

Traffic and Parking Study

Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue

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Prepared for:



Sunnyvale

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1 INTRODUCTION

This study assesses the resulting traffic operations and parking availability associated with proposed Safe Routes to School (SRTS) improvements at Maude Avenue and Sunnyvale Avenue. Along Maude Avenue, proposed improvements consist of removing up to five (5) channelized right-turn lanes at the intersections of Maude Avenue / Mathilda Avenue and Maude Avenue / Borregas Avenue-Sunnyvale Avenue. Along Sunnyvale Avenue, improvements consist of removing on-street parking to providing bicycle lanes between Maude Avenue and Hendy Avenue.

1.1 Study Area

To assess changes in traffic conditions associated with the proposed project, the following intersections were selected for evaluation:

1. Maude Avenue / Mathilda Avenue (Signalized)
2. Maude Avenue / Borregas Avenue-Sunnyvale Avenue (Signalized)

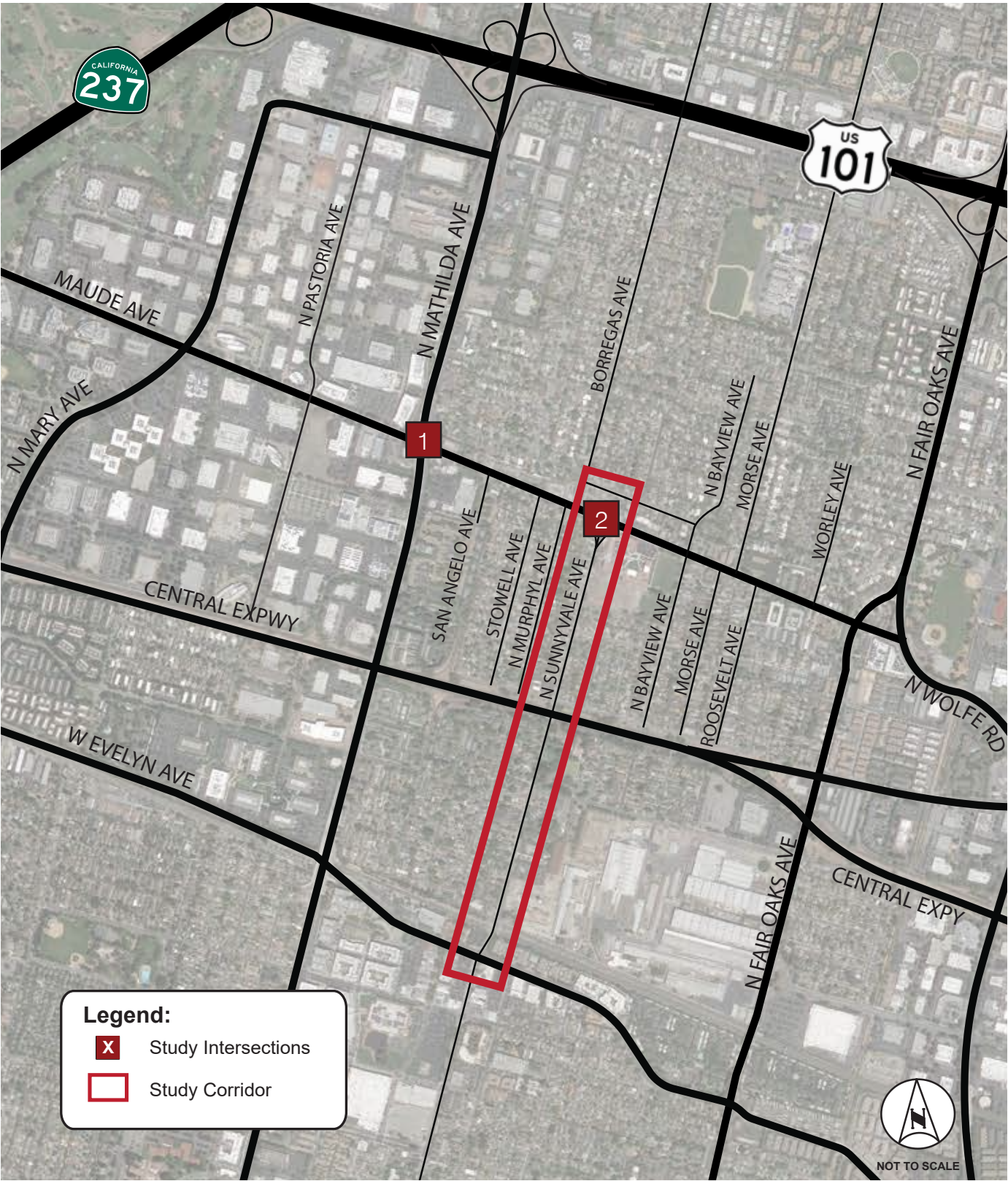
In addition, the study area includes the Sunnyvale Avenue corridor between Maude Avenue and Hendy Avenue. The extents of the study area are shown in **Figure 1**. It should be noted that Intersection #2 – Maude Avenue / Borregas Avenue-Sunnyvale Avenue consists of two three-legged intersections but is analyzed as one intersection due to the shared signal controller.

1.2 Project Background

The goal of the project is to construct SRTS improvements identified in the 2020 Sunnyvale Active Transportation Plan.

The 2020 Active Transportation Plan identified high priority improvements at both study intersections in both the bicycle and pedestrian sections of the report. The 2020 Active Transportation Plan also identified improvements along Sunnyvale Avenue. The bicycle chapter identifies high priority to install a Class II Bicycle Lane along Sunnyvale Avenue between Maude Avenue and Arques Avenue and a Class IV Separated Bikeway along Sunnyvale Avenue between Arques Avenue and Washington Avenue. The pedestrian chapter identifies pedestrian improvements at the intersection of Mathilda Avenue and Maude Avenue. Bishop Elementary School is located on Sunnyvale Avenue between Maude Avenue and Hazelton Avenue. The SRTS chapter of the Active Transportation Plan identifies additional improvements such as installing high visibility crosswalks, lighting improvements, curb extension, and curb ramp improvements in the school vicinity.

Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



1.2.1 Existing Bicycle and Pedestrian Facilities

Sunnyvale Avenue between Maude Avenue and California Avenue currently does not have an existing bicycle facility. For the segment between California Avenue and Hendy Avenue, it is a Class III Bicycle Route, where bicyclists share the road with vehicular traffic. Sidewalks are provided along the entirety of the Sunnyvale Avenue and Maude Avenue within the study area. The City of Sunnyvale existing bikeway network, including the study area, is shown in **Figure 2**.

1.2.2 Existing Transit Service

Transit service within the study area includes Route 55 operated by the Santa Clara Valley Transportation Authority (VTA). Route 55 operates between Old Ironsides Station in the City of Santa Clara and De Anza College in the City of Cupertino. Near the study area, it operates from Sunnyvale Caltrain, along Sunnyvale Avenue, and then east on Maude Avenue. Bus stops are located on Maude Avenue at Sunnyvale Avenue, and on Sunnyvale Avenue at Hazelton Avenue, south of E Arques Avenue, and E Hendy Avenue.

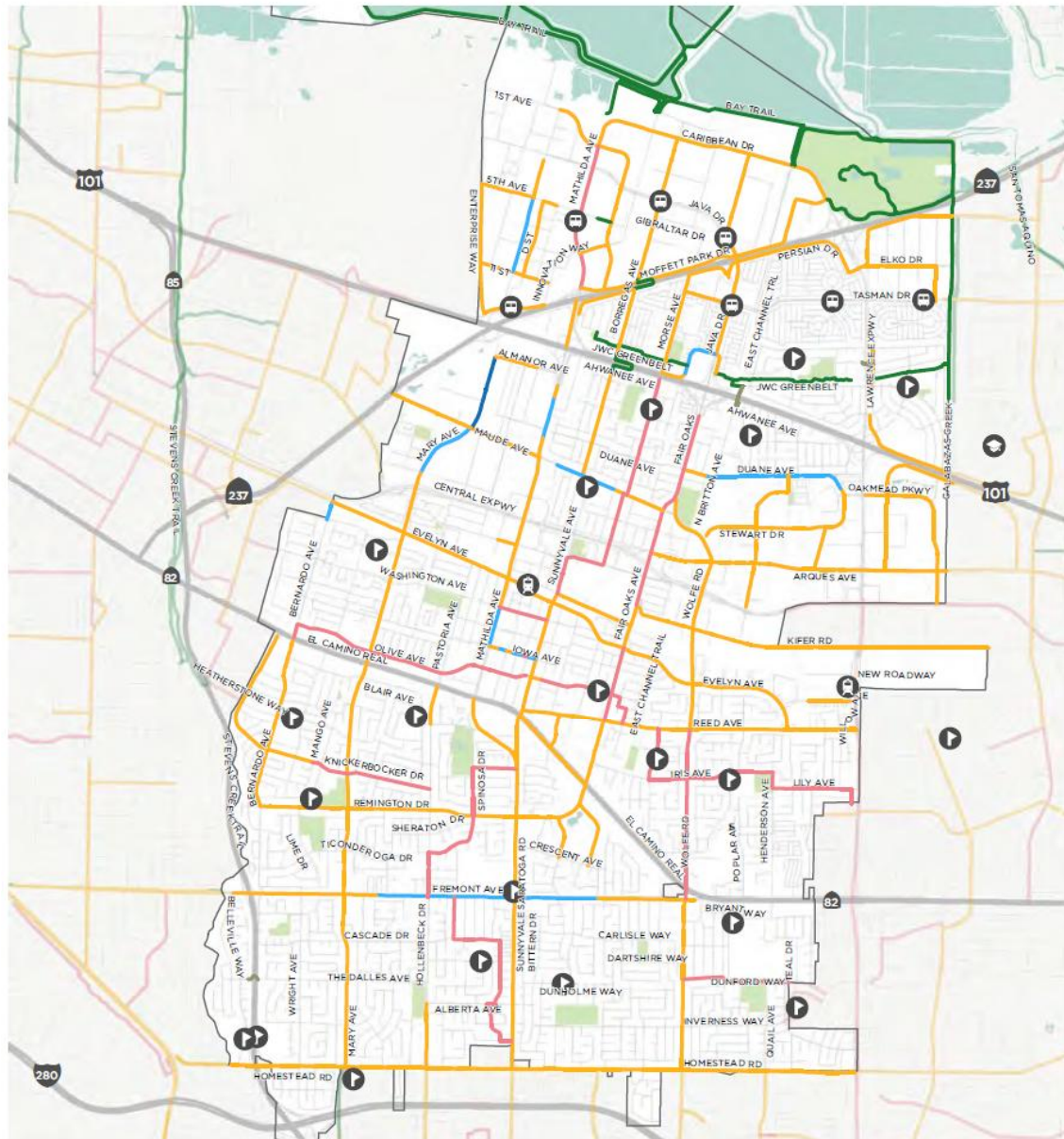
1.3 Analysis Methodology

This section describes the methodologies and impact criteria for evaluation of intersection level of service, intersection queueing and parking. The methodologies and criteria were used to determine the potential impacts for the proposed project.

1.3.1 Intersection Level of Service

Both the City of Sunnyvale and the VTA are transitioning to Vehicle Miles Traveled (VMT) as the metric for determining traffic impacts under California Environmental Quality Act (CEQA) in compliance with Senate Bill (SB) 743. The proposed improvements improve bicycle and pedestrian safety and would not increase VMT. Therefore, they are exempt from further VMT analysis. The SRTS project has completed a Categorical Exemption in accordance with CEQA and no traffic analysis is required. This study presents the findings from a traffic operational analysis as information only to aid the City in assessing the ramifications of the improvements. The analysis was performed in accordance with the *VTA Traffic Impact Analysis Guidelines (October 2014)* for consistency, but a traffic impact analysis is not required for environmental clearance and thus the analysis does not consider significance thresholds, nor does it identify traffic impacts.

Figure 2: City of Sunnyvale Existing Bikeway Network



Map 2. Existing Bicycle Network

Existing Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway
- Pedestrian Bridge (Walk Bike)

Boundaries + Destinations

- 📍 Public School
- 🚆 Caltrain Station
- 🚊 Light Rail Station
- 🎓 Mission College
- 🌳 Park
- 🗺️ City Boundary

**Homestead Rd offers part-time bicycle lanes.



Source: City of Sunnyvale 2020 Sunnyvale Active Transportation Plan (June 2020)

Analysis of resulting traffic operations at the study intersections is based on the concept of level of service (LOS). Operating conditions experienced by drivers are described in terms of Level of Service (LOS), which is a qualitative measure of factors such as delay, speed, travel time, freedom to maneuver, and driving comfort and convenience. Levels of service are represented by a letter scale from LOS A to LOS F, with LOS A representing the best performance and LOS F representing the poorest performance.

The study intersections were analyzed using procedures and methodologies contained in the *Highway Capacity Manual, 2000* (HCM 2000), within the *Traffix* software. VTA has specific delay threshold for each LOS that are more specific than that of HCM. Plus and minuses (e.g. A+, A, A-) are added to the HCM ranges to further break down the LOS. **Table 1** relates the operational characteristics associated with each LOS category for signalized intersections.

The LOS standard for City of Sunnyvale intersections is LOS D except for City of Sunnyvale intersections that are designated as regionally significant. Regionally significant roadways are generally Congestion Management Plan (CMP) roadways. The CMP roadways relevant to this analysis are limited to Mathilda Avenue, thus Intersection #1 – Maude Avenue / Mathilda Avenue is subject to the LOS standard designated within the CMP. The threshold for regionally significant roadway intersections, consistent with Santa Clara County CMP intersections, is LOS E.

1.3.2 Intersection Queuing

The effects of vehicle queuing were analyzed and the 95th percentile queue is reported for all study intersections. The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic volumes will be less than or equal to the queue length determined by the analysis. This is referred to as the “95th percentile queue.” Queues that exceed the turn pocket length can create potentially hazardous conditions by blocking or disrupting through traffic in adjacent travel lanes. The 95th percentile queue lengths were determined using *HCM 2000* methodology within the *Traffix* software.

Table 1: Intersection Level of Service Definitions

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

Source: VTA Level of Service Analysis Guidelines, 2003

1.3.3 Parking Analysis

Kimley-Horn analyzed on-street parking capacity and occupancy along Sunnyvale Avenue and the surrounding streets to determine the potential impact of removing parking along Sunnyvale Avenue within the study corridor. Existing parking occupancy was collected to determine whether the surrounding on-street parking could accommodate displaced demand from vehicles currently parked on Sunnyvale Avenue.

1.4 Data Collection

Weekday intersection turning movement volumes for the two study intersections were collected in May 2018, October 2018 and February 2020. Volumes for Intersection #1 – Mathilda Avenue / Maude Avenue for the AM peak hour was provided by the City, which collected data in May 2018. The PM peak hour utilized volumes from 2018 CMP report, which collected data in October 2018. Volumes for Intersection #2 – Maude Avenue / Sunnyvale Avenue were collected in February 2020 during the AM peak period (7:00 – 10:00 AM) and PM peak period (4:00 – 7:00 PM) on a weekday when local schools were in session. Additionally, on-street parking occupancy and utilization counts were

collected Tuesday through Thursday in February 2020, at different times throughout the day (11 AM, 3 PM, 8 PM, and 1 AM). The traffic counts, parking occupancy counts, and timing sheets are provided in the **Appendix**.

Field observations were conducted in February 2020 to observe corridor conditions throughout the day, document existing intersection and roadway geometrics, and identify potential areas of concern for bicycle and pedestrian safety. Below are existing field observations noted.

Maude Avenue / Mathilda Avenue: It was observed that northbound and westbound right channelized lanes at Mathilda Avenue and Maude Avenue are ineffective in reducing congestion due to the very limited storage length (less than 25 feet). In addition, the queue for the northbound through and westbound through would often block northbound and westbound right-turn traffic from fully utilizing the channelized rights; therefore, the northbound and westbound right-turn movements were analyzed as shared with their respective through movements in the existing conditions.

Maude Avenue / Borregas Avenue-Sunnyvale Avenue: Construction work was observed at the intersection associated with the Maude Avenue Streetscape Project. The construction activities consisted of closing both channelized right-turn lanes on Sunnyvale Avenue, therefore, the northbound and eastbound right-turn movements were analyzed as shared with their respective through movement in the existing conditions. The remaining roadway lanes were open to traffic and did not appear to affect the operation at the intersection. However, construction work did effect on-street parking along Maude Avenue near the intersection.

Sunnyvale Avenue: Construction work was observed at Bishop Elementary School. The construction activities consisted of installing charging stations and other improvements for the school parking lot. It was also observed that construction activity blocked off the majority of on-street parking on the east side of Sunnyvale Avenue between Maude Avenue and Hazelton Avenue.

2 EXISTING CONDITIONS ANALYSIS

This chapter presents the analysis results for the Existing Conditions which assumes existing lane configuration, traffic control, and traffic volumes.

2.1 Existing Lane Configuration and Traffic Control

Existing intersection lane configurations and traffic control at the study intersections are illustrated in **Figure 3**. Traffic signals are located at the two study intersections. The figure also shows the length of the right-turn and left-turn storage bays when present.

2.2 Existing Traffic Volumes

The AM and PM peak period traffic counts were collected between 7:00 - 10:00 AM and 4:00 - 7:00 PM. The existing peak-hour intersection turning movement volumes are shown in **Figure 4**.

2.3 Existing Level of Service at Study Intersections

Traffic operations were evaluated under existing traffic conditions for AM and PM peak hour conditions and results are presented in **Table 2**. Analysis worksheets are provided in the **Appendix**. Results of the analysis indicate that the following study intersection currently operates at unacceptable levels of service based on established LOS standards:

- Intersection #1 – Maude Avenue / Mathilda Avenue (AM peak hour).

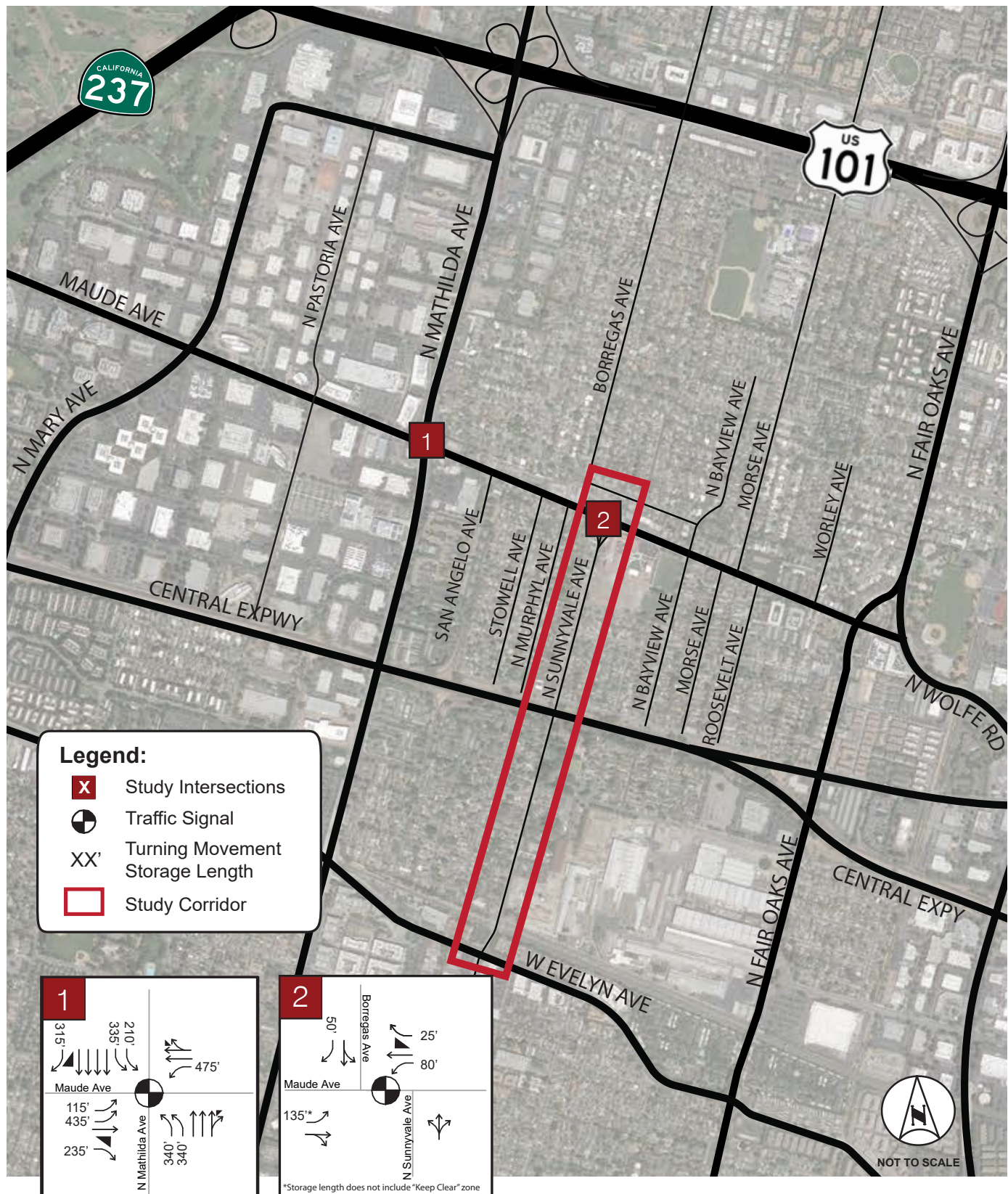
Table 2: Existing Intersection Level of Service Results

#	Intersection	LOS Criteria	Control	Peak Hour	Existing			
					LOS	Delay	v/c Ratio	Crit. Delay
1	Maude Avenue / Mathilda Avenue	E	Signal	AM	F	114.7	0.587	220.8
				PM	D	47.2	0.653	51.2
2	Maude Avenue / Borregas Avenue-Sunnyvale Avenue	D	Signal	AM	C-	33.6	0.618	34.9
				PM	C	31.2	0.587	30.1

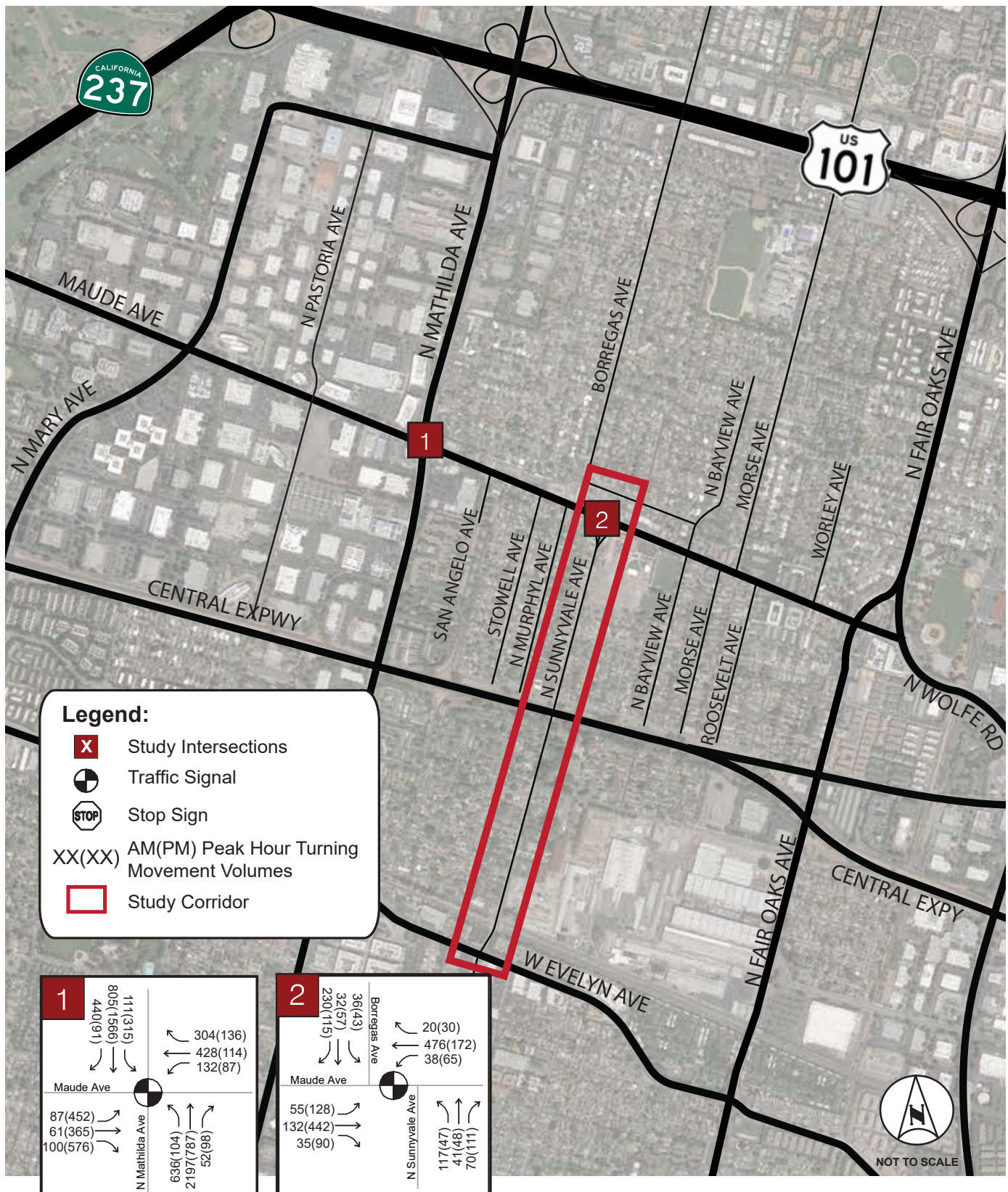
Notes:

- Delay and LOS calculated using *Highway Capacity Manual* (HCM) 2000 methodology and Traffix software.
- Delay reported in seconds/vehicle.
- Intersections operating unacceptably are bolded.

Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



2.4 Existing Queueing Analysis

Based on the existing Traffix model, 95th percentile queue lengths were used to determine queue spillback potential relative to existing turn pocket storage length. As illustrated in **Table 3** all existing queues are within available storage length, except for the following movements:

- Intersection #1 – Maude Avenue / Mathilda Avenue
 - Eastbound left (PM peak hour)
 - Eastbound right (PM peak hour)
 - Northbound left (AM peak hour)
 - Southbound left (PM peak hour)
 - Southbound right (AM peak hour)
- Intersection #2 – Maude Avenue / Borregas Avenue-Sunnyvale Avenue
 - Eastbound left (PM peak hour)
 - Westbound left (PM peak hour)
 - Southbound right (AM and PM peak hours)

Table 3: Existing Queue Lengths

#	Intersection	Link	Turning Movement							
			EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
1	Maude Avenue / Mathilda Avenue	Existing Storage (ft)	275	235	475	-	340	-	270	315
		AM Peak Queue Length (ft)	87	171	245	1091	1581	1298	142	410
		PM Peak Queue Length (ft)	469	931	271	315	175	612	445	85
2	Maude Avenue / Borregas Avenue-Sunnyvale Avenue	Existing Storage (ft)	135	-	80	25	-	-	-	50
		AM Peak Queue Length (ft)	101	231	51	15	380	352	101	382
		PM Peak Queue Length (ft)	164	583	122	30	341	382	167	231

Notes:

- 95th percentile queue lengths calculated using Highway Capacity Manual (HCM) 2000 methodology and Traffix software.
- Queue lengths reported in feet per lane.
- Locations where the queue length exceeds the link storage by 25 feet or more are shown in shaded and bolded cells.

As noted previously, the channelized rights for the northbound and westbound approaches at Intersection #1 – Maude Avenue / Mathilda Avenue are ineffective in reducing congestion due to the short storage length (less than 25 feet). Therefore, these right-turn movements were analyzed as shared with their respective through movements.

2.5 Parking

Kimley-Horn analyzed the existing on-street parking supply and occupancy percentages along the Sunnyvale Avenue study corridor and surrounding roadway network to determine the baseline on-street parking conditions.

2.5.1 Existing On-Street Parking Supply

The total number of on-street parking spaces along Sunnyvale Avenue and the surrounding roadway network were inventoried to determine an existing parking supply. Because most of the locations within the study area do not have defined parking spaces the existing parking supply was determined to be the total length of available curb space divided by 20 feet per car. The on-street parking supply along Sunnyvale Avenue consists of 112 total parking spaces. The available parking spaces along Sunnyvale Avenue and the surrounding street network is summarized in **Table 4** and illustrated in **Figure 5**.

Parking restrictions within the study area are noted below:

- Arques Avenue
 - No vehicles over 6 feet high
 - Both sides between Murphy Avenue and Bayview Avenue
- Hendy Avenue
 - 3 Hour from 8:00 AM – 6:00 PM, Except Sat, Sun & Holidays
 - North side between Murphy Avenue and Sunnyvale Avenue
- Maude Avenue
 - Green curb 12-minute parking
 - North side between Sunnyvale Avenue and Bayview Avenue (only space for 2 vehicles marked adjacent to retail uses)
- Murphy Avenue
 - 7 Hour from 8:00 AM – 6:00 PM, Except Sat, Sun & Holidays
 - Both sides between California Avenue and Hendy Avenue
- Sunnyvale Avenue
 - No parking anytime or No parking 6:00 – 8:00 AM, 4:00 – 6:00 PM
 - Between California Avenue and Hendy Avenue
 - No parking any time
 - East side between Arques Avenue and California Avenue
 - Both sides between Hendy Avenue and Evelyn Avenue

It should be noted that at the time data was collected, on-street parking was available along Maude Avenue. However, in July 2020, the Maude Avenue Streetscape Project removed the on-street parking that was previously available along Maude Avenue within the study area at the time data collection was conducted.

2.5.2 Existing On-Street Parking Occupancy

On-street parking occupancy and utilization counts were collected Tuesday through Thursday in February 2020 at different times throughout the day (11 AM, 3 PM, 8 PM, and 1 AM). Based on the parking data collected on Sunnyvale Avenue and the surrounding roadway network a 3-day average weekday occupancy percentage was calculated for each of the four data collection times. The study area was broken down into smaller segments to help with the data collection and to better understand the existing average occupancy. A summary of the existing segment parking occupancies analyzed by time of day can be found in **Table 4** and is illustrated in **Figure 6** though **Figure 9**. **Figure 6** though **Figure 9** also illustrate the number of occupied spaces along Sunnyvale Avenue segments and the number of available spaces for remaining study segments. Full parking occupancy data is provided in the **Appendix**.

Only eleven of the total 56 on-street parking segments analyzed had an average weekday parking occupancy percentage at or above 75% during one of the four data collection times (11 AM, 3 PM, 8 PM, and 1 AM). Of those eleven segments, only one was found on Sunnyvale Avenue. The following segments have an average parking occupancy at or above 75%:

- Murphy Avenue
 - East side from Maude Avenue to 369/368 Murphy Avenue (1 AM)
 - East side between 333/334 Murphy Avenue and Arques Avenue (1AM)
 - West side between 333/334 Murphy Avenue and Arques Avenue (1AM)
 - West side, North of California Avenue (11 AM, 3 PM, and 1 AM)
 - East side, North of California Avenue (1 AM)
 - West side between California Avenue to Beemer Avenue (8 PM and 1 AM)
 - East side between California Avenue to Beemer Avenue (8 PM and 1 AM)
 - West side between Beemer Avenue to Hendy Avenue (3 PM)
 - East side between Beemer Avenue to Hendy Avenue (3 PM)
- Sunnyvale Avenue
 - West Side from Maude Avenue to Hazelton Avenue (11 AM)
- Bayview Avenue
 - West Side from Maude Avenue to Hazelton Avenue (8PM and 1 AM)

Along Sunnyvale Avenue, the maximum number of parked vehicles occurred during various times throughout the day, which is summarized below. Overall the maximum occupancy varied between 33 and 78 percent. The majority of segments experienced its maximum occupancy overnight at 1 AM. Segments that experienced its peak during the day were because of peaks for adjacent land uses, such as the school and mortuary, and found to have minimal number of parked vehicles for the remaining time periods.

- Between Maude Avenue and Hazelton Avenue
 - West side: 11 AM, 14 vehicles, 78% occupancy
 - East side: 11 AM, 7 vehicles, 54% occupancy
- Between Hazelton Avenue and Taylor Avenue
 - West side: 8 PM & 1 AM, 4 vehicles, 57% occupancy
 - East side: 8 PM & 1 AM, 2 vehicles, 40% occupancy
- Between Taylor Avenue and Arques Avenue
 - West side: 1 AM, 10 vehicles, 45% occupancy
 - East side: 1 AM, 10 vehicles, 48% occupancy
- Between Arques Avenue and California Avenue
 - West side: 8 PM, 2 vehicles, 67% occupancy
- Between California Avenue and Hendy Avenue
 - West side: 11 AM, 6 vehicles, 40% occupancy
 - East side: 11 AM and 8 PM, 4 vehicles, 33% occupancy

Table 4: Existing On-Street Parking Supply and Occupancy

Segment #	Street	Segment Limits	Street Side	Parking Supply	Average Number of Parked Vehicles ¹				Average Weekday Occupancy %			
					11 AM	3 PM	8 PM	1 AM	11 AM	3 PM	8 PM	1 AM
1	Maude Ave ²	Borregas & Sunnyvale	North	5	1	1	1	1	20%	20%	20%	20%
2			South	6	0	1	0	0	0%	17%	0%	0%
3		Sunnyvale & Bayview	North	23	10	9	6	4	43%	39%	26%	17%
4			South	21	14	11	7	4	67%	52%	33%	19%
5	Murphy Ave (North)	Maude & 369/368 Murphy	West	15	9	9	9	10	60%	60%	60%	67%
6			East	17	4	6	12	13	24%	35%	71%	76%
7		369/368 Murphy & 333/334 Murphy	West	18	5	7	11	11	28%	39%	61%	61%
8			East	16	7	9	11	11	44%	56%	69%	69%
9		333/334 Murphy & Arques	West	19	7	7	14	15	37%	37%	74%	79%
10			East	21	9	9	15	19	43%	43%	71%	90%
11	Sunnyvale Ave	Maude & Hazelton	West	18	14	11	11	11	78%	61%	61%	61%
12			East	13	7	1	1	1	54%	8%	8%	8%
13		Hazelton & Taylor	West	7	2	3	4	4	29%	43%	57%	57%
14			East	5	1	1	2	2	20%	20%	40%	40%
15		Taylor & Arques	West	22	5	7	9	10	23%	32%	41%	45%
16			East	21	6	5	8	10	29%	24%	38%	48%
43		Arques & California	West	3	1	1	2	1	33%	33%	67%	33%
44			East	No On-Street Parking Allowed								
45		California & Hendy	West	15	6	0	1	1	40%	0%	7%	7%
46			East	12	4	1	4	3	33%	8%	33%	25%
47		Hendy & Evelyn	West	No On-Street Parking Allowed								
48			East	No On-Street Parking Allowed								
17	Bayview Ave	Maude & Hazelton	West	27	16	12	15	18	59%	44%	56 %	67%
18			East	20	10	9	13	15	50%	45%	65%	75%
21		Hazelton & Taylor	West	5	3	2	4	4	60%	40%	80%	80%
22			East	6	1	2	3	4	17%	33%	50%	67%
33		Taylor & Arques	West	21	5	6	5	7	24%	29%	24%	33%
34			East	21	7	7	6	7	33%	33%	29%	33%
19	Hazelton Ave	Sunnyvale & Bayview	North	29	9	11	3	3	31%	38%	10%	10%
20			South	26	11	10	10	11	42%	38%	38%	42%
23	Taylor Ave	Sunnyvale & Schroeder	North	7	2	1	2	3	29%	14%	29%	43%
24			South	7	2	2	2	2	29%	29%	29%	29%
25		Schroeder & Jackson	North	7	2	3	3	4	29%	43%	43%	57%
26			South	7	2	2	2	2	29%	29%	29%	29%

Note: Data was collected in February of 2020. Segments with an average weekday parking occupancy equal to or greater than 75% are shown in **bold** and highlighted.

¹ Average number of observed parked vehicles was rounded up to the nearest integer.

² Lower parking occupancy was observed due to Maude Avenue Streetscape Project construction work. Parking has since been removed as part of that project.

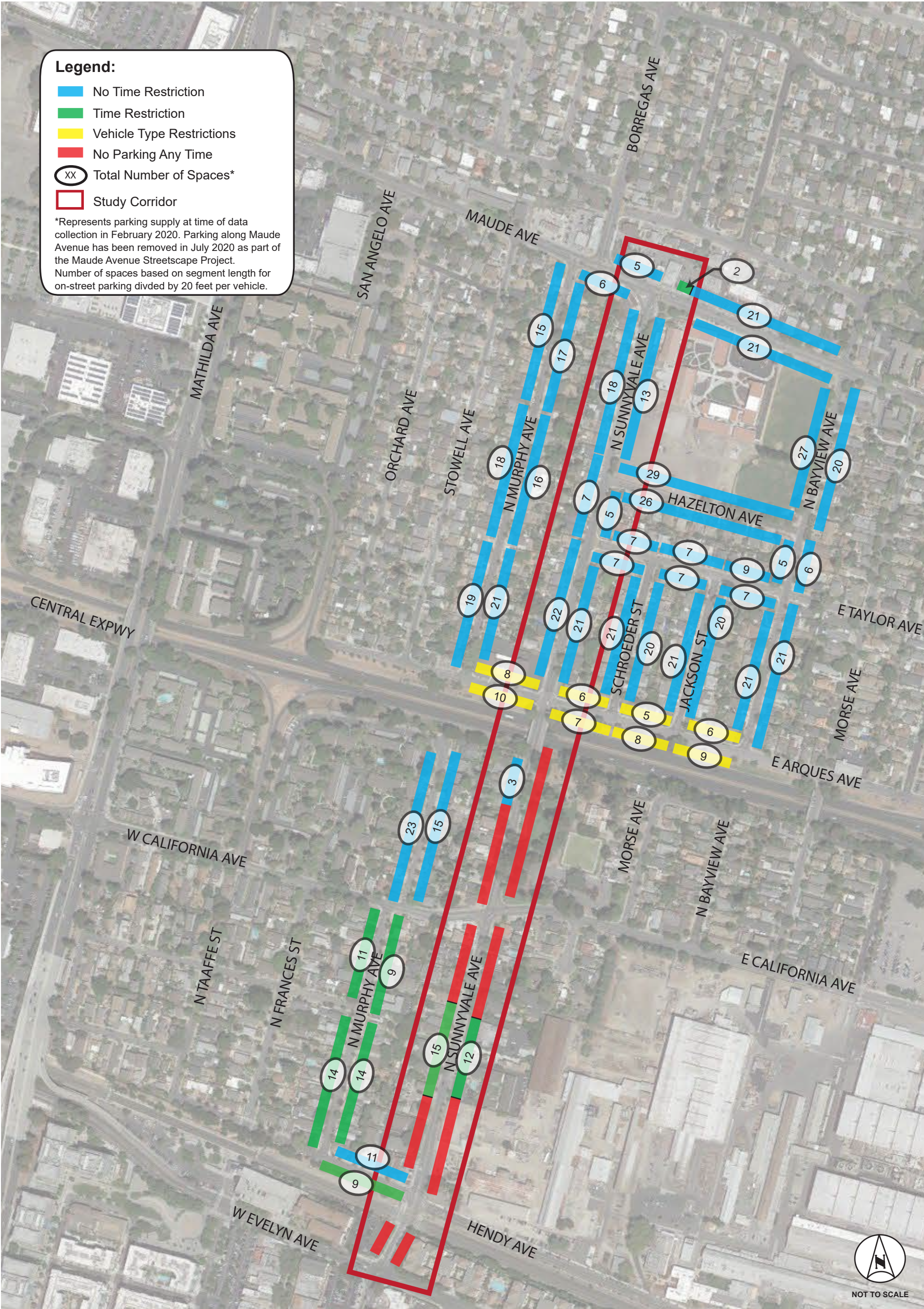
Table 4: Existing On-Street Parking Supply and Occupancy (Continued)

Segment #	Street	Segment Limits	Street Side	Parking Supply	Average Number of Parked Vehicles ¹				Average Weekday Occupancy %			
					11 AM	3 PM	8 PM	1 AM	11 AM	3 PM	8 PM	1 AM
27	Taylor Ave	Jackson & Bayview	North	9	3	3	4	4	33%	33%	44%	44%
28			South	7	2	2	4	4	29%	29%	57%	57%
29	Schroeder St	Taylor & Arques	West	21	8	8	8	11	38%	38%	38%	52%
30			East	20	6	8	9	11	30%	40%	45%	55%
31	Jackson St	Taylor & Arques	West	21	7	7	8	9	33%	33%	38%	43%
32			East	20	7	6	8	10	35%	30%	40%	50%
35	Arques Ave	Murphy & Sunnyvale	North	8	1	0	1	0	13%	0%	13%	0%
36			South	10	1	0	0	1	10%	0%	0%	10%
37		Sunnyvale & Schroeder	North	6	3	3	2	2	50%	50%	33%	33%
38			South	7	0	0	1	1	0%	0%	14%	14%
39		Schroeder & Jackson	North	5	1	1	1	1	20%	20%	20%	20%
40			South	8	1	1	1	2	13%	13%	13%	25%
41		Jackson & Bayview	North	6	1	1	2	1	17%	17%	33%	17%
42			South	9	2	1	1	1	22%	11%	11%	11%
49	Hendy Ave	Murphy & Sunnyvale	North	11	2	2	2	2	18%	18%	18%	18%
50			South	9	5	4	2	3	56%	44%	22%	33%
51	Murphy Ave (South)	North of California	West	23	22	23	17	18	96%	100%	74%	78%
52			East	15	8	10	9	12	53%	67%	60%	80%
53		California & Beemer	West	11	8	8	9	10	73%	73%	82%	91%
54			East	9	6	6	8	8	67%	67%	89%	89%
55		Beemer & Hendy	West	14	9	11	9	9	64%	79%	64%	64%
56			East	14	9	11	10	9	64%	79%	71%	64%

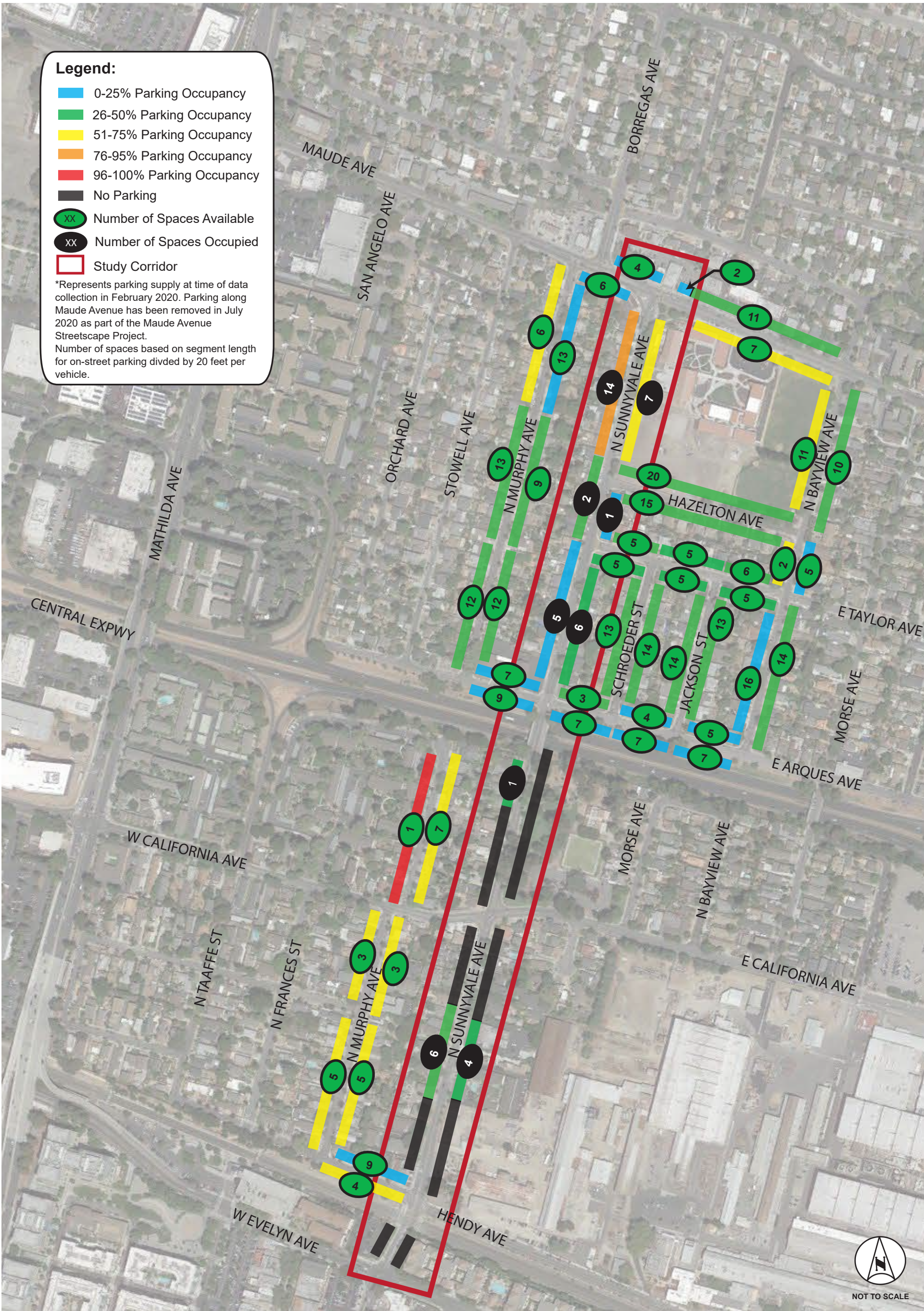
Note: Data was collected in February of 2020. Segments with an average weekday parking occupancy equal to or greater than 75% are shown in **bold** and highlighted.

