Traffic and Parking Study

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

August 2020

Prepared for:



Prepared by:



Table of Contents

1	Introduction	1
	1.1 Study Area	
	1.2 Project Background	
	1.2.1 Éxisting Bicycle and Pedestrian Facilities	
	1.2.2 Existing Transit Service	
	1.3 Analysis Methodology	
	1.3.1 Intersection Level of Service	
	1.3.2 Intersection Queuing	
	1.3.3 Parking Analysis	6
	1.4 Data Collection	6
2	, , , , , , , , , , , , , , , , , , ,	
	2.1 Existing Lane Configuration and Traffic Control	8
	2.2 Existing Traffic Volumes	
	2.3 Existing Level of Service at Study Intersections	
	2.4 Existing Queueing Analysis	
	2.5 Parking	12
	2.5.1 Existing On-Street Parking Supply	
	2.5.2 Existing On-Street Parking Occupancy	
	2.6 Collision History	22
3		
	3.1 Maude Avenue Improvements	
	3.1.1 Traffic Analysis	
	3.1.2 Queueing Analysis	
	3.1.3 Safety Effects	
	3.2 Sunnyvale Avenue Improvements	
	3.2.1 Parking Impacts	
	3.2.2 Safety Effects	30
		•
4	• • • • • • • • • • • • • • • • • • • •	
	Maude Avenue Improvements	
	Sunnyvale Avenue Improvements	38

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Safe Route to School (SRTS) Improvements at Maude Ave and Sunnyvale Ave Final Report

Figures

g ee	
Figure 1: Study Area Vicinity Map	2
Figure 2: City of Sunnyvale Existing Bikeway Network	4
Figure 3: Existing Intersection Lane Geometry and Traffic Control	9
Figure 4: Existing Weekday AM and PM Peak-Hour Intersection Turning Movement Volumes	10
Figure 5: Existing Parking Supply	
Figure 6: Average Weekday Peak Parking Occupancy (11 AM – 12 PM)	
Figure 7: Average Weekday Peak Parking Occupancy (3 PM – 4 PM)	
Figure 8: Average Weekday Peak Parking Occupancy (8 PM – 9 PM)	
Figure 9: Average Weekday Peak Parking Occupancy (1 AM – 2 AM)	
Figure 10: Project Corridor Collisions (2016-2019)	23
Figure 11: Intersection Concept Designs (Maude Avenue / Mathilda Avenue)	
Figure 12: Intersection Concept Designs (Maude Avenue / Borregas Avenue)	
Figure 13: Corridor Concept Designs (Sheet 1 of 4)	
Figure 14: Corridor Concept Designs (Sheet 2 of 4)	
Figure 15: Corridor Concept Designs (Sheet 3 of 4)	
Figure 16: Corridor Concept Designs (Sheet 4 of 4)	
Figure 17: Adjusted Weekday Peak Parking Occupancy (1 AM – 2 AM)	37
Tables	
Table 1: Intersection Level of Service Definitions	6
Table 2: Existing Intersection Level of Service Results	8
Table 3: Existing Queue Lengths	
Table 4: Existing On-Street Parking Supply and Occupancy	
Table 5: Summary of Collision Type	22
Table 6: Summary of Primary Collision Factor	
Table 7: Project Intersection Level of Service Results	
Table 8: Project Queue Lengths	
Table 9: Existing and Proposed Overnight Occupancy Percentages	36

Appendices

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

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:

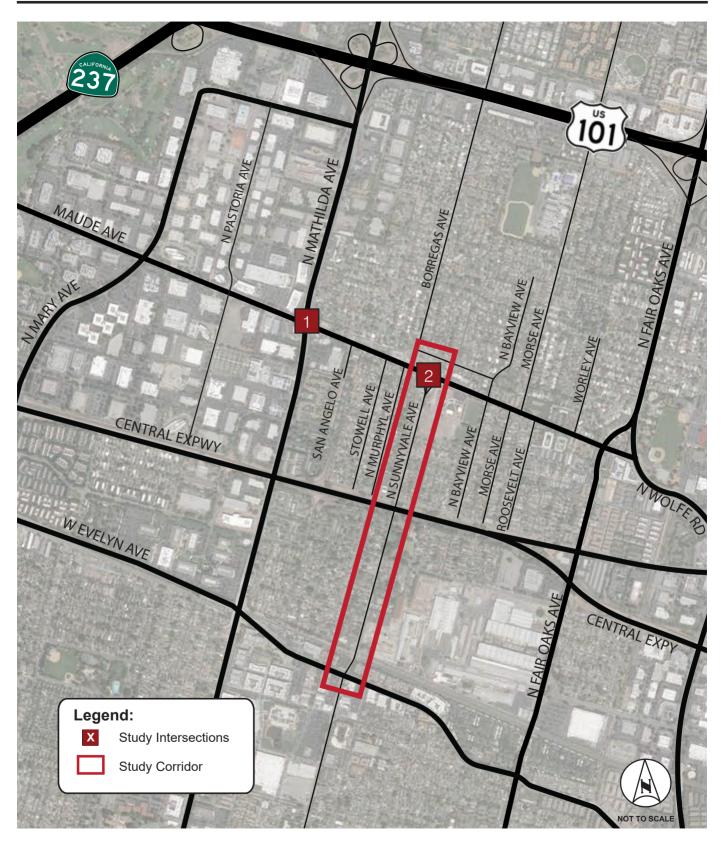
- 1. Maude Avenue / Mathilda Avenue (Signalized)
- 2. Maude Avenue / Borregas Avenue-Sunnyvale Avenue (Signalized)

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.





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.

101 0 101

Figure 2: City of Sunnyvale Existing Bikeway Network

Map 2. Existing Bicycle Network





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.)
Α	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	delay ≤ 10.0
B+ B B-	Stable traffic. Traffic flows smoothly with few delays.	$10.0 < \text{delay} \le 12.0$ $12.0 < \text{delay} \le 18.0$ $18.0 < \text{delay} \le 20.0$
C+ C C-	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	$20.0 < \text{delay} \le 23.0$ $23.0 < \text{delay} \le 32.0$ $32.0 < \text{delay} \le 35.0$
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.	$35.0 < \text{delay} \le 39.0$ $39.0 < \text{delay} \le 51.0$ $51.0 < \text{delay} \le 55.0$
E+ E E-	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	$55.0 < \text{delay} \le 60.0$ $60.0 < \text{delay} \le 75.0$ $75.0 < \text{delay} \le 80.0$
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:

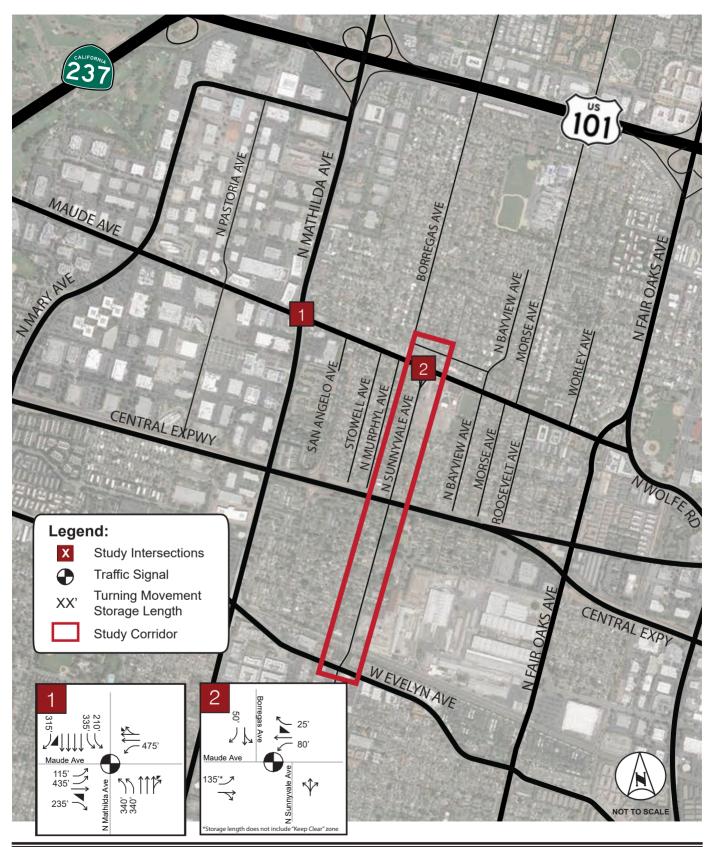
Intersection #1 – Maude Avenue / Mathilda Avenue (AM peak hour).

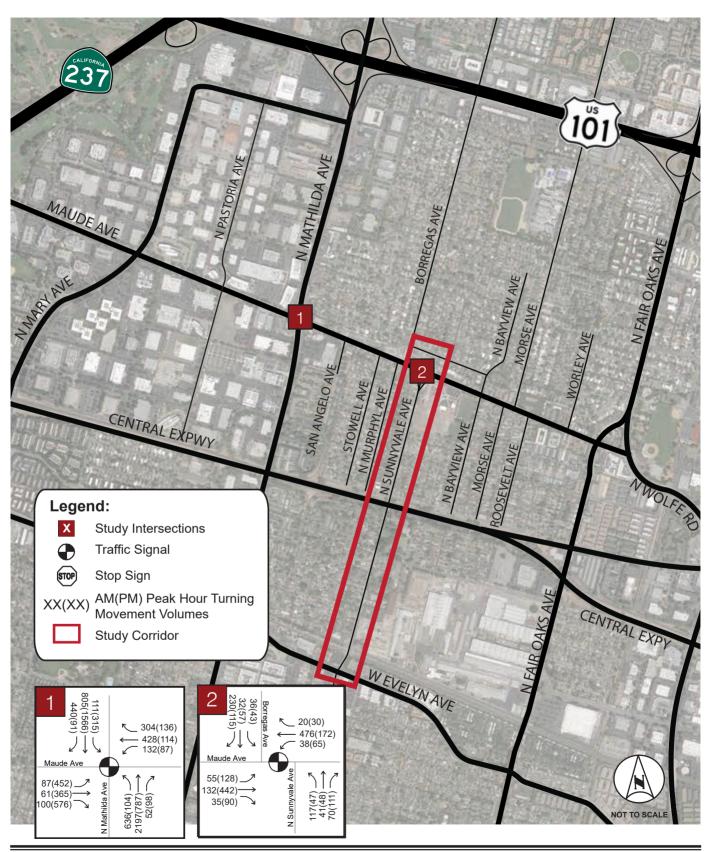
Table 2: Existing Intersection Level of Service Results

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







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			Τι	urning Mo	ovement			
#	mersection	LITIK	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
		Existing Storage (ft)	275	235	475	-	340		270	315
1	Maude Avenue / Mathilda Avenue	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
		Existing Storage (ft)	135	-	80	25	•	•	-	50
2	Maude Avenue / Borregas Avenue-	AM Peak Queue Length (ft)	101	231	51	15	380	352	101	382
	Sunnyvale Avenue	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 Argues 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)

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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 Argues Avenue
 - West side: 1 AM, 10 vehicles, 45% occupancy
 - East side: 1 AM, 10 vehicles, 48% occupancy
- Between Argues 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	Parking	Avera	ge Numb Vehic	oer of Pa	arked	Aver	age Weeko	lay Occupan	cy %
#	Street	Segment Limits	Side	Supply	11 AM	3 PM	8 PM	1 AM	11 AM	3 PM	8 PM	1 AM
1		Borregas &	North	5	1	1	1	1	20%	20%	20%	20%
2	Maude	Sunnyvale	South	6	0	1	0	0	0%	17%	0%	0%
3	Ave ²	Sunnyvale &	North	23	10	9	6	4	43%	39%	26%	17%
4		Bayview	South	21	14	11	7	4	67%	52%	33%	19%
5		Maude & 369/368	West	15	9	9	9	10	60%	60%	60%	67%
6		Murphy	East	17	4	6	12	13	24%	35%	71%	76%
7	Murphy	369/368 Murphy &	West	18	5	7	11	11	28%	39%	61%	61%
8	Ave (North)	333/334 Murphy	East	16	7	9	11	11	44%	56%	69%	69%
9	, ,	333/334 Murphy &	West	19	7	7	14	15	37%	37%	74%	79%
10		Arques	East	21	9	9	15	19	43%	43%	71%	90%
11		Moudo 9 Hozalton	West	18	14	11	11	11	78%	61%	61%	61%
12		Maude & Hazelton	East	13	7	1	1	1	54%	8%	8%	8%
13		Hazelton & Taylor	West	7	2	3	4	4	29%	43%	57%	57%
14		nazellon & raylor	East	5	1	1	2	2	20%	20%	40%	40%
15		Taylor & Argues	West	22	5	7	9	10	23%	32%	41%	45%
16	Sunnyvale Ave	Taylor & Arques	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 & Handy	West	15	6	0	1	1	40%	0%	7%	7%
46		California & Hendy	East	12	4	1	4	3	33%	8%	33%	25%
47		Handy 9 Evalua	West				No On	-Street F	Parking Allo	wed		
48		Hendy & Evelyn	East				No On	-Street F	Parking Allo	wed		
17		Moudo 9 Hozaltan	West	27	16	12	15	18	59%	44%	56 %	67%
18		Maude & Hazelton	East	20	10	9	13	15	50%	45%	65%	75%
21	Bayview	Hozolton 9 Toylor	West	5	3	2	4	4	60%	40%	80%	80%
22	Åve	Hazelton & Taylor	East	6	1	2	3	4	17%	33%	50%	67%
33		Taylor & Argues	West	21	5	6	5	7	24%	29%	24%	33%
34		Taylor & Arques	East	21	7	7	6	7	33%	33%	29%	33%
19	Hazelton	Sunnyvale &	North	29	9	11	3	3	31%	38%	10%	10%
20	Ave	Bayview	South	26	11	10	10	11	42%	38%	38%	42%
23		Sunnyvale &	North	7	2	1	2	3	29%	14%	29%	43%
24	Taylor	Schroeder	South	7	2	2	2	2	29%	29%	29%	29%
25	Ave	Schroeder &	North	7	2	3	3	4	29%	43%	43%	57%
26		Jackson in February of 2020. Segm	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.

