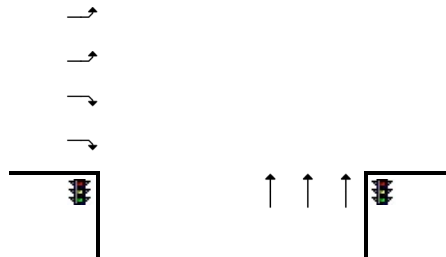
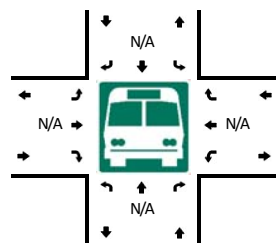
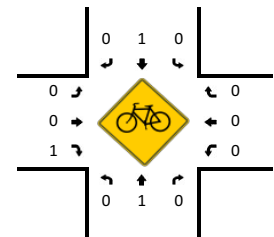
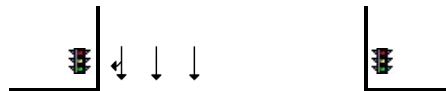
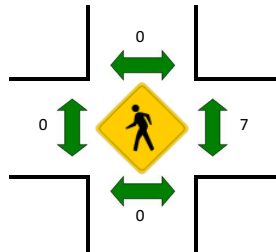
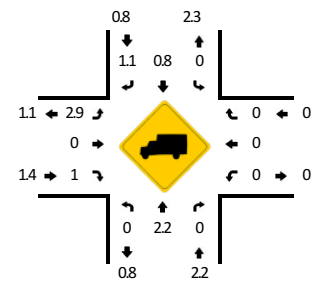
DATE: Wed, Mar 6 2024



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



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	61	0	0	0	91	24	0	10	0	29	0	0	0	0	0	215	2946 2963 2963 2994 3013 3021 3034 3066 3109 3156 3146 3250 3319 3356 3382 3478 3519 3589 3642 3708 3721 3757 3743 3714
3:05 PM	0	86	0	0	0	97	38	0	6	0	30	0	0	0	0	0	257	
3:10 PM	0	106	0	0	0	106	47	0	6	0	21	0	0	0	0	0	286	
3:15 PM	0	79	0	0	0	96	24	0	4	0	27	0	0	0	0	0	230	
3:20 PM	0	56	0	0	0	90	45	0	6	0	26	0	0	0	0	0	223	
3:25 PM	0	107	0	0	0	91	33	0	4	0	29	0	0	0	0	0	264	
3:30 PM	0	88	0	0	0	83	34	0	6	0	16	0	0	0	0	0	227	
3:35 PM	0	94	0	0	0	76	37	0	2	0	18	0	0	0	0	0	227	
3:40 PM	0	79	0	0	0	80	54	0	5	0	36	0	0	0	0	0	254	
3:45 PM	0	66	0	0	0	102	47	0	5	0	23	0	0	0	0	0	243	
3:50 PM	0	96	0	0	0	108	58	0	5	0	25	0	0	0	0	0	292	
3:55 PM	0	71	0	0	0	87	31	0	7	0	32	0	0	0	0	0	228	
4:00 PM	0	80	0	0	0	94	26	0	5	0	27	0	0	0	0	0	232	
4:05 PM	0	96	0	0	0	99	30	0	4	0	28	0	0	0	0	0	257	
4:10 PM	0	105	0	0	0	104	45	0	5	0	26	1	0	0	0	0	286	
4:15 PM	0	91	0	0	0	96	42	1	5	0	26	0	0	0	0	0	261	
4:20 PM	0	57	0	0	0	103	50	0	6	0	26	0	0	0	0	0	242	
4:25 PM	0	77	0	0	0	107	50	0	9	0	29	0	0	0	0	0	272	
4:30 PM	0	70	0	0	0	102	43	0	3	0	22	0	0	0	0	0	240	
4:35 PM	0	89	0	0	0	79	46	0	9	0	36	0	0	0	0	0	259	
4:40 PM	0	89	0	0	0	115	62	0	6	0	25	0	0	0	0	0	297	
4:45 PM	0	66	0	0	0	130	58	0	7	0	29	0	0	0	0	0	290	
4:50 PM	0	86	0	0	0	120	45	0	7	0	24	0	0	0	0	0	282	
4:55 PM	0	99	0	0	0	153	48	0	7	0	25	0	0	0	0	0	332	
5:00 PM	0	80	0	0	0	123	46	0	11	0	41	0	0	0	0	0	301	
5:05 PM	0	74	0	0	0	134	47	0	7	0	32	0	0	0	0	0	294	
5:10 PM	0	76	0	0	0	133	61	0	9	0	33	0	0	0	0	0	312	
5:15 PM	0	106	0	0	0	168	45	0	4	0	34	0	0	0	0	0	357	
5:20 PM	0	74	0	0	0	142	32	0	5	0	30	0	0	0	0	0	283	
5:25 PM	0	97	0	0	0	165	43	0	10	0	27	0	0	0	0	0	342	
5:30 PM	0	65	0	0	0	119	52	0	14	0	43	0	0	0	0	0	293	
5:35 PM	0	75	0	0	0	158	50	0	3	0	39	0	0	0	0	0	325	
5:40 PM	0	90	0	0	0	142	40	0	9	0	29	0	0	0	0	0	310	
5:45 PM	0	82	0	0	0	154	49	0	16	0	25	0	0	0	0	0	326	
5:50 PM	0	67	0	0	0	112	38	0	11	0	40	0	0	0	0	0	268	
5:55 PM	0	81	0	0	0	143	41	0	15	0	23	0	0	0	0	0	303	

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1108	0	0	0	1900	480	0	76	0	364	0	0	0	0	0	3928
Heavy Trucks	0	16	0		0	12	8		4	0	4		0	0	0		44
Buses																	
Pedestrians		0				0				0				16			16
Bicycles	0	0	0		0	4	0		0	0	4		0	0	0		8
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

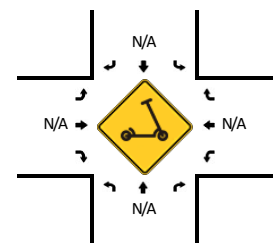
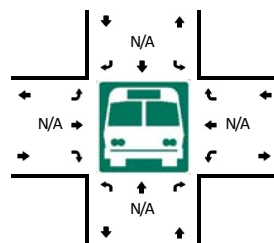
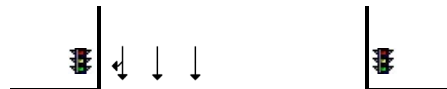
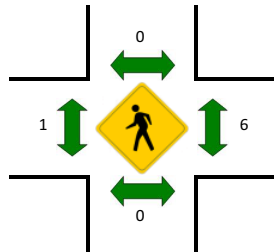
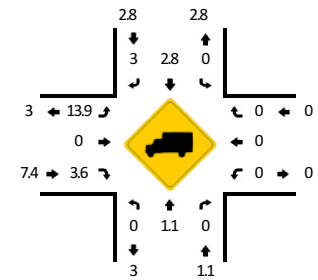
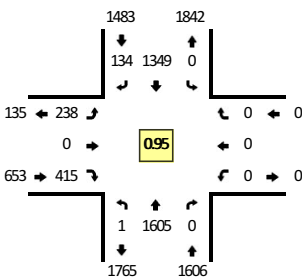
LOCATION: N Mathilda Ave -- US 101 SB Ramps

QC JOB #: 16372854

CITY/STATE: Sunnyvale, CA

DATE: Thu, Mar 7 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 9:05 AM -- 9:20 AM



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	38	0	0	0	67	4	0	0	0	5	0	0	0	0	0	114	
6:05 AM	0	38	0	0	0	48	9	0	3	0	8	0	0	0	0	0	106	
6:10 AM	0	30	0	0	0	56	3	0	2	0	13	0	0	0	0	0	104	
6:15 AM	0	29	0	0	0	63	5	0	4	0	11	0	0	0	0	0	112	
6:20 AM	0	52	0	0	0	50	5	0	5	0	13	0	0	0	0	0	125	
6:25 AM	0	42	0	0	0	46	7	0	4	0	12	0	0	0	0	0	111	
6:30 AM	0	36	0	0	0	63	5	0	3	0	19	0	0	0	0	0	126	
6:35 AM	0	59	0	0	0	52	10	0	8	0	10	0	0	0	0	0	139	
6:40 AM	0	36	0	0	0	68	7	0	7	0	13	0	0	0	0	0	131	
6:45 AM	0	59	0	0	0	77	7	0	7	0	17	0	0	0	0	0	167	
6:50 AM	0	49	0	0	0	56	9	0	2	0	16	0	0	0	0	0	132	
6:55 AM	0	46	0	0	0	70	13	0	5	0	18	0	0	0	0	0	152	1519
7:00 AM	0	38	0	0	0	48	8	0	7	0	15	0	0	0	0	0	116	1521
7:05 AM	0	51	0	0	0	76	8	0	8	0	11	0	0	0	0	0	154	1569
7:10 AM	0	47	0	0	0	61	8	0	9	0	9	0	0	0	0	0	134	1599
7:15 AM	0	54	0	0	0	58	9	0	4	0	25	0	0	0	0	0	150	1637
7:20 AM	0	67	0	0	0	82	9	0	6	0	17	0	0	0	0	0	181	1693
7:25 AM	0	68	0	0	0	74	13	0	8	0	21	0	0	0	0	0	184	1766
7:30 AM	0	71	0	0	0	70	10	0	11	0	26	0	0	0	0	0	188	1828
7:35 AM	0	81	0	0	0	72	7	0	14	0	20	0	0	0	0	0	194	1883
7:40 AM	0	106	0	0	0	94	10	0	15	0	22	0	0	0	0	0	247	1999
7:45 AM	0	107	0	0	0	89	21	0	12	0	25	0	0	0	0	0	254	2086
7:50 AM	0	100	0	0	0	93	5	0	20	0	24	0	0	0	0	0	242	2196
7:55 AM	0	87	0	0	0	102	7	0	16	0	29	0	0	0	0	0	241	2285
8:00 AM	0	113	0	0	0	103	10	0	13	0	24	0	0	0	0	0	263	2432
8:05 AM	0	92	0	0	0	109	9	0	7	0	17	0	0	0	0	0	234	2512
8:10 AM	0	122	0	0	0	108	8	0	11	0	27	0	0	0	0	0	276	2654
8:15 AM	0	126	0	0	0	79	10	0	24	0	25	0	0	0	0	0	264	2768
8:20 AM	0	144	0	0	0	95	16	0	16	0	28	1	0	0	0	0	300	2887
8:25 AM	0	122	0	0	0	72	9	0	20	0	39	1	0	0	0	0	263	2966
8:30 AM	0	133	0	0	0	85	12	0	20	0	22	0	0	0	0	0	272	3050
8:35 AM	0	97	0	0	0	91	13	0	16	0	41	0	0	0	0	0	258	3114
8:40 AM	0	150	0	0	0	107	12	0	19	0	24	1	0	0	0	0	313	3180
8:45 AM	0	158	0	0	0	77	11	0	33	0	47	0	0	0	0	0	326	3252
8:50 AM	0	170	0	0	0	115	8	0	21	0	29	0	0	0	0	0	343	3353
8:55 AM	0	92	0	0	0	118	7	0	20	0	44	0	0	0	0	0	281	3393
9:00 AM	0	135	0	0	0	122	12	0	22	0	41	0	0	0	0	0	332	3462
9:05 AM	0	148	0	0	0	121	12	0	15	0	23	0	0	0	0	0	319	3547

5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	132	0	1	0	128	11	0	21	0	37	0	0	0	0	0	330	3601
9:15 AM	0	146	0	0	0	145	8	0	15	0	25	0	0	0	0	0	339	3676
9:20 AM	0	111	0	0	0	111	14	0	15	0	46	0	0	0	0	0	297	3673
9:25 AM	0	133	0	0	0	129	14	0	20	0	36	0	0	0	0	0	332	3742
9:30 AM	0	78	0	0	0	109	13	0	9	0	36	0	0	0	0	0	245	3715
9:35 AM	0	108	0	0	0	96	14	0	18	0	46	0	0	0	0	0	282	3739
9:40 AM	0	111	0	0	0	92	14	0	17	0	34	0	0	0	0	0	268	3694
9:45 AM	0	97	0	0	0	128	12	0	16	0	47	0	0	0	0	0	300	3668
9:50 AM	0	117	0	0	0	119	19	0	13	0	18	0	0	0	0	0	286	3611
9:55 AM	0	96	0	0	0	131	13	0	8	0	22	0	0	0	0	0	270	3600
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1704	0	4	0	1576	124	0	204	0	340	0	0	0	0	0	3952	
Heavy Trucks	0	0	0		0	40	4		40	0	12		0	0	0		96	
Buses																		
Pedestrians		0				0				4				0			4	
Bicycles	0	4	0		0	0	4		0	0	0		0	0	0		8	
Scooters																		

Comments:

Report generated on 4/17/2024 10:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

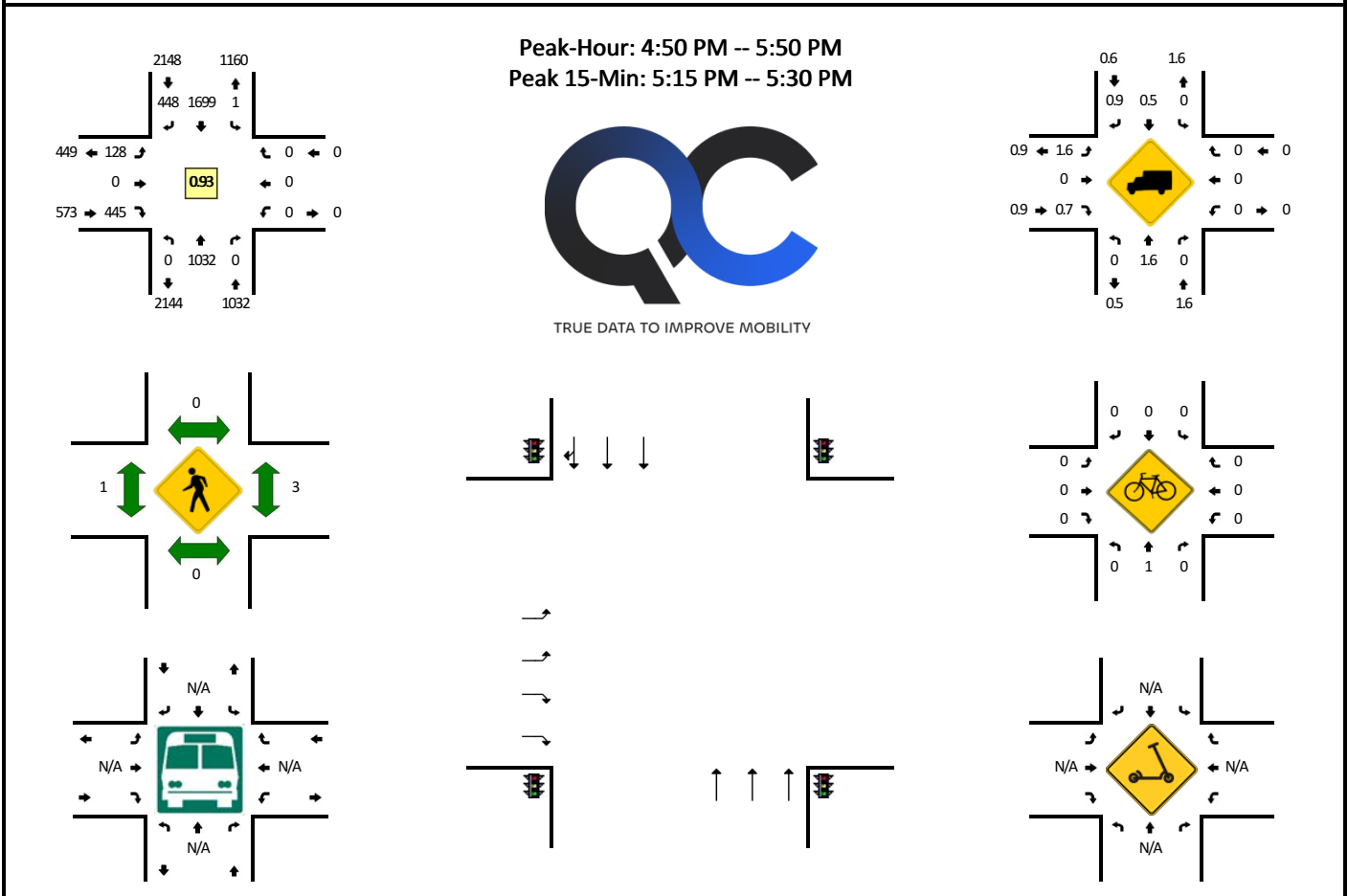
Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- US 101 SB Ramps

QC JOB #: 16372855

CITY/STATE: Sunnyvale, CA

DATE: Thu, Mar 7 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	66	0	0	0	73	21	0	7	0	41	0	0	0	0	0	208	3055 3065 3068 3074 3113 3110 3157 3182 3233 3284 3267
3:05 PM	0	90	0	0	0	83	32	0	4	0	33	0	0	0	0	0	242	
3:10 PM	0	90	0	0	0	115	33	0	6	0	31	0	0	0	0	0	275	
3:15 PM	0	95	0	0	0	91	24	0	3	0	26	1	0	0	0	0	240	
3:20 PM	0	77	0	0	0	107	34	0	15	0	31	0	0	0	0	0	264	
3:25 PM	0	84	0	0	0	88	28	0	8	0	34	0	0	0	0	0	242	
3:30 PM	0	101	0	0	0	77	22	0	7	0	29	0	0	0	0	0	236	
3:35 PM	0	88	0	0	0	94	25	0	9	0	34	0	0	0	0	0	250	
3:40 PM	0	73	0	0	0	95	40	0	9	0	43	0	0	0	0	0	260	
3:45 PM	0	97	0	0	0	136	34	0	6	0	35	0	0	0	0	0	308	
3:50 PM	0	77	0	0	0	124	23	0	8	0	55	0	0	0	0	0	287	
3:55 PM	0	75	0	0	0	96	21	0	8	0	42	1	0	0	0	0	243	
4:00 PM	0	71	0	0	0	84	16	0	12	0	34	1	0	0	0	0	218	
4:05 PM	0	95	0	0	0	94	21	0	6	0	29	0	0	0	0	0	245	
4:10 PM	0	87	0	0	0	123	27	0	14	0	30	0	0	0	0	0	281	
4:15 PM	0	93	0	0	0	109	32	0	10	0	35	0	0	0	0	0	279	
4:20 PM	0	82	0	0	0	113	27	0	8	0	31	0	0	0	0	0	261	
4:25 PM	0	100	0	0	0	100	39	0	23	0	27	0	0	0	0	0	289	
4:30 PM	0	80	0	0	0	118	23	0	14	0	26	0	0	0	0	0	261	
4:35 PM	0	121	0	0	0	107	30	0	14	0	29	0	0	0	0	0	301	
4:40 PM	0	96	0	0	0	136	32	0	17	0	30	0	0	0	0	0	311	
4:45 PM	0	82	0	0	0	115	41	0	17	0	36	0	0	0	0	0	291	
4:50 PM	0	84	0	0	0	138	29	1	21	0	39	1	0	0	0	0	313	
4:55 PM	0	92	0	0	0	149	33	0	14	0	43	0	0	0	0	0	331	
5:00 PM	0	82	0	0	0	116	31	0	19	0	44	0	0	0	0	0	292	
5:05 PM	0	76	0	0	0	125	36	0	8	0	36	0	0	0	0	0	281	
5:10 PM	0	81	0	0	0	120	38	0	15	0	40	0	0	0	0	0	294	
5:15 PM	0	114	0	0	0	159	38	0	9	0	29	0	0	0	0	0	349	
5:20 PM	0	84	0	0	0	141	39	0	12	0	38	0	0	0	0	0	314	
5:25 PM	0	103	0	0	0	159	43	0	7	0	36	0	0	0	0	0	348	
5:30 PM	0	72	0	0	0	137	37	0	3	0	41	0	0	0	0	0	290	
5:35 PM	0	87	0	0	0	174	36	0	1	0	31	0	0	0	0	0	329	
5:40 PM	0	80	0	0	0	129	51	0	13	0	43	0	0	0	0	0	316	
5:45 PM	0	77	0	0	0	152	37	0	5	0	25	0	0	0	0	0	296	
5:50 PM	0	57	0	0	0	127	39	0	17	0	41	0	0	0	0	0	281	
5:55 PM	0	82	0	0	0	147	27	0	15	0	32	0	0	0	0	0	303	

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1204	0	0	0	1836	480	0	112	0	412	0	0	0	0	0	4044
Heavy Trucks	0	28	0		0	8	12		0	0	4		0	0	0		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

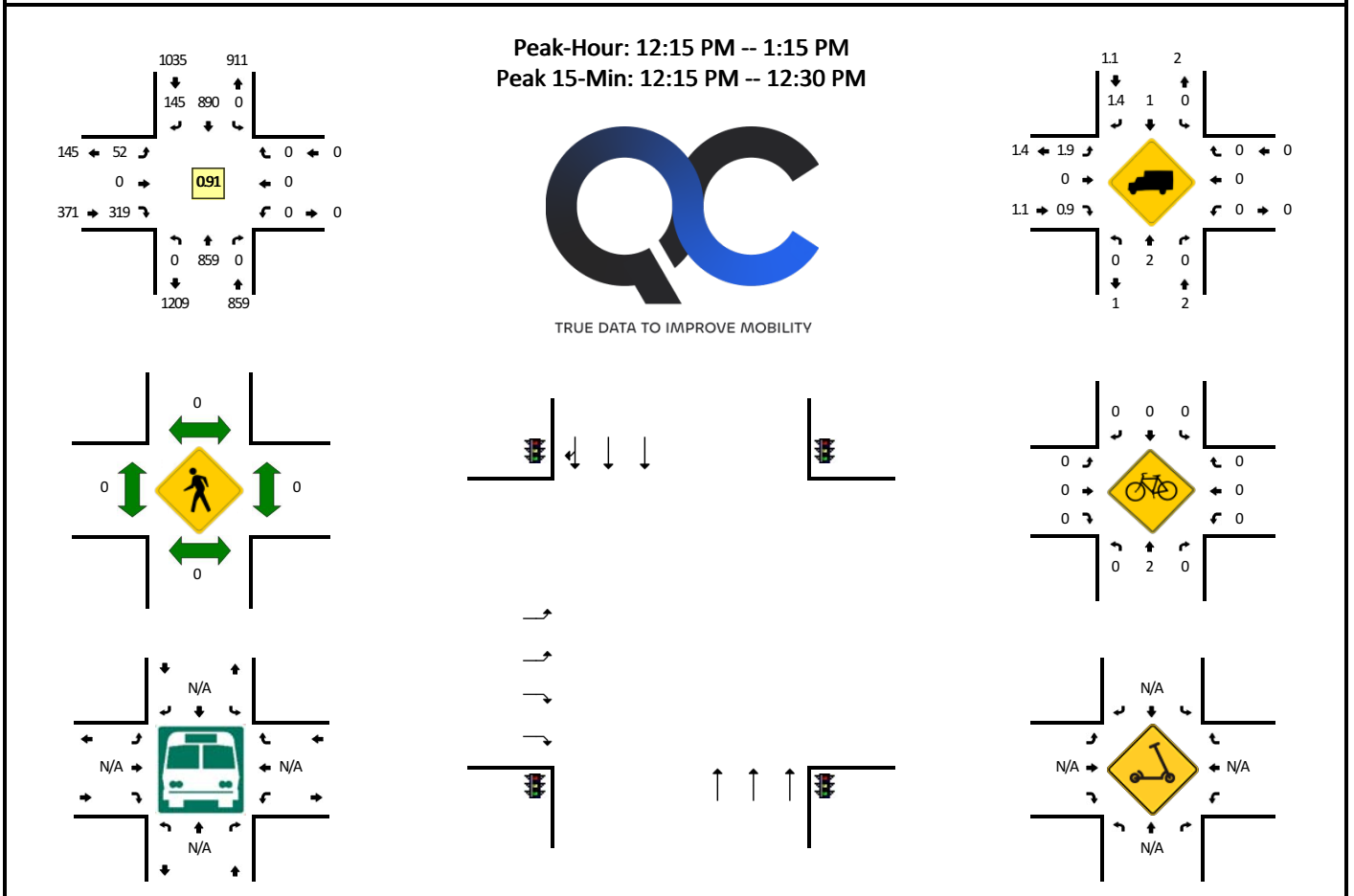
Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- US 101 SB Ramps

QC JOB #: 16372856

CITY/STATE: Sunnyvale, CA

DATE: Sat, Mar 9 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	63	0	0	0	79	6	0	2	0	23	0	0	0	0	0	173	2184
11:05 AM	0	81	0	0	0	85	14	0	2	0	19	0	0	0	0	0	201	
11:10 AM	0	50	0	0	0	66	8	0	3	0	21	0	0	0	0	0	148	
11:15 AM	0	75	0	0	0	82	8	0	1	0	29	0	0	0	0	0	195	
11:20 AM	0	72	0	0	0	102	13	0	4	0	18	0	0	0	0	0	209	
11:25 AM	0	46	0	0	0	65	4	0	5	0	21	0	0	0	0	0	141	
11:30 AM	0	90	0	0	0	95	7	0	4	0	14	0	0	0	0	0	210	
11:35 AM	0	60	0	0	0	77	6	0	6	0	24	0	0	0	0	0	173	
11:40 AM	0	54	0	0	0	84	6	0	3	0	25	0	0	0	0	0	172	
11:45 AM	0	73	0	0	0	80	6	0	2	0	25	0	0	0	0	0	186	
11:50 AM	0	82	0	0	0	64	7	0	4	0	29	0	0	0	0	0	186	
11:55 AM	0	81	0	0	0	80	11	0	3	0	15	0	0	0	0	0	190	
12:00 PM	0	75	0	0	0	56	7	0	5	0	17	0	0	0	0	0	160	
12:05 PM	0	60	0	0	0	73	13	0	6	0	19	0	0	0	0	0	171	
12:10 PM	0	69	0	0	0	89	2	0	2	0	31	0	0	0	0	0	193	
12:15 PM	0	99	0	0	0	89	12	0	2	0	32	0	0	0	0	0	234	
12:20 PM	0	69	0	0	0	76	17	0	2	0	21	0	0	0	0	0	185	
12:25 PM	0	67	0	0	0	99	13	0	2	0	21	0	0	0	0	0	202	
12:30 PM	0	78	0	0	0	58	13	0	2	0	29	0	0	0	0	0	180	
12:35 PM	0	61	0	0	0	50	7	0	6	0	32	0	0	0	0	0	156	
12:40 PM	0	70	0	0	0	82	14	0	5	0	25	0	0	0	0	0	196	
12:45 PM	0	58	0	0	0	73	16	0	4	0	18	0	0	0	0	0	169	
12:50 PM	0	68	0	0	0	63	7	0	8	0	30	0	0	0	0	0	176	
12:55 PM	0	62	0	0	0	86	15	0	2	0	26	0	0	0	0	0	191	
1:00 PM	0	61	0	0	0	57	4	0	2	0	34	0	0	0	0	0	158	
1:05 PM	0	83	0	0	0	72	11	0	7	0	26	0	0	0	0	0	199	
1:10 PM	0	83	0	0	0	85	16	0	10	0	25	0	0	0	0	0	219	
1:15 PM	0	67	0	0	0	54	10	0	4	0	22	0	0	0	0	0	157	
1:20 PM	0	66	0	0	0	82	10	0	0	0	23	0	0	0	0	0	181	
1:25 PM	0	62	0	0	0	70	8	0	4	0	43	0	0	0	0	0	187	
1:30 PM	0	77	0	0	0	65	10	0	8	0	19	0	0	0	0	0	179	
1:35 PM	0	79	0	0	0	84	12	0	7	0	31	0	0	0	0	0	213	
1:40 PM	0	46	0	0	0	59	14	0	3	0	22	0	0	0	0	0	144	
1:45 PM	0	79	0	0	0	76	13	0	3	0	17	0	0	0	0	0	188	
1:50 PM	0	98	0	0	0	66	10	0	8	0	16	0	0	0	0	0	198	
1:55 PM	0	81	0	0	0	67	13	0	7	0	22	0	0	0	0	0	190	

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	940	0	0	0	1056	168	0	24	0	296	0	0	0	0	0	2484
Heavy Trucks	0	12	0		0	4	4		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

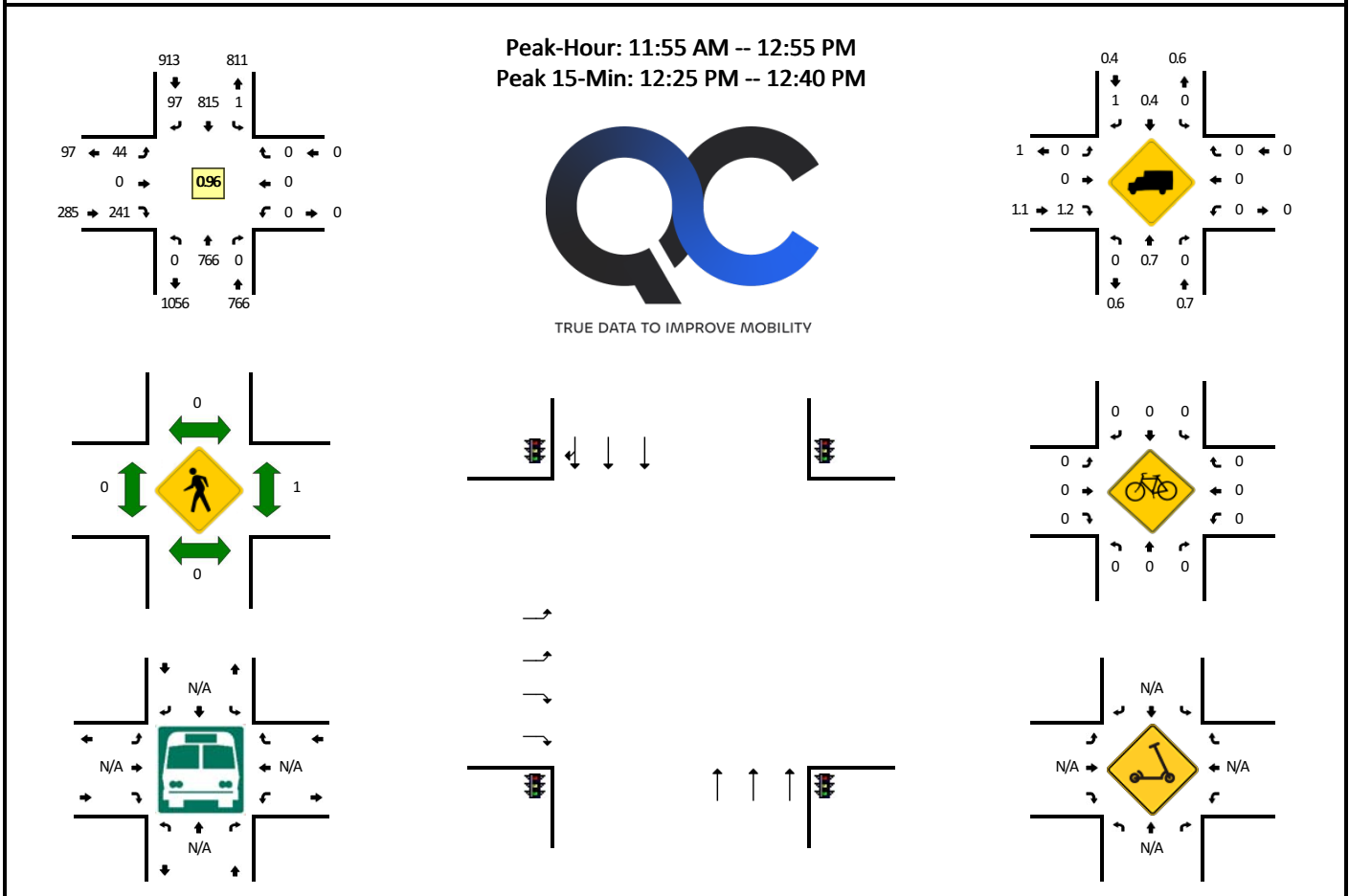
Method for determining peak hour: Total Entering Volume

LOCATION: N Mathilda Ave -- US 101 SB Ramps

QC JOB #: 16372857

CITY/STATE: Sunnyvale, CA

DATE: Sun, Mar 10 2024



5-Min Count Period Beginning At	N Mathilda Ave (Northbound)				N Mathilda Ave (Southbound)				US 101 SB Ramps (Eastbound)				US 101 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	49	0	0	0	72	7	0	9	0	18	0	0	0	0	0	155	
11:05 AM	0	55	0	0	0	36	9	0	3	0	18	0	0	0	0	0	121	
11:10 AM	0	57	0	0	0	42	2	0	2	0	26	0	0	0	0	0	129	
11:15 AM	0	86	0	0	0	51	12	0	11	0	26	0	0	0	0	0	186	
11:20 AM	0	55	0	0	0	59	6	0	5	0	13	0	0	0	0	0	138	
11:25 AM	0	36	0	0	0	61	9	0	13	0	19	0	0	0	0	0	138	
11:30 AM	0	68	0	0	0	54	10	1	2	0	18	0	0	0	0	0	153	
11:35 AM	0	43	0	0	0	49	6	0	5	0	17	0	0	0	0	0	120	
11:40 AM	0	65	0	0	0	57	7	0	5	0	23	0	0	0	0	0	157	
11:45 AM	0	56	0	0	0	81	7	0	6	0	20	0	0	0	0	0	170	
11:50 AM	0	31	0	0	0	51	8	0	9	0	30	0	0	0	0	0	129	
11:55 AM	0	66	0	0	0	83	5	0	1	0	7	0	0	0	0	0	162	1758
12:00 PM	0	58	0	0	0	71	7	0	7	0	37	0	0	0	0	0	180	1783
12:05 PM	0	60	0	0	0	58	10	0	3	0	17	0	0	0	0	0	148	1810
12:10 PM	0	77	0	0	0	68	10	0	7	0	18	0	0	0	0	0	180	1861
12:15 PM	0	43	0	0	0	58	9	0	5	0	22	0	0	0	0	0	137	1812
12:20 PM	0	53	0	0	0	74	11	0	5	0	17	0	0	0	0	0	160	1834
12:25 PM	0	80	0	0	0	68	7	0	3	0	19	0	0	0	0	0	177	1873
12:30 PM	0	75	0	0	0	59	6	0	4	0	21	0	0	0	0	0	165	1885
12:35 PM	0	61	0	0	0	67	11	0	4	0	25	0	0	0	0	0	168	1933
12:40 PM	0	49	0	0	0	68	5	0	2	0	24	0	0	0	0	0	148	1924
12:45 PM	0	81	0	0	0	82	5	1	0	0	18	0	0	0	0	0	187	1941
12:50 PM	0	63	0	0	0	59	11	0	3	0	16	0	0	0	0	0	152	1964
12:55 PM	0	49	0	0	0	64	15	0	4	0	15	0	0	0	0	0	147	1949
1:00 PM	0	59	0	0	0	68	12	0	2	0	16	0	0	0	0	0	157	1926
1:05 PM	0	65	0	0	0	52	14	0	7	0	20	0	0	0	0	0	158	1936
1:10 PM	0	63	0	0	0	64	8	0	4	0	16	0	0	0	0	0	155	1911
1:15 PM	0	71	0	0	0	51	15	0	5	0	18	0	0	0	0	0	160	1934
1:20 PM	0	67	0	0	0	45	8	0	7	0	29	0	0	0	0	0	156	1930
1:25 PM	0	54	0	0	0	76	8	0	1	0	19	0	0	0	0	0	158	1911
1:30 PM	0	36	0	0	0	53	6	0	4	0	26	0	0	0	0	0	125	1871
1:35 PM	0	61	0	0	0	68	9	0	1	0	15	0	0	0	0	0	154	1857
1:40 PM	0	94	0	0	0	68	8	0	6	0	32	0	0	0	0	0	208	1917
1:45 PM	0	64	0	0	0	73	10	0	6	0	21	0	0	0	0	0	174	1904
1:50 PM	0	47	0	0	0	67	11	0	5	0	23	0	0	0	0	0	153	1905
1:55 PM	0	60	0	0	0	62	3	0	2	0	25	0	0	0	0	0	152	1910

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	864	0	0	0	776	96	0	44	0	260	0	0	0	0	0	2040
Heavy Trucks	0	8	0		0	4	0		0	0	4		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 3/21/2024 12:42 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212



Location: N Mathilda Ave -- Almanor Ave/W Ahwanee Ave
Date: 3/5/2024
Site Code: 16372811

	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound							
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	U-Turn	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	U-Turn	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	U-Turn	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	U-Turn	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	U-Turn	Total	Hourly Totals	
06:00 AM	7	52	3	0	0	0	0	0	0	0	0	6	0	1	0	1	8	29	0	0	1	0	1	0	0	0		
06:05 AM	4	45	3	0	0	0	0	0	0	0	5	9	1	1	0	2	14	30	0	1	0	0	1	1	1	0		
06:10 AM	10	65	1	0	0	0	0	0	0	0	1	12	0	0	0	1	9	40	0	1	0	0	0	0	0	0	366	
06:15 AM	6	60	6	0	0	0	0	0	0	0	0	7	0	1	0	0	7	29	0	1	0	0	0	0	1	0	375	
06:20 AM	6	29	5	0	1	0	0	0	0	0	1	7	1	2	0	0	8	26	0	3	0	0	0	0	1	0	348	
06:25 AM	14	61	1	0	0	0	0	0	0	0	0	3	0	1	0	2	11	30	0	0	0	0	0	1	1	0	333	
06:30 AM	4	65	6	1	1	0	0	0	0	0	1	4	0	1	0	1	9	24	1	2	0	0	0	0	0	0	335	
06:35 AM	7	62	8	0	0	0	0	0	0	0	1	8	0	0	0	2	6	35	0	1	0	0	0	1	1	0	377	
06:40 AM	7	73	5	0	0	0	0	0	0	0	1	7	0	2	0	0	12	47	1	1	0	0	1	0	0	0	409	
06:45 AM	10	75	4	0	0	0	0	0	0	0	2	14	0	0	0	0	14	52	0	2	0	0	0	0	0	0	462	
06:50 AM	21	61	4	0	0	0	0	0	0	0	1	6	0	2	0	0	9	38	1	1	0	0	1	0	0	0	475	
06:55 AM	11	64	5	0	1	0	0	0	0	0	0	11	1	0	0	3	12	41	0	0	0	0	0	0	1	0	468	1576
07:00 AM	8	62	5	0	1	0	0	0	0	0	1	8	1	2	0	2	13	35	0	2	0	0	0	0	1	0	436	1608
07:05 AM	12	63	4	0	0	0	0	0	0	0	1	9	1	0	0	2	16	45	0	1	2	1	0	1	0	1	449	1649
07:10 AM	13	55	0	0	0	0	0	0	0	0	2	12	1	1	0	1	18	54	2	2	1	1	2	0	0	0	464	1674
07:15 AM	19	83	4	0	0	0	0	0	0	0	2	22	0	3	0	1	13	64	0	0	0	0	2	0	0	0	536	1769
07:20 AM	17	71	7	0	0	0	0	0	0	0	2	6	5	1	0	5	14	59	1	1	2	0	0	0	1	0	570	1871
07:25 AM	15	56	10	0	0	0	0	0	0	0	1	11	0	5	0	2	16	65	3	1	0	0	0	0	0	0	590	1931
07:30 AM	20	79	4	0	1	0	0	0	0	0	0	13	0	3	0	3	20	72	0	1	0	0	1	2	0	0	596	2030
07:35 AM	22	66	4	0	0	0	0	0	0	0	3	13	2	1	0	1	11	55	1	1	2	0	0	0	0	0	586	2080
07:40 AM	18	77	5	0	0	0	0	0	0	0	4	25	0	5	0	7	38	78	3	0	1	0	1	1	0	0	664	2186
07:45 AM	19	90	7	1	2	0	0	0	0	0	2	15	1	2	0	2	20	85	1	1	1	2	0	1	0	0	697	2265
07:50 AM	19	83	4	0	2	0	0	0	0	0	2	15	0	1	0	3	18	98	0	1	0	0	2	2	0	0	765	2370
07:55 AM	35	85	5	1	1	0	0	0	0	0	2	8	0	3	0	3	22	97	3	3	1	0	0	0	1	0	772	2490
08:00 AM	22	103	8	0	0	0	0	0	0	0	1	10	0	1	0	4	13	113	2	1	0	0	0	0	2	0	800	2629
08:05 AM	28	80	3	1	0	0	0	0	0	0	2	10	1	4	0	5	32	86	1	1	1	0	3	2	0	0	810	2731
08:10 AM	19	75	2	0	0	0	0	0	0	0	1	10	2	2	0	5	20	99	3	1	1	0	2	1	0	0	783	2809
08:15 AM	18	99	7	1	0	0	0	0	0	0	1	9	2	1	0	6	20	93	3	0	2	2	0	4	0	0	771	2864
08:20 AM	30	70	4	0	0	0	0	0	0	0	3	13	1	0	0	2	21	113	3	0	2	2	2	2	0	0	779	2940
08:25 AM	24	99	3	0	1	0	0	0	0	0	1	11	1	3	0	2	26	118	1	0	1	0	1	2	0	0	830	3049
08:30 AM	35	85	4	0	0	0	0	0	0	0	2	11	3	1	0	2	41	160	3	2	3	0	0	0	0	0	914	3182
08:35 AM	22	87	8	0	0	0	0	0	0	0	0	14	4	5	0	3	18	113	3	3	0	0	1	3	0	0	930	3284
08:40 AM	30	96	5	0	0	0	0	0	0	0	4	13	0	3	0	1	27	131	5	3	5	0	0	5	0	0	964	3349
08:45 AM	36	96	0	0	0	0	0	0	0	0	1	13	2	2	0	2	32	162	3	1	0	0	1	5	0	0	965	3450
08:50 AM	49	125	4	0	0	0	0	0	0	0	1	6	0	2	0	0	33	152	4	1	2	0	1	2	0	0	1063	3582
08:55 AM	31	101	7	0	0	0	0	0	0	0	2	6	1	1	0	1	22	115	5	0	4	0	0	0	1	0	1032	3609
09:00 AM	49	81	4	0	0	0	0	0	0	0	1	6	2	2	0	0	16	117	6	3	1	0	2	2	0	0	971	3621
09:05 AM	26	129	3	0	0	0	0	0	0	0	1	13	3	2	0	1	26	165	1	1	4	1	2	2	0	0	969	3741
09:10 AM	36	129	9	0	1	0	0	0	0	0	1	4	0	2	0	6	31	146	5	4	2	0	1	6	0	0	1055	3881
09:15 AM	36	120	8	0	0	0	0	0	0	0	2	12	1	0	0	1	18	146	2	0	0	0	1	0	0	0	1110	3960
09:20 AM	25	94	4	0	0	0	0	0	0	0	3	10	0	2	0	1	19	88	10	0	3	1	1	1	6	0	997	3959
09:25 AM	46	114	2	0	0	0	0	0	0	0	1	3	1	4	0	3	22	96	0	2	1	0	0	6	0	0	915	3966
09:30 AM	35	115	3	0	0	0	0	0	0	0	0	11	0	1	0	1	7	64	7	2	0	0	2	2	0	0	818	3864
09:35 AM	33	97	5	0	1	0	0	0	0	0	2	4	1	1	0	0	35	117	4	3	0	0	1	2	7	0	864	3893
09:40 AM	46	121	7	0	1	0	0	0	0	0	1	6	0	1	0	0	21	117	5	0	1	2	2	2	3	0	897	3899
09:45 AM	44	126	6	0	2	0	0	0	0	0	1	11	3	3	0	2	24	98	2	2	0	1	2	1	0	0	975	3874
09:50 AM	38	109	4	0	0	0	0	0	0	0	2	9	0	2	0	4	13	91	4	0	3	0	2	4	0	0	947	3777
09:55 AM	52	112	7	0	0	0	0	0	0	0	1	6	0	2	0	1	15	75	3	1	1	1	0	3	0	0	893	3760
Total	1134	4045	227	5	16	0	0	0	0	0	70	472	42	85	0	97	890	4003	102	58	48	15	41	85	0	0		

Peak Hour: 8:30 AM - 9:30 AM
Peak 15: 9:05 AM - 9:20 AM
PHF: 0.893243



Location: N Mathilda Ave -- Almanor Ave/W Ahwanee Ave
Date: 3/5/2024
Site Code: 16372811

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound				
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	Peds	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	Peds	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	Peds	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	Peds	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Peds
06:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
06:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
06:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0
07:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0
08:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
08:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0
08:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0
08:55 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:10 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0
09:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:40 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
09:50 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
09:55 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Total	6	2	0	0	1	0	0	0	0	1	0	1	3	0	7	3	0	12	0	37	0	0	0	6	0



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave
Date: 3/5/2024
Site Code: 16372812

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound					Total	Hourly Totals
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	U-Turn	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	U-Turn	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	U-Turn	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	U-Turn	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	U-Turn		
03:00 PM	8	295	27	2	0	0	0	0	0	0	5	21	1	9	0	5	45	190	4	5	13	4	26	44	0	704	
03:15 PM	16	303	41	0	1	0	0	0	0	0	10	17	0	7	0	10	53	229	5	6	6	2	18	35	0	759	
03:30 PM	9	310	21	0	1	0	0	0	0	0	10	24	2	6	0	6	71	228	2	4	11	8	24	31	0	768	
03:45 PM	12	293	28	0	0	0	0	0	0	0	5	9	1	4	0	10	56	166	3	9	7	1	31	46	0	681	2912
04:00 PM	16	359	27	1	0	0	0	0	0	0	5	6	1	1	0	12	73	224	4	3	9	4	23	25	0	793	3001
04:15 PM	13	321	28	0	0	0	0	0	0	0	5	16	0	12	0	6	78	210	2	8	13	1	35	57	0	805	3047
04:30 PM	13	396	34	0	0	0	0	0	0	0	4	16	0	9	0	11	107	249	3	9	12	10	31	54	0	958	3237
04:45 PM	7	420	30	1	0	0	0	0	0	0	4	13	0	2	0	9	66	188	1	6	18	6	45	45	0	861	3417
05:00 PM	11	509	32	0	0	0	0	0	0	0	2	17	0	5	0	13	66	188	1	10	17	5	30	40	0	946	3570
05:15 PM	11	483	34	0	0	0	0	0	0	0	3	8	0	6	0	14	80	187	0	14	15	10	24	64	0	953	3718
05:30 PM	17	464	36	0	0	0	0	0	0	0	5	14	0	9	0	16	75	173	3	8	13	12	37	52	0	934	3694
05:45 PM	22	462	35	0	0	0	0	0	0	0	2	12	0	7	0	21	81	181	1	3	17	4	48	42	0	938	3771
Total	155	4615	373	4	2	0	0	0	0	0	60	173	5	77	0	133	851	2413	29	85	151	67	372	535	0		

Peak Hour: 5:00 PM - 6:00 PM
Peak 15: 5:15 PM - 5:30 PM
PHF: 0.989244



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave

Date: 3/5/2024

Site Code: 16372812

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound				
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	Peds	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	Peds	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	Peds	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	Peds	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Peds
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	1	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0
03:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0
03:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0
04:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	1	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0
05:15 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
Total	6	2	1	0	0	0	0	0	0	0	0	0	0	2	10	0	0	3	0	29	1	7	0	2	0



Location: N Mathilda Ave -- Almanor Ave/W Ahwanee Ave
Date: 3/6/2024
Site Code: 16372813