¹ Average number of parked vehicles are rounded up to the nearest integer.

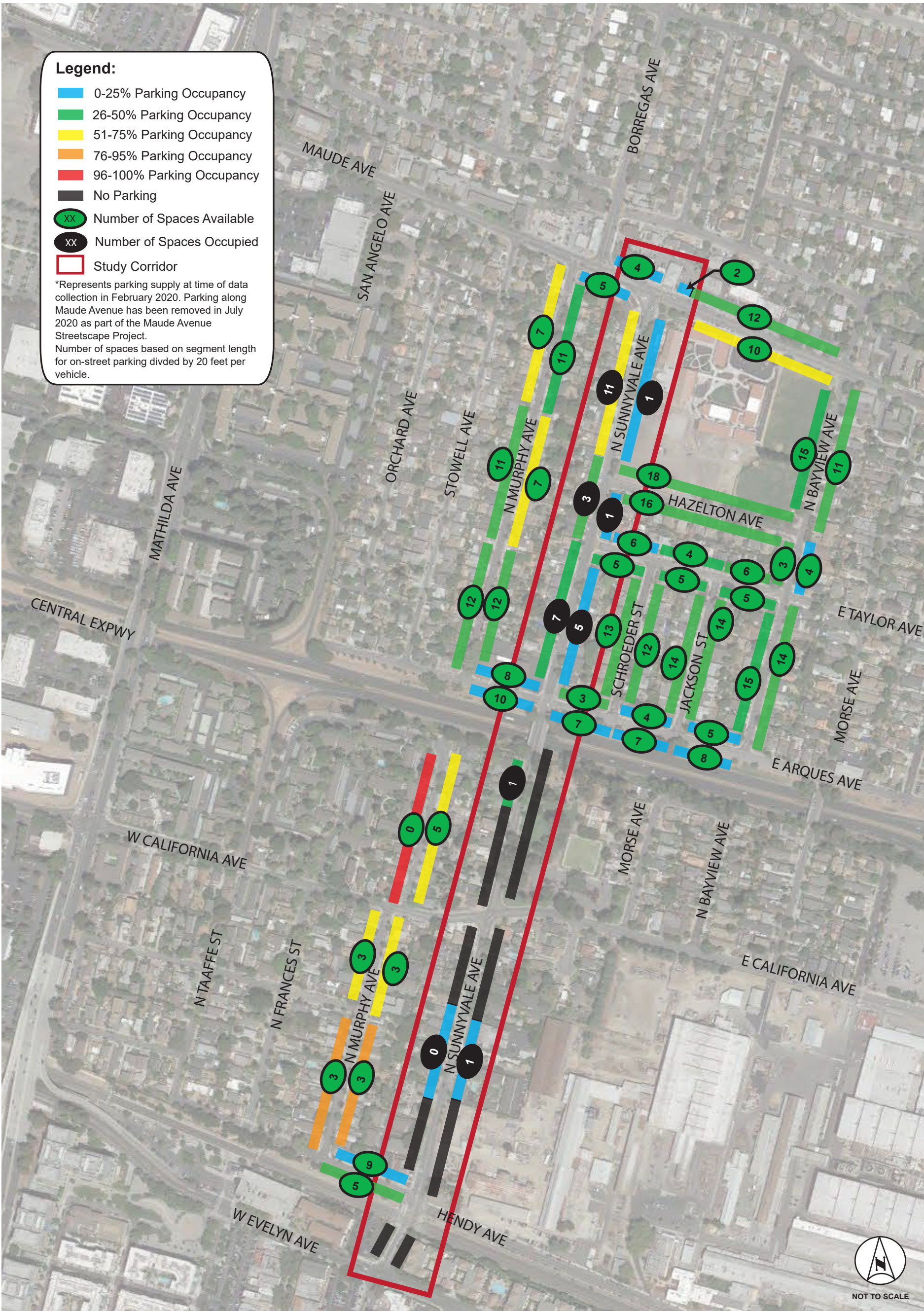
Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



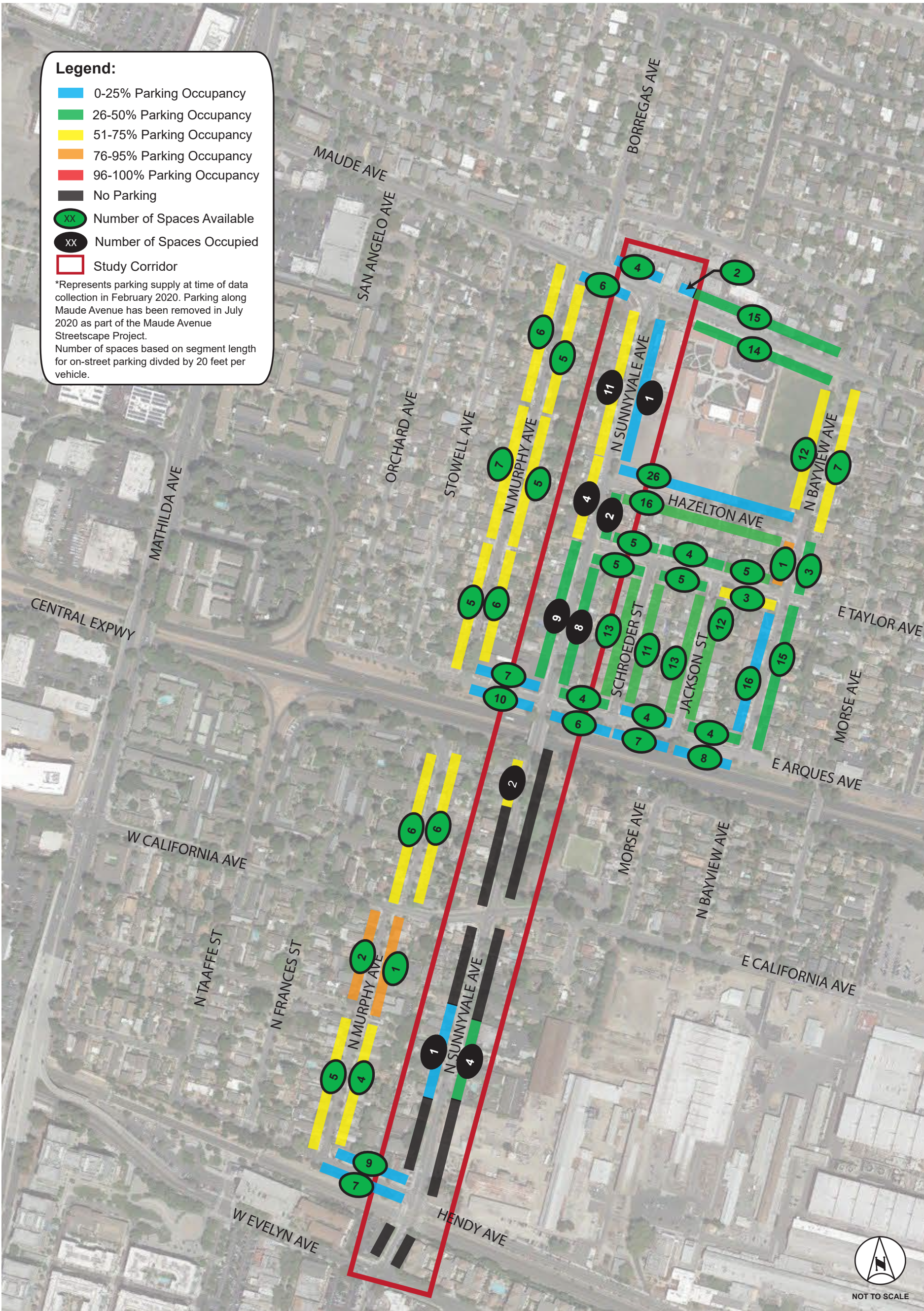
Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



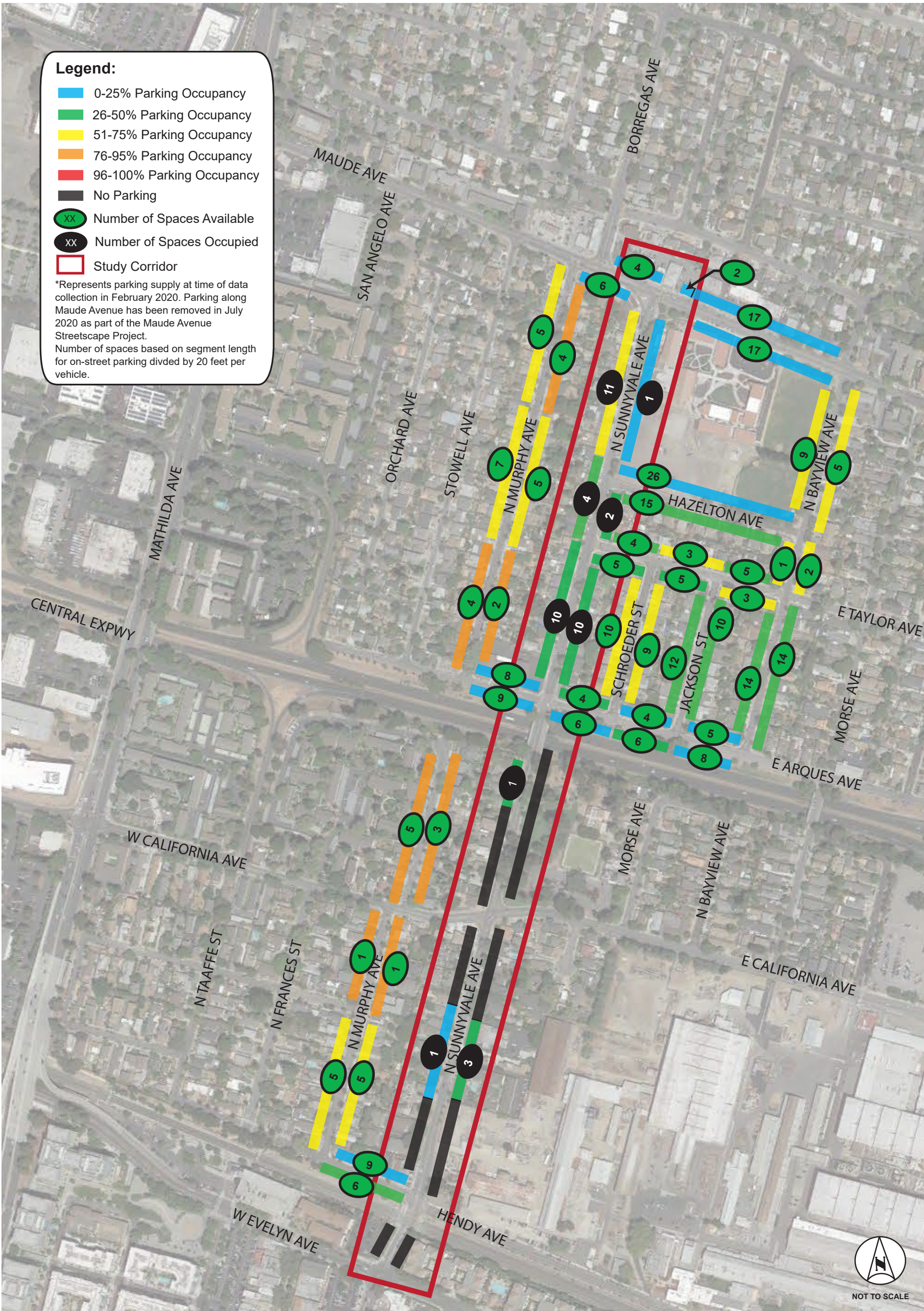
Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



2.6 Collision History

The City of Sunnyvale provided Kimley-Horn with three years of collision data, between 2016 and 2019, for the two signalized intersections and along the Sunnyvale Avenue study corridor from Maude Avenue to Evelyn Avenue. Summaries of the collision data by collision type and primary collision factor are provided in **Table 5** and **Table 6**, respectively. Collision locations, frequencies, and impacts are shown in **Figure 10**. The raw collision history data is provided in the **Appendix**.

At Intersection #1 – Maude Avenue / Mathilda Avenue, there was a total of 22 collisions. The most common collision type was rear end and the most common primary factor was due to unsafe speeds. At Intersection #2 – Maude Avenue / Borregas Avenue-Sunnyvale Avenue, there was a total of four (4) collisions. The most common collision type was also rear end and there was not a common primary factor among the four collisions.

Along Sunnyvale Avenue, there was a total of 31 collisions along the corridor. Nine (9) of the total collisions involved either a pedestrian or bicycle. Of those nine (9) collisions, four (4) involved pedestrians and five (5) involved bicycles. None of the pedestrian or bicycle collisions resulted in a fatality.

Table 5: Summary of Collision Type

Collision Type	#1 – Maude Avenue / Mathilda Avenue		#2 – Maude Avenue / Borregas Avenue - Sunnyvale Avenue		Sunnyvale Avenue Corridor	
Broadside	5	22.7%	-	-	7	22.6%
Head-On	-	-	1	25.0%	2	6.5%
Hit Object	2	9.1%	-	-	2	6.5%
Rear End	11	50.0%	2	50.0%	7	22.6%
Sideswipe	4	18.2%	-	-	6	19.3%
Vehicle-Pedestrian	-	-	1	25.0%	4	12.9%
Total	22 (100%)		4 (100%)		31 (100%)	

Table 6: Summary of Primary Collision Factor

Primary Collision Factor	#1 – Maude Avenue / Mathilda Avenue		#2 – Maude Avenue / Borregas Avenue - Sunnyvale Avenue		Sunnyvale Avenue Corridor	
Improper Turning	4	18.2%	-	-	4	12.9%
Pedestrian Violation	-	-	1	25.0%	1	3.2%
Traffic Signals & Signs	2	9.1%	1	25.0%	8	25.8%
Unsafe Lane Change	2	9.1%	-	-	3	9.7%
Unsafe Speed	10	45.4%	1	25.0%	4	12.9%
Other/Unknown	4	18.2%	1	25.0%	5	16.1%
Total	22 (100%)		4 (100%)		31 (100%)	

Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



3 IMPROVEMENT ALTERNATIVES

3.1 Maude Avenue Improvements

The proposed improvements along Maude Avenue include removing all four of the channelized right-turn lanes at the intersection of Maude Avenue / Mathilda Avenue and the one channelized right-turn lane at the intersection of Maude Avenue / Borregas Avenue-Sunnyvale Avenue. Conceptual designs are shown in **Figure 11** and **Figure 12**. A summary of the major improvements and changes to each intersection are listed below:

- Intersection #1 – Maude Avenue / Mathilda Avenue
 - Remove channelizing islands and tighten curb radii at all four corners.
Remove acceleration lane for eastbound to southbound right-turn movement.
Maintain existing eastbound and southbound right-turn lanes.
 - Restriping to adjust crosswalks, provide bicycle slots where feasible, and adjust advanced stop bar
- Intersection #2 – Maude Avenue / Borregas Avenue-Sunnyvale Avenue
 - Remove channelizing island and tighten curb radius for westbound right-turn
 - Restriping of bicycle lanes near the northeast portion of the intersection

3.1.1 Traffic Analysis

Traffic operations were evaluated for the Project traffic conditions for AM and PM peak hours conditions and using *Traffix* software. Results of the analysis and the comparison to existing conditions are shown in **Table 7**. The project improvements at Intersection #1 – Maude Avenue / Mathilda Avenue do not change the lane geometry at the intersection; therefore, while the intersection continues to operate at a deficient LOS F during the AM peak hour and LOS D in the PM peak hour, there is no impact to delay or level of service associated with the project. The project improvements at Intersection #2 – Maude Avenue / Borregas Avenue-Sunnyvale Avenue does not change the lane geometry at the intersection; therefore, the intersection continues to operate at acceptable LOS.

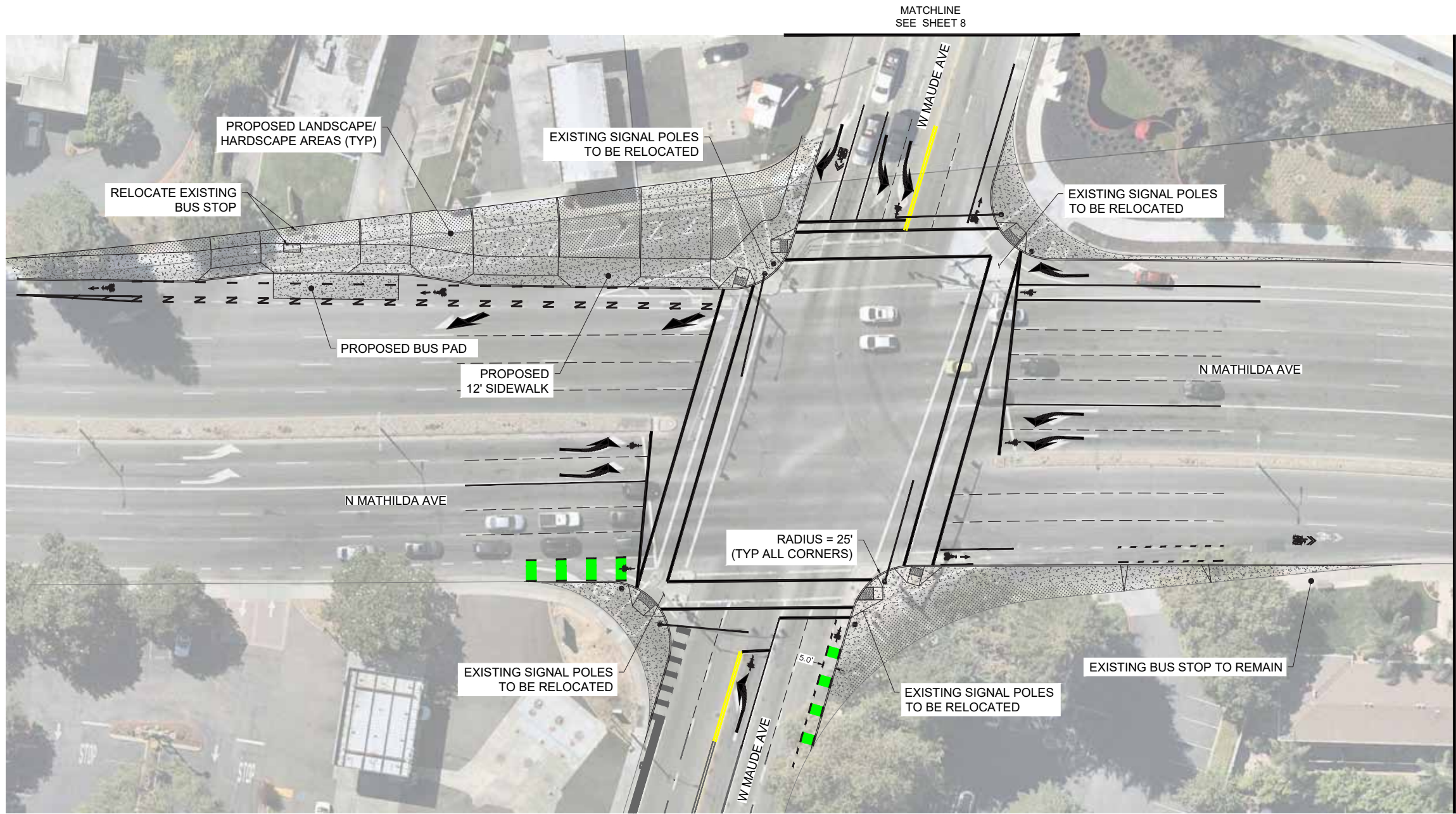
3.1.2 Queueing Analysis

The 95th percentile queue lengths for the intersections with project roadway geometry modification is shown in **Table 8**. The project improvements at Intersection #1 – Maude Avenue / Mathilda Avenue do not change the lane geometry at the intersection; therefore, there were no change to queue lengths. The project improvements at Intersection #2 – Maude Avenue / Borregas Avenue-Sunnyvale Avenue does not change the lane geometry at the intersection; therefore, there were no changes to queue lengths.

3.1.3 Safety Effects

The Draft 2020 Active Transportation Plan identifies channelized right-turn lanes as creating the potential for more vehicle-bike or vehicle-pedestrian conflicts. At these locations, both bicyclist and pedestrians feel stressed as drivers often do not look for bicyclist and pedestrians before turning and complete turning movements at high speeds. The removal of channelized right-turns would enhance safety for bicyclists and pedestrians crossing the intersection, since vehicles would be required to slow down while making a right-turn.

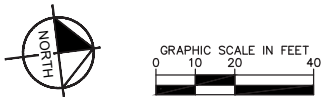
Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



SUNNYVALE SRTS IMPROVEMENTS PROJECT
W MAUDE AVE & N MATHILDA AVE ALTERNATIVE
INTERSECTION CONCEPT PLAN
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LEGEND

	CONCRETE
	LANDSCAPING/HARDSCAPING



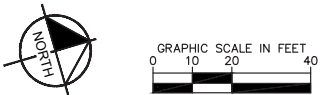
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Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



SUNNYVALE SRTS IMPROVEMENTS PROJECT
MAUDE AVENUE & BORREGAS AVENUE
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LEGEND
CONCRETE



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Table 7: Project Intersection Level of Service Results

#	Intersection	LOS Criteria	Control	Peak Hour	Existing				Project					
					LOS	Delay	v/c Ratio	Crit. Delay	LOS	Delay	V/C	Var	Crit. Delay	Var
1	Maude Avenue / Mathilda Avenue	E	Signal	AM	F	114.7	0.587	220.8	F	114.7	0.587	0.000	220.8	0.0
				PM	D	47.2	0.653	51.2	D	47.2	0.653	0.000	51.2	0.0
2	Maude Avenue / Borregas Avenue-Sunnyvale Avenue	D	Signal	AM	C-	33.6	0.618	34.9	C-	33.7	0.618	0.000	34.9	0.0
				PM	C	31.2	0.587	30.1	C	31.4	0.587	0.000	30.1	0.0

Notes:

- Delay and LOS calculated using *Highway Capacity Manual* (HCM) 2000 methodology and Traffix software.
- Delay reported in seconds/vehicle.
- Intersections operating deficiently are bolded.