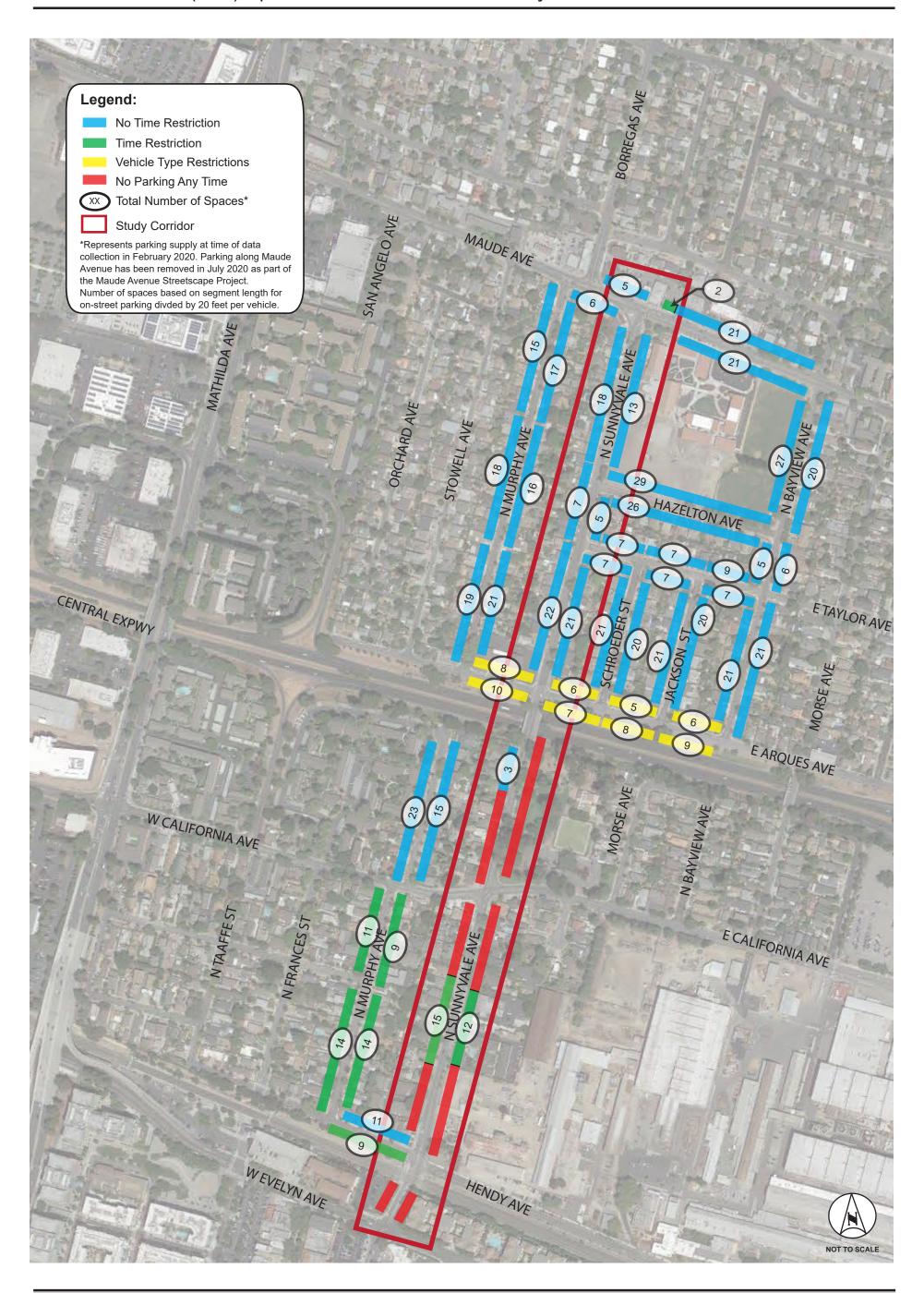
15 August 2020

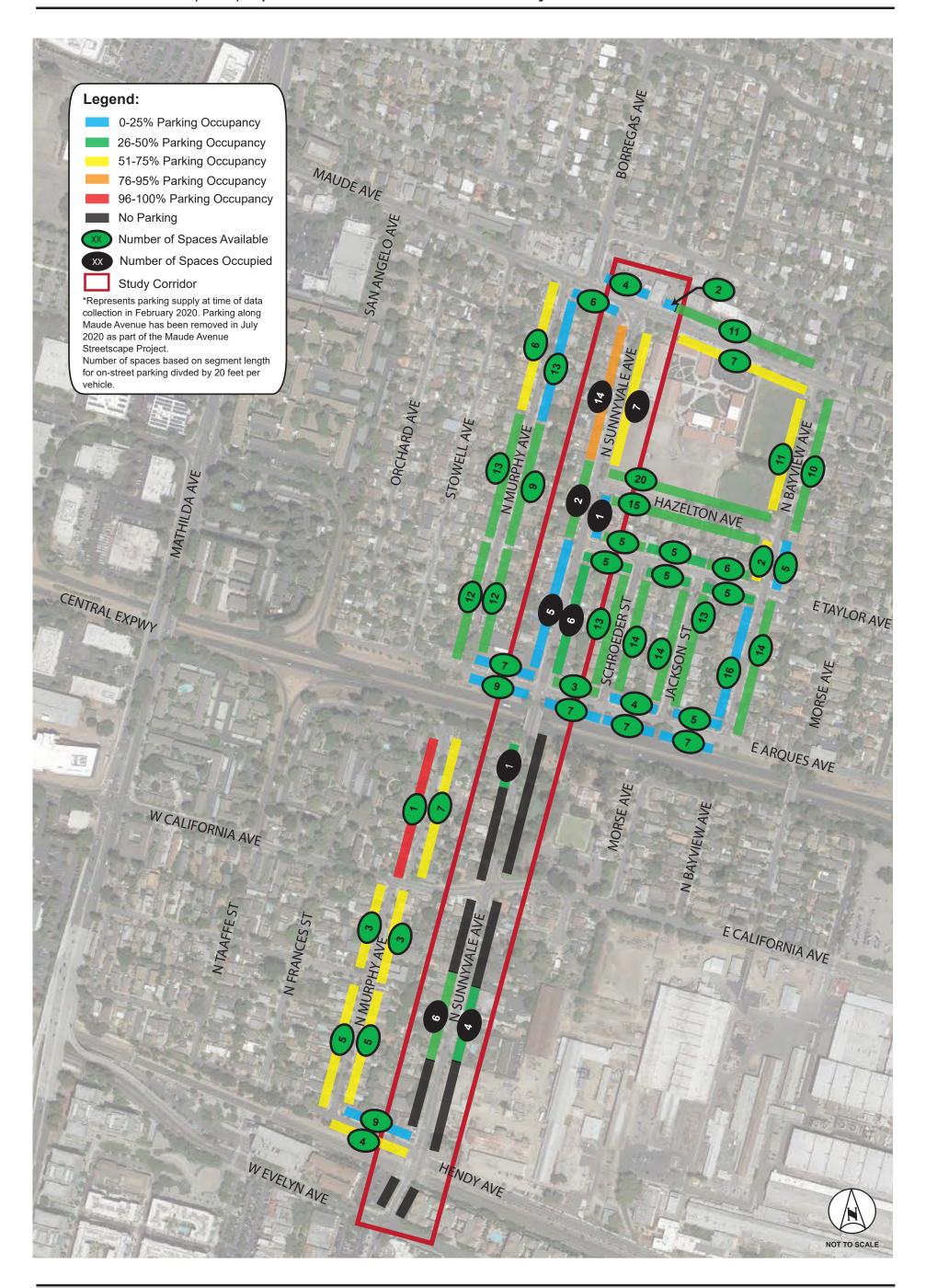
Table 4: Existing On-Street Parking Supply and Occupancy (Continued)