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound					Total	Hourly Totals
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	U-Turn	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	U-Turn	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	U-Turn	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	U-Turn	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	U-Turn		
06:00 AM	8	53	1	0	0	0	0	0	0	0	0	8	1	1	0	1	9	20	0	0	2	0	2	1	0	0	
06:05 AM	5	52	5	0	0	0	0	0	0	0	2	8	1	2	0	2	4	40	0	0	0	0	0	1	0	0	
06:10 AM	7	48	5	0	0	0	0	0	0	0	1	6	0	2	0	0	11	36	0	0	0	0	1	1	0	347	
06:15 AM	5	60	4	0	0	0	0	0	0	0	0	9	0	1	0	1	7	29	0	0	0	0	0	1	0	357	
06:20 AM	4	49	2	0	0	0	0	0	0	0	2	8	0	0	0	1	5	24	0	2	1	1	1	0	0	334	
06:25 AM	9	63	4	0	0	0	0	0	0	0	0	7	1	2	0	3	8	29	0	0	1	0	0	0	0	343	
06:30 AM	3	61	1	0	0	0	0	0	0	0	2	4	0	3	0	0	14	41	0	2	1	0	0	0	0	358	
06:35 AM	10	52	2	0	0	0	0	0	0	0	0	3	1	0	0	4	7	42	0	0	0	1	0	1	0	382	
06:40 AM	5	47	1	1	0	0	0	0	0	0	2	7	0	1	0	0	8	39	1	0	0	0	0	0	0	367	
06:45 AM	7	52	12	0	0	0	0	0	0	0	1	9	1	0	0	2	13	34	0	2	2	0	1	1	0	372	
06:50 AM	7	56	5	0	1	0	0	0	0	0	0	8	0	1	0	0	12	43	0	0	0	0	0	1	0	383	
06:55 AM	12	62	8	0	0	0	0	0	0	0	3	8	0	1	0	3	10	47	0	3	0	0	0	1	0	429	1486
07:00 AM	14	44	8	0	0	0	0	0	0	0	0	7	1	0	0	1	17	25	1	0	0	0	0	0	0	410	1497
07:05 AM	11	58	2	0	0	0	0	0	0	0	0	9	2	0	0	1	15	53	0	2	0	0	1	1	0	431	1530
07:10 AM	9	60	7	0	1	0	0	0	0	0	2	8	1	0	0	3	13	49	1	1	1	0	2	1	0	432	1571
07:15 AM	16	53	5	0	0	0	0	0	0	0	3	16	0	0	0	1	15	47	0	1	0	1	0	1	0	473	1613
07:20 AM	18	74	1	0	0	0	0	0	0	0	4	14	1	4	0	0	12	55	0	1	0	0	0	0	0	502	1698
07:25 AM	15	69	6	0	0	0	0	0	0	0	2	15	0	5	0	3	23	65	2	1	0	0	0	2	0	551	1779
07:30 AM	11	56	6	0	0	0	0	0	0	0	1	7	2	4	0	0	10	83	3	0	2	1	1	2	0	581	1836
07:35 AM	13	61	2	0	0	0	0	0	0	0	3	16	0	4	0	1	21	73	4	1	1	0	0	1	0	598	1914
07:40 AM	14	83	5	0	0	0	0	0	0	0	1	16	0	2	0	1	23	78	2	1	0	0	0	0	0	616	2028
07:45 AM	15	55	3	1	0	0	0	0	0	0	5	20	0	3	0	2	29	75	0	1	0	1	3	0	0	640	2104
07:50 AM	18	82	6	0	0	0	0	0	0	0	3	12	0	3	0	0	21	80	1	2	2	0	1	2	0	672	2203
07:55 AM	25	79	3	0	0	0	0	0	0	0	2	15	0	5	0	3	24	88	2	0	0	0	0	0	0	692	2291
08:00 AM	15	72	5	0	1	0	0	0	0	0	1	8	2	3	0	3	24	84	1	7	2	1	2	1	0	711	2405
08:05 AM	20	83	2	0	0	0	0	0	0	0	2	10	0	1	0	5	22	101	1	3	0	0	0	1	0	729	2501
08:10 AM	16	74	8	0	1	0	0	0	0	0	2	11	2	2	0	5	21	90	3	2	1	0	0	1	0	722	2581
08:15 AM	23	73	4	0	0	0	0	0	0	0	3	8	0	3	0	3	9	96	7	2	1	0	0	0	0	722	2654
08:20 AM	31	86	1	0	0	0	0	0	0	0	3	13	0	3	0	3	17	113	6	0	2	0	0	2	0	751	2750
08:25 AM	21	90	5	0	0	0	0	0	0	0	4	8	1	1	0	5	37	150	2	3	0	0	3	3	0	845	2875
08:30 AM	25	89	1	0	0	0	0	0	0	0	1	5	0	3	0	1	26	152	3	2	1	0	2	2	0	926	2999
08:35 AM	21	77	6	0	0	0	0	0	0	0	1	16	0	1	0	2	31	116	6	2	0	0	1	2	0	928	3080
08:40 AM	20	73	2	0	0	0	0	0	0	0	1	11	1	3	0	4	40	120	5	0	2	1	1	1	0	880	3139
08:45 AM	29	88	2	0	0	0	0	0	0	0	2	12	1	2	0	0	37	159	2	2	1	1	0	1	0	906	3265
08:50 AM	31	82	8	1	1	0	0	0	0	0	1	3	1	2	0	3	24	163	2	3	1	1	0	2	0	953	3361
08:55 AM	26	87	3	0	0	0	0	0	0	0	1	9	1	2	0	6	28	155	1	1	2	0	0	3	0	993	3440
09:00 AM	31	62	2	0	2	0	0	0	0	0	5	10	3	3	0	1	16	90	5	1	3	3	0	2	0	893	3447
09:05 AM	31	106	5	0	0	0	0	0	0	0	3	8	4	2	0	1	25	119	2	2	2	0	1	7	0	882	3514
09:10 AM	26	89	3	0	0	0	0	0	0	0	1	4	2	4	0	4	24	126	10	0	0	0	2	1	0	853	3571
09:15 AM	33	110	4	0	0	0	0	0	0	0	2	6	3	0	0	1	20	128	6	1	2	0	0	0	0	930	3655
09:20 AM	28	73	10	0	0	0	0	0	0	0	3	9	2	2	0	1	28	96	9	2	0	0	1	1	0	877	3640
09:25 AM	34	75	0	0	0	0	0	0	0	0	3	9	2	9	0	0	23	112	5	2	0	2	2	4	0	863	3589
09:30 AM	28	99	5	0	1	0	0	0	0	0	2	10	1	2	0	6	18	96	6	2	1	0	0	3	0	827	3556
09:35 AM	49	128	6	0	0	0	0	0	0	0	1	11	3	3	0	3	16	102	2	2	1	2	0	7	0	898	3610
09:40 AM	35	85	6	0	0	0	0	0	0	0	3	13	1	4	0	6	25	138	9	0	3	1	1	4	0	950	3659
09:45 AM	45	110	12	0	0	0	0	0	0	0	2	5	0	2	0	3	12	72	2	1	2	0	1	5	0	944	3594
09:50 AM	38	99	3	0	1	0	0	0	0	0	1	9	1	9	0	2	22	84	7	3	2	1	0	1	0	891	3548
09:55 AM	45	134	1	0	0	0	0	0	0	0	0	6	1	0	0	2	35	102	6	4	0	0	1	0	0	894	3560
Total	962	3573	208	3	9	0	0	0	0	0	87	454	44	110	0	103	911	3959	125	67	42	18	30	72	0		

Peak Hour: 8:45 AM - 9:45 AM
Peak 15: 8:45 AM - 9:00 AM
PHF: 0.921198



Location: N Mathilda Ave -- Almanor Ave/W Ahwanee Ave
Date: 3/6/2024
Site Code: 16372813

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound				
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	Peds	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	Peds	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	Peds	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	Peds	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
06:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
06:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
08:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0
08:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
08:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
09:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
09:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
09:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
09:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
09:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
09:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Total	3	1	0	0	0	0	0	0	0	1	0	0	0	1	10	1	0	6	0	34	0	0	0	1	0



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave
Date: 3/6/2024
Site Code: 16372814

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound					Total	Hourly Totals
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	U-Turn	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	U-Turn	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	U-Turn	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	U-Turn	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	U-Turn		
03:00 PM	16	307	20	1	3	0	0	0	0	0	5	22	0	8	0	6	48	175	5	4	10	6	31	47	0	714	
03:15 PM	14	315	34	1	0	0	0	0	0	0	2	15	0	5	0	12	78	201	8	3	8	10	18	36	0	760	
03:30 PM	12	285	28	0	1	0	0	0	0	0	10	22	1	4	0	4	63	196	2	8	6	7	38	38	0	725	
03:45 PM	12	300	31	0	1	0	0	0	0	0	7	17	0	10	0	14	44	178	2	2	5	11	33	34	0	701	2900
04:00 PM	12	362	35	0	1	0	0	0	0	0	8	19	0	6	0	10	65	228	1	2	16	5	27	42	0	839	3025
04:15 PM	8	357	25	1	1	0	0	0	0	0	2	14	2	5	0	10	67	159	1	6	11	6	45	49	0	769	3034
04:30 PM	5	324	21	1	0	0	0	0	0	0	6	10	0	7	0	10	100	193	3	6	8	6	29	44	0	773	3082
04:45 PM	7	400	30	0	0	0	0	0	0	0	9	15	0	6	0	4	71	182	0	0	18	6	30	49	0	827	3208
05:00 PM	12	492	37	0	1	0	0	0	0	0	2	20	0	6	0	9	80	175	2	11	18	7	34	40	0	946	3315
05:15 PM	12	498	32	0	3	0	0	0	0	0	4	16	1	9	0	13	81	214	2	12	18	5	34	44	0	998	3544
05:30 PM	16	456	36	0	1	0	0	0	0	0	0	12	2	6	0	16	83	168	5	8	15	4	34	45	0	907	3678
05:45 PM	22	529	33	0	0	0	0	0	0	0	7	10	3	4	0	10	84	181	5	8	12	4	33	37	0	982	3833
Total	148	4625	362	4	12	0	0	0	0	0	62	192	9	76	0	118	864	2250	36	70	145	77	386	505	0		

Peak Hour: 5:00 PM - 6:00 PM
Peak 15: 5:15 PM - 5:30 PM
PHF: 0.96017



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave

Date: 3/6/2024

Site Code: 16372814

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound				
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	Peds	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	Peds	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	Peds	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	Peds	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Peds
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0
03:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	2	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	0	0	0
05:15 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Total	2	3	1	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	0	37	1	2	0	2	0



Location: N Mathilda Ave -- Almanor Ave/W Ahwanee Ave
Date: 3/7/2024
Site Code: 16372815

	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound							
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	U-Turn	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	U-Turn	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	U-Turn	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	U-Turn	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	U-Turn	Total	Hourly Totals	
06:00 AM	11	58	1	0	0	0	0	0	0	0	0	8	0	0	0	0	8	30	0	0	2	0	1	3	0			
06:05 AM	1	35	7	0	0	0	0	0	0	0	1	4	1	0	0	1	11	29	0	0	0	0	1	1	1	0		
06:10 AM	4	54	6	0	0	0	0	0	0	0	0	11	0	0	0	1	7	20	1	0	0	0	1	0	0	319		
06:15 AM	8	61	7	0	0	0	0	0	0	0	1	4	0	1	0	1	4	24	0	0	0	0	0	0	0	308		
06:20 AM	11	57	4	0	0	0	0	0	0	0	3	11	0	0	0	0	12	50	0	0	0	0	1	1	0	366		
06:25 AM	7	40	4	0	0	0	0	0	0	0	0	9	0	0	0	0	5	27	1	1	0	1	1	1	0	358		
06:30 AM	4	73	5	0	1	0	0	0	0	0	2	8	0	0	0	3	8	31	0	1	0	0	0	0	0	383		
06:35 AM	3	60	2	0	0	0	0	0	0	0	1	6	2	3	0	0	14	43	0	0	0	0	0	0	0	367		
06:40 AM	6	56	1	0	0	0	0	0	0	0	2	9	1	0	0	3	6	24	0	0	0	2	1	0	0	381		
06:45 AM	15	61	3	0	0	0	0	0	0	0	5	10	0	1	0	3	10	49	0	0	2	0	0	1	0	405		
06:50 AM	16	66	6	0	0	0	0	0	0	0	0	6	0	0	0	0	9	41	1	1	1	0	0	0	0	418		
06:55 AM	15	53	3	0	0	0	0	0	0	0	2	7	0	4	0	0	13	37	0	2	0	0	0	0	0	443	1501	
07:00 AM	20	61	0	0	0	0	0	0	0	0	0	6	1	0	0	1	16	32	0	1	1	0	1	0	0	423	1519	
07:05 AM	16	57	5	1	0	0	0	0	0	0	1	8	0	1	0	1	16	42	1	0	0	1	1	1	0	428	1579	
07:10 AM	18	64	6	0	0	0	0	0	0	0	0	8	0	0	0	2	13	38	0	3	0	0	0	0	0	444	1626	
07:15 AM	15	69	4	0	0	0	0	0	0	0	1	16	1	1	0	4	21	42	0	2	1	0	0	0	1	0	482	1693
07:20 AM	20	78	4	0	0	0	0	0	0	0	4	7	1	0	0	2	14	55	2	0	0	1	1	0	0	519	1732	
07:25 AM	19	79	9	0	0	0	0	0	0	0	1	8	0	1	0	3	19	74	0	0	0	1	0	0	0	581	1849	
07:30 AM	7	74	4	0	0	0	0	0	0	0	2	18	1	4	0	1	17	59	1	1	1	1	0	1	0	595	1905	
07:35 AM	8	51	4	0	0	0	0	0	0	0	0	11	0	4	0	1	13	49	2	1	1	0	2	2	0	555	1920	
07:40 AM	19	94	3	0	0	0	0	0	0	0	1	23	2	1	0	1	24	83	2	0	1	0	0	1	0	596	2064	
07:45 AM	21	85	8	0	0	0	0	0	0	0	3	17	1	4	0	4	23	83	3	2	0	0	1	3	0	662	2162	
07:50 AM	20	87	3	0	0	0	0	0	0	0	2	12	1	1	0	4	27	85	1	3	3	0	0	1	0	763	2265	
07:55 AM	19	117	7	0	1	0	0	0	0	0	0	10	0	2	0	0	20	81	5	0	0	0	2	2	0	774	2395	
08:00 AM	22	106	9	0	1	0	0	0	0	0	3	14	3	2	0	3	22	96	2	2	1	0	0	0	0	802	2541	
08:05 AM	24	98	1	1	1	0	0	0	0	0	5	20	1	0	0	4	24	64	0	1	1	1	0	1	0	799	2636	
08:10 AM	26	96	4	0	1	0	0	0	0	0	0	19	0	3	0	1	25	127	0	2	0	1	0	1	0	838	2789	
08:15 AM	30	82	4	0	0	0	0	0	0	0	1	12	0	4	0	1	22	108	2	1	2	1	1	3	0	826	2885	
08:20 AM	27	73	5	0	0	0	0	0	0	0	3	10	1	3	0	1	21	105	2	0	2	0	2	3	0	837	2954	
08:25 AM	25	96	4	0	1	0	0	0	0	0	3	9	0	4	0	3	35	127	1	6	0	0	2	2	0	850	3058	
08:30 AM	19	88	6	0	0	0	0	0	0	0	2	8	2	4	0	5	39	129	4	5	3	3	1	1	0	895	3185	
08:35 AM	32	82	7	0	0	0	0	0	0	0	0	8	2	3	0	1	25	90	3	4	2	0	1	1	0	898	3297	
08:40 AM	38	70	6	0	1	0	0	0	0	0	2	10	3	5	0	2	25	112	3	2	1	0	2	1	0	863	3325	
08:45 AM	34	108	1	0	0	0	0	0	0	0	2	12	1	1	0	1	40	171	1	3	0	1	1	3	0	924	3447	
08:50 AM	35	120	4	0	1	0	0	0	0	0	0	13	1	1	0	4	32	139	1	2	0	1	0	2	0	1019	3553	
08:55 AM	38	110	6	0	1	0	0	0	0	0	0	7	0	2	0	0	24	104	1	2	0	1	1	1	0	1034	3585	
09:00 AM	39	94	6	0	3	0	0	0	0	0	2	13	2	2	0	2	11	90	1	2	0	0	0	0	1	0	922	3567
09:05 AM	39	114	1	0	0	0	0	0	0	0	0	10	3	2	0	1	25	135	3	1	3	0	0	2	0	905	3659	
09:10 AM	40	128	8	0	1	0	0	0	0	0	0	6	0	7	0	0	32	129	5	0	0	1	0	8	0	972	3719	
09:15 AM	30	135	8	0	0	0	0	0	0	0	2	12	1	0	0	0	24	127	5	0	0	0	0	2	0	1050	3791	
09:20 AM	32	80	9	0	2	0	0	0	0	0	5	5	3	3	0	1	16	91	5	1	1	0	0	3	0	968	3790	
09:25 AM	39	143	4	0	0	0	0	0	0	0	3	11	1	4	0	2	26	115	1	2	2	3	2	4	0	965	3834	
09:30 AM	29	99	7	0	2	0	0	0	0	0	1	13	1	3	0	1	8	59	8	1	0	1	1	4	0	857	3753	
09:35 AM	29	83	4	0	2	0	0	0	0	0	0	6	1	3	0	2	18	98	4	2	1	0	2	5	0	860	3752	
09:40 AM	38	123	6	0	0	0	0	0	0	0	2	8	1	2	0	0	40	127	3	1	2	0	5	3	0	859	3830	
09:45 AM	46	115	7	0	2	0	0	0	0	0	3	8	1	2	0	3	15	62	5	0	2	1	0	2	0	895	3724	
09:50 AM	40	87	4	0	2	0	0	0	0	0	2	5	2	7	0	6	15	83	6	0	4	1	3	1	0	903	3636	
09:55 AM	30	99	6	0	0	0	0	0	0	0	0	5	2	2	0	2	15	95	4	2	1	0	3	3	0	811	3607	
Total	1084	4019	233	2	23	0	0	0	0	0	73	481	44	97	0	82	909	3711	90	60	41	23	41	75	0			

Peak Hour: 8:30 AM - 9:30 AM
Peak 15: 9:05 AM - 9:20 AM
PHF: 0.912857



Location: N Mathilda Ave -- Almanor Ave/W Ahwanee Ave
Date: 3/7/2024
Site Code: 16372815

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound				
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	Peds	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	Peds	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	Peds	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	Peds	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Peds
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
06:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
07:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
07:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
07:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
08:05 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:20 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	0	0
08:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0
08:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
08:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0
09:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
09:10 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
09:20 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
09:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0
09:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
09:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
09:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
09:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
Total	5	1	0	0	0	0	0	0	0	0	0	0	4	2	12	2	0	12	0	54	0	0	0	4	0



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave
Date: 3/7/2024
Site Code: 16372816

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound					Total	Hourly Totals
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	U-Turn	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	U-Turn	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	U-Turn	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	U-Turn	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	U-Turn		
03:00 PM	8	284	30	0	0	0	0	0	0	0	7	20	1	3	0	9	50	179	5	4	13	7	22	45	0	687	
03:15 PM	16	387	36	0	1	0	0	0	0	0	1	19	2	9	0	12	62	216	3	3	8	4	19	28	0	826	
03:30 PM	15	337	35	0	1	0	0	0	0	0	6	31	0	10	0	9	48	180	2	5	7	2	22	42	0	752	
03:45 PM	18	480	44	0	1	0	0	0	0	0	2	20	3	7	0	8	42	195	2	3	16	6	23	40	0	910	3175
04:00 PM	11	396	31	0	2	0	0	0	0	0	7	14	2	8	0	13	63	207	2	2	16	4	18	38	0	834	3322
04:15 PM	16	372	25	0	2	0	0	0	0	0	3	16	2	6	0	10	59	204	3	3	11	4	32	44	0	812	3308
04:30 PM	15	375	32	1	1	0	0	0	0	0	3	12	1	5	0	14	61	233	2	4	11	4	29	57	0	860	3416
04:45 PM	14	433	36	1	1	0	0	0	0	0	3	17	1	8	0	15	65	189	1	9	18	5	26	45	0	887	3393
05:00 PM	12	510	48	2	1	0	0	0	0	0	4	15	2	4	0	12	62	187	2	2	17	13	38	40	0	971	3530
05:15 PM	16	538	29	0	2	0	0	0	0	0	2	14	2	10	0	17	101	244	1	4	22	6	30	49	0	1087	3805
05:30 PM	13	484	34	1	1	0	0	0	0	0	2	12	1	6	0	13	62	189	0	5	15	6	32	40	0	916	3861
05:45 PM	17	470	39	0	2	0	0	0	0	0	7	11	4	4	0	15	71	150	0	7	16	7	30	36	0	886	3860
Total	171	5066	419	5	15	0	0	0	0	0	47	201	21	80	0	147	746	2373	23	51	170	68	321	504	0		

Peak Hour: 4:45 PM - 5:45 PM
Peak 15: 5:15 PM - 5:30 PM
PHF: 0.887994



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave

Date: 3/7/2024

Site Code: 16372816

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound				
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	Peds	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	Peds	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	Peds	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	Peds	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Peds
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
03:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	1	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	1	0	14	0	0	1	0	20	1	1	0	2	0



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave
Date: 3/9/2024
Site Code: 16372817

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound					Total	Hourly Totals
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	U-Turn	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	U-Turn	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	U-Turn	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	U-Turn	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	U-Turn		
11:00 AM	4	256	28	0	1	0	0	0	0	0	16	18	0	15	0	8	61	179	2	4	1	1	1	2	0	597	
11:15 AM	1	307	23	0	1	0	0	0	0	0	9	17	0	10	0	9	85	201	3	6	0	1	2	2	0	677	
11:30 AM	3	288	15	1	3	0	0	0	0	0	9	18	2	7	0	8	68	170	0	5	0	1	0	4	0	602	
11:45 AM	4	245	21	0	5	0	0	0	0	0	14	10	3	13	0	7	81	205	1	2	2	1	1	6	0	621	2497
12:00 PM	4	242	13	0	6	0	0	0	0	0	11	25	0	6	0	11	77	171	0	8	0	2	0	3	0	579	2479
12:15 PM	4	292	21	1	2	0	0	0	0	0	9	14	1	13	0	12	90	209	2	3	3	2	1	7	0	686	2488
12:30 PM	0	279	29	0	2	0	0	0	0	0	9	5	0	10	0	7	85	204	0	7	2	1	1	2	0	643	2529
12:45 PM	4	260	20	1	0	0	0	0	0	0	7	19	1	4	0	7	71	171	1	9	1	1	0	4	0	581	2489
01:00 PM	4	261	12	1	2	0	0	0	0	0	6	18	2	9	0	10	73	190	1	8	1	0	0	8	0	606	2516
01:15 PM	5	260	21	1	0	0	0	0	0	0	8	15	1	5	0	6	92	178	0	7	2	0	4	4	0	609	2439
01:30 PM	6	275	29	3	1	0	0	0	0	0	8	24	0	20	0	8	81	201	0	1	2	0	3	1	0	663	2459
01:45 PM	2	233	14	0	0	0	0	0	0	0	11	12	1	6	0	7	100	217	1	7	1	0	3	1	0	616	2494
Total	41	3198	246	8	23	0	0	0	0	0	117	195	11	118	0	100	964	2296	11	67	15	10	16	44	0		

Peak Hour: 11:45 AM - 12:45 PM
Peak 15: 12:15 PM - 12:30 PM
PHF: 0.921647



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave

Date: 3/9/2024

Site Code: 16372817

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound				
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	Peds	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	Peds	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	Peds	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	Peds	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Peds
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0	3	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	0	2	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	0	5	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	2	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	2	0	18	0	0	0	1	0



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave
Date: 3/10/2024
Site Code: 16372818

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound					Total	Hourly Totals
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	U-Turn	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	U-Turn	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	U-Turn	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	U-Turn	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	U-Turn		
11:00 AM	4	185	21	0	1	0	0	0	0	0	19	9	2	13	0	10	68	152	1	4	0	0	2	1	0	492	
11:15 AM	6	183	25	0	2	0	0	0	0	0	18	14	0	22	1	20	61	143	0	8	0	1	1	5	0	510	
11:30 AM	5	191	24	0	1	0	0	0	0	0	22	13	1	7	0	13	66	154	2	7	0	3	0	4	0	513	
11:45 AM	1	223	20	0	1	0	0	0	0	0	14	7	3	14	0	16	67	134	0	7	0	3	1	2	0	513	2028
12:00 PM	7	246	24	0	3	0	0	0	0	0	27	10	1	9	0	9	84	158	1	4	2	0	0	1	0	586	2122
12:15 PM	3	235	24	0	1	0	0	0	0	0	22	13	0	11	0	10	91	158	0	6	3	1	0	4	0	582	2194
12:30 PM	1	239	19	0	0	0	0	0	0	0	28	9	0	21	0	8	63	173	0	8	0	1	0	1	0	571	2252
12:45 PM	8	193	27	0	2	0	0	0	0	0	33	13	0	8	0	9	73	155	2	4	0	2	0	2	0	531	2270
01:00 PM	3	218	16	1	0	0	0	0	0	0	20	7	0	11	0	7	72	163	1	3	3	1	0	6	0	532	2216
01:15 PM	3	221	13	1	1	0	0	0	0	0	13	7	1	8	0	12	72	179	1	4	1	0	1	0	0	538	2172
01:30 PM	9	230	25	0	3	0	0	0	0	0	20	6	0	7	0	7	92	171	1	6	3	0	0	3	0	583	2184
01:45 PM	5	253	26	1	2	0	0	0	0	0	16	3	1	2	0	8	66	181	0	6	1	1	0	2	0	574	2227
Total	55	2617	264	3	17	0	0	0	0	0	252	111	9	133	1	129	875	1921	9	67	13	13	5	31	0		

Peak Hour: 12:00 PM - 1:00 PM
Peak 15: 12:00 PM - 12:15 PM
PHF: 0.96843



Location: N Mathilda Ave & Almanor Ave/W Ahwanee Ave

Date: 3/10/2024

Site Code: 16372818

Start Time	N Mathilda Ave Southeastbound					Bayshore Fwy EB Ramp Southwestbound					W Ahwanee Ave Westbound					N Mathilda Ave Northbound					Almanor Ave Eastbound				
	Right to Almanor Ave	Right to N Mathilda Ave	Left to W Ahwanee Ave	Left to Bayshore Fwy EB Ramp	Peds	Right to N Mathilda Ave	Right to Almanor Ave	Left to N Mathilda Ave	Left to W Ahwanee Ave	Peds	Right to Bayshore Fwy EB Ramp	Right to N Mathilda Ave	Thru	Left	Peds	Right	Right to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Left	Peds	Right	Thru	Left to Bayshore Fwy EB Ramp	Left to N Mathilda Ave	Peds
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	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	0	5	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	6	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	2	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	1	0	0	0	0	0	1	12	2	2	4	0	23	0	0	0	0	0

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB DATE: Mar 5 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	5	11	29	41	32	14	5	1	0	0	0	139	41-50	73
01:00 AM	0	0	1	1	6	18	30	8	5	3	1	0	0	0	73	36-45	48
02:00 AM	0	0	0	2	6	8	22	23	9	2	2	0	0	0	74	41-50	45
03:00 AM	0	2	1	1	3	8	13	6	6	3	1	1	1	0	46	36-45	21
04:00 AM	0	0	0	1	6	23	28	28	17	7	1	1	1	0	113	41-50	56
05:00 AM	2	0	2	12	41	67	75	65	30	12	3	0	0	0	309	36-45	142
06:00 AM	8	0	15	45	104	142	105	64	25	3	1	0	0	0	512	36-45	247
07:00 AM	35	10	20	67	130	201	216	148	41	10	5	1	0	0	884	36-45	417
08:00 AM	96	18	82	135	218	339	285	143	46	6	1	0	0	0	1369	36-45	624
09:00 AM	66	12	49	116	290	343	210	93	26	3	2	1	0	0	1211	31-40	633
10:00 AM	51	27	48	94	142	220	184	89	22	2	2	1	0	0	882	36-45	404
11:00 AM	40	14	40	104	195	200	159	70	14	2	1	0	0	0	839	31-40	395
12:00 PM	73	29	81	119	170	203	129	44	19	5	1	0	0	0	873	31-40	373
01:00 PM	68	16	33	106	130	224	192	92	23	8	1	1	0	0	894	36-45	416
02:00 PM	52	19	45	72	134	218	209	117	43	16	8	1	2	0	936	36-45	427
03:00 PM	60	16	46	84	137	185	209	153	54	18	7	0	0	0	969	36-45	394
04:00 PM	73	24	51	86	135	227	239	130	60	8	2	3	1	0	1039	36-45	466
05:00 PM	57	33	50	96	146	227	245	141	46	12	3	1	0	0	1057	36-45	472
06:00 PM	53	38	77	140	229	226	168	81	27	6	0	0	1	0	1046	31-40	455
07:00 PM	56	31	55	134	224	194	119	51	19	2	3	0	0	0	888	31-40	418
08:00 PM	56	43	60	126	147	127	73	29	11	2	0	0	0	0	674	31-40	274
09:00 PM	13	18	30	91	167	135	116	49	16	3	1	1	0	0	640	31-40	302
10:00 PM	8	1	11	31	91	127	111	50	16	2	3	2	2	0	455	36-45	238
11:00 PM	1	0	3	20	23	51	53	32	16	4	1	0	0	0	204	36-45	104
Day Total	869	351	800	1688	2885	3742	3231	1738	605	144	51	14	8	0	16126	36-45	6973
Percent	5.4%	2.2%	5%	10.5%	17.9%	23.2%	20%	10.8%	3.8%	0.9%	0.3%	0.1%	0%	0%			
AM Peak Volume	8:00 AM 96	10:00 AM 27	8:00 AM 82	8:00 AM 135	9:00 AM 290	9:00 AM 343	8:00 AM 285	7:00 AM 148	8:00 AM 46	5:00 AM 12	7:00 AM 5	3:00 AM 1	3:00 AM 1	12:00 AM 0	8:00 AM 1369		
PM Peak Volume	12:00 PM 73	8:00 PM 43	12:00 PM 81	6:00 PM 140	6:00 PM 229	4:00 PM 227	5:00 PM 245	3:00 PM 153	4:00 PM 60	3:00 PM 18	2:00 PM 8	4:00 PM 3	2:00 PM 2	12:00 PM 0	5:00 PM 1057		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave															QC JOB #: 16372810		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 6 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	3	13	29	47	39	11	3	1	0	0	0	146	41-50	86
01:00 AM	2	0	0	1	6	23	20	16	6	7	1	0	0	0	82	36-45	43
02:00 AM	0	0	0	2	2	18	25	21	10	3	0	1	0	0	82	41-50	46
03:00 AM	1	0	0	0	1	9	11	9	9	4	3	1	0	0	48	40-49	20
04:00 AM	2	0	0	1	9	11	30	37	16	6	2	1	0	0	115	41-50	67
05:00 AM	1	0	1	18	29	73	79	70	38	7	4	2	0	0	322	36-45	152
06:00 AM	13	6	25	64	105	100	103	40	16	5	0	0	0	0	477	31-40	205
07:00 AM	20	4	29	66	148	223	202	144	42	3	2	0	0	0	883	36-45	425
08:00 AM	85	28	93	143	300	423	223	66	13	2	2	0	0	0	1378	31-40	723
09:00 AM	80	17	55	149	248	321	207	69	14	1	1	2	0	0	1164	31-40	569
10:00 AM	71	13	38	87	170	230	150	71	16	4	1	0	0	0	851	31-40	400
11:00 AM	47	15	45	124	190	253	177	76	21	4	3	0	0	0	955	31-40	443
12:00 PM	88	29	47	114	209	204	110	48	7	3	0	0	0	0	859	31-40	413
01:00 PM	68	23	41	105	212	213	151	67	19	5	3	0	0	0	907	31-40	425
02:00 PM	49	26	29	67	145	244	178	118	45	10	2	0	0	0	913	36-45	422
03:00 PM	34	15	24	69	149	247	230	132	41	4	3	0	0	0	948	36-45	477
04:00 PM	43	14	36	96	193	222	228	122	50	7	2	1	0	0	1014	36-45	450
05:00 PM	77	23	64	122	195	232	203	100	29	1	0	1	0	0	1047	36-45	435
06:00 PM	68	25	62	126	210	207	165	86	26	3	0	1	0	0	979	31-40	417
07:00 PM	48	49	81	146	254	178	103	50	13	5	0	1	0	0	928	31-40	432
08:00 PM	36	28	52	125	195	164	74	19	9	1	0	0	0	0	703	31-40	359
09:00 PM	25	12	49	116	141	142	88	37	11	3	1	0	0	0	625	31-40	283
10:00 PM	2	3	3	55	89	110	80	34	9	4	0	0	0	0	389	31-40	199
11:00 PM	0	1	5	7	32	35	60	33	15	5	0	0	0	0	193	36-45	95
Day Total	860	331	779	1806	3245	3911	2944	1504	486	100	31	11	0	0	16008	31-40	7156
Percent	5.4%	2.1%	4.9%	11.3%	20.3%	24.4%	18.4%	9.4%	3%	0.6%	0.2%	0.1%	0%	0%			
AM Peak Volume	8:00 AM 85	8:00 AM 28	8:00 AM 93	9:00 AM 149	8:00 AM 300	8:00 AM 423	8:00 AM 223	7:00 AM 144	7:00 AM 42	1:00 AM 7	5:00 AM 4	5:00 AM 2	12:00 AM 0	12:00 AM 0	8:00 AM 1378		
PM Peak Volume	12:00 PM 88	7:00 PM 49	7:00 PM 81	7:00 PM 146	7:00 PM 254	3:00 PM 247	3:00 PM 230	3:00 PM 132	4:00 PM 50	2:00 PM 10	1:00 PM 3	4:00 PM 1	12:00 PM 0	12:00 PM 0	5:00 PM 1047		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB DATE: Mar 7 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	7	10	36	35	19	15	2	3	0	1	0	128	36-45	71
01:00 AM	0	0	3	2	12	23	41	21	9	2	1	0	0	0	114	36-45	64
02:00 AM	0	0	0	2	7	18	25	13	13	2	0	1	0	0	81	36-45	43
03:00 AM	0	0	1	0	4	11	13	11	4	3	2	1	0	0	50	36-45	24
04:00 AM	0	0	1	5	14	27	37	31	13	7	0	1	0	0	136	41-50	68
05:00 AM	6	1	8	13	60	80	79	41	20	11	1	1	0	0	321	36-45	159
06:00 AM	6	0	7	40	108	121	121	77	17	3	0	0	0	0	500	36-45	242
07:00 AM	34	3	22	44	102	196	226	141	41	9	2	0	0	0	820	36-45	422
08:00 AM	103	7	44	144	290	338	278	111	18	4	0	0	0	0	1337	31-40	628
09:00 AM	92	23	46	114	246	286	206	79	13	3	0	0	0	0	1108	31-40	532
10:00 AM	37	6	23	84	163	223	166	77	26	8	2	0	0	0	815	36-45	389
11:00 AM	70	33	53	104	166	221	156	49	31	4	1	0	0	0	888	31-40	387
12:00 PM	87	34	72	120	201	196	110	38	12	1	0	0	0	0	871	31-40	397
01:00 PM	81	39	59	111	173	198	132	59	16	0	1	0	0	0	869	31-40	371
02:00 PM	49	26	39	73	154	196	203	105	31	21	4	2	0	0	903	36-45	399
03:00 PM	30	6	16	57	147	208	226	118	63	15	6	3	0	0	895	36-45	434
04:00 PM	48	10	40	98	157	235	208	124	43	10	4	1	0	0	978	36-45	443
05:00 PM	63	20	57	93	174	201	212	138	53	18	1	2	1	0	1033	36-45	413
06:00 PM	56	22	56	104	188	195	188	122	22	4	2	0	0	0	959	33-42	383
07:00 PM	49	30	72	104	188	170	122	58	16	3	1	0	0	0	813	31-40	358
08:00 PM	57	43	69	114	148	164	98	44	9	3	0	0	0	0	749	31-40	312
09:00 PM	20	17	52	81	157	125	89	49	22	6	3	0	0	0	621	31-40	282
10:00 PM	9	5	12	65	100	118	89	39	16	1	1	0	0	0	455	31-40	218
11:00 PM	1	1	0	8	32	53	64	44	23	14	4	2	1	0	247	36-45	117
Day Total	898	326	752	1587	3001	3639	3124	1608	546	154	39	14	3	0	15691	36-45	6763
Percent	5.7%	2.1%	4.8%	10.1%	19.1%	23.2%	19.9%	10.2%	3.5%	1%	0.2%	0.1%	0%	0%			
AM Peak Volume	8:00 AM 103	11:00 AM 33	11:00 AM 53	8:00 AM 144	8:00 AM 290	8:00 AM 338	8:00 AM 278	7:00 AM 141	7:00 AM 41	5:00 AM 11	12:00 AM 3	2:00 AM 1	12:00 AM 1	12:00 AM 0	8:00 AM 1337		
PM Peak Volume	12:00 PM 87	8:00 PM 43	12:00 PM 72	12:00 PM 120	12:00 PM 201	4:00 PM 235	3:00 PM 226	5:00 PM 138	3:00 PM 63	2:00 PM 21	3:00 PM 6	3:00 PM 3	5:00 PM 1	12:00 PM 0	5:00 PM 1033		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB DATE: Mar 8 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	6	17	27	50	42	27	11	1	0	0	0	182	41-50	92
01:00 AM	0	0	0	3	6	12	23	14	9	1	0	0	0	0	68	41-50	37
02:00 AM	1	0	0	9	8	14	40	22	4	9	1	2	0	1	111	41-50	62
03:00 AM	0	0	1	2	5	3	14	17	11	4	0	1	1	0	59	41-50	31
04:00 AM	0	0	0	3	10	18	29	36	24	9	1	2	0	0	132	41-50	65
05:00 AM	7	0	0	4	27	60	80	50	33	15	6	1	0	0	283	36-45	140
06:00 AM	9	0	6	18	75	111	99	104	30	7	3	0	0	0	462	36-45	210
07:00 AM	41	2	8	32	110	132	181	133	56	22	8	3	0	0	728	41-50	314
08:00 AM	65	2	15	70	199	224	255	169	49	13	2	0	0	0	1063	36-45	479
09:00 AM	60	12	18	55	131	211	220	118	44	9	5	0	0	0	883	36-45	431
10:00 AM	41	4	17	93	154	197	171	82	33	4	4	1	0	1	802	36-45	368
11:00 AM	71	21	60	103	180	187	108	55	15	5	2	1	0	0	808	31-40	367
12:00 PM	66	28	51	119	181	208	168	81	16	3	0	0	0	0	921	31-40	389
01:00 PM	85	54	66	117	212	189	127	66	16	6	1	0	1	0	940	31-40	401
02:00 PM	70	11	43	81	128	216	166	66	26	7	3	0	0	0	817	36-45	382
03:00 PM	29	11	27	75	144	233	175	122	39	15	0	0	0	0	870	36-45	408
04:00 PM	39	11	25	49	197	270	203	131	37	16	1	0	0	0	979	36-45	473
05:00 PM	66	23	55	97	186	250	185	121	31	12	4	0	0	1	1031	31-40	436
06:00 PM	67	31	65	99	207	244	178	74	33	5	1	0	0	0	1004	31-40	451
07:00 PM	63	25	64	118	192	179	148	90	23	7	1	1	0	0	911	31-40	371
08:00 PM	46	26	66	105	164	175	100	46	13	5	0	0	0	0	746	31-40	339
09:00 PM	29	12	56	90	146	166	124	57	11	3	2	0	0	0	696	31-40	312
10:00 PM	17	17	23	77	124	141	116	55	22	4	2	1	0	0	599	31-40	265
11:00 PM	2	1	6	16	51	103	93	58	16	9	2	1	0	0	358	36-45	196
Day Total	875	291	672	1441	2854	3570	3053	1809	618	201	50	14	2	3	15453	36-45	6623
Percent	5.7%	1.9%	4.3%	9.3%	18.5%	23.1%	19.8%	11.7%	4%	1.3%	0.3%	0.1%	0%	0%			
AM Peak Volume	11:00 AM 71	11:00 AM 21	11:00 AM 60	11:00 AM 103	8:00 AM 199	8:00 AM 224	8:00 AM 255	8:00 AM 169	7:00 AM 56	7:00 AM 22	7:00 AM 8	7:00 AM 3	3:00 AM 1	2:00 AM 1	8:00 AM 1063		
PM Peak Volume	1:00 PM 85	1:00 PM 54	1:00 PM 66	12:00 PM 119	1:00 PM 212	4:00 PM 270	4:00 PM 203	4:00 PM 131	3:00 PM 39	4:00 PM 16	5:00 PM 4	7:00 PM 1	1:00 PM 1	5:00 PM 1	5:00 PM 1031		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB DATE: Mar 9 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	1	6	34	40	64	56	16	1	4	1	0	0	224	41-50	120
01:00 AM	2	0	2	10	12	46	69	36	23	5	2	0	0	0	207	36-45	115
02:00 AM	1	0	1	1	9	27	61	46	25	12	6	6	0	0	195	41-50	107
03:00 AM	0	0	0	1	1	16	28	19	15	5	2	1	0	1	89	41-50	47
04:00 AM	0	1	0	2	2	14	23	19	13	8	1	0	2	0	85	41-50	42
05:00 AM	0	0	2	6	14	27	36	46	22	8	2	2	0	0	165	41-50	82
06:00 AM	2	0	5	5	26	59	53	53	27	5	1	0	0	0	236	36-45	112
07:00 AM	2	0	10	38	72	82	80	44	33	3	4	1	0	1	370	36-45	162
08:00 AM	9	7	24	63	120	123	95	56	27	5	6	0	0	0	535	31-40	243
09:00 AM	29	19	36	72	150	185	128	64	22	2	4	1	0	0	712	31-40	335
10:00 AM	30	11	29	45	142	153	204	100	36	8	2	0	0	0	760	36-45	357
11:00 AM	88	22	44	65	153	190	170	66	22	12	0	1	0	0	833	36-45	360
12:00 PM	77	40	61	99	166	173	139	84	21	5	1	0	0	0	866	31-40	339
01:00 PM	90	44	65	119	172	188	151	51	15	11	1	1	0	0	908	31-40	360
02:00 PM	81	46	109	125	164	178	126	71	33	7	1	1	0	0	942	31-40	342
03:00 PM	103	50	66	128	179	147	147	67	11	2	0	0	0	0	900	31-40	326
04:00 PM	61	36	39	94	142	166	123	85	24	6	1	1	0	0	778	31-40	308
05:00 PM	57	36	57	111	184	170	104	48	15	5	2	0	0	0	789	31-40	354
06:00 PM	56	18	57	97	190	164	132	37	16	4	1	0	0	0	772	31-40	354
07:00 PM	27	21	92	143	179	144	82	38	8	1	0	0	0	0	735	31-40	323
08:00 PM	30	17	65	118	172	135	64	37	12	4	0	0	0	0	654	31-40	307
09:00 PM	14	7	37	90	150	122	92	42	12	2	1	0	0	0	569	31-40	272
10:00 PM	14	3	22	47	105	184	122	46	18	5	1	0	0	0	567	36-45	306
11:00 PM	3	0	4	15	55	89	84	43	16	6	1	1	0	0	317	36-45	173
Day Total	776	379	828	1500	2593	2822	2377	1254	482	132	44	17	2	2	13208	31-40	5415
Percent	5.9%	2.9%	6.3%	11.4%	19.6%	21.4%	18%	9.5%	3.6%	1%	0.3%	0.1%	0%	0%			
AM Peak Volume	11:00 AM 88	11:00 AM 22	11:00 AM 44	9:00 AM 72	11:00 AM 153	11:00 AM 190	10:00 AM 204	10:00 AM 100	10:00 AM 36	2:00 AM 12	2:00 AM 6	2:00 AM 6	4:00 AM 2	3:00 AM 1	11:00 AM 833		
PM Peak Volume	3:00 PM 103	3:00 PM 50	2:00 PM 109	7:00 PM 143	6:00 PM 190	1:00 PM 188	1:00 PM 151	4:00 PM 85	2:00 PM 33	1:00 PM 11	5:00 PM 2	1:00 PM 1	12:00 PM 0	12:00 PM 0	2:00 PM 942		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB DATE: Mar 10 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	10	20	50	53	29	20	7	1	0	1	0	193	36-45	103
01:00 AM	1	0	1	0	15	35	60	45	15	6	3	0	0	0	181	41-50	105
02:00 AM	0	0	0	3	7	38	87	68	26	1	2	0	0	0	232	41-50	155
03:00 AM	0	0	0	3	8	17	26	20	19	6	1	1	0	0	101	41-50	46
04:00 AM	0	0	1	3	12	14	28	26	13	4	3	0	0	1	105	41-50	54
05:00 AM	2	0	1	7	15	24	30	41	15	3	2	1	0	1	142	41-50	71
06:00 AM	0	0	2	10	29	41	48	34	18	10	3	1	1	0	197	36-45	89
07:00 AM	5	0	6	30	78	103	80	41	19	2	2	1	0	0	367	36-45	183
08:00 AM	6	2	15	50	102	150	128	57	26	9	0	1	1	0	547	36-45	278
09:00 AM	26	14	25	47	131	156	142	72	26	4	0	0	0	0	643	36-45	298
10:00 AM	43	16	33	69	137	178	161	96	34	5	0	0	0	0	772	36-45	339
11:00 AM	65	29	35	95	155	189	136	82	16	8	1	0	0	0	811	31-40	344
12:00 PM	54	18	44	84	147	168	172	108	34	6	2	1	0	0	838	36-45	340
01:00 PM	39	20	33	110	129	240	184	102	30	7	0	0	0	0	894	36-45	424
02:00 PM	45	24	48	71	137	174	194	106	34	9	2	0	0	0	844	36-45	368
03:00 PM	40	18	43	96	181	227	171	75	29	6	3	0	0	1	890	31-40	408
04:00 PM	38	8	32	87	174	211	122	65	19	5	1	0	0	0	762	31-40	385
05:00 PM	34	20	37	110	195	177	110	43	15	8	1	0	0	0	750	31-40	372
06:00 PM	28	24	52	89	149	135	100	42	17	11	3	0	0	0	650	31-40	284
07:00 PM	25	8	26	97	148	157	94	41	23	3	1	0	0	0	623	31-40	305
08:00 PM	2	9	11	74	116	137	115	59	21	4	0	0	0	2	550	31-40	253
09:00 PM	3	3	7	20	48	90	77	59	18	4	5	1	0	0	335	36-45	167
10:00 PM	1	0	2	13	32	47	66	41	15	6	1	1	0	0	225	36-45	113
11:00 PM	0	0	0	1	11	17	27	22	9	4	2	0	0	0	93	41-50	49
Day Total	457	213	456	1179	2176	2775	2411	1374	511	138	39	8	3	5	11745	36-45	5186
Percent	3.9%	1.8%	3.9%	10%	18.5%	23.6%	20.5%	11.7%	4.4%	1.2%	0.3%	0.1%	0%	0%			
AM Peak Volume	11:00 AM 65	11:00 AM 29	11:00 AM 35	11:00 AM 95	11:00 AM 155	11:00 AM 189	10:00 AM 161	10:00 AM 96	10:00 AM 34	6:00 AM 10	1:00 AM 3	3:00 AM 1	12:00 AM 1	4:00 AM 1	11:00 AM 811		
PM Peak Volume	12:00 PM 54	2:00 PM 24	6:00 PM 52	1:00 PM 110	5:00 PM 195	1:00 PM 240	2:00 PM 194	12:00 PM 108	12:00 PM 34	6:00 PM 11	9:00 PM 5	12:00 PM 1	12:00 PM 0	8:00 PM 2	1:00 PM 894		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB DATE: Mar 11 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	4	4	10	16	20	9	2	1	2	1	0	70	41-50	36
01:00 AM	0	0	0	1	6	6	12	11	3	3	0	0	0	0	42	41-50	23
02:00 AM	0	0	1	1	2	4	15	7	9	6	2	2	1	0	50	41-50	22
03:00 AM	2	0	0	4	9	19	23	11	12	4	0	1	0	0	85	36-45	42
04:00 AM	3	1	1	20	37	65	69	57	29	7	2	1	0	0	292	36-45	134
05:00 AM	9	5	7	58	73	113	107	60	21	4	1	0	0	0	458	36-45	220
06:00 AM	19	2	11	44	115	151	189	122	32	4	0	0	0	0	689	36-45	340
07:00 AM	67	4	26	85	167	336	351	153	39	9	0	2	0	0	1239	36-45	687
08:00 AM	55	12	21	80	154	296	303	115	26	5	1	0	0	0	1068	36-45	599
09:00 AM	27	6	21	67	118	189	207	112	38	10	2	0	0	0	797	36-45	396
10:00 AM	37	15	26	58	147	194	146	73	29	2	1	0	0	0	728	31-40	341
11:00 AM	38	9	28	83	170	179	187	101	33	4	0	0	0	0	832	36-45	366
12:00 PM	50	15	34	87	166	196	153	94	14	2	0	1	0	0	812	31-40	362
01:00 PM	46	25	30	90	128	184	181	117	39	14	5	0	0	0	859	36-45	365
02:00 PM	47	20	21	69	118	205	188	132	37	9	3	1	0	0	850	36-45	393
03:00 PM	46	15	18	62	177	218	197	147	48	17	3	1	0	0	949	36-45	415
04:00 PM	45	19	54	86	136	214	229	118	63	16	1	1	0	0	982	36-45	443
05:00 PM	39	16	38	95	141	175	194	117	50	13	2	1	0	0	881	36-45	369
06:00 PM	42	17	44	102	139	199	124	58	20	4	1	0	0	1	751	31-40	338
07:00 PM	35	15	43	121	179	144	75	31	9	1	1	0	0	0	654	31-40	323
08:00 PM	4	3	18	53	127	147	100	55	11	4	0	0	0	1	523	31-40	274
09:00 PM	3	0	2	27	67	109	92	55	26	6	3	1	0	1	392	36-45	201
10:00 PM	0	1	3	9	32	58	63	29	17	5	2	0	0	0	219	36-45	121
11:00 PM	0	0	1	1	14	33	37	35	8	2	1	0	1	0	133	41-50	72
Day Total	614	200	449	1307	2426	3444	3258	1830	622	153	32	14	3	3	14355	36-45	6702
Percent	4.3%	1.4%	3.1%	9.1%	16.9%	24%	22.7%	12.7%	4.3%	1.1%	0.2%	0.1%	0%	0%			
AM Peak Volume	7:00 AM 67	10:00 AM 15	11:00 AM 28	7:00 AM 85	11:00 AM 170	7:00 AM 336	7:00 AM 351	7:00 AM 153	7:00 AM 39	9:00 AM 10	2:00 AM 2	12:00 AM 2	12:00 AM 1	12:00 AM 0	7:00 AM 1239		
PM Peak Volume	12:00 PM 50	1:00 PM 25	4:00 PM 54	7:00 PM 121	7:00 PM 179	3:00 PM 218	4:00 PM 229	3:00 PM 147	4:00 PM 63	3:00 PM 17	1:00 PM 5	12:00 PM 1	11:00 PM 1	6:00 PM 1	4:00 PM 982		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave															QC JOB #: 16372810		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 5 2024 - Mar 11 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	5349	2091	4736	10508	19180	23903	20398	11117	3870	1022	286	92	21	13	102586	36-45	44301
Percent	5.2%	2%	4.6%	10.2%	18.7%	23.3%	19.9%	10.8%	3.8%	1%	0.3%	0.1%	0%	0%			
Cumulative Percent	5.2%	7.3%	11.9%	22.1%	40.8%	64.1%	84%	94.8%	98.6%	99.6%	99.9%	100%	100%	100%			
ADT 14655															85th Percentile: 45 MPH Mean Speed(Average): 36 MPH Median: 36 MPH Mode: 38 MPH		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