Table 8: Project Queue Lengths

#	Intersection		Existing								Project							
			EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
1	Mathilda Ave/ Maude Ave	Existing Storage (ft)	275	235	475	-	340	-	270	315	275	235	475	-	340	-	270	315
		AM Peak Queue Length (ft)	87	171	245	1091	1581	1298	142	410	87	171	245	1091	1581	1298	142	410
		PM Peak Queue Length (ft)	469	931	271	315	175	612	445	85	469	931	271	315	175	612	445	85
2	Borregas Ave & Sunnyvale Ave/ Maude Ave	Existing Storage (ft)	135	-	80	-	-	-	-	50	135	-	80	-	-	-	-	50
		AM Peak Queue Length (ft)	101	231	51	15	380	352	101	382	101	231	51	21	380	352	101	382
		PM Peak Queue Length (ft)	164	583	122	30	341	382	167	231	164	583	122	37	341	382	167	231

Notes:

- 95th percentile queue lengths calculated using Highway Capacity Manual (HCM) 2000 methodology and Traffix software.
- Queue lengths reported in feet per lane.
- Locations where the queue length exceeds the link storage by 25 feet or more are shown in bolded cells. Locations where the Alternative #1 improvement causes the queue length to exceed the queue storage or adds 25 feet or more to an already deficient queue length are shown in **bolded and shaded**.

3.2 Sunnyvale Avenue Improvements

The installation of bicycle lanes would require the removal of on-street parking on the east side of Sunnyvale Avenue between Maude Avenue and Arques Avenue and on both sides of Sunnyvale Avenue between Arques Avenue and Hendy Avenue. **Figure 13** through **Figure 16** shows the concept design for the Sunnyvale Avenue corridor. A summary of the major improvements and changes to each intersection are listed below:

- Provision of a Class II Bicycle Lane along the full corridor extent
- Where possible, provide a 1.5'- 4.5' buffer for bicycle lane
- Refresh crosswalks at Arques Avenue, Taylor Avenue, and Hazelton Avenue

3.2.1 Parking Impacts

The improvements along Sunnyvale Avenue would require the removal of on-street parking on the east side between Maude Avenue and Arques Avenue and on both sides between Arques Avenue and Hendy Avenue. It should be noted that based on field observations and occupancy counts, most vehicles parking on the west side belong to residents along Sunnyvale Avenue and these segments had consistently higher occupancy than the east side throughout the day. Therefore, the removal of on-street parking on the west side of Sunnyvale Avenue between Maude Avenue and Arques Avenue is not recommended in order to minimize the parking impacts to the nearby streets.

The total number of parking spaces removed would be 39 on the east side of Sunnyvale Avenue between Maude Avenue and Arques Avenue, three on the west side of Sunnyvale Avenue between Arques Avenue and California Avenue, and 27 combined on both sides of Sunnyvale Avenue between California Avenue and Hendy Avenue.

A parking analysis was conducted to determine if the surrounding roadway network would be able to accommodate the shifted on-street parking from Sunnyvale Avenue as noted in Chapter 3.2.1. The existing overnight (1 AM) weekday time period was selected for evaluation because it represents the period with the highest parking demand in the study area as a whole. As noted in Chapter 2.5, eight of the eleven segments currently experience a parking utilization of 75 percent or greater at 1 AM. It should be noted that parking demand within the segments of Sunnyvale Avenue proposed for parking removal is slightly higher at 11 AM (19 cars) than 1 AM (18 cars), but overall parking demand in the surrounding area is notably higher at 1 AM than 11 AM.

The analysis of parking utilization effects from the proposed project was performed by taking the average number of overnight (1 AM) weekday cars parked on Sunnyvale Avenue segments and distributing those parked cars to the closest adjacent segments. After the parked cars were distributed to the nearest on-street parking segments a new average overnight weekday occupancy percentage was calculated.

Based on the existing parking occupancy at 1 AM discussed in Chapter 2.5, Sunnyvale Avenue bicycle lanes would impact 13 existing parking cars between Maude Avenue and Arques Avenue, one existing parked car between Arques Avenue and California Avenue, and four existing parked cars between California Avenue and Hendy Avenue.

The results of the analysis showed that the surrounding roadway network would be able to accommodate the resulting removal of on-street parking on segments of Sunnyvale Avenue. Residents and visitors to properties on segments of Sunnyvale Avenue would be required to walk further to access on-street parking, but parking nearby would be available. North of California Avenue, most impacted parking would likely shift to street segments on the same side of Sunnyvale Avenue as where the impacted parking is currently provided, avoiding the need to cross Sunnyvale Avenue to travel between the relocated parking area and residences. Some vehicles may alternatively choose to park on the west side of Sunnyvale Avenue and cross Sunnyvale Avenue at the existing crossing at Hazelton Avenue or Arques Avenue. The three vehicles currently parking on the east side of Sunnyvale Avenue south of California Avenue would likely shift to Hendy Avenue, necessitating crossing Sunnyvale Avenue at the signalized crosswalk at Hendy Avenue.

In addition, all properties were observed to have off-street parking on driveways and in garages. A summary of the forecast parking occupancy changes with the removal of on-street parking are presented in **Table 9** and illustrated in **Figure 17**.

This analysis shows three parking segments with a parking occupancy at or above 75% as a result of the proposed improvements. The following are the segments with an average parking occupancy at or above 75% with the relocation of on-street parking demand on Sunnyvale Avenue and Maude Avenue:

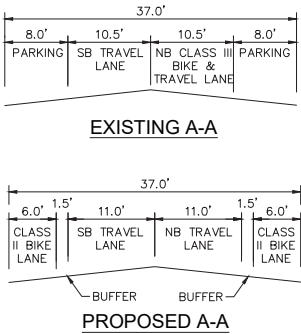
- Arques Avenue – North side from Sunnyvale Avenue to Schroeder Street (relocation of three Sunnyvale Avenue vehicles)
- Murphy Avenue – East side north of California Avenue (relocation of one Sunnyvale Avenue vehicle, but already above 75% in existing conditions)

3.2.2 Safety Effects

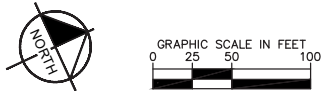
The provision of buffered bike lanes along the project corridor provide increased safety benefits over shared travel lanes. Providing dedicated space for cyclists reduces bicycle and auto conflicts and increases the prominence of the right of the cyclists to use the roadway. Provision of an on-street bicycle lane closes a critical gap in the City's bicycle network and may encourage more bicycle users, which thereby provides additional safety benefits. Providing a buffer in the majority of the corridor further separates bicycle and auto travel, improving safety and comfort of the bicycle facility. Removal of on-

street parking also removed a sight distance obstacle that should improve visibility of pedestrians and cyclists both at driveways and intersections.

Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue

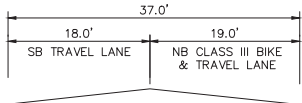
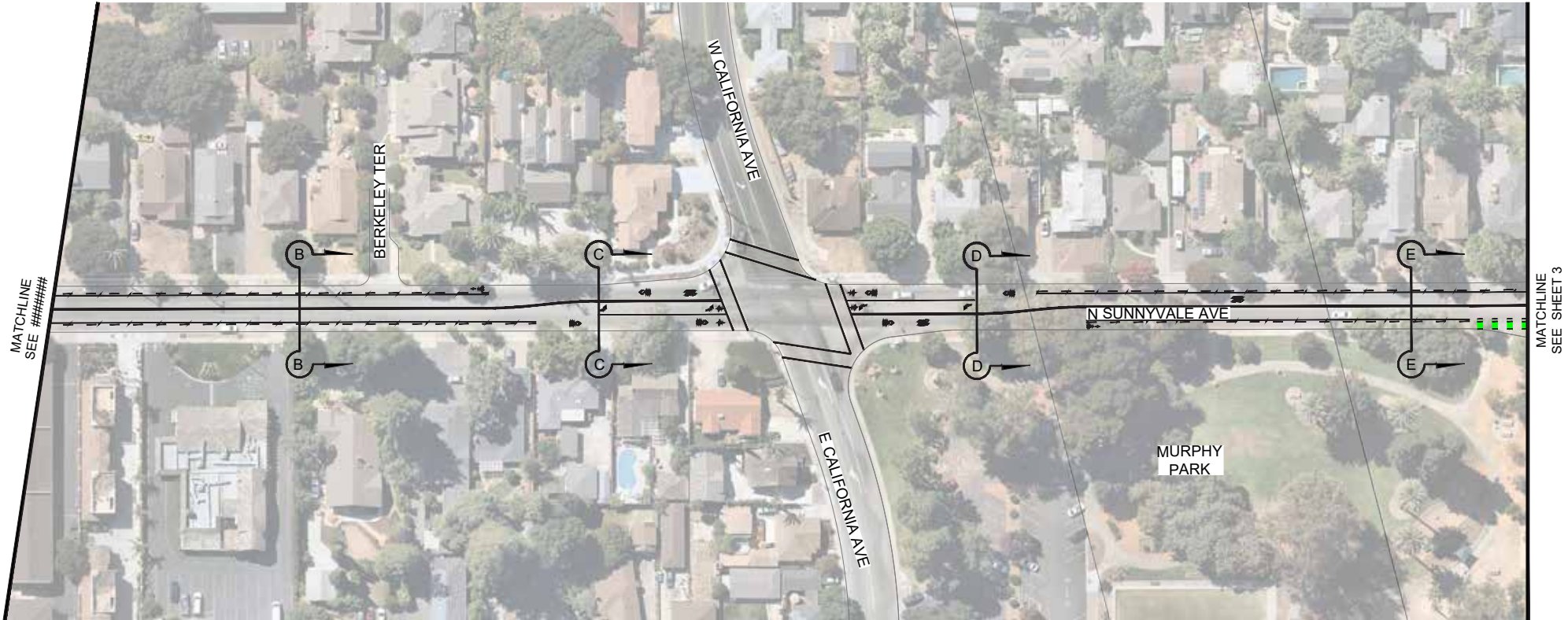


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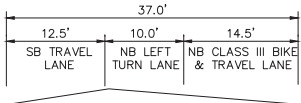


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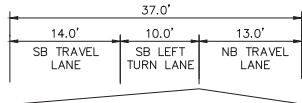
Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



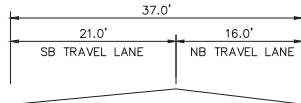
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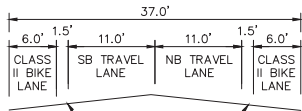
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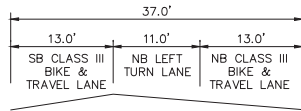
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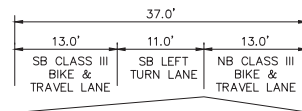
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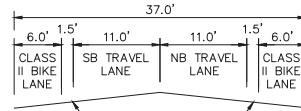
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PROPOSED C-C

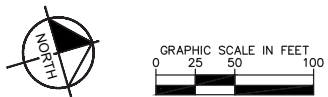


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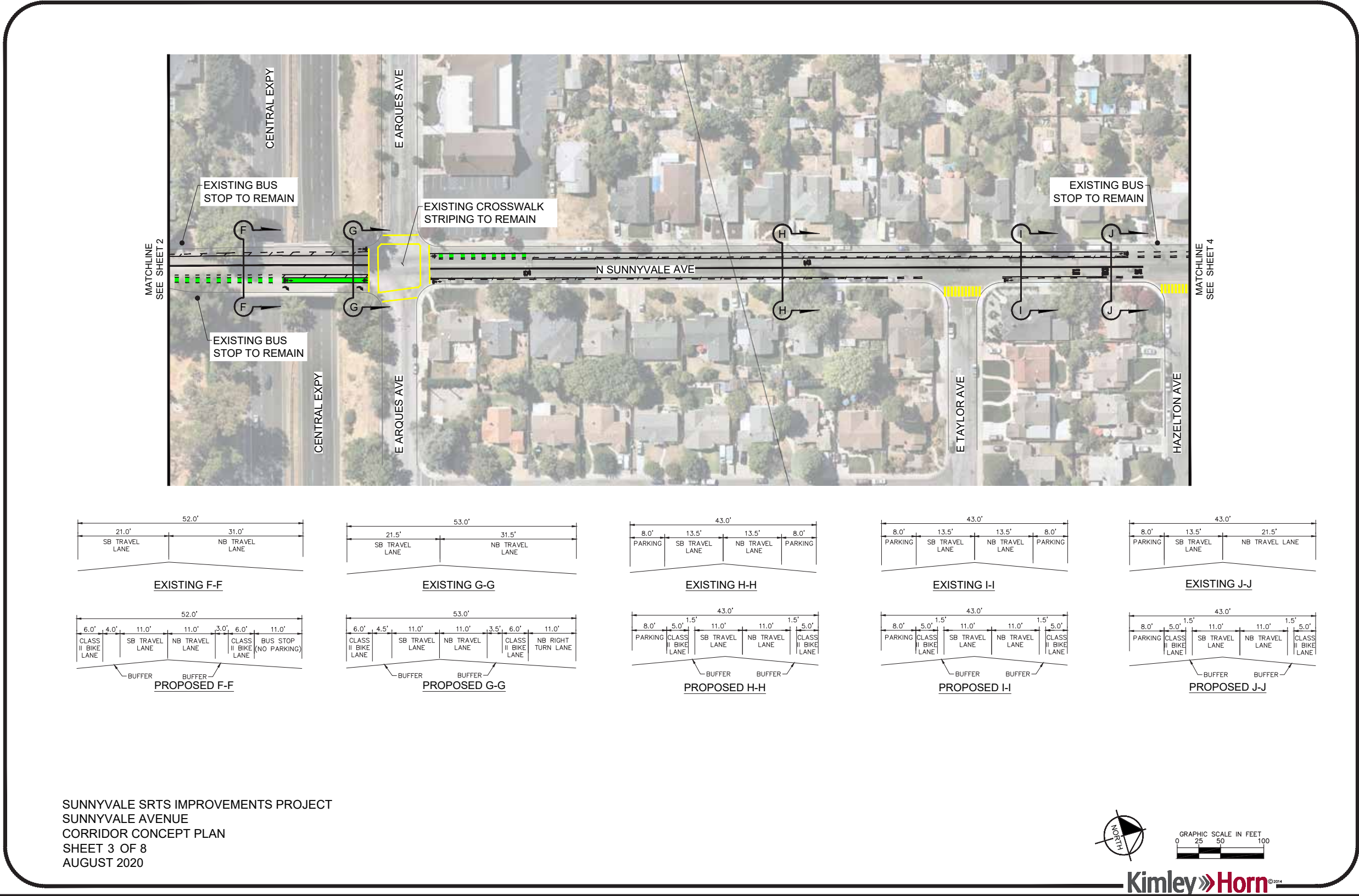
PROPOSED E-E

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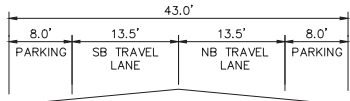
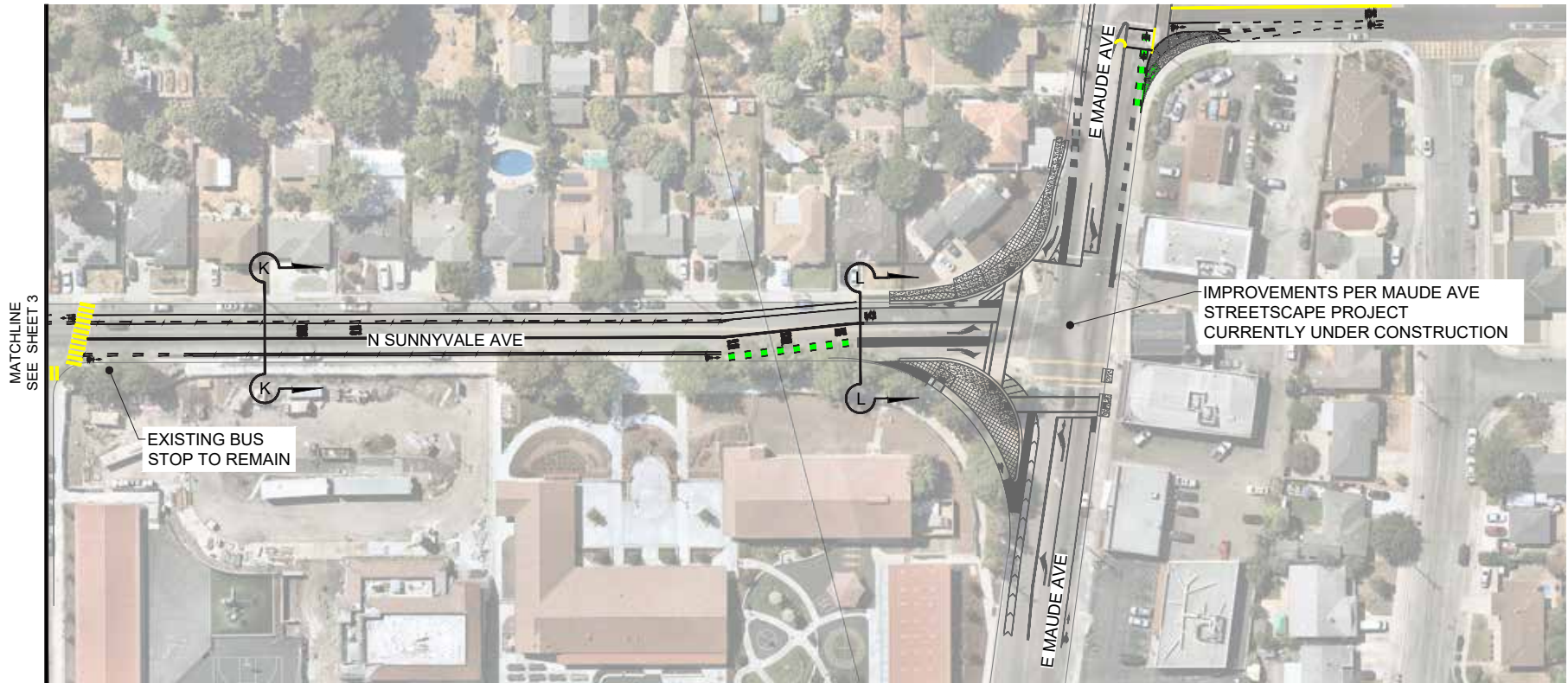


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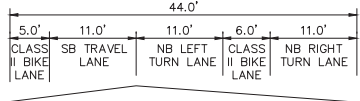
Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



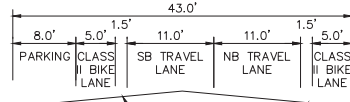
Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



EXISTING K-K

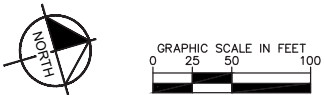


PROJECTED CONDITIONS L-L
(FROM MAUDE STREETSCAPE PROJECT)



PROPOSED K-K

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Table 9: Existing and Proposed Overnight Occupancy Percentages

Segment #	Street	Segment Limits	Street Side	Existing Parking Supply ¹	Existing # Parked Vehicles	Existing % Occupancy	Proposed Parking Supply ²	Change to # parked Vehicles	Adjusted # Parked Vehicles	Proposed % Occupancy
11	Sunnyvale Ave	Maude & Hazelton	West	18	11	61%	18	0	11	61%
12			East	13	1	8%	- ²	-1	0	-
13		Hazelton & Taylor	West	7	4	57%	7	0	4	57%
14			East	5	2	40%	- ²	-2	0	-
15		Taylor & Arques	West	22	10	45%	22	+5	15	68%
16			East	21	10	48%	- ²	-10	0	-
43		Arques & California	West	3	1	33%	- ²	-1	0	-
44			East	- ¹	-	-	- ¹	-	0	-
45		California & Hendy	West	15	1	7%	- ²	-1	0	-
46			East	12	3	25%	- ²	-3	0	-
19	Hazelton Ave	Sunnyvale & Bayview	North	29	3	10%	29	+1	4	14%
20			South	26	11	42%	26	+2	13	50%
24	Taylor Ave	Sunnyvale & Schroeder	South	7	2	29%	7	+2	4	57%
37	Arques Ave	Sunnyvale & Schroeder	North	6	2	33%	6	+3	5	83%
49	Hendy Ave	Murphy & Sunnyvale	North	11	2	18%	11	+4	6	55%
52	Murphy Ave (South)	North of California	East	15	12	78%	15	+1	13	87%

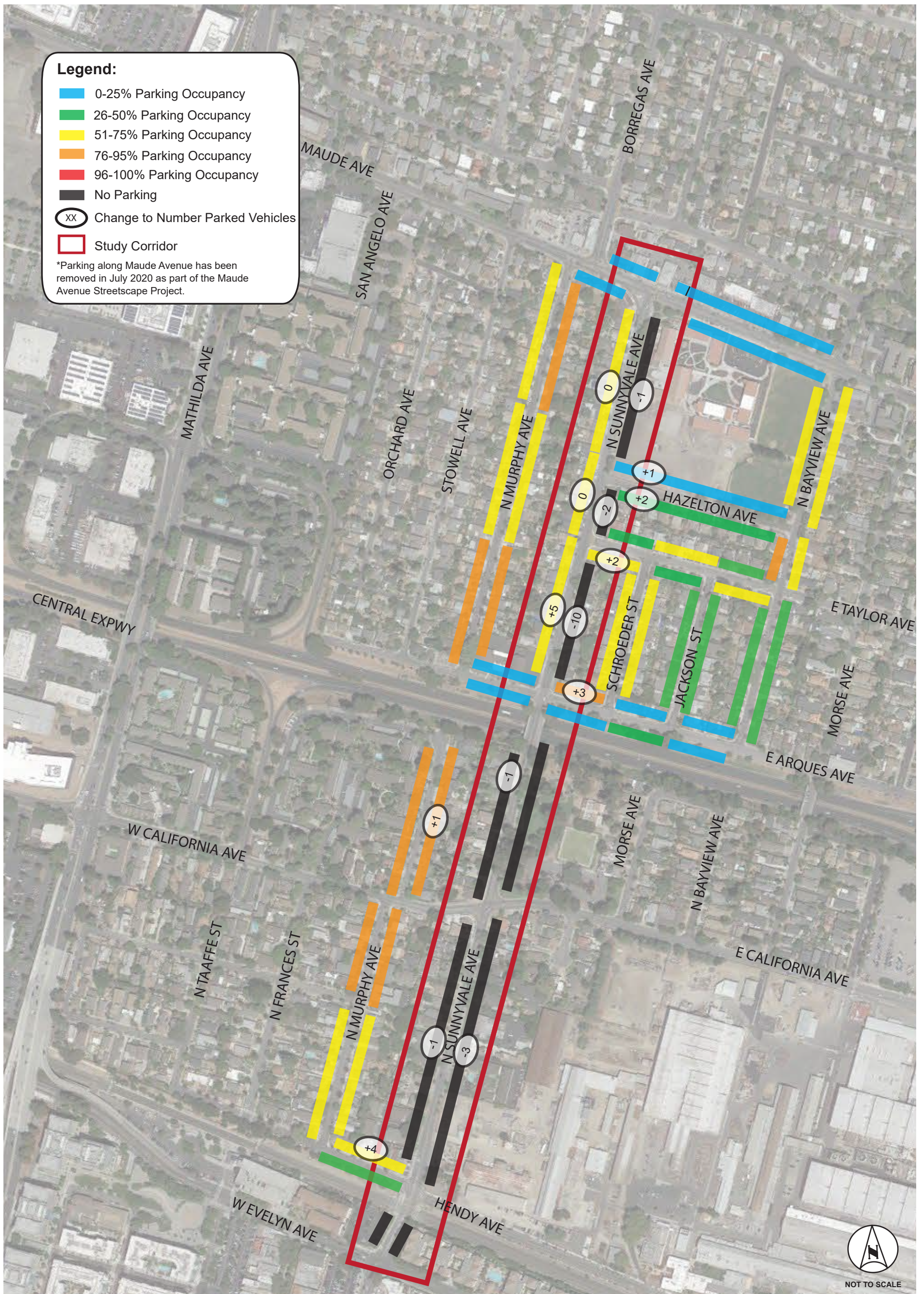
Note: Segments that experience a change in parking supply or expected number of parked cars are listed above. All other segments not listed in the table do not experience any change.