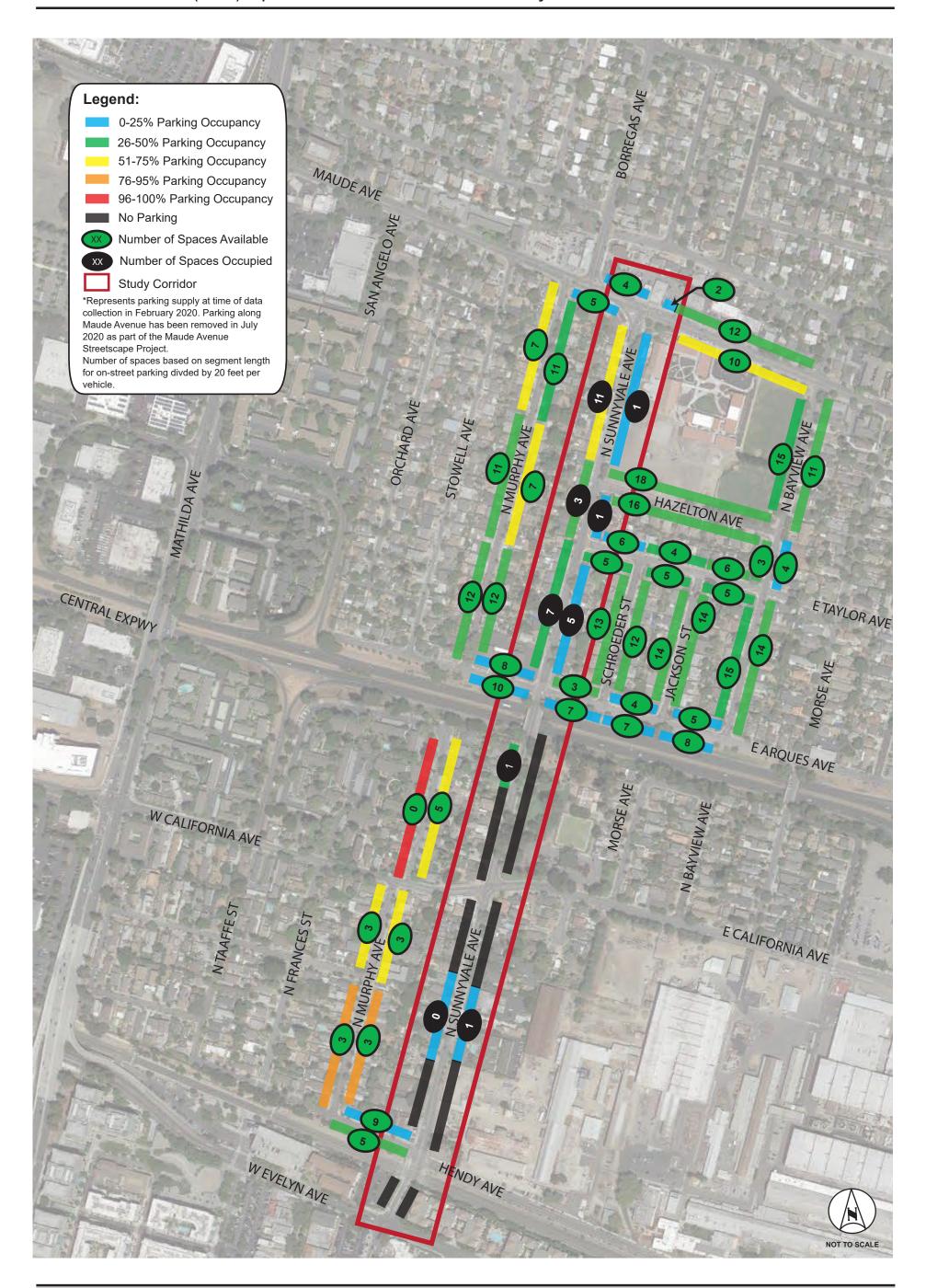
27 Tay 28 Av 29 Schro 30 S 31 Jack 32 S 35 36 37 Av 40 41 42 49 Hen 50 Av 51 52 S Murp Av			Ctroot	Dorking	Aver		ber of Pa cles ¹	rked	Aver	Average Weekday Occupancy %			
	Street	Segment Limits	Street Side	Parking Supply	11 AM	3 PM	8 PM	1 AM	11 AM	3 PM	8 PM	1 AM	
27	Taylor	Jackson & Bayview	North	9	3	3	4	4	33%	33%	44%	44%	
28	Ave	Jackson & Dayview	South	7	2	2	4	4	29%	29%	57%	57%	
29	Schroeder	Taylor & Arques	West	21	8	8	8	11	38%	38%	38%	52%	
30	St	rayior & Arques	East	20	6	8	9	11	30%	40%	45%	55%	
31	Jackson			21	7	7	8	9	33%	33%	38%	43%	
32	St	rayior & Arques	East	20	7	6	8	10	35%	30%	40%	50%	
35		Murphy &	North	8	1	0	1	0	13%	0%	13%	0%	
36		Sunnyvale	South	10	1	0	0	1	10%	0%	0%	10%	
37		Sunnyvale &	North	6	3	3	2	2	50%	50%	33%	33%	
38	Arques	Schroeder	South	7	0	0	1	1	0%	0%	14%	14%	
39	Ave	Schroeder &	North	5	1	1	1	1	20%	20%	20%	20%	
40		Jackson	South	8	1	1	1	2	13%	13%	13%	25%	
41		Jackson & Bounday	North	6	1	1	2	1	17%	17%	33%	17%	
42		Jackson & Bayview	South	9	2	1	1	1	22%	11%	11%	11%	
49	Hendy	Murphy &	North	11	2	2	2	2	18%	18%	18%	18%	
50	Ave	Sunnyvale	South	9	5	4	2	3	56%	44%	22%	33%	
51		North of California	West	23	22	23	17	18	96%	100%	74%	78%	
52		North of California	East	15	8	10	9	12	53%	67%	60%	80%	
53	Murphy	California & Beemer	West	11	8	8	9	10	73%	73%	82%	91%	
54	(South)	Camornia & Deemer	East	9	6	6	8	8	67%	67%	89%	89%	
55	, ,	Doomor 9 Hords	West	14	9	11	9	9	64%	79%	64%	64%	
56		Beemer & Hendy	East	14	9	11	10	9	64%	79%	71%	64%	

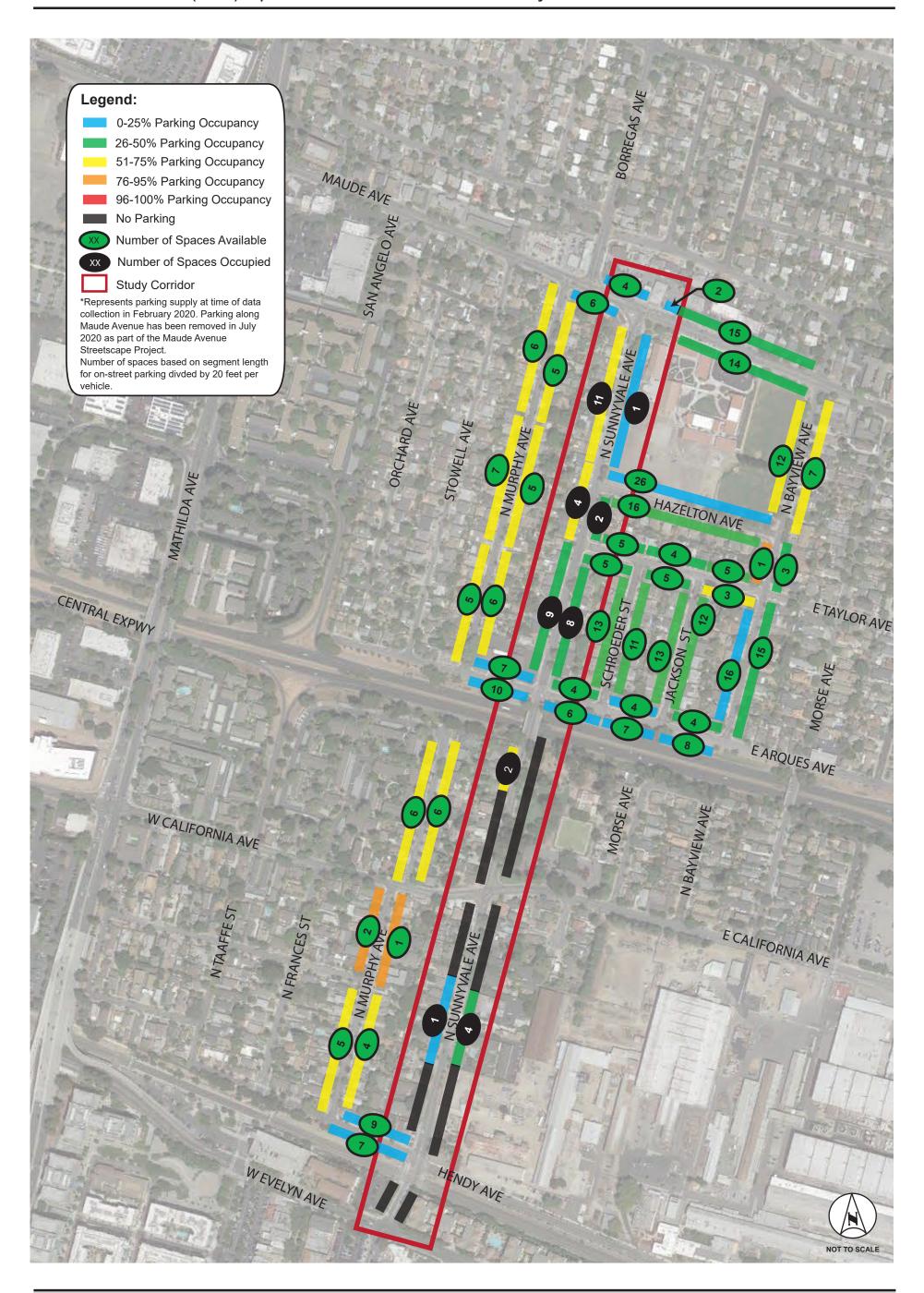
Note: Data was collected in February of 2020. Segments with an average weekday parking occupancy equal to or greater than 75% are shown in **bold** and highlighted.

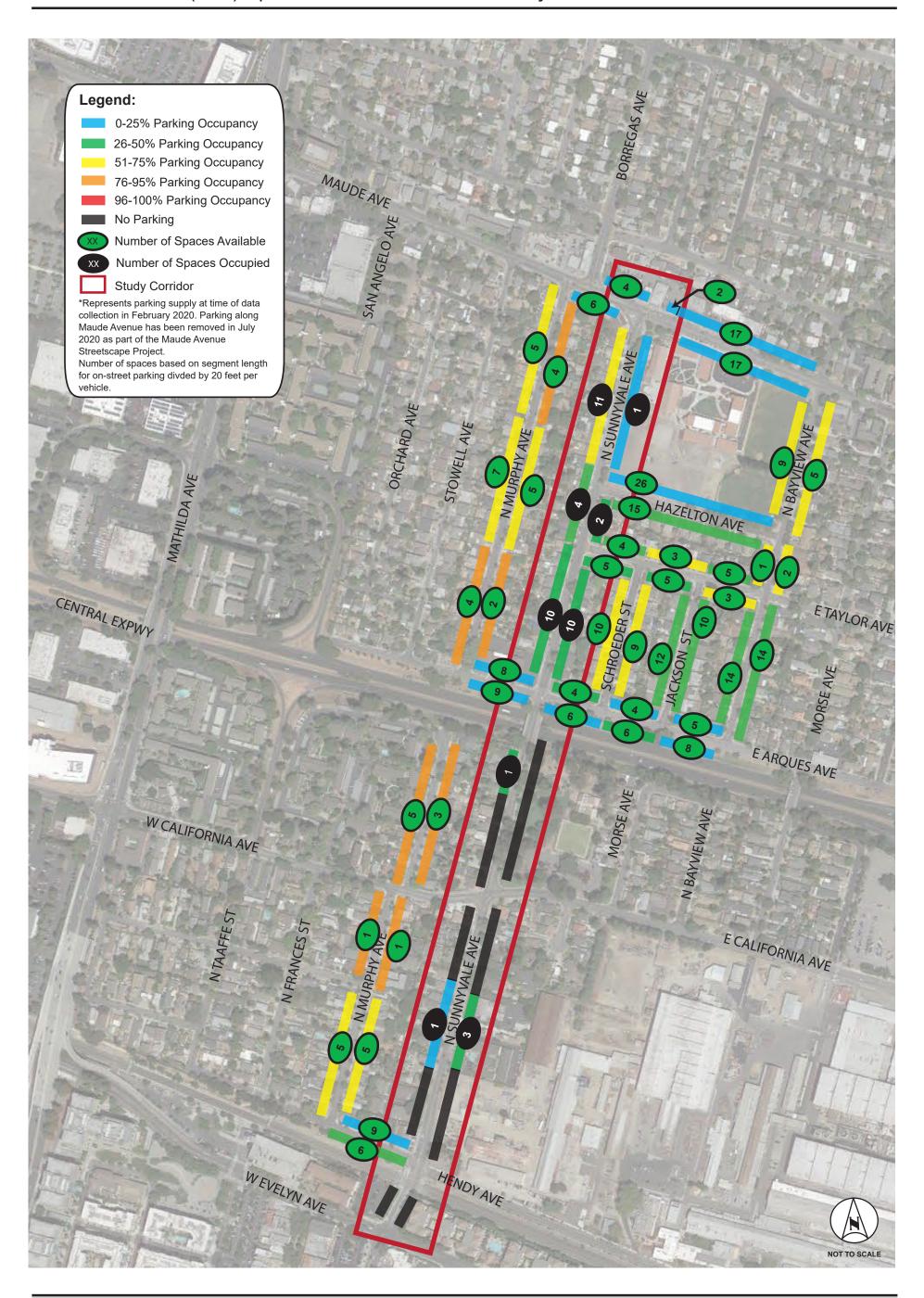
¹ Average number of parked vehicles are rounded up to the nearest integer.