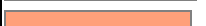
Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave North of Del Rey Ave									QC JOB #: 16372810	
SPECIFIC LOCATION:									DIRECTION: NB	
CITY/STATE: Sunnyvale, CA									DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 5 Mar 24	Tue 6 Mar 24	Wed 7 Mar 24	Thu 8 Mar 24	Fri 8 Mar 24	Average Weekday Hourly Traffic	Sat 9 Mar 24	Sun 10 Mar 24	Average Week Hourly Traffic	Average Week Profile
12:00 AM	139	146	128	182	149	149	224	193	169	
01:00 AM	73	82	114	68	84	84	207	181	121	
02:00 AM	74	82	81	111	87	87	195		109	
03:00 AM	46	48	50	59	51	51	89	101	56	
04:00 AM	113	115	136	132	124	124	85	105	114	
05:00 AM	309	322	321	283	309	309	165	142	257	
06:00 AM	512	477	500	462	488	488	236	197	397	
07:00 AM	884	883	820	728	829	829	370	367	675	
08:00 AM	1369	1378	1337	1063	1287	1287	535	547	1038	
09:00 AM	1211	1164	1108	883	1092	1092	712	643	954	
10:00 AM	882	851	815	802	838	838	760	772	814	
11:00 AM	839	955	888	808	873	873	833	811	856	
12:00 PM	873	859	871	921	881	881	866	838	871	
01:00 PM	894	907	869	940	903	903	908	894	902	
02:00 PM	936	913	903	817	892	892	942	844	893	
03:00 PM	969	948	895	870	921	921	900	890	912	
04:00 PM	1039	1014	978	979	1003	1003	778	762	925	
05:00 PM	1057	1047	1033	1031	1042	1042	789	750	951	
06:00 PM	1046	979	959	1004	997	997	772	650	902	
07:00 PM	888	928	813	911	885	885	735	623	816	
08:00 PM	674	703	749	746	718	718	654	550	679	
09:00 PM	640	625	621	696	646	646	569	335	581	
10:00 PM	455	389	455	599	475	475	567	225	448	
11:00 PM	204	193	247	358	251	251	317	93	235	
Day Total	16126	16008	15691	15453	15825	15825	13208	11513	14675	
% Weekday Average	101.9%	101.2%	99.2%	97.6%						
% Week Average	109.9%	109.1%	106.9%	105.3%	107.8%		90%	78.5%		
AM Peak Volume	8:00 AM 1369	8:00 AM 1378	8:00 AM 1337	8:00 AM 1063	8:00 AM 1287	8:00 AM 1287	11:00 AM 833	11:00 AM 811	8:00 AM 1038	
PM Peak Volume	5:00 PM 1057	5:00 PM 1047	5:00 PM 1033	5:00 PM 1031	5:00 PM 1042	5:00 PM 1042	2:00 PM 942	1:00 PM 894	5:00 PM 951	
Comments:										

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave North of Del Rey Ave						QC JOB #: 16372810	
SPECIFIC LOCATION:						DIRECTION: NB	
CITY/STATE: Sunnyvale, CA						DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 11 Mar 24	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat Sun Average Week Hourly Traffic
12:00 AM	70					70	
01:00 AM	42					42	
02:00 AM	50					50	
03:00 AM	85					85	
04:00 AM	292					292	
05:00 AM	458					458	
06:00 AM	689					689	
07:00 AM	1239					1239	
08:00 AM	1068					1068	
09:00 AM	797					797	
10:00 AM	728					728	
11:00 AM	832					832	
12:00 PM	812					812	
01:00 PM	859					859	
02:00 PM	850					850	
03:00 PM	949					949	
04:00 PM	982					982	
05:00 PM	881					881	
06:00 PM	751					751	
07:00 PM	654					654	
08:00 PM	523					523	
09:00 PM	392					392	
10:00 PM	219					219	
11:00 PM	133					133	
Day Total	14355					14355	
% Weekday Average	100%						
% Week Average	100%					100%	
AM Peak Volume	7:00 AM 1239					7:00 AM 1239	
PM Peak Volume	4:00 PM 982					4:00 PM 982	
Comments:							

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB, SB DATE: Mar 5 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	0	1	9	28	56	70	37	18	6	2	0	0	0	229	36-45	126
01:00 AM	0	0	1	6	14	37	49	15	7	3	2	0	0	0	134	36-45	86
02:00 AM	0	0	1	3	19	23	35	35	10	3	2	0	0	0	131	41-50	70
03:00 AM	0	2	1	1	9	27	34	15	12	6	1	1	1	0	110	36-45	61
04:00 AM	1	0	2	8	24	49	97	82	36	13	2	1	1	0	316	41-50	179
05:00 AM	10	0	6	29	97	201	180	133	59	16	5	1	0	0	737	36-45	381
06:00 AM	31	0	27	80	264	368	231	113	42	8	2	0	0	0	1166	31-40	632
07:00 AM	65	10	23	103	276	519	430	218	70	17	5	1	0	0	1737	36-45	949
08:00 AM	141	23	114	213	476	706	450	204	57	7	1	0	0	0	2392	31-40	1182
09:00 AM	145	24	86	221	623	649	364	160	36	4	3	1	0	0	2316	31-40	1272
10:00 AM	98	29	58	157	445	549	392	133	33	6	3	1	0	0	1904	31-40	994
11:00 AM	80	17	57	210	484	503	300	113	28	3	2	0	0	0	1797	31-40	987
12:00 PM	106	29	95	202	509	526	286	83	26	7	1	0	0	0	1870	31-40	1035
01:00 PM	102	18	48	159	370	540	344	137	34	11	2	1	0	0	1766	31-40	910
02:00 PM	72	19	49	121	302	577	386	183	56	23	9	2	2	0	1801	36-45	963
03:00 PM	105	16	55	129	417	528	424	223	69	21	8	0	0	0	1995	36-45	952
04:00 PM	118	24	56	132	441	734	520	189	78	13	2	3	2	0	2312	36-45	1254
05:00 PM	142	52	77	253	631	699	423	177	49	13	4	2	0	0	2522	31-40	1330
06:00 PM	117	39	125	300	705	632	295	120	34	7	0	0	1	0	2375	31-40	1337
07:00 PM	78	31	64	221	573	478	250	84	23	5	4	0	0	0	1811	31-40	1051
08:00 PM	69	44	74	178	283	308	187	76	20	4	1	0	0	0	1244	31-40	591
09:00 PM	17	19	36	118	257	305	243	86	28	6	1	1	0	0	1117	31-40	562
10:00 PM	15	1	16	57	184	247	199	87	24	3	5	2	2	0	842	36-45	446
11:00 PM	6	1	7	31	72	114	100	46	21	6	1	0	0	0	405	36-45	214
Day Total	1520	398	1079	2941	7503	9375	6289	2749	870	211	68	17	9	0	33029	31-40	16878
Percent	4.6%	1.2%	3.3%	8.9%	22.7%	28.4%	19%	8.3%	2.6%	0.6%	0.2%	0.1%	0%	0%			
AM Peak Volume	9:00 AM 145	10:00 AM 29	8:00 AM 114	9:00 AM 221	9:00 AM 623	8:00 AM 706	8:00 AM 450	7:00 AM 218	7:00 AM 70	7:00 AM 17	5:00 AM 5	3:00 AM 1	3:00 AM 1	12:00 AM 0	8:00 AM 2392		
PM Peak Volume	5:00 PM 142	5:00 PM 52	6:00 PM 125	6:00 PM 300	6:00 PM 705	4:00 PM 734	4:00 PM 520	3:00 PM 223	4:00 PM 78	2:00 PM 23	2:00 PM 9	4:00 PM 3	2:00 PM 2	12:00 PM 0	5:00 PM 2522		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB, SB DATE: Mar 6 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	7	30	55	72	52	18	3	1	0	0	0	239	36-45	127
01:00 AM	3	0	1	6	20	39	42	19	6	9	1	0	0	0	146	36-45	81
02:00 AM	0	0	0	7	14	27	38	30	10	3	1	1	0	0	131	41-50	68
03:00 AM	1	0	1	2	9	28	30	23	11	4	3	2	0	0	114	36-45	58
04:00 AM	2	1	1	4	19	34	84	98	41	16	4	1	0	0	305	41-50	182
05:00 AM	7	0	2	31	93	182	200	137	61	15	7	2	0	0	737	36-45	382
06:00 AM	40	7	32	98	253	267	225	90	47	17	5	7	1	2	1091	31-40	520
07:00 AM	50	4	35	96	249	380	351	225	101	38	27	15	5	15	1591	36-45	731
08:00 AM	128	28	100	187	440	649	420	146	65	32	17	2	2	3	2219	31-40	1089
09:00 AM	137	21	83	244	487	628	340	137	34	2	3	2	0	0	2118	31-40	1115
10:00 AM	130	13	55	199	455	540	349	148	30	6	2	0	0	0	1927	31-40	995
11:00 AM	81	15	55	188	434	632	384	144	35	7	3	0	0	0	1978	31-40	1066
12:00 PM	123	32	53	167	490	567	266	103	15	5	1	0	0	0	1822	31-40	1057
01:00 PM	89	25	53	151	396	511	357	129	36	8	3	0	0	0	1758	31-40	907
02:00 PM	81	26	40	136	434	645	350	165	56	14	3	0	0	0	1950	31-40	1079
03:00 PM	71	15	30	123	432	617	448	196	65	8	5	0	1	0	2011	36-45	1065
04:00 PM	89	14	41	173	523	676	462	220	69	12	3	1	0	0	2283	31-40	1199
05:00 PM	186	40	118	338	674	589	348	142	38	1	0	2	0	0	2476	31-40	1263
06:00 PM	114	27	87	282	716	604	301	128	33	5	0	1	0	0	2298	31-40	1320
07:00 PM	73	49	89	222	522	502	249	104	24	7	1	1	0	0	1843	31-40	1024
08:00 PM	44	30	57	181	379	368	174	48	17	1	0	0	0	0	1299	31-40	747
09:00 PM	40	12	52	151	274	302	192	78	19	4	2	0	0	0	1126	31-40	576
10:00 PM	8	3	7	72	165	215	160	51	14	8	0	2	0	0	705	31-40	380
11:00 PM	1	1	8	17	63	93	107	56	22	6	1	0	1	0	376	36-45	200
Day Total	1498	363	1001	3082	7571	9150	5949	2669	867	231	93	39	10	20	32543	31-40	16721
Percent	4.6%	1.1%	3.1%	9.5%	23.3%	28.1%	18.3%	8.2%	2.7%	0.7%	0.3%	0.1%	0%	0.1%			
AM Peak Volume	9:00 AM 137	8:00 AM 28	8:00 AM 100	9:00 AM 244	9:00 AM 487	8:00 AM 649	8:00 AM 420	7:00 AM 225	7:00 AM 101	7:00 AM 38	7:00 AM 27	7:00 AM 15	7:00 AM 5	7:00 AM 15	8:00 AM 2219		
PM Peak Volume	5:00 PM 186	7:00 PM 49	5:00 PM 118	5:00 PM 338	6:00 PM 716	4:00 PM 676	4:00 PM 462	4:00 PM 220	4:00 PM 69	2:00 PM 14	3:00 PM 5	5:00 PM 2	3:00 PM 1	12:00 PM 0	5:00 PM 2476		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB, SB DATE: Mar 7 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	1	12	24	76	67	34	20	2	3	0	1	0	241	36-45	143
01:00 AM	1	0	3	3	22	44	57	33	14	3	1	1	0	0	182	36-45	101
02:00 AM	0	0	0	5	16	31	43	26	18	4	2	2	0	1	148	36-45	74
03:00 AM	1	0	1	3	6	19	32	35	11	7	2	1	0	0	118	41-50	67
04:00 AM	1	0	1	5	32	55	90	72	41	21	6	2	0	0	326	41-50	162
05:00 AM	18	1	13	23	103	192	195	97	42	13	4	1	1	0	703	36-45	387
06:00 AM	33	0	8	61	225	292	264	149	46	12	3	0	1	0	1094	36-45	556
07:00 AM	55	3	27	79	227	490	435	231	74	12	4	2	0	0	1639	36-45	925
08:00 AM	155	8	56	227	547	653	478	185	35	9	0	0	0	0	2353	31-40	1200
09:00 AM	153	26	93	299	606	570	359	110	20	3	0	0	0	0	2239	31-40	1176
10:00 AM	94	7	40	193	492	552	299	135	48	13	3	0	0	0	1876	31-40	1044
11:00 AM	107	35	56	169	528	567	320	89	42	6	1	1	0	0	1921	31-40	1095
12:00 PM	125	34	78	218	515	497	282	93	25	4	0	1	0	0	1872	31-40	1012
01:00 PM	114	41	72	160	399	603	305	102	25	2	3	0	0	0	1826	31-40	1002
02:00 PM	81	26	42	103	348	502	444	192	67	31	6	2	0	0	1844	36-45	946
03:00 PM	70	6	17	102	393	705	525	213	85	23	6	3	1	0	2149	36-45	1230
04:00 PM	102	10	42	154	460	783	480	204	53	14	6	1	0	0	2309	36-45	1263
05:00 PM	164	63	126	298	607	593	339	169	63	21	4	2	1	0	2450	31-40	1200
06:00 PM	96	22	71	184	681	666	359	175	32	7	2	0	0	0	2295	31-40	1347
07:00 PM	73	34	90	229	472	475	263	104	25	6	1	1	0	0	1773	31-40	947
08:00 PM	77	46	74	200	366	361	199	74	14	7	0	0	0	0	1418	31-40	727
09:00 PM	30	17	57	109	248	278	211	93	36	11	3	1	0	0	1094	31-40	526
10:00 PM	12	5	15	90	173	228	189	74	25	3	1	0	0	0	815	36-45	417
11:00 PM	2	2	1	14	61	121	138	62	26	15	5	2	1	0	450	36-45	259
Day Total	1565	386	984	2940	7551	9353	6373	2751	887	249	66	23	6	1	33135	31-40	16904
Percent	4.7%	1.2%	3%	8.9%	22.8%	28.2%	19.2%	8.3%	2.7%	0.8%	0.2%	0.1%	0%	0%			
AM Peak Volume	8:00 AM 155	11:00 AM 35	9:00 AM 93	9:00 AM 299	9:00 AM 606	8:00 AM 653	8:00 AM 478	7:00 AM 231	7:00 AM 74	4:00 AM 21	4:00 AM 6	2:00 AM 2	12:00 AM 1	2:00 AM 1	8:00 AM 2353		
PM Peak Volume	5:00 PM 164	5:00 PM 63	5:00 PM 126	5:00 PM 298	6:00 PM 681	4:00 PM 783	3:00 PM 525	3:00 PM 213	3:00 PM 85	2:00 PM 31	2:00 PM 6	3:00 PM 3	3:00 PM 1	12:00 PM 0	5:00 PM 2450		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB, SB DATE: Mar 8 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	3	0	0	10	33	54	93	57	30	11	1	0	0	0	292	41-50	150
01:00 AM	0	0	0	4	14	30	44	26	16	2	1	2	0	0	139	36-45	74
02:00 AM	1	0	0	13	14	26	56	33	5	12	1	2	0	1	164	41-50	89
03:00 AM	0	0	1	2	15	22	39	34	15	8	1	1	1	0	139	41-50	73
04:00 AM	3	0	1	5	19	29	90	88	52	21	6	4	2	0	320	41-50	178
05:00 AM	16	0	1	18	60	148	177	128	56	30	10	4	0	0	648	36-45	325
06:00 AM	28	0	9	38	150	273	262	189	59	34	5	1	0	0	1048	36-45	535
07:00 AM	64	2	10	47	188	302	413	257	107	40	12	5	1	0	1448	36-45	715
08:00 AM	88	2	16	85	298	506	505	294	101	22	6	1	0	0	1924	36-45	1011
09:00 AM	84	12	24	94	305	529	466	203	70	15	8	1	0	0	1811	36-45	995
10:00 AM	73	4	20	120	335	515	368	159	54	8	4	2	0	1	1663	36-45	883
11:00 AM	116	21	66	156	366	519	338	130	35	7	3	1	0	0	1758	31-40	885
12:00 PM	103	29	59	174	474	600	361	134	29	5	1	0	0	0	1969	31-40	1074
01:00 PM	114	56	69	190	462	547	335	135	37	8	4	1	1	0	1959	31-40	1009
02:00 PM	105	11	48	124	352	614	391	159	53	9	3	0	0	0	1869	36-45	1005
03:00 PM	60	11	29	124	329	613	418	240	57	20	1	1	0	0	1903	36-45	1031
04:00 PM	78	12	31	97	439	708	447	211	54	21	3	1	0	0	2102	36-45	1155
05:00 PM	121	25	75	169	575	646	412	181	43	17	5	1	1	1	2272	31-40	1221
06:00 PM	97	36	80	226	578	659	358	128	47	6	2	0	0	0	2217	31-40	1237
07:00 PM	97	25	70	173	494	508	304	142	32	10	2	1	0	0	1858	31-40	1002
08:00 PM	53	26	68	155	353	423	242	93	23	9	0	0	1	0	1446	31-40	776
09:00 PM	33	13	60	133	315	378	219	96	19	5	2	0	0	0	1273	31-40	693
10:00 PM	26	17	33	117	243	324	231	96	33	7	3	1	0	0	1131	31-40	567
11:00 PM	6	1	9	34	116	212	163	84	27	11	2	2	0	0	667	36-45	375
Day Total	1369	303	779	2308	6527	9185	6732	3297	1054	338	86	32	7	3	32020	36-45	15917
Percent	4.3%	0.9%	2.4%	7.2%	20.4%	28.7%	21%	10.3%	3.3%	1.1%	0.3%	0.1%	0%	0%			
AM Peak Volume	11:00 AM 116	11:00 AM 21	11:00 AM 66	11:00 AM 156	11:00 AM 366	9:00 AM 529	8:00 AM 505	8:00 AM 294	7:00 AM 107	7:00 AM 40	7:00 AM 12	7:00 AM 5	4:00 AM 2	2:00 AM 1	8:00 AM 1924		
PM Peak Volume	5:00 PM 121	1:00 PM 56	6:00 PM 80	6:00 PM 226	6:00 PM 578	4:00 PM 708	4:00 PM 447	3:00 PM 240	3:00 PM 57	4:00 PM 21	5:00 PM 5	11:00 PM 2	1:00 PM 1	5:00 PM 1	5:00 PM 2272		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB, SB DATE: Mar 9 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	1	4	17	59	107	126	83	19	5	7	1	0	0	431	36-45	233
01:00 AM	3	0	3	15	27	84	116	55	30	7	3	1	0	0	344	36-45	200
02:00 AM	2	0	1	2	21	57	90	65	31	16	7	7	0	0	299	41-50	155
03:00 AM	0	0	0	1	14	38	58	33	22	5	2	2	0	1	176	36-45	96
04:00 AM	0	2	0	5	13	28	42	35	23	15	3	1	2	1	170	41-50	77
05:00 AM	0	0	5	15	37	67	75	72	33	12	5	4	0	0	325	41-50	147
06:00 AM	7	0	8	14	35	103	129	99	45	15	7	1	0	1	464	36-45	232
07:00 AM	9	0	11	45	132	213	193	87	57	7	5	1	0	1	761	36-45	406
08:00 AM	20	8	26	81	201	347	265	120	43	7	6	0	0	0	1124	36-45	612
09:00 AM	48	20	43	130	364	412	297	111	31	3	5	1	0	0	1465	31-40	776
10:00 AM	64	11	32	90	346	497	381	157	56	11	2	0	0	0	1647	36-45	878
11:00 AM	123	22	54	135	431	546	328	109	29	14	1	1	0	0	1793	31-40	977
12:00 PM	117	43	94	231	488	445	283	109	29	5	2	0	0	0	1846	31-40	933
01:00 PM	130	48	95	243	410	452	280	84	21	13	2	1	0	0	1779	31-40	862
02:00 PM	110	46	112	212	391	535	309	129	45	8	1	1	0	1	1900	31-40	926
03:00 PM	126	52	75	193	394	376	339	124	25	8	1	0	1	0	1714	31-40	770
04:00 PM	77	37	43	128	351	481	269	141	51	8	2	2	0	0	1590	31-40	832
05:00 PM	79	36	65	220	417	435	222	91	26	7	3	0	0	0	1601	31-40	852
06:00 PM	80	20	63	188	473	429	263	67	25	9	2	0	0	0	1619	31-40	902
07:00 PM	49	22	111	221	401	389	188	63	14	2	1	0	0	0	1461	31-40	790
08:00 PM	55	17	67	174	382	361	192	69	20	4	0	0	0	0	1341	31-40	743
09:00 PM	26	8	40	133	268	297	209	86	17	3	1	0	0	0	1088	31-40	565
10:00 PM	23	3	24	64	187	352	265	87	27	6	1	0	0	1	1040	36-45	617
11:00 PM	11	0	8	24	106	215	176	82	29	7	1	2	0	0	661	36-45	391
Day Total	1161	396	984	2581	5948	7266	5095	2158	748	197	70	26	3	6	26639	31-40	13214
Percent	4.4%	1.5%	3.7%	9.7%	22.3%	27.3%	19.1%	8.1%	2.8%	0.7%	0.3%	0.1%	0%	0%			
AM Peak Volume	11:00 AM 123	11:00 AM 22	11:00 AM 54	11:00 AM 135	11:00 AM 431	11:00 AM 546	10:00 AM 381	10:00 AM 157	7:00 AM 57	2:00 AM 16	12:00 AM 7	2:00 AM 7	4:00 AM 2	3:00 AM 1	11:00 AM 1793		
PM Peak Volume	1:00 PM 130	3:00 PM 52	2:00 PM 112	1:00 PM 243	12:00 PM 488	2:00 PM 535	3:00 PM 339	4:00 PM 141	4:00 PM 51	1:00 PM 13	5:00 PM 3	4:00 PM 2	3:00 PM 1	2:00 PM 1	2:00 PM 1900		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB, SB DATE: Mar 10 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	15	46	131	103	50	21	7	1	0	2	0	379	36-45	234
01:00 AM	2	1	1	5	26	73	99	75	19	9	3	0	0	0	313	41-50	174
02:00 AM	0	0	0	6	16	77	121	90	30	2	2	0	0	0	344	41-50	211
03:00 AM	1	1	0	5	21	37	46	30	29	8	2	2	0	0	182	36-45	83
04:00 AM	0	0	1	4	18	40	60	52	25	9	6	1	1	1	218	41-50	112
05:00 AM	3	0	3	11	34	56	66	67	23	8	2	1	0	1	275	41-50	133
06:00 AM	3	0	3	16	58	94	90	74	30	13	4	1	2	0	388	36-45	184
07:00 AM	10	0	6	38	112	171	154	106	42	5	4	4	0	0	652	36-45	325
08:00 AM	22	3	17	64	179	296	282	136	46	16	1	1	1	0	1064	36-45	578
09:00 AM	39	15	28	66	207	369	322	128	40	11	1	1	0	0	1227	36-45	691
10:00 AM	62	16	33	91	227	433	352	214	53	9	1	0	1	0	1492	36-45	785
11:00 AM	74	30	35	114	323	497	317	150	37	13	2	0	0	0	1592	31-40	820
12:00 PM	78	18	49	123	294	531	387	173	53	6	2	1	0	0	1715	36-45	918
01:00 PM	53	20	35	132	319	590	413	168	52	9	0	0	0	0	1791	36-45	1003
02:00 PM	70	24	52	104	322	487	409	163	48	13	3	2	0	0	1697	36-45	896
03:00 PM	67	18	55	117	365	598	367	127	40	8	3	0	0	1	1766	36-45	965
04:00 PM	61	9	37	139	462	506	267	113	39	10	2	0	0	0	1645	31-40	968
05:00 PM	62	21	43	144	384	402	270	122	36	14	1	0	0	0	1499	31-40	786
06:00 PM	48	26	57	136	307	373	218	95	29	14	5	0	0	0	1308	31-40	680
07:00 PM	33	8	29	139	324	378	196	71	32	4	2	0	0	0	1216	31-40	702
08:00 PM	13	9	17	114	227	297	237	92	27	4	0	0	0	2	1039	36-45	534
09:00 PM	5	3	10	41	102	222	174	90	28	7	7	1	0	0	690	36-45	396
10:00 PM	2	1	3	30	66	116	115	65	21	8	2	1	0	0	430	36-45	231
11:00 PM	2	1	2	6	38	55	54	30	13	7	2	0	0	0	210	36-45	109
Day Total	710	224	519	1660	4477	6829	5119	2481	813	214	58	16	7	5	23132	36-45	11948
Percent	3.1%	1%	2.2%	7.2%	19.4%	29.5%	22.1%	10.7%	3.5%	0.9%	0.3%	0.1%	0%	0%			
AM Peak Volume	11:00 AM 74	11:00 AM 30	11:00 AM 35	11:00 AM 114	11:00 AM 323	11:00 AM 497	10:00 AM 352	10:00 AM 214	10:00 AM 53	8:00 AM 16	4:00 AM 6	7:00 AM 4	12:00 AM 2	4:00 AM 1	11:00 AM 1592		
PM Peak Volume	12:00 PM 78	6:00 PM 26	6:00 PM 57	5:00 PM 144	4:00 PM 462	3:00 PM 598	1:00 PM 413	12:00 PM 173	12:00 PM 53	5:00 PM 14	9:00 PM 7	2:00 PM 2	12:00 PM 0	8:00 PM 2	1:00 PM 1791		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: NB, SB DATE: Mar 11 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	7	19	25	32	36	12	2	2	5	1	0	142	41-50	68
01:00 AM	0	0	0	2	15	19	27	20	6	3	2	0	0	0	94	41-50	47
02:00 AM	1	0	1	3	11	16	36	25	15	7	3	2	1	0	121	41-50	61
03:00 AM	3	0	0	6	16	47	54	51	36	26	19	2	4	2	266	41-50	105
04:00 AM	12	1	2	29	68	116	168	130	70	33	10	7	2	2	650	41-50	298
05:00 AM	34	6	14	73	127	211	215	154	56	24	8	0	0	0	922	36-45	426
06:00 AM	50	2	18	74	202	307	348	228	70	16	4	2	0	0	1321	36-45	655
07:00 AM	93	4	33	124	294	552	586	290	85	29	1	2	1	0	2094	36-45	1138
08:00 AM	97	12	26	151	282	575	492	191	55	13	4	0	0	0	1898	36-45	1067
09:00 AM	56	7	27	95	252	425	447	193	53	13	4	1	0	0	1573	36-45	872
10:00 AM	61	16	26	76	282	481	362	166	49	7	1	0	0	0	1527	36-45	843
11:00 AM	64	9	31	107	287	506	374	196	51	13	0	0	0	0	1638	36-45	880
12:00 PM	69	15	41	114	297	439	365	184	36	8	3	1	0	0	1572	36-45	804
01:00 PM	64	25	34	122	265	524	440	209	59	24	9	0	0	0	1775	36-45	964
02:00 PM	67	20	25	91	264	563	448	227	76	16	5	2	0	0	1804	36-45	1011
03:00 PM	78	15	20	94	343	604	465	289	89	26	6	2	1	0	2032	36-45	1069
04:00 PM	107	19	61	143	553	780	493	198	87	21	1	1	0	0	2464	31-40	1333
05:00 PM	92	16	46	160	397	670	424	200	70	22	5	1	0	1	2104	36-45	1094
06:00 PM	62	17	54	182	406	509	279	114	34	7	4	0	0	1	1669	31-40	915
07:00 PM	55	17	52	173	374	311	184	67	14	2	1	0	0	0	1250	31-40	685
08:00 PM	14	4	28	94	252	312	185	76	17	6	0	0	0	1	989	31-40	564
09:00 PM	10	0	4	43	119	199	214	93	39	10	3	2	0	1	737	36-45	413
10:00 PM	2	1	4	19	69	110	103	55	19	7	2	1	0	0	392	36-45	213
11:00 PM	1	0	2	6	26	64	76	49	10	5	1	1	1	0	242	36-45	140
Day Total	1092	206	550	1988	5220	8365	6817	3441	1108	340	98	32	11	8	29276	36-45	15182
Percent	3.7%	0.7%	1.9%	6.8%	17.8%	28.6%	23.3%	11.8%	3.8%	1.2%	0.3%	0.1%	0%	0%			
AM Peak Volume	8:00 AM 97	10:00 AM 16	7:00 AM 33	8:00 AM 151	7:00 AM 294	8:00 AM 575	7:00 AM 586	7:00 AM 290	7:00 AM 85	4:00 AM 33	3:00 AM 19	4:00 AM 7	3:00 AM 4	3:00 AM 2	7:00 AM 2094		
PM Peak Volume	4:00 PM 107	1:00 PM 25	4:00 PM 61	6:00 PM 182	4:00 PM 553	4:00 PM 780	4:00 PM 493	3:00 PM 289	3:00 PM 89	3:00 PM 26	1:00 PM 9	2:00 PM 2	3:00 PM 1	5:00 PM 1	4:00 PM 2464		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave															QC JOB #: 16372810		
SPECIFIC LOCATION:															DIRECTION: NB, SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 5 2024 - Mar 11 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	8915	2276	5896	17500	44797	59523	42374	19546	6347	1780	539	185	53	43	209774	31-40	104320
Percent	4.2%	1.1%	2.8%	8.3%	21.4%	28.4%	20.2%	9.3%	3%	0.8%	0.3%	0.1%	0%	0%			
Cumulative Percent	4.2%	5.3%	8.1%	16.5%	37.8%	66.2%	86.4%	95.7%	98.8%	99.6%	99.9%	100%	100%	100%			
ADT 29967															85th Percentile: 44 MPH Mean Speed(Average): 37 MPH Median: 37 MPH Mode: 38 MPH		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

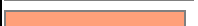
Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA										QC JOB #: 16372810 DIRECTION: NB, SB DATE: Mar 5 2024 - Mar 11 2024
Start Time	Mon 5 Mar 24	Tue 6 Mar 24	Wed 7 Mar 24	Thu 8 Mar 24	Fri 8 Mar 24	Average Weekday Hourly Traffic	Sat 9 Mar 24	Sun 10 Mar 24	Average Week Hourly Traffic	Average Week Profile
12:00 AM	229	239	241	292	250	250	431	379	302	
01:00 AM	134	146	182	139	150	150	344	313	210	
02:00 AM	131	131	148	164	144	144	299		175	
03:00 AM	110	114	118	139	120	120	176	182	120	
04:00 AM	316	305	326	320	317	317	170	218	276	
05:00 AM	737	737	703	648	706	706	325	275	571	
06:00 AM	1166	1091	1094	1048	1100	1100	464	388	875	
07:00 AM	1737	1591	1639	1448	1604	1604	761	652	1305	
08:00 AM	2392	2219	2353	1924	2222	2222	1124	1064	1846	
09:00 AM	2316	2118	2239	1811	2121	2121	1465	1227	1863	
10:00 AM	1904	1927	1876	1663	1843	1843	1647	1492	1752	
11:00 AM	1797	1978	1921	1758	1864	1864	1793	1592	1807	
12:00 PM	1870	1822	1872	1969	1883	1883	1846	1715	1849	
01:00 PM	1766	1758	1826	1959	1827	1827	1779	1791	1813	
02:00 PM	1801	1950	1844	1869	1866	1866	1900	1697	1844	
03:00 PM	1995	2011	2149	1903	2015	2015	1714	1766	1923	
04:00 PM	2312	2283	2309	2102	2252	2252	1590	1645	2040	
05:00 PM	2522	2476	2450	2272	2430	2430	1601	1499	2137	
06:00 PM	2375	2298	2295	2217	2296	2296	1619	1308	2019	
07:00 PM	1811	1843	1773	1858	1821	1821	1461	1216	1660	
08:00 PM	1244	1299	1418	1446	1352	1352	1341	1039	1298	
09:00 PM	1117	1126	1094	1273	1153	1153	1088	690	1065	
10:00 PM	842	705	815	1131	873	873	1040	430	827	
11:00 PM	405	376	450	667	475	475	661	210	462	
Day Total	33029	32543	33135	32020	32684	32684	26639	22788	30039	
% Weekday Average	101.1%	99.6%	101.4%	98%						
% Week Average	110%	108.3%	110.3%	106.6%	108.8%	108.8%	88.7%	75.9%		
AM Peak Volume	8:00 AM 2392	8:00 AM 2219	8:00 AM 2353	8:00 AM 1924	8:00 AM 2222	8:00 AM 2222	11:00 AM 1793	11:00 AM 1592	9:00 AM 1863	
PM Peak Volume	5:00 PM 2522	5:00 PM 2476	5:00 PM 2450	5:00 PM 2272	5:00 PM 2430	5:00 PM 2430	2:00 PM 1900	1:00 PM 1791	5:00 PM 2137	
Comments:										

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave North of Del Rey Ave						QC JOB #: 16372810	
SPECIFIC LOCATION:						DIRECTION: NB, SB	
CITY/STATE: Sunnyvale, CA						DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 11 Mar 24	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat Sun Average Week Hourly Traffic
12:00 AM	142					142	
01:00 AM	94					94	
02:00 AM	121					121	
03:00 AM	266					266	
04:00 AM	650					650	
05:00 AM	922					922	
06:00 AM	1321					1321	
07:00 AM	2094					2094	
08:00 AM	1898					1898	
09:00 AM	1573					1573	
10:00 AM	1527					1527	
11:00 AM	1638					1638	
12:00 PM	1572					1572	
01:00 PM	1775					1775	
02:00 PM	1804					1804	
03:00 PM	2032					2032	
04:00 PM	2464					2464	
05:00 PM	2104					2104	
06:00 PM	1669					1669	
07:00 PM	1250					1250	
08:00 PM	989					989	
09:00 PM	737					737	
10:00 PM	392					392	
11:00 PM	242					242	
Day Total	29276					29276	
% Weekday Average	100%						
% Week Average	100%					100%	
AM Peak Volume	7:00 AM 2094					7:00 AM 2094	
PM Peak Volume	4:00 PM 2464					4:00 PM 2464	
Comments:							

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: SB DATE: Mar 5 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	1	4	17	27	29	5	4	1	1	0	0	0	90	36-45	56
01:00 AM	0	0	0	5	8	19	19	7	2	0	1	0	0	0	61	36-45	38
02:00 AM	0	0	1	1	13	15	13	12	1	1	0	0	0	0	57	35-44	28
03:00 AM	0	0	0	0	6	19	21	9	6	3	0	0	0	0	64	36-45	40
04:00 AM	1	0	2	7	18	26	69	54	19	6	1	0	0	0	203	41-50	123
05:00 AM	8	0	4	17	56	134	105	68	29	4	2	1	0	0	428	36-45	239
06:00 AM	23	0	12	35	160	226	126	49	17	5	1	0	0	0	654	31-40	386
07:00 AM	30	0	3	36	146	318	214	70	29	7	0	0	0	0	853	36-45	532
08:00 AM	45	5	32	78	258	367	165	61	11	1	0	0	0	0	1023	31-40	625
09:00 AM	79	12	37	105	333	306	154	67	10	1	1	0	0	0	1105	31-40	639
10:00 AM	47	2	10	63	303	329	208	44	11	4	1	0	0	0	1022	31-40	632
11:00 AM	40	3	17	106	289	303	141	43	14	1	1	0	0	0	958	31-40	592
12:00 PM	33	0	14	83	339	323	157	39	7	2	0	0	0	0	997	31-40	662
01:00 PM	34	2	15	53	240	316	152	45	11	3	1	0	0	0	872	31-40	556
02:00 PM	20	0	4	49	168	359	177	66	13	7	1	1	0	0	865	36-45	536
03:00 PM	45	0	9	45	280	343	215	70	15	3	1	0	0	0	1026	31-40	623
04:00 PM	45	0	5	46	306	507	281	59	18	5	0	0	1	0	1273	31-40	813
05:00 PM	85	19	27	157	485	472	178	36	3	1	1	1	0	0	1465	31-40	957
06:00 PM	64	1	48	160	476	406	127	39	7	1	0	0	0	0	1329	31-40	882
07:00 PM	22	0	9	87	349	284	131	33	4	3	1	0	0	0	923	31-40	633
08:00 PM	13	1	14	52	136	181	114	47	9	2	1	0	0	0	570	31-40	317
09:00 PM	4	1	6	27	90	170	127	37	12	3	0	0	0	0	477	36-45	297
10:00 PM	7	0	5	26	93	120	88	37	8	1	2	0	0	0	387	31-40	213
11:00 PM	5	1	4	11	49	63	47	14	5	2	0	0	0	0	201	31-40	112
Day Total	651	47	279	1253	4618	5633	3058	1011	265	67	17	3	1	0	16903	31-40	10251
Percent	3.9%	0.3%	1.7%	7.4%	27.3%	33.3%	18.1%	6%	1.6%	0.4%	0.1%	0%	0%	0%			
AM Peak Volume	9:00 AM 79	9:00 AM 12	9:00 AM 37	11:00 AM 106	9:00 AM 333	8:00 AM 367	7:00 AM 214	7:00 AM 70	5:00 AM 29	7:00 AM 7	5:00 AM 2	5:00 AM 1	12:00 AM 0	12:00 AM 0	9:00 AM 1105		
PM Peak Volume	5:00 PM 85	5:00 PM 19	6:00 PM 48	6:00 PM 160	5:00 PM 485	4:00 PM 507	4:00 PM 281	3:00 PM 70	4:00 PM 18	2:00 PM 7	10:00 PM 2	2:00 PM 1	4:00 PM 1	12:00 PM 0	5:00 PM 1465		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: SB DATE: Mar 6 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	4	17	26	25	13	7	0	0	0	0	0	93	36-45	51
01:00 AM	1	0	1	5	14	16	22	3	0	2	0	0	0	0	64	36-45	38
02:00 AM	0	0	0	5	12	9	13	9	0	0	1	0	0	0	49	36-45	22
03:00 AM	0	0	1	2	8	19	19	14	2	0	0	1	0	0	66	36-45	38
04:00 AM	0	1	1	3	10	23	54	61	25	10	2	0	0	0	190	41-50	115
05:00 AM	6	0	1	13	64	109	121	67	23	8	3	0	0	0	415	36-45	230
06:00 AM	27	1	7	34	148	167	122	50	31	12	5	7	1	2	614	31-40	315
07:00 AM	30	0	6	30	101	157	149	81	59	35	25	15	5	15	708	36-45	306
08:00 AM	43	0	7	44	140	226	197	80	52	30	15	2	2	3	841	36-45	423
09:00 AM	57	4	28	95	239	307	133	68	20	1	2	0	0	0	954	31-40	546
10:00 AM	59	0	17	112	285	310	199	77	14	2	1	0	0	0	1076	31-40	595
11:00 AM	34	0	10	64	244	379	207	68	14	3	0	0	0	0	1023	31-40	623
12:00 PM	35	3	6	53	281	363	156	55	8	2	1	0	0	0	963	31-40	644
01:00 PM	21	2	12	46	184	298	206	62	17	3	0	0	0	0	851	36-45	504
02:00 PM	32	0	11	69	289	401	172	47	11	4	1	0	0	0	1037	31-40	690
03:00 PM	37	0	6	54	283	370	218	64	24	4	2	0	1	0	1063	31-40	653
04:00 PM	46	0	5	77	330	454	234	98	19	5	1	0	0	0	1269	31-40	784
05:00 PM	109	17	54	216	479	357	145	42	9	0	0	1	0	0	1429	31-40	836
06:00 PM	46	2	25	156	506	397	136	42	7	2	0	0	0	0	1319	31-40	903
07:00 PM	25	0	8	76	268	324	146	54	11	2	1	0	0	0	915	31-40	592
08:00 PM	8	2	5	56	184	204	100	29	8	0	0	0	0	0	596	31-40	388
09:00 PM	15	0	3	35	133	160	104	41	8	1	1	0	0	0	501	31-40	293
10:00 PM	6	0	4	17	76	105	80	17	5	4	0	2	0	0	316	36-45	185
11:00 PM	1	0	3	10	31	58	47	23	7	1	1	0	1	0	183	36-45	105
Day Total	638	32	222	1276	4326	5239	3005	1165	381	131	62	28	10	20	16535	31-40	9565
Percent	3.9%	0.2%	1.3%	7.7%	26.2%	31.7%	18.2%	7%	2.3%	0.8%	0.4%	0.2%	0.1%	0.1%			
AM Peak Volume	10:00 AM 59	9:00 AM 4	9:00 AM 28	10:00 AM 112	10:00 AM 285	11:00 AM 379	11:00 AM 207	7:00 AM 81	7:00 AM 59	7:00 AM 35	7:00 AM 25	7:00 AM 15	7:00 AM 5	7:00 AM 15	10:00 AM 1076		
PM Peak Volume	5:00 PM 109	5:00 PM 17	5:00 PM 54	5:00 PM 216	6:00 PM 506	4:00 PM 454	4:00 PM 234	4:00 PM 98	3:00 PM 24	4:00 PM 5	3:00 PM 2	10:00 PM 2	3:00 PM 1	12:00 PM 0	5:00 PM 1429		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372810 DIRECTION: SB DATE: Mar 7 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	1	5	14	40	32	15	5	0	0	0	0	0	113	36-45	72
01:00 AM	1	0	0	1	10	21	16	12	5	1	0	1	0	0	68	36-45	37
02:00 AM	0	0	0	3	9	13	18	13	5	2	2	1	0	1	67	36-45	31
03:00 AM	1	0	0	3	2	8	19	24	7	4	0	0	0	0	68	41-50	43
04:00 AM	1	0	0	0	18	28	53	41	28	14	6	1	0	0	190	41-50	94
05:00 AM	12	0	5	10	43	112	116	56	22	2	3	0	1	0	382	36-45	228
06:00 AM	27	0	1	21	117	171	143	72	29	9	3	0	1	0	594	36-45	314
07:00 AM	21	0	5	35	125	294	209	90	33	3	2	2	0	0	819	36-45	503
08:00 AM	52	1	12	83	257	315	200	74	17	5	0	0	0	0	1016	31-40	572
09:00 AM	61	3	47	185	360	284	153	31	7	0	0	0	0	0	1131	31-40	644
10:00 AM	57	1	17	109	329	329	133	58	22	5	1	0	0	0	1061	31-40	658
11:00 AM	37	2	3	65	362	346	164	40	11	2	0	1	0	0	1033	31-40	708
12:00 PM	38	0	6	98	314	301	172	55	13	3	0	1	0	0	1001	31-40	615
01:00 PM	33	2	13	49	226	405	173	43	9	2	2	0	0	0	957	31-40	631
02:00 PM	32	0	3	30	194	306	241	87	36	10	2	0	0	0	941	36-45	547
03:00 PM	40	0	1	45	246	497	299	95	22	8	0	0	1	0	1254	36-45	796
04:00 PM	54	0	2	56	303	548	272	80	10	4	2	0	0	0	1331	31-40	851
05:00 PM	101	43	69	205	433	392	127	31	10	3	3	0	0	0	1417	31-40	825
06:00 PM	40	0	15	80	493	471	171	53	10	3	0	0	0	0	1336	31-40	964
07:00 PM	24	4	18	125	284	305	141	46	9	3	0	1	0	0	960	31-40	589
08:00 PM	20	3	5	86	218	197	101	30	5	4	0	0	0	0	669	31-40	415
09:00 PM	10	0	5	28	91	153	122	44	14	5	0	1	0	0	473	36-45	275
10:00 PM	3	0	3	25	73	110	100	35	9	2	0	0	0	0	360	36-45	210
11:00 PM	1	1	1	6	29	68	74	18	3	1	1	0	0	0	203	36-45	142
Day Total	667	60	232	1353	4550	5714	3249	1143	341	95	27	9	3	1	17444	31-40	10264
Percent	3.8%	0.3%	1.3%	7.8%	26.1%	32.8%	18.6%	6.6%	2%	0.5%	0.2%	0.1%	0%	0%			
AM Peak Volume	9:00 AM 61	9:00 AM 3	9:00 AM 47	9:00 AM 185	11:00 AM 362	11:00 AM 346	7:00 AM 209	7:00 AM 90	7:00 AM 33	4:00 AM 14	4:00 AM 6	7:00 AM 2	5:00 AM 1	2:00 AM 1	9:00 AM 1131		
PM Peak Volume	5:00 PM 101	5:00 PM 43	5:00 PM 69	5:00 PM 205	6:00 PM 493	4:00 PM 548	3:00 PM 299	3:00 PM 95	2:00 PM 36	2:00 PM 10	5:00 PM 3	12:00 PM 1	3:00 PM 1	12:00 PM 0	5:00 PM 1417		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave															QC JOB #: 16372810		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 8 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	0	0	4	16	27	43	15	3	0	0	0	0	0	110	36-45	70
01:00 AM	0	0	0	1	8	18	21	12	7	1	1	2	0	0	71	36-45	39
02:00 AM	0	0	0	4	6	12	16	11	1	3	0	0	0	0	53	36-45	28
03:00 AM	0	0	0	0	10	19	25	17	4	4	1	0	0	0	80	36-45	44
04:00 AM	3	0	1	2	9	11	61	52	28	12	5	2	2	0	188	41-50	113
05:00 AM	9	0	1	14	33	88	97	78	23	15	4	3	0	0	365	36-45	185
06:00 AM	19	0	3	20	75	162	163	85	29	27	2	1	0	0	586	36-45	325
07:00 AM	23	0	2	15	78	170	232	124	51	18	4	2	1	0	720	36-45	402
08:00 AM	23	0	1	15	99	282	250	125	52	9	4	1	0	0	861	36-45	532
09:00 AM	24	0	6	39	174	318	246	85	26	6	3	1	0	0	928	36-45	564
10:00 AM	32	0	3	27	181	318	197	77	21	4	0	1	0	0	861	36-45	515
11:00 AM	45	0	6	53	186	332	230	75	20	2	1	0	0	0	950	36-45	562
12:00 PM	37	1	8	55	293	392	193	53	13	2	1	0	0	0	1048	31-40	685
01:00 PM	29	2	3	73	250	358	208	69	21	2	3	1	0	0	1019	31-40	608
02:00 PM	35	0	5	43	224	398	225	93	27	2	0	0	0	0	1052	36-45	623
03:00 PM	31	0	2	49	185	380	243	118	18	5	1	1	0	0	1033	36-45	623
04:00 PM	39	1	6	48	242	438	244	80	17	5	2	1	0	0	1123	36-45	682
05:00 PM	55	2	20	72	389	396	227	60	12	5	1	1	1	0	1241	31-40	785
06:00 PM	30	5	15	127	371	415	180	54	14	1	1	0	0	0	1213	31-40	786
07:00 PM	34	0	6	55	302	329	156	52	9	3	1	0	0	0	947	31-40	631
08:00 PM	7	0	2	50	189	248	142	47	10	4	0	0	1	0	700	31-40	437
09:00 PM	4	1	4	43	169	212	95	39	8	2	0	0	0	0	577	31-40	381
10:00 PM	9	0	10	40	119	183	115	41	11	3	1	0	0	0	532	31-40	302
11:00 PM	4	0	3	18	65	109	70	26	11	2	0	1	0	0	309	36-45	179
Day Total	494	12	107	867	3673	5615	3679	1488	436	137	36	18	5	0	16567	36-45	9294
Percent	3%	0.1%	0.6%	5.2%	22.2%	33.9%	22.2%	9%	2.6%	0.8%	0.2%	0.1%	0%	0%			
AM Peak Volume	11:00 AM 45	12:00 AM 0	9:00 AM 6	11:00 AM 53	11:00 AM 186	11:00 AM 332	8:00 AM 250	8:00 AM 125	8:00 AM 52	6:00 AM 27	4:00 AM 5	5:00 AM 3	4:00 AM 2	12:00 AM 0	11:00 AM 950		
PM Peak Volume	5:00 PM 55	6:00 PM 5	5:00 PM 20	6:00 PM 127	5:00 PM 389	4:00 PM 438	4:00 PM 244	3:00 PM 118	2:00 PM 27	3:00 PM 5	1:00 PM 3	1:00 PM 1	5:00 PM 1	12:00 PM 0	5:00 PM 1241		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave															QC JOB #: 16372810		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 9 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	0	3	11	25	67	62	27	3	4	3	0	0	0	207	36-45	129
01:00 AM	1	0	1	5	15	38	47	19	7	2	1	1	0	0	137	36-45	85
02:00 AM	1	0	0	1	12	30	29	19	6	4	1	1	0	0	104	36-45	59
03:00 AM	0	0	0	0	13	22	30	14	7	0	0	1	0	0	87	36-45	52
04:00 AM	0	1	0	3	11	14	19	16	10	7	2	1	0	1	85	41-50	35
05:00 AM	0	0	3	9	23	40	39	26	11	4	3	2	0	0	160	36-45	79
06:00 AM	5	0	3	9	9	44	76	46	18	10	6	1	0	1	228	41-50	122
07:00 AM	7	0	1	7	60	131	113	43	24	4	1	0	0	0	391	36-45	244
08:00 AM	11	1	2	18	81	224	170	64	16	2	0	0	0	0	589	36-45	394
09:00 AM	19	1	7	58	214	227	169	47	9	1	1	0	0	0	753	31-40	441
10:00 AM	34	0	3	45	204	344	177	57	20	3	0	0	0	0	887	31-40	548
11:00 AM	35	0	10	70	278	356	158	43	7	2	1	0	0	0	960	31-40	634
12:00 PM	40	3	33	132	322	272	144	25	8	0	1	0	0	0	980	31-40	594
01:00 PM	40	4	30	124	238	264	129	33	6	2	1	0	0	0	871	31-40	502
02:00 PM	29	0	3	87	227	357	183	58	12	1	0	0	0	1	958	31-40	584
03:00 PM	23	2	9	65	215	229	192	57	14	6	1	0	1	0	814	31-40	444
04:00 PM	16	1	4	34	209	315	146	56	27	2	1	1	0	0	812	31-40	524
05:00 PM	22	0	8	109	233	265	118	43	11	2	1	0	0	0	812	31-40	498
06:00 PM	24	2	6	91	283	265	131	30	9	5	1	0	0	0	847	31-40	548
07:00 PM	22	1	19	78	222	245	106	25	6	1	1	0	0	0	726	31-40	467
08:00 PM	25	0	2	56	210	226	128	32	8	0	0	0	0	0	687	31-40	436
09:00 PM	12	1	3	43	118	175	117	44	5	1	0	0	0	0	519	31-40	293
10:00 PM	9	0	2	17	82	168	143	41	9	1	0	0	0	1	473	36-45	311
11:00 PM	8	0	4	9	51	126	92	39	13	1	0	1	0	0	344	36-45	218
Day Total	385	17	156	1081	3355	4444	2718	904	266	65	26	9	1	4	13431	31-40	7799
Percent	2.9%	0.1%	1.2%	8%	25%	33.1%	20.2%	6.7%	2%	0.5%	0.2%	0.1%	0%	0%			
AM Peak Volume	11:00 AM 35	4:00 AM 1	11:00 AM 10	11:00 AM 70	11:00 AM 278	11:00 AM 356	10:00 AM 177	8:00 AM 64	7:00 AM 24	6:00 AM 10	6:00 AM 6	5:00 AM 2	12:00 AM 0	4:00 AM 1	11:00 AM 960		
PM Peak Volume	12:00 PM 40	1:00 PM 4	12:00 PM 33	12:00 PM 132	12:00 PM 322	2:00 PM 357	3:00 PM 192	2:00 PM 58	4:00 PM 27	3:00 PM 6	12:00 PM 1	4:00 PM 1	3:00 PM 1	2:00 PM 1	12:00 PM 980		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave															QC JOB #: 16372810		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 10 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	5	26	81	50	21	1	0	0	0	1	0	186	36-45	131
01:00 AM	1	1	0	5	11	38	39	30	4	3	0	0	0	0	132	36-45	77
02:00 AM	0	0	0	3	9	39	34	22	4	1	0	0	0	0	112	36-45	73
03:00 AM	1	1	0	2	13	20	20	10	10	2	1	1	0	0	81	36-45	40
04:00 AM	0	0	0	1	6	26	32	26	12	5	3	1	1	0	113	41-50	58
05:00 AM	1	0	2	4	19	32	36	26	8	5	0	0	0	0	133	36-45	68
06:00 AM	3	0	1	6	29	53	42	40	12	3	1	0	1	0	191	36-45	95
07:00 AM	5	0	0	8	34	68	74	65	23	3	2	3	0	0	285	36-45	142
08:00 AM	16	1	2	14	77	146	154	79	20	7	1	0	0	0	517	36-45	300
09:00 AM	13	1	3	19	76	213	180	56	14	7	1	1	0	0	584	36-45	393
10:00 AM	19	0	0	22	90	255	191	118	19	4	1	0	1	0	720	36-45	446
11:00 AM	9	1	0	19	168	308	181	68	21	5	1	0	0	0	781	36-45	489
12:00 PM	24	0	5	39	147	363	215	65	19	0	0	0	0	0	877	36-45	578
01:00 PM	14	0	2	22	190	350	229	66	22	2	0	0	0	0	897	36-45	579
02:00 PM	25	0	4	33	185	313	215	57	14	4	1	2	0	0	853	36-45	528
03:00 PM	27	0	12	21	184	371	196	52	11	2	0	0	0	0	876	36-45	567
04:00 PM	23	1	5	52	288	295	145	48	20	5	1	0	0	0	883	31-40	583
05:00 PM	28	1	6	34	189	225	160	79	21	6	0	0	0	0	749	31-40	414
06:00 PM	20	2	5	47	158	238	118	53	12	3	2	0	0	0	658	31-40	396
07:00 PM	8	0	3	42	176	221	102	30	9	1	1	0	0	0	593	31-40	397
08:00 PM	11	0	6	40	111	160	122	33	6	0	0	0	0	0	489	36-45	282
09:00 PM	2	0	3	21	54	132	97	31	10	3	2	0	0	0	355	36-45	229
10:00 PM	1	1	1	17	34	69	49	24	6	2	1	0	0	0	205	36-45	118
11:00 PM	2	1	2	5	27	38	27	8	4	3	0	0	0	0	117	32-41	65
Day Total	253	11	63	481	2301	4054	2708	1107	302	76	19	8	4	0	11387	36-45	6762
Percent	2.2%	0.1%	0.6%	4.2%	20.2%	35.6%	23.8%	9.7%	2.7%	0.7%	0.2%	0.1%	0%	0%			
AM Peak Volume	10:00 AM 19	1:00 AM 1	9:00 AM 3	10:00 AM 22	11:00 AM 168	11:00 AM 308	10:00 AM 191	10:00 AM 118	7:00 AM 23	8:00 AM 7	4:00 AM 3	7:00 AM 3	12:00 AM 1	12:00 AM 0	11:00 AM 781		
PM Peak Volume	5:00 PM 28	6:00 PM 2	3:00 PM 12	4:00 PM 52	4:00 PM 288	3:00 PM 371	1:00 PM 229	5:00 PM 79	1:00 PM 22	5:00 PM 6	6:00 PM 2	2:00 PM 2	12:00 PM 0	12:00 PM 0	1:00 PM 897		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave															QC JOB #: 16372810		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 11 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	3	15	15	16	16	3	0	1	3	0	0	72	41-50	32
01:00 AM	0	0	0	1	9	13	15	9	3	0	2	0	0	0	52	36-45	28
02:00 AM	1	0	0	2	9	12	21	18	6	1	1	0	0	0	71	41-50	39
03:00 AM	1	0	0	2	7	28	31	40	24	22	19	1	4	2	181	41-50	71
04:00 AM	9	0	1	9	31	51	99	73	41	26	8	6	2	2	358	41-50	172
05:00 AM	25	1	7	15	54	98	108	94	35	20	7	0	0	0	464	36-45	206
06:00 AM	31	0	7	30	87	156	159	106	38	12	4	2	0	0	632	36-45	315
07:00 AM	26	0	7	39	127	216	235	137	46	20	1	0	1	0	855	36-45	451
08:00 AM	42	0	5	71	128	279	189	76	29	8	3	0	0	0	830	36-45	468
09:00 AM	29	1	6	28	134	236	240	81	15	3	2	1	0	0	776	36-45	476
10:00 AM	24	1	0	18	135	287	216	93	20	5	0	0	0	0	799	36-45	503
11:00 AM	26	0	3	24	117	327	187	95	18	9	0	0	0	0	806	36-45	514
12:00 PM	19	0	7	27	131	243	212	90	22	6	3	0	0	0	760	36-45	455
01:00 PM	18	0	4	32	137	340	259	92	20	10	4	0	0	0	916	36-45	599
02:00 PM	20	0	4	22	146	358	260	95	39	7	2	1	0	0	954	36-45	618
03:00 PM	32	0	2	32	166	386	268	142	41	9	3	1	1	0	1083	36-45	654
04:00 PM	62	0	7	57	417	566	264	80	24	5	0	0	0	0	1482	31-40	983
05:00 PM	53	0	8	65	256	495	230	83	20	9	3	0	0	1	1223	31-40	751
06:00 PM	20	0	10	80	267	310	155	56	14	3	3	0	0	0	918	31-40	577
07:00 PM	20	2	9	52	195	167	109	36	5	1	0	0	0	0	596	31-40	362
08:00 PM	10	1	10	41	125	165	85	21	6	2	0	0	0	0	466	31-40	290
09:00 PM	7	0	2	16	52	90	122	38	13	4	0	1	0	0	345	36-45	212
10:00 PM	2	0	1	10	37	52	40	26	2	2	0	1	0	0	173	36-45	92
11:00 PM	1	0	1	5	12	31	39	14	2	3	0	1	0	0	109	36-45	70
Day Total	478	6	101	681	2794	4921	3559	1611	486	187	66	18	8	5	14921	36-45	8480
Percent	3.2%	0%	0.7%	4.6%	18.7%	33%	23.9%	10.8%	3.3%	1.3%	0.4%	0.1%	0.1%	0%			
AM Peak Volume	8:00 AM 42	5:00 AM 1	5:00 AM 7	8:00 AM 71	10:00 AM 135	11:00 AM 327	9:00 AM 240	7:00 AM 137	7:00 AM 46	4:00 AM 26	3:00 AM 19	4:00 AM 6	3:00 AM 4	3:00 AM 2	7:00 AM 855		
PM Peak Volume	4:00 PM 62	7:00 PM 2	6:00 PM 10	6:00 PM 80	4:00 PM 417	4:00 PM 566	3:00 PM 268	3:00 PM 142	3:00 PM 41	1:00 PM 10	1:00 PM 4	2:00 PM 1	3:00 PM 1	5:00 PM 1	4:00 PM 1482		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: N Mathilda Ave North of Del Rey Ave															QC JOB #: 16372810		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 5 2024 - Mar 11 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	3566	185	1160	6992	25617	35620	21976	8429	2477	758	253	93	32	30	107188	31-40	61237
Percent	3.3%	0.2%	1.1%	6.5%	23.9%	33.2%	20.5%	7.9%	2.3%	0.7%	0.2%	0.1%	0%	0%			
Cumulative Percent	3.3%	3.5%	4.6%	11.1%	35%	68.2%	88.7%	96.6%	98.9%	99.6%	99.9%	99.9%	100%	100%			
ADT 15312															85th Percentile: 44 MPH Mean Speed(Average): 37 MPH Median: 37 MPH Mode: 38 MPH		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