Segments with an average weekday parking occupancy equal to or greater than 75% are shown in **bold** and **highlighted**.

¹Under Existing conditions, no on-street parking is allowed along Segments 44.

²The Project proposes removing existing on-street parking along the east side of Sunnyvale Avenue between Maude Avenue and Arques Avenue (Segments 12, 14, and 16) and on both sides between Arques Avenue and Hendy Avenue (Segments 43-46).

Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



4 SUMMARY OF ALTERNATIVES

The chapter summarizes the results of the SRTS improvements along Maude Avenue and Sunnyvale Avenue.

Maude Avenue Improvements

The improvements along Maude Avenue consist of adjusting corner radii by removing right-turn channelization at all four corners of Intersection #1 – Maude Avenue / Mathilda Avenue and right-turn channelization for the westbound right-turn at Intersection #2 – Maude Avenue / Borregas Avenue-Sunnyvale Avenue. The removal of right-turn channelization would increase safety at both intersections since the improvements would require vehicles to slow down to make the right-turn.

The removal of the channelization does not affect intersection geometrics and thus does not affect intersection level of service or delay. Existing southbound and eastbound right turn lanes at Intersection #1 – Maude Avenue / Mathilda Avenue would remain. Intersection #1 – Maude Avenue / Mathilda Avenue will continue to operate at LOS F in the AM peak hour and LOS D in the PM peak hour. Intersection #2 – Maude Avenue / Borregas Avenue-Sunnyvale Avenue will continue to operate at an acceptable LOS.

Sunnyvale Avenue Improvements

The improvements along Sunnyvale Avenue would consist of removing a portion of the on-street parking to install buffered bicycle lanes between Maude Avenue and Hendy Avenue. Only on-street parking on the east side will be removed between Maude Avenue and Arques Avenue and on-street parking on both sides will be removed between Arques Avenue and Hendy Avenue. A total of 79 parking spaces would be removed, although no more than 18 vehicles were observed to be utilizing those 79 spaces at the time periods during which parking data was collected. The installation of buffered bicycle lanes would greatly increase bicycle user safety over the existing shared travel lanes.

A parking analysis was conducted to determine if adjacent streets provide sufficient parking capacity to support the on-street parking demand being displaced from Sunnyvale Avenue. The parking analysis found that the surrounding street network has ample available on-street parking to support the redistribution of parking demand from segments of Sunnyvale Avenue. Only two street segments would experience a parking occupancy over 75% at 1 AM, including one segment that currently experiences a parking occupancy over 75%. Other on-street parking is available within one block for all displaced parking and the study area has ample parking to support the redistribution of impacted Sunnyvale Avenue parked vehicles. Only eight existing parked vehicles would need to be relocated to a parking area that would require crossing Sunnyvale Avenue to travel between the replacement parking area and their original parked location. In addition, the residences along Sunnyvale Avenue have off-street driveways

and garages where vehicles may be able to use if displaced from on-street parking areas. Therefore, the analysis found that there would be minimal detriment to the removal of on-street parking along Sunnyvale Avenue as proposed in the improvement concept.

Appendices

- A: Study Intersection Traffic Counts
- B: Parking Survey
- C: Traffic Analysis Sheets
- D: Collision History Data

Appendix A: Study Intersection Traffic Counts

North/South	East/West	Count Date	Time	Northbound				Southbound				Eastbound				Westbound				Grand Total
				L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Mathilda Avenue	Maude Avenue	May 2018	8:45AM-9:45AM	636	2197	52	2885	111	805	440	1356	87	61	100	248	132	428	304	864	5353
			4:30PM-5:30PM	103	821	107	1031	286	2025	105	2416	455	340	607	1402	98	73	134	305	5154

MITIG8 - Existing (PM)

Mon Jun 29, 2020 19:35:39

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1413 Mathilda Ave / Maude Ave

Cycle (sec): 160 Critical Vol./Cap.(X): 0.653

Loss Time (sec): 12 Average Delay (sec/veh): 47.2

Optimal Cycle: 58 Level Of Service: D

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

Control: Protected

Protected

Protected

Protected

Rights: Include

Ovl

Ovl

Include

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

Lanes: 2 0 2 1 0

2 0 4 0 1

2 0 1 0 1

1 0 1 1 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

FinalVolume: 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

IncrementDel: 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

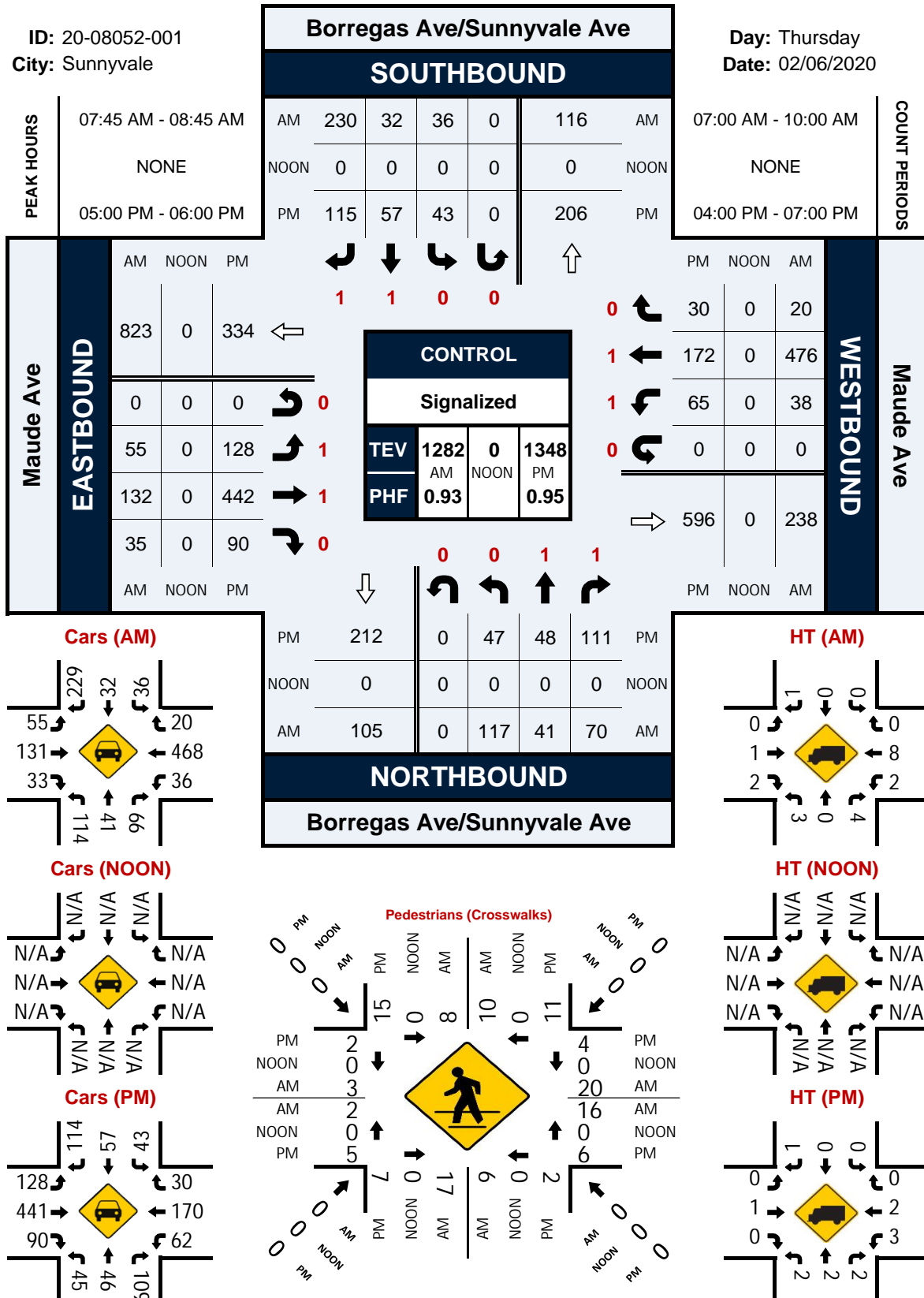
Prepared by National Data & Surveying Services

Borregas Ave/Sunnyvale Ave & Maude Ave

Peak Hour Turning Movement Count

ID: 20-08052-001
City: Sunnyvale

Day: Thursday
Date: 02/06/2020



National Data & Surveying Services
Intersection Turning Movement Count

Location: Borregas Ave/Sunnyvale Ave & Maude Ave
City: Sunnyvale
Control: Signalized

Project ID: 20-08052-001
Date: 2/6/2020

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Borregas Ave/Sunnyvale Ave & Maude Ave
City: Sunnyvale
Control: Signalized

Project ID: 20-08052-001
Date: 2/6/2020

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Borregas Ave/Sunnyvale Ave & Maude Ave
City: Sunnyvale
Control: Signalized

Project ID: 20-08052-001
Date: 2/6/2020

HT

NS/EW Streets:	Borregas Ave/Sunnyvale Ave								Borregas Ave/Sunnyvale Ave								Maude Ave								Maude Ave								NORTHBOUND2								SOUTHBOUND2								WESTBOUND2								
AM	NORTHBOUND								SOUTHBOUND								EASTBOUND								WESTBOUND								NORTHBOUND2								SOUTHBOUND2								WESTBOUND2								TOTAL
	0 NL	1 NT	1 NR	0 NU	0 NT2	0 NR2	0 NU2	0 SL	1 ST	1 SR	0 SU	0 SL2	0 ST2	0 SU2	1 EL	1 ET	0 ER	0 EU	0 EL2	0 ET2	0 ER2	1 WL	1 WT	0 WR	0 WU	0 WL2	0 WR2	0 WU2	0 N2T	0 N2R	0 N2U	0 N2L2	0 N2T2	0 N2R2	0 N2U2	0 S2L	0 S2T	0 S2U	0 S2L2	0 S2T2	0 S2R2	0 S2U2	0 W2L	0 W2R	0 W2U	0 W2L2	0 W2T2	0 W2R2	0 W2U2								
7:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	2	0	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	0	0	0	0	8				
7:15 AM	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	1	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	0	0	0	0	0	10				
7:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	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	0	0	0	0	6					
7:45 AM	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	2	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	0	0	6					
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	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	0	0	0	6					
8:30 AM	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	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	0	0	0	7					
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	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	0	0	0	0	5					
9:00 AM	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	2	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	0	0	0	0	8					
9:15 AM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	7					
9:30 AM	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	4	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	0	0	0	11					
9:45 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	1	2	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	0	0	0	12					
TOTAL VOLUMES : APPROACH % 's :	NL 50.00%	NT 9.09%	NR 40.91%	NU 0.00%	NT2 0.00%	NR2 0.00%	NU2 0.00%	SL 10.00%	ST 30.00%	SR 60.00%	SU 0.00%	SL2 0.00%	ST2 0.00%	SU2 0.00%	EL 9.52%	ET 47.62%	ER 42.86%	EU 0.00%	EL2 0.00%	ET2 0.00%	ER2 0.00%	WL 39.39%	WT 54.55%	WR 6.06%	WU 0.00%	WL2 0.00%	WR2 0.00%	WU2 0.00%	N2T 0	N2R 0	N2U 0	N2L2 0	N2T2 0	N2R2 0	N2U2 0	S2L 0	S2T 0	S2U 0	S2L2 0	S2T2 0	S2R2 0	S2U2 0	W2L 0	W2R 0	W2U 0	W2L2 0	W2T2 100.00%	W2R2 0.00%	W2U2 0.00%	TOTAL 88							
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	07:45 AM - 08:45 AM								0								0								0								0								0								TOTAL 21								
	3	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0.250	0	0	0	0	0	2	8	0	0	0	0	0	0	0.000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.750					

PM	NORTHBOUND								SOUTHBOUND								EASTBOUND								WESTBOUND								NORTHBOUND2								SOUTHBOUND2								WESTBOUND2								TOTAL
	0 NL	1 NT	1 NR	0 NU	0 NT2	0 NR2	0 NU2	0 SL	1 ST	1 SR	0 SU	0 SL2	0 ST2	0 SU2	1 EL	1 ET	0 ER	0 EU	0 EL2	0 ET2	0 ER2	1 WL	1 WT	0 WR	0 WU	0 WL2	0 WR2	0 WU2	0 N2T	0 N2R	0 N2U	0 N2L2	0 N2T2	0 N2R2	0 N2U2	0 S2L	0 S2T	0 S2U	0 S2L2	0 S2T2	0 S2R2	0 S2U2	0 W2L	0 W2R	0 W2U	0 W2L2	0 W2T2	0 W2R2	0 W2U2								
4:00 PM	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	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	0	0	0	0	5					
4:30 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	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	0	0					
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	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	0	0	0	0	3					
5:00 PM	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
5:15 PM	2	1	1	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5					
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	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	0	0	0	0	3					
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	3					
6:00 PM	0	1	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
6:15 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	4					
6:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
6:45 PM	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
TOTAL VOLUMES : APPROACH % 's :	NL 16.67%	NT 25.00%	NR 58.33%	NU 0.00%	NT2 0.00%	NR2 0.00%	NU2 0	SL 20.00%	ST 1	SR 4	SU 0	SL2 0.00%	ST2 0.00%	SU2 0.00%	EL 16.67%	ET 50.00%	ER 33.33%	EU 0.00%	EL2 0.00%	ET2 0.00%	ER2 0.00%	WL 41.67%	WT 50.00%	WR 8.33%	WU 0.00%	WL2 0.00%	WR2 0.00%	WU2 0.00%	N2T 0	N2R 0	N2U 0	N2L2 0	N2T2 0	N2R2 0	N2U2 0	S2L 0	S2T 0	S2U 0	S2L2 0	S2T2 0	S2R2 0	S2U2 0	W2L 0	W2R 0	W2U 0	W2L2 0	W2T2 0	W2R2 0	W2U2 0	TOTAL 35							
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	05:00 PM - 06:00 PM								0								0								0								0								0								TOTAL 13								
	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0.250	0	0	0	0	0	0.750	2	0	0	0	0	0	0	0.000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.650				

National Data & Surveying Services
Intersection Turning Movement Count

Location: Borregas Ave/Sunnyvale Ave & Maude Ave
City: Sunnyvale
Control: Signalized

Project ID: 20-08052-001
Date: 2/6/2020

NS/EW Streets:		Borregas Ave/Sunnyvale Ave								Borregas Ave/Sunnyvale Ave								Maude Ave								Maude Ave																																	
		NORTHBOUND								SOUTHBOUND								EASTBOUND								WESTBOUND								NORTHBOUND2								SOUTHBOUND2								WESTBOUND2									
AM		NL	NT	NR	NU	NT2	NR2	NU2	SL	ST	SR	SU	SL2	ST2	SU2	EL	ET	ER	EU	EL2	ET2	ER2	WL	WT	WR	WU	WL2	WR2	WU2	N2T	N2R	N2U	N2L2	N2T2	N2R2	N2U2	S2L	S2T	S2U	S2L2	S2T2	S2R2	S2U2	W2L	W2R	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL								
7:00 AM		0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4								
7:15 AM		0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	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	0	0	7								
7:30 AM		1	7	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	2	4	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	0	16								
7:45 AM		0	6	0	0	0	0	0	1	2	2	0	0	0	0	2	0	0	0	0	0	0	1	2	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	17									
8:00 AM		2	10	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	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	0	18										
8:15 AM		0	10	1	0	0	0	0	0	3	1	0	0	0	0	2	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	0	0	0	0	0	0	0	17										
8:30 AM		4	13	0	0	0	0	0	1	4	2	0	0	0	0	5	0	1	0	0	0	0	0	4	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	33									
8:45 AM		2	13	0	0	0	0	0	0	1	3	0	0	0	0	1	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22										
9:00 AM		2	4	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	1	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	14										
9:15 AM		0	3	0	0	0	0	0	0	3	4	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	0	0	0	0	0	0	0	0	0	0	0	0	11										
9:30 AM		1	5	0	0	0	1	0	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14										
9:45 AM		3	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0																																								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		SOUTH LEG 2		EAST LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	NB	SB	
4:00 PM	0	0	0	0	0	2	0	1	1	0	5	1	0		11
4:15 PM	3	0	0	0	1	0	3	1	2	2	1	0	2	2	17
4:30 PM	0	1	0	0	1	1	0	1	2	1	0	4	3	1	15
4:45 PM	0	2	0	0	2	0	2	0	2	4	1	5	2	4	24
5:00 PM	4	0	0	0	1	1	1	1	3	2	1	3	3	2	22
5:15 PM	3	4	4	0	0	1	0	0	4	2	3	3	4	2	30
5:30 PM	6	4	2	0	1	1	1	1	3	3	4	3	2	4	35
5:45 PM	2	3	1	2	4	1	3	0	3	3	2	3	4	2	33
6:00 PM	6	0	1	1	2	4	2	0	3	2	3	4	4	3	35
6:15 PM	1	0	4	0	2	0	1	1	3	4	3	1	3	3	26
6:30 PM	4	4	5	1	0	1	1	0	2	4	6	1	2	4	35
6:45 PM	0	1	1	1	2	0	0	1	1	2	2	2	1	3	17
TOTAL VOLUMES :	EB 29	WB 19	EB 18	WB 5	NB 16	SB 12	NB 14	SB 7	EB 29	WB 29	EB 27	WB 34	NB 31	SB 30	TOTAL 300
APPROACH %'s :	60.42%	39.58%	78.26%	21.74%	57.14%	42.86%	66.67%	33.33%	50.00%	50.00%	44.26%	55.74%	50.82%	49.18%	
PEAK HR :	05:00 PM - 06:00 PM														TOTAL
PEAK HR VOL :	15	11	7	2	6	4	5	2	13	10	10	12	13	10	120
PEAK HR FACTOR :	0.625	0.688	0.438	0.250	0.375	1.000	0.417	0.500	0.813	0.833	0.625	1.000	0.813	0.625	0.857
	0.650		0.563		0.500		0.583		0.958		0.786		0.958		

Appendix B: Parking Survey

Prepared by National Data & Surveying Services

Parking Study

Project: 20-8051 Date: 2/4/2020
City: Sunnyvale Day: Tuesday

Segment	Street	Limits	Side	Space Type	Restriction	Space#	11:00 AM	3:00 PM	8:00 PM	1:00 AM	Notes	
1	Maude Ave	Borregas & Sunnvyale	North	Regular	No Restriction	5	1	1	0	0		
2			South	Regular	No Restriction	6	0	0	0	0		
3		Sunnyvale & Bayview	North	Regular	No Restriction	21	9	9	3	4		
4			South	Green Curb	12 Minute Parking (9am to 8pm)	2	0	0	0	0		
				Regular	No Restriction	11	8	5	3	0		
				Diagonal	No Restriction	10	8	7	3	6	1 Car Parked Illegaly in No Parking at 11:00 (Not Included in Occupancy)	
5	Murphy Ave (North)	Maude & 369/368 Murphy	West	Regular	No Restriction	15	7	8	9	9		
6			East	Regular	No Restriction	17	4	6	12	12		
7		369/368 Murphy & 333/334 Murphy	West	Regular	No Restriction	18	5	6	9	12		
8			East	Regular	No Restriction	16	6	10	11	10		
9		333/334 Murphy & Arques	West	Regular	No Restriction	19	6	8	13	16		
10			East	Regular	No Restriction	21	7	8	15	17		
11	Sunnyvale Ave	Maude & Hazelton	West	Regular	No Restriction	18	14	8	10	9		
12			East	Regular	No Restriction	9	7	1	2	2		
				Passenger Loading	No Restriction	4	0	0	0	0		
13			Hazelton & Taylor	West	Regular	No Restriction	7	3	1	3	3	
				East	Regular	No Restriction	5	1	1	1	1	
14		Taylor & Arques	West	Regular	No Restriction	22	5	6	8	9		
			East	Regular	No Restriction	21	5	5	8	10		
15		Arques & California	West	No Parking	No Parking Any Time	-	-	-	-	-		
				Regular		3	1	1	1	1		
				No Parking	No Parking Any Time	-	-	-	-	-		
				No Parking	No Parking Any Time	-	-	-	-	-		
16		California & Hendy	West	No Parking	No Parking Any Time	-	-	-	-	-		
				Regular	NP 6am-8am, 4pm-6pm	15	1	0	1	0		
				No Parking	No Parking Any Time	-	-	-	-	-		
				No Parking	No Parking Any Time	-	-	-	-	-		
			East	Regular	No Parking 6am - 8 am, 4pm - 6pm	12	0	1	9	3		
				No Parking	No Parking Any Time	-	-	-	-	-		
				No Parking	No Parking Any Time	-	-	-	-	-		
				No Parking	No Parking Any Time	-	-	-	-	-		
17	Hendy & Evelyn	West	No Parking	No Parking Any Time	-	-	-	-	-			
		East	No Parking	No Parking Any Time	-	-	-	-	-			
		Bayview Ave	Maude & Hazelton	West	Regular	No Restriction	27	17	13	17	18	
				East	Regular	No Restriction	19	8	6	12	14	
ADA	No Restriction				1	0	0	0	0			
Hazelton & Taylor	West		Regular	No Restriction	5	2	2	3	4			
	East		Regular	No Restriction	6	0	0	2	3			
33	Taylor & Arques		West	Regular	No Restriction	21	3	7	6	8		
34		East	Regular	No Restriction	21	8	5	5	6			
19	Hazelton Ave	Sunnyvale & Bayview	North	Regular	No Restriction	29	11	10	4	5		
20			South	Regular	No Restriction	26	10	7	10	10		
23	Taylor Ave	Sunnyvale & Schroeder	North	Regular	No Restriction	7	2	0	2	3		
24			South	Regular	No Restriction	7	1	1	2	2		
25		Schroeder & Jackson	North	Regular	No Restriction	7	1	3	2	3		
26			South	Regular	No Restriction	7	1	1	2	2		
27		Jackson & Bayview	North	Regular	No Restriction	9	2	3	2	3		
28			South	Regular	No Restriction	7	1	1	3	4		