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		le Avenue / a Avenue	Borregas	de Avenue / s Avenue - le 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	Total 22 (100%)		4 (1	00%)	31 (100%)			

Table 6: Summary of Primary Collision Factor

Primary Collison Factor	#1 – Maudo Mathilda		Borregas	de Avenue / s Avenue - le 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 (1	00%)	4 (1	00%)	31 (100%)		



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

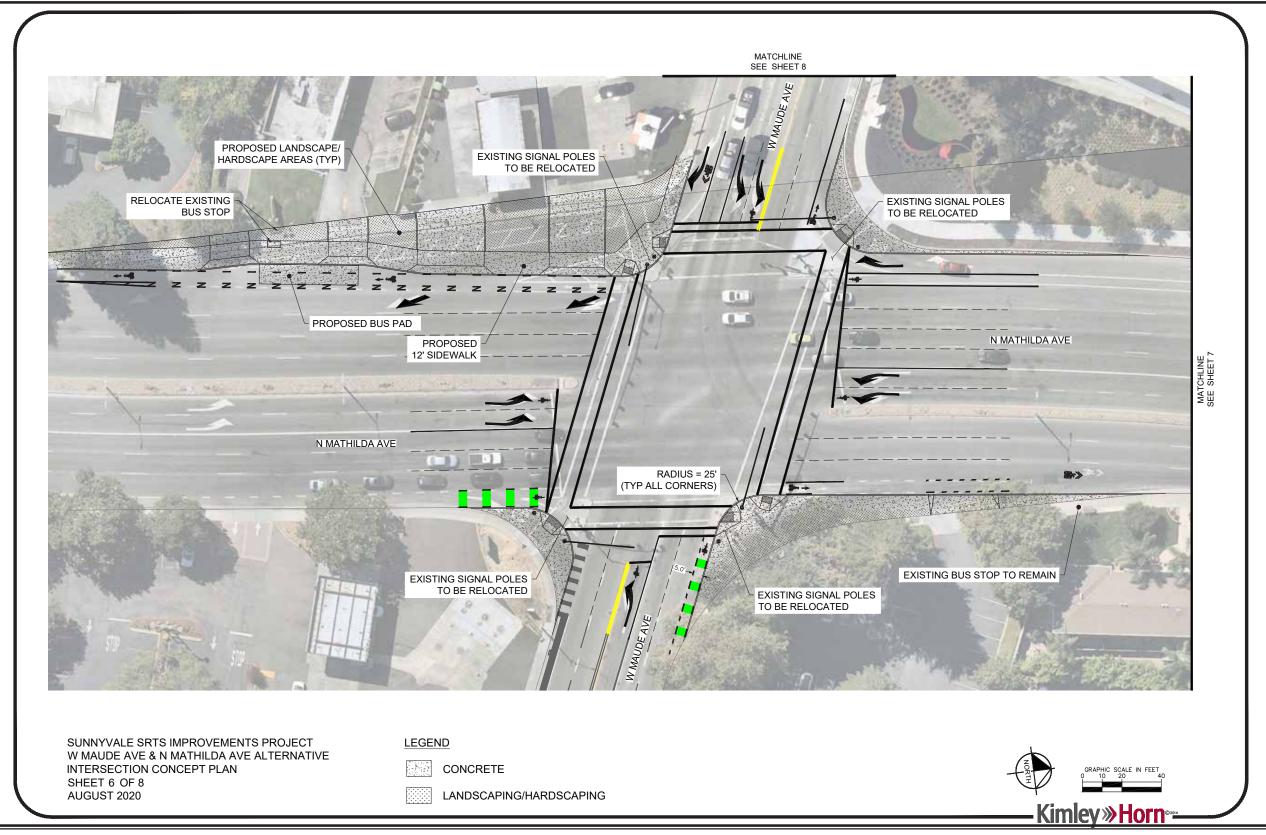
The 95th percentile queue lengths for the intersections with project roadway geometry modification is shown in **Table 8**. The project improvements at Intersection #1 – Maude Avenue / Mathilda Avenue do not change the lane geometry at the intersection; therefore, there were no change to queue lengths.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

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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.







SUNNYVALE SRTS IMPROVEMENTS PROJECT MAUDE AVENUE & BORREGAS AVENUE INTERSECTION CONCEPT PLAN SHEET 5 OF 8 AUGUST 2020

LEGEND



CONCRETE

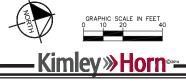






Table 7: Project Intersection Level of Service Results

# 1	la tana a stiana	LOS	LOS	LOS	LOS		Peak		Exis	sting				Pro	ject		
#	Intersection	Criteria	Control	Hour	LOS	Delay	v/c Ratio	Crit. Delay	LOS	Delay	V/C	Var	Crit. Delay	Var			
1	Maude Avenue /	_	Signal	AM	F	114.7	0.587	220.8	F	114.7	0.587	0.000	220.8	0.0			
'	Mathilda Avenue	_	Signal	PM	D	47.2	0.653	51.2	D	47.2	0.653	0.000	51.2	0.0			
_	Maude Avenue /	_		AM	C-	33.6	0.618	34.9	C-	33.7	0.618	0.000	34.9	0.0			
2	Borregas Avenue- Sunnyvale Avenue	D	Signal	PM	С	31.2	0.587	30.1	С	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

ш	Interpostion					Exis	sting							Pro	ject			
#	Intersection		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
		Existing Storage (ft)	275	235	475	-	340	-	270	315	275	235	475	1	340	-	270	315
1	Mathilda Ave/ Maude Ave	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
	Borregas Ave	Existing Storage (ft)	135	-	80	-	-	-	-	50	135	-	80	-	-	-	-	50
2	& Sunnyvale Ave/ Maude	AM Peak Queue Length (ft)	101	231	51	15	380	352	101	382	101	231	51	21	380	352	101	382
	Ave	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.

28

August 2020

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 onstreet 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)

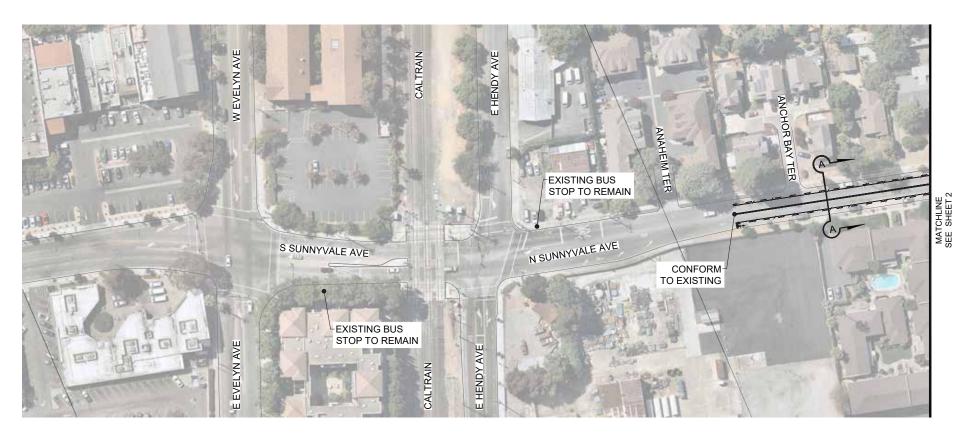
3.2.2 Safety Effects

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-

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



_	37	'.0'	
8.0'	10.5'	10.5	8.0
PARKING	SB TRAVEL LANE	NB CLASS BIKE & TRAVEL LAN	

EXISTING A-A

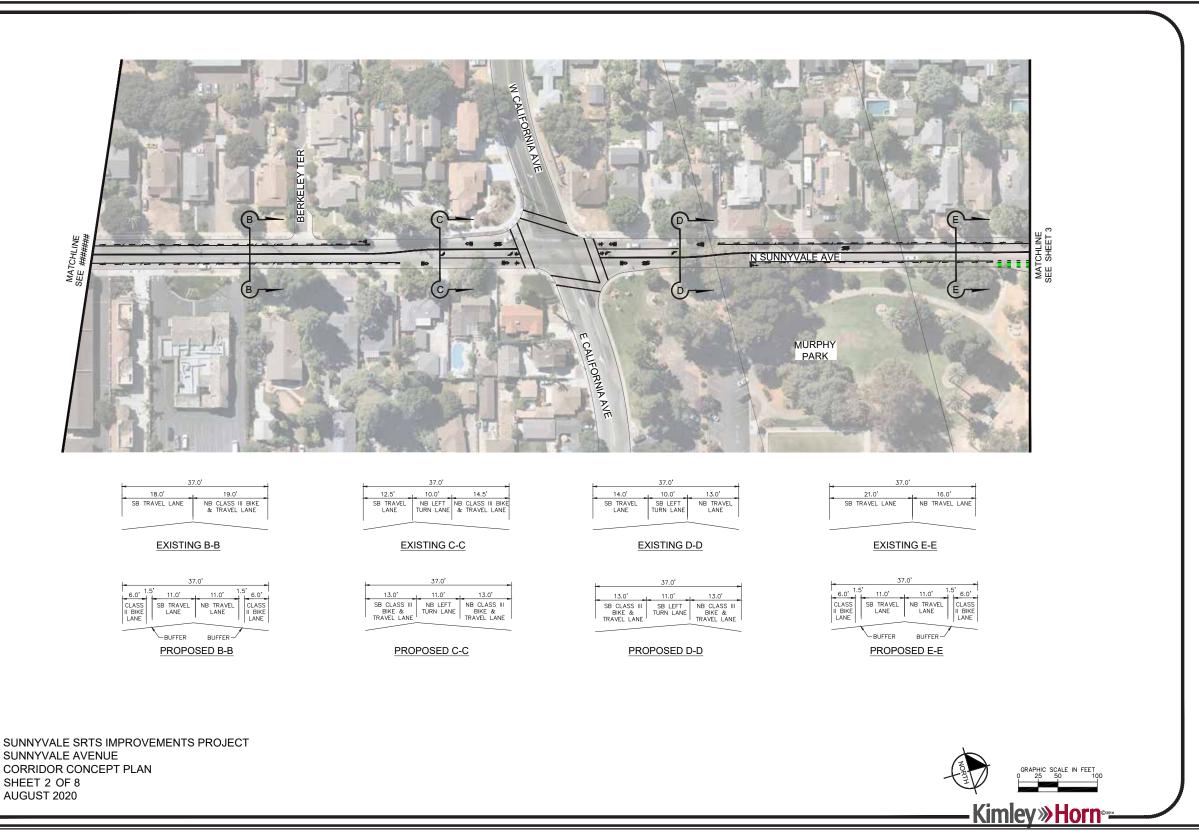
37.0'

6.0' 1.5' 11.0' 11.0' 1.5' 6.0'