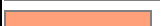
Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave North of Del Rey Ave									QC JOB #: 16372810	
SPECIFIC LOCATION:									DIRECTION: SB	
CITY/STATE: Sunnyvale, CA									DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 5 Mar 24	Tue 6 Mar 24	Wed 7 Mar 24	Thu 8 Mar 24	Fri 8 Mar 24	Average Weekday Hourly Traffic	Sat 9 Mar 24	Sun 10 Mar 24	Average Week Hourly Traffic	Average Week Profile
12:00 AM	90	93	113	110		102	207	186	133	
01:00 AM	61	64	68	71		66	137	132	89	
02:00 AM	57	49	67	53		57	104		66	
03:00 AM	64	66	68	80		70	87	81	64	
04:00 AM	203	190	190	188		193	85	113	162	
05:00 AM	428	415	382	365		398	160	133	314	
06:00 AM	654	614	594	586		612	228	191	478	
07:00 AM	853	708	819	720		775	391	285	629	
08:00 AM	1023	841	1016	861		935	589	517	808	
09:00 AM	1105	954	1131	928		1030	753	584	909	
10:00 AM	1022	1076	1061	861		1005	887	720	938	
11:00 AM	958	1023	1033	950		991	960	781	951	
12:00 PM	997	963	1001	1048		1002	980	877	978	
01:00 PM	872	851	957	1019		925	871	897	911	
02:00 PM	865	1037	941	1052		974	958	853	951	
03:00 PM	1026	1063	1254	1033		1094	814	876	1011	
04:00 PM	1273	1269	1331	1123		1249	812	883	1115	
05:00 PM	1465	1429	1417	1241		1388	812	749	1186	
06:00 PM	1329	1319	1336	1213		1299	847	658	1117	
07:00 PM	923	915	960	947		936	726	593	844	
08:00 PM	570	596	669	700		634	687	489	619	
09:00 PM	477	501	473	577		507	519	355	484	
10:00 PM	387	316	360	532		399	473	205	379	
11:00 PM	201	183	203	309		224	344	117	226	
Day Total	16903	16535	17444	16567		16865	13431	11275	15362	
% Weekday Average	100.2%	98%	103.4%	98.2%						
% Week Average	110%	107.6%	113.6%	107.8%		109.8%	87.4%	73.4%		
AM Peak Volume	9:00 AM 1105	10:00 AM 1076	9:00 AM 1131	11:00 AM 950		9:00 AM 1030	11:00 AM 960	11:00 AM 781	11:00 AM 951	
PM Peak Volume	5:00 PM 1465	5:00 PM 1429	5:00 PM 1417	5:00 PM 1241		5:00 PM 1388	12:00 PM 980	1:00 PM 897	5:00 PM 1186	
Comments:										

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave North of Del Rey Ave						QC JOB #: 16372810	
SPECIFIC LOCATION:						DIRECTION: SB	
CITY/STATE: Sunnyvale, CA						DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 11 Mar 24	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat Sun Average Week Hourly Traffic
12:00 AM	72					72	
01:00 AM	52					52	
02:00 AM	71					71	
03:00 AM	181					181	
04:00 AM	358					358	
05:00 AM	464					464	
06:00 AM	632					632	
07:00 AM	855					855	
08:00 AM	830					830	
09:00 AM	776					776	
10:00 AM	799					799	
11:00 AM	806					806	
12:00 PM	760					760	
01:00 PM	916					916	
02:00 PM	954					954	
03:00 PM	1083					1083	
04:00 PM	1482					1482	
05:00 PM	1223					1223	
06:00 PM	918					918	
07:00 PM	596					596	
08:00 PM	466					466	
09:00 PM	345					345	
10:00 PM	173					173	
11:00 PM	109					109	
Day Total	14921					14921	
% Weekday Average	100%						
% Week Average	100%					100%	
AM Peak Volume	7:00 AM 855					7:00 AM 855	
PM Peak Volume	4:00 PM 1482					4:00 PM 1482	
Comments:							

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372858 DIRECTION: NB DATE: Mar 4 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM							
01:00 AM							
02:00 AM							
03:00 AM							
04:00 AM							
05:00 AM							
06:00 AM							
07:00 AM							
08:00 AM							
09:00 AM							
10:00 AM							
11:00 AM							
12:00 PM							
01:00 PM							
02:00 PM	246	326	2	4	0	1	579
03:00 PM	1050	1185	0	8	0	11	2254
04:00 PM	1064	1405	0	14	0	7	2490
05:00 PM	1122	1772	0	7	0	4	2905
06:00 PM	1110	1403	0	9	0	5	2527
07:00 PM	843	973	0	8	0	3	1827
08:00 PM	645	577	0	7	0	3	1232
09:00 PM	517	460	0	7	0	1	985
10:00 PM	374	327	0	4	0	2	707
11:00 PM	176	178	0	2	0	0	356
Day Total	7147	8606	2	70	0	37	15862
Percent	45.1%	54.3%	0%	0.4%	0%	0.2%	
ADT 15862							
AM Peak Volume							
PM Peak Volume	5:00 PM 1122	5:00 PM 1772	2:00 PM 2	4:00 PM 14	2:00 PM 0	3:00 PM 11	5:00 PM 2905
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372858 DIRECTION: NB DATE: Mar 5 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	138	91	0	1	0	0	230
01:00 AM	74	63	0	0	0	0	137
02:00 AM	75	59	0	1	0	0	135
03:00 AM	46	65	0	1	0	0	112
04:00 AM	114	207	0	0	0	0	321
05:00 AM	323	474	0	3	0	3	803
06:00 AM	530	770	0	6	0	6	1312
07:00 AM	1010	959	0	11	1	15	1996
08:00 AM	1874	1252	0	15	0	9	3150
09:00 AM	1577	1399	0	11	0	9	2996
10:00 AM	1064	1247	0	18	1	6	2336
11:00 AM	980	1199	0	13	1	6	2199
12:00 PM	1112	1153	0	2	0	22	2289
01:00 PM	1121	1032	0	8	0	23	2184
02:00 PM	1122	995	0	18	0	11	2146
03:00 PM	1122	1279	0	13	0	10	2424
04:00 PM	1270	1566	0	19	0	10	2865
05:00 PM	1191	1972	0	15	0	17	3195
06:00 PM	1178	1630	0	15	0	9	2832
07:00 PM	1031	1038	0	14	0	5	2088
08:00 PM	830	630	0	5	0	2	1467
09:00 PM	673	503	0	9	0	1	1186
10:00 PM	473	400	0	3	0	2	878
11:00 PM	208	206	0	3	0	1	418
Day Total	19136	20189	0	204	3	167	39699
Percent	48.2%	50.9%	0%	0.5%	0%	0.4%	
ADT 39699							
AM Peak Volume	8:00 AM 1874	9:00 AM 1399	12:00 AM 0	10:00 AM 18	7:00 AM 1	7:00 AM 15	8:00 AM 3150
PM Peak Volume	4:00 PM 1270	5:00 PM 1972	12:00 PM 0	4:00 PM 19	12:00 PM 0	1:00 PM 23	5:00 PM 3195
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372858 DIRECTION: NB DATE: Mar 6 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	146	96	0	4	0	0	246
01:00 AM	84	65	0	0	0	0	149
02:00 AM	83	49	0	0	0	0	132
03:00 AM	48	67	0	0	0	0	115
04:00 AM	113	190	0	2	0	1	306
05:00 AM	336	439	0	0	0	0	775
06:00 AM	502	675	0	5	0	9	1191
07:00 AM	1008	854	0	5	0	6	1873
08:00 AM	1921	1074	0	8	0	7	3010
09:00 AM	1622	1258	0	12	0	14	2906
10:00 AM	1051	1327	0	6	0	6	2390
11:00 AM	1114	1194	0	14	0	10	2332
12:00 PM	1100	1140	0	9	0	20	2269
01:00 PM	1181	977	0	10	0	27	2195
02:00 PM	1070	1209	0	13	0	17	2309
03:00 PM	1077	1276	0	10	2	6	2371
04:00 PM	1140	1534	0	14	0	11	2699
05:00 PM	1214	1956	0	15	0	7	3192
06:00 PM	1163	1588	0	21	0	7	2779
07:00 PM	1050	1056	0	8	0	1	2115
08:00 PM	777	645	0	10	0	5	1437
09:00 PM	653	527	0	5	0	1	1186
10:00 PM	416	337	0	4	0	2	759
11:00 PM	205	186	0	2	0	0	393
Day Total	19074	19719	0	177	2	157	39129
Percent	48.7%	50.4%	0%	0.5%	0%	0.4%	
ADT 39129							
AM Peak Volume	8:00 AM 1921	10:00 AM 1327	12:00 AM 0	11:00 AM 14	12:00 AM 0	9:00 AM 14	8:00 AM 3010
PM Peak Volume	5:00 PM 1214	5:00 PM 1956	12:00 PM 0	6:00 PM 21	3:00 PM 2	1:00 PM 27	5:00 PM 3192
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372858 DIRECTION: NB DATE: Mar 7 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	127	116	0	4	0	0	247
01:00 AM	115	71	0	3	0	0	189
02:00 AM	83	67	0	0	0	0	150
03:00 AM	50	70	0	0	0	0	120
04:00 AM	134	196	0	0	0	1	331
05:00 AM	342	440	0	4	0	1	787
06:00 AM	514	718	0	11	0	9	1252
07:00 AM	930	977	0	17	0	13	1937
08:00 AM	1817	1228	0	5	0	7	3057
09:00 AM	1515	1392	0	17	0	8	2932
10:00 AM	1030	1262	0	10	0	3	2305
11:00 AM	1007	1237	0	12	0	8	2264
12:00 PM	1160	1209	0	4	0	18	2391
01:00 PM	1178	1143	0	24	0	42	2387
02:00 PM	1115	1083	0	14	0	8	2220
03:00 PM	1051	1469	0	17	0	6	2543
04:00 PM	1170	1645	0	12	0	7	2834
05:00 PM	1198	1982	0	15	0	13	3208
06:00 PM	1144	1617	0	13	0	6	2780
07:00 PM	1054	1084	0	7	0	5	2150
08:00 PM	838	733	0	11	0	7	1589
09:00 PM	700	536	0	7	0	1	1244
10:00 PM	475	385	0	6	0	6	872
11:00 PM	261	206	0	2	0	0	469
Day Total	19008	20866	0	215	0	169	40258
Percent	47.2%	51.8%	0%	0.5%	0%	0.4%	
ADT 40258							
AM Peak Volume	8:00 AM 1817	9:00 AM 1392	12:00 AM 0	7:00 AM 17	12:00 AM 0	7:00 AM 13	8:00 AM 3057
PM Peak Volume	5:00 PM 1198	5:00 PM 1982	12:00 PM 0	1:00 PM 24	12:00 PM 0	1:00 PM 42	5:00 PM 3208
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372858 DIRECTION: NB DATE: Mar 8 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	183	114	0	2	0	0	299
01:00 AM	69	73	0	1	0	0	143
02:00 AM	112	54	0	1	0	0	167
03:00 AM	58	80	0	0	0	0	138
04:00 AM	134	202	0	0	0	1	337
05:00 AM	316	424	0	1	0	1	742
06:00 AM	488	685	0	5	0	6	1184
07:00 AM	835	846	0	7	1	4	1693
08:00 AM	1410	996	0	5	0	2	2413
09:00 AM	1120	1059	0	12	0	7	2198
10:00 AM	955	983	0	5	1	7	1951
11:00 AM	1089	1096	0	13	1	7	2206
12:00 PM	1123	1234	0	10	0	20	2387
01:00 PM	1273	1157	0	15	0	12	2457
02:00 PM	955	1302	0	5	0	8	2270
03:00 PM	1047	1238	0	17	0	5	2307
04:00 PM	1133	1315	0	10	0	7	2465
05:00 PM	1208	1576	0	17	0	3	2804
06:00 PM	1205	1338	0	7	0	2	2552
07:00 PM	1034	1083	0	9	0	1	2127
08:00 PM	840	756	0	3	0	1	1600
09:00 PM	760	622	0	6	0	0	1388
10:00 PM	616	592	0	5	0	2	1215
11:00 PM	344	328	0	0	0	0	672
Day Total	18307	19153	0	156	3	96	37715
Percent	48.5%	50.8%	0%	0.4%	0%	0.3%	
ADT 37715							
AM Peak Volume	8:00 AM 1410	11:00 AM 1096	12:00 AM 0	11:00 AM 13	7:00 AM 1	9:00 AM 7	8:00 AM 2413
PM Peak Volume	1:00 PM 1273	5:00 PM 1576	12:00 PM 0	3:00 PM 17	12:00 PM 0	12:00 PM 20	5:00 PM 2804
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372858 DIRECTION: NB DATE: Mar 9 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	228	213	0	1	0	0	442
01:00 AM	206	139	0	1	0	0	346
02:00 AM	198	104	0	0	0	0	302
03:00 AM	93	88	0	1	0	1	183
04:00 AM	83	85	0	1	0	0	169
05:00 AM	167	164	0	0	0	0	331
06:00 AM	246	253	0	7	0	1	507
07:00 AM	386	426	0	7	0	3	822
08:00 AM	578	645	0	17	0	1	1241
09:00 AM	766	868	0	14	0	1	1649
10:00 AM	852	1086	0	12	0	4	1954
11:00 AM	1096	1185	0	17	0	2	2300
12:00 PM	1106	1138	0	8	0	5	2257
01:00 PM	1186	1114	0	13	0	3	2316
02:00 PM	1168	1093	0	11	0	1	2273
03:00 PM	1209	918	0	5	0	6	2138
04:00 PM	926	943	0	14	0	5	1888
05:00 PM	897	942	0	13	0	1	1853
06:00 PM	889	1002	0	5	0	0	1896
07:00 PM	813	794	0	3	0	2	1612
08:00 PM	706	783	0	6	0	0	1495
09:00 PM	608	582	0	3	0	3	1196
10:00 PM	605	526	0	2	0	1	1134
11:00 PM	337	375	0	1	0	1	714
Day Total	15349	15466	0	162	0	41	31018
Percent	49.5%	49.9%	0%	0.5%	0%	0.1%	
ADT 31018							
AM Peak Volume	11:00 AM 1096	11:00 AM 1185	12:00 AM 0	8:00 AM 17	12:00 AM 0	10:00 AM 4	11:00 AM 2300
PM Peak Volume	3:00 PM 1209	12:00 PM 1138	12:00 PM 0	4:00 PM 14	12:00 PM 0	3:00 PM 6	1:00 PM 2316
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372858 DIRECTION: NB DATE: Mar 10 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	193	192	0	2	0	0	387
01:00 AM	184	132	0	2	0	0	318
02:00 AM	0	0	0	0	0	0	0
03:00 AM	240	118	0	2	0	1	361
04:00 AM	99	81	0	0	0	0	180
05:00 AM	107	118	0	0	0	0	225
06:00 AM	144	137	0	4	0	0	285
07:00 AM	200	194	0	9	1	2	406
08:00 AM	381	312	0	7	0	2	702
09:00 AM	577	559	0	16	0	3	1155
10:00 AM	696	649	0	8	0	0	1353
11:00 AM	862	800	0	13	0	0	1675
12:00 PM	950	887	0	4	0	4	1845
01:00 PM	993	983	0	17	0	0	1993
02:00 PM	1010	981	0	12	0	3	2006
03:00 PM	925	983	0	15	0	2	1925
04:00 PM	971	995	0	11	0	4	1981
05:00 PM	872	985	0	19	0	2	1878
06:00 PM	858	888	0	10	0	0	1756
07:00 PM	714	756	0	7	0	1	1478
08:00 PM	680	653	0	0	0	0	1333
09:00 PM	583	529	0	6	0	1	1119
10:00 PM	354	366	0	4	0	0	724
11:00 PM	229	215	0	2	0	2	448
Day Total	12822	12513	0	170	1	27	25533
Percent	50.2%	49%	0%	0.7%	0%	0.1%	
ADT 25533							
AM Peak Volume	11:00 AM 862	11:00 AM 800	12:00 AM 0	9:00 AM 16	7:00 AM 1	9:00 AM 3	11:00 AM 1675
PM Peak Volume	2:00 PM 1010	4:00 PM 995	12:00 PM 0	5:00 PM 19	12:00 PM 0	12:00 PM 4	2:00 PM 2006
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372858 DIRECTION: NB DATE: Mar 11 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	93	117	0	1	0	0	211
01:00 AM	69	72	0	0	0	0	141
02:00 AM	43	50	0	0	0	0	93
03:00 AM	49	66	0	1	0	0	116
04:00 AM	88	165	0	0	0	0	253
05:00 AM	291	389	0	0	0	0	680
06:00 AM	469	591	0	0	0	0	1060
07:00 AM	791	737	0	9	0	0	1537
08:00 AM	1580	977	0	7	0	2	2566
09:00 AM	1316	1056	0	17	0	5	2394
10:00 AM	881	979	0	5	0	4	1869
11:00 AM	884	905	0	10	0	5	1804
12:00 PM	675	682	0	5	0	9	1371
01:00 PM							
02:00 PM							
03:00 PM							
04:00 PM							
05:00 PM							
06:00 PM							
07:00 PM							
08:00 PM							
09:00 PM							
10:00 PM							
11:00 PM							
Day Total	7229	6786	0	55	0	25	14095
Percent	51.3%	48.1%	0%	0.4%	0%	0.2%	
ADT 14095							
AM Peak Volume	8:00 AM 1580	9:00 AM 1056	12:00 AM 0	9:00 AM 17	12:00 AM 0	9:00 AM 5	8:00 AM 2566
PM Peak Volume	12:00 PM 675	12:00 PM 682	12:00 PM 0	12:00 PM 5	12:00 PM 0	12:00 PM 9	12:00 PM 1371
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave North of Del Rey Ave							QC JOB #: 16372858
SPECIFIC LOCATION:							DIRECTION: NB
CITY/STATE: Sunnyvale, CA							DATE: Mar 4 2024 - Mar 11 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
Grand Total	118072	123298	2	1209	9	719	243309
Percent	48.5%	50.7%	0%	0.5%	0%	0.3%	
ADT 30413							
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB DATE: Mar 5 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	0	1	14	47	41	22	9	2	0	0	0	0	0	138	31-40	88
01:00 AM	1	0	2	18	18	20	14	6	0	0	0	0	0	0	79	31-40	38
02:00 AM	2	0	3	6	11	30	15	9	1	0	0	0	0	0	77	36-45	45
03:00 AM	3	0	2	5	10	11	7	4	4	0	0	0	0	0	46	31-40	21
04:00 AM	2	0	2	20	36	35	19	9	1	0	0	0	0	0	124	31-40	71
05:00 AM	14	0	12	61	83	74	50	17	5	2	0	0	0	0	318	31-40	157
06:00 AM	36	7	44	133	149	69	41	17	4	1	0	0	0	0	501	26-35	282
07:00 AM	113	50	95	201	145	128	82	24	7	3	0	0	0	0	848	26-35	346
08:00 AM	187	77	171	232	244	252	135	45	9	1	0	0	0	0	1353	31-40	496
09:00 AM	149	73	204	240	175	145	66	16	1	0	0	0	0	0	1069	21-30	444
10:00 AM	91	41	137	275	260	105	22	5	0	0	0	0	0	0	936	26-35	535
11:00 AM	89	46	113	265	237	104	24	4	1	0	0	0	0	0	883	26-35	502
12:00 PM	139	44	139	236	169	102	42	11	3	0	0	0	0	0	885	26-35	405
01:00 PM	108	33	111	218	229	175	84	14	1	0	0	0	0	0	973	26-35	447
02:00 PM	132	33	117	233	180	125	73	51	9	8	0	0	0	0	961	26-35	413
03:00 PM	82	37	140	186	138	147	147	84	23	5	0	0	0	0	989	21-30	326
04:00 PM	153	80	153	165	178	178	109	29	8	2	0	0	0	0	1055	31-40	356
05:00 PM	121	59	134	179	156	214	122	33	7	1	0	0	0	0	1026	31-40	370
06:00 PM	130	46	162	190	202	160	74	21	3	0	0	0	0	1	989	26-35	392
07:00 PM	117	60	127	244	229	116	49	20	1	0	0	0	0	0	963	26-35	473
08:00 PM	75	33	135	217	180	71	23	4	1	0	0	0	0	0	739	26-35	397
09:00 PM	64	19	96	160	169	86	39	9	0	1	0	0	0	0	643	26-35	329
10:00 PM	33	8	45	151	99	87	27	11	5	3	0	0	0	0	469	26-35	250
11:00 PM	12	4	12	47	63	46	16	9	2	0	0	0	0	0	211	26-35	110
Day Total	1855	750	2157	3696	3407	2521	1302	461	98	27	0	0	0	1	16275	26-35	7103
Percent	11.4%	4.6%	13.3%	22.7%	20.9%	15.5%	8%	2.8%	0.6%	0.2%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 187	8:00 AM 77	9:00 AM 204	10:00 AM 275	10:00 AM 260	8:00 AM 252	8:00 AM 135	8:00 AM 45	8:00 AM 9	7:00 AM 3	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 1353		
PM Peak Volume	4:00 PM 153	4:00 PM 80	6:00 PM 162	7:00 PM 244	1:00 PM 229	5:00 PM 214	3:00 PM 147	3:00 PM 84	3:00 PM 23	2:00 PM 8	12:00 PM 0	12:00 PM 0	12:00 PM 0	6:00 PM 1	4:00 PM 1055		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB DATE: Mar 6 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	6	1	2	17	47	46	21	8	2	0	0	0	0	0	150	31-40	93
01:00 AM	2	1	1	14	32	19	15	2	1	0	0	0	0	0	87	31-40	51
02:00 AM	3	1	6	11	20	24	18	2	0	0	0	0	0	0	85	31-40	44
03:00 AM	4	1	2	5	12	8	13	4	1	1	0	0	0	0	51	36-45	21
04:00 AM	6	0	3	13	29	27	25	7	4	0	0	0	0	0	114	31-40	56
05:00 AM	13	1	10	54	106	74	60	22	5	1	0	0	0	0	346	31-40	180
06:00 AM	30	13	63	154	140	73	25	9	1	1	0	0	0	0	509	26-35	294
07:00 AM	85	17	75	122	150	187	157	60	16	3	0	0	0	0	872	36-45	344
08:00 AM	228	56	154	246	249	228	83	21	4	0	0	0	0	0	1269	26-35	495
09:00 AM	164	36	151	247	285	219	70	20	2	2	1	0	0	0	1197	26-35	532
10:00 AM	110	21	77	148	207	198	99	37	9	1	0	0	0	0	907	31-40	405
11:00 AM	63	26	72	175	170	186	111	48	15	4	1	0	0	0	871	31-40	356
12:00 PM	76	16	83	208	259	150	93	27	1	0	0	0	0	0	913	26-35	467
01:00 PM	101	21	105	217	255	187	87	27	8	2	0	0	0	0	1010	26-35	472
02:00 PM	135	50	93	165	169	180	80	31	11	2	0	0	0	0	916	31-40	349
03:00 PM	90	34	98	141	195	153	138	65	14	4	0	0	0	0	932	31-40	348
04:00 PM	126	53	116	168	153	165	130	72	13	6	0	0	0	0	1002	26-35	321
05:00 PM	169	61	113	180	136	185	114	41	9	3	1	0	0	0	1012	31-40	321
06:00 PM	161	51	141	190	180	136	89	36	8	0	0	0	0	0	992	26-35	370
07:00 PM	179	58	153	178	149	114	71	18	7	1	0	0	0	0	928	21-30	331
08:00 PM	156	54	126	170	113	66	20	9	0	0	0	0	0	0	714	21-30	296
09:00 PM	85	22	99	178	154	74	18	9	3	0	0	1	0	0	643	26-35	332
10:00 PM	37	5	32	110	116	57	22	10	2	0	0	0	0	0	391	26-35	226
11:00 PM	17	2	8	31	67	63	17	9	1	0	0	0	0	0	215	31-40	130
Day Total	2046	601	1783	3142	3393	2819	1576	594	137	31	3	1	0	0	16126	26-35	6535
Percent	12.7%	3.7%	11.1%	19.5%	21%	17.5%	9.8%	3.7%	0.8%	0.2%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 228	8:00 AM 56	8:00 AM 154	9:00 AM 247	9:00 AM 285	8:00 AM 228	7:00 AM 157	7:00 AM 60	7:00 AM 16	11:00 AM 4	9:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 1269		
PM Peak Volume	7:00 PM 179	5:00 PM 61	7:00 PM 153	1:00 PM 217	12:00 PM 259	1:00 PM 187	3:00 PM 138	4:00 PM 72	3:00 PM 14	4:00 PM 6	5:00 PM 1	9:00 PM 1	12:00 PM 0	12:00 PM 0	5:00 PM 1012		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB DATE: Mar 7 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	5	0	0	19	30	40	12	9	4	1	0	0	0	0	120	31-40	70
01:00 AM	6	0	3	16	36	32	21	5	0	0	0	0	0	0	119	31-40	68
02:00 AM	3	0	2	8	26	24	12	8	1	0	0	0	0	0	84	31-40	50
03:00 AM	2	0	0	7	12	18	9	4	2	1	0	0	0	0	55	31-40	30
04:00 AM	4	0	1	12	34	51	25	6	5	0	0	0	0	0	138	31-40	85
05:00 AM	26	1	17	68	112	62	30	15	5	6	0	0	0	0	342	26-35	180
06:00 AM	57	2	38	106	129	87	49	25	4	1	0	0	0	0	498	26-35	235
07:00 AM	112	21	107	182	155	123	83	37	14	0	0	0	0	0	834	26-35	337
08:00 AM	219	34	129	254	276	186	126	25	2	1	0	0	0	0	1252	26-35	530
09:00 AM	201	73	137	184	210	125	55	9	3	0	0	0	0	0	997	26-35	394
10:00 AM	143	46	120	237	192	101	42	11	2	1	0	0	0	0	895	26-35	429
11:00 AM	94	56	106	256	189	94	28	9	3	0	0	0	0	0	835	26-35	445
12:00 PM	167	95	190	237	143	54	9	3	5	0	0	0	0	0	903	21-30	427
01:00 PM	125	46	126	172	124	59	15	5	0	0	0	0	0	0	672	21-30	298
02:00 PM	116	36	73	150	135	115	91	29	8	6	0	1	0	0	760	26-35	285
03:00 PM	58	27	63	149	168	129	136	105	33	6	1	0	0	0	875	26-35	317
04:00 PM	83	41	116	145	179	166	175	68	24	8	2	0	0	0	1007	31-40	345
05:00 PM	116	44	111	158	120	144	150	111	37	11	1	1	0	0	1004	36-45	294
06:00 PM	160	55	120	166	128	153	111	43	12	1	0	0	0	0	949	26-35	294
07:00 PM	160	57	147	217	168	102	39	19	2	0	0	0	0	0	911	26-35	385
08:00 PM	151	50	131	149	139	89	37	12	0	1	0	0	0	0	759	26-35	288
09:00 PM	113	41	70	164	150	60	30	8	2	0	0	0	0	0	638	26-35	314
10:00 PM	54	12	35	107	137	66	35	10	3	1	0	0	0	0	460	26-35	244
11:00 PM	21	1	9	44	84	58	34	5	2	0	0	0	0	0	258	31-40	142
Day Total	2196	738	1851	3207	3076	2138	1354	581	173	45	4	2	0	0	15365	26-35	6283
Percent	14.3%	4.8%	12%	20.9%	20%	13.9%	8.8%	3.8%	1.1%	0.3%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 219	9:00 AM 73	9:00 AM 137	11:00 AM 256	8:00 AM 276	8:00 AM 186	8:00 AM 126	7:00 AM 37	7:00 AM 14	5:00 AM 6	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 1252		
PM Peak Volume	12:00 PM 167	12:00 PM 95	12:00 PM 190	12:00 PM 237	4:00 PM 179	4:00 PM 166	4:00 PM 175	5:00 PM 111	5:00 PM 37	5:00 PM 11	4:00 PM 2	2:00 PM 1	12:00 PM 0	12:00 PM 0	4:00 PM 1007		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB DATE: Mar 8 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	20	0	3	21	47	53	30	7	1	1	0	0	0	0	183	31-40	100
01:00 AM	7	0	1	8	19	22	9	4	0	0	0	0	0	0	70	31-40	41
02:00 AM	11	0	1	23	29	24	21	3	1	2	0	0	0	0	115	31-40	53
03:00 AM	5	0	0	4	9	17	13	7	1	2	0	0	0	0	58	36-45	30
04:00 AM	7	2	0	17	27	42	23	11	6	1	0	0	0	0	136	31-40	69
05:00 AM	22	2	17	51	68	100	40	17	5	1	1	0	0	0	324	31-40	168
06:00 AM	37	3	26	104	136	111	51	18	5	1	0	0	0	0	492	31-40	247
07:00 AM	106	7	45	138	156	137	100	51	20	3	1	2	0	0	766	26-35	294
08:00 AM	146	22	93	171	255	212	141	53	14	2	0	1	0	0	1110	31-40	467
09:00 AM	99	26	72	126	167	178	105	26	13	2	0	0	0	0	814	31-40	345
10:00 AM	101	14	46	84	135	67	28	8	5	0	0	0	0	0	488	26-35	219
11:00 AM	129	26	63	122	116	40	10	6	2	0	0	0	0	0	514	26-35	238
12:00 PM	145	25	55	114	85	33	19	6	2	0	0	0	0	0	484	26-35	199
01:00 PM	132	23	77	132	164	69	16	4	1	0	0	0	0	0	618	26-35	296
02:00 PM	106	22	70	114	125	91	53	28	5	0	0	1	0	0	615	26-35	239
03:00 PM	97	23	59	126	118	149	129	52	10	1	0	0	0	0	764	36-45	278
04:00 PM	90	30	89	171	139	178	159	60	21	2	0	0	0	0	939	36-45	337
05:00 PM	110	40	101	205	154	182	147	59	17	3	0	1	0	0	1019	26-35	359
06:00 PM	195	53	131	198	126	179	112	26	11	2	0	0	0	0	1033	21-30	329
07:00 PM	198	62	123	181	174	105	65	24	3	0	0	0	0	0	935	26-35	355
08:00 PM	206	45	109	173	145	60	38	4	3	0	0	0	0	0	783	26-35	318
09:00 PM	131	35	97	174	160	74	21	10	2	1	0	0	0	0	705	26-35	334
10:00 PM	99	29	60	115	166	89	24	9	3	0	0	0	0	0	594	26-35	281
11:00 PM	39	2	27	85	134	63	27	4	4	0	0	0	0	0	385	26-35	219
Day Total	2238	491	1365	2657	2854	2275	1381	497	155	24	2	5	0	0	13944	26-35	5511
Percent	16%	3.5%	9.8%	19.1%	20.5%	16.3%	9.9%	3.6%	1.1%	0.2%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM 146	9:00 AM 26	8:00 AM 93	8:00 AM 171	8:00 AM 255	8:00 AM 212	8:00 AM 141	8:00 AM 53	7:00 AM 20	7:00 AM 3	5:00 AM 1	7:00 AM 2	12:00 AM 0	12:00 AM 0	8:00 AM 1110		
PM Peak Volume	8:00 PM 206	7:00 PM 62	6:00 PM 131	5:00 PM 205	7:00 PM 174	5:00 PM 182	4:00 PM 159	4:00 PM 60	4:00 PM 21	5:00 PM 3	12:00 PM 0	2:00 PM 1	12:00 PM 0	12:00 PM 0	6:00 PM 1033		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB DATE: Mar 9 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	18	2	7	27	79	61	20	9	1	1	0	0	0	0	225	31-40	140
01:00 AM	14	0	8	42	63	53	19	15	1	0	0	0	0	0	215	31-40	116
02:00 AM	16	1	4	21	60	56	21	15	7	3	1	0	0	0	205	31-40	116
03:00 AM	9	0	2	11	21	26	13	7	3	0	1	0	0	0	93	31-40	47
04:00 AM	14	0	1	5	23	23	11	8	1	2	0	0	0	0	88	31-40	46
05:00 AM	19	0	2	16	31	42	29	14	4	3	0	0	0	0	160	31-40	73
06:00 AM	28	1	5	23	74	66	36	9	3	1	0	0	0	0	246	31-40	140
07:00 AM	45	3	33	95	109	57	27	18	7	4	0	0	0	0	398	26-35	204
08:00 AM	85	5	57	140	139	78	26	14	3	2	0	0	0	0	549	26-35	279
09:00 AM	128	44	98	130	153	99	40	14	5	1	0	0	0	0	712	26-35	283
10:00 AM	101	35	67	138	151	85	47	13	9	0	0	0	0	0	646	26-35	289
11:00 AM	147	25	46	135	153	106	38	16	7	4	0	0	0	0	677	26-35	288
12:00 PM	123	23	82	120	148	73	29	7	7	0	0	0	0	0	612	26-35	268
01:00 PM	178	56	75	123	100	63	38	6	1	0	0	0	0	0	640	26-35	223
02:00 PM	105	37	87	123	144	94	38	9	3	0	0	0	0	0	640	26-35	267
03:00 PM	144	59	128	162	147	79	44	15	3	1	0	0	0	0	782	26-35	309
04:00 PM	120	63	111	179	157	94	26	10	1	1	0	0	0	0	762	26-35	336
05:00 PM	166	55	107	174	172	72	30	16	3	1	0	0	0	0	796	26-35	346
06:00 PM	136	47	114	166	158	85	31	10	3	0	0	0	0	0	750	26-35	324
07:00 PM	166	53	107	174	155	54	14	3	1	0	0	0	0	0	727	26-35	329
08:00 PM	104	34	98	161	140	77	24	10	3	0	0	0	0	0	651	26-35	301
09:00 PM	99	16	92	139	123	57	32	3	3	0	0	0	0	0	564	26-35	262
10:00 PM	90	12	66	145	145	81	31	11	3	0	0	0	0	0	584	26-35	290
11:00 PM	24	0	17	82	99	63	42	9	2	0	0	0	0	0	338	26-35	181
Day Total	2079	571	1414	2531	2744	1644	706	261	84	24	2	0	0	0	12060	26-35	5275
Percent	17.2%	4.7%	11.7%	21%	22.8%	13.6%	5.9%	2.2%	0.7%	0.2%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 147	9:00 AM 44	9:00 AM 98	8:00 AM 140	9:00 AM 153	11:00 AM 106	10:00 AM 47	7:00 AM 18	10:00 AM 9	7:00 AM 4	2:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	9:00 AM 712		
PM Peak Volume	1:00 PM 178	4:00 PM 63	3:00 PM 128	4:00 PM 179	5:00 PM 172	2:00 PM 94	3:00 PM 44	5:00 PM 16	12:00 PM 7	3:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 796		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB DATE: Mar 10 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	16	0	5	33	66	47	19	7	1	1	0	0	0	0	195	31-40	113
01:00 AM	14	0	4	26	52	61	27	6	2	0	0	0	0	0	192	31-40	113
02:00 AM	15	1	7	17	65	69	44	9	2	1	0	0	0	0	230	31-40	134
03:00 AM	8	1	4	17	30	26	17	5	1	0	1	0	0	0	110	31-40	56
04:00 AM	9	0	4	11	35	34	12	6	2	0	0	0	0	0	113	31-40	69
05:00 AM	19	0	7	28	34	32	21	11	1	0	0	0	0	0	153	31-40	66
06:00 AM	21	1	10	31	50	57	28	13	2	0	1	0	0	0	214	31-40	107
07:00 AM	39	2	21	91	122	88	26	4	1	1	0	0	0	0	395	26-35	213
08:00 AM	77	10	48	140	149	88	37	15	6	1	0	0	0	0	571	26-35	289
09:00 AM	68	30	95	159	151	89	48	13	3	1	0	0	0	0	657	26-35	310
10:00 AM	138	66	123	196	138	71	32	15	3	0	0	0	0	0	782	26-35	334
11:00 AM	134	27	59	140	125	50	14	5	1	0	0	0	0	0	555	26-35	265
12:00 PM	146	39	99	142	96	68	25	5	1	0	0	0	0	0	621	21-30	241
01:00 PM	106	28	56	142	138	57	20	6	3	1	0	0	0	0	557	26-35	280
02:00 PM	91	25	53	134	156	78	45	11	5	0	0	0	0	0	598	26-35	290
03:00 PM	163	54	105	168	155	93	31	6	2	0	0	0	0	0	777	26-35	323
04:00 PM	169	52	120	162	178	72	40	6	3	0	0	1	0	0	803	26-35	340
05:00 PM	162	31	81	165	147	78	36	14	4	0	0	0	0	0	718	26-35	312
06:00 PM	125	26	64	139	136	79	32	9	8	1	0	0	0	0	619	26-35	275
07:00 PM	120	24	57	136	165	86	23	15	4	0	0	0	0	0	630	26-35	301
08:00 PM	100	11	68	123	106	90	33	21	2	2	0	0	0	0	556	26-35	229
09:00 PM	41	3	21	62	117	63	40	9	3	0	0	0	0	0	359	31-40	180
10:00 PM	26	0	9	23	67	55	29	10	5	2	0	0	0	0	226	31-40	122
11:00 PM	15	0	4	7	35	19	7	8	1	0	0	0	0	0	96	31-40	54
Day Total	1822	431	1124	2292	2513	1550	686	229	66	11	2	1	0	0	10727	26-35	4805
Percent	17%	4%	10.5%	21.4%	23.4%	14.4%	6.4%	2.1%	0.6%	0.1%	0%	0%	0%	0%			
AM Peak Volume	10:00 AM 138	10:00 AM 66	10:00 AM 123	10:00 AM 196	9:00 AM 151	9:00 AM 89	9:00 AM 48	8:00 AM 15	8:00 AM 6	12:00 AM 1	3:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	10:00 AM 782		
PM Peak Volume	4:00 PM 169	3:00 PM 54	4:00 PM 120	3:00 PM 168	4:00 PM 178	3:00 PM 93	2:00 PM 45	8:00 PM 21	6:00 PM 8	8:00 PM 2	12:00 PM 0	4:00 PM 1	12:00 PM 0	12:00 PM 0	4:00 PM 803		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB DATE: Mar 11 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	12	0	3	5	20	19	11	5	0	0	0	0	0	0	75	31-40	39
01:00 AM	4	0	1	4	15	9	7	1	1	0	0	0	0	0	42	31-40	24
02:00 AM	6	0	2	11	10	11	8	5	6	0	0	0	0	0	59	26-35	21
03:00 AM	17	0	2	8	27	23	10	3	2	0	0	0	0	0	92	31-40	50
04:00 AM	41	1	15	54	70	38	38	24	6	0	0	0	0	0	287	26-35	124
05:00 AM	101	9	36	80	119	80	31	10	0	0	0	0	0	0	466	26-35	199
06:00 AM	160	12	52	128	147	124	63	22	7	0	0	0	0	0	715	26-35	275
07:00 AM	253	36	83	235	233	230	135	38	10	0	1	0	0	0	1254	26-35	468
08:00 AM	235	43	97	185	178	139	142	20	2	0	0	0	0	0	1041	26-35	363
09:00 AM	135	24	56	142	203	123	52	24	4	0	0	0	0	0	763	26-35	345
10:00 AM	115	19	54	155	143	96	40	9	3	0	0	0	0	0	634	26-35	298
11:00 AM	124	11	53	104	117	64	18	10	1	0	0	0	0	0	502	26-35	221
12:00 PM	119	27	64	153	131	89	41	3	1	0	0	0	0	0	628	26-35	284
01:00 PM	155	36	101	172	169	104	78	46	19	0	0	0	0	0	880	26-35	341
02:00 PM	114	26	63	121	176	153	108	58	21	3	0	1	0	0	844	31-40	329
03:00 PM	132	32	90	123	155	150	149	63	21	6	1	0	0	0	922	31-40	305
04:00 PM	150	32	100	115	113	194	127	87	26	7	1	0	0	0	952	36-45	321
05:00 PM	124	29	83	150	130	145	115	76	14	6	0	0	0	0	872	26-35	280
06:00 PM	149	24	70	156	161	128	62	21	3	1	1	0	0	0	776	26-35	317
07:00 PM	173	23	71	161	146	59	27	5	0	1	0	0	0	0	666	26-35	307
08:00 PM	104	12	58	133	142	67	25	9	4	1	1	0	0	0	556	26-35	275
09:00 PM	53	5	31	93	95	76	33	10	2	3	1	0	0	0	402	26-35	188
10:00 PM	25	0	8	45	65	48	30	11	5	0	0	0	0	0	237	31-40	113
11:00 PM	17	1	3	14	35	33	21	7	0	1	0	0	0	0	132	31-40	68
Day Total	2518	402	1196	2547	2800	2202	1371	567	158	29	6	1	0	0	13797	26-35	5347
Percent	18.3%	2.9%	8.7%	18.5%	20.3%	16%	9.9%	4.1%	1.1%	0.2%	0%	0%	0%	0%			
AM Peak Volume	7:00 AM 253	8:00 AM 43	8:00 AM 97	7:00 AM 235	7:00 AM 233	7:00 AM 230	8:00 AM 142	7:00 AM 38	7:00 AM 10	12:00 AM 0	7:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:00 AM 1254		
PM Peak Volume	7:00 PM 173	1:00 PM 36	1:00 PM 101	1:00 PM 172	2:00 PM 176	4:00 PM 194	3:00 PM 149	4:00 PM 87	4:00 PM 26	4:00 PM 7	3:00 PM 1	2:00 PM 1	12:00 PM 0	12:00 PM 0	4:00 PM 952		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave															QC JOB #: 16372835		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 5 2024 - Mar 11 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	14754	3984	10890	20072	20787	15149	8376	3190	871	191	19	10	0	1	98294	26-35	40859
Percent	15%	4.1%	11.1%	20.4%	21.1%	15.4%	8.5%	3.2%	0.9%	0.2%	0%	0%	0%	0%			
Cumulative Percent	15%	19.1%	30.1%	50.6%	71.7%	87.1%	95.6%	98.9%	99.8%	100%	100%	100%	100%	100%			
ADT 14042															85th Percentile: 39 MPH Mean Speed(Average): 29 MPH Median: 29 MPH Mode: 33 MPH		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