Prepared by National Data & Surveying Services

Parking Study

Project: 20-8051 Date: 2/4/2020
City: Sunnyvale Day: Tuesday

29	Schroeder St	Taylor & Arques	West	Regular	No Restriction	21	7	8	10	12	
30			East	Regular	No Restriction	20	6	9	10	11	
31	Jackson St	Taylor & Arques	West	Regular	No Restriction	21	6	8	6	8	
32			East	Regular	No Restriction	20	7	5	8	9	
35	Arques Ave	Murphy & Sunnyvale	North	Regular	No Vehicles over 6 FT	8	0	0	0	0	
36			South	Regular	No Vehicles over 6 FT	10	1	0	0	1	
37		Sunnyvale & Schroeder	North	Regular	No Vehicles over 6 FT	6	3	3	2	2	
38			South	Regular	No Vehicles over 6 FT	7	0	0	2	0	
39		Schroeder & Jackson	North	Regular	No Vehicles over 6 FT	5	0	0	1	1	
40			South	Regular	No Vehicles over 6 FT	8	0	0	0	2	
41		Jackson & Bayview	North	Regular	No Vehicles over 6 FT	6	2	2	2	1	
42			South	Regular	No Vehicles over 6 FT	9	2	2	0	0	
49	Hendy Ave	Murphy & Sunnyvale	North	Regular		11	1	2	1	1	
50			South	Regular	3 HR From 8am-6pm, Except Sat, Sun + Holidays	9	0	1	1	3	
51	Murphy Ave (South)	North of California	West	Regular		23	19	23	15	10	
52			East	Regular		15	0	3	8	9	
53		California & Beemer	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	11	8	11	11	11	
54			East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	9	7	8	8	7	
55		Beemer & Hendy	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	14	10	11	10	8	
56			East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	13	11	14	9	9	
				ADA		1	1	1	0	0	

Prepared by National Data & Surveying Services

Parking Study

Project: 20-8051

Date: 2/5/2020

City: Sunnyvale

Day: Wednesday

Segment	Street	Limits	Side	Space Type	Restriction	Space#	11:00 AM	3:00 PM	8:00 PM	1:00 AM	Notes
1	Maude Ave	Borregas & Sunnvyale	North	Regular	No Restriction	5	1	0	0	0	
2			South	Regular	No Restriction	6	0	1	0	0	
3		Sunnyvale & Bayview	North	Regular	No Restriction	21	13	10	7	4	
				Green Curb	12 Minute Parking (9am to 8pm)	2	0	0	0	0	
4			South	Regular	No Restriction	11	4	3	3	0	1 Car Parked Illegaly in No Parking at 11:00 (Not Included in Occupancy)
				Diagonal	No Restriction	10	9	8	4	6	
5	Murphy Ave (North)	Maude & 369/368 Murphy	West	Regular	No Restriction	15	8	8	7	8	
6			East	Regular	No Restriction	17	3	4	10	13	
7		369/368 Murphy & 333/334 Murphy	West	Regular	No Restriction	18	4	7	11	11	
8			East	Regular	No Restriction	16	7	9	12	12	
9		333/334 Murphy & Arques	West	Regular	No Restriction	19	8	5	14	14	
10			East	Regular	No Restriction	21	7	7	18	19	
11	Sunnyvale Ave	Maude & Hazelton	West	Regular	No Restriction	18	13	10	10	11	
12			East	Regular	No Restriction	9	6	0	0	1	
				Passenger Loading	No Restriction	4	0	0	0	0	
Hazelton & Taylor		West	Regular	No Restriction	7	2	4	4	4		
		East	Regular	No Restriction	5	1	0	1	3		
Taylor & Arques		West	Regular	No Restriction	22	4	8	9	9		
		East	Regular	No Restriction	21	7	5	8	9		
13		Sunnyvale Ave	Arques & California	West	No Parking	No Parking Any Time	-	-	-	-	-
Regular					1	0	1	1			
44	East			No Parking	No Parking Any Time	-	-	-	-	-	
			No Parking	No Parking Any Time	-	-	-	-	-		
California & Hendy	West		No Parking	No Parking Any Time	-	-	-	-	-		
			Regular	NP 6am-8am, 4pm-6pm	15	1	0	0	1		
	East		No Parking	No Parking Any Time	-	-	-	-	-		
			No Parking	No Parking Any Time	-	-	-	-	-		
			Regular	No Parking 6am - 8 am, 4pm - 6pm	12	0	0	4	2		
Hendy & Evelyn	No Parking		No Parking Any Time	-	-	-	-	-			
	No Parking		No Parking Any Time	-	-	-	-	-			
17	Bayview Ave	Maude & Hazelton	West	Regular	No Restriction	27	17	13	12	17	
East			Regular	No Restriction	19	8	10	11	14		
			ADA	No Restriction	1	0	0	0	0		
21	Bayview Ave	Hazelton & Taylor	West	Regular	No Restriction	5	2	2	4	4	
22			East	Regular	No Restriction	6	1	2	2	4	
33	Bayview Ave	Taylor & Arques	West	Regular	No Restriction	21	6	5	4	6	
34			East	Regular	No Restriction	21	5	8	5	8	
19	Hazelton Ave	Sunnyvale & Bayview	North	Regular	No Restriction	29	12	10	2	3	
20			South	Regular	No Restriction	26	13	12	11	11	
23	Taylor Ave	Sunnyvale & Schroeder	North	Regular	No Restriction	7	1	0	2	3	
24			South	Regular	No Restriction	7	1	1	1	2	
25		Schroeder & Jackson	North	Regular	No Restriction	7	2	1	4	5	
26			South	Regular	No Restriction	7	2	1	2	2	
27		Jackson & Bayview	North	Regular	No Restriction	9	3	3	4	4	
28			South	Regular	No Restriction	7	2	2	3	4	

Prepared by National Data & Surveying Services

Parking Study

Project: 20-8051 Date: 2/5/2020
City: Sunnyvale Day: Wednesday

29	Schroeder St	Taylor & Arques	West	Regular	No Restriction	21	8	7	7	10	
30			East	Regular	No Restriction	20	7	9	7	11	
31	Jackson St	Taylor & Arques	West	Regular	No Restriction	21	8	5	6	9	
32			East	Regular	No Restriction	20	7	5	6	9	
35	Arques Ave	Murphy & Sunnyvale	North	Regular	No Vehicles over 6 FT	8	1	0	0	0	
36			South	Regular	No Vehicles over 6 FT	10	0	0	0	0	
37		Sunnyvale & Schroeder	North	Regular	No Vehicles over 6 FT	6	2	3	1	1	
38			South	Regular	No Vehicles over 6 FT	7	0	0	0	2	
39		Schroeder & Jackson	North	Regular	No Vehicles over 6 FT	5	1	1	1	1	
40			South	Regular	No Vehicles over 6 FT	8	1	1	1	1	
41		Jackson & Bayview	North	Regular	No Vehicles over 6 FT	6	0	0	0	0	
42			South	Regular	No Vehicles over 6 FT	9	1	0	1	1	
49	Hendy Ave	Murphy & Sunnyvale	North	Regular		11	1	2	2	2	
50			South	Regular	3 HR From 8am-6pm, Except Sat, Sun + Holidays	9	4	3	2	3	
51	Murphy Ave (South)	North of California	West	Regular		23	23	24	20	21	
52			East	Regular		15	12	12	8	12	
53		California & Beemer	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	11	9	6	8	9	
54			East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	9	5	3	8	9	
55		Beemer & Hendy	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	14	8	10	8	9	
56			East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	13	8	8	6	9	
				ADA		1	1	1	1	0	

Prepared by National Data & Surveying Services

Parking Study

Project: 20-8051
City: Sunnyvale

Date: 2/6/2020
Day: Thursday

Segment	Street	Limits	Side	Space Type	Restriction	Space#	11:00 AM	3:00 PM	8:00 PM	1:00 AM	Notes
1	Maude Ave	Borregas & Sunnvyale	North	Regular	No Restriction	5	1	1	1	1	
2			South	Regular	No Restriction	6	0	0	0	0	
3		Sunnyvale & Bayview	North	Regular	No Restriction	21	8	8	6	3	
				Green Curb	12 Minute Parking (9am to 8pm)	2	0	0	0	0	
4			South	Regular	No Restriction	11	1	5	3	0	
	Diagonal			No Restriction	10	10	5	4	0		
5	Murphy Ave (North)	Maude & 369/368 Murphy	West	Regular	No Restriction	15	10	9	9	12	
East			Regular	No Restriction	17	5	8	13	13		
7		369/368 Murphy & 333/334 Murphy	West	Regular	No Restriction	18	5	7	11	10	
8			East	Regular	No Restriction	16	8	8	9	11	
9		333/334 Murphy & Arques	West	Regular	No Restriction	19	6	6	13	15	
10	East		Regular	No Restriction	21	11	10	11	19		
11	Sunnyvale Ave	Maude & Hazelton	West	Regular	No Restriction	18	14	13	13	12	
12			East	Regular	No Restriction	9	5	2	0	0	
				Passenger Loading	No Restriction	4	1	0	0	0	
13		Hazelton & Taylor	West	Regular	No Restriction	7	1	3	3	3	
			East	Regular	No Restriction	5	0	1	3	2	
14		Taylor & Arques	West	Regular	No Restriction	22	6	5	9	10	
			East	Regular	No Restriction	21	5	5	8	9	
15											
16											
43	Sunnyvale Ave	Arques & California	West	No Parking	No Parking Any Time	-	-	-	-	-	
				Regular		3	0	2	2	0	
44			East	No Parking	No Parking Any Time	-	-	-	-	-	
		No Parking		No Parking Any Time	-	-	-	-	-		
45		California & Hendy	West	No Parking	No Parking Any Time	-	-	-	-	-	
				Regular	NP 6am-8am, 4pm-6pm	15	14	0	0	1	
			East	No Parking	No Parking Any Time	-	-	-	-	-	
				No Parking	No Parking Any Time	-	-	-	-	-	
				Regular	No Parking 6am - 8 am, 4pm - 6pm	12	12	0	0	5	
46			Hendy & Evelyn	West	No Parking	No Parking Any Time	-	-	-	-	-
		East			No Parking	No Parking Any Time	-	-	-	-	-
47											
48											
17	Bayview Ave	Maude & Hazelton	West	Regular	No Restriction	27	14	9	14	17	
East			Regular	No Restriction	19	12	11	15	15		
			ADA	No Restriction	1	0	0	0	0		
21	Bayview Ave	Hazelton & Taylor	West	Regular	No Restriction	5	3	2	3	3	
East			Regular	No Restriction	6	2	2	5	5		
33	Bayview Ave	Taylor & Arques	West	Regular	No Restriction	21	4	4	5	6	
34			East	Regular	No Restriction	21	8	6	6	7	
19	Hazelton Ave	Sunnyvale & Bayview	North	Regular	No Restriction	29	2	11	1	1	
20			South	Regular	No Restriction	26	10	9	8	11	
23	Taylor Ave	Sunnyvale & Schroeder	North	Regular	No Restriction	7	3	3	1	2	
24			South	Regular	No Restriction	7	2	2	2	2	
25		Schroeder & Jackson	North	Regular	No Restriction	7	1	3	1	4	
26			South	Regular	No Restriction	7	2	4	1	2	
27		Jackson & Bayview	North	Regular	No Restriction	9	3	2	4	5	
28			South	Regular	No Restriction	7	2	2	4	4	

Prepared by National Data & Surveying Services

Parking Study

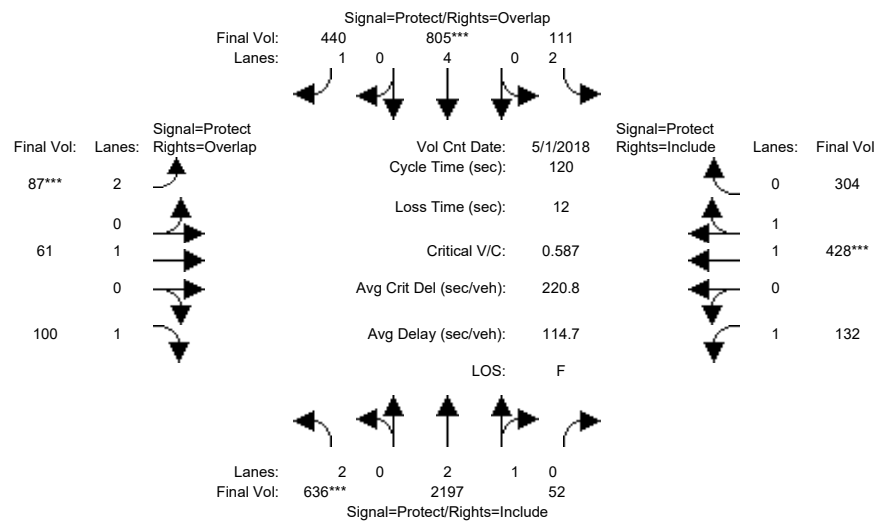
Project: 20-8051 Date: 2/6/2020
City: Sunnyvale Day: Thursday

29	Schroeder St	Taylor & Arques	West	Regular	No Restriction	21	7	9	7	11	
30			East	Regular	No Restriction	20	4	4	10	10	
31	Jackson St	Taylor & Arques	West	Regular	No Restriction	21	7	8	10	9	
32			East	Regular	No Restriction	20	7	6	9	10	
35	Arques Ave	Murphy & Sunnyvale	North	Regular	No Vehicles over 6 FT	8	2	0	1	0	
36			South	Regular	No Vehicles over 6 FT	10	0	0	0	0	
37		Sunnyvale & Schroeder	North	Regular	No Vehicles over 6 FT	6	3	3	1	1	
38			South	Regular	No Vehicles over 6 FT	7	0	0	1	0	
39		Schroeder & Jackson	North	Regular	No Vehicles over 6 FT	5	0	0	1	1	
40			South	Regular	No Vehicles over 6 FT	8	0	0	1	1	
41		Jackson & Bayview	North	Regular	No Vehicles over 6 FT	6	0	1	2	1	
42			South	Regular	No Vehicles over 6 FT	9	1	0	2	1	
49	Hendy Ave	Murphy & Sunnyvale	North	Regular		11	4	1	1	3	
50			South	Regular	3 HR From 8am-6pm, Except Sat, Sun + Holidays	9	9	7	2	3	
51	Murphy Ave (South)	North of California	West	Regular		23	24	22	16	21	
52			East	Regular		15	12	14	10	13	
53		California & Beemer	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	11	6	6	7	8	
54			East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	9	4	5	6	8	
55		Beemer & Hendy	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	14	9	10	9	9	
56			East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	13	5	9	12	9	
				ADA		1	0	0	0	0	

Appendix C: Traffic Analysis Sheets

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex AM

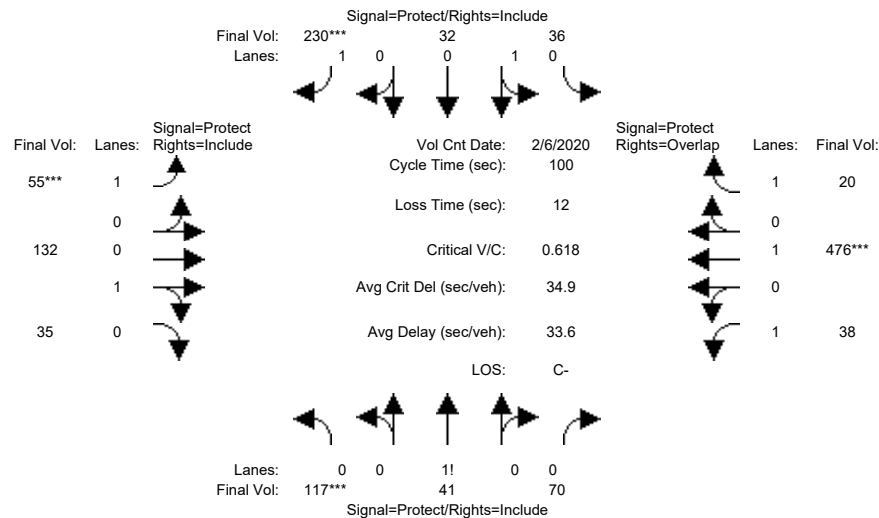
Intersection #1: Mathilda Ave / Maude Ave



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:	13	58	58	13	58	58	28	21	21	28	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2018 << 8:45 AM - 9:45 AM												
Base Vol:	636	2197	52	111	805	440	87	61	100	132	428	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	636	2197	52	111	805	440	87	61	100	132	428	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	636	2197	52	111	805	440	87	61	100	132	428	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	636	2197	52	111	805	440	87	61	100	132	428	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	636	2197	52	111	805	440	87	61	100	132	428	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	636	2197	52	111	805	440	87	61	100	132	428	304
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	2.93	0.07	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.15	0.85
Final Sat.:	3150	5470	129	3150	7600	1750	3150	1900	1750	1750	2162	1536
Capacity Analysis Module:												
Vol/Sat:	0.20	0.40	0.40	0.04	0.11	0.25	0.03	0.03	0.06	0.08	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	11.8	52.7	52.7	11.8	52.7	78.2	25.5	19.1	30.9	25.5	19.1	19.1
Volume/Cap:	2.05	0.91	0.91	0.36	0.24	0.39	0.13	0.20	0.22	0.36	1.24	1.24
Uniform Del:	59.5	34.7	34.7	55.6	23.2	10.7	42.1	48.2	38.6	44.3	55.5	55.5
IncrementDel:	483.6	5.8	5.8	0.7	0.0	0.2	0.1	0.3	0.3	0.6	124	123.7
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:	543.1	40.5	40.5	56.3	23.2	10.9	42.2	48.5	38.8	44.9	179	179.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	543.1	40.5	40.5	56.3	23.2	10.9	42.2	48.5	38.8	44.9	179	179.2
LOS by Move:	F	D	D	E+	C	B+	D	D	D+	D	F	F
HCM2k95thQ:	1581	1298	1298	142	242	410	87	111	171	245	1091	1091
Note: Queue reported is the distance per lane in feet.												

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

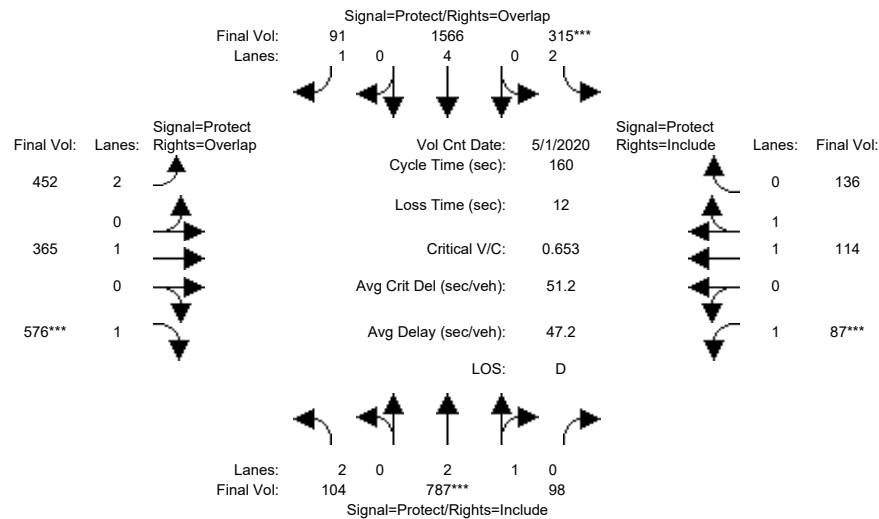
Intersection #2: Borregas Ave-Sunnyvale Ave / Maude Ave



Street Name:	Borregas Ave-Sunnyvale Ave						Maude Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 6 Feb 2020 << 7:45 AM - 8:45 AM											
Base Vol:	117	41	70	36	32	230	55	132	35	38	476	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	41	70	36	32	230	55	132	35	38	476	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	41	70	36	32	230	55	132	35	38	476	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	41	70	36	32	230	55	132	35	38	476	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	41	70	36	32	230	55	132	35	38	476	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	41	70	36	32	230	55	132	35	38	476	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.51	0.18	0.31	0.53	0.47	1.00	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	898	315	537	953	847	1750	1750	1423	377	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.04	0.13	0.03	0.09	0.09	0.02	0.25	0.01
Crit Moves:	****					****	****			****		
Green Time:	19.8	22.5	22.5	17.3	20.0	20.0	10.0	24.1	24.1	24.1	38.1	55.5
Volume/Cap:	0.66	0.58	0.58	0.22	0.19	0.66	0.31	0.39	0.39	0.09	0.66	0.02
Uniform Del:	36.9	34.5	34.5	35.5	33.2	36.8	41.8	31.8	31.8	29.5	25.5	10.0
IncrementDel:	4.5	2.1	2.1	0.4	0.3	4.5	1.0	0.6	0.6	0.1	2.2	0.0
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:	41.5	36.6	36.6	35.9	33.5	41.3	42.8	32.3	32.3	29.6	27.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	36.6	36.6	35.9	33.5	41.3	42.8	32.3	32.3	29.6	27.7	10.0
LOS by Move:	D	D+	D+	D+	C-	D	D	C-	C-	C	C	B+
HCM2k95thQ:	380	352	352	101	96	382	101	231	231	51	571	15
Note: Queue reported is the distance per lane in feet.												