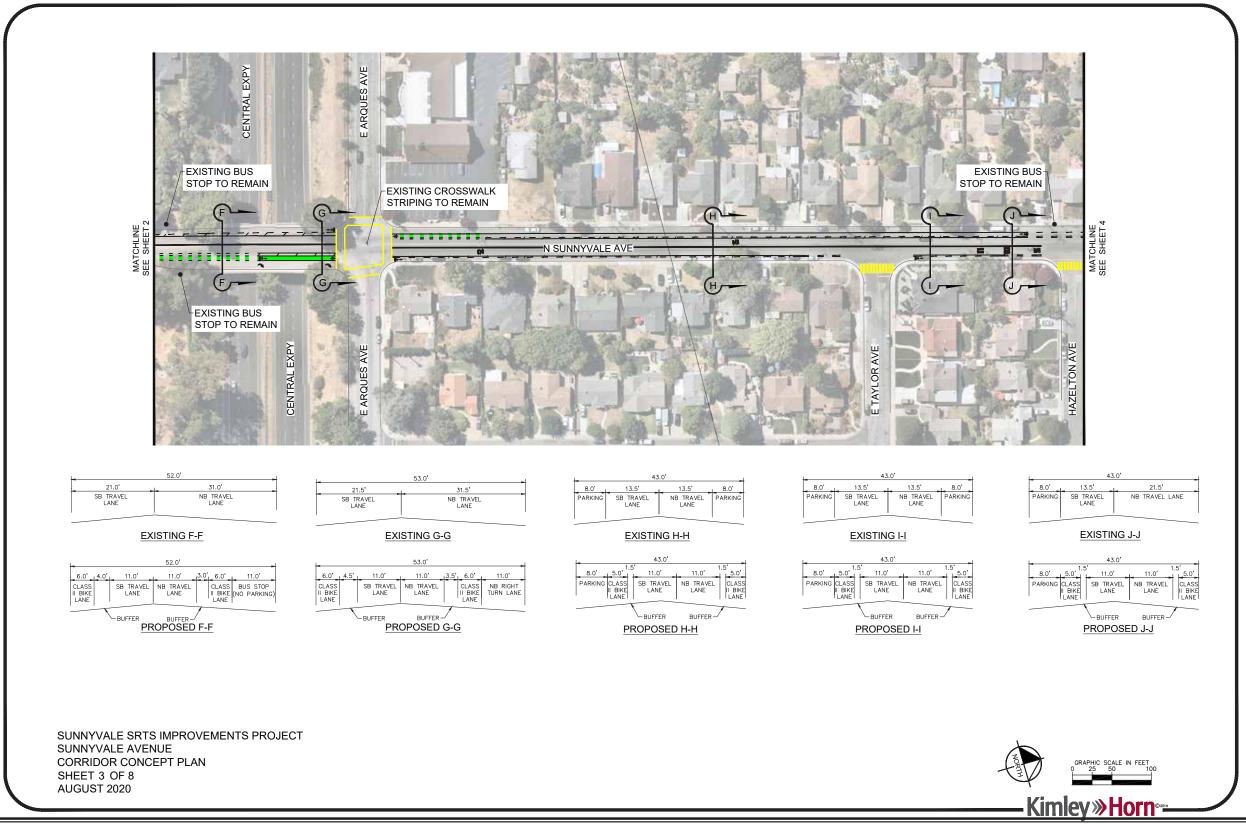
CLASS SB TRAVEL NB TRAVEL CLASS LANE LANE LANE LANE LANE LANE LANE PROPOSED A-A

SUNNYVALE SRTS IMPROVEMENTS PROJECT SUNNYVALE AVENUE CORRIDOR CONCEPT PLAN SHEET 1 OF 8 AUGUST 2020

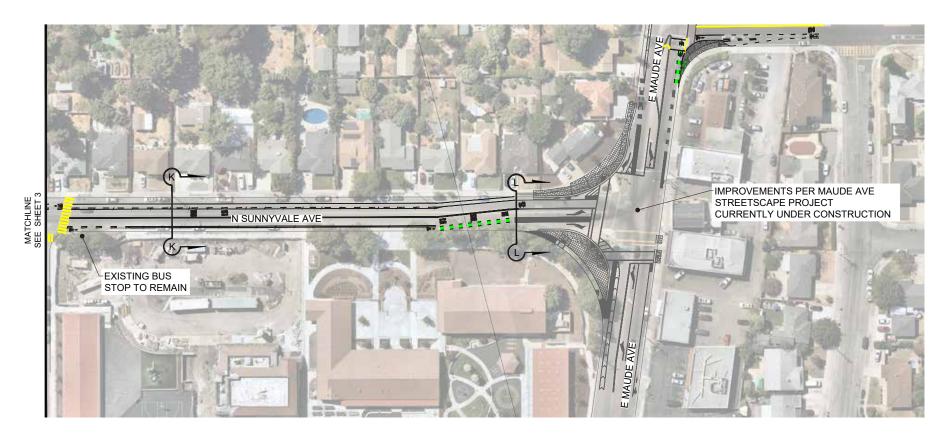




Safe Routes to School (SRTS) Improvements on Maude Avenue and Sunnyvale Avenue



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



	43	.0'	
8.0'	13.5'	13.5'	8.0'
PARKING	SB TRAVEL LANE	NB TRAVEL LANE	PARKING

EXISTING K-K

_		43.0'		
8.0'	1.5 1.5.0	5' 11.0'	11.0′	1.5'
PARKING	CLASS II BIKE LANE	SB TRAVEL LANE	NB TRAVEL LANE	CLASS II BIKE LANE
		BUFFER	BUFFER-	
	Р	ROPOSE) K-K	

		44.0'		
5.0	11.0'	11.0'	6.0	11.0'
CLASS II BIKE LANE	SB TRAVEL LANE	NB LEFT TURN LANE	CLASS II BIKE LANE	NB RIGHT TURN LANE

PROJECTED CONDITIONS L-L (FROM MAUDE STREETSCAPE PROJECT)

SUNNYVALE SRTS IMPROVEMENTS PROJECT SUNNYVALE AVENUE CORRIDOR CONCEPT PLAN SHEET 4 OF 8 AUGUST 2020



Safe Route to School (SRTS) Improvements at Maude Ave and Sunnyvale Ave Final Report

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		Maude & Hazelton	West	18	11	61%	18	0	11	61%
12		Madde & Hazeiton	East	13	1	8%	_2	-1	0	-
13		Hazelton & Taylor	West	7	4	57%	7	0	4	57%
14		Hazeiton & Taylor	East	5	2	40%	_2	-2	0	-
15	Sunnyvale	Taylor & Arques	West	22	10	45%	22	+5	15	68%
16	Ave	rayior & Arques	East	21	10	48%	_2	-10	0	-
43		Argues & Colifornia	West	3	1	33%	_2	-1	0	-
44		Arques & California	East	_1	-	-	_1	1	0	-
45		California & Hendy	West	15	1	7%	_2	-1	0	-
46		Calliornia & Heridy	East	12	3	25%	_2	-3	0	-
19	Hazelton Ave	Sunnyvale & Bayview	North	29	3	10%	29	+1	4	14%
20	Tiazeiloii Ave	Surifiy vale & Bayview	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%

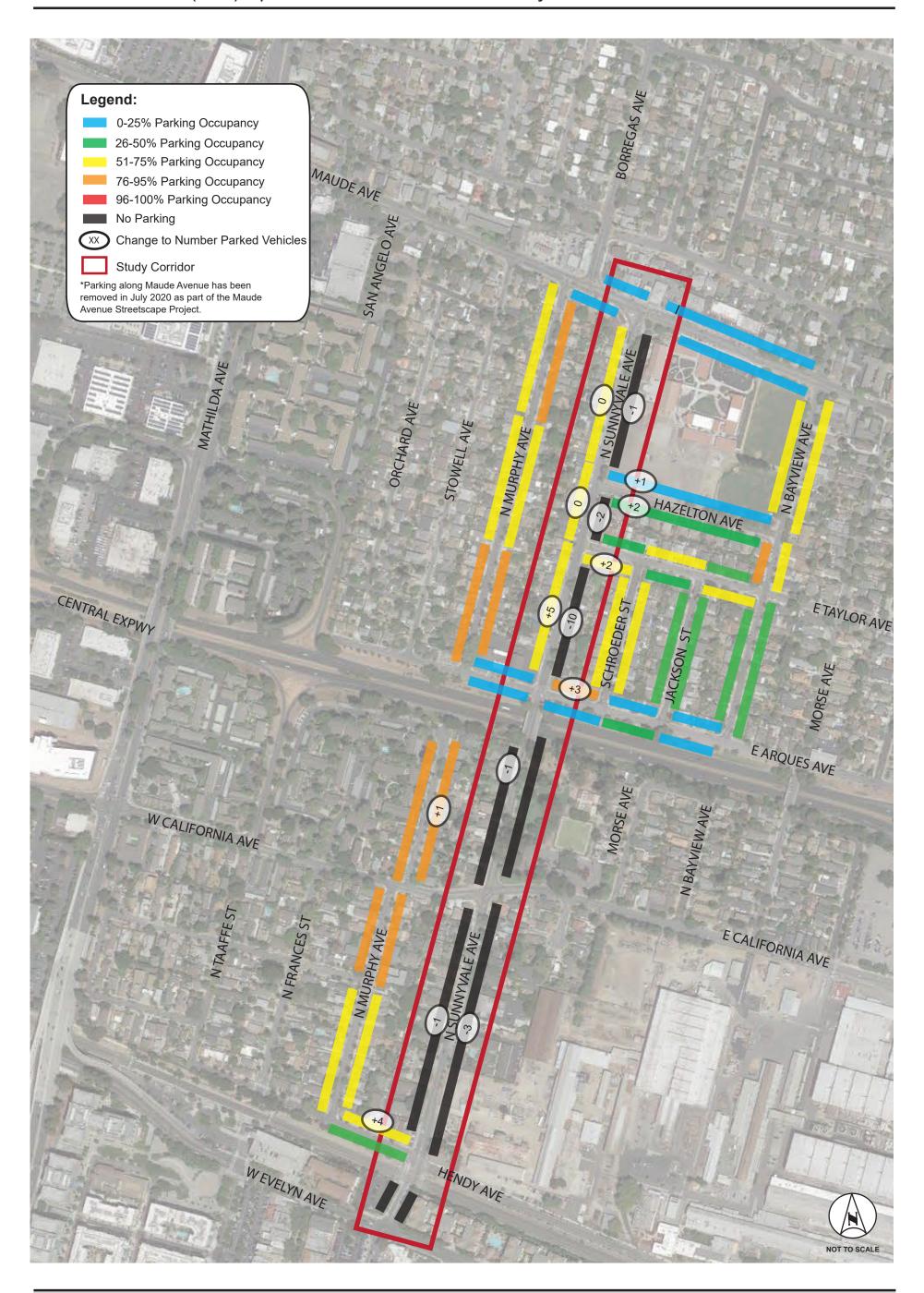
Note: Segments that experience a change in parking supple or expected number of parked cars are listed above. All other segments not listed in the table do not experience any change.

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





Safe Route to School (SRTS) Improvements at Maude Ave and Sunnyvale Ave Final Report

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

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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.



Safe Route to School (SRTS) Improvements at Maude Ave and Sunnyvale Ave Final Report

Appendices

A: Study Intersection Traffic Counts B: Parking Survey C: Traffix Analysis Sheets D: Collision History Data Safe Route to School (SRTS) Improvements at Maude Ave and Sunnyvale Ave Final Report

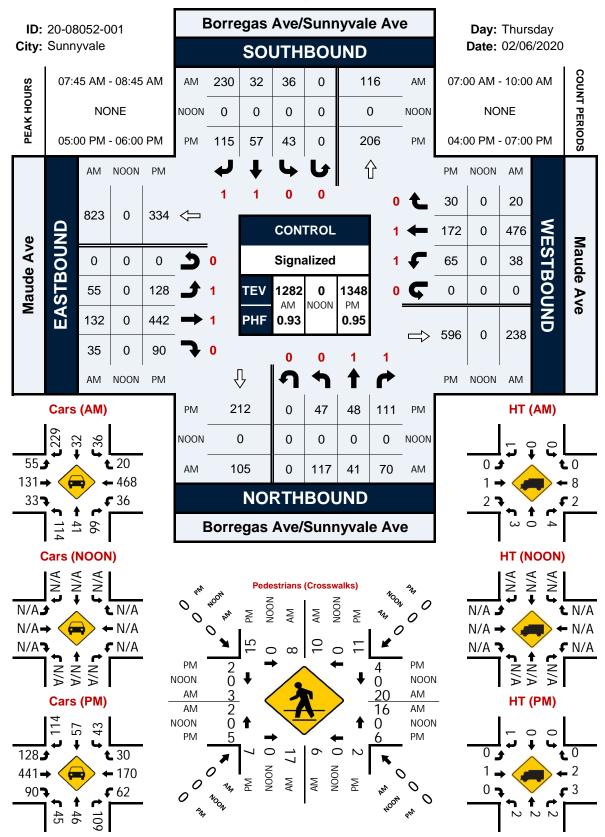
Appendix A: Study Intersection Traffic Counts

North/South	Fact/Most	Count Date	Time		North	oound			South	ound		***************************************	Eastb	ound			West	oound		Crand Total
NOI III/ SOUIII	East/West	Count Date		L	Т	R	Total	L	T	R	Total	L	Т	R	Total	L	Т	R	Total	Granu rotar
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
iviati iliua Averiue	iviauue Averiue	IVIAY 2016	4:30PM-5:30PM	103	821	107	1031	286	2025	105	2416	455	340	607	1402	98	73	134	305	5154

MITIG8 - Exis	sting (E	PM) Mc	n Jun	29,	2020 19	35:3	9			Page	1-1
******	2000 HCN	Level C 1 Operatio	ns Met	thod	(Future	. Volu	me Alt	ternati	_ve)	****	*****
Intersection	#1413 M	Mathilda A	ve / 1	Maude	Ave						
**************************************	*****										
Loss Time (see Optimal Cycle	∋c): ∋: ******	160 12 58			Averaç Level	ge Dela Of Se:	ay (se rvice:	ec/veh) :	:	47	7.2 D
Street Name: Approach: Movement:	North L -	T - R	Soi L -	uth Bo - T	- R	L ·	- T	- R	₩e	est Bo - T	- R
Control:											
Rights:	Ir	nclude		Ovl			Ovl			Inclu	ıde
Min. Green: Y+R:		10 10 1.0 4.0	7 4 0	4 0	10 4 0	7	4 0	10 4 0	7 4.0		10 4.0
Lanes:	2 0	2 1 0	2 (0 4	0 1	2	0 1	0 1	1 () 1	1 0
Volume Module											
Base Vol:					91	452			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:		787 98		1566	91	452		576	87		136
Added Vol:		0 0	0			0	0	0	0	0	0
PasserByVol:			0		0	0		0 57.0	0	111	126
Initial Fut: User Adj:		787 98 .00 1.00		1566 1.00	91 1.00	452	365 1.00	576 1.00	87 1 00	114	136 1.00
PHF Adj:				1.00	1.00		1.00	1.00		1.00	1.00
_		787 98		1566	91	452		576	87		136
		0 0	0		0	0	0	0	0	0	0
Reduced Vol:	104 7	787 98	315	1566	91	452		576		114	136
_	1.00 1.			1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:				1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			315		91 l	452		576 	87		136
Saturation F			1		'	1		'	'		'
	1900 19			1900			1900			1900	1900
Adjustment:				1.00	0.92		1.00	0.92		1.00	0.92
Lanes: Final Sat.:	2.00 2.			4.00	1.00 1750		1.00	1.00 1750	1750	1.00	1.00 1750
Capacity Anal	_		0	0 01	0 0=	0 1 1	0 1 1	0 00	0 0 =	0 0 5	0 00
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			52 2	105.4	52 2	69.9	81.0		28.9	28.9
	0.48 0.			0.63	0.08		0.44	0.65		0.33	0.43
Uniform Del:				45.8	9.8		31.4	29.1	71.9		58.3
<pre>IncremntDel:</pre>		1.2	3.2	0.5	0.0	0.3	0.4	1.7	11.0	0.3	0.5
InitQueuDel:		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.			1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh: User DelAdj:	73.3 55			46.3	9.8 1.00		31.7	30.8	82.9 1.00		58.8 1.00
_	73.3 55			46.3	9.8		31.7	30.8	82.9		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