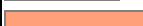
Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave										QC JOB #: 16372835
SPECIFIC LOCATION:										DIRECTION: NB
CITY/STATE: Sunnyvale, CA										DATE: Mar 5 2024 - Mar 11 2024
Start Time	Mon 5 Mar 24	Tue 6 Mar 24	Wed 7 Mar 24	Thu 8 Mar 24	Fri 8 Mar 24	Average Weekday Hourly Traffic	Sat 9 Mar 24	Sun 10 Mar 24	Average Week Hourly Traffic	Average Week Profile
12:00 AM	138	150	120	183		148	225	195	169	
01:00 AM	79	87	119	70		89	215	192	127	
02:00 AM	77	85	84	115		90	205		113	
03:00 AM	46	51	55	58		53	93	110	59	
04:00 AM	124	114	138	136		128	88	113	119	
05:00 AM	318	346	342	324		333	160	153	274	
06:00 AM	501	509	498	492		500	246	214	410	
07:00 AM	848	872	834	766		830	398	395	686	
08:00 AM	1353	1269	1252	1110		1246	549	571	1017	
09:00 AM	1069	1197	997	814		1019	712	657	908	
10:00 AM	936	907	895	488		807	646	782	776	
11:00 AM	883	871	835	514		776	677	555	723	
12:00 PM	885	913	903	484		796	612	621	736	
01:00 PM	973	1010	672	618		818	640	557	745	
02:00 PM	961	916	760	615		813	640	598	748	
03:00 PM	989	932	875	764		890	782	777	853	
04:00 PM	1055	1002	1007	939		1001	762	803	928	
05:00 PM	1026	1012	1004	1019		1015	796	718	929	
06:00 PM	989	992	949	1033		991	750	619	889	
07:00 PM	963	928	911	935		934	727	630	849	
08:00 PM	739	714	759	783		749	651	556	700	
09:00 PM	643	643	638	705		657	564	359	592	
10:00 PM	469	391	460	594		479	584	226	454	
11:00 PM	211	215	258	385		267	338	96	251	
Day Total	16275	16126	15365	13944		15429	12060	10497	14055	
% Weekday Average	105.5%	104.5%	99.6%	90.4%						
% Week Average	115.8%	114.7%	109.3%	99.2%		109.8%	85.8%	74.7%		
AM Peak Volume	8:00 AM 1353	8:00 AM 1269	8:00 AM 1252	8:00 AM 1110		8:00 AM 1246	9:00 AM 712	10:00 AM 782	8:00 AM 1017	
PM Peak Volume	4:00 PM 1055	5:00 PM 1012	4:00 PM 1007	6:00 PM 1033		5:00 PM 1015	5:00 PM 796	4:00 PM 803	5:00 PM 929	
Comments:										

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave						QC JOB #: 16372835	
SPECIFIC LOCATION:						DIRECTION: NB	
CITY/STATE: Sunnyvale, CA						DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 11 Mar 24	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat Sun Average Week Hourly Traffic
12:00 AM	75					75	
01:00 AM	42					42	
02:00 AM	59					59	
03:00 AM	92					92	
04:00 AM	287					287	
05:00 AM	466					466	
06:00 AM	715					715	
07:00 AM	1254					1254	
08:00 AM	1041					1041	
09:00 AM	763					763	
10:00 AM	634					634	
11:00 AM	502					502	
12:00 PM	628					628	
01:00 PM	880					880	
02:00 PM	844					844	
03:00 PM	922					922	
04:00 PM	952					952	
05:00 PM	872					872	
06:00 PM	776					776	
07:00 PM	666					666	
08:00 PM	556					556	
09:00 PM	402					402	
10:00 PM	237					237	
11:00 PM	132					132	
Day Total	13797					13797	
% Weekday Average	100%						
% Week Average	100%					100%	
AM Peak Volume	7:00 AM 1254					7:00 AM 1254	
PM Peak Volume	4:00 PM 952					4:00 PM 952	
Comments:							

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB, SB DATE: Mar 5 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	22	0	2	19	56	67	39	17	6	1	0	0	0	1	230	31-40	123
01:00 AM	1	0	3	22	29	35	36	12	3	0	0	0	0	0	141	36-45	71
02:00 AM	3	1	3	13	19	52	28	15	4	0	0	0	0	0	138	36-45	80
03:00 AM	6	0	3	9	20	23	26	15	7	1	1	0	0	0	111	36-45	49
04:00 AM	23	1	5	27	61	82	71	35	8	4	2	0	0	0	319	36-45	153
05:00 AM	30	5	20	97	147	206	117	75	27	11	0	0	0	0	735	31-40	353
06:00 AM	86	27	74	203	261	210	128	43	14	4	1	0	0	0	1051	31-40	471
07:00 AM	159	68	115	256	284	338	231	96	25	5	2	0	0	0	1579	31-40	622
08:00 AM	253	95	198	299	370	528	292	106	27	7	0	0	0	0	2175	31-40	898
09:00 AM	208	83	229	295	447	402	217	86	18	0	1	0	0	0	1986	31-40	849
10:00 AM	148	51	194	418	472	334	132	35	8	1	0	0	0	0	1793	26-35	890
11:00 AM	148	57	137	365	482	344	125	46	11	0	1	0	0	0	1716	26-35	847
12:00 PM	197	52	180	336	400	334	123	31	5	1	0	0	0	0	1659	26-35	736
01:00 PM	164	45	137	307	471	365	201	46	12	0	1	0	0	0	1749	31-40	836
02:00 PM	172	38	144	306	412	345	202	89	17	9	3	0	0	0	1737	31-40	757
03:00 PM	136	50	170	270	360	382	268	156	41	15	1	0	0	0	1849	31-40	742
04:00 PM	222	91	180	255	429	480	265	115	29	6	1	0	0	0	2073	31-40	909
05:00 PM	209	76	199	325	558	427	261	92	16	2	0	0	0	0	2165	31-40	985
06:00 PM	205	61	220	425	568	345	184	51	20	2	0	0	0	1	2082	26-35	993
07:00 PM	192	101	180	351	419	288	147	61	8	2	0	0	0	0	1749	26-35	770
08:00 PM	104	52	206	294	311	185	98	43	12	3	1	0	0	0	1309	26-35	605
09:00 PM	87	22	116	212	260	206	148	54	15	6	0	0	0	0	1126	26-35	472
10:00 PM	49	23	61	199	212	174	83	41	15	5	1	0	0	0	863	26-35	411
11:00 PM	20	4	18	78	103	96	55	26	8	2	0	0	0	0	410	31-40	199
Day Total	2844	1003	2794	5381	7151	6248	3477	1386	356	87	16	0	0	2	30745	31-40	13399
Percent	9.3%	3.3%	9.1%	17.5%	23.3%	20.3%	11.3%	4.5%	1.2%	0.3%	0.1%	0%	0%	0%			
AM Peak Volume	8:00 AM 253	8:00 AM 95	9:00 AM 229	10:00 AM 418	11:00 AM 482	8:00 AM 528	8:00 AM 292	8:00 AM 106	5:00 AM 27	5:00 AM 11	4:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 1	8:00 AM 2175		
PM Peak Volume	4:00 PM 222	7:00 PM 101	6:00 PM 220	6:00 PM 425	6:00 PM 568	4:00 PM 480	3:00 PM 268	3:00 PM 156	3:00 PM 41	3:00 PM 15	2:00 PM 3	12:00 PM 0	12:00 PM 0	6:00 PM 1	5:00 PM 2165		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB, SB DATE: Mar 6 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	10	5	4	25	64	66	44	26	7	1	1	0	0	0	253	31-40	130
01:00 AM	8	4	2	20	40	37	27	6	2	1	0	0	0	0	147	31-40	77
02:00 AM	3	1	12	16	27	32	29	14	3	0	0	0	0	0	137	36-45	61
03:00 AM	10	2	3	11	20	22	26	15	11	1	0	0	0	0	121	36-45	48
04:00 AM	10	0	6	20	34	46	65	58	41	15	7	2	0	0	304	41-50	123
05:00 AM	31	2	14	79	146	152	145	104	52	15	11	1	0	0	752	31-40	298
06:00 AM	69	27	103	229	241	169	124	70	26	11	5	1	0	1	1076	26-35	470
07:00 AM	142	32	106	174	268	304	269	148	51	18	3	1	0	0	1516	36-45	573
08:00 AM	282	68	184	306	390	400	227	110	52	13	1	0	0	0	2033	31-40	790
09:00 AM	233	45	202	338	455	468	175	87	21	7	1	0	0	0	2032	31-40	923
10:00 AM	209	33	123	246	429	451	249	111	28	5	0	0	0	0	1884	31-40	880
11:00 AM	123	53	125	308	387	419	252	101	34	8	1	0	0	0	1811	31-40	806
12:00 PM	126	42	114	322	483	388	221	82	11	2	1	0	0	0	1792	31-40	871
01:00 PM	144	34	132	274	422	421	246	86	40	4	1	0	0	0	1804	31-40	843
02:00 PM	202	66	130	230	391	393	193	89	20	4	0	0	0	0	1718	31-40	784
03:00 PM	146	51	136	258	451	376	258	116	21	8	0	1	0	0	1822	31-40	827
04:00 PM	182	66	148	298	420	461	286	163	33	7	0	1	0	0	2065	31-40	881
05:00 PM	260	83	179	376	510	410	243	77	19	4	1	0	0	0	2162	31-40	920
06:00 PM	259	72	196	434	448	350	194	68	16	2	0	0	0	0	2039	26-35	882
07:00 PM	231	73	227	322	393	266	166	59	14	5	1	1	0	0	1758	26-35	715
08:00 PM	187	81	163	284	248	152	78	27	9	2	0	0	0	0	1231	26-35	532
09:00 PM	125	37	140	237	256	178	94	41	7	5	0	1	0	0	1121	26-35	493
10:00 PM	62	13	54	145	173	154	73	28	6	1	1	1	1	0	712	31-40	327
11:00 PM	23	6	14	53	104	115	55	30	5	4	0	0	0	0	409	31-40	219
Day Total	3077	896	2517	5005	6800	6230	3739	1716	529	143	35	10	1	1	30699	31-40	13030
Percent	10%	2.9%	8.2%	16.3%	22.2%	20.3%	12.2%	5.6%	1.7%	0.5%	0.1%	0%	0%	0%			
AM Peak Volume	8:00 AM 282	8:00 AM 68	9:00 AM 202	9:00 AM 338	9:00 AM 455	9:00 AM 468	7:00 AM 269	7:00 AM 148	5:00 AM 52	7:00 AM 18	5:00 AM 11	4:00 AM 2	12:00 AM 0	6:00 AM 1	8:00 AM 2033		
PM Peak Volume	5:00 PM 260	5:00 PM 83	7:00 PM 227	6:00 PM 434	5:00 PM 510	4:00 PM 461	4:00 PM 286	4:00 PM 163	1:00 PM 40	3:00 PM 8	12:00 PM 1	3:00 PM 1	10:00 PM 1	12:00 PM 0	5:00 PM 2162		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave
SPECIFIC LOCATION:
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372835
DIRECTION: NB, SB
DATE: Mar 7 2024

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	7	0	4	25	44	82	40	23	6	1	0	0	0	0	232	31-40	126
01:00 AM	8	1	4	24	44	54	31	12	4	1	0	1	0	0	184	31-40	98
02:00 AM	4	0	5	13	40	45	26	13	4	2	1	0	1	0	154	31-40	85
03:00 AM	2	2	1	10	17	32	26	22	9	4	1	0	0	0	126	36-45	58
04:00 AM	7	2	4	16	49	84	66	38	35	7	6	1	1	0	316	36-45	150
05:00 AM	42	2	33	92	172	179	100	56	26	10	1	0	0	0	713	31-40	351
06:00 AM	100	25	84	179	207	196	136	71	31	9	3	0	0	0	1041	31-40	403
07:00 AM	160	32	126	233	296	276	232	114	34	6	2	1	0	0	1512	31-40	572
08:00 AM	307	51	153	301	426	400	268	104	36	4	0	0	0	0	2050	31-40	826
09:00 AM	273	88	160	283	457	319	205	51	15	3	2	0	0	0	1856	31-40	776
10:00 AM	208	52	135	289	392	332	165	67	23	5	0	0	0	0	1668	31-40	724
11:00 AM	155	71	145	378	401	344	125	50	13	1	2	0	1	0	1686	26-35	779
12:00 PM	274	124	249	375	365	254	84	47	15	1	0	0	0	0	1788	26-35	740
01:00 PM	169	55	155	265	374	265	144	56	11	4	0	0	0	0	1498	26-35	639
02:00 PM	166	51	107	224	330	374	228	80	22	6	0	1	0	0	1589	31-40	704
03:00 PM	120	45	102	249	404	395	335	169	58	10	2	0	0	0	1889	31-40	799
04:00 PM	164	61	159	234	460	466	335	132	45	11	4	0	0	0	2071	31-40	926
05:00 PM	226	66	161	339	466	381	286	154	48	12	2	1	0	0	2142	31-40	847
06:00 PM	264	68	177	353	439	396	226	88	19	5	0	0	0	0	2035	31-40	835
07:00 PM	258	89	207	337	369	262	122	52	11	3	1	0	0	0	1711	26-35	706
08:00 PM	221	73	189	248	286	197	102	30	3	3	0	0	0	0	1352	26-35	534
09:00 PM	139	51	98	211	270	167	96	42	20	2	0	0	0	0	1096	26-35	481
10:00 PM	69	21	55	164	201	142	103	36	12	4	0	0	0	0	807	26-35	365
11:00 PM	57	6	14	56	119	109	78	17	7	1	0	0	0	0	464	31-40	228
Day Total	3400	1036	2527	4898	6628	5751	3559	1524	507	115	27	5	3	0	29980	31-40	12379
Percent	11.3%	3.5%	8.4%	16.3%	22.1%	19.2%	11.9%	5.1%	1.7%	0.4%	0.1%	0%	0%	0%			
AM Peak Volume	8:00 AM 307	9:00 AM 88	9:00 AM 160	11:00 AM 378	9:00 AM 457	8:00 AM 400	8:00 AM 268	7:00 AM 114	8:00 AM 36	5:00 AM 10	4:00 AM 6	1:00 AM 1	2:00 AM 1	12:00 AM 0	8:00 AM 2050		
PM Peak Volume	12:00 PM 274	12:00 PM 124	12:00 PM 249	12:00 PM 375	5:00 PM 466	4:00 PM 466	3:00 PM 335	3:00 PM 169	3:00 PM 58	5:00 PM 12	4:00 PM 4	2:00 PM 1	12:00 PM 0	12:00 PM 0	5:00 PM 2142		

Comments:

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB, SB DATE: Mar 8 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	37	0	6	28	60	82	49	25	3	2	0	0	0	0	292	31-40	142
01:00 AM	25	1	1	9	23	33	26	17	4	0	2	0	0	0	141	36-45	59
02:00 AM	17	1	2	27	40	37	34	13	1	3	0	0	0	0	175	31-40	77
03:00 AM	14	2	0	5	19	38	28	21	6	6	0	0	0	0	139	36-45	66
04:00 AM	32	2	4	24	37	71	61	42	24	7	4	0	0	0	308	36-45	132
05:00 AM	62	6	30	67	115	188	117	60	25	7	2	1	0	0	680	36-45	305
06:00 AM	90	14	49	156	252	232	136	67	23	13	3	0	0	0	1035	31-40	484
07:00 AM	185	17	60	173	216	291	240	143	64	13	7	2	0	0	1411	36-45	531
08:00 AM	248	33	116	202	366	409	274	116	56	12	3	1	0	0	1836	31-40	775
09:00 AM	168	36	97	178	291	425	275	107	38	8	0	1	0	0	1624	31-40	716
10:00 AM	144	25	59	148	346	273	130	61	20	4	0	0	0	0	1210	31-40	619
11:00 AM	171	35	99	182	359	300	129	55	16	5	2	0	0	0	1353	31-40	659
12:00 PM	213	47	113	234	332	204	115	29	10	1	0	0	0	0	1298	26-35	566
01:00 PM	212	42	125	209	381	289	120	40	16	2	1	1	0	0	1438	31-40	670
02:00 PM	169	27	96	194	366	335	232	84	26	6	0	1	0	0	1536	31-40	701
03:00 PM	164	33	97	215	339	378	265	134	24	6	1	0	0	0	1656	31-40	717
04:00 PM	208	47	117	266	390	387	296	111	34	9	2	0	0	0	1867	31-40	777
05:00 PM	275	57	139	358	384	421	237	111	30	6	0	1	0	0	2019	31-40	805
06:00 PM	282	70	190	367	350	357	215	74	20	5	0	0	0	0	1930	26-35	717
07:00 PM	318	65	162	258	364	288	170	56	12	3	0	0	0	0	1696	31-40	652
08:00 PM	276	73	151	261	311	177	117	38	16	1	0	0	0	0	1421	26-35	572
09:00 PM	155	48	130	249	273	202	110	42	18	2	0	0	0	0	1229	26-35	522
10:00 PM	152	58	96	188	257	217	97	32	14	2	0	0	0	1	1114	31-40	474
11:00 PM	82	6	40	125	185	130	69	27	9	3	0	0	0	0	676	31-40	315
Day Total	3699	745	1979	4123	6056	5764	3542	1505	509	126	27	8	0	1	28084	31-40	11820
Percent	13.2%	2.7%	7%	14.7%	21.6%	20.5%	12.6%	5.4%	1.8%	0.4%	0.1%	0%	0%	0%			
AM Peak Volume	8:00 AM 248	9:00 AM 36	8:00 AM 116	8:00 AM 202	8:00 AM 366	9:00 AM 425	9:00 AM 275	7:00 AM 143	7:00 AM 64	6:00 AM 13	7:00 AM 7	7:00 AM 2	12:00 AM 0	12:00 AM 0	8:00 AM 1836		
PM Peak Volume	7:00 PM 318	8:00 PM 73	6:00 PM 190	6:00 PM 367	4:00 PM 390	5:00 PM 421	4:00 PM 296	3:00 PM 134	4:00 PM 34	4:00 PM 9	4:00 PM 2	1:00 PM 1	12:00 PM 0	10:00 PM 1	5:00 PM 2019		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB, SB DATE: Mar 9 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	56	5	9	43	108	109	71	29	10	1	2	0	1	0	444	31-40	217
01:00 AM	45	0	11	51	81	79	45	36	4	1	1	0	0	0	354	31-40	160
02:00 AM	37	1	5	25	74	85	39	25	13	7	2	1	0	0	314	31-40	159
03:00 AM	35	0	3	18	33	40	32	16	9	1	2	0	0	0	189	31-40	73
04:00 AM	32	2	1	10	28	41	25	23	9	3	2	1	0	0	177	31-40	69
05:00 AM	54	0	6	20	50	80	52	29	12	7	4	0	0	0	314	36-45	132
06:00 AM	71	3	6	30	107	120	77	37	13	5	1	2	0	0	472	31-40	227
07:00 AM	104	11	46	135	175	126	92	49	18	4	0	1	0	0	761	26-35	310
08:00 AM	167	12	70	189	242	195	111	59	19	3	2	0	0	1	1070	31-40	437
09:00 AM	268	71	128	187	272	211	134	49	15	3	1	0	0	0	1339	31-40	483
10:00 AM	203	64	126	240	301	243	127	48	21	3	0	0	0	0	1376	31-40	544
11:00 AM	257	55	112	233	334	306	135	65	20	5	0	0	0	0	1522	31-40	640
12:00 PM	260	55	149	224	305	217	98	39	9	2	0	0	0	0	1358	26-35	529
01:00 PM	301	97	146	243	286	219	106	31	9	1	0	0	0	0	1439	26-35	529
02:00 PM	232	69	151	226	326	225	127	37	17	2	1	0	0	0	1413	26-35	552
03:00 PM	285	73	174	238	274	248	114	58	19	2	2	0	0	0	1487	31-40	522
04:00 PM	194	88	162	285	286	245	100	38	15	3	2	0	0	0	1418	26-35	571
05:00 PM	258	98	177	289	303	197	94	44	7	3	0	0	0	0	1470	26-35	592
06:00 PM	218	71	162	288	300	208	91	32	12	5	0	0	0	0	1387	26-35	588
07:00 PM	277	91	155	267	274	144	88	24	6	2	0	0	0	0	1328	26-35	541
08:00 PM	219	63	139	244	265	197	86	42	11	1	0	0	0	0	1267	26-35	509
09:00 PM	209	30	129	197	231	131	94	21	13	1	1	1	0	0	1058	26-35	428
10:00 PM	108	27	80	198	259	207	121	47	8	0	0	1	0	1	1057	31-40	466
11:00 PM	103	3	24	92	151	149	99	37	4	5	1	0	0	0	668	31-40	300
Day Total	3993	989	2171	3972	5065	4022	2158	915	293	70	24	7	1	2	23682	31-40	9087
Percent	16.9%	4.2%	9.2%	16.8%	21.4%	17%	9.1%	3.9%	1.2%	0.3%	0.1%	0%	0%	0%			
AM Peak Volume	9:00 AM 268	9:00 AM 71	9:00 AM 128	10:00 AM 240	11:00 AM 334	11:00 AM 306	11:00 AM 135	11:00 AM 65	10:00 AM 21	2:00 AM 7	5:00 AM 4	6:00 AM 2	12:00 AM 1	8:00 AM 1	11:00 AM 1522		
PM Peak Volume	1:00 PM 301	5:00 PM 98	5:00 PM 177	5:00 PM 289	2:00 PM 326	3:00 PM 248	2:00 PM 127	3:00 PM 58	3:00 PM 19	6:00 PM 5	3:00 PM 2	9:00 PM 1	12:00 PM 0	10:00 PM 1	3:00 PM 1487		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave
SPECIFIC LOCATION:
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372835
DIRECTION: NB, SB
DATE: Mar 10 2024

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	120	0	7	38	81	74	32	14	6	1	0	1	0	0	374	31-40	155
01:00 AM	63	1	4	31	59	88	49	15	5	1	1	0	0	0	317	31-40	147
02:00 AM	39	1	8	19	75	92	68	19	8	6	0	0	0	0	335	31-40	167
03:00 AM	18	1	6	24	43	41	31	15	5	2	3	0	0	1	190	31-40	84
04:00 AM	56	0	4	14	43	54	32	15	5	8	0	0	0	0	231	31-40	97
05:00 AM	61	2	10	36	44	56	51	21	6	3	0	0	0	0	290	36-45	107
06:00 AM	96	3	12	38	77	82	51	28	10	3	1	0	0	0	401	31-40	159
07:00 AM	73	6	36	112	161	157	78	27	14	7	1	0	0	0	672	31-40	318
08:00 AM	226	21	68	171	210	153	100	42	21	4	0	0	0	0	1016	26-35	381
09:00 AM	208	41	118	196	219	188	125	50	22	6	1	0	0	0	1174	26-35	415
10:00 AM	336	76	134	241	232	228	110	50	16	2	0	0	0	0	1425	26-35	473
11:00 AM	214	38	89	221	314	232	107	40	14	2	0	0	0	0	1271	31-40	546
12:00 PM	275	58	136	206	270	258	98	43	11	3	0	0	0	0	1358	31-40	528
01:00 PM	215	31	84	228	319	234	122	57	11	3	0	0	0	0	1304	31-40	553
02:00 PM	133	32	75	204	374	304	157	44	14	6	0	0	0	0	1343	31-40	678
03:00 PM	216	67	125	262	382	290	129	46	18	1	1	0	0	0	1537	31-40	672
04:00 PM	323	89	165	233	327	197	106	32	14	4	0	1	0	0	1491	26-35	560
05:00 PM	289	45	130	235	263	197	127	64	20	5	0	0	0	0	1375	26-35	498
06:00 PM	226	42	101	232	270	179	111	32	14	3	0	0	0	0	1210	26-35	502
07:00 PM	168	38	110	227	284	207	84	34	4	1	0	0	0	0	1157	26-35	511
08:00 PM	172	18	108	162	193	193	113	44	7	2	0	0	0	0	1012	31-40	386
09:00 PM	102	8	31	91	169	148	95	36	10	5	0	0	0	0	695	31-40	317
10:00 PM	87	2	24	36	93	91	60	18	7	2	0	0	0	0	420	31-40	184
11:00 PM	66	1	8	13	49	37	20	14	3	1	1	0	0	0	213	31-40	86
Day Total	3782	621	1593	3270	4551	3780	2056	800	265	81	9	2	0	1	20811	31-40	8331
Percent	18.2%	3%	7.7%	15.7%	21.9%	18.2%	9.9%	3.8%	1.3%	0.4%	0%	0%	0%	0%			
AM Peak Volume	10:00 AM 336	10:00 AM 76	10:00 AM 134	10:00 AM 241	11:00 AM 314	11:00 AM 232	9:00 AM 125	9:00 AM 50	9:00 AM 22	4:00 AM 8	3:00 AM 3	12:00 AM 1	12:00 AM 0	3:00 AM 1	10:00 AM 1425		
PM Peak Volume	4:00 PM 323	4:00 PM 89	4:00 PM 165	3:00 PM 262	3:00 PM 382	2:00 PM 304	2:00 PM 157	5:00 PM 64	5:00 PM 20	2:00 PM 6	3:00 PM 1	4:00 PM 1	12:00 PM 0	12:00 PM 0	3:00 PM 1537		

Comments:

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: NB, SB DATE: Mar 11 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	36	1	4	9	30	28	24	10	3	0	1	1	0	0	147	31-40	58
01:00 AM	44	0	1	5	17	14	11	4	1	0	0	0	0	0	97	31-40	31
02:00 AM	38	0	3	16	16	22	16	12	9	1	0	0	0	0	133	33-42	38
03:00 AM	91	0	3	14	37	45	35	21	11	5	0	1	0	0	263	31-40	82
04:00 AM	135	2	18	68	103	93	91	72	20	10	7	0	0	0	619	31-40	196
05:00 AM	193	15	56	117	184	180	117	66	30	4	3	0	0	0	965	31-40	364
06:00 AM	194	22	66	177	264	297	180	80	34	10	3	1	0	0	1328	31-40	561
07:00 AM	378	42	93	265	317	392	274	116	39	11	4	0	0	0	1931	31-40	709
08:00 AM	355	49	114	260	315	321	258	80	20	9	0	0	0	0	1781	31-40	636
09:00 AM	270	34	70	191	280	297	207	65	16	5	1	0	0	1	1437	31-40	577
10:00 AM	281	30	82	200	255	262	131	44	25	3	0	0	0	0	1313	31-40	517
11:00 AM	268	28	79	164	250	237	138	63	14	5	1	0	0	0	1247	31-40	487
12:00 PM	276	35	85	189	252	246	112	48	19	5	1	0	0	0	1268	31-40	498
01:00 PM	377	41	128	216	288	268	172	108	39	10	3	0	0	1	1651	31-40	556
02:00 PM	307	30	80	185	317	354	229	115	44	10	1	2	0	0	1674	31-40	671
03:00 PM	261	42	114	215	320	357	274	142	37	16	1	1	0	1	1781	31-40	677
04:00 PM	274	36	129	258	387	433	230	150	41	11	1	0	0	0	1950	31-40	820
05:00 PM	266	38	120	248	405	329	249	129	32	13	2	1	0	0	1832	31-40	734
06:00 PM	243	32	111	256	355	274	159	69	21	7	1	0	0	0	1528	31-40	629
07:00 PM	278	37	107	258	244	143	77	24	8	1	0	0	0	0	1177	26-35	502
08:00 PM	177	23	84	202	240	154	67	30	6	1	2	0	0	0	986	26-35	442
09:00 PM	171	11	45	121	138	135	84	31	8	5	2	0	0	0	751	31-40	273
10:00 PM	70	0	13	59	92	87	47	30	12	1	0	0	0	0	411	31-40	179
11:00 PM	48	1	4	19	45	51	44	18	3	3	0	0	0	0	236	31-40	96
Day Total	5031	549	1609	3712	5151	5019	3226	1527	492	146	34	7	0	3	26506	31-40	10170
Percent	19%	2.1%	6.1%	14%	19.4%	18.9%	12.2%	5.8%	1.9%	0.6%	0.1%	0%	0%	0%			
AM Peak Volume	7:00 AM 378	8:00 AM 49	8:00 AM 114	7:00 AM 265	7:00 AM 317	7:00 AM 392	7:00 AM 274	7:00 AM 116	7:00 AM 39	7:00 AM 11	4:00 AM 7	12:00 AM 1	12:00 AM 0	9:00 AM 1	7:00 AM 1931		
PM Peak Volume	1:00 PM 377	3:00 PM 42	4:00 PM 129	4:00 PM 258	5:00 PM 405	4:00 PM 433	3:00 PM 274	4:00 PM 150	2:00 PM 44	3:00 PM 16	1:00 PM 3	2:00 PM 2	12:00 PM 0	1:00 PM 1	4:00 PM 1950		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave															QC JOB #: 16372835		
SPECIFIC LOCATION:															DIRECTION: NB, SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 5 2024 - Mar 11 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	25826	5839	15190	30361	41402	36814	21757	9373	2951	768	172	39	5	10	190507	31-40	78216
Percent	13.6%	3.1%	8%	15.9%	21.7%	19.3%	11.4%	4.9%	1.5%	0.4%	0.1%	0%	0%	0%			
Cumulative Percent	13.6%	16.6%	24.6%	40.5%	62.3%	81.6%	93%	97.9%	99.5%	99.9%	100%	100%	100%	100%			
ADT 27215															85th Percentile: 41 MPH Mean Speed(Average): 32 MPH Median: 32 MPH Mode: 33 MPH		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave									QC JOB #: 16372835	
SPECIFIC LOCATION:									DIRECTION: NB, SB	
CITY/STATE: Sunnyvale, CA									DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 5 Mar 24	Tue 6 Mar 24	Wed 7 Mar 24	Thu 8 Mar 24	Fri 8 Mar 24	Average Weekday Hourly Traffic	Sat 9 Mar 24	Sun 10 Mar 24	Average Week Hourly Traffic	Average Week Profile
12:00 AM	230	253	232	292	252	252	444	374	304	
01:00 AM	141	147	184	141	153	153	354	317	214	
02:00 AM	138	137	154	175	151	151	314		184	
03:00 AM	111	121	126	139	124	124	189	190	125	
04:00 AM	319	304	316	308	312	312	177	231	276	
05:00 AM	735	752	713	680	720	720	314	290	581	
06:00 AM	1051	1076	1041	1035	1051	1051	472	401	846	
07:00 AM	1579	1516	1512	1411	1505	1505	761	672	1242	
08:00 AM	2175	2033	2050	1836	2024	2024	1070	1016	1697	
09:00 AM	1986	2032	1856	1624	1875	1875	1339	1174	1669	
10:00 AM	1793	1884	1668	1210	1639	1639	1376	1425	1559	
11:00 AM	1716	1811	1686	1353	1642	1642	1522	1271	1560	
12:00 PM	1659	1792	1788	1298	1634	1634	1358	1358	1542	
01:00 PM	1749	1804	1498	1438	1622	1622	1439	1304	1539	
02:00 PM	1737	1718	1589	1536	1645	1645	1413	1343	1556	
03:00 PM	1849	1822	1889	1656	1804	1804	1487	1537	1707	
04:00 PM	2073	2065	2071	1867	2019	2019	1418	1491	1831	
05:00 PM	2165	2162	2142	2019	2122	2122	1470	1375	1889	
06:00 PM	2082	2039	2035	1930	2022	2022	1387	1210	1781	
07:00 PM	1749	1758	1711	1696	1729	1729	1328	1157	1567	
08:00 PM	1309	1231	1352	1421	1328	1328	1267	1012	1265	
09:00 PM	1126	1121	1096	1229	1143	1143	1058	695	1054	
10:00 PM	863	712	807	1114	874	874	1057	420	829	
11:00 PM	410	409	464	676	490	490	668	213	473	
Day Total	30745	30699	29980	28084	29880	29880	23682	20476	27290	
% Weekday Average	102.9%	102.7%	100.3%	94%						
% Week Average	112.7%	112.5%	109.9%	102.9%	109.5%	109.5%	86.8%	75%		
AM Peak Volume	8:00 AM 2175	8:00 AM 2033	8:00 AM 2050	8:00 AM 1836	8:00 AM 2024	8:00 AM 2024	11:00 AM 1522	10:00 AM 1425	8:00 AM 1697	
PM Peak Volume	5:00 PM 2165	5:00 PM 2162	5:00 PM 2142	5:00 PM 2019	5:00 PM 2122	5:00 PM 2122	3:00 PM 1487	3:00 PM 1537	5:00 PM 1889	
Comments:										

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

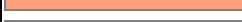
Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave
SPECIFIC LOCATION:
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372835

DIRECTION: NB, SB

DATE: Mar 5 2024 - Mar 11 2024

Start Time	Mon 11 Mar 24	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	147					147			147	
01:00 AM	97					97			97	
02:00 AM	133					133			133	
03:00 AM	263					263			263	
04:00 AM	619					619			619	
05:00 AM	965					965			965	
06:00 AM	1328					1328			1328	
07:00 AM	1931					1931			1931	
08:00 AM	1781					1781			1781	
09:00 AM	1437					1437			1437	
10:00 AM	1313					1313			1313	
11:00 AM	1247					1247			1247	
12:00 PM	1268					1268			1268	
01:00 PM	1651					1651			1651	
02:00 PM	1674					1674			1674	
03:00 PM	1781					1781			1781	
04:00 PM	1950					1950			1950	
05:00 PM	1832					1832			1832	
06:00 PM	1528					1528			1528	
07:00 PM	1177					1177			1177	
08:00 PM	986					986			986	
09:00 PM	751					751			751	
10:00 PM	411					411			411	
11:00 PM	236					236			236	
Day Total	26506					26506			26506	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	7:00 AM 1931					7:00 AM 1931			7:00 AM 1931	
PM Peak Volume	4:00 PM 1950					4:00 PM 1950			4:00 PM 1950	

Comments:

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave
SPECIFIC LOCATION:
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372835
DIRECTION: SB
DATE: Mar 5 2024

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	20	0	1	5	9	26	17	8	4	1	0	0	0	1	92	36-45	43
01:00 AM	0	0	1	4	11	15	22	6	3	0	0	0	0	0	62	36-45	37
02:00 AM	1	1	0	7	8	22	13	6	3	0	0	0	0	0	61	36-45	35
03:00 AM	3	0	1	4	10	12	19	11	3	1	1	0	0	0	65	36-45	31
04:00 AM	21	1	3	7	25	47	52	26	7	4	2	0	0	0	195	36-45	99
05:00 AM	16	5	8	36	64	132	67	58	22	9	0	0	0	0	417	36-45	199
06:00 AM	50	20	30	70	112	141	87	26	10	3	1	0	0	0	550	31-40	253
07:00 AM	46	18	20	55	139	210	149	72	18	2	2	0	0	0	731	36-45	359
08:00 AM	66	18	27	67	126	276	157	61	18	6	0	0	0	0	822	36-45	433
09:00 AM	59	10	25	55	272	257	151	70	17	0	1	0	0	0	917	31-40	529
10:00 AM	57	10	57	143	212	229	110	30	8	1	0	0	0	0	857	31-40	441
11:00 AM	59	11	24	100	245	240	101	42	10	0	1	0	0	0	833	31-40	485
12:00 PM	58	8	41	100	231	232	81	20	2	1	0	0	0	0	774	31-40	463
01:00 PM	56	12	26	89	242	190	117	32	11	0	1	0	0	0	776	31-40	432
02:00 PM	40	5	27	73	232	220	129	38	8	1	3	0	0	0	776	31-40	452
03:00 PM	54	13	30	84	222	235	121	72	18	10	1	0	0	0	860	31-40	457
04:00 PM	69	11	27	90	251	302	156	86	21	4	1	0	0	0	1018	31-40	553
05:00 PM	88	17	65	146	402	213	139	59	9	1	0	0	0	0	1139	31-40	615
06:00 PM	75	15	58	235	366	185	110	30	17	2	0	0	0	0	1093	26-35	601
07:00 PM	75	41	53	107	190	172	98	41	7	2	0	0	0	0	786	31-40	362
08:00 PM	29	19	71	77	131	114	75	39	11	3	1	0	0	0	570	31-40	245
09:00 PM	23	3	20	52	91	120	109	45	15	5	0	0	0	0	483	36-45	229
10:00 PM	16	15	16	48	113	87	56	30	10	2	1	0	0	0	394	31-40	200
11:00 PM	8	0	6	31	40	50	39	17	6	2	0	0	0	0	199	31-40	90
Day Total	989	253	637	1685	3744	3727	2175	925	258	60	16	0	0	1	14470	31-40	7471
Percent	6.8%	1.7%	4.4%	11.6%	25.9%	25.8%	15%	6.4%	1.8%	0.4%	0.1%	0%	0%	0%			
AM Peak Volume	8:00 AM 66	6:00 AM 20	10:00 AM 57	10:00 AM 143	9:00 AM 272	8:00 AM 276	8:00 AM 157	7:00 AM 72	5:00 AM 22	5:00 AM 9	4:00 AM 2	12:00 AM 0	12:00 AM 0	12:00 AM 1	9:00 AM 917		
PM Peak Volume	5:00 PM 88	7:00 PM 41	8:00 PM 71	6:00 PM 235	5:00 PM 402	4:00 PM 302	4:00 PM 156	4:00 PM 86	4:00 PM 21	3:00 PM 10	2:00 PM 3	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 1139		

Comments:

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave
SPECIFIC LOCATION:
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372835
DIRECTION: SB
DATE: Mar 6 2024

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	4	4	2	8	17	20	23	18	5	1	1	0	0	0	103	36-45	43
01:00 AM	6	3	1	6	8	18	12	4	1	1	0	0	0	0	60	36-45	30
02:00 AM	0	0	6	5	7	8	11	12	3	0	0	0	0	0	52	41-50	23
03:00 AM	6	1	1	6	8	14	13	11	10	0	0	0	0	0	70	36-45	27
04:00 AM	4	0	3	7	5	19	40	51	37	15	7	2	0	0	190	41-50	91
05:00 AM	18	1	4	25	40	78	85	82	47	14	11	1	0	0	406	41-50	167
06:00 AM	39	14	40	75	101	96	99	61	25	10	5	1	0	1	567	31-40	197
07:00 AM	57	15	31	52	118	117	112	88	35	15	3	1	0	0	644	31-40	235
08:00 AM	54	12	30	60	141	172	144	89	48	13	1	0	0	0	764	36-45	316
09:00 AM	69	9	51	91	170	249	105	67	19	5	0	0	0	0	835	31-40	419
10:00 AM	99	12	46	98	222	253	150	74	19	4	0	0	0	0	977	31-40	475
11:00 AM	60	27	53	133	217	233	141	53	19	4	0	0	0	0	940	31-40	450
12:00 PM	50	26	31	114	224	238	128	55	10	2	1	0	0	0	879	31-40	462
01:00 PM	43	13	27	57	167	234	159	59	32	2	1	0	0	0	794	31-40	401
02:00 PM	67	16	37	65	222	213	113	58	9	2	0	0	0	0	802	31-40	435
03:00 PM	56	17	38	117	256	223	120	51	7	4	0	1	0	0	890	31-40	479
04:00 PM	56	13	32	130	267	296	156	91	20	1	0	1	0	0	1063	31-40	563
05:00 PM	91	22	66	196	374	225	129	36	10	1	0	0	0	0	1150	31-40	599
06:00 PM	98	21	55	244	268	214	105	32	8	2	0	0	0	0	1047	26-35	512
07:00 PM	52	15	74	144	244	152	95	41	7	4	1	1	0	0	830	31-40	396
08:00 PM	31	27	37	114	135	86	58	18	9	2	0	0	0	0	517	26-35	249
09:00 PM	40	15	41	59	102	104	76	32	4	5	0	0	0	0	478	31-40	206
10:00 PM	25	8	22	35	57	97	51	18	4	1	1	1	1	0	321	31-40	154
11:00 PM	6	4	6	22	37	52	38	21	4	4	0	0	0	0	194	36-45	90
Day Total	1031	295	734	1863	3407	3411	2163	1122	392	112	32	9	1	1	14573	31-40	6818
Percent	7.1%	2%	5%	12.8%	23.4%	23.4%	14.8%	7.7%	2.7%	0.8%	0.2%	0.1%	0%	0%			
AM Peak Volume	10:00 AM 99	11:00 AM 27	11:00 AM 53	11:00 AM 133	10:00 AM 222	10:00 AM 253	10:00 AM 150	8:00 AM 89	8:00 AM 48	4:00 AM 15	5:00 AM 11	4:00 AM 2	12:00 AM 0	6:00 AM 1	10:00 AM 977		
PM Peak Volume	6:00 PM 98	8:00 PM 27	7:00 PM 74	6:00 PM 244	5:00 PM 374	4:00 PM 296	1:00 PM 159	4:00 PM 91	1:00 PM 32	9:00 PM 5	12:00 PM 1	3:00 PM 1	10:00 PM 1	12:00 PM 0	5:00 PM 1150		

Comments:

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave															QC JOB #: 16372835		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 7 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	2	0	4	6	14	42	28	14	2	0	0	0	0	0	112	36-45	70
01:00 AM	2	1	1	8	8	22	10	7	4	1	0	1	0	0	65	36-45	32
02:00 AM	1	0	3	5	14	21	14	5	3	2	1	0	1	0	70	31-40	35
03:00 AM	0	2	1	3	5	14	17	18	7	3	1	0	0	0	71	41-50	35
04:00 AM	3	2	3	4	15	33	41	32	30	7	6	1	1	0	178	36-45	74
05:00 AM	16	1	16	24	60	117	70	41	21	4	1	0	0	0	371	36-45	187
06:00 AM	43	23	46	73	78	109	87	46	27	8	3	0	0	0	543	36-45	196
07:00 AM	48	11	19	51	141	153	149	77	20	6	2	1	0	0	678	36-45	302
08:00 AM	88	17	24	47	150	214	142	79	34	3	0	0	0	0	798	31-40	364
09:00 AM	72	15	23	99	247	194	150	42	12	3	2	0	0	0	859	31-40	441
10:00 AM	65	6	15	52	200	231	123	56	21	4	0	0	0	0	773	31-40	431
11:00 AM	61	15	39	122	212	250	97	41	10	1	2	0	1	0	851	31-40	462
12:00 PM	107	29	59	138	222	200	75	44	10	1	0	0	0	0	885	31-40	422
01:00 PM	44	9	29	93	250	206	129	51	11	4	0	0	0	0	826	31-40	456
02:00 PM	50	15	34	74	195	259	137	51	14	0	0	0	0	0	829	31-40	454
03:00 PM	62	18	39	100	236	266	199	64	25	4	1	0	0	0	1014	31-40	502
04:00 PM	81	20	43	89	281	300	160	64	21	3	2	0	0	0	1064	31-40	581
05:00 PM	110	22	50	181	346	237	136	43	11	1	1	0	0	0	1138	31-40	583
06:00 PM	104	13	57	187	311	243	115	45	7	4	0	0	0	0	1086	31-40	554
07:00 PM	98	32	60	120	201	160	83	33	9	3	1	0	0	0	800	31-40	361
08:00 PM	70	23	58	99	147	108	65	18	3	2	0	0	0	0	593	31-40	255
09:00 PM	26	10	28	47	120	107	66	34	18	2	0	0	0	0	458	31-40	227
10:00 PM	15	9	20	57	64	76	68	26	9	3	0	0	0	0	347	36-45	144
11:00 PM	36	5	5	12	35	51	44	12	5	1	0	0	0	0	206	36-45	95
Day Total	1204	298	676	1691	3552	3613	2205	943	334	70	23	3	3	0	14615	31-40	7165
Percent	8.2%	2%	4.6%	11.6%	24.3%	24.7%	15.1%	6.5%	2.3%	0.5%	0.2%	0%	0%	0%			
AM Peak Volume	8:00 AM 88	6:00 AM 23	6:00 AM 46	11:00 AM 122	9:00 AM 247	11:00 AM 250	9:00 AM 150	8:00 AM 79	8:00 AM 34	6:00 AM 8	4:00 AM 6	1:00 AM 1	2:00 AM 1	12:00 AM 0	9:00 AM 859		
PM Peak Volume	5:00 PM 110	7:00 PM 32	7:00 PM 60	6:00 PM 187	5:00 PM 346	4:00 PM 300	3:00 PM 199	3:00 PM 64	3:00 PM 25	1:00 PM 4	4:00 PM 2	12:00 PM 0	12:00 PM 0	12:00 PM 0	5:00 PM 1138		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave
SPECIFIC LOCATION:
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372835
DIRECTION: SB
DATE: Mar 8 2024

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	17	0	3	7	13	29	19	18	2	1	0	0	0	0	109	36-45	48
01:00 AM	18	1	0	1	4	11	17	13	4	0	2	0	0	0	71	41-50	30
02:00 AM	6	1	1	4	11	13	13	10	0	1	0	0	0	0	60	36-45	26
03:00 AM	9	2	0	1	10	21	15	14	5	4	0	0	0	0	81	36-45	36
04:00 AM	25	0	4	7	10	29	38	31	18	6	4	0	0	0	172	41-50	69
05:00 AM	40	4	13	16	47	88	77	43	20	6	1	1	0	0	356	36-45	165
06:00 AM	53	11	23	52	116	121	85	49	18	12	3	0	0	0	543	31-40	237
07:00 AM	79	10	15	35	60	154	140	92	44	10	6	0	0	0	645	36-45	294
08:00 AM	102	11	23	31	111	197	133	63	42	10	3	0	0	0	726	36-45	330
09:00 AM	69	10	25	52	124	247	170	81	25	6	0	1	0	0	810	36-45	417
10:00 AM	43	11	13	64	211	206	102	53	15	4	0	0	0	0	722	31-40	417
11:00 AM	42	9	36	60	243	260	119	49	14	5	2	0	0	0	839	31-40	503
12:00 PM	68	22	58	120	247	171	96	23	8	1	0	0	0	0	814	31-40	418
01:00 PM	80	19	48	77	217	220	104	36	15	2	1	1	0	0	820	31-40	437
02:00 PM	63	5	26	80	241	244	179	56	21	6	0	0	0	0	921	31-40	485
03:00 PM	67	10	38	89	221	229	136	82	14	5	1	0	0	0	892	31-40	450
04:00 PM	118	17	28	95	251	209	137	51	13	7	2	0	0	0	928	31-40	460
05:00 PM	165	17	38	153	230	239	90	52	13	3	0	0	0	0	1000	31-40	469
06:00 PM	87	17	59	169	224	178	103	48	9	3	0	0	0	0	897	31-40	402
07:00 PM	120	3	39	77	190	183	105	32	9	3	0	0	0	0	761	31-40	373
08:00 PM	70	28	42	88	166	117	79	34	13	1	0	0	0	0	638	31-40	283
09:00 PM	24	13	33	75	113	128	89	32	16	1	0	0	0	0	524	31-40	241
10:00 PM	53	29	36	73	91	128	73	23	11	2	0	0	0	1	520	31-40	219
11:00 PM	43	4	13	40	51	67	42	23	5	3	0	0	0	0	291	31-40	118
Day Total	1461	254	614	1466	3202	3489	2161	1008	354	102	25	3	0	1	14140	31-40	6691
Percent	10.3%	1.8%	4.3%	10.4%	22.6%	24.7%	15.3%	7.1%	2.5%	0.7%	0.2%	0%	0%	0%			
AM Peak Volume	8:00 AM 102	6:00 AM 11	11:00 AM 36	10:00 AM 64	11:00 AM 243	11:00 AM 260	9:00 AM 170	7:00 AM 92	7:00 AM 44	6:00 AM 12	7:00 AM 6	5:00 AM 1	12:00 AM 0	12:00 AM 0	11:00 AM 839		
PM Peak Volume	5:00 PM 165	10:00 PM 29	6:00 PM 59	6:00 PM 169	4:00 PM 251	2:00 PM 244	2:00 PM 179	3:00 PM 82	2:00 PM 21	4:00 PM 7	4:00 PM 2	1:00 PM 1	12:00 PM 0	10:00 PM 1	5:00 PM 1000		

Comments:

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave
SPECIFIC LOCATION:
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372835
DIRECTION: SB
DATE: Mar 9 2024