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

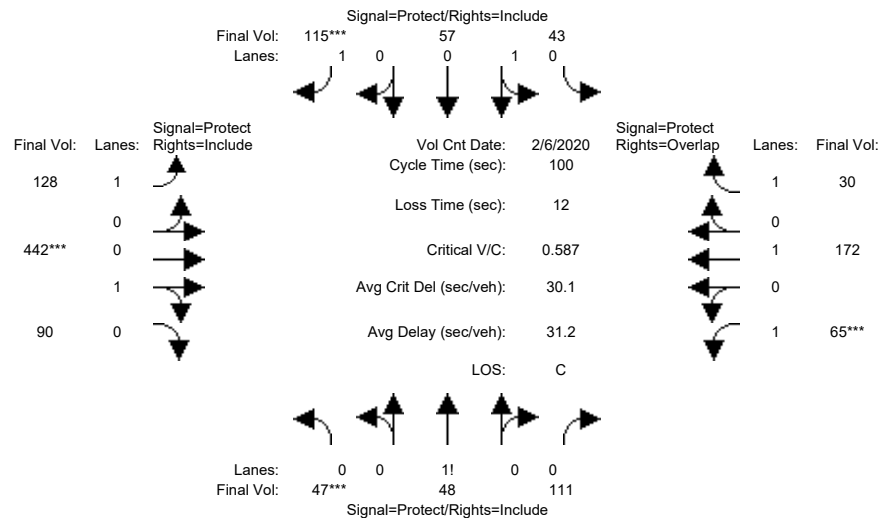
Intersection #1: Mathilda Ave / Maude Ave



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: 1 May 2020 << 4:30 PM - 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
FinalVolume:	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
IncrementDel:	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+
HCM2k95thQ:	175	612	612	445	714	85	469	545	931	271	240	315
Note:	Queue reported is the distance per lane in feet.											

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

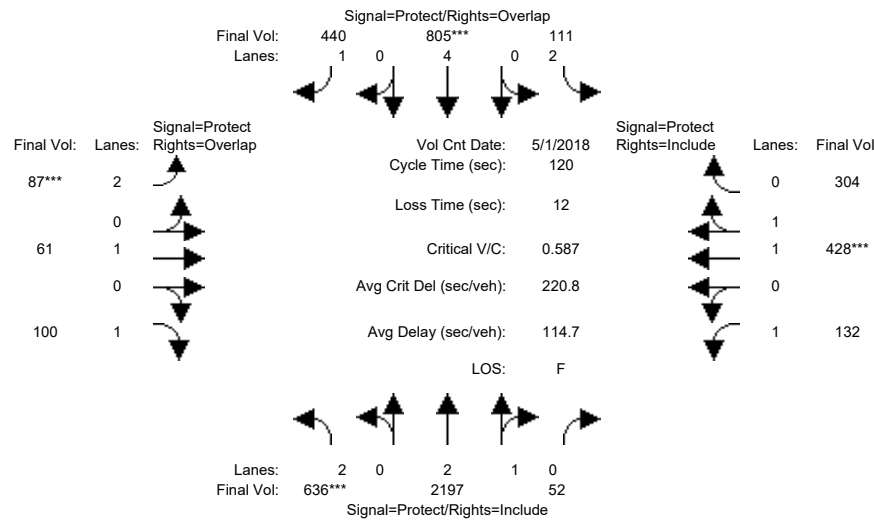
Intersection #2: Borregas Ave-Sunnyvale Ave / Maude Ave



Street Name:	Borregas Ave-Sunnyvale Ave						Maude Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 6 Feb 2020 << 5:00 PM - 6:00 PM											
Base Vol:	47	48	111	43	57	115	128	442	90	65	172	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	48	111	43	57	115	128	442	90	65	172	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	48	111	43	57	115	128	442	90	65	172	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	48	111	43	57	115	128	442	90	65	172	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	48	111	43	57	115	128	442	90	65	172	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	47	48	111	43	57	115	128	442	90	65	172	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.23	0.23	0.54	0.43	0.57	1.00	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	399	408	943	774	1026	1750	1750	1495	305	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.06	0.06	0.07	0.07	0.30	0.30	0.04	0.09	0.02
Crit Moves:	***					***		***		***		
Green Time:	19.2	16.2	16.2	13.7	10.7	10.7	29.1	48.1	48.1	10.0	29.1	42.8
Volume/Cap:	0.61	0.73	0.73	0.40	0.52	0.61	0.25	0.61	0.61	0.37	0.31	0.04
Uniform Del:	37.0	39.8	39.8	39.4	42.2	42.7	27.1	19.1	19.1	42.1	27.7	16.7
IncrementDel:	3.4	9.2	9.2	1.1	2.5	6.0	0.3	1.3	1.3	1.3	0.3	0.0
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:	40.4	49.1	49.1	40.5	44.7	48.6	27.4	20.4	20.4	43.4	28.0	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	49.1	49.1	40.5	44.7	48.6	27.4	20.4	20.4	43.4	28.0	16.7
LOS by Move:	D	D	D	D	D	D	C	C+	C+	D	C	B
HCM2k95thQ:	341	382	382	167	187	231	164	583	583	122	206	30
Note: Queue reported is the distance per lane in feet.												

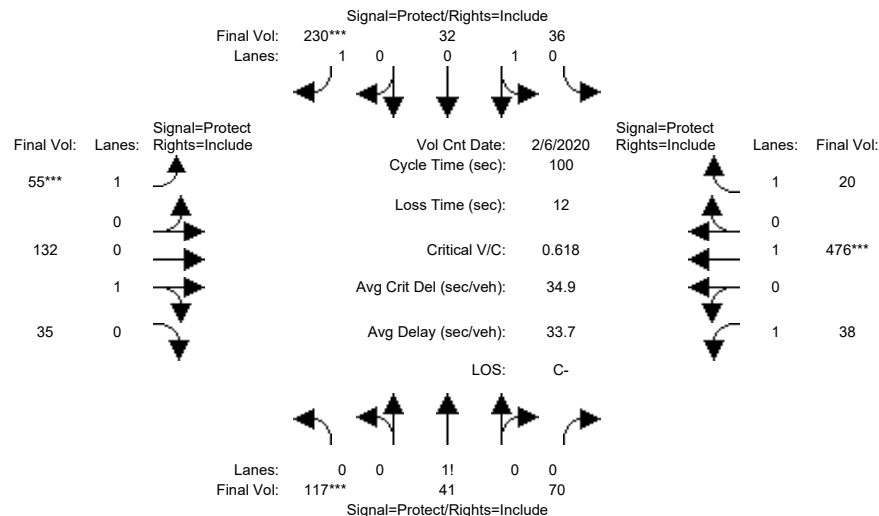
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #1: 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:	13	58	58	13	58	58	28	21	21	28	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2018 << 8:45 AM - 9:45 AM												
Base Vol:	636	2197	52	111	805	440	87	61	100	132	428	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	636	2197	52	111	805	440	87	61	100	132	428	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	636	2197	52	111	805	440	87	61	100	132	428	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	636	2197	52	111	805	440	87	61	100	132	428	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	636	2197	52	111	805	440	87	61	100	132	428	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	636	2197	52	111	805	440	87	61	100	132	428	304
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	2.93	0.07	2.00	4.00	1.00	2.00	1.00	1.00	1.00	1.15	0.85
Final Sat.:	3150	5470	129	3150	7600	1750	3150	1900	1750	1750	2162	1536
Capacity Analysis Module:												
Vol/Sat:	0.20	0.40	0.40	0.04	0.11	0.25	0.03	0.03	0.06	0.08	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	11.8	52.7	52.7	11.8	52.7	78.2	25.5	19.1	30.9	25.5	19.1	19.1
Volume/Cap:	2.05	0.91	0.91	0.36	0.24	0.39	0.13	0.20	0.22	0.36	1.24	1.24
Uniform Del:	59.5	34.7	34.7	55.6	23.2	10.7	42.1	48.2	38.6	44.3	55.5	55.5
IncrementDel:	483.6	5.8	5.8	0.7	0.0	0.2	0.1	0.3	0.3	0.6	124	123.7
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:	543.1	40.5	40.5	56.3	23.2	10.9	42.2	48.5	38.8	44.9	179	179.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	543.1	40.5	40.5	56.3	23.2	10.9	42.2	48.5	38.8	44.9	179	179.2
LOS by Move:	F	D	D	E+	C	B+	D	D	D+	D	F	F
HCM2k95thQ:	1581	1298	1298	142	242	410	87	111	171	245	1091	1091
Note: Queue reported is the distance per lane in feet.												

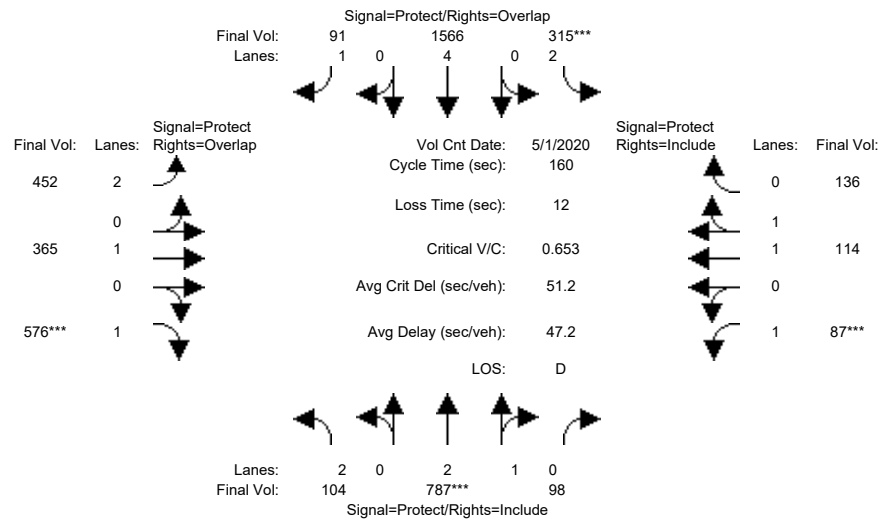
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM
Intersection #2: Borregas Ave-Sunnyvale Ave / Maude Ave



Street Name:	Borregas Ave-Sunnyvale Ave						Maude Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 6 Feb 2020 << 7:45 AM - 8:45 AM											
Base Vol:	117	41	70	36	32	230	55	132	35	38	476	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	41	70	36	32	230	55	132	35	38	476	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	41	70	36	32	230	55	132	35	38	476	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	41	70	36	32	230	55	132	35	38	476	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	41	70	36	32	230	55	132	35	38	476	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	41	70	36	32	230	55	132	35	38	476	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.51	0.18	0.31	0.53	0.47	1.00	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	898	315	537	953	847	1750	1750	1423	377	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.04	0.13	0.03	0.09	0.09	0.02	0.25	0.01
Crit Moves:	****					****	****				****	
Green Time:	19.8	22.5	22.5	17.3	20.0	20.0	10.0	24.1	24.1	24.1	38.1	38.1
Volume/Cap:	0.66	0.58	0.58	0.22	0.19	0.66	0.31	0.39	0.39	0.09	0.66	0.03
Uniform Del:	36.9	34.5	34.5	35.5	33.2	36.8	41.8	31.8	31.8	29.5	25.5	19.3
IncrementDel:	4.5	2.1	2.1	0.4	0.3	4.5	1.0	0.6	0.6	0.1	2.2	0.0
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:	41.5	36.6	36.6	35.9	33.5	41.3	42.8	32.3	32.3	29.6	27.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	36.6	36.6	35.9	33.5	41.3	42.8	32.3	32.3	29.6	27.7	19.4
LOS by Move:	D	D+	D+	D+	C-	D	D	C-	C-	C	C	B-
HCM2k95thQ:	380	352	352	101	96	382	101	231	231	51	571	21
Note: Queue reported is the distance per lane in feet.												

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

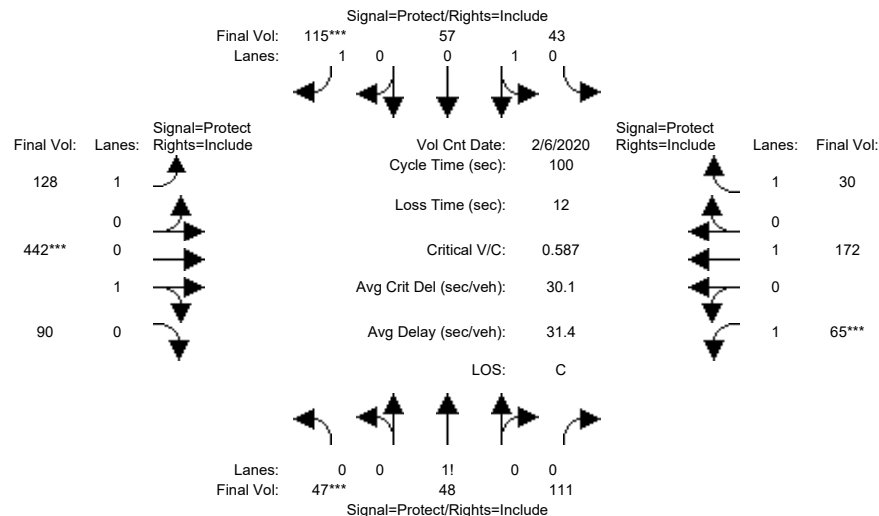
Intersection #1: Mathilda Ave / Maude Ave



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: 1 May 2020 << 4:30 PM - 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
FinalVolume:	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
IncrementDel:	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+
HCM2k95thQ:	175	612	612	445	714	85	469	545	931	271	240	315
Note:	Queue reported is the distance per lane in feet.											

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #2: Borregas Ave-Sunnyvale Ave / Maude Ave



Street Name:	Borregas Ave-Sunnyvale Ave						Maude Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 6 Feb 2020 << 5:00 PM - 6:00 PM											
Base Vol:	47	48	111	43	57	115	128	442	90	65	172	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	48	111	43	57	115	128	442	90	65	172	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	48	111	43	57	115	128	442	90	65	172	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	48	111	43	57	115	128	442	90	65	172	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	48	111	43	57	115	128	442	90	65	172	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	47	48	111	43	57	115	128	442	90	65	172	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.23	0.23	0.54	0.43	0.57	1.00	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	399	408	943	774	1026	1750	1750	1495	305	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.06	0.06	0.07	0.07	0.30	0.30	0.04	0.09	0.02
Crit Moves:	***					***		***		***		
Green Time:	19.2	16.2	16.2	13.7	10.7	10.7	29.1	48.1	48.1	10.0	29.1	29.1
Volume/Cap:	0.61	0.73	0.73	0.40	0.52	0.61	0.25	0.61	0.61	0.37	0.31	0.06
Uniform Del:	37.0	39.8	39.8	39.4	42.2	42.7	27.1	19.1	19.1	42.1	27.7	25.6
IncramntDel:	3.4	9.2	9.2	1.1	2.5	6.0	0.3	1.3	1.3	1.3	0.3	0.0
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:	40.4	49.1	49.1	40.5	44.7	48.6	27.4	20.4	20.4	43.4	28.0	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	49.1	49.1	40.5	44.7	48.6	27.4	20.4	20.4	43.4	28.0	25.6
LOS by Move:	D	D	D	D	D	D	C	C+	C+	D	C	C
HCM2k95thQ:	341	382	382	167	187	231	164	583	583	122	206	37
Note: Queue reported is the distance per lane in feet.												

Appendix D: Collision History Data

City of Sunnyvale

From 1/1/2016 to 12/31/2019

Total Collisions: 22

Injury Collisions: 9

Fatal Collisions: 0

Collision Summary Report

1/31/20

MATHILDA AVENUE & MAUDE AVENUE

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CR16-770	2/1/2016	17:50	Monday	MATHILDA AVENUE - MAUDE AVENUE		80'	Direction: North	Dark - Street Ligh	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Proceeding Straight		Male	Age: 62	2010 FORD	EXPEDITION	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2 Driver	South	Stopped In Road		Male	Age: 43	1998 MITSUBISHI	SPYDER	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR16-3961	6/4/2016	01:16	Saturday	MATHILDA AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:0
	Hit Object		Fixed Object	Improper Turning		22107	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Making Left Turn		Male	Age:	2000 BMW	323I	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: Violation		Unknown				
CR16-4853	7/8/2016	22:13	Friday	MATHILDA AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:0
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Proceeding Straight		Male	Age:	2015 CHRYSLER	200	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: Violation		Not Stated		Cell Phone Not In Use		
Party 2 Driver	North	Stopped In Road		Male	Age: 33	2010 TOYOTA	YARIS	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR16-5790	8/13/2016	11:30	Saturday	MATHILDA AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Hit Object		Fixed Object	Improper Turning		22107	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Making Left Turn		Male	Age: 20	1998 FORD	MUSTANG	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: Sleepy - Fatigued		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR16-5986	8/19/2016	23:44	Friday	MATHILDA AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs		21453A	Hit & Run: No	Other Visible Injury	# Inj: 2	# Killed: 0
Party 1 Driver	West	Making Left Turn		Female	Age: 26	2014 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight		Female	Age: 29	1998 JEEP	WRANGLER	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR16-6326	8/31/2016	19:55	Wednesday	MATHILDA AVENUE - MAUDE AVENUE		40'	Direction: North	Dusk - Dawn	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle	Unsafe Lane Change		21658A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1 Driver	North	Changing Lanes		Female	Age: 24	2012 LEXUS	CT200	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2 Driver	North	Proceeding Straight		Male	Age: 25	2016 HARLEY	SOFT TAIL	Motorcycle		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		M/C Helmet Driver - Yes		Cell Phone Not In Use		

MATHILDA AVENUE & MAUDE AVENUE

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CR16-7266	10/4/2016	08:45	Tuesday	MATHILDA AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle	Not Stated		21453	Hit & Run: No	Other Visible Injury	# Inj: 2	# Killed: 0
Party 1 Driver	East	Making Left Turn		Male	Age: 39	2013 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2 Driver	North	Proceeding Straight		Female	Age: 32	2014 BMW	X5	Sport Utility Vehicle		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR16-8658	11/21/2016	21:08	Monday	MATHILDA AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Not Stated		21450A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	East	Proceeding Straight		Male	Age: 66	1993 FORD	ECONOLINE	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Unknown		Cell Phone Not In Use		
Party 2 Driver	West	Making Left Turn		Male	Age: 29	2009 TOYOTA	COROLLA	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR16-9358	12/17/2016	18:54	Saturday	MAUDE AVENUE - MATHILDA AVENUE		0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350	Hit & Run: Felony	Complaint of Pain	# Inj: 2	# Killed: 0
Party 1 Driver	East	Proceeding Straight		Male	Age: 33	2012 MAZDA	MODEL 3			
Veh Type:		Sobriety: HBD Under Influence		Assoc Factor: Violation		Lap/Shoulder Harness Used				
Party 2 Driver	East	Stopped In Road		Male	Age: 47	1997 HONA	ACCORD	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used				
Party 3 Driver	East	Stopped In Road		Female	Age: 25	2007 HYUNDAI		Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used				
Party 4 Driver	East	Stopped In Road		Male	Age: 51	1994 PORSCHE				
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used				
CR16-9459	12/21/2016	15:18	Wednesday	MAUDE AVENUE - MATHILDA AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle	Improper Turning		22107	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	West	Proceeding Straight		Male	Age:			Two Axle Tank Truck		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Not Stated				
Party 2 Driver	East	Proceeding Straight		Female	Age: 45	2016 MERCEDES-BENZ	C300	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR17-3185	4/24/2017	10:30	Monday	MATHILDA AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Proceeding Straight		Male	Age:			Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor:		Not Stated				
Party 2 Driver	South	Stopped In Road		Male	Age: 49	2016 BMW	228I	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR17-3450	5/4/2017	22:19	Thursday	MATHILDA AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:1
	Broadside		Motor Vehicle on Othe	Other Improper Driving		21453A	Hit & Run: No	Complaint of Pain	# Inj: 2	# Killed: 0
Party 1 Driver	South	Other Unsafe Turning		Female	Age: 65	2002 MERCEDES-BENZ	C-CLASS	Passenger Car, Station Wagon, Jeep		Complaint of Pain
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: Violation		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2 Driver	South	Other Unsafe Turning		Female	Age: 29	2015 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: HNBD		Assoc Factor: Violation		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 3 Driver	East	Stopped In Road		Male	Age: 44	1998 TOYOTA	BLACK	Passenger Car, Station Wagon, Jeep		Complaint of Pain
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		

MATHILDA AVENUE & MAUDE AVENUE

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CR17-3939	5/22/2017	10:00	Monday	MATHILDA AVENUE - MAUDE AVENUE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	North	Proceeding Straight		Female	Age: 43	2014 TOYOTA	SIENNA	Passenger Car, Station Wagon, Jeep			No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Driver	North	Stopped In Road		Female	Age: 57	2015 MERCEDES-BENZ	SPRINTER 3500	Tour Bus			Complaint of Pain
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
CR17-4309	6/4/2017	18:15	Sunday	MAUDE AVENUE - MATHILDA AVENUE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350		Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	West	Proceeding Straight		Female	Age: 41	2003 HONDA	CR-V	Sport Utility Vehicle			No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Driver	West	Stopped In Road		Male	Age: 57	2006 FORD	TAURUS	Passenger Car, Station Wagon, Jeep			No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
CR17-5013	6/29/2017	11:20	Thursday	MATHILDA AVENUE - MAUDE AVENUE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Rear-End			Not Stated		22350CVC		Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Slowing / Stopping		Male	Age: 64	2013 TOYOTA	PRIUS	Passenger Car, Station Wagon, Jeep			No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Driver	North	Stopped In Road		Male	Age: 30	2014 MITSUBISHI	OUTLANDER	Passenger Car, Station Wagon, Jeep			No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
CR17-5888	7/29/2017	17:45	Saturday	MATHILDA AVENUE - MAUDE AVENUE			30'	Direction: North	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350		Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Stopped In Road		Male	Age:	CHEVROLET	SUBURBAN				No Injury
Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor: Inattention		Not Stated	Cell Phone Not In Use			
Party 2 Driver	North	Slowing / Stopping		Male	Age: 68	2014 VOLKSWAGEN	PASSAT	Passenger Car, Station Wagon, Jeep			No Injury
Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 3 Driver	North	Proceeding Straight		Female	Age: 17	2016 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep			No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
CR17-6327	8/15/2017	07:40	Tuesday	MATHILDA AVENUE - MAUDE AVENUE			32'	Direction: North	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350		Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North				Age:						No Injury
Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor:						
Party 2 Driver	North	Stopped In Road		Male	Age: 25	2016 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep			No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
CR17-10148	12/19/2017	22:36	Tuesday	MATHILDA AVENUE - MAUDE AVENUE			10'	Direction: South	Dark - Street Ligh	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350		Hit & Run: Felony	Complaint of Pain	# Inj: 2	# Killed: 0
Party 1 Driver	North	Proceeding Straight		Male	Age: 22	2010 INFINITI	G37	Passenger Car, Station Wagon, Jeep			No Injury
Veh Type:		Sobriety: HBD Not Under Infl			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Driver	North	Stopped In Road		Male	Age: 27	2017 AUDI	Q7	Passenger Car, Station Wagon, Jeep			Complaint of Pain
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use			
CR18-1503	2/22/2018	07:25	Thursday	MATHILDA AVENUE - MAUDE AVENUE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Other Hazardous Movement		21451A		Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0