Borregas Ave/Sunnyvale Ave & Maude Ave

Peak Hour Turning Movement Count



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

National Data & Surveying Services Intersection Turning Movement Count

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

NS/EW Streets	5:		Borre	gas Ave/Si	unnvvale i	Ave					Borrega	s Ave/Sun	nvvale Av	ve						N	Maude Ave	9							Maude A																											
AM	0	1		NORTHE 0	-)	0	0	0	1		SOUTHBO	-	(0	0	1	1	1		ASTBOUN 0		()	0	1	1	0	WESTBO 0		0	0	0	0		NORTH	BOUND2	0	0	0	0	0	0	SOUTH	BOUND2	0	0	0	0	0	0	WESTBOUI 0	ND2 0	0	0	
7:00 A	NL M 17	NT 3	NR 10	NU 0	J N	Γ2 N	R2 0	NU2 0	SL 2	ST 13	SR 37	SU 0	SL2	2 ST	T2 0	SU2 0	EL 9	ET 17	T 7	ER 7	EU 0	EL2 0	E	2	ER2	WL 3	WT 42	WR 6	WU 0	WL2	WR2	WU2	N2T 0	N2 0	R N	U N2	L2 N	12T2 0	N2R2 0	N2U2 0	S2L 0	S2T 0	S2 0	U S2	L2 S	2T2 S 0	52R2 0	S2U2 0	W2L 0	W2R 0	W2U 0	W2L2 0	W2T2 0	W2R2	W2U:	166
7:15 Al 7:30 Al 7:45 Al	M 17 M 21	1 7	14 17	0	(0	0	4 10	7 16	52 52	0	0	(0	0	5 9	33 31	3 1	10 5	0	0	0		0	5 8	44 84	8	0	0	0	0	0	0)	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	201 263 317
7:45 Al 8:00 Al 8:15 Al	M 34 M 32	13	14	0)	1	0	7	9	54 67	0	0	(0	0	12	27 20	7 0	8	0	0)	0	13	119	8 3	0	0	0	1	0	0)	0	0	0	0	0	0))	0	0	0	0	0	0	0	0	0	0	320 345
8:30 AI 8:45 AI		6	16 9	0	ì		2	0	3	9 10	66 76	0	0	Ċ	0	0	16 12	20 23	0 3	10 7	0	0	ò		0	6 2	115 134	3	0	0	0	0	0	0				0	0	0	0	0	0))	0	0	0	0	0	0	0	0	0	0	304 305
9:00 A 9:15 A	M 24	12 10	7 13	0	()	0 1	0	2 4	5 6	68 46	0	0	(0 0	0	10 11	40 27	0 7	8	0	0	(0	8 5	128 117	1 7	0 0	0	0	2 2	0	0)	0	0	0	0	0	0))	0 0	1 0	0	0	0	0	0	0 1	0	0	324 282
9:30 Al 9:45 Al		7	14	0		1	0	0	5	7	38 44	0	0	(0	0	13	34 38	8	10	0	0			0	5	68	2	0	0	0	4	0	0)	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1	0	2	212 240
TOTAL VOLUMES		NT 93	NR 162	NU 0	I N	Γ2 N	R2 6	NU2 0	SL 66	ST 100	SR 643	SU 0	SL2 0	2 ST	T2 0	SU2 0	EL 129	ET 375		ER 101	EU 0	EL2 0	E (2	ER2 0	WL 78	WT 1169	WR 53	WU 0	WL2 0	WR2	WU2 9	N2T 0	N2 0	R N.	U N2	L2 N	12T2 0	N2R2 0	N2U2 0	S2L 0	S2T 0	S2 0	U S2	L2 S	2T2 S 0	52R2 1	S2U2 0	W2L 0	W2R 0	W2U 0	W2L2 0	W2T2 4	W2R2 0	3	3279
APPROACH % 's PEAK HR		% 16.97		% 0.0 ':45 AM - I			.09%	0.00%	8.16%	12.36%	79.48%	6 0.009	% 0.0	00% 0.	0.00%	0.00%	21.32%	% 61.9	.98%	16.69%	0.00%	0.00	0% 0	00%	0.00%	5.96%	89.30%	4.059	6 0.00	% 0.00	6 0.00	% 0.69	1%								0.009	% 0.0	0% 0.	00% 0	.00%	0.00% 10	00.00%	0.00%	0.00%	0.00%	0.009	6 0.00%	6 57.14%	6 0.009	% 42.86	TOTAL
PEAK HR VOL PEAK HR FACTOR		41 0.788	70 0.729			000 0.	3 375 C	0.000	36 0.429	32 0.889	230 0.858	0.000	0.00	0.0	000 ·	0.000	55 0.859	132 0.71		35 0.795	0.000	0.000	0 0.0	00 0	0	38 0.731	476 0.881	20 0.625	0	0	0	1 0.250	0 000	0	00 00	0.0	i 100 0.	.000	0.000	0.000	0 000	0.00	0 00	00 00))() ()	0 000 0	0	0	0 000	0.000	0.000	0.000	0.000	0.000	0.000	1286
												0.042									0.017			00 0		0.701	0.001	0.020	0.000	0.000	0.000	0.230	0.00	0.00									0.0	00 0.1		000 0		0.000								0.932
				0.93								0.943									0.816			00 0	5.000	0.701	0.001	0.020	0.910		0.000	0.230	0.00	0.00									0.0	00 0.1		000 0	7.000	0.000								0.932
PM	0	1	1	NORTHE 0)	0	0	0	1	1	0.943 SOUTHBO		(0	0	1 5	1	1		0.816 ASTBOUN	ID 0	()	0	1	1	0	0.910 WESTBO		0.000	0.230	0	0		NORTH	BOUND2	0	0	0	0	0	0	SOUTH	BOUND2	0	0	0	0	0	0	WESTBOUI 0	ND2 0	0	0	
4:00 P		1 NT 15	1 NR 24) Γ2 Ν	0 R2 0	0 NU2 0	0 SL 8	1 ST 10 7	1 SR 25			2 ST	0 T2 0	0 SU2 0	1 EL 20 21	1 ET 72	1 T 2			0 EL2 0	(E	2	0 ER2 0	1 WL 10	1 WT 39	0 WR 3			0 WR2 0	0 WU2 0	0 N2T 0	0 N2	R N	NORTH U N2	BOUND2) L2 N	0 J2T2 0	0 N2R2 0	0 N2U2 0	0 S2L 0	0 S2T 0	0 - S2 0	SOUTH U S2	BOUND2	0 2T2 S	0 52R2 0	0 S2U2 0	0 W2L 0	0 W2R 0	0 W2U 0	WESTBOUI 0 W2L2 0	ND2 0 W2T2 0	0 W2R2 0	0 W2U:	? TOTAL 244
	M 8	1 NT 15 15 10 6	1 NR 24 21 20 17) F2 N	0 R2 0 0 0	0 NU2 0 0 0	0 SL 8 12 6	1 ST 10 7 9 5	1 SR 25 28 28 29			2 ST	0 T2 0 0 0	0 SU2 0 0 0	1 EL 20 21 24 29	1 ET 72 108 92	1 T 2 08 2			0 EL2 0 0 0	(E	2	0 ER2 0 0 0	1 WL 10 12 6 18	1 WT 39 32 44 50	0 WR 3 8 7			0 WR2 0 1 0	0 WU2 0 0 0	0 N2T 0 0 0	0 N2 0 0	R N	NORTH U N2	BOUND2) L2 N	0 N2T2 0 0 0	0 N2R2 0 0	0 N2U2 0 0	0 S2L 0 0	0 S2T 0 0 0	0 - S2 0 0	SOUTH U S2	BOUND2	0 2T2 S 0 0 0	0 52R2 0 1 0	0 S2U2 0 1 1	0 W2L 0 0	0 W2R 0 0	0 W2U 0 0	WESTBOUI 0 W2L2 0 0 0	ND2 0 W2T2 0 0 0	0 W2R2 0 0 0	0 W2U: 0 0 0	
4:00 PI 4:15 PI 4:30 PI 4:45 PI 5:00 PI 5:15 PI	M 8 M 12 M 11 M 15 M 9	1 NT 15 15 10 6	1 NR 24 21 20 17 27 21) Γ2 Ν))))	0 R2 0 0 0 0 0	0 NU2 0 0 0 0	0 SL 8 12 6 14 7 8	1 ST 10 7 9 5	1 SR 25 28 28 29 27 28			2 ST	0 T2 0 0 0 0 0 0	0 SU2 0 0 0 0	1 EL 20 21 24 29 36 30	1 ET 72 108 92 111 111	1 T 2 08 2 11			0 EL2 0 0 0 0 0	(E	2	0 ER2 0 0 0 0	1 WL 10 12 6 18 13 19	1 WT 39 32 44 50 28 55	0 WR 3 8 7 9			0 WR2 0 1 0 0	0 WU2 0 0 0 0	0 N2T 0 0 0 0	0 N2 0 0 0 0	R N.	NORTH U N2	BOUND2) 1.2 N)))))))	0 J2T2 0 0 0 0	0 N2R2 0 0 0 0	0 N2U2 0 0 0 0	0 S2L 0 0 0 0	0 S2T 0 0 0 0	0 - S2 0 0 0 0	SOUTH U S2	BOUND2	0 2T2 S 0 0 0 0	0 52R2 0 1 0 0	0 S2U2 0 1 1 0 0	0 W2L 0 0 0 0	0 W2R 0 0 0 0	0 W2U 0 0 0	WESTBOUI 0 W2L2 0 0 0 0	ND2 0 W2T2 0 0 0 0	0 W2R2 0 0 0 0	0 W2U: 0 0 0 0	2 TOTAL 244 291 275 317 324 324
4:00 PI 4:15 PI 4:30 PI 4:45 PI 5:00 PI 5:15 PI 5:30 PI 5:30 PI 5:45 PI	M 8 M 12 M 11 M 15 M 9 M 12 M 11	1 NT 15 15 10 6 15 12 13 8	1 NR 24 21 20 17 27 21 27 36			D	0 R2 0 0 0 0 0 1 1 1 0	0 NU2 0 0 0 0 0 0 0	0 SL 8 12 6 14 7 8 18 10	1 ST 10 7 9 5 14 10 15 18	1 SR 25 28 28 29 27 28 27 33			2 51	0 T2 0 0 0 0 0 0	0 SU2 0 0 0 0 0 0	1 EL 20 21 24 29 36 30 31 31	1 ET 72 108 92 111 111 99 125	I T 2 208 2 11 11 9 25			0 EL2 0 0 0 0 0	(E E () () () () () () () () (22	0 ER2 0 0 0 0 0 0	1 WL 10 12 6 18 13 19 19	1 WT 39 32 44 50 28 55 42 47	0 WR 3 8 7 9 3 10 8			0 WR2 0 1 0 0 0	0 WU2 0 0 0 0 0 0	0 N2T 0 0 0 0	0 N2 0 0 0 0 0	R N	NORTH U N2	BOUND2) 1.2 N))))))))	0 J2T2 0 0 0 0 0 0	0 N2R2 0 0 0 0 0	0 N2U2 0 0 0 0 0	0 S2L 0 0 0 0 0	0 S2T 0 0 0 0 0	- S2 0 0 0 0 0	SOUTH U S2	BOUND2 0 12L2 S	0 2T2 S 0 0 0 0 0 0	0 52R2 0 1 0 0 0 0	0 S2U2 0 1 1 0 0 0 0	0 W2L 0 0 0 0 0	0 W2R 0 0 0 0 0	0 W2U 0 0 0 0 0	WESTBOUI 0 W2L2 0 0 0 0 0	ND2 0 W2T2 0 0 0 0 0	0 W2R2 0 0 0 0 0	0 W2U: 0 0 0 0 0	2 TOTAL 244 291 275 317 324 324 356 351