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	38	3	2	16	29	48	51	20	9	0	2	0	1	0	219	36-45	99
01:00 AM	31	0	3	9	18	26	26	21	3	1	1	0	0	0	139	36-45	52
02:00 AM	21	0	1	4	14	29	18	10	6	4	1	1	0	0	109	36-45	47
03:00 AM	26	0	1	7	12	14	19	9	6	1	1	0	0	0	96	36-45	33
04:00 AM	18	2	0	5	5	18	14	15	8	1	2	1	0	0	89	36-45	32
05:00 AM	35	0	4	4	19	38	23	15	8	4	4	0	0	0	154	36-45	61
06:00 AM	43	2	1	7	33	54	41	28	10	4	1	2	0	0	226	36-45	95
07:00 AM	59	8	13	40	66	69	65	31	11	0	0	1	0	0	363	31-40	135
08:00 AM	82	7	13	49	103	117	85	45	16	1	2	0	0	1	521	31-40	220
09:00 AM	140	27	30	57	119	112	94	35	10	2	1	0	0	0	627	31-40	231
10:00 AM	102	29	59	102	150	158	80	35	12	3	0	0	0	0	730	31-40	308
11:00 AM	110	30	66	98	181	200	97	49	13	1	0	0	0	0	845	31-40	381
12:00 PM	137	32	67	104	157	144	69	32	2	2	0	0	0	0	746	31-40	301
01:00 PM	123	41	71	120	186	156	68	25	8	1	0	0	0	0	799	31-40	342
02:00 PM	127	32	64	103	182	131	89	28	14	2	1	0	0	0	773	31-40	313
03:00 PM	141	14	46	76	127	169	70	43	16	1	2	0	0	0	705	31-40	296
04:00 PM	74	25	51	106	129	151	74	28	14	2	2	0	0	0	656	31-40	280
05:00 PM	92	43	70	115	131	125	64	28	4	2	0	0	0	0	674	31-40	256
06:00 PM	82	24	48	122	142	123	60	22	9	5	0	0	0	0	637	31-40	265
07:00 PM	111	38	48	93	119	90	74	21	5	2	0	0	0	0	601	26-35	212
08:00 PM	115	29	41	83	125	120	62	32	8	1	0	0	0	0	616	31-40	245
09:00 PM	110	14	37	58	108	74	62	18	10	1	1	1	0	0	494	31-40	182
10:00 PM	18	15	14	53	114	126	90	36	5	0	0	1	0	1	473	31-40	240
11:00 PM	79	3	7	10	52	86	57	28	2	5	1	0	0	0	330	36-45	143
Day Total	1914	418	757	1441	2321	2378	1452	654	209	46	22	7	1	2	11622	31-40	4699
Percent	16.5%	3.6%	6.5%	12.4%	20%	20.5%	12.5%	5.6%	1.8%	0.4%	0.2%	0.1%	0%	0%			
AM Peak Volume	9:00 AM 140	11:00 AM 30	11:00 AM 66	10:00 AM 102	11:00 AM 181	11:00 AM 200	11:00 AM 97	11:00 AM 49	8:00 AM 16	2:00 AM 4	5:00 AM 4	6:00 AM 2	12:00 AM 1	8:00 AM 1	11:00 AM 845		
PM Peak Volume	3:00 PM 141	5:00 PM 43	1:00 PM 71	6:00 PM 122	1:00 PM 186	3:00 PM 169	10:00 PM 90	3:00 PM 43	3:00 PM 16	6:00 PM 5	3:00 PM 2	9:00 PM 1	12:00 PM 0	10:00 PM 1	1:00 PM 799		

Comments:

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave
SPECIFIC LOCATION:
CITY/STATE: Sunnyvale, CA

QC JOB #: 16372835
DIRECTION: SB
DATE: Mar 10 2024

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	104	0	2	5	15	27	13	7	5	0	0	1	0	0	179	1-10	69
01:00 AM	49	1	0	5	7	27	22	9	3	1	1	0	0	0	125	36-45	49
02:00 AM	24	0	1	2	10	23	24	10	6	5	0	0	0	0	105	36-45	47
03:00 AM	10	0	2	7	13	15	14	10	4	2	2	0	0	1	80	36-45	29
04:00 AM	47	0	0	3	8	20	20	9	3	8	0	0	0	0	118	36-45	40
05:00 AM	42	2	3	8	10	24	30	10	5	3	0	0	0	0	137	36-45	54
06:00 AM	75	2	2	7	27	25	23	15	8	3	0	0	0	0	187	31-40	52
07:00 AM	34	4	15	21	39	69	52	23	13	6	1	0	0	0	277	36-45	121
08:00 AM	149	11	20	31	61	65	63	27	15	3	0	0	0	0	445	36-45	128
09:00 AM	140	11	23	37	68	99	77	37	19	5	1	0	0	0	517	36-45	176
10:00 AM	198	10	11	45	94	157	78	35	13	2	0	0	0	0	643	31-40	251
11:00 AM	80	11	30	81	189	182	93	35	13	2	0	0	0	0	716	31-40	371
12:00 PM	129	19	37	64	174	190	73	38	10	3	0	0	0	0	737	31-40	364
01:00 PM	109	3	28	86	181	177	102	51	8	2	0	0	0	0	747	31-40	358
02:00 PM	42	7	22	70	218	226	112	33	9	6	0	0	0	0	745	31-40	444
03:00 PM	53	13	20	94	227	197	98	40	16	1	1	0	0	0	760	31-40	424
04:00 PM	154	37	45	71	149	125	66	26	11	4	0	0	0	0	688	31-40	274
05:00 PM	127	14	49	70	116	119	91	50	16	5	0	0	0	0	657	31-40	235
06:00 PM	101	16	37	93	134	100	79	23	6	2	0	0	0	0	591	31-40	234
07:00 PM	48	14	53	91	119	121	61	19	0	1	0	0	0	0	527	31-40	240
08:00 PM	72	7	40	39	87	103	80	23	5	0	0	0	0	0	456	31-40	190
09:00 PM	61	5	10	29	52	85	55	27	7	5	0	0	0	0	336	36-45	140
10:00 PM	61	2	15	13	26	36	31	8	2	0	0	0	0	0	194	36-45	67
11:00 PM	51	1	4	6	14	18	13	6	2	1	1	0	0	0	117	1-10	34
Day Total	1960	190	469	978	2038	2230	1370	571	199	70	7	1	0	1	10084	31-40	4268
Percent	19.4%	1.9%	4.7%	9.7%	20.2%	22.1%	13.6%	5.7%	2%	0.7%	0.1%	0%	0%	0%			
AM Peak Volume	10:00 AM 198	8:00 AM 11	11:00 AM 30	11:00 AM 81	11:00 AM 189	11:00 AM 182	11:00 AM 93	9:00 AM 37	9:00 AM 19	4:00 AM 8	3:00 AM 2	12:00 AM 1	12:00 AM 0	3:00 AM 1	11:00 AM 716		
PM Peak Volume	4:00 PM 154	4:00 PM 37	7:00 PM 53	3:00 PM 94	3:00 PM 227	2:00 PM 226	2:00 PM 112	1:00 PM 51	3:00 PM 16	2:00 PM 6	3:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:00 PM 760		

Comments:

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA															QC JOB #: 16372835 DIRECTION: SB DATE: Mar 11 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	24	1	1	4	10	9	13	5	3	0	1	1	0	0	72	36-45	22
01:00 AM	40	0	0	1	2	5	4	3	0	0	0	0	0	0	55	1-10	27
02:00 AM	32	0	1	5	6	11	8	7	3	1	0	0	0	0	74	1-10	21
03:00 AM	74	0	1	6	10	22	25	18	9	5	0	1	0	0	171	1-10	49
04:00 AM	94	1	3	14	33	55	53	48	14	10	7	0	0	0	332	36-45	108
05:00 AM	92	6	20	37	65	100	86	56	30	4	3	0	0	0	499	36-45	186
06:00 AM	34	10	14	49	117	173	117	58	27	10	3	1	0	0	613	31-40	290
07:00 AM	125	6	10	30	84	162	139	78	29	11	3	0	0	0	677	36-45	301
08:00 AM	120	6	17	75	137	182	116	60	18	9	0	0	0	0	740	31-40	319
09:00 AM	135	10	14	49	77	174	155	41	12	5	1	0	0	1	674	36-45	329
10:00 AM	166	11	28	45	112	166	91	35	22	3	0	0	0	0	679	31-40	278
11:00 AM	144	17	26	60	133	173	120	53	13	5	1	0	0	0	745	31-40	306
12:00 PM	157	8	21	36	121	157	71	45	18	5	1	0	0	0	640	31-40	278
01:00 PM	222	5	27	44	119	164	94	62	20	10	3	0	0	1	771	31-40	283
02:00 PM	193	4	17	64	141	201	121	57	23	7	1	1	0	0	830	31-40	342
03:00 PM	129	10	24	92	165	207	125	79	16	10	0	1	0	1	859	31-40	372
04:00 PM	124	4	29	143	274	239	103	63	15	4	0	0	0	0	998	31-40	513
05:00 PM	142	9	37	98	275	184	134	53	18	7	2	1	0	0	960	31-40	459
06:00 PM	94	8	41	100	194	146	97	48	18	6	0	0	0	0	752	31-40	340
07:00 PM	105	14	36	97	98	84	50	19	8	0	0	0	0	0	511	26-35	195
08:00 PM	73	11	26	69	98	87	42	21	2	0	1	0	0	0	430	31-40	185
09:00 PM	118	6	14	28	43	59	51	21	6	2	1	0	0	0	349	36-45	110
10:00 PM	45	0	5	14	27	39	17	19	7	1	0	0	0	0	174	31-40	66
11:00 PM	31	0	1	5	10	18	23	11	3	2	0	0	0	0	104	36-45	41
Day Total	2513	147	413	1165	2351	2817	1855	960	334	117	28	6	0	3	12709	31-40	5168
Percent	19.8%	1.2%	3.2%	9.2%	18.5%	22.2%	14.6%	7.6%	2.6%	0.9%	0.2%	0%	0%	0%			
AM Peak Volume	10:00 AM 166	11:00 AM 17	10:00 AM 28	8:00 AM 75	8:00 AM 137	8:00 AM 182	9:00 AM 155	7:00 AM 78	5:00 AM 30	7:00 AM 11	4:00 AM 7	12:00 AM 1	12:00 AM 0	9:00 AM 1	11:00 AM 745		
PM Peak Volume	1:00 PM 222	7:00 PM 14	6:00 PM 41	4:00 PM 143	5:00 PM 275	4:00 PM 239	5:00 PM 134	3:00 PM 79	2:00 PM 23	1:00 PM 10	1:00 PM 3	2:00 PM 1	12:00 PM 0	1:00 PM 1	4:00 PM 998		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave															QC JOB #: 16372835		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Sunnyvale, CA															DATE: Mar 5 2024 - Mar 11 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	11072	1855	4300	10289	20615	21665	13381	6183	2080	577	153	29	5	9	92213	31-40	42280
Percent	12%	2%	4.7%	11.2%	22.4%	23.5%	14.5%	6.7%	2.3%	0.6%	0.2%	0%	0%	0%			
Cumulative Percent	12%	14%	18.7%	29.8%	52.2%	75.7%	90.2%	96.9%	99.2%	99.8%	100%	100%	100%	100%			
ADT 13173															85th Percentile: 43 MPH Mean Speed(Average): 34 MPH Median: 34 MPH Mode: 38 MPH		
Comments:																	

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

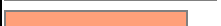
Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave									QC JOB #: 16372835	
SPECIFIC LOCATION:									DIRECTION: SB	
CITY/STATE: Sunnyvale, CA									DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 5 Mar 24	Tue 6 Mar 24	Wed 7 Mar 24	Thu 8 Mar 24	Fri 8 Mar 24	Average Weekday Hourly Traffic	Sat 9 Mar 24	Sun 10 Mar 24	Average Week Hourly Traffic	Average Week Profile
12:00 AM	92	103	112	109		104	219	179	136	
01:00 AM	62	60	65	71		65	139	125	87	
02:00 AM	61	52	70	60		61	109		70	
03:00 AM	65	70	71	81		72	96	80	66	
04:00 AM	195	190	178	172		184	89	118	157	
05:00 AM	417	406	371	356		388	154	137	307	
06:00 AM	550	567	543	543		551	226	187	436	
07:00 AM	731	644	678	645		675	363	277	556	
08:00 AM	822	764	798	726		778	521	445	679	
09:00 AM	917	835	859	810		855	627	517	761	
10:00 AM	857	977	773	722		832	730	643	784	
11:00 AM	833	940	851	839		866	845	716	837	
12:00 PM	774	879	885	814		838	746	737	806	
01:00 PM	776	794	826	820		804	799	747	794	
02:00 PM	776	802	829	921		832	773	745	808	
03:00 PM	860	890	1014	892		914	705	760	854	
04:00 PM	1018	1063	1064	928		1018	656	688	903	
05:00 PM	1139	1150	1138	1000		1107	674	657	960	
06:00 PM	1093	1047	1086	897		1031	637	591	892	
07:00 PM	786	830	800	761		794	601	527	718	
08:00 PM	570	517	593	638		580	616	456	565	
09:00 PM	483	478	458	524		486	494	336	462	
10:00 PM	394	321	347	520		396	473	194	375	
11:00 PM	199	194	206	291		223	330	117	223	
Day Total	14470	14573	14615	14140		14454	11622	9979	13236	
% Weekday Average	100.1%	100.8%	101.1%	97.8%						
% Week Average	109.3%	110.1%	110.4%	106.8%		109.2%	87.8%	75.4%		
AM Peak Volume	9:00 AM 917	10:00 AM 977	9:00 AM 859	11:00 AM 839		11:00 AM 866	11:00 AM 845	11:00 AM 716	11:00 AM 837	
PM Peak Volume	5:00 PM 1139	5:00 PM 1150	5:00 PM 1138	5:00 PM 1000		5:00 PM 1107	1:00 PM 799	3:00 PM 760	5:00 PM 960	
Comments:										

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave						QC JOB #: 16372835	
SPECIFIC LOCATION:						DIRECTION: SB	
CITY/STATE: Sunnyvale, CA						DATE: Mar 5 2024 - Mar 11 2024	
Start Time	Mon 11 Mar 24	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat Sun Average Week Hourly Traffic
12:00 AM	72					72	
01:00 AM	55					55	
02:00 AM	74					74	
03:00 AM	171					171	
04:00 AM	332					332	
05:00 AM	499					499	
06:00 AM	613					613	
07:00 AM	677					677	
08:00 AM	740					740	
09:00 AM	674					674	
10:00 AM	679					679	
11:00 AM	745					745	
12:00 PM	640					640	
01:00 PM	771					771	
02:00 PM	830					830	
03:00 PM	859					859	
04:00 PM	998					998	
05:00 PM	960					960	
06:00 PM	752					752	
07:00 PM	511					511	
08:00 PM	430					430	
09:00 PM	349					349	
10:00 PM	174					174	
11:00 PM	104					104	
Day Total	12709					12709	
% Weekday Average	100%						
% Week Average	100%					100%	
AM Peak Volume	11:00 AM 745					11:00 AM 745	
PM Peak Volume	4:00 PM 998					4:00 PM 998	
Comments:							

Report generated on 3/19/2024 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372859 DIRECTION: NB DATE: Mar 4 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM							
01:00 AM							
02:00 AM							
03:00 AM							
04:00 AM							
05:00 AM							
06:00 AM							
07:00 AM							
08:00 AM							
09:00 AM							
10:00 AM							
11:00 AM							
12:00 PM							
01:00 PM	1038	922	3	32	8	28	2031
02:00 PM	1109	1076	0	10	0	8	2203
03:00 PM	1042	1208	0	16	0	7	2273
04:00 PM	1097	1454	0	12	1	8	2572
05:00 PM	1124	1794	0	4	0	4	2926
06:00 PM	1076	1396	0	7	0	4	2483
07:00 PM	842	980	0	0	0	1	1823
08:00 PM	646	578	0	0	0	2	1226
09:00 PM	530	459	0	0	0	2	991
10:00 PM	384	338	0	0	0	2	724
11:00 PM	174	187	0	0	0	1	362
Day Total	9062	10392	3	81	9	67	19614
Percent	46.2%	53%	0%	0.4%	0%	0.3%	
ADT 19614							
AM Peak Volume							
PM Peak Volume	5:00 PM 1124	5:00 PM 1794	1:00 PM 3	1:00 PM 32	1:00 PM 8	1:00 PM 28	5:00 PM 2926
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372859 DIRECTION: NB DATE: Mar 5 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	145	97	0	0	0	0	242
01:00 AM	79	60	0	0	0	0	139
02:00 AM	78	62	0	0	0	0	140
03:00 AM	45	68	0	0	0	2	115
04:00 AM	123	215	0	0	0	0	338
05:00 AM	332	498	0	0	0	3	833
06:00 AM	543	774	0	1	0	4	1322
07:00 AM	1072	988	0	6	0	7	2073
08:00 AM	1872	1214	0	8	0	7	3101
09:00 AM	1649	1394	0	8	0	6	3057
10:00 AM	1091	1301	0	6	0	3	2401
11:00 AM	1012	1211	0	27	0	7	2257
12:00 PM	1126	1190	0	32	0	15	2363
01:00 PM	1165	1060	1	12	0	26	2264
02:00 PM	1160	1008	0	9	0	14	2191
03:00 PM	1108	1286	0	14	0	11	2419
04:00 PM	1266	1591	0	20	0	8	2885
05:00 PM	1138	2020	0	12	0	9	3179
06:00 PM	1132	1638	1	3	1	10	2785
07:00 PM	1045	1065	0	0	0	3	2113
08:00 PM	836	637	0	0	1	1	1475
09:00 PM	686	534	0	0	0	2	1222
10:00 PM	493	425	0	0	0	1	919
11:00 PM	214	203	0	0	0	2	419
Day Total	19410	20539	2	158	2	141	40252
Percent	48.2%	51%	0%	0.4%	0%	0.4%	
ADT 40252							
AM Peak Volume	8:00 AM 1872	9:00 AM 1394	12:00 AM 0	11:00 AM 27	12:00 AM 0	7:00 AM 7	8:00 AM 3101
PM Peak Volume	4:00 PM 1266	5:00 PM 2020	1:00 PM 1	12:00 PM 32	6:00 PM 1	1:00 PM 26	5:00 PM 3179
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372859 DIRECTION: NB DATE: Mar 6 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	151	101	0	0	0	0	252
01:00 AM	88	61	0	0	0	0	149
02:00 AM	83	53	0	0	0	0	136
03:00 AM	54	70	0	0	0	0	124
04:00 AM	114	196	0	0	0	1	311
05:00 AM	351	466	0	0	0	0	817
06:00 AM	536	685	0	2	0	1	1224
07:00 AM	1031	827	0	4	0	1	1863
08:00 AM	1904	1028	0	5	0	4	2941
09:00 AM	1652	1235	0	11	0	5	2903
10:00 AM	1099	1355	0	8	0	6	2468
11:00 AM	1161	1248	0	21	0	7	2437
12:00 PM	1138	1137	0	21	0	19	2315
01:00 PM	1208	1018	1	13	0	31	2271
02:00 PM	1080	1191	0	10	0	10	2291
03:00 PM	1063	1292	0	10	0	9	2374
04:00 PM	1128	1547	0	20	0	8	2703
05:00 PM	1180	2017	1	16	0	3	3217
06:00 PM	1146	1605	1	9	1	9	2771
07:00 PM	1072	1072	0	3	0	2	2149
08:00 PM	788	654	0	0	0	3	1445
09:00 PM	673	555	0	0	0	3	1231
10:00 PM	421	351	0	0	0	2	774
11:00 PM	217	203	0	0	0	0	420
Day Total	19338	19967	3	153	1	124	39586
Percent	48.9%	50.4%	0%	0.4%	0%	0.3%	
ADT 39586							
AM Peak Volume	8:00 AM 1904	10:00 AM 1355	12:00 AM 0	11:00 AM 21	12:00 AM 0	11:00 AM 7	8:00 AM 2941
PM Peak Volume	1:00 PM 1208	5:00 PM 2017	1:00 PM 1	12:00 PM 21	6:00 PM 1	1:00 PM 31	5:00 PM 3217
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372859 DIRECTION: NB DATE: Mar 7 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	119	113	0	0	0	1	233
01:00 AM	118	67	0	0	0	0	185
02:00 AM	84	71	0	0	0	0	155
03:00 AM	55	75	0	0	0	0	130
04:00 AM	139	205	0	0	0	1	345
05:00 AM	358	447	0	0	0	0	805
06:00 AM	539	723	0	1	0	0	1263
07:00 AM	981	968	0	12	1	8	1970
08:00 AM	1818	1210	1	7	0	6	3042
09:00 AM	1568	1376	1	13	0	8	2966
10:00 AM	1072	1293	0	2	0	5	2372
11:00 AM	1029	1264	0	18	2	9	2322
12:00 PM	1234	1256	0	56	0	25	2571
01:00 PM	1204	1166	0	29	0	39	2438
02:00 PM	1120	1104	0	19	0	5	2248
03:00 PM	1047	1491	0	16	0	7	2561
04:00 PM	1146	1651	0	19	0	11	2827
05:00 PM	1170	2018	0	14	0	10	3212
06:00 PM	1117	1659	0	11	0	5	2792
07:00 PM	1076	1125	1	0	0	4	2206
08:00 PM	867	756	0	0	0	4	1627
09:00 PM	698	540	0	0	0	0	1238
10:00 PM	479	401	0	0	0	3	883
11:00 PM	263	216	0	0	0	0	479
Day Total	19301	21195	3	217	3	151	40870
Percent	47.2%	51.9%	0%	0.5%	0%	0.4%	
ADT 40870							
AM Peak Volume	8:00 AM 1818	9:00 AM 1376	8:00 AM 1	11:00 AM 18	11:00 AM 2	11:00 AM 9	8:00 AM 3042
PM Peak Volume	12:00 PM 1234	5:00 PM 2018	7:00 PM 1	12:00 PM 56	12:00 PM 0	1:00 PM 39	5:00 PM 3212
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372859 DIRECTION: NB DATE: Mar 8 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	187	113	0	0	0	0	300
01:00 AM	73	75	0	0	0	0	148
02:00 AM	117	60	0	0	0	1	178
03:00 AM	57	80	0	0	0	0	137
04:00 AM	136	202	0	0	0	1	339
05:00 AM	333	437	0	0	0	2	772
06:00 AM	520	695	0	2	0	1	1218
07:00 AM	863	850	0	2	0	0	1715
08:00 AM	1390	1004	0	0	0	3	2397
09:00 AM	1144	1076	0	0	0	7	2227
10:00 AM	998	1024	0	1	0	7	2030
11:00 AM	1114	1131	0	13	0	7	2265
12:00 PM	1182	1306	0	18	0	18	2524
01:00 PM	1303	1210	0	30	0	17	2560
02:00 PM	1065	1264	0	15	1	2	2347
03:00 PM	1051	1324	2	15	2	5	2399
04:00 PM	1146	1347	0	15	1	8	2517
05:00 PM	1238	1583	1	7	0	6	2835
06:00 PM	1169	1337	0	6	0	1	2513
07:00 PM	1021	1084	0	0	0	0	2105
08:00 PM	887	755	0	0	0	1	1643
09:00 PM	775	660	0	0	0	0	1435
10:00 PM	636	602	0	0	0	0	1238
11:00 PM	402	321	0	0	0	0	723
Day Total	18807	19540	3	124	4	87	38565
Percent	48.8%	50.7%	0%	0.3%	0%	0.2%	
ADT 38565							
AM Peak Volume	8:00 AM 1390	11:00 AM 1131	12:00 AM 0	11:00 AM 13	12:00 AM 0	9:00 AM 7	8:00 AM 2397
PM Peak Volume	1:00 PM 1303	5:00 PM 1583	3:00 PM 2	1:00 PM 30	3:00 PM 2	12:00 PM 18	5:00 PM 2835
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372859 DIRECTION: NB DATE: Mar 9 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	230	225	0	0	0	0	455
01:00 AM	215	149	0	0	0	0	364
02:00 AM	212	112	0	0	0	0	324
03:00 AM	99	96	0	0	0	0	195
04:00 AM	88	92	0	0	0	0	180
05:00 AM	166	163	0	0	0	0	329
06:00 AM	255	255	0	1	0	1	512
07:00 AM	415	428	1	6	0	5	855
08:00 AM	606	658	1	12	0	0	1277
09:00 AM	790	895	0	9	0	0	1694
10:00 AM	889	1086	0	7	0	3	1985
11:00 AM	1109	1186	0	8	0	2	2305
12:00 PM	1115	1165	0	5	0	2	2287
01:00 PM	1195	1110	0	11	0	1	2317
02:00 PM	1187	1132	0	7	0	1	2327
03:00 PM	1211	955	0	8	0	2	2176
04:00 PM	950	977	0	6	0	10	1943
05:00 PM	930	965	0	10	0	5	1910
06:00 PM	904	1022	0	4	0	2	1932
07:00 PM	802	797	0	0	0	1	1600
08:00 PM	713	814	0	0	0	0	1527
09:00 PM	601	606	0	0	0	1	1208
10:00 PM	620	543	0	0	0	0	1163
11:00 PM	349	380	0	0	0	0	729
Day Total	15651	15811	2	94	0	36	31594
Percent	49.5%	50%	0%	0.3%	0%	0.1%	
ADT 31594							
AM Peak Volume	11:00 AM 1109	11:00 AM 1186	7:00 AM 1	8:00 AM 12	12:00 AM 0	7:00 AM 5	11:00 AM 2305
PM Peak Volume	3:00 PM 1211	12:00 PM 1165	12:00 PM 0	1:00 PM 11	12:00 PM 0	4:00 PM 10	2:00 PM 2327
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372859 DIRECTION: NB DATE: Mar 10 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	198	191	0	0	0	0	389
01:00 AM	190	133	0	0	0	0	323
02:00 AM	0	0	0	0	0	0	0
03:00 AM	239	111	0	0	0	1	351
04:00 AM	109	85	0	0	0	0	194
05:00 AM	113	124	0	0	0	0	237
06:00 AM	155	142	0	0	0	0	297
07:00 AM	219	205	0	2	0	4	430
08:00 AM	409	324	0	4	0	4	741
09:00 AM	593	570	0	6	0	1	1170
10:00 AM	729	640	0	9	0	3	1381
11:00 AM	896	818	0	6	0	4	1724
12:00 PM	944	882	0	11	0	6	1843
01:00 PM	1033	997	0	8	1	5	2044
02:00 PM	1025	993	0	11	0	2	2031
03:00 PM	921	987	0	3	0	3	1914
04:00 PM	967	991	0	6	0	4	1968
05:00 PM	886	1004	0	11	0	3	1904
06:00 PM	842	902	0	3	0	3	1750
07:00 PM	733	767	0	0	0	0	1500
08:00 PM	680	664	0	0	0	0	1344
09:00 PM	598	534	0	0	0	0	1132
10:00 PM	379	378	0	0	0	0	757
11:00 PM	229	215	0	0	0	0	444
Day Total	13087	12657	0	80	1	43	25868
Percent	50.6%	48.9%	0%	0.3%	0%	0.2%	
ADT 25868							
AM Peak Volume	11:00 AM 896	11:00 AM 818	12:00 AM 0	10:00 AM 9	12:00 AM 0	7:00 AM 4	11:00 AM 1724
PM Peak Volume	1:00 PM 1033	5:00 PM 1004	12:00 PM 0	12:00 PM 11	1:00 PM 1	12:00 PM 6	1:00 PM 2044
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave SPECIFIC LOCATION: CITY/STATE: Sunnyvale, CA							QC JOB #: 16372859 DIRECTION: NB DATE: Mar 11 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
12:00 AM	98	115	0	0	0	0	213
01:00 AM	73	69	0	0	0	0	142
02:00 AM	43	53	0	0	0	0	96
03:00 AM	57	70	0	0	0	0	127
04:00 AM	95	171	0	0	0	0	266
05:00 AM	291	401	0	0	0	0	692
06:00 AM	471	606	0	0	0	0	1077
07:00 AM	817	722	0	3	0	2	1544
08:00 AM	1578	965	0	8	0	10	2561
09:00 AM	1359	1049	0	13	0	8	2429
10:00 AM	925	992	0	6	0	1	1924
11:00 AM	926	947	1	5	0	6	1885
12:00 PM	939	962	0	12	0	14	1927
01:00 PM							
02:00 PM							
03:00 PM							
04:00 PM							
05:00 PM							
06:00 PM							
07:00 PM							
08:00 PM							
09:00 PM							
10:00 PM							
11:00 PM							
Day Total	7672	7122	1	47	0	41	14883
Percent	51.5%	47.9%	0%	0.3%	0%	0.3%	
ADT 14883							
AM Peak Volume	8:00 AM 1578	9:00 AM 1049	11:00 AM 1	9:00 AM 13	12:00 AM 0	8:00 AM 10	8:00 AM 2561
PM Peak Volume	12:00 PM 939	12:00 PM 962	12:00 PM 0	12:00 PM 12	12:00 PM 0	12:00 PM 14	12:00 PM 1927
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: N Mathilda Ave btwn Ahwanee Ave and San Aleso Ave							QC JOB #: 16372859
SPECIFIC LOCATION:							DIRECTION: NB
CITY/STATE: Sunnyvale, CA							DATE: Mar 4 2024 - Mar 11 2024
Start Time	NB Vehicle Volume	SB Vehicle Volume	North Leg Crossing Pedestrians	East Sidewalk Pedestrians	South Leg Crossing Pedestrians	West Sidewalk Pedestrians	Total
Grand Total	122328	127223	17	954	20	690	251232
Percent	48.7%	50.6%	0%	0.4%	0%	0.3%	
ADT 31404							
Comments:							

Report generated on 3/21/2024 1:26 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Appendix B

Existing Conditions Synchro/Traffix Output

HCM 7th Signalized Intersection Summary
1: Mathilda Ave. & US 101 SB Off Ramp

Existing Conditions
Timing Plan: AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 		  	  	
Traffic Volume (veh/h)	209	461	0	1745	1332	144
Future Volume (veh/h)	209	461	0	1745	1332	144
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1856	0	1870	1856	1796
Adj Flow Rate, veh/h	235	518	0	2006	1448	157
Peak Hour Factor	0.89	0.89	0.87	0.87	0.92	0.92
Percent Heavy Veh, %	11	3	0	2	3	7
Cap, veh/h	747	644	0	3148	2854	309
Arrive On Green	0.23	0.23	0.00	0.62	0.62	0.62
Sat Flow, veh/h	3209	2768	0	5443	4795	502
Grp Volume(v), veh/h	235	518	0	2006	1056	549
Grp Sat Flow(s),veh/h/ln	1605	1384	0	1702	1689	1752
Q Serve(g_s), s	5.2	15.0	0.0	21.1	14.8	14.8
Cycle Q Clear(g_c), s	5.2	15.0	0.0	21.1	14.8	14.8
Prop In Lane	1.00	1.00	0.00			0.29
Lane Grp Cap(c), veh/h	747	644	0	3148	2082	1080
V/C Ratio(X)	0.31	0.80	0.00	0.64	0.51	0.51
Avail Cap(c_a), veh/h	1246	1074	0	3148	2082	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	27.0	30.8	0.0	10.3	9.1	9.1
Incr Delay (d2), s/veh	0.2	2.4	0.0	1.0	0.9	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.0	0.0	6.3	4.5	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.2	33.2	0.0	11.3	10.0	10.8
LnGrp LOS	C	C		B	A	B
Approach Vol, veh/h	753			2006	1605	
Approach Delay, s/veh	31.3			11.3	10.2	
Approach LOS	C			B	B	
Timer - Assigned Phs	2			4	6	
Phs Duration (G+Y+Rc), s	59.2			25.8	59.2	
Change Period (Y+Rc), s	6.8			6.0	6.8	
Max Green Setting (Gmax), s	39.2			33.0	39.2	
Max Q Clear Time (g_c+l1), s	23.1			17.0	16.8	
Green Ext Time (p_c), s	11.8			2.8	11.2	
Intersection Summary						
HCM 7th Control Delay, s/veh	14.4					
HCM 7th LOS	B					

HCM 7th Signalized Intersection Summary
2: Mathilda Ave. & Almanor Ave./Ahwanee Ave.

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2	25	26	17	130	67	1903	21	61	1298	434
Future Volume (veh/h)	45	2	25	26	17	130	67	1903	21	61	1298	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1900	1841	1900	1900	1870	1900	1870	1826	1856	1856	1885
Adj Flow Rate, veh/h	47	2	26	28	18	141	74	2114	23	70	1492	499
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	7	0	4	0	0	2	0	2	5	3	3	1
Cap, veh/h	191	17	219	101	277	223	103	2521	589	110	1901	608
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.11	0.78	0.78	0.06	0.40	0.40
Sat Flow, veh/h	3319	114	1486	1810	1900	1530	1810	6434	1504	1767	4787	1532
Grp Volume(v), veh/h	47	0	28	28	18	141	74	2114	23	70	1492	499
Grp Sat Flow(s),veh/h/ln	1659	0	1600	1810	1900	1530	1810	1609	1504	1767	1596	1532
Q Serve(g_s), s	2.3	0.0	2.6	2.5	1.4	14.7	6.7	35.3	0.6	6.6	46.4	49.5
Cycle Q Clear(g_c), s	2.3	0.0	2.6	2.5	1.4	14.7	6.7	35.3	0.6	6.6	46.4	49.5
Prop In Lane	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	0	236	101	277	223	103	2521	589	110	1901	608
V/C Ratio(X)	0.25	0.00	0.12	0.28	0.06	0.63	0.72	0.84	0.04	0.64	0.78	0.82
Avail Cap(c_a), veh/h	230	0	482	147	593	478	168	2521	589	164	1901	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.6	0.0	62.9	76.9	62.6	68.3	74.0	15.0	11.3	77.8	44.9	45.8
Incr Delay (d2), s/veh	0.7	0.0	0.2	1.5	0.1	2.9	7.1	2.8	0.1	5.9	3.3	11.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.1	1.2	0.7	6.0	3.2	5.8	0.2	3.2	18.6	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.2	0.0	63.1	78.4	62.7	71.2	81.0	17.8	11.4	83.8	48.2	57.6
LnGrp LOS	E		E	E	E	E	F	B	B	F	D	E
Approach Vol, veh/h	75			187			2211			2061		
Approach Delay, s/veh	72.0			71.5			19.8			51.7		
Approach LOS	E			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	74.0	13.7	32.0	13.9	74.9	14.0	31.7				
Change Period (Y+Rc), s	4.2	* 7.4	4.2	* 6.9	4.2	* 7.4	4.2	6.9				
Max Green Setting (Gmax), s	15.8	* 67	13.8	* 51	15.8	* 67	11.8	53.1				
Max Q Clear Time (g_c+H1), s	8.6	37.3	4.5	4.6	8.7	51.5	4.3	16.7				
Green Ext Time (p_c), s	0.1	19.2	0.0	0.1	0.1	10.8	0.0	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh	37.3
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

Existing Conditions

3: Mathilda Ave. & San Aleso Ave./Driveway/San Aleso Ave.

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	10	0	10	70	1	53	4	1954	74	55	1214	9
Future Volume (veh/h)	10	0	10	70	1	53	4	1954	74	55	1214	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	418	1900	1900	1856	1900	1841	1900	1870	1841	1841	1856	1574
Adj Flow Rate, veh/h	11	0	11	88	1	66	4	1994	76	66	1463	11
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.98	0.98	0.98	0.83	0.83	0.83
Percent Heavy Veh, %	100	0	0	3	0	4	0	2	4	4	3	22
Cap, veh/h	78	0	223	146	7	89	18	3448	1025	99	4748	36
Arrive On Green	0.14	0.00	0.14	0.14	0.14	0.14	0.01	0.68	0.68	0.11	1.00	1.00
Sat Flow, veh/h	296	0	1590	806	47	633	1810	5106	1517	1753	6583	49
Grp Volume(v), veh/h	11	0	11	155	0	0	4	1994	76	66	1064	410
Grp Sat Flow(s),veh/h/ln	296	0	1590	1486	0	0	1810	1702	1517	1753	1596	1845
Q Serve(g_s), s	0.0	0.0	1.0	16.0	0.0	0.0	0.4	35.4	2.9	6.1	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	1.0	17.0	0.0	0.0	0.4	35.4	2.9	6.1	0.0	0.0
Prop In Lane	1.00		1.00	0.57		0.43	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	78	0	223	242	0	0	18	3448	1025	99	3453	1331
V/C Ratio(X)	0.14	0.00	0.05	0.64	0.00	0.00	0.22	0.58	0.07	0.67	0.31	0.31
Avail Cap(c_a), veh/h	106	0	371	350	0	0	138	3448	1025	186	3453	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	65.8	0.0	63.3	70.1	0.0	0.0	83.5	14.7	9.4	73.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.1	2.8	0.0	0.0	5.8	0.7	0.1	6.2	0.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	6.8	0.0	0.0	0.2	13.1	1.0	2.8	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	0.0	63.3	72.9	0.0	0.0	89.3	15.4	9.6	80.1	0.2	0.5
LnGrp LOS	E		E	E			F	B	A	F	A	A
Approach Vol, veh/h	22			155			2074			1540		
Approach Delay, s/veh	65.0			72.9			15.4			3.7		
Approach LOS	E			E			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	122.9		33.6	5.7	130.7		33.6				
Change Period (Y+Rc), s	4.0	* 8.1		* 9.7	4.0	8.1		9.7				
Max Green Setting (Gmax), s	18.0	* 94		* 40	13.0	98.9		36.3				
Max Q Clear Time (g_c+l1), s	8.1	37.4		9.0	2.4	2.0		19.0				
Green Ext Time (p_c), s	0.1	25.5		0.2	0.0	13.5		0.8				

Intersection Summary

HCM 7th Control Delay, s/veh 13.3

HCM 7th LOS B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection Capacity Utilization
4: Mathilda Ave. & Del Rey Ave

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Volume (vph)	0	0	25	0	0	0	210	1971	0	4	1040	254
Pedestrians							7					7
Ped Button											Yes	
Pedestrian Timing (s)											16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	25	0	0	0	210	1971	0	4	1294	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	0	1615	0	0	0	1805	5176	0	1805	6698	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.9
Pedestrian Frequency (%)		0.00			0.00			0.00			0.21	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	1.9	0.0	0.0	0.0	14.0	45.7	0.0	0.3	23.4	0.0
Adj Reference Time (s)	0.0	0.0	8.0	0.0	0.0	0.0	18.0	49.7	0.0	8.0	27.4	0.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		120	1725		120	1674	
Reference Time A (s)	0.0	0.0		0.0	0.0		209.4	45.7		4.0	23.4	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			209.4			23.4	
Adj Reference Time (s)		8.0			8.0			213.4			27.4	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		14.0	45.7		0.3	23.4	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		14.0	45.7		0.3	18.8	
Reference Time (s)	0.0	0.0		0.0	0.0		45.7	45.7		23.4	23.4	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		49.7	49.7		27.4	27.4	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	0.0		57.7									
Permitted Option (s)	8.0		213.4									
Split Option (s)	0.0		77.1									
Minimum (s)	0.0		57.7		57.7							
Right Turns	EBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	27.4											
Oncoming Left Ref Time (s)	0.0											
Combined (s)	35.4											
Intersection Summary												
Intersection Capacity Utilization			48.1%		ICU Level of Service					A		
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 7th Signalized Intersection Summary
1: Mathilda Ave. & US 101 SB Off Ramp

Existing Conditions
Timing Plan: PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 		 	  	
Traffic Volume (veh/h)	128	451	0	1041	1725	448
Future Volume (veh/h)	128	451	0	1041	1725	448
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	0	1870	1885	1885
Adj Flow Rate, veh/h	128	451	0	1210	1855	482
Peak Hour Factor	1.00	1.00	0.86	0.86	0.93	0.93
Percent Heavy Veh, %	2	1	0	2	1	1
Cap, veh/h	691	562	0	2835	2275	573
Arrive On Green	0.20	0.20	0.00	0.56	1.00	1.00
Sat Flow, veh/h	3456	2812	0	5443	4266	1033
Grp Volume(v), veh/h	128	451	0	1210	1544	793
Grp Sat Flow(s),veh/h/ln	1728	1406	0	1702	1716	1698
Q Serve(g_s), s	2.6	13.0	0.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	2.6	13.0	0.0	11.7	0.0	0.0
Prop In Lane	1.00	1.00	0.00			0.61
Lane Grp Cap(c), veh/h	691	562	0	2835	1905	943
V/C Ratio(X)	0.19	0.80	0.00	0.43	0.81	0.84
Avail Cap(c_a), veh/h	1016	827	0	2835	1905	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	28.2	32.4	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.6	0.0	0.5	3.2	7.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.5	0.0	3.8	0.9	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.4	36.0	0.0	11.5	3.2	7.6
LnGrp LOS	C	D		B	A	A
Approach Vol, veh/h	579			1210	2337	
Approach Delay, s/veh	34.3			11.5	4.7	
Approach LOS	C			B	A	
Timer - Assigned Phs	2			4	6	
Phs Duration (G+Y+Rc), s	54.0			23.0	54.0	
Change Period (Y+Rc), s	6.8			6.0	6.8	
Max Green Setting (Gmax), s	47.2			25.0	47.2	
Max Q Clear Time (g_c+l1), s	13.7			15.0	2.0	
Green Ext Time (p_c), s	9.6			1.7	27.7	
Intersection Summary						
HCM 7th Control Delay, s/veh	10.8					
HCM 7th LOS	B					

HCM 7th Signalized Intersection Summary
2: Mathilda Ave. & Almanor Ave./Ahwanee Ave.

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	30	72	28	6	69	24	1099	57	156	1965	55
Future Volume (veh/h)	300	30	72	28	6	69	24	1099	57	156	1965	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1900	1900	1900	1870	1900	1885	1885	1900
Adj Flow Rate, veh/h	319	32	77	30	7	75	30	1374	71	168	2113	59
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.80	0.80	0.80	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	4	0	0	0	2	0	1	1	0
Cap, veh/h	366	102	246	102	317	256	313	3156	779	189	2633	74
Arrive On Green	0.10	0.21	0.21	0.06	0.17	0.17	0.17	0.49	0.49	0.10	0.40	0.40
Sat Flow, veh/h	3510	480	1155	1753	1900	1532	1810	6434	1587	1795	6526	182
Grp Volume(v), veh/h	319	0	109	30	7	75	30	1374	71	168	1575	597
Grp Sat Flow(s),veh/h/ln	1755	0	1635	1753	1900	1532	1810	1609	1587	1795	1621	1844
Q Serve(g_s), s	15.2	0.0	9.6	2.8	0.5	7.3	2.4	23.5	4.1	15.7	48.6	48.6
Cycle Q Clear(g_c), s	15.2	0.0	9.6	2.8	0.5	7.3	2.4	23.5	4.1	15.7	48.6	48.6
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	366	0	348	102	317	256	313	3156	779	189	1963	744
V/C Ratio(X)	0.87	0.00	0.31	0.30	0.02	0.29	0.10	0.44	0.09	0.89	0.80	0.80
Avail Cap(c_a), veh/h	450	0	492	142	482	388	313	3156	779	230	1963	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.0	0.0	56.4	76.8	59.2	62.0	59.1	28.1	23.1	75.1	44.7	44.7
Incr Delay (d2), s/veh	14.6	0.0	0.5	1.6	0.0	0.6	0.1	0.4	0.2	28.5	3.6	8.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	4.1	1.3	0.3	2.9	1.1	9.0	1.6	8.7	19.8	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.6	0.0	56.9	78.3	59.3	62.7	59.2	28.5	23.3	103.6	48.3	53.7
LnGrp LOS	F		E	E	E	E	E	C	C	F	D	D
Approach Vol, veh/h	428				112		1475		2340			
Approach Delay, s/veh	81.3				66.7		28.8		53.6			
Approach LOS	F				E		C		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	90.8	14.0	43.1	36.8	76.0	21.9	35.3				
Change Period (Y+Rc), s	4.2	* 7.4	4.2	* 6.9	* 7.4	* 7.4	4.2	6.9				
Max Green Setting (Gmax), s	21.8	* 61	13.8	* 51	* 14	* 69	21.8	43.1				
Max Q Clear Time (g_c+H1), s	17.7	25.5	4.8	11.6	4.4	50.6	17.2	9.3				
Green Ext Time (p_c), s	0.1	12.0	0.0	0.7	0.0	13.0	0.5	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	48.3
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

Existing Conditions

3: Mathilda Ave. & San Aleso Ave./Driveway/San Aleso Ave.

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	6	2	13	76	0	41	1	1082	89	83	1892	23
Future Volume (veh/h)	6	2	13	76	0	41	1	1082	89	83	1892	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1870	1870	1900	1885	1900
Adj Flow Rate, veh/h	7	2	15	76	0	41	1	1320	109	88	2013	24
Peak Hour Factor	0.88	0.88	0.88	1.00	1.00	1.00	0.82	0.82	0.82	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	1	0
Cap, veh/h	207	24	181	146	7	64	5	2763	851	108	3978	47
Arrive On Green	0.13	0.13	0.13	0.13	0.00	0.13	0.00	0.54	0.54	0.06	0.60	0.60
Sat Flow, veh/h	1373	190	1425	877	58	504	1810	5106	1573	1810	6653	79
Grp Volume(v), veh/h	7	0	17	117	0	0	1	1320	109	88	1472	565
Grp Sat Flow(s),veh/h/ln	1373	0	1615	1439	0	0	1810	1702	1573	1810	1621	1868
Q Serve(g_s), s	0.0	0.0	1.6	11.7	0.0	0.0	0.1	27.2	5.8	8.2	29.6	29.7
Cycle Q Clear(g_c), s	0.8	0.0	1.6	13.2	0.0	0.0	0.1	27.2	5.8	8.2	29.6	29.7
Prop In Lane	1.00		0.88	0.65		0.35	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	207	0	205	218	0	0	5	2763	851	108	2909	1117
V/C Ratio(X)	0.03	0.00	0.08	0.54	0.00	0.00	0.20	0.48	0.13	0.82	0.51	0.51
Avail Cap(c_a), veh/h	353	0	377	344	0	0	149	2763	851	213	2909	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	65.1	0.0	65.5	70.6	0.0	0.0	84.6	24.1	19.2	79.0	19.7	19.7
Incr Delay (d2), s/veh	0.1	0.0	0.2	2.1	0.0	0.0	19.2	0.6	0.3	11.3	0.5	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.7	5.0	0.0	0.0	0.1	10.9	2.2	4.1	11.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.2	0.0	65.6	72.7	0.0	0.0	103.8	24.7	19.5	90.3	20.2	21.0
LnGrp LOS	E		E	E			F	C	B	F	C	C
Approach Vol, veh/h	24			117			1430			2125		
Approach Delay, s/veh	65.5			72.7			24.4			23.3		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	100.1		31.3	4.5	109.8		31.3				
Change Period (Y+Rc), s	4.0	* 8.1		* 9.7	4.0	8.1		9.7				
Max Green Setting (Gmax), s	20.0	* 92		* 40	14.0	97.9		36.3				
Max Q Clear Time (g_c+l1), s	10.2	29.2		3.6	2.1	31.7		15.2				
Green Ext Time (p_c), s	0.1	12.9		0.1	0.0	23.9		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 25.6

HCM 7th LOS C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection Capacity Utilization
4: Mathilda Ave. & Del Rey Ave

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Volume (vph)	0	0	298	0	0	0	30	1144	0	3	1997	21
Pedestrians							6					6
Ped Button											Yes	
Pedestrian Timing (s)											16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	298	0	0	0	30	1144	0	3	2018	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1615	0	0	0	1805	5176	0	1805	6890	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Pedestrian Frequency (%)		0.00			0.00			0.00			0.18	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	22.1	0.0	0.0	0.0	2.0	26.5	0.0	0.2	35.2	0.0
Adj Reference Time (s)	0.0	0.0	26.1	0.0	0.0	0.0	8.0	30.5	0.0	8.0	39.2	0.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		120	1725		120	1723	
Reference Time A (s)	0.0	0.0		0.0	0.0		29.9	26.5		3.0	35.2	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			29.9			35.2	
Adj Reference Time (s)		8.0			8.0			33.9			39.2	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		2.0	26.5		0.2	35.2	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		2.0	26.5		0.2	34.8	
Reference Time (s)	0.0	0.0		0.0	0.0		26.5	26.5		35.2	35.2	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		30.5	30.5		39.2	39.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	0.0		47.2									
Permitted Option (s)	8.0		39.2									
Split Option (s)	0.0		69.7									
Minimum (s)	0.0		39.2		39.2							
Right Turns	EBR											
Adj Reference Time (s)	26.1											
Cross Thru Ref Time (s)	39.2											
Oncoming Left Ref Time (s)	0.0											
Combined (s)	65.3											
Intersection Summary												
Intersection Capacity Utilization			54.4%		ICU Level of Service					A		
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 7th Signalized Intersection Summary
1: Mathilda Ave. & US 101 SB Off Ramp

Existing Conditions
Timing Plan: Saturday Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 		  	  	
Traffic Volume (veh/h)	52	319	0	861	890	145
Future Volume (veh/h)	52	319	0	861	890	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	0	1870	1885	1870
Adj Flow Rate, veh/h	52	319	0	946	1047	171
Peak Hour Factor	1.00	1.00	0.91	0.91	0.85	0.85
Percent Heavy Veh, %	2	1	0	2	1	2
Cap, veh/h	506	412	0	3794	3313	540
Arrive On Green	0.15	0.15	0.00	0.74	0.74	0.74
Sat Flow, veh/h	3456	2812	0	5443	4628	727
Grp Volume(v), veh/h	52	319	0	946	805	413
Grp Sat Flow(s),veh/h/ln	1728	1406	0	1702	1716	1754
Q Serve(g_s), s	1.5	12.7	0.0	6.8	9.1	9.2
Cycle Q Clear(g_c), s	1.5	12.7	0.0	6.8	9.1	9.2
Prop In Lane	1.00	1.00	0.00			0.41
Lane Grp Cap(c), veh/h	506	412	0	3794	2550	1304
V/C Ratio(X)	0.10	0.77	0.00	0.25	0.32	0.32
Avail Cap(c_a), veh/h	1043	848	0	3794	2550	1304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.95	0.95
Uniform Delay (d), s/veh	42.9	47.7	0.0	4.7	5.0	5.0
Incr Delay (d2), s/veh	0.1	3.1	0.0	0.2	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.6	0.0	1.9	2.6	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.0	50.8	0.0	4.9	5.3	5.6
LnGrp LOS	D	D		A	A	A
Approach Vol, veh/h	371			946	1218	
Approach Delay, s/veh	49.7			4.9	5.4	
Approach LOS	D			A	A	
Timer - Assigned Phs	2			4	6	
Phs Duration (G+Y+Rc), s	93.0			23.0	93.0	
Change Period (Y+Rc), s	6.8			6.0	6.8	
Max Green Setting (Gmax), s	68.2			35.0	68.2	
Max Q Clear Time (g_c+l1), s	8.8			14.7	11.2	
Green Ext Time (p_c), s	7.4			1.4	9.9	
Intersection Summary						
HCM 7th Control Delay, s/veh	11.7					
HCM 7th LOS	B					

HCM 7th Signalized Intersection Summary
2: Mathilda Ave. & Almanor Ave./Ahwanee Ave.