MATHILDA AVENUE & MAUDE AVENUE

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Party 1	Driver	North	Proceeding Straight		Male	Age: 50	2017 SUBARU	LEGACY	Passenger Car, Station Wagon, Jeep		No Injury
	Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2	Driver	South	Making Left Turn		Female	Age: 62	2015 MITSUBISHI	MIRAGE	Passenger Car, Station Wagon, Jeep		No Injury
	Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR18-2485	3/28/2018	17:45	Wednesday	MATHILDA AVENUE - MAUDE AVENUE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle			Unsafe Lane Change		21658A	Hit & Run: Misde	Property Damage Only	# Inj: 0 # Killed: 0
Party 1	Driver		Changing Lanes			Age:					No Injury
	Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor:	Not Stated				
Party 2	Driver	South	Stopped In Road		Female	Age: 34	2013 TOYOTA	PRIUS	Passenger Car, Station Wagon, Jeep		No Injury
	Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR18-7970	10/4/2018	09:16	Thursday	MAUDE AVENUE - MATHILDA AVENUE			50'	Direction: West	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle			Unsafe Speed		22350	Hit & Run: No	Property Damage Only	# Inj: 0 # Killed: 0
Party 1	Driver	West	Proceeding Straight		Female	Age: 17	2004 ACURA	TSX	Passenger Car, Station Wagon, Jeep		No Injury
	Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2	Driver	West	Stopped In Road		Female	Age: 46	2012 FIAT	500	Passenger Car, Station Wagon, Jeep		No Injury
	Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 3	Driver	West	Stopped In Road		Male	Age: 42	2015 HYUNDAI	SONATA	Passenger Car, Station Wagon, Jeep		No Injury
	Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR18-8363	10/16/2018	21:33	Tuesday	MATHILDA AVENUE - MAUDE AVENUE			0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle			Traffic Signals and Signs		21453A	Hit & Run: No	Other Visible Injury	# Inj: 1 # Killed: 0
Party 1	Driver	North	Proceeding Straight		Male	Age: 29	2017 MAZDA	CX-3	Passenger Car, Station Wagon, Jeep		Other Visible Injury
	Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2	Driver	S TO	Making Left Turn		Male	Age: 53	1997 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		No Injury
	Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		

Settings for Query:

Street: MATHILDA AVENUE
Cross Street: MAUDE AVENUE
Intersection Related: True
Sorted By: Date and Time

City of Sunnyvale

From 1/1/2016 to 12/31/2019

Total Collisions: 4

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

1/31/20

BORREGAS AVENUE & MAUDE AVENUE

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CR16-3354	5/12/2016	21:58	Thursday	MAUDE AVENUE - BORREGAS AVENUE		15'	Direction: West	Dark - Street Light	Clear	Pty at Fault:0
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	West	Stopped In Road		Female	Age: 33	2014 HONDA	BLACK	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	West	Slowing / Stopping		Female	Age: 32	2011 MAZDA	3	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 3 Driver	West	Stopped In Road		Male	Age: 29	1999 ACURA	TL	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR16-6709	9/14/2016	09:00	Wednesday	BORREGAS AVENUE - MAUDE AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation		21950A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	South	Proceeding Straight		Age:				Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent		Unknown		Cell Phone Not In Use		
Party 2 Pedestrian	East			Female	Age: 13			Pedestrian		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Not Stated		Cell Phone Not In Use		
CR18-4201	5/25/2018	17:00	Friday	MAUDE AVENUE - BORREGAS AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Rear-End		Parked Motor Vehicle	Unknown		20002A	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	West	Stopped In Road		Male	Age: 29	1997 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: Not Applicable		Assoc Factor: None Apparent		Unknown		Cell Phone Not In Use		
Party 2 Parked Vehicle	West	Proceeding Straight		Age:		2002 FORD	RANGER	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: Not Applicable		Assoc Factor: None Apparent		Not Required				
CR19-2980	4/11/2019	14:33	Thursday	MAUDE AVENUE - BORREGAS AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Traffic Signals and Signs		21453A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	West	Proceeding Straight		Female	Age: 34	2010 TOYOTA	PRIUS	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: HNBD		Assoc Factor: Inattention			Lap/Shoulder Harness Used	Cell Phone Handheld In Use		
Party 2 Driver	East	Making Left Turn		Female	Age: 67	2014 FORD	FUSION	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Handsfree In Use		

Settings for Query:

Street: BORREGAS AVENUE
Cross Street: MAUDE AVENUE
Intersection Related: True
Sorted By: Date and Time

City of Sunnyvale

From 1/1/2016 to 12/31/2019

Total Collisions: 0
Injury Collisions: 0
Fatal Collisions: 0

Collision Summary Report

1/31/20

SUNNYVALE AVENUE & MAUDE AVENUE

Page 1 of 1

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Settings for Query:

Street: SUNNYVALE AVENUE
Cross Street: MAUDE AVENUE
Intersection Related: True
Sorted By: Date and Time

City of Sunnyvale

From 1/1/2016 to 12/31/2019

Total Collisions: 31

Injury Collisions: 13

Fatal Collisions: 0

Collision Summary Report

1/31/20

SUNNYVALE AVENUE from MAUDE AVENUE to EVELYN AVENUE

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CR16-177	1/8/2016	23:07	Friday	SUNNYVALE AVENUE - CALIFORNIA AVENUE	0'	Direction: Not Stated	Dark - Street Ligh	Raining	Pty at Fault:0
	Vehicle - Pedestrian	Pedestrian		Unknown		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	South	Making Left Turn		Male Age: 67	2009 TOYOTA	YARIS	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Pedestrian	East			Male Age: 31			Pedestrian		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Not Stated		Cell Phone Not In Use		
CR16-3252	5/9/2016	08:12	Monday	SUNNYVALE AVENUE - HAZELTON AVENUE	200'	Direction: North	Daylight	Clear	Pty at Fault:1
	Other	Bicycle		Unsafe Starting or Backing	22106	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	West	Backing		Female Age: 44	2011 TOYOTA		Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Bicyclist	North	Proceeding Straight		Male Age: 52			Bicycle		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Not Stated		Cell Phone Not In Use		
CR16-6044	8/22/2016	11:33	Monday	SUNNYVALE AVENUE - HENDY AVENUE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:0
	Sideswipe	Other Motor Vehicle		Improper Turning	22107	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Proceeding Straight		Female Age: 56	2005 TOYOTA	SIENNA	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight		Male Age: 54	1996 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR16-6125	8/25/2016	08:50	Thursday	SUNNYVALE AVENUE - ANCHOR BAY TERRACE	67'	Direction: South	Daylight	Clear	Pty at Fault:1
	Hit Object	Fixed Object		Other Hazardous Movement	21663	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Making Left Turn		Male Age: 25	2006 CADILLAC	CTS	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR16-7138	9/29/2016	19:46	Thursday	SUNNYVALE AVENUE - ARQUES AVENUE	40'	Direction: South	Dark - Street Ligh	Clear	Pty at Fault:1
	Sideswipe	Bicycle		Driving Under Influence	23152B	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1 Bicyclist	South	Making Left Turn		Male Age: 62			Bicycle		
Veh Type:		Sobriety: HBD Under Influence		Assoc Factor: None Apparent	Unknown		Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight		Male Age: 55	2015 HONDA	CR-V	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HBD Not Under Infl		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR16-7359	10/7/2016	17:36	Friday	SUNNYVALE AVENUE - CALIFORNIA AVENUE	126'	Direction: North	Dusk - Dawn	Clear	Pty at Fault:1
	Rear-End	Other Motor Vehicle		Unsafe Speed	22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Proceeding Straight		Male Age: 29	2015 HONDA	CRV	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		

SUNNYVALE AVENUE from MAUDE AVENUE to EVELYN AVENUE

Page 2 of 6

Party 2 Driver	South	Stopped In Road	Male	Age: 34	2014 ACURA	MDX	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR16-8567	11/18/2016	17:19 Friday	SUNNYVALE AVENUE - EVELYN AVENUE			0'	Direction: Not Stated	Dark - Street Ligh	Clear
	Rear-End	Bicycle	Improper Turning			22107	Hit & Run: No	Complaint of Pain	# Inj: 2 # Killed: 0
Party 1 Driver	North	Making Right Turn	Female	Age: 26	2013 JAGUAR	XF	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Bicyclist	North	Proceeding Straight	Male	Age: 26	2016 RALEIGH	MERIT 1	Bicycle		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Not Stated	Cell Phone Not In Use		
Party 3 Bicyclist	North	Proceeding Straight	Female	Age: 46	2017 RALEIGH	REVERE	Bicycle		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Not Stated	Cell Phone Not In Use		
CR17-257	1/9/2017	23:00 Monday	SUNNYVALE AVENUE - EVELYN AVENUE			180'	Direction: North	Dark - Street Ligh	Cloudy
	Hit Object	Fixed Object	Improper Turning			22107	Hit & Run: No	Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	South	Changing Lanes	Male	Age: 66	2014 WSTR	4900FA	Three or More Axle Truck		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR17-526	1/20/2017	14:05 Friday	SUNNYVALE AVENUE - EVELYN AVENUE			0'	Direction: Not Stated	Daylight	Cloudy
	Rear-End	Other Motor Vehicle	Unsafe Speed			22350	Hit & Run: No	Complaint of Pain	# Inj: 1 # Killed: 0
Party 1 Driver	South	Passing Other Vehicle	Male	Age: 71	2003 TOYOTA	CAMRY	Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight	Female	Age: 56	2016 FORD	EDGE	Sport Utility Vehicle		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 3 Driver	South	Stopped In Road	Male	Age: 51	2010 INTERNATIONAL	LT	Two Axle Truck		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR17-5420	7/13/2017	18:15 Thursday	EVELYN AVENUE - SUNNYVALE AVENUE			0'	Direction: Not Stated	Daylight	Clear
	Rear-End	Other Motor Vehicle	Unsafe Speed			22350	Hit & Run: Misde	Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver		Proceeding Straight	Male	Age:					No Injury
Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor:				
Party 2 Driver	East	Proceeding Straight	Female	Age: 37	2010 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use		
CR17-5740	7/24/2017	16:30 Monday	HENDY AVENUE - SUNNYVALE AVENUE			0'	Direction: Not Stated	Daylight	Clear
	Head-On	Other Motor Vehicle	Unsafe Speed			22350	Hit & Run: Misde	Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	North	Proceeding Straight	Male	Age: 30	2014 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: Under Drug Influen			Assoc Factor: Violation	Unknown			
Party 2 Driver	West	Making Left Turn	Male	Age: 56	1995 JEEP	GRAND CHERO	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used			
CR17-6517	8/20/2017	20:50 Sunday	SUNNYVALE AVENUE - HAZELTON AVENUE			0'	Direction: Not Stated	Dark - Street Ligh	Clear
	Broadside	Other Motor Vehicle	Improper Passing			21750	Hit & Run: No	Complaint of Pain	# Inj: 1 # Killed: 0
Party 1 Driver	South	Crossed Into Opposing Lane	Female	Age: 22	2003 INFINITI	G35	Passenger Car, Station Wagon, Jeep		Complaint of Pain
Veh Type:		Sobriety: HNBD			Assoc Factor: Violation	Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	East	Making Left Turn	Male	Age: 43	2010 FORD	TRANSIT CONN	Mini Van		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 3 Parked Vehicle	North	Parked		Age:	1999 HONDA	ODYSSEY	Mini Van		No Injury
Veh Type:		Sobriety: Not Applicable			Assoc Factor: None Apparent	Not Stated	Cell Phone Not In Use		

SUNNYVALE AVENUE from MAUDE AVENUE to EVELYN AVENUE

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CR17-6613	8/23/2017	17:12	Wednesday	EVELYN AVENUE - SUNNYVALE AVENUE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Improper Turning			22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver	EAST	Making Right Turn		Female	Age: 38	2003 HONDA	CR-V	Sport Utility Vehicle		No Injury
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist	East	Proceeding Straight		Male	Age: 25	BIANCHI	IMPULSO	Bicycle		Other Visible Injury
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Not Stated		Cell Phone Not In Use		
CR17-6714	8/27/2017	01:20	Sunday	SUNNYVALE AVENUE - ARQUES AVENUE			477'	Direction: North	Dark - Street Ligh	Clear	Pty at Fault:1
	Rear-End		Parked Motor Vehicle	Driving Under Influence			23152A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	North	Proceeding Straight		Male	Age: 36	2000 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:			Sobriety: HBD Under Influence		Assoc Factor: None Apparent		Unknown		Cell Phone Not In Use		
Party 2	Parked Vehicle	North	Parked			Age:	2014 SUBARU	FORESTER	Sport Utility Vehicle		No Injury
Veh Type:			Sobriety: Not Applicable		Assoc Factor: None Apparent		Not Stated		Cell Phone Not In Use		
CR17-7016	9/4/2017		Monday	SUNNYVALE AVENUE - MAUDE AVENUE			282'	Direction: South	Daylight	Clear	Pty at Fault:1
	Sideswipe		Parked Motor Vehicle	Improper Turning			22107	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	South	Proceeding Straight			Age:			Unknown Hit and Run Vehicle Involvem		No Injury
Veh Type:			Sobriety: Impairment Not Kno		Assoc Factor:						
Party 2	Parked Vehicle	South	Parked			Age:	2011 TOYOTA	COROLLA	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:			Sobriety: Not Applicable		Assoc Factor: None Apparent				Cell Phone Not In Use		
CR17-8030	10/7/2017	14:56	Saturday	SUNNYVALE AVENUE - EVELYN AVENUE			39'	Direction: South	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed			22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	North	Proceeding Straight		Male	Age: 39	1998 TOYOTA	SIENNA	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Driver	North	Stopped In Road		Female	Age: 72	2004 VOLKSWAGEN	TOUREG	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR17-8540	10/22/2017	23:20	Sunday	CALIFORNIA AVENUE - SUNNYVALE AVENUE			0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Improper Turning			22107	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	West	Making Left Turn			Age:	1998 SAAB	900	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:			Sobriety: Impairment Not Kno		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Driver	East	Proceeding Straight		Male	Age: 58	2017 HYUNDAI	SONATA	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR17-10235	12/22/2017	15:24	Friday	SUNNYVALE AVENUE - MAUDE AVENUE			227'	Direction: South	Daylight	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle	Driving Under Influence			23152A	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	North	Proceeding Straight		Male	Age: 34	2016 CHEVROLET	SILVERADO	Pickups & Panels		No Injury
Veh Type:			Sobriety: HBD Under Influence		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Driver	South	Stopped In Road		Male	Age: 55	UPS TRUCK		Other Commercial		No Injury
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		
CR18-485	1/18/2018	18:00	Thursday	SUNNYVALE AVENUE - CALIFORNIA AVENUE			0'	Direction: Not Stated	Dark - Street Ligh	Cloudy	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation			21950A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	East	Making Left Turn		Female	Age: 39	2014 FORD	CMAX	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use		

SUNNYVALE AVENUE from MAUDE AVENUE to EVELYN AVENUE

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Party 2	Pedestrian	North		Male	Age: 35		Pedestrian	No Injury		
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent	Not Stated	Cell Phone Not In Use			
CR18-1204	2/11/2018	14:41	Sunday	CALIFORNIA AVENUE - SUNNYVALE AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs		21453A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver	East	Proceeding Straight	Female	Age: 34	2014 TOYOTA	RAV4 EV	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2	Driver	South	Proceeding Straight	Female	Age: 40	2015 NISSAN	XTERRA	Passenger Car, Station Wagon, Jeep	Complaint of Pain	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
CR18-2649	4/3/2018	18:37	Tuesday	CALIFORNIA AVENUE - SUNNYVALE AVENUE		0'	Direction: Not Stated	Daylight		Pty at Fault:
	Rear-End		Bicycle	Not Stated		21804A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist	West	Making Right Turn	Male	Age: 52	SCHWIN	BICYCLE	Bicycle	Other Visible Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: Violation	Not Stated	Cell Phone Not In Use			
Party 2	Driver	West	Proceeding Straight	Male	Age: 54	2010 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
CR18-2868	4/11/2018	15:54	Wednesday	SUNNYVALE AVENUE - CALIFORNIA AVENUE		330'	Direction: North	Daylight	Clear	Pty at Fault:1
	Sideswipe		Parked Motor Vehicle	Improper Turning		22107	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	South	Proceeding Straight	Male	Age: 39	2002 DODGE	RAM 1500	Pickups & Panels	No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2	Parked Vehicle	South	Parked		Age: 2004 FRHT	FIRE ENGINE	Fire Truck		No Injury	
Veh Type:			Sobriety: Not Applicable		Assoc Factor: None Apparent	Not Stated				
CR18-3562	5/3/2018	16:13	Thursday	SUNNYVALE AVENUE - ARQUES AVENUE		140'	Direction: North	Daylight	Clear	Pty at Fault:
	Broadside		Parked Motor Vehicle	Not Stated		21650	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	South	Proceeding Straight	Female	Age: 31	1998 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:			Sobriety: Under Drug Influen		Assoc Factor: Violation	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2	Parked Vehicle				Age: 2009 TOYOTA	COROLLA			No Injury	
Veh Type:			Sobriety:		Assoc Factor:	Not Stated				
CR18-8771	10/30/2018	17:35	Tuesday	SUNNYVALE AVENUE - TAYLOR AVENUE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation		21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver	West	Making Right Turn	Female	Age: 47	2012 NISSAN	FRONTIER	Pickups & Panels	No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2	Pedestrian	North	Proceeding Straight	Female	Age: 56			Pedestrian	Other Visible Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent	Not Stated	Cell Phone Not In Use			
CR18-9069	11/8/2018		Thursday	SUNNYVALE AVENUE - MAUDE AVENUE		327'	Direction: South			Pty at Fault:1
			Parked Motor Vehicle	Unknown			Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver				Age:				No Injury	
Veh Type:			Sobriety: Impairment Not Kno		Assoc Factor:					
Party 2	Parked Vehicle	South	Parked		Age: 2013 TOYOTA	PRIUS	Passenger Car, Station Wagon, Jeep	No Injury		
Veh Type:			Sobriety: Not Applicable		Assoc Factor: None Apparent		Cell Phone Not In Use			
CR18-9796	12/4/2018	01:37	Tuesday	SUNNYVALE AVENUE - ARQUES AVENUE		200'	Direction: North	Dark - Street Ligh	Clear	Pty at Fault:1
	Broadside		Parked Motor Vehicle	Driving Under Influence		23152A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0

SUNNYVALE AVENUE from MAUDE AVENUE to EVELYN AVENUE

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Party 1	Driver	North	Other Unsafe Turning		Male	Age: 31	2001 FORD	MUSTANG	Passenger Car, Station Wagon, Jeep		Other Visible Injury	
Veh Type:			Sobriety: HBD Under Influence		Assoc Factor: Violation			Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Parked Vehicle	North	Parked			Age:	2005 CHRYSLER	PT CRUISER	Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:			Sobriety: Not Applicable		Assoc Factor: None Apparent		Not Stated					
Party 3	Parked Vehicle	North	Parked			Age:	1998 CHEVROLET	TRUCK	Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:			Sobriety: Not Applicable		Assoc Factor: None Apparent		Not Stated					
Party 4	Parked Vehicle	North	Parked			Age:	2014 SUBARU	FORESTER	Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:			Sobriety: Not Applicable		Assoc Factor: None Apparent		Not Stated					
CR18-9846	12/5/2018	09:46	Wednesday	SUNNYVALE AVENUE - ARQUES AVENUE				0'	Direction: Not Stated	Daylight	Cloudy	Pty at Fault:1
		Broadside	Motor Vehicle on Othe		Traffic Signals and Signs		21453A	Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0
Party 1	Driver	North	Proceeding Straight		Female	Age: 40	2016 NISSAN	LEAF	Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used					
Party 2	Driver	East	Proceeding Straight		Female	Age: 62	2016 LEXUS	RX350	Sport Utility Vehicle		No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used					
CR19-921	2/1/2019	12:26	Friday	SUNNYVALE AVENUE - CALIFORNIA AVENUE				226'	Direction: North	Daylight	Cloudy	Pty at Fault:1
		Sideswipe	Parked Motor Vehicle		Improper Turning		22107	Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0
Party 1	Driver	South	Proceeding Straight		Female	Age: 18	1996 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: Defective Vehicle E		Lap/Shoulder Harness Used		Cell Phone Not In Use			
Party 2	Parked Vehicle	South	Parked			Age:	2012 FIAT	5CC	Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:			Sobriety: Not Applicable		Assoc Factor: None Apparent				Cell Phone Not In Use			
CR19-951	2/2/2019	11:03	Saturday	CALIFORNIA AVENUE - SUNNYVALE AVENUE				0'	Direction: Not Stated	Daylight	Cloudy	Pty at Fault:1
		Broadside	Other Motor Vehicle		Traffic Signals and Signs		21453A	Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0
Party 1	Driver	West	Proceeding Straight		Female	Age: 56	2014 HONDA	INSIGHT	Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use			
Party 2	Driver	South	Proceeding Straight		Male	Age: 23	1996 MERCURY	VILLAGER	Mini Van		No Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use			
CR19-983	2/4/2019	01:00	Monday	SUNNYVALE AVENUE - CALIFORNIA AVENUE				0'	Direction: Not Stated	Dark - Street Ligh	Raining	Pty at Fault:1
		Vehicle - Pedestrian	Pedestrian	Pedestrian Violation		21950B		Hit & Run: No	Other Visible Injury		# Inj: 1	# Killed: 0
Party 1	Driver	East	Making Right Turn		Male	Age: 48	2004 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:			Sobriety: HBD Impairment Un		Assoc Factor: None Apparent		Unknown					
Party 2	Pedestrian	North			Male	Age: 66			Pedestrian		Other Visible Injury	
Veh Type:			Sobriety: HBD Under Influence		Assoc Factor: None Apparent		Not Required					
CR19-3466	4/26/2019	17:11	Friday	CALIFORNIA AVENUE - SUNNYVALE AVENUE				0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
		Broadside	Other Motor Vehicle		Traffic Signals and Signs		21453A	Hit & Run: No	Other Visible Injury		# Inj: 2	# Killed: 0
Party 1	Driver	East	Proceeding Straight		Female	Age: 44	2008 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep		Complaint of Pain	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use			
Party 2	Driver	South	Proceeding Straight		Female	Age: 24	2016 FORD	FIESTA	Passenger Car, Station Wagon, Jeep		Other Visible Injury	
Veh Type:			Sobriety: HNBD		Assoc Factor: None Apparent		Lap/Shoulder Harness Used		Cell Phone Not In Use			

SUNNYVALE AVENUE from MAUDE AVENUE to EVELYN AVENUE

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Segment Length: 0.76 miles (4,009')

Settings for Query:

Segment: SUNNYVALE AVENUE between MAUDE AVENUE and EVELYN AVENUE

Include Intersection Related at Limit 1 (MAUDE AVENUE): True

Include Intersection Related at Limit 2 (EVELYN AVENUE): True

Include Intersection Related at Intermediate Intersections: True

Sorted By: Date and Time