4:00 PI 4:15 PI 4:30 PI 4:45 PI 5:00 PI 5:15 PI 5:30 PI 5:45 PI 6:10 PI 6:15 PI	M 8 M 12 M 11 M 15 M 9 M 12 M 11 M 14 M 6	1 NT 15 15 10 6 15 12 13 8 7	1 NR 24 21 20 17 27 27 21 27 36 18			D T2 N	0 R2 0 0 0 0 0 0 1 1 1 0 2 0 0	0 NU2 0 0 0 0 0 0 0	0 SL 8 12 6 14 7 8 18 10	1 ST 10 7 9 5 14 10 15 18	1 SR 25 28 28 29 27 28 27 33 33 33			(((((((((((((((((((0 T2 0 0 0 0 0 0 0 0 0	0 SU2 0 0 0 0 0 0 0	1 EL 20 21 24 29 36 30 31 31 28 31	1 ET 72 108 92 1111 1111 99 125 107	1 T 2 208 22 111 111 9 9 25 07			0 EL2 0 0 0 0 0 1 0	(((((((((((((((((((2	0 ER2 0 0 0 0 0 0 0	1 WL 10 12 6 18 13 19 19 14 10 17 11	1 WT 39 32 44 50 28 55 42 47 38 40	0 WR 3 8 7 9 3 10 8 9			0.000 0 WR2 0 1 1 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0	0 N2T 0 0 0 0 0	0 N2 0 0 0 0 0 0 0 0	R NJ	NORTH U N2	BOUND2) 1.12 N)))))))))))))	0 J2T2 0 0 0 0 0 0 0	0 N2R2 0 0 0 0 0 0	0 N2U2 0 0 0 0 0	0 S2L 0 0 0 0 0	0 S2T 0 0 0 0 0 0	0 52 0 0 0 0 0 0 0 0	SOUTH SOUTH	BOUND2)))))))))))))))))))	0 0 22T2 S 0 0 0 0 0 0 0 0 0 0 0 0	0 52R2 0 1 0 0 0 0 0 0	0 S2U2 0 1 1 1 0 0 0 0	0 W2L 0 0 0 0 0 0	0 W2R 0 0 0 0 0 0	0 W2U 0 0 0 0 0 0	WESTBOUI 0 W2L2 0 0 0 0 0 0 0 0 0 0 0 0	ND2 0 W2T2 0 0 0 0 0 0	0 W2R2 0 0 0 0 0 0	0 W2U: 0 0 0 0	2 TOTAL 244 291 275 317 324 324 356 351 308 296
4:00 PI 4:15 PI 4:30 PI 4:45 PI 5:00 PI 5:15 PI 5:30 PI 5:45 PI	M 8 12 11 15 9 12 M 11 M 14 M 6 M 11	1 NT 15 15 10 6 15 12 13 8 7 7 11 8 8 8	1 NR 24 21 20 17 27 21 27 36 6 18 13 10 21			NO N	0 R2 0 0 0 0 0 0 1 1 1 0 0 2 0 0 1 1 1 1 0 0	0 NU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 8 12 6 14 7 8 18 10 12 6 14 10	1 ST 10 7 9 5 14 10 15 18 11 9 8	1 SR 25 28 28 29 27 28 27 28 27 33 33 38 15			(((((((((((((((((((0 T2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU2 0 0 0 0 0 0 0 0 0	1 EL 20 21 24 29 36 30 31 31 28 31 28	1 ET 72 108 92 111 111 99 125 100 97 83 81	1 T 2 208 2 11 11 9 9 25 5 7 7 3 3			ND 0 EL2 0 0 0 0 0 0 1 1 0 0 0	(C (C (C (C (C (C (C (C (C (C	22	0 ER2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 10 12 6 18 13 19 19 14 10 17 11 11	1 WT 39 32 44 50 28 55 42 47 38 40 30 49	0 WR 3 8 7 9 3 10 8 9 10 7 5 3			0 WR2 0 1 0 0 0 0 0 0 0 0	0.23d 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 N2T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 N2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R N	NORTH U N2	BOUND2) 1.2 N)))))))))))))))))))	0 12T2 0 0 0 0 0 0 0 0 0 0	0 N2R2 0 0 0 0 0 0 0 0 0 0	0 N2U2 0 0 0 0 0 0 0	0 S2L 0 0 0 0 0 0 0 0	0 S2T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00 - S2 -	SOUTH SOUTH	BOUND2) 1-12 S 10) 10) 10) 11) 10) 10) 10) 10)	0 S2T2 S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 052R2 0 1 0 0 0 0 0 0 0 0	0 S2U2 0 1 1 0 0 0 0 0 0 0 0	0 W2L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2R 0 0 0 0 0 0 0 0	0 W2U 0 0 0 0 0 0 0	WESTBOUI 0 W2L2 0 0 0 0 0 0 0 0 0 0 0 0	ND2 0 W2T2 0 0 0 0 0 0 0 0 0 0	0 W2R2 0 0 0 0 0 0 0 0 0	0 W2UI 0 0 0 0 0 0 0 0	2 TOTAL 244 291 275 317 324 324 356 351 308
4:00 PI 4:15 PI 4:30 PI 4:45 PI 5:00 PI 5:15 PI 5:30 PI 6:15 PI 6:30 PI 6:35 PI 6:34 PI	M 8 M 12 M 11 M 15 M 9 M 12 M 12 M 11 M 14 M 6 M 11 M 10 NL	1 NT 15 15 10 6 15 12 13 8 7 11 8 8 8 NT 18 8 8	1 NR 24 21 20 17 27 21 27 36 18 13 10 21 NR 255	NORTHI 0	BOUND (T2 N	0 R2 0 0 0 0 0 1 1 1 1 0 2 2 0 0 1 1 1 1 0 0 0 7 1 1 1 1 1 1 1 1 1 1		0 SL 8 12 6 14 7 8 18 10 12 6 14 10 SL 125 21 48%.	1 ST 10 7 9 5 14 10 15 18 11 9 8 11	1 SR 25 28 29 27 28 27 33 33 38 15 19	SOUTHBO! 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 SL2	(((((((((((((((((((0 T2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 20 21 24 29 36 30 31 31 28 31 28 EL 340 19 19%	1 ET 72 100 92 1111 1111 110 110 110 110 110 110 110		0 ER 111 15 16 17 27 21 17 25 23 19 33 15 ER 239		0 EL2 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	(((((((((((((((((((22	0 ER2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 10 12 6 18 13 19 19 14 10 17 11 11 11 WL 160 21 65%	1 WT 39 32 44 50 28 55 42 47 38 40 30 49	0 WR 3 8 7 9 3 10 8 9 10 7 5 3 3 WR	WESTBO 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UND 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU22 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	0	0 N2: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R N.	NORTH U N2	BOUND2) 1.1.2 N)))))))))))))))))))	0 12T2 0 0 0 0 0 0 0 0 0 0 0 0 0	0 N2R2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 N2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 S2L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 S2T 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	U S2	D	0	2	0 S2U2 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTBOUI 0 W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ND2 0 W2T2 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2R2 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 244 291 275 317 324 324 356 351 308 296 261
4:00 PI 4:15 PI 4:30 PI 4:45 PI 5:15 PI 5:30 PI 5:45 PI 6:00 PI 6:30 PI 6:35 PI 6:45 PI	M 8 12 M 11 M 15 M 9 M 12 M 11 M 14 M 10 M 10 NL 126 24.429	48	05 111	NORTHH 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND () () () () () () () () () () .	0 R2 0 0 0 0 0 1 1 1 0 2 0 1 1 1 0 0 2 0 0 0 7 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0		0 SL 8 12 6 14 7 8 18 10 12 6 14 10 SL 125 21.48%		1 SR 25 28 29 27 28 27 33 33 38 15 19	SOUTHBO! 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 SL2	(ST 2 ST	0 T2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 20 21 24 29 36 30 31 31 28 31 28 EL 340 19.19%	1 ET 72 100 92 111 111 100 100 100 100 100 100 100 10		0 ER 111 15 16 17 27 21 17 25 23 19 33 15		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(22	0 ER2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 10 12 6 18 13 19 14 10 17 11 11 WL 160 21.65%		0 WR 3 8 7 9 3 10 8 9 10 7 5 3 3 WR 82 11.109	WESTBO 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UND 0	0 WR2 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1	0	0 N2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	R N	NORTH U N2	BOUND2) 12 N)))))))))))))))) L2 N)))))))))	0 12T2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 N2R2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 N2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 S2L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 S2T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- S2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U S2	D	0	0 52R2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 S2U2 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2L2 0 0 0 0 0 0 0 0 0	0 W2T2 0 0 0 0 0 0 0 0 0 0	0 W2R2 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	2 TOTAL 244 291 275 317 324 356 351 308 296 261 266 2 TOTAL 3613 3613 3707 3813 3813 3813 3813 3813 3813 3813 381