Existing Conditions
Timing Plan: Saturday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	6	7	42	4	97	23	1122	37	103	1094	12
Future Volume (veh/h)	21	6	7	42	4	97	23	1122	37	103	1094	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1841	1885	1900	1870	1885	1900
Adj Flow Rate, veh/h	32	9	11	43	4	100	24	1194	39	113	1202	13
Peak Hour Factor	0.65	0.65	0.65	0.97	0.97	0.97	0.94	0.94	0.94	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	4	1	0	2	1	0
Cap, veh/h	202	178	217	141	479	397	78	2829	698	146	3158	34
Arrive On Green	0.06	0.23	0.23	0.08	0.25	0.25	0.09	0.87	0.87	0.08	0.47	0.47
Sat Flow, veh/h	3510	767	938	1810	1900	1576	1753	6485	1601	1781	6664	72
Grp Volume(v), veh/h	32	0	20	43	4	100	24	1194	39	113	877	338
Grp Sat Flow(s),veh/h/ln	1755	0	1705	1810	1900	1576	1753	1621	1601	1781	1621	1872
Q Serve(g_s), s	1.1	0.0	1.2	3.0	0.2	6.7	1.7	4.9	0.4	8.2	15.3	15.3
Cycle Q Clear(g_c), s	1.1	0.0	1.2	3.0	0.2	6.7	1.7	4.9	0.4	8.2	15.3	15.3
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	202	0	395	141	479	397	78	2829	698	146	2305	887
V/C Ratio(X)	0.16	0.00	0.05	0.30	0.01	0.25	0.31	0.42	0.06	0.77	0.38	0.38
Avail Cap(c_a), veh/h	314	0	661	189	764	634	143	2829	698	173	2305	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	0.0	39.4	57.5	37.0	39.4	58.3	5.1	4.8	59.4	22.3	22.3
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.2	0.0	0.3	2.1	0.4	0.1	16.6	0.5	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	1.4	0.1	2.7	0.8	1.3	0.2	4.3	5.7	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.5	0.0	39.5	58.7	37.0	39.7	60.4	5.5	4.9	76.0	22.8	23.5
LnGrp LOS	E		D	E	D	D	E	A	A	E	C	C
Approach Vol, veh/h	52			147			1257			1328		
Approach Delay, s/veh	51.8			45.2			6.5			27.5		
Approach LOS	D			D			A			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	65.0	14.5	37.5	10.1	70.0	11.8	40.2				
Change Period (Y+Rc), s	4.2	* 7.4	4.2	* 6.9	4.2	* 7.4	4.2	6.9				
Max Green Setting (Gmax), s	12.8	* 32	13.8	* 51	10.8	* 34	11.8	53.1				
Max Q Clear Time (g_c+H1), s	10.2	6.9	5.0	3.2	3.7	17.3	3.1	8.7				
Green Ext Time (p_c), s	0.1	8.7	0.0	0.1	0.0	6.8	0.0	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

Existing Conditions

3: Mathilda Ave. & San Aleso Ave./Driveway/San Aleso Ave.

Timing Plan: Saturday Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	51	1	43	9	1097	49	68	1126	2
Future Volume (veh/h)	0	0	1	51	1	43	9	1097	49	68	1126	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1900	1870	1900	1870	1870	1900	1885	1900
Adj Flow Rate, veh/h	0	0	1	51	1	43	9	1097	49	76	1251	2
Peak Hour Factor	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	4	0	2	0	2	2	0	1	0
Cap, veh/h	55	0	164	114	14	71	39	3373	1019	129	4785	8
Arrive On Green	0.00	0.00	0.10	0.10	0.10	0.10	0.01	0.22	0.22	0.07	0.71	0.71
Sat Flow, veh/h	1384	0	1591	699	133	688	1810	5106	1542	1810	6736	11
Grp Volume(v), veh/h	0	0	1	95	0	0	9	1097	49	76	903	350
Grp Sat Flow(s),veh/h/ln	1384	0	1591	1520	0	0	1810	1702	1542	1810	1621	1883
Q Serve(g_s), s	0.0	0.0	0.1	6.0	0.0	0.0	0.7	23.9	3.3	5.4	8.7	8.7
Cycle Q Clear(g_c), s	0.0	0.0	0.1	7.8	0.0	0.0	0.7	23.9	3.3	5.4	8.7	8.7
Prop In Lane	1.00		1.00	0.54		0.45	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	55	0	164	199	0	0	39	3373	1019	129	3455	1338
V/C Ratio(X)	0.00	0.00	0.01	0.48	0.00	0.00	0.23	0.33	0.05	0.59	0.26	0.26
Avail Cap(c_a), veh/h	380	0	539	511	0	0	165	3373	1019	233	3455	1338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	0.0	0.0	53.1	56.5	0.0	0.0	64.5	26.9	18.8	59.4	6.8	6.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	3.0	0.3	0.1	4.1	0.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.3	10.9	1.1	2.6	2.7	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	53.1	58.2	0.0	0.0	67.5	27.1	18.9	63.5	7.0	7.3
LnGrp LOS			D	E			E	C	B	E	A	A
Approach Vol, veh/h	1			95			1155			1329		
Approach Delay, s/veh	53.1			58.2			27.1			10.3		
Approach LOS	D			E			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	95.3		23.3	6.8	101.9		23.3				
Change Period (Y+Rc), s	4.0	* 8.1		* 9.7	4.0	8.1		9.7				
Max Green Setting (Gmax), s	17.0	* 52		* 45	12.0	56.9		41.3				
Max Q Clear Time (g_c+I1), s	7.4	25.9		2.1	2.7	10.7		9.8				
Green Ext Time (p_c), s	0.1	8.1		0.0	0.0	9.9		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 19.6

HCM 7th LOS B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection Capacity Utilization
4: Mathilda Ave. & Del Rey Ave

Existing Conditions
Timing Plan: Saturday Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	0	0	10	0	0	0	6	1117	0	1	1152	10	
Pedestrians							5					5	
Ped Button											Yes		
Pedestrian Timing (s)											16.0		
Free Right			No			No			No			No	
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	0	0	10	0	0	0	6	1117	0	1	1162	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	0	0	1615	0	0	0	1805	5176	0	1805	6892	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.15		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	0.0	0.0	0.7	0.0	0.0	0.0	0.4	25.9	0.0	0.1	20.2	0.0	
Adj Reference Time (s)	0.0	0.0	8.0	0.0	0.0	0.0	8.0	29.9	0.0	8.0	24.2	0.0	
Permitted Option													
Adj Saturation A (vph)	0	0		0	0		120	1725		120	1723		
Reference Time A (s)	0.0	0.0		0.0	0.0		6.0	25.9		1.0	20.2		
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA		
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA		
Reference Time (s)		0.0			0.0			25.9			20.2		
Adj Reference Time (s)		8.0			8.0			29.9			24.2		
Split Option													
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.4	25.9		0.1	20.2		
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.4	25.9		0.1	20.1		
Reference Time (s)	0.0	0.0		0.0	0.0		25.9	25.9		20.2	20.2		
Adj Reference Time (s)	0.0	0.0		0.0	0.0		29.9	29.9		24.2	24.2		
Summary	EB WB		NB SB		Combined								
Protected Option (s)	0.0		37.9										
Permitted Option (s)	8.0		29.9										
Split Option (s)	0.0		54.1										
Minimum (s)	0.0		29.9		29.9								
Right Turns	EBR												
Adj Reference Time (s)	8.0												
Cross Thru Ref Time (s)	24.2												
Oncoming Left Ref Time (s)	0.0												
Combined (s)	32.2												
Intersection Summary													
Intersection Capacity Utilization			26.9%		ICU Level of Service				A				
Reference Times and Phasing Options do not represent an optimized timing plan.													

COMPARE

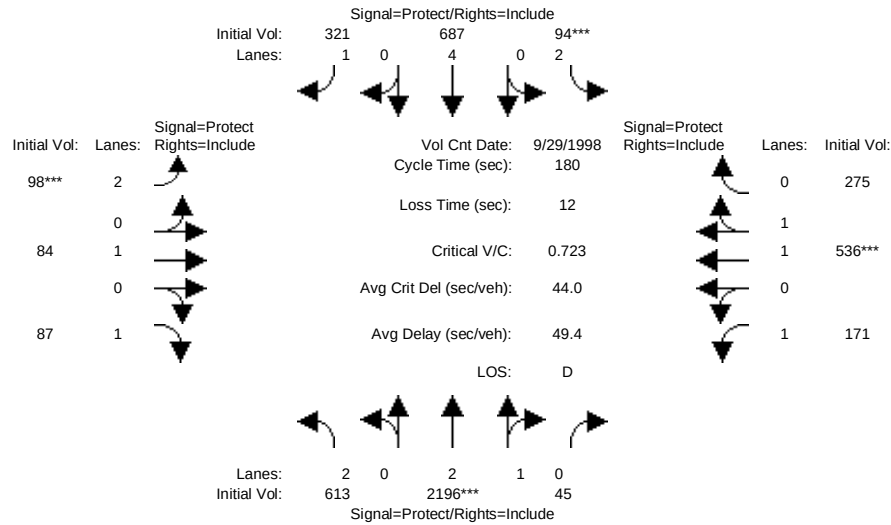
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Page 7-1

Fall 2001 AM Peak Hour LOS Monitoring
Santa Clara Valley Transportation Authority
Congestion Management Program

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

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 29 Sep 1998 <<											
Base Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	2196	45	94	687	321	98	84	87	171	536	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	2196	45	94	687	321	98	84	87	171	536	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.93	0.07	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.28	0.72
Final Sat.:	3150	5576	114	3150	7600	1750	3150	1900	1750	1750	2441	1252
Capacity Analysis Module:												
Vol/Sat:	0.19	0.39	0.39	0.03	0.09	0.18	0.03	0.04	0.05	0.10	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	54.3	98.1	98.1	7.4	51.2	51.2	7.7	22.6	22.6	39.8	54.7	54.7
Volume/Cap:	0.64	0.72	0.72	0.72	0.32	0.64	0.72	0.35	0.40	0.44	0.72	0.72
Delay/Veh:	57.8	32.2	32.2	114.5	51.0	62.7	113.3	76.0	77.6	64.1	59.9	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	32.2	32.2	114.5	51.0	62.7	113.3	76.0	77.6	64.1	59.9	59.9
LOS by Move:	E+	C-	C-	F	D-	E	F	E-	E-	E	E+	E+
HCM2kAvgQ:	18	32	32	4	7	17	5	4	5	9	21	21

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

COMPARE

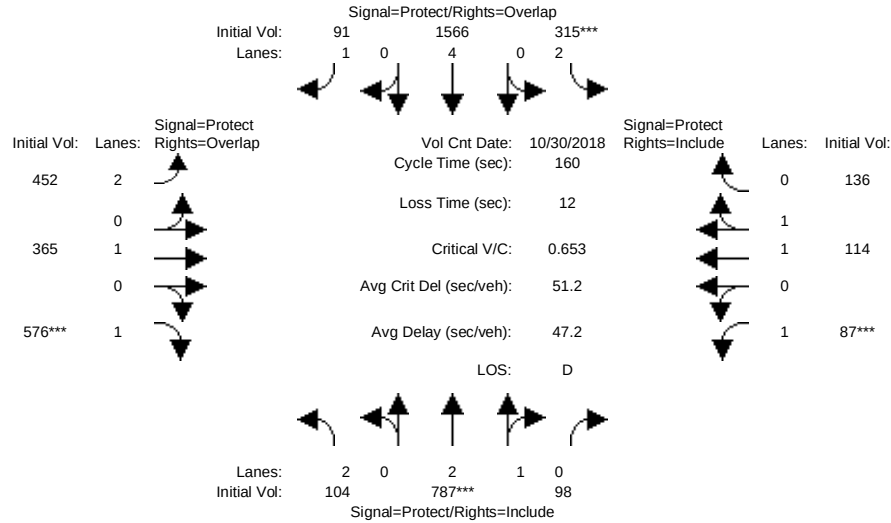
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Page 7-1

Fall 2001 AM Peak Hour LOS Monitoring
Santa Clara Valley Transportation Authority
Congestion Management Program

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

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 30 Oct 2018 << 4:30 - 5:30 PM											
Base Vol:	104	787	98	315	1566	91	452	365	576	87	114	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	787	98	315	1566	91	452	365	576	87	114	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	787	98	315	1566	91	452	365	576	87	114	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	787	98	315	1566	91	452	365	576	87	114	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	787	98	315	1566	91	452	365	576	87	114	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	787	98	315	1566	91	452	365	576	87	114	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.66	0.34	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4979	620	3150	7600	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.10	0.21	0.05	0.14	0.19	0.33	0.05	0.06	0.08
Crit Moves:	****			****			****			****		
Green Time:	11.1	38.7	38.7	24.5	52.2	105.4	53.3	69.9	81.0	12.2	28.9	28.9
Volume/Cap:	0.48	0.65	0.65	0.65	0.63	0.08	0.43	0.44	0.65	0.65	0.33	0.43
Uniform Del:	71.7	54.6	54.6	63.7	45.8	9.8	41.6	31.4	29.1	71.9	57.2	58.3
IncrcmntDel:	1.6	1.2	1.2	3.2	0.5	0.0	0.3	0.4	1.7	11.0	0.3	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.3	55.7	55.7	66.9	46.3	9.8	41.8	31.7	30.8	82.9	57.4	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	55.7	55.7	66.9	46.3	9.8	41.8	31.7	30.8	82.9	57.4	58.8
LOS by Move:	E	E+	E+	E	D	A	D	C	C	F	E+	E+
HCM2kAvgQ:	3	13	13	10	16	2	10	12	22	6	5	7
Note: Queue reported is the number of cars per lane.												

Appendix C

Existing Plus Project Conditions Synchro/Traffix Output

HCM 7th Signalized Intersection Summary
1: Mathilda Ave. & US 101 SB Off Ramp

Existing Plus Project Conditions
Timing Plan: AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 		   	   	
Traffic Volume (veh/h)	209	461	0	1745	1332	144
Future Volume (veh/h)	209	461	0	1745	1332	144
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1856	0	1870	1856	1796
Adj Flow Rate, veh/h	235	518	0	2006	1448	157
Peak Hour Factor	0.89	0.89	0.87	0.87	0.92	0.92
Percent Heavy Veh, %	11	3	0	2	3	7
Cap, veh/h	747	644	0	3148	2854	309
Arrive On Green	0.23	0.23	0.00	0.62	0.62	0.62
Sat Flow, veh/h	3209	2768	0	5443	4795	502
Grp Volume(v), veh/h	235	518	0	2006	1056	549
Grp Sat Flow(s),veh/h/ln	1605	1384	0	1702	1689	1752
Q Serve(g_s), s	5.2	15.0	0.0	21.1	14.8	14.8
Cycle Q Clear(g_c), s	5.2	15.0	0.0	21.1	14.8	14.8
Prop In Lane	1.00	1.00	0.00			0.29
Lane Grp Cap(c), veh/h	747	644	0	3148	2082	1080
V/C Ratio(X)	0.31	0.80	0.00	0.64	0.51	0.51
Avail Cap(c_a), veh/h	1246	1074	0	3148	2082	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	27.0	30.8	0.0	10.3	9.1	9.1
Incr Delay (d2), s/veh	0.2	2.4	0.0	1.0	0.9	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.0	0.0	6.3	4.5	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.2	33.2	0.0	11.3	10.0	10.8
LnGrp LOS	C	C		B	A	B
Approach Vol, veh/h	753			2006	1605	
Approach Delay, s/veh	31.3			11.3	10.2	
Approach LOS	C			B	B	
Timer - Assigned Phs	2			4	6	
Phs Duration (G+Y+Rc), s	59.2			25.8	59.2	
Change Period (Y+Rc), s	6.8			6.0	6.8	
Max Green Setting (Gmax), s	39.2			33.0	39.2	
Max Q Clear Time (g_c+l1), s	23.1			17.0	16.8	
Green Ext Time (p_c), s	11.8			2.8	11.2	
Intersection Summary						
HCM 7th Control Delay, s/veh			14.4			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
2: Mathilda Ave. & Almanor Ave./Ahwanee Ave.

Existing Plus Project Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2	25	26	17	130	67	1903	21	61	1298	434
Future Volume (veh/h)	45	2	25	26	17	130	67	1903	21	61	1298	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1900	1841	1900	1900	1870	1900	1870	1826	1856	1856	1885
Adj Flow Rate, veh/h	47	2	26	28	18	141	74	2114	23	70	1492	499
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	7	0	4	0	0	2	0	2	5	3	3	1
Cap, veh/h	191	17	219	101	277	223	103	2521	589	110	1486	489
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.11	0.78	0.78	0.06	0.40	0.40
Sat Flow, veh/h	3319	114	1486	1810	1900	1530	1810	6434	1504	1767	3742	1231
Grp Volume(v), veh/h	47	0	28	28	18	141	74	2114	23	70	1344	647
Grp Sat Flow(s),veh/h/ln	1659	0	1600	1810	1900	1530	1810	1609	1504	1767	1689	1595
Q Serve(g_s), s	2.3	0.0	2.6	2.5	1.4	14.7	6.7	35.3	0.6	6.6	67.5	67.5
Cycle Q Clear(g_c), s	2.3	0.0	2.6	2.5	1.4	14.7	6.7	35.3	0.6	6.6	67.5	67.5
Prop In Lane	1.00		0.93	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	191	0	236	101	277	223	103	2521	589	110	1341	634
V/C Ratio(X)	0.25	0.00	0.12	0.28	0.06	0.63	0.72	0.84	0.04	0.64	1.00	1.02
Avail Cap(c_a), veh/h	230	0	482	147	593	478	168	2521	589	164	1341	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.6	0.0	62.9	76.9	62.6	68.3	74.0	15.0	11.3	77.8	51.2	51.2
Incr Delay (d2), s/veh	0.7	0.0	0.2	1.5	0.1	2.9	7.1	2.8	0.1	5.9	25.1	41.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.1	1.2	0.7	6.0	3.2	5.8	0.2	3.2	32.4	33.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.2	0.0	63.1	78.4	62.7	71.2	81.0	17.8	11.4	83.8	76.4	92.5
LnGrp LOS	E		E	E	E	E	F	B	B	F	F	F
Approach Vol, veh/h		75			187			2211			2061	
Approach Delay, s/veh		72.0			71.5			19.8			81.7	
Approach LOS		E			E			B			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	74.0	13.7	32.0	13.9	74.9	14.0	31.7				
Change Period (Y+Rc), s	4.2	* 7.4	4.2	* 6.9	4.2	* 7.4	4.2	6.9				
Max Green Setting (Gmax), s	15.8	* 67	13.8	* 51	15.8	* 67	11.8	53.1				
Max Q Clear Time (g_c+l1), s	8.6	37.3	4.5	4.6	8.7	69.5	4.3	16.7				
Green Ext Time (p_c), s	0.1	19.2	0.0	0.1	0.1	0.0	0.0	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh	51.0
HCM 7th LOS	D

Notes

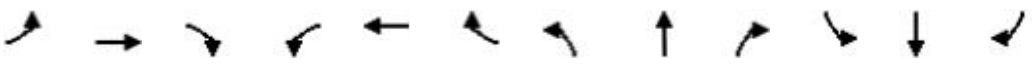
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

Existing Plus Project Conditions

3: Mathilda Ave. & San Aleso Ave./Driveway/San Aleso Ave.

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	10	70	1	53	4	1954	74	55	1214	9
Future Volume (veh/h)	10	0	10	70	1	53	4	1954	74	55	1214	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	418	1900	1900	1856	1900	1841	1900	1870	1841	1841	1856	1574
Adj Flow Rate, veh/h	11	0	11	88	1	66	4	1994	76	66	1463	11
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.98	0.98	0.98	0.83	0.83	0.83
Percent Heavy Veh, %	100	0	0	3	0	4	0	2	4	4	3	22
Cap, veh/h	78	0	223	146	7	89	18	3448	1025	99	3740	28
Arrive On Green	0.14	0.00	0.14	0.14	0.14	0.14	0.01	0.68	0.68	0.11	1.00	1.00
Sat Flow, veh/h	296	0	1590	806	47	633	1810	5106	1517	1753	5185	39
Grp Volume(v), veh/h	11	0	11	155	0	0	4	1994	76	66	953	521
Grp Sat Flow(s),veh/h/ln	296	0	1590	1486	0	0	1810	1702	1517	1753	1689	1847
Q Serve(g_s), s	0.0	0.0	1.0	16.0	0.0	0.0	0.4	35.4	2.9	6.1	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	1.0	17.0	0.0	0.0	0.4	35.4	2.9	6.1	0.0	0.0
Prop In Lane	1.00		1.00	0.57		0.43	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	78	0	223	242	0	0	18	3448	1025	99	2436	1333
V/C Ratio(X)	0.14	0.00	0.05	0.64	0.00	0.00	0.22	0.58	0.07	0.67	0.39	0.39
Avail Cap(c_a), veh/h	106	0	371	350	0	0	138	3448	1025	186	2436	1333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	65.8	0.0	63.3	70.1	0.0	0.0	83.5	14.7	9.4	73.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.1	2.8	0.0	0.0	5.8	0.7	0.1	5.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	6.8	0.0	0.0	0.2	13.1	1.0	2.8	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	0.0	63.3	72.9	0.0	0.0	89.3	15.4	9.6	79.0	0.3	0.6
LnGrp LOS	E		E	E			F	B	A	E	A	A
Approach Vol, veh/h	22			155			2074			1540		
Approach Delay, s/veh	65.0			72.9			15.4			3.8		
Approach LOS	E			E			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	122.9		33.6	5.7	130.7		33.6				
Change Period (Y+Rc), s	4.0	* 8.1		* 9.7	4.0	8.1		9.7				
Max Green Setting (Gmax), s	18.0	* 94		* 40	13.0	98.9		36.3				
Max Q Clear Time (g_c+l1), s	8.1	37.4		9.0	2.4	2.0		19.0				
Green Ext Time (p_c), s	0.1	25.5		0.2	0.0	13.6		0.8				

Intersection Summary

HCM 7th Control Delay, s/veh 13.3

HCM 7th LOS B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection Capacity Utilization
4: Mathilda Ave. & Del Rey Ave

Existing Plus Project Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Volume (vph)	0	0	25	0	0	0	210	1971	0	4	1040	254
Pedestrians							7					7
Ped Button											Yes	
Pedestrian Timing (s)											16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	25	0	0	0	210	1971	0	4	1294	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	0	1615	0	0	0	1805	5176	0	1805	5023	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.9
Pedestrian Frequency (%)		0.00			0.00			0.00			0.21	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	1.9	0.0	0.0	0.0	14.0	45.7	0.0	0.3	31.1	0.0
Adj Reference Time (s)	0.0	0.0	8.0	0.0	0.0	0.0	18.0	49.7	0.0	8.0	35.1	0.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		120	1725		120	1674	
Reference Time A (s)	0.0	0.0		0.0	0.0		209.4	45.7		4.0	31.1	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			209.4			31.1	
Adj Reference Time (s)		8.0			8.0			213.4			35.1	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		14.0	45.7		0.3	31.1	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		14.0	45.7		0.3	25.0	
Reference Time (s)	0.0	0.0		0.0	0.0		45.7	45.7		31.1	31.1	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		49.7	49.7		35.1	35.1	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	0.0		57.7									
Permitted Option (s)	8.0		213.4									
Split Option (s)	0.0		84.8									
Minimum (s)	0.0		57.7		57.7							
Right Turns	EBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	35.1											
Oncoming Left Ref Time (s)	0.0											
Combined (s)	43.1											
Intersection Summary												
Intersection Capacity Utilization			48.1%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 7th Signalized Intersection Summary
1: Mathilda Ave. & US 101 SB Off Ramp

Existing Plus Project Conditions
Timing Plan: PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 		  	  	
Traffic Volume (veh/h)	128	451	0	1041	1725	448
Future Volume (veh/h)	128	451	0	1041	1725	448
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	0	1870	1885	1885
Adj Flow Rate, veh/h	128	451	0	1210	1855	482
Peak Hour Factor	1.00	1.00	0.86	0.86	0.93	0.93
Percent Heavy Veh, %	2	1	0	2	1	1
Cap, veh/h	691	562	0	2835	2275	573
Arrive On Green	0.20	0.20	0.00	0.56	1.00	1.00
Sat Flow, veh/h	3456	2812	0	5443	4266	1033
Grp Volume(v), veh/h	128	451	0	1210	1544	793
Grp Sat Flow(s),veh/h/ln	1728	1406	0	1702	1716	1698
Q Serve(g_s), s	2.6	13.0	0.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	2.6	13.0	0.0	11.7	0.0	0.0
Prop In Lane	1.00	1.00	0.00			0.61
Lane Grp Cap(c), veh/h	691	562	0	2835	1905	943
V/C Ratio(X)	0.19	0.80	0.00	0.43	0.81	0.84
Avail Cap(c_a), veh/h	1016	827	0	2835	1905	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	28.2	32.4	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.6	0.0	0.5	3.2	7.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.5	0.0	3.8	0.9	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.4	36.0	0.0	11.5	3.2	7.6
LnGrp LOS	C	D		B	A	A
Approach Vol, veh/h	579			1210	2337	
Approach Delay, s/veh	34.3			11.5	4.7	
Approach LOS	C			B	A	
Timer - Assigned Phs	2			4	6	
Phs Duration (G+Y+Rc), s	54.0			23.0	54.0	
Change Period (Y+Rc), s	6.8			6.0	6.8	
Max Green Setting (Gmax), s	47.2			25.0	47.2	
Max Q Clear Time (g_c+l1), s	13.7			15.0	2.0	
Green Ext Time (p_c), s	9.6			1.7	27.7	
Intersection Summary						
HCM 7th Control Delay, s/veh			10.8			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
2: Mathilda Ave. & Almanor Ave./Ahwanee Ave.

Existing Plus Project Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							   			 	
Traffic Volume (veh/h)	300	30	72	28	6	69	24	1099	57	156	1965	55
Future Volume (veh/h)	300	30	72	28	6	69	24	1099	57	156	1965	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1900	1900	1900	1870	1900	1885	1885	1900
Adj Flow Rate, veh/h	319	32	77	30	7	75	30	1374	71	168	2113	59
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.80	0.80	0.80	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	4	0	0	0	2	0	1	1	0
Cap, veh/h	366	102	246	102	317	256	313	3156	779	189	2074	58
Arrive On Green	0.10	0.21	0.21	0.06	0.17	0.17	0.17	0.49	0.49	0.10	0.40	0.40
Sat Flow, veh/h	3510	480	1155	1753	1900	1532	1810	6434	1587	1795	5141	143
Grp Volume(v), veh/h	319	0	109	30	7	75	30	1374	71	168	1408	764
Grp Sat Flow(s),veh/h/ln	1755	0	1635	1753	1900	1532	1810	1609	1587	1795	1716	1853
Q Serve(g_s), s	15.2	0.0	9.6	2.8	0.5	7.3	2.4	23.5	4.1	15.7	68.6	68.6
Cycle Q Clear(g_c), s	15.2	0.0	9.6	2.8	0.5	7.3	2.4	23.5	4.1	15.7	68.6	68.6
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	366	0	348	102	317	256	313	3156	779	189	1385	748
V/C Ratio(X)	0.87	0.00	0.31	0.30	0.02	0.29	0.10	0.44	0.09	0.89	1.02	1.02
Avail Cap(c_a), veh/h	450	0	492	142	482	388	313	3156	779	230	1385	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.0	0.0	56.4	76.8	59.2	62.0	59.1	28.1	23.1	75.1	50.7	50.7
Incr Delay (d2), s/veh	14.6	0.0	0.5	1.6	0.0	0.6	0.1	0.4	0.2	28.5	28.6	38.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	4.1	1.3	0.3	2.9	1.1	9.0	1.6	8.7	34.1	38.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.6	0.0	56.9	78.3	59.3	62.7	59.2	28.5	23.3	103.6	79.3	89.1
LnGrp LOS	F		E	E	E	E	E	C	C	F	F	F
Approach Vol, veh/h	428			112			1475			2340		
Approach Delay, s/veh	81.3			66.7			28.8			84.2		
Approach LOS	F			E			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	90.8	14.0	43.1	36.8	76.0	21.9	35.3				
Change Period (Y+Rc), s	4.2	* 7.4	4.2	* 6.9	* 7.4	* 7.4	4.2	6.9				
Max Green Setting (Gmax), s	21.8	* 61	13.8	* 51	* 14	* 69	21.8	43.1				
Max Q Clear Time (g_c+l1), s	17.7	25.5	4.8	11.6	4.4	70.6	17.2	9.3				
Green Ext Time (p_c), s	0.1	12.0	0.0	0.7	0.0	0.0	0.5	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh

64.7

HCM 7th LOS

E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

Existing Plus Project Conditions

3: Mathilda Ave. & San Aleso Ave./Driveway/San Aleso Ave.

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	6	2	13	76	0	41	1	1082	89	83	1892	23
Future Volume (veh/h)	6	2	13	76	0	41	1	1082	89	83	1892	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1870	1870	1900	1885	1900
Adj Flow Rate, veh/h	7	2	15	76	0	41	1	1320	109	88	2013	24
Peak Hour Factor	0.88	0.88	0.88	1.00	1.00	1.00	0.82	0.82	0.82	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	1	0
Cap, veh/h	207	24	181	146	7	64	5	2763	851	108	3134	37
Arrive On Green	0.13	0.13	0.13	0.13	0.00	0.13	0.00	0.54	0.54	0.06	0.60	0.60
Sat Flow, veh/h	1373	190	1425	877	58	504	1810	5106	1573	1810	5240	62
Grp Volume(v), veh/h	7	0	17	117	0	0	1	1320	109	88	1317	720
Grp Sat Flow(s),veh/h/ln	1373	0	1615	1439	0	0	1810	1702	1573	1810	1716	1872
Q Serve(g_s), s	0.0	0.0	1.6	11.7	0.0	0.0	0.1	27.2	5.8	8.2	42.6	42.7
Cycle Q Clear(g_c), s	0.8	0.0	1.6	13.2	0.0	0.0	0.1	27.2	5.8	8.2	42.6	42.7
Prop In Lane	1.00		0.88	0.65		0.35	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	207	0	205	218	0	0	5	2763	851	108	2052	1119
V/C Ratio(X)	0.03	0.00	0.08	0.54	0.00	0.00	0.20	0.48	0.13	0.82	0.64	0.64
Avail Cap(c_a), veh/h	353	0	377	344	0	0	149	2763	851	213	2052	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	65.1	0.0	65.5	70.6	0.0	0.0	84.6	24.1	19.2	79.0	22.3	22.3
Incr Delay (d2), s/veh	0.1	0.0	0.2	2.1	0.0	0.0	19.2	0.6	0.3	9.1	1.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.7	5.0	0.0	0.0	0.1	10.9	2.2	4.1	16.8	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.2	0.0	65.6	72.7	0.0	0.0	103.8	24.7	19.5	88.1	23.3	24.1
LnGrp LOS	E		E	E			F	C	B	F	C	C
Approach Vol, veh/h	24			117			1430			2125		
Approach Delay, s/veh	65.5			72.7			24.4			26.3		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	100.1		31.3	4.5	109.8		31.3				
Change Period (Y+Rc), s	4.0	* 8.1		* 9.7	4.0	8.1		9.7				
Max Green Setting (Gmax), s	20.0	* 92		* 40	14.0	97.9		36.3				
Max Q Clear Time (g_c+l1), s	10.2	29.2		3.6	2.1	44.7		15.2				
Green Ext Time (p_c), s	0.1	12.9		0.1	0.0	23.2		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 27.3

HCM 7th LOS C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection Capacity Utilization
4: Mathilda Ave. & Del Rey Ave

Existing Plus Project Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Volume (vph)	0	0	298	0	0	0	30	1144	0	3	1997	21
Pedestrians							6					6
Ped Button											Yes	
Pedestrian Timing (s)											16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	298	0	0	0	30	1144	0	3	2018	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1615	0	0	0	1805	5176	0	1805	5168	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Pedestrian Frequency (%)		0.00			0.00			0.00			0.18	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	22.1	0.0	0.0	0.0	2.0	26.5	0.0	0.2	46.9	0.0
Adj Reference Time (s)	0.0	0.0	26.1	0.0	0.0	0.0	8.0	30.5	0.0	8.0	50.9	0.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		120	1725		120	1723	
Reference Time A (s)	0.0	0.0		0.0	0.0		29.9	26.5		3.0	46.9	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			29.9			46.9	
Adj Reference Time (s)		8.0			8.0			33.9			50.9	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		2.0	26.5		0.2	46.9	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		2.0	26.5		0.2	46.4	
Reference Time (s)	0.0	0.0		0.0	0.0		26.5	26.5		46.9	46.9	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		30.5	30.5		50.9	50.9	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	0.0		58.9									
Permitted Option (s)	8.0		50.9									
Split Option (s)	0.0		81.4									
Minimum (s)	0.0		50.9		50.9							
Right Turns	EBR											
Adj Reference Time (s)	26.1											
Cross Thru Ref Time (s)	50.9											
Oncoming Left Ref Time (s)	0.0											
Combined (s)	77.0											
Intersection Summary												
Intersection Capacity Utilization			64.2%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 7th Signalized Intersection Summary
1: Mathilda Ave. & US 101 SB Off Ramp

Existing Plus Project Conditions
Timing Plan: Saturday Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	319	0	861	890	145
Future Volume (veh/h)	52	319	0	861	890	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	0	1870	1885	1870
Adj Flow Rate, veh/h	52	319	0	946	1047	171
Peak Hour Factor	1.00	1.00	0.91	0.91	0.85	0.85
Percent Heavy Veh, %	2	1	0	2	1	2
Cap, veh/h	506	412	0	3794	3313	540
Arrive On Green	0.15	0.15	0.00	0.74	0.74	0.74
Sat Flow, veh/h	3456	2812	0	5443	4628	727
Grp Volume(v), veh/h	52	319	0	946	805	413
Grp Sat Flow(s),veh/h/ln	1728	1406	0	1702	1716	1754
Q Serve(g_s), s	1.5	12.7	0.0	6.8	9.1	9.2
Cycle Q Clear(g_c), s	1.5	12.7	0.0	6.8	9.1	9.2
Prop In Lane	1.00	1.00	0.00			0.41
Lane Grp Cap(c), veh/h	506	412	0	3794	2550	1304
V/C Ratio(X)	0.10	0.77	0.00	0.25	0.32	0.32
Avail Cap(c_a), veh/h	1043	848	0	3794	2550	1304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.95	0.95
Uniform Delay (d), s/veh	42.9	47.7	0.0	4.7	5.0	5.0
Incr Delay (d2), s/veh	0.1	3.1	0.0	0.2	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.6	0.0	1.9	2.6	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.0	50.8	0.0	4.9	5.3	5.6
LnGrp LOS	D	D		A	A	A
Approach Vol, veh/h	371			946	1218	
Approach Delay, s/veh	49.7			4.9	5.4	
Approach LOS	D			A	A	
Timer - Assigned Phs	2			4	6	
Phs Duration (G+Y+Rc), s	93.0			23.0	93.0	
Change Period (Y+Rc), s	6.8			6.0	6.8	
Max Green Setting (Gmax), s	68.2			35.0	68.2	
Max Q Clear Time (g_c+l1), s	8.8			14.7	11.2	
Green Ext Time (p_c), s	7.4			1.4	9.9	
Intersection Summary						
HCM 7th Control Delay, s/veh			11.7			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
2: Mathilda Ave. & Almanor Ave./Ahwanee Ave.

Existing Plus Project Conditions
Timing Plan: Saturday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							   			   	
Traffic Volume (veh/h)	21	6	7	42	4	97	23	1122	37	103	1094	12
Future Volume (veh/h)	21	6	7	42	4	97	23	1122	37	103	1094	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1841	1885	1900	1870	1885	1900
Adj Flow Rate, veh/h	32	9	11	43	4	100	24	1194	39	113	1202	13
Peak Hour Factor	0.65	0.65	0.65	0.97	0.97	0.97	0.94	0.94	0.94	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	4	1	0	2	1	0
Cap, veh/h	202	178	217	141	479	397	78	2829	698	146	2487	27
Arrive On Green	0.06	0.23	0.23	0.08	0.25	0.25	0.09	0.87	0.87	0.08	0.47	0.47
Sat Flow, veh/h	3510	767	938	1810	1900	1576	1753	6485	1601	1781	5249	57
Grp Volume(v), veh/h	32	0	20	43	4	100	24	1194	39	113	786	429
Grp Sat Flow(s),veh/h/ln	1755	0	1705	1810	1900	1576	1753	1621	1601	1781	1716	1875
Q Serve(g_s), s	1.1	0.0	1.2	3.0	0.2	6.7	1.7	4.9	0.4	8.2	20.6	20.6
Cycle Q Clear(g_c), s	1.1	0.0	1.2	3.0	0.2	6.7	1.7	4.9	0.4	8.2	20.6	20.6
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	202	0	395	141	479	397	78	2829	698	146	1626	888
V/C Ratio(X)	0.16	0.00	0.05	0.30	0.01	0.25	0.31	0.42	0.06	0.77	0.48	0.48
Avail Cap(c_a), veh/h	314	0	661	189	764	634	143	2829	698	173	1626	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	0.0	39.4	57.5	37.0	39.4	58.3	5.1	4.8	59.4	23.7	23.7
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.2	0.0	0.3	2.1	0.4	0.1	16.6	1.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	1.4	0.1	2.7	0.8	1.3	0.2	4.3	8.2	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.5	0.0	39.5	58.7	37.0	39.7	60.4	5.5	4.9	76.0	24.7	25.6
LnGrp LOS	E		D	E	D	D	E	A	A	E	C	C
Approach Vol, veh/h	52			147			1257			1328		
Approach Delay, s/veh	51.8			45.2			6.5			29.4		
Approach LOS	D			D			A			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	65.0	14.5	37.5	10.1	70.0	11.8	40.2				
Change Period (Y+Rc), s	4.2	* 7.4	4.2	* 6.9	4.2	* 7.4	4.2	6.9				
Max Green Setting (Gmax), s	12.8	* 32	13.8	* 51	10.8	* 34	11.8	53.1				
Max Q Clear Time (g_c+l1), s	10.2	6.9	5.0	3.2	3.7	22.6	3.1	8.7				
Green Ext Time (p_c), s	0.1	8.7	0.0	0.1	0.0	5.4	0.0	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

Notes

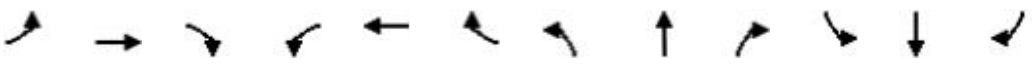
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

Existing Plus Project Conditions

3: Mathilda Ave. & San Aleso Ave./Driveway/San Aleso Ave.

Timing Plan: Saturday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	51	1	43	9	1097	49	68	1126	2
Future Volume (veh/h)	0	0	1	51	1	43	9	1097	49	68	1126	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1900	1870	1900	1870	1870	1900	1885	1900
Adj Flow Rate, veh/h	0	0	1	51	1	43	9	1097	49	76	1251	2
Peak Hour Factor	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	4	0	2	0	2	2	0	1	0
Cap, veh/h	55	0	164	114	14	71	39	3373	1019	129	3769	6
Arrive On Green	0.00	0.00	0.10	0.10	0.10	0.10	0.01	0.22	0.22	0.07	0.71	0.71
Sat Flow, veh/h	1384	0	1591	699	133	688	1810	5106	1542	1810	5306	8
Grp Volume(v), veh/h	0	0	1	95	0	0	9	1097	49	76	809	444
Grp Sat Flow(s),veh/h/ln	1384	0	1591	1520	0	0	1810	1702	1542	1810	1716	1884
Q Serve(g_s), s	0.0	0.0	0.1	6.0	0.0	0.0	0.7	23.9	3.3	5.4	11.8	11.8
Cycle Q Clear(g_c), s	0.0	0.0	0.1	7.8	0.0	0.0	0.7	23.9	3.3	5.4	11.8	11.8
Prop In Lane	1.00		1.00	0.54		0.45	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	55	0	164	199	0	0	39	3373	1019	129	2437	1338
V/C Ratio(X)	0.00	0.00	0.01	0.48	0.00	0.00	0.23	0.33	0.05	0.59	0.33	0.33
Avail Cap(c_a), veh/h	380	0	539	511	0	0	165	3373	1019	233	2437	1338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	0.0	0.0	53.1	56.5	0.0	0.0	64.5	26.9	18.8	59.4	7.2	7.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	3.0	0.3	0.1	4.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.3	10.9	1.1	2.6	3.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	53.1	58.2	0.0	0.0	67.5	27.1	18.9	63.4	7.6	7.9
LnGrp LOS			D	E			E	C	B	E	A	A
Approach Vol, veh/h	1			95			1155			1329		
Approach Delay, s/veh	53.1			58.2			27.1			10.9		
Approach LOS	D			E			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	95.3		23.3	6.8	101.9		23.3				
Change Period (Y+Rc), s	4.0	* 8.1		* 9.7	4.0	8.1		9.7				
Max Green Setting (Gmax), s	17.0	* 52		* 45	12.0	56.9		41.3				
Max Q Clear Time (g_c+I1), s	7.4	25.9		2.1	2.7	13.8		9.8				
Green Ext Time (p_c), s	0.1	8.1		0.0	0.0	9.8		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 19.9

HCM 7th LOS B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

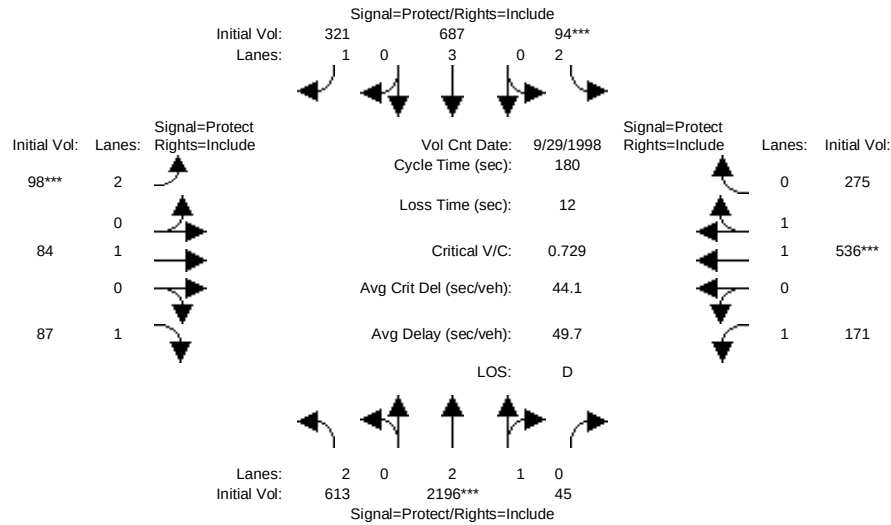
Intersection Capacity Utilization
4: Mathilda Ave. & Del Rey Ave

Existing Plus Project Conditions
Timing Plan: Saturday Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	10	0	0	0	6	1117	0	1	1152	10
Pedestrians							5					5
Ped Button											Yes	
Pedestrian Timing (s)											16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	10	0	0	0	6	1117	0	1	1162	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	0	1615	0	0	0	1805	5176	0	1805	5169	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Pedestrian Frequency (%)		0.00			0.00			0.00			0.15	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	0.0	0.7	0.0	0.0	0.0	0.4	25.9	0.0	0.1	27.0	0.0
Adj Reference Time (s)	0.0	0.0	8.0	0.0	0.0	0.0	8.0	29.9	0.0	8.0	31.0	0.0
Permitted Option												
Adj Saturation A (vph)	0	0		0	0		120	1725		120	1723	
Reference Time A (s)	0.0	0.0		0.0	0.0		6.0	25.9		1.0	27.0	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	0.0		0.0	0.0		NA	NA		NA	NA	
Reference Time (s)		0.0			0.0			25.9			27.0	
Adj Reference Time (s)		8.0			8.0			29.9			31.0	
Split Option												
Ref Time Combined (s)	0.0	0.0		0.0	0.0		0.4	25.9		0.1	27.0	
Ref Time Seperate (s)	0.0	0.0		0.0	0.0		0.4	25.9		0.1	26.8	
Reference Time (s)	0.0	0.0		0.0	0.0		25.9	25.9		27.0	27.0	
Adj Reference Time (s)	0.0	0.0		0.0	0.0		29.9	29.9		31.0	31.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	0.0		39.0									
Permitted Option (s)	8.0		31.0									
Split Option (s)	0.0		60.9									
Minimum (s)	0.0		31.0		31.0							
Right Turns	EBR											
Adj Reference Time (s)	8.0											
Cross Thru Ref Time (s)	31.0											
Oncoming Left Ref Time (s)	0.0											
Combined (s)	39.0											
Intersection Summary												
Intersection Capacity Utilization			32.5%		ICU Level of Service					A		
Reference Times and Phasing Options do not represent an optimized timing plan.												

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project (AM)

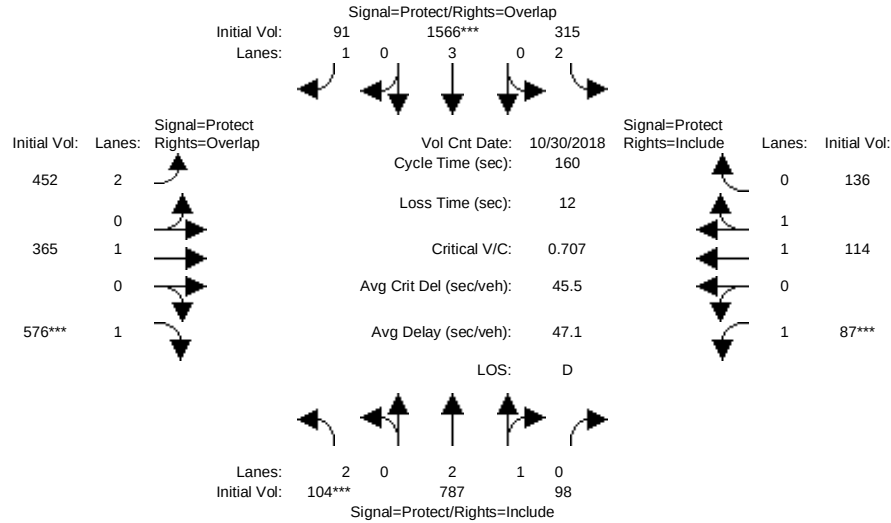
Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 29 Sep 1998 <<											
Base Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	2196	45	94	687	321	98	84	87	171	536	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	2196	45	94	687	321	98	84	87	171	536	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.30	0.70
Final Sat.:	3150	5487	112	3150	5700	1750	3150	1900	1750	1750	2444	1254
Capacity Analysis Module:												
Vol/Sat:	0.19	0.40	0.40	0.03	0.12	0.18	0.03	0.04	0.05	0.10	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	54.7	98.8	98.8	7.4	51.5	51.5	7.7	22.4	22.4	39.4	54.1	54.1
Volume/Cap:	0.64	0.73	0.73	0.73	0.42	0.64	0.73	0.36	0.40	0.45	0.73	0.73
Uniform Del:	54.2	30.5	30.5	85.3	52.1	56.2	85.1	72.2	72.6	60.8	56.4	56.4
IncrcmntDel:	3.3	1.6	1.6	30.1	0.8	6.2	29.1	4.1	5.4	3.7	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.5	32.1	32.1	115.4	52.9	62.3	114.2	76.3	78.0	64.6	60.6	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	32.1	32.1	115.4	52.9	62.3	114.2	76.3	78.0	64.6	60.6	60.6
LOS by Move:	E+	C-	C-	F	D-	E	F	E-	E-	E	E	E
HCM2kAvgQ:	18	32	32	4	10	17	5	4	5	9	21	21
Note: Queue reported is the number of cars per lane.												

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project (PM)

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 30 Oct 2018 << 4:30 - 5:30 PM											
Base Vol:	104	787	98	315	1566	91	452	365	576	87	114	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	787	98	315	1566	91	452	365	576	87	114	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	787	98	315	1566	91	452	365	576	87	114	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	787	98	315	1566	91	452	365	576	87	114	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	787	98	315	1566	91	452	365	576	87	114	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	787	98	315	1566	91	452	365	576	87	114	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.66	0.34	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	4979	620	3150	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.10	0.27	0.05	0.14	0.19	0.33	0.05	0.06	0.08
Crit Moves:	***			***			***		***	***		
Green Time:	7.5	42.7	42.7	27.0	62.2	111.4	49.2	64.6	72.1	11.3	26.7	26.7
Volume/Cap:	0.71	0.59	0.59	0.59	0.71	0.07	0.47	0.48	0.73	0.71	0.36	0.47
Uniform Del:	75.2	51.1	51.1	61.4	41.2	7.8	44.8	35.2	36.0	72.8	59.1	60.2
IncrcmntDel:	14.6	0.6	0.6	1.8	1.1	0.0	0.4	0.5	3.5	17.1	0.3	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.7	51.7	51.7	63.2	42.3	7.8	45.1	35.7	39.5	89.9	59.4	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	51.7	51.7	63.2	42.3	7.8	45.1	35.7	39.5	89.9	59.4	60.9
LOS by Move:	F	D-	D-	E	D	A	D	D+	D	F	E+	E
HCM2kAvgQ:	3	12	12	9	22	1	11	13	25	6	5	7
Note: Queue reported is the number of cars per lane.												

Appendix D

Existing Plus Project With Proposed Improvements Conditions Synchro/Traffix
Output

HCM 7th Signalized Intersection Summary
1: Mathilda Ave. & US 101 SB Off Ramp

Existing Plus Project Conditions - Optimized
Timing Plan: AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 		  	  	
Traffic Volume (veh/h)	209	461	0	1745	1332	144
Future Volume (veh/h)	209	461	0	1745	1332	144
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1856	0	1870	1856	1796
Adj Flow Rate, veh/h	235	518	0	2006	1448	157
Peak Hour Factor	0.89	0.89	0.87	0.87	0.92	0.92
Percent Heavy Veh, %	11	3	0	2	3	7
Cap, veh/h	721	622	0	3199	2899	314
Arrive On Green	0.22	0.22	0.00	0.63	0.63	0.63
Sat Flow, veh/h	3209	2768	0	5443	4795	502
Grp Volume(v), veh/h	235	518	0	2006	1056	549
Grp Sat Flow(s),veh/h/ln	1605	1384	0	1702	1689	1752
Q Serve(g_s), s	5.3	15.4	0.0	20.8	14.6	14.6
Cycle Q Clear(g_c), s	5.3	15.4	0.0	20.8	14.6	14.6
Prop In Lane	1.00	1.00	0.00			0.29
Lane Grp Cap(c), veh/h	721	622	0	3199	2115	1098
V/C Ratio(X)	0.33	0.83	0.00	0.63	0.50	0.50
Avail Cap(c_a), veh/h	933	805	0	3199	2115	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	27.9	31.8	0.0	9.9	8.7	8.7
Incr Delay (d2), s/veh	0.3	5.9	0.0	0.9	0.8	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.4	0.0	6.2	4.4	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.1	37.7	0.0	10.8	9.6	10.3
LnGrp LOS	C	D		B	A	B
Approach Vol, veh/h	753			2006	1605	
Approach Delay, s/veh	34.7			10.8	9.8	
Approach LOS	C			B	A	
Timer - Assigned Phs	2			4	6	
Phs Duration (G+Y+Rc), s	60.7			25.3	60.7	
Change Period (Y+Rc), s	6.8			6.0	6.8	
Max Green Setting (Gmax), s	48.2			25.0	48.2	
Max Q Clear Time (g_c+l1), s	22.8			17.4	16.6	
Green Ext Time (p_c), s	16.4			2.0	13.2	
Intersection Summary						
HCM 7th Control Delay, s/veh			14.6			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
2: Mathilda Ave. & Almanor Ave./Ahwanee Ave.

Existing Plus Project Conditions - Optimized
Timing Plan: AM Peak

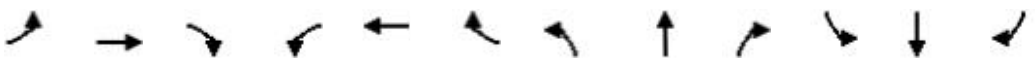
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2	25	26	17	130	67	1903	21	61	1298	434
Future Volume (veh/h)	45	2	25	26	17	130	67	1903	21	61	1298	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1900	1841	1900	1900	1870	1900	1870	1826	1856	1856	1885
Adj Flow Rate, veh/h	47	2	26	28	18	141	74	2114	23	70	1492	499
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90	0.87	0.87	0.87
Percent Heavy Veh, %	7	0	4	0	0	2	0	2	5	3	3	1
Cap, veh/h	190	17	218	101	276	217	102	2719	636	109	2168	666
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.11	0.85	0.85	0.06	0.43	0.43
Sat Flow, veh/h	3319	114	1485	1810	1900	1493	1810	6434	1505	1767	5066	1557
Grp Volume(v), veh/h	47	0	28	28	18	141	74	2114	23	70	1492	499
Grp Sat Flow(s),veh/h/ln	1659	0	1600	1810	1900	1493	1810	1609	1505	1767	1689	1557
Q Serve(g_s), s	2.3	0.0	2.6	2.6	1.4	15.3	6.8	25.5	0.4	6.7	41.1	46.4
Cycle Q Clear(g_c), s	2.3	0.0	2.6	2.6	1.4	15.3	6.8	25.5	0.4	6.7	41.1	46.4
Prop In Lane	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	0	234	101	276	217	102	2719	636	109	2168	666
V/C Ratio(X)	0.25	0.00	0.12	0.28	0.07	0.65	0.72	0.78	0.04	0.64	0.69	0.75
Avail Cap(c_a), veh/h	228	0	476	145	587	461	114	2719	636	132	2168	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.5	0.0	63.8	77.9	63.5	69.4	75.0	9.7	7.7	78.8	39.9	41.4
Incr Delay (d2), s/veh	0.7	0.0	0.2	1.5	0.1	3.3	14.7	1.8	0.1	7.5	1.8	7.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.1	1.2	0.7	6.1	3.4	4.1	0.2	3.2	17.1	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.2	0.0	64.0	79.4	63.6	72.7	89.7	11.4	7.8	86.4	41.7	49.0
LnGrp LOS	E		E	E	E	E	F	B	A	F	D	D
Approach Vol, veh/h	75				187				2211		2061	
Approach Delay, s/veh	72.9				72.8				14.0		45.0	
Approach LOS	E				E				B		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	80.1	13.8	32.1	13.9	81.0	14.0	31.9				
Change Period (Y+Rc), s	4.2	* 7.4	4.2	* 6.9	4.2	* 7.4	4.2	6.9				
Max Green Setting (Gmax), s	12.8	* 72	13.8	* 51	10.8	* 74	11.8	53.1				
Max Q Clear Time (g_c+l1), s	8.7	27.5	4.6	4.6	8.8	48.4	4.3	17.3				
Green Ext Time (p_c), s	0.0	24.6	0.0	0.1	0.0	14.0	0.0	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	31.5											
HCM 7th LOS	C											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

Existing Plus Project Conditions - Optimized

3: Mathilda Ave. & San Aleso Ave./Driveway/San Aleso Ave.

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	10	70	1	53	4	1954	74	55	1214	9
Future Volume (veh/h)	10	0	10	70	1	53	4	1954	74	55	1214	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	418	1900	1900	1856	1900	1841	1900	1870	1841	1841	1856	1574
Adj Flow Rate, veh/h	11	0	11	88	1	66	4	1994	76	66	1463	11
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.98	0.98	0.98	0.83	0.83	0.83
Percent Heavy Veh, %	100	0	0	3	0	4	0	2	4	4	3	22
Cap, veh/h	78	0	222	146	7	88	18	3457	1027	98	3746	28
Arrive On Green	0.14	0.00	0.14	0.14	0.14	0.14	0.01	0.90	0.90	0.11	1.00	1.00
Sat Flow, veh/h	296	0	1576	802	46	629	1810	5106	1517	1753	5185	39
Grp Volume(v), veh/h	11	0	11	155	0	0	4	1994	76	66	953	521
Grp Sat Flow(s),veh/h/ln	296	0	1576	1477	0	0	1810	1702	1517	1753	1689	1847
Q Serve(g_s), s	0.0	0.0	1.0	16.3	0.0	0.0	0.4	13.9	0.9	6.2	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	1.0	17.3	0.0	0.0	0.4	13.9	0.9	6.2	0.0	0.0
Prop In Lane	1.00		1.00	0.57		0.43	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	78	0	222	241	0	0	18	3457	1027	98	2440	1335
V/C Ratio(X)	0.14	0.00	0.05	0.64	0.00	0.00	0.22	0.58	0.07	0.68	0.39	0.39
Avail Cap(c_a), veh/h	111	0	400	379	0	0	105	3457	1027	153	2440	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	66.6	0.0	64.0	70.9	0.0	0.0	84.2	3.5	2.8	74.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.1	2.9	0.0	0.0	5.8	0.7	0.1	6.8	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	6.8	0.0	0.0	0.2	3.0	0.3	2.9	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.4	0.0	64.0	73.8	0.0	0.0	90.0	4.2	3.0	81.8	0.4	0.7
LnGrp LOS	E		E	E			F	A	A	F	A	A
Approach Vol, veh/h	22			155			2074			1540		
Approach Delay, s/veh	65.7			73.8			4.3			4.0		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	124.5		33.9	5.7	132.4		33.9				
Change Period (Y+Rc), s	4.0	* 8.1		* 9.7	4.0	8.1		9.7				
Max Green Setting (Gmax), s	15.0	* 95		* 44	10.0	99.9		40.3				
Max Q Clear Time (g_c+l1), s	8.2	15.9		9.1	2.4	2.0		19.3				
Green Ext Time (p_c), s	0.1	28.4		0.2	0.0	13.6		0.9				

Intersection Summary

HCM 7th Control Delay, s/veh

7.4

HCM 7th LOS

A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
1: Mathilda Ave. & US 101 SB Off Ramp

Existing Plus Project Conditions - OPTIMIZED
Timing Plan: PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 		  	  	
Traffic Volume (veh/h)	128	451	0	1041	1725	448
Future Volume (veh/h)	128	451	0	1041	1725	448
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	0	1870	1885	1885
Adj Flow Rate, veh/h	128	451	0	1210	1855	482
Peak Hour Factor	1.00	1.00	0.86	0.86	0.93	0.93
Percent Heavy Veh, %	2	1	0	2	1	1
Cap, veh/h	660	537	0	3167	2541	640
Arrive On Green	0.19	0.19	0.00	0.62	0.62	0.62
Sat Flow, veh/h	3456	2812	0	5443	4266	1033
Grp Volume(v), veh/h	128	451	0	1210	1544	793
Grp Sat Flow(s),veh/h/ln	1728	1406	0	1702	1716	1698
Q Serve(g_s), s	2.8	13.8	0.0	10.5	27.7	29.6
Cycle Q Clear(g_c), s	2.8	13.8	0.0	10.5	27.7	29.6
Prop In Lane	1.00	1.00	0.00			0.61
Lane Grp Cap(c), veh/h	660	537	0	3167	2128	1053
V/C Ratio(X)	0.19	0.84	0.00	0.38	0.73	0.75
Avail Cap(c_a), veh/h	815	663	0	3167	2128	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	30.2	34.7	0.0	8.4	11.7	12.0
Incr Delay (d2), s/veh	0.1	7.9	0.0	0.4	1.8	4.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.1	0.0	3.2	8.7	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.4	42.6	0.0	8.8	13.5	16.2
LnGrp LOS	C	D		A	B	B
Approach Vol, veh/h	579			1210	2337	
Approach Delay, s/veh	39.9			8.8	14.4	
Approach LOS	D			A	B	
Timer - Assigned Phs	2			4	6	
Phs Duration (G+Y+Rc), s	62.0			23.0	62.0	
Change Period (Y+Rc), s	6.8			6.0	6.8	
Max Green Setting (Gmax), s	55.2			21.0	55.2	
Max Q Clear Time (g_c+I1), s	12.5			15.8	31.6	
Green Ext Time (p_c), s	10.1			1.2	17.7	
Intersection Summary						
HCM 7th Control Delay, s/veh	16.3					
HCM 7th LOS	B					

HCM 7th Signalized Intersection Summary
2: Mathilda Ave. & Almanor Ave./Ahwanee Ave.

Existing Plus Project Conditions - OPTIMIZED
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	30	72	28	6	69	24	1099	57	156	1965	55
Future Volume (veh/h)	300	30	72	28	6	69	24	1099	57	156	1965	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1900	1900	1900	1870	1900	1885	1885	1900
Adj Flow Rate, veh/h	319	32	77	30	7	75	30	1374	71	168	2113	59
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.80	0.80	0.80	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	4	0	0	0	2	0	1	1	0
Cap, veh/h	365	100	240	99	305	246	258	3237	799	188	2301	862
Arrive On Green	0.10	0.21	0.21	0.06	0.16	0.16	0.14	0.50	0.50	0.10	0.45	0.45
Sat Flow, veh/h	3510	480	1154	1753	1900	1530	1810	6434	1588	1795	5147	1552
Grp Volume(v), veh/h	319	0	109	30	7	75	30	1374	71	168	2113	59
Grp Sat Flow(s),veh/h/ln	1755	0	1634	1753	1900	1530	1810	1609	1588	1795	1716	1552
Q Serve(g_s), s	15.9	0.0	10.1	2.9	0.6	7.7	2.6	24.0	4.1	16.4	68.5	1.4
Cycle Q Clear(g_c), s	15.9	0.0	10.1	2.9	0.6	7.7	2.6	24.0	4.1	16.4	68.5	1.4
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	0	340	99	305	246	258	3237	799	188	2301	862
V/C Ratio(X)	0.87	0.00	0.32	0.30	0.02	0.31	0.12	0.42	0.09	0.89	0.92	0.07
Avail Cap(c_a), veh/h	469	0	470	136	439	353	258	3237	799	250	2301	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.6	0.0	59.8	80.6	62.9	65.9	66.5	27.9	23.0	78.7	46.1	6.8
Incr Delay (d2), s/veh	13.7	0.0	0.5	1.7	0.0	0.7	0.2	0.4	0.2	25.4	7.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	4.3	1.4	0.3	3.1	1.2	9.3	1.7	8.9	30.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.3	0.0	60.3	82.3	63.0	66.6	66.7	28.3	23.2	104.0	53.5	7.0
LnGrp LOS	F		E	F	E	E	E	C	C	F	D	A
Approach Vol, veh/h	428				112				1475		2340	
Approach Delay, s/veh	84.1				70.6				28.9		55.9	
Approach LOS	F				E				C		E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.9	96.9	14.3	44.0	32.8	87.0	22.7	35.5				
Change Period (Y+Rc), s	4.2	* 7.4	4.2	* 6.9	* 7.4	* 7.4	4.2	6.9				
Max Green Setting (Gmax), s	24.8	* 66	13.8	* 51	* 11	* 80	23.8	41.1				
Max Q Clear Time (g_c+I1), s	18.4	26.0	4.9	12.1	4.6	70.5	17.9	9.7				
Green Ext Time (p_c), s	0.2	12.4	0.0	0.7	0.0	7.6	0.6	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	49.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

Existing Plus Project Conditions - OPTIMIZED

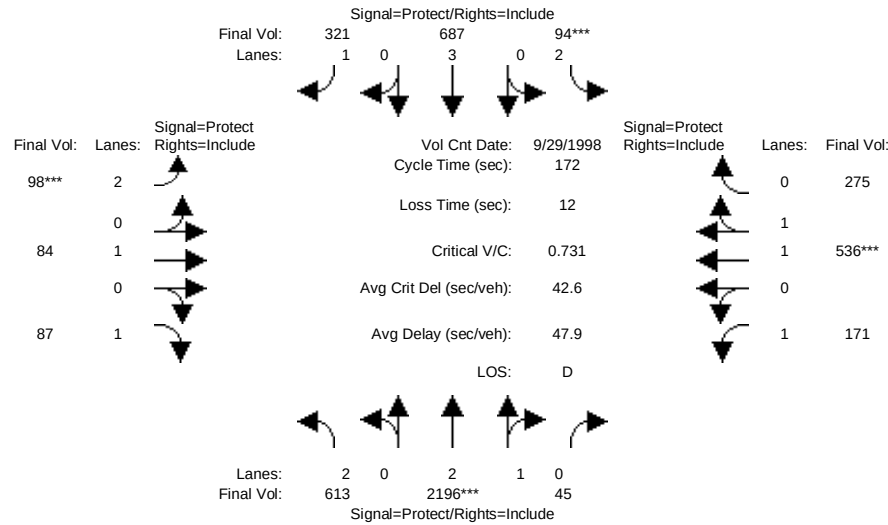
3: Mathilda Ave. & San Aleso Ave./Driveway/San Aleso Ave.

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	13	76	0	41	1	1082	89	83	1892	23
Future Volume (veh/h)	6	2	13	76	0	41	1	1082	89	83	1892	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1870	1870	1900	1885	1900
Adj Flow Rate, veh/h	7	2	15	76	0	41	1	1320	109	88	2013	24
Peak Hour Factor	0.88	0.88	0.88	1.00	1.00	1.00	0.82	0.82	0.82	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	1	0
Cap, veh/h	203	24	179	143	7	63	5	2696	831	107	3063	36
Arrive On Green	0.13	0.13	0.13	0.13	0.00	0.13	0.00	0.53	0.53	0.06	0.58	0.58
Sat Flow, veh/h	1373	190	1425	876	56	503	1810	5106	1573	1810	5240	62
Grp Volume(v), veh/h	7	0	17	117	0	0	1	1320	109	88	1317	720
Grp Sat Flow(s),veh/h/ln	1373	0	1615	1434	0	0	1810	1702	1573	1810	1716	1872
Q Serve(g_s), s	0.0	0.0	1.7	12.3	0.0	0.0	0.1	29.3	6.3	8.6	46.1	46.2
Cycle Q Clear(g_c), s	0.9	0.0	1.7	14.0	0.0	0.0	0.1	29.3	6.3	8.6	46.1	46.2
Prop In Lane	1.00		0.88	0.65		0.35	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	203	0	203	214	0	0	5	2696	831	107	2006	1094
V/C Ratio(X)	0.03	0.00	0.08	0.55	0.00	0.00	0.20	0.49	0.13	0.82	0.66	0.66
Avail Cap(c_a), veh/h	383	0	415	377	0	0	102	2696	831	203	2006	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	68.4	0.0	68.8	74.3	0.0	0.0	88.6	26.7	21.3	82.8	24.9	25.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	2.2	0.0	0.0	19.3	0.6	0.3	9.7	1.1	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.7	5.3	0.0	0.0	0.1	11.9	2.4	4.3	18.5	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.5	0.0	68.9	76.4	0.0	0.0	107.8	27.4	21.6	92.5	26.0	27.0
LnGrp LOS	E		E	E			F	C	C	F	C	C
Approach Vol, veh/h	24		117			1430			2125			
Approach Delay, s/veh	68.8		76.4			27.0			29.1			
Approach LOS	E		E			C			C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	102.1		32.1	4.5	112.1		32.1				
Change Period (Y+Rc), s	4.0	* 8.1		* 9.7	4.0	8.1		9.7				
Max Green Setting (Gmax), s	20.0	* 94		* 46	10.0	103.9		42.3				
Max Q Clear Time (g_c+I1), s	10.6	31.3		3.7	2.1	48.2		16.0				
Green Ext Time (p_c), s	0.1	12.9		0.1	0.0	23.6		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	30.0											
HCM 7th LOS	C											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project Plus Optimize CL (AM)

Intersection #1413: Mathilda Ave / Maude Ave

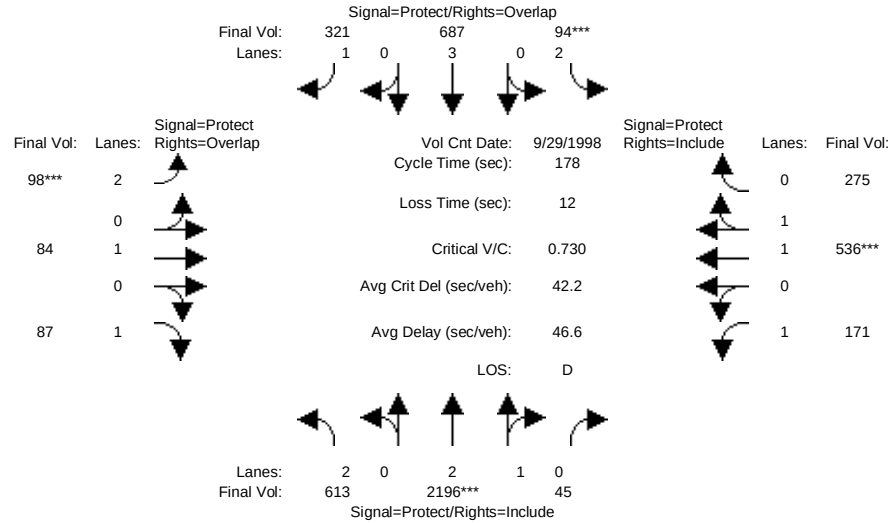


Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 29 Sep 1998 <<											
Base Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	2196	45	94	687	321	98	84	87	171	536	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.30	0.70
Final Sat.:	3150	5487	112	3150	5700	1750	3150	1900	1750	1750	2444	1254
Capacity Analysis Module:												
Vol/Sat:	0.19	0.40	0.40	0.03	0.12	0.18	0.03	0.04	0.05	0.10	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	52.1	94.1	94.1	7.0	49.1	49.1	7.3	22.0	22.0	36.9	51.6	51.6
Volume/Cap:	0.64	0.73	0.73	0.73	0.42	0.64	0.73	0.35	0.39	0.46	0.73	0.73
Uniform Del:	51.9	29.4	29.4	81.6	50.0	53.8	81.4	68.5	68.9	58.8	54.0	54.0
IncrementDel:	3.3	1.6	1.6	30.5	0.8	6.3	29.4	3.9	5.0	3.9	4.3	4.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.3	31.0	31.0	112.0	50.8	60.1	110.8	72.3	73.9	62.7	58.3	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	31.0	31.0	112.0	50.8	60.1	110.8	72.3	73.9	62.7	58.3	58.3
LOS by Move:	E+	C	C	F	D	E	F	E	E	E	E+	E+
HCM2kAvgQ:	17	31	31	4	10	16	4	4	5	9	20	20

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

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project Plus Optimize CL (PM)

Intersection #1413: Mathilda Ave / Maude Ave



Street Name:	Mathilda Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 29 Sep 1998 <<											
Base Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	2196	45	94	687	321	98	84	87	171	536	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	2196	45	94	687	321	98	84	87	171	536	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	2196	45	94	687	321	98	84	87	171	536	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	613	2196	45	94	687	321	98	84	87	171	536	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.30	0.70
Final Sat.:	3150	5487	112	3150	5700	1750	3150	1900	1750	1750	2444	1254
Capacity Analysis Module:												
Vol/Sat:	0.19	0.40	0.40	0.03	0.12	0.18	0.03	0.04	0.05	0.10	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	58.9	97.6	97.6	7.3	46.1	53.7	7.6	22.3	81.2	38.8	53.5	53.5
Volume/Cap:	0.59	0.73	0.73	0.73	0.47	0.61	0.73	0.35	0.11	0.45	0.73	0.73
Uniform Del:	49.5	30.2	30.2	84.4	55.6	53.2	84.2	71.2	27.7	60.3	55.8	55.8
IncrcmntDel:	0.9	0.9	0.9	19.0	0.2	2.1	18.3	0.9	0.1	0.8	2.5	2.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	31.2	31.2	103.4	55.8	55.3	102.5	72.2	27.8	61.2	58.3	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	31.2	31.2	103.4	55.8	55.3	102.5	72.2	27.8	61.2	58.3	58.3
LOS by Move:	D	C	C	F	E+	E+	F	E	C	E	E+	E+
HCM2kAvgQ:	16	30	30	4	10	16	5	4	3	9	21	21
Note: Queue reported is the number of cars per lane.												

Appendix E

Collision Analysis

Sunnyvale - Mathilda Bike Lane Study
Intersection Collisions Summary (by factors)

Intersections	Total Collision Factors	Collision Factors								
		Unsafe Speed	Traffic Signals and Signs	Following Too Closely	Improper Turning	DUI	R/W Violations	Unsafe Lane Changes	Wrong Side	Unstated/ Others
Mathilda Avenue/Almanor Ave - Ahwanee Ave	15	3	2		4	1			1	4
Mathilda Avenue/San Aleso Ave	22	9	1		5	2	3			2
Mathilda Avenue/Del Rey Ave	9	1			1	2	2	1		2
Mathilda Avenue/Maude Ave	16	8	1	1	1	1		2		2
Total	62	21	4	1	11	6	5	3	1	10
Percentage	100%	34%	6%	2%	18%	10%	8%	5%	2%	16%

Note: Total collisions from January, 2019 to January 2024

Sunnyvale - Mathilda Bike Lane Study
Intersection Collisions Summary (by types)

Intersections	Total Collision	Collision Type						
		Rear-End	Broadside	Sideswipe	Hit Object	Veh-Ped	Veh-Bike	Unstated/ Others
Mathilda Avenue/Almanor Ave - Ahwanee Ave	15	6	6	1			1	1
Mathilda Avenue/San Aleso Ave	22	10	3	4	3	2		
Mathilda Avenue/Del Rey Ave	9		3	2	3			1
Mathilda Avenue/Maude Ave	16	7	1	4	2	1	1	
Total	62	23	13	11	8	3	2	2
Percentage	100%	37%	21%	18%	13%	5%	3%	3%

Note: Total collisions from January, 2019 to January 2024

Appendix F

Public Engagement: Mailed Postcard

NORTH MATHILDA AVENUE BIKE LANE STUDY

We are studying ways to improve travel for bicyclists on N. Mathilda Avenue by closing a bike lane gap. The study area is southbound N. Mathilda Avenue between the southbound US 101 off-ramp and Maude Avenue. Our goal is to install a bike lane that connects existing southbound bike lanes.

Visit the project webpage to learn about the proposed improvements and upcoming public meeting to give your input. You can also sign up for project updates.

For questions, contact Tinh Le at TLe@sunnyvale.ca.gov or 408-730-7523.

Visit the project webpage at [Sunnyvale.ca.gov](https://www.sunnyvale.ca.gov)
(search: Transportation Projects)



City of Sunnyvale
456 W. Olive Ave.
Sunnyvale, CA 94086

YOU'RE INVITED TO OUR COMMUNITY MEETING

Thursday, Aug. 1, 2024

6:00 – 7:00 p.m.

SUNNYVALE CITY HALL

Bay Conference Room (Room 145)

456 W. Olive Ave, Sunnyvale

Join Online via Zoom

Access Zoom meeting information on the webpage.

GET INVOLVED IN PERSON OR ONLINE!

- Learn about proposed improvements and share your feedback.
- Scan the QR code to visit our website for more information and to sign up for updates.



Appendix G

Public Engagement: Survey Results



Mathilda Avenue Bike Lane Study

April 15, 2025, 11:43 AM

Contents

i.	Summary of responses	2
ii.	Survey questions	5
iii.	Individual responses	6

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Summary Of Responses

As of April 15, 2025, 11:43 AM, this forum had:

Attendees: 146
Responses: 94
Hours of Public Comment: 4.7

Topic Start

February 15, 2025, 2:52 PM

Topic End

March 24, 2025, 11:59 PM

QUESTION 1

1. In which of these general areas do you work or live?

		%	Count
a. On Mathilda Avenue between US 101 and Maude Avenue		4.3%	4
b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue		29.8%	28
c. North of US 101 in Sunnyvale		16.0%	15
d. South of Maude Avenue in Sunnyvale		25.5%	24
e. In other parts of Sunnyvale		11.7%	11
f. Outside of Sunnyvale		12.8%	12

QUESTION 2

2. Which of the following best describes why you travel on Mathilda Avenue in the study area? (Choose as many as apply)

		%	Count
a. I live near the area		55.3%	52
b. I work near the area		40.4%	38
c. On my commute to work		42.6%	40

Mathilda Avenue Bike Lane Study

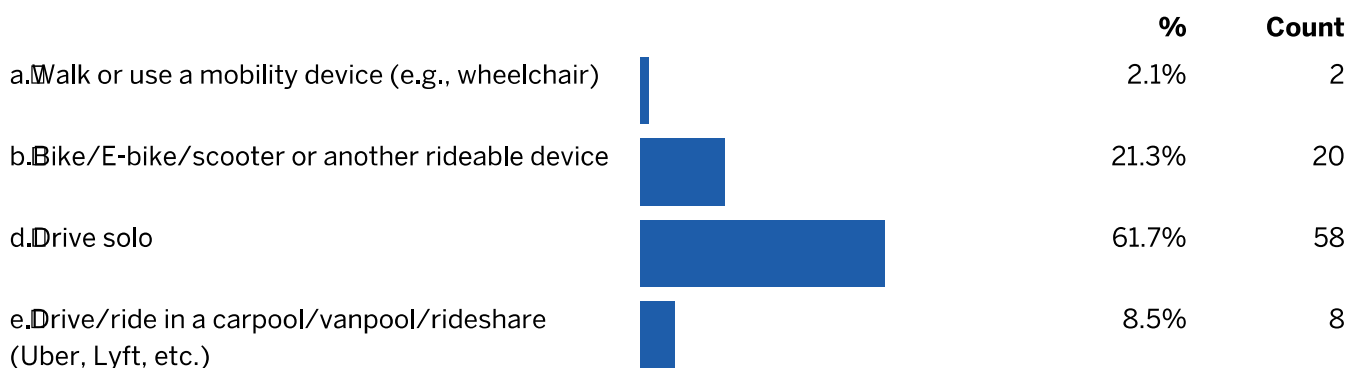
Do you prefer a continuous bicycle connection on Mathilda Avenue?



QUESTION 3

3. In general, how often do you travel on Mathilda Avenue within the study area?

QUESTION 4

4. How do you most frequently travel along Mathilda Avenue in the study area?

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

		%	Count
f. I don't travel on Mathilda Avenue in the study area		1.1%	1
g. Other (please specify)		5.3%	5

QUESTION 5

If you selected "Other" in Question 4, please specify.

Answered	6
Skipped	88

QUESTION 6

5. We are considering converting one of four car lanes into a bicycle lane along southbound Mathilda Avenue within the study area. This would provide a continuous bicycle connection. Would you change how you travel in this area if a bicycle lane existed?

		%	Count
a. A continuous bicycle lane would change how I travel in this area		67.0%	63
b. A continuous bicycle lane would NOT change how I travel in this area		33.0%	31

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Survey Questions

QUESTION 1

1. In which of these general areas do you work or live?

- a. On Mathilda Avenue between US 101 and Maude Avenue
- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue
- c. North of US 101 in Sunnyvale
- d. South of Maude Avenue in Sunnyvale
- e. In other parts of Sunnyvale
- f. Outside of Sunnyvale

QUESTION 2

2. Which of the following best describes why you travel on Mathilda Avenue in the study area? (Choose as many as apply)

- a. I live near the area
- b. I work near the area
- c. On my commute to work
- d. I attend school near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area
- h. I do not travel on Mathilda Avenue

QUESTION 3

3. In general, how often do you travel on Mathilda Avenue within the study area?

- a. Daily
- b. A few times a week
- c. A few times a month
- d. Once a month
- e. Rarely or never

QUESTION 4

4. How do you most frequently travel along Mathilda Avenue in the study area?

- a. Walk or use a mobility device (e.g., wheelchair)
- b. Bike/E-bike/scooter or another rideable device
- c. Bus, paratransit or company shuttle
- d. Drive solo

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)
- f. I don't travel on Mathilda Avenue in the study area
- g. Other (please specify)

QUESTION 5

If you selected "Other" in Question 4, please specify.

QUESTION 6

5. We are considering converting one of four car lanes into a bicycle lane along southbound Mathilda Avenue within the study area. This would provide a continuous bicycle connection. Would you change how you travel in this area if a bicycle lane existed?

- a. A continuous bicycle lane would change how I travel in this area
- b. A continuous bicycle lane would NOT change how I travel in this area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Individual Responses

Name not available

February 25, 2025, 9:32 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

February 25, 2025, 9:32 PM

Question 1

- a. On Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

February 28, 2025, 8:36 AM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- b. I work near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

February 28, 2025, 7:56 PM

Question 1

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

February 28, 2025, 8:02 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- a. Daily

Question 4

- g. Other (please specify)

Question 5

Drive and bus and bike- paint is not useful for bikers. It provides no real protection. Bikers use other ave since mathilda is a death trap. Reducing one lane won't change that. Physical barriers would make biking safe. Barring this, the extra lane is very useful.

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

February 28, 2025, 8:29 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work
- g. I go to my medical appointments in the area

Question 3

- a. Daily

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 1, 2025, 11:42 AM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 1, 2025, 1:13 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- a. Walk or use a mobility device (e.g., wheelchair)

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 2, 2025, 9:59 AM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- c. On my commute to work

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 2, 2025, 11:30 AM

Question 1

- f. Outside of Sunnyvale

Question 2

- e. I travel to the area to visit family and friends

Question 3

- c. A few times a month

Question 4

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Name not available

March 2, 2025, 12:38 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- d. Once a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 4, 2025, 7:12 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Steven Kusalo

inside Sunnyvale

March 4, 2025, 9:32 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Ann Harren

inside Sunnyvale

March 4, 2025, 9:32 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- c. On my commute to work

Question 3

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Jessica Period

inside Sunnyvale

March 4, 2025, 9:37 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area

Question 3

- d. Once a month

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 4, 2025, 10:40 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- c. On my commute to work
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 5, 2025, 6:15 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- c. On my commute to work

Question 3

- a. Daily

Question 4

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 5, 2025, 9:57 PM

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work
- e. I travel to the area to visit family and friends

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Steve Scandalis

inside Sunnyvale

March 6, 2025, 2:11 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 6, 2025, 2:22 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 2:29 PM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- b. I work near the area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 3

- b. A few times a week

Question 4

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 6, 2025, 2:34 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- c. On my commute to work

Question 3

- b. A few times a week

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 3:10 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 6, 2025, 3:51 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

- a. Daily

Question 4

- g. Other (please specify)

Question 5

Ride with family member in a car

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 3:52 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 4:40 PM

Question 1

- f. Outside of Sunnyvale

Question 2

- c. On my commute to work
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

- a. Daily

Question 4

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 6, 2025, 4:42 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 4:43 PM

Question 1

- f. Outside of Sunnyvale

Question 2

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- c. On my commute to work
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 4:44 PM

Question 1

- f. Outside of Sunnyvale

Question 2

- b. I work near the area
- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 6, 2025, 4:48 PM

Question 1

- f. Outside of Sunnyvale

Question 2

- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 5:26 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Ram Sripathi

outside Sunnyvale

March 6, 2025, 5:31 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- b. I work near the area
- c. On my commute to work
- e. I travel to the area to visit family and friends

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 5:53 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area

- b. I work near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- g. Other (please specify)

Question 5

if there was a safe way to bike, I would do that instead of driving in a car pool

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 6, 2025, 5:54 PM

Question 1

- f. Outside of Sunnyvale

Question 2

- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Name not available

March 6, 2025, 6:37 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 6:38 PM

Question 1

- a. On Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

Don't lose the land

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Daniel Karpelevitch

inside Sunnyvale

March 6, 2025, 7:14 PM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- a. I live near the area
- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

- c. A few times a month

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 8:09 PM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- c. On my commute to work

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- g. Other (please specify)

Question 5

Most often drive solo, sometimes bike

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 6, 2025, 11:24 PM

Question 1

- f. Outside of Sunnyvale

Question 2

- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Tim Oey

inside Sunnyvale

March 7, 2025, 5:07 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

- c. A few times a month

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 7, 2025, 5:14 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 7, 2025, 7:36 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Trent Braswell

inside Sunnyvale

March 8, 2025, 12:16 AM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- a. Walk or use a mobility device (e.g., wheelchair)

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 8, 2025, 11:35 AM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- c. On my commute to work
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Name not available

March 8, 2025, 11:59 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 9, 2025, 7:06 PM

Question 1

- f. Outside of Sunnyvale

Question 2

- a. I live near the area
- e. I travel to the area to visit family and friends
- g. I go to my medical appointments in the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 9, 2025, 10:14 PM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 10, 2025, 8:48 AM

Question 1

- a. On Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area

Question 3

- a. Daily

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 10, 2025, 12:22 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 10, 2025, 7:51 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- a. Daily

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 10, 2025, 9:12 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area

Question 3

- d. Once a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

March 10, 2025, 10:22 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 11, 2025, 5:32 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Alyssa Haroldsen

inside Sunnyvale

March 11, 2025, 6:20 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- c. On my commute to work

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Michael Nakashima

inside Sunnyvale

March 12, 2025, 12:19 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 14, 2025, 1:01 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Jennifer Stonaker

inside Sunnyvale

March 14, 2025, 1:55 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- d. Once a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 14, 2025, 3:08 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- c. On my commute to work

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Cathy Switzer

inside Sunnyvale

March 17, 2025, 11:14 PM

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 18, 2025, 1:37 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Michael Wu

inside Sunnyvale

March 18, 2025, 3:07 PM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work

Question 3

- a. Daily

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 18, 2025, 4:07 PM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- b. I work near the area

Question 3

- d. Once a month

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 18, 2025, 4:16 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. Live near the area
- b. Work near the area
- e. Travel to the area to visit family and friends

Question 3

- b. A few times a week

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 18, 2025, 8:46 PM

Question 1

- e. In other parts of Sunnyvale

Question 2

- b. Live near the area

Question 3

- b. A few times a week

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 18, 2025, 9:16 PM

Question 1

- a. On Mathilda Avenue between US 101 and Maude Avenue

Question 2

- b. Live near the area
- c. On my commute to work

Question 3

- a. Daily

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Fawaz Tirmizi

inside Sunnyvale

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

March 18, 2025, 10:07 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- c. On my commute to work

Question 3

- b. A few times a week

Question 4

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Andy Chen

inside Sunnyvale

March 19, 2025, 8:13 AM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work
- e. I travel to the area to visit family and friends
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 19, 2025, 8:45 AM

Question 1

- e. In other parts of Sunnyvale

Question 2

- c. On my commute to work
- e. I travel to the area to visit family and friends

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 19, 2025, 9:36 AM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- b. I work near the area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- c. On my commute to work

Question 3

- b. A few times a week

Question 4

- g. Other (please specify)

Question 5

Usually, I avoid Mathilda entirely. However, it is the most direct route and if I need to cut my commute short, I will ride it. I'd prefer there be a focus on finally getting the Mary Ave overcrossing completed. And work on other North-South routes through the city that are more bike friendly. As an occasional car commuter on this stretch, I am concerned about losing a lane.

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 19, 2025, 10:00 AM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work

Question 3

- c. A few times a month

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Diego Prado

inside Sunnyvale

March 19, 2025, 10:30 AM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- b. I work near the area
- c. On my commute to work
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 19, 2025, 10:35 AM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work
- f. I shop, eat, or visit entertainment destinations in or near the area
- g. I go to my medical appointments in the area

Question 3

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- a. ☐ Daily

Question 4

- d. ☐ Drive solo

Question 5

No response

Question 6

- a. ☐ A continuous bicycle lane would change how I travel in this area

Name not available

March 19, 2025, 10:46 AM

Question 1

- c. ☐ North of US 101 in Sunnyvale

Question 2

- c. ☐ On my commute to work

Question 3

- c. ☐ A few times a month

Question 4

- b. ☐ Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- b. ☐ A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 19, 2025, 10:57 AM

Question 1

- f. ☐ Outside of Sunnyvale

Question 2

- b. ☐ I work near the area
- e. ☐ I travel to the area to visit family and friends
- f. ☐ I shop, eat, or visit entertainment destinations in or near the area

Question 3

- d. ☐ Once a month

Question 4

- d. ☐ Drive solo

Question 5

No response

Question 6

- a. ☐ A continuous bicycle lane would change how I travel in this area

Name not available

March 19, 2025, 10:58 AM

Question 1

- b. ☐ Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. ☐ I live near the area
- b. ☐ I work near the area
- c. ☐ On my commute to work
- f. ☐ I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. ☐ A few times a week

Question 4

- d. ☐ Drive solo

Question 5

No response

Question 6

- a. ☐ A continuous bicycle lane would change how I travel in this area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Name not available

March 19, 2025, 11:01 AM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 19, 2025, 11:02 AM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- b. I work near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 19, 2025, 11:49 AM

Question 1

- f. Outside of Sunnyvale

Question 2

- b. I work near the area
- c. On my commute to work

Question 3

- b. A few times a week

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Name not available

March 19, 2025, 1:40 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area

Question 3

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 19, 2025, 2:38 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- b. I work near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 19, 2025, 5:38 PM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area
- c. On my commute to work

Question 3

- c. A few times a month

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 19, 2025, 5:45 PM

Question 1

- b. Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a. I live near the area
- b. I work near the area

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Name not available

March 20, 2025, 7:04 AM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- b. I work near the area

Question 3

- e. Barely or never

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Douglas Kunz

inside Sunnyvale

March 20, 2025, 9:54 AM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- e. Drive/ride in a carpool/vanpool/rideshare (Uber, Lyft, etc.)

Question 5

No response

Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Natalie Hodson

outside Sunnyvale

March 20, 2025, 10:41 AM

Question 1

- e. In other parts of Sunnyvale

Question 2

- b. I work near the area
- c. On my commute to work
- g. I go to my medical appointments in the area

Question 3

- b. A few times a week

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Konstantin Svist

inside Sunnyvale

March 20, 2025, 11:02 AM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- a. I live near the area
- b. I work near the area
- f. I shop, eat, or visit entertainment destinations in or near the area

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 3

- b. A few times a week

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 20, 2025, 11:11 AM

Question 1

- c. North of US 101 in Sunnyvale

Question 2

- c. On my commute to work

Question 3

- e. Rarely or never

Question 4

- f. I don't travel on Mathilda Avenue in the study area

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 20, 2025, 2:03 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- d. Once a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Galen Davis

inside Sunnyvale

March 21, 2025, 9:54 AM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- f. I shop, eat, or visit entertainment destinations in or near the area

Question 3

- c. A few times a month

Question 4

- d. Drive solo

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Joel Wolf

outside Sunnyvale

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

March 21, 2025, 1:47 PM

Question 1

- f.Outside of Sunnyvale

Question 2

- f.Ishop, eat, or visit entertainment destinations in or near the area
- g.Igo to my medical appointments in the area

Question 3

- c.A few times a month

Question 4

- b.Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a.A continuous bicycle lane would change how I travel in this area

Scott Walker

inside Sunnyvale

March 21, 2025, 5:22 PM

Question 1

- b.Within 5 blocks of Mathilda Avenue between US 101 and Maude Avenue

Question 2

- a.Ilive near the area
- b.Iwork near the area

Question 3

- b.A few times a week

Question 4

- d.Drive solo

Question 5

No response

Question 6

- a.A continuous bicycle lane would change how I travel in this area

Name not available

March 22, 2025, 2:00 PM

Question 1

- d.South of Maude Avenue in Sunnyvale

Question 2

- f.Ishop, eat, or visit entertainment destinations in or near the area

Question 3

- e.Barely or never

Question 4

- d.Drive solo

Question 5

No response

Question 6

- a.A continuous bicycle lane would change how I travel in this area

Robert Neff

outside Sunnyvale

March 23, 2025, 9:10 PM

Question 1

- f.Outside of Sunnyvale

Question 2

- e.Itravel to the area to visit family and friends

Question 3

- e.Barely or never

Mathilda Avenue Bike Lane Study

Do you prefer a continuous bicycle connection on Mathilda Avenue?

Question 4

- b. Bike/E-bike/scooter or another rideable device

Question 5

No response

Question 6

- a. A continuous bicycle lane would change how I travel in this area

Name not available

March 24, 2025, 5:21 PM

Question 1

- d. South of Maude Avenue in Sunnyvale

Question 2

- a. I live near the area

Question 3

- e. Rarely or never

Question 4

- d. Drive solo

Question 5

No response

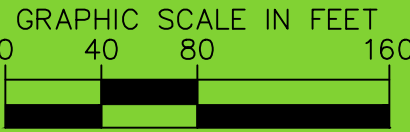
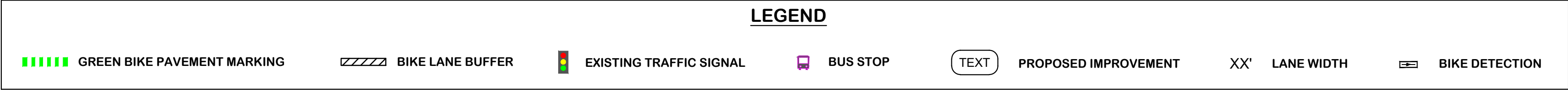
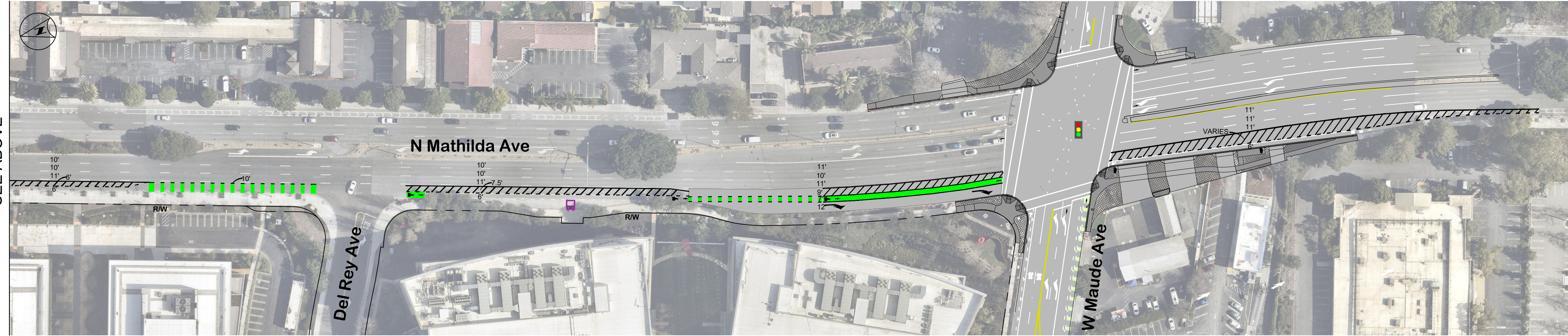
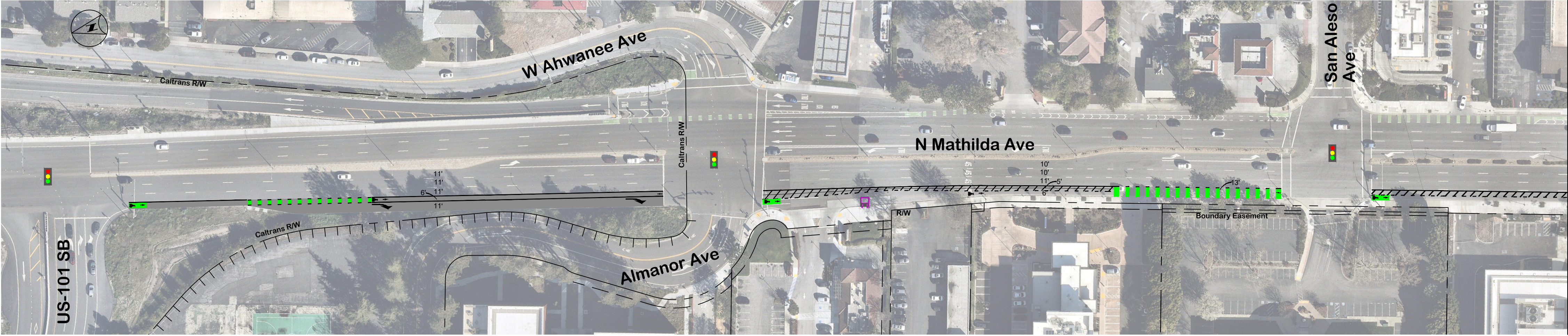
Question 6

- b. A continuous bicycle lane would NOT change how I travel in this area

Appendix H

Conceptual Design

Sunnyvale - North Mathilda Bike Lane Study



Appendix I

Detailed Cost Estimates

Construction Cost Estimate

Client: City of Sunnyvale	Date: 9/27/2024
Project: Mathilda Bike Lanes	Prepared By: CH
Location: N Mathilda Ave from US-101 SB to Maude Ave	Checked By: NP

Design and Engineering

Item No.	Description	Unit	Unit Cost	Quantity	Cost
1	Design (15%)	LS	\$57,000	1	\$57,000
2	Caltrans Encroachment Permit	LS	\$5,000	1	\$5,000
Sub-Total =					\$62,000

Construction Administration

Item No.	Description	Unit	Unit Cost	Quantity	Cost
3	Caltrans Construction Administration (3%)	LS	\$11,500	1	\$11,500
4	City Construction Administration (8%)	LS	\$30,500	1	\$30,500
Sub-Total =					\$42,000

General Construction Items

Item No.	Description	Unit	Unit Cost	Quantity	Cost
5	Mobilization (10%)	LS	\$38,000	1	\$38,000
6	Traffic Control and Public Convenience (10%)	LS	\$38,000	1	\$38,000
Base Items Sub-Total =					\$76,000

Construction Items

Item No.	Description	Unit	Unit Cost	Quantity	Cost
7	Install New Striping	LF	\$4	15200	\$60,800
8	Install New Pavement Markings	SQF	\$12	700	\$8,400
9	Install New Green Thermoplastic	SQF	\$16	4220	\$67,520
10	New Sign and Post	EA	\$600	4	\$2,400
11	Slurry Seal	SQY	\$13	18550	\$241,150
Construction Sub-Total =					\$380,270
Sub-Total with Base Items=					\$560,270
Contingency @ 25% =					\$140,068

NOTES:

1. This opinion of probable construction cost is based on the Conceptual Design
2. Slurry seal is from the curb to the median in the southbound direction, and does not include intersections.

TOTAL ESTIMATED COST (Rounded Up)= **\$701,000**

DISCLAIMER:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.