National Data & Surveying Services Intersection Turning Movement Count

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

Location: B City: Si Control: Si	Borregas Ave/Su Gunnyvale Gignalized	ınnyvale Ave	& Maude Ave																					Ca	ars																						Project ID: Date:	20-08052-0 2/6/2020	001	
NS/EW Streets:		Borre	gas Ave/Sunn	vale Ave					Borregas A	ve/Sunny	ale Ave						Maude .	Ave						Maude	le Ave																									l .
AM	O NL N	1 1 IT NR	NORTHBOU 0 NU	ND 0 NT2	0 NR2 I	0 NU2	0 SL	1 ST	SOI 1 SR	UTHBOUN 0 SU	D 0 SL2	0 ST2	0 SU2	1 EL	1 ET	0 ER	EASTBO 0 EU	OUND 0 EL2	0 ! ET2	(2 EF) 1 R2 W	. v	1 (WESTI C R W	BOUND 0 / /U W	<mark>0</mark> /L2 V	0 VR2 V	0 VU2 1	0 I2T !	0 N2R	NOR 0 N2U	THBOUND2 0 N2L2	0 N2T2	0 N2R2	0 N2U2	0 S2L	0 S2T	0 S2U	OUTHBOU 0 S2L2	ND2 0 S2T2	0 S2R2	0 S2U2	0 W2L	0 W2R	0 W2U	WESTBOU 0 W2L2	0	0 W2R2	0 W2U2	TOTAL 158
7:00 AM 7:15 AM 7:30 AM	17 16 20	3 9 1 13 6 17	0 0 0	0 0	0	0 0	2 3 10	13 6 16	36 52 52	0	0	0 0 0	0	9 5 9	14 31 31	7 9 5	0	0	0	0) 1) 4) 5	2	2 5 3 8 3 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 0 0	0	0	0	0 0 0	0 0 0	0	0	0	0 0	0	0	0 0 0	191 257
7:45 AM 8:00 AM 8:15 AM 8:30 AM	33 1 31 1 31 4	2 23 3 13 0 16 6 14	0	0 0	1 0 2	0 0	7 5 3	9 7 9	54 67 65	0	0	0 0	0	16 12 11 16	26 39 20	8 9 10	0	0	0	() 12	1 1	06 6 17 8 32 3	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	0 0	0	0 0	0	0	0 0	315 314 339 297
8:45 AM 9:00 AM 9:15 AM 9:30 AM	23 31 1 23 1	7 9 1 6 0 12	0	0	0 1	0 0	2 4	9 5 5	76 67 45	0 0	0	0	0	11 10 10	23 38 27	5 8 8	0	0	0	0	0 6	1 1 1	33 1 28 1 16 7	0	0 0	0	0	2 2	0	0	0	0 0	0	0	0 0	0	0	0	0	0 0	0 1 0	0 0	0	0	0	0 0	0 1	0 0	0 0	300 316 275 201
9:45 AM	17 17 NL N	7 14	NU	1 NT2	NR2	NU2	5 SL	7 ST	43 SR	SU	0 SL2	ST2	SU2	13 EL	37 ET	7 ER	ě EU	0 EL2	0 ! ET2	2 EF	2 W	. v	6 1	R W	0 /U W	0 /L2 V	0 VR2 V	4 VU2 1	0 I2T	0 N2R	N2U	N2L2	N2T2	0 N2R2	0 N2U2	0 S2L	0 S2T	S2U	S2L2	0 S2T2	0 S2R2	S2U2	0 W2L	0 W2R	0 W2U	0 W2L2	W2T2	0 W2R2	2 W2U2	228 TOTAL
PEAK HR:	275 9 52.28% 17	.30% 29.0	9% 0.00% 7:45 AM - 08:4		6 1.14%				637 79.72%	0.00%	0.00%	0.00%	0.00%			92 % 15.75	0 % 0.0	0 0% 0.0	0 0% 0.0	10% 0.	00% 5.	90	51 5 .20% 4.				0 0.00%		0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	1 5 100.00%	0 6 0.00%	0 0.009	0 6 0.009	0 % 0.00	0 1% 0.00	2 % 40.00%	0 6 0.00%	60.00%	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	114 4 0.86 0.7		0 0.000 0.933	0.000		0.000 0	36).429 (0 0.000 0.940	0.000	0.000	0.000	55 0.859	131 0.712	33 0.825	0.000 0.80		0.000	0.0	00 0.75	0 0.8	68 20 86 0.62	5 0.00 0.9		0 000 0.0	0 000 0.	1 250 0.	0 000 0.	0 .000 0	0).000 (0 0.000 (0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1265 0.933
PM			NORTHBOU	ND O					SOL	UTHBOUN	D						EASTBO	OUND						WEST	BOUND						NOR	THBOUND2	2					S	OUTHBOU	ND2						WESTBOL	JND2			
	NL N	I I	NU	NT2	NR2 I	NU2	SL	ST	SR	SU	SL2	ST2	SU2	EL	ET	ER	EU	EL2	. ET2	2 EF	R2 W	_ V	T W	R W	/U W	0 /L2 V	∪ /R2 V	VU2 1	U 12T !	N2R	N2U	N2L2	N2T2	N2R2	N2U2	S2L	S2T	S2U	S2L2	S2T2	S2R2	S2U2	W2L	W2R	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM	7 1 8 1 12 1	5 23 5 20 0 20 6 16	0 0 0	0 0	0 0 0	0	8 12 6	10 7 9	24 28 28	0	0	0 0	0	19 21 24	72 106 92	11 15 16	0	0	0 1 0	0) 10) 11) 6	3 3	18 3 11 8 14 7	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 1 0	0 1 1	0	0	0	0 0	0 0 0	0 0	0 0	240 286 275 314
5:00 PM 5:15 PM 5:30 PM	15 1 7 1 12 1	4 27 1 20 3 27	0 0	0 0	1 1 0	0 0	7 8 18	14 10 15	27 27 27 27	0 0	0	0 0	0 0	36 30 31	111 99 124	27 21 17	0 0	0 1 0	0 0	() 12) 19 I 18		18 3 15 11	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 0	0 0	0 0	0 0	0 0	0 0	322 319 353 348
5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM	14 6 6 1 11 8	5 35 6 18 1 12 8 10 8 20	0 0 0 0	1 0 0	0 1 1 0	0 0 0	12 6 13 10	11 9 8 11	33 36 15	0 0 0	0 0 0	0 0 0	0 0 0 0	28 31 31 28	103 97 83 81	23 18 33 15	0 0 0	0 0 0	0 0 0	0	0 10 0 17 0 16 0 17	3	18 9 10 7 10 5 18 3	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 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	306 292 259 264
TOTAL VOLUMES :	NL N 124 12 24.60% 24	IT NR 25 248 80% 49.2	NU 0 1% 0.00%	NT2 1 0.20%	NR2 I 6 1.19%		SL 124 21.49%	ST 127 22.01%	SR 326 56 50%	SU 0 0.00%	SL2 0 0.00%	ST2 0 0.00%	SU2 0 0.00%	EL 339 19.20%	ET 1186	ER 237 % 13.42	EU 0 % 0.00	EL2 1 0% 0.0	ET2	1	1 15	. V 5 4	/T W 88 8 .13% 11.		1 (/L2 V 0	1	1	12T 1	N2R 0	N2U 0	N2L2 0	N2T2 0	N2R2 0	N2U2 0	S2L 0 0.00%	S2T 0 0.00%	S2U 0 0.00%	S2L2 0 0.00%	S2T2 0	S2R2 2 50.00%	S2U2 2 5 50 00%	W2L 0	W2R 0	W2U 0	W2L2 0	W2T2 0	W2R2 0	W2U2 0	TOTAL 3578
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	45 4	6 109	5:00 PM - 06:0 0	0 PM 0	4	0	43	57	114 0.864	0	0	0	0 0.000	128 0.889	441 0.889	90 0.833	0	1 0.25	0	1	62	13	70 30 73 0.75	0	0.0	0	0	1	0 000 0.	0.000 0	0	0	0	0 0.000	0	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.000	0.000	0.000	0 0.000	0 0.000	0 0.000	TOTAL 1342 0.950

National Data & Surveying Services Intersection Turning Movement Count

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

CONTROL SI																												HT																													
NS/EW Streets:		В	orregas Ave/	Sunnyvale A	Ave				В	orregas A	Ave/Sunny	vale Ave							Maude	Ave								Maude /																													1
			NORTH	BOUND						SOL	UTHBOUN	ND							EASTB	OUND								WESTBO	DUND							NORTHB	DUND2							SOUTHBO	UND2							WESTBO	DUND2				+-
AM	O NL	1 NT	1 () (TN L	0 Γ2 NR2	0 2 NU:	0 12 SI	0 SL S	1 ST	1 SR	0 SU	0 SL2	0 ST2	O SU:	0 J2	1 EL	1 ET	0 ER	0 EL	J [0 EL2	0 ET2	0 ER2	2 \	1 VL	1 WT	0 WR	0 WU	W) L2 \	0 /R2	0 WU2	0 N2T	0 N2R	0 N2U	0 N2L2	0	2 N	0 2R2	0 N2U2	0 S2L	0 S2T	0 S2U	0 S2L2	0 S2T	r2 S2	0 !R2 S	0 S2U2	0 W2L	0 W2R	0 W2U	0 W2L		0 /2T2 V	0 W2R2	0 W2U2	TOTA
7:00 AM 7:15 AM	0 1	0	1 () (0 0	0	0	0 1	0 1	1 0	0	0	0	0	0	0	3 2	0 1	0		0	0	0		2 1	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 1	0	0	8 10
7:30 AM 7:45 AM	1 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		3 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	6 2
8:00 AM 8:15 AM	1	0	1 0) (0 0	0	0	0 0	0	0	0	0	0	0	0	0	1	0	0		0	0	0		1 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	6
8:30 AM 8:45 AM	1 0	0	2 0	(0 0	0	0	0 0	0	1 0	0	0	0	0	0	0 1	0	0	0		0	0	0		1 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	7 5
9:00 AM 9:15 AM	1	1 0	1 () (0 0	0	0	0 0	0	1	0	0	0	0	0	0	2	0	0		0	0	0		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	8 7
9:30 AM 9:45 AM	2	0	1 () (0 0	0	0	0 0	0	1	0	0	0	0	0	0	1	1	0		0	0	0		1 1	4	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	11 12
	NL	NT	NR N	J N	T2 NR2	2 NU	12 SI	SL S	ST	SR	SU	SL2	ST2	SU:	J2	EL	ET	ER	EL	J I	EL2	ET2	ER2	2 \	VL.	WT 18	WR	WU	W	L2 \	/R2	WU2	N2T	N2R	N2U	N2L2	. N2T	2 N	2R2	N2U2	S2L	S2T	S2U	S2L2	S2T	T2 S2	!R2 S	S2U2	W2L	W2R	W2U	W2L	2 W:	2T2 V	W2R2	W2U2	
	11 50.00%	9.09% 4				0.0	00% 10.	1 1.00% 30	3 0.00% 6	6 50.00%	0.00%	0.00%	0 6 0.009	% 0.0	0 .00%	9.52%	10 47.62%	42.869	% 0.0	00%	0.00%	0.00%	5 0.0		3		6.069	0 % 0.00	0% 0	.00%	0 0.00%	0.00%	0	0	0	0	0		0	0	0	0	0	0	0	(0	0	0.00%	0.00%	6 0.00	0.0	0% 100	2 0.00%	0.00%	0.00%	
PEAK HR : PEAK HR VOL :	2	0	07:45 AM -	08:45 AM) 0	0			0	1	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	,	0	0	0	TO1
	0.750							, ,				0	0	0	,	0			0		0																																,	0	0		
AK HR FACTUR :	0.750 (0.000 0	.500 0.0 0.5		0.00	0.00	0.0	000 0.	.000		0.000 0.250	0.000	0.000	0.00	000 0	0.000	0.250	0.250	0.00		0.000	0.000	0.00	00 0.	500	0.667	0.000	0.000		00 0	000	0.000	0.000	0.000	0.000	0.00	0.00	0 0.	.000	0.000	0.000	0.000	0.000	0.000	0.00	0.0	000 0	0.000	0.000	0.000	0.000	0.00	0 0.0	.000	0.000	0.000	0.75
	0.750	0.000 0		83	0.00	0.00	0.00	000 0.	.000 0			0.000 ND	0.000	0.00	000 0	0.000	0.250	0.250		75	0.000	0.000	0.00	00 0.	500	0.667	0.000		3	00 0	000	0.000	0.000	0.000	0.000	0.00	0.00 0.00 0UND2	0 0.	.000	0.000	0.000	0.000	0.000	0.000 SOUTHBO	0.00 UND2	0.0	000 0	0.000	0.000	0.000	0.000	WESTBO		.000 (0.000	0.000	0.75
PM	0 NL	0.000 0	0.5	83	000 0.00 0 0 0 0	0 0.00 0 0.00	00 0.00 00 0.00	000 0. 0 SL S	.000 (1 ST		0.250	0.000 ND 0 SL2	0.000 0 ST2	0.00 0 SU:	000 0 0 U2	0.000 1 EL	0.250 1 ET	0.250 0 ER	0.37	75	0 EL2	0.000 0 ET2	0.00 0 ER2	00 0. 2 V	1 VL	0.667 1 WT	0.000 0 WR	0.833	3) L2 \	0 0 0 VR2	0 0 0 WU2	0.000 0 N2T	0.000 0 N2R	0.000 0 N2U	0.00 NORTHBO 0 N2L2	0	0 0. 2 N	0	0.000 0 N2U2	0.000 0 S2L	0.000 0 S2T	0.000 0 S2U	SOUTHBO 0 S2L2	0.00 UND2 0 S2T	00 0.0 ([2 S2	000 0 0 2R2 S	0 52U2	0.000 0 W2L	0.000 0 W2R	0.000 0 W2U		DUND2	0	0	0.000 0 W2U2	0.730
PM 4:00 PM 4:15 PM	0 NL 0	1 NT 0	0.5	83	000 0.00 0 0 T2 NR2 0 0 0 0	0 0.00 0 0 2 NU:	00 0.00 00 0.00 12 SI	0 000 0 SL S 0 0	.000 (1 ST 0		0.250	0.000 ND 0 SL2 0	0.000 0 ST2 0 0	0.00 SU: 0	0 0 U2 0	1 EL 1 0	0.250 1 ET 0 2	0.250 0 ER 0 0	0.37	75	0 EL2 0	0.000 0 ET2 0 0	0.00 0 ER2 0 0	00 0. 2 \	1 VL 0	0.667 1 WT 1	0.000 WR 0 0	0.833	3) L2 \	0 000 0 VR2 0 0	0 WU2 0	0.000 0 N2T 0	0.000 0 N2R 0 0	0.000 0 N2U 0	0	0	0 0. 2 N	0	0	0.000 0 S2L 0	0.000 0 S2T 0 0	0.000 0 S2U 0	0	0.00 UND2 0 S2T 0	00 0.0 Γ2 S2	0 0 2R2 S	0 52U2 0	0.000 0 W2L 0	0.000 0 W2R 0 0	0.000 0 W2U 0	WESTBO 0	DUND2	0	0	0	0.75
PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 NL 0 0 0	0.000 0 1 NT 0 0 0	0.5	83	000 0.00 0 0 Γ2 NR2 0 0 0 0 0 0 0 0 0	0 0.00 0 0 2 NU: 0 0 0 0	00 0.00 12 St 0 0 0	000 0.	1 ST 0 0		0.250	0.000 ND 0 SL2 0 0 0	0.000 0 ST2 0 0 0	0.00 SU: 0 0 0	000 0 0 0 0 0 0 0	1 EL 1 0 0	0.250 1 ET 0 2 0 0	0.250 0 ER 0 0 0 1	0.37	75	0 EL2 0 0	0.000 ET2 0 0 0	0.00 0 ER2 0 0 0 0	2 \	1 VL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.667 1 WT 1 1 0	0.000 WR 0 0 0	0.833	3) 12 \))	0 0000 0 VR2 0 0 0	0 0.000 0 WU2 0 0 0	0.000 0 N2T 0 0 0	0.000 0 N2R 0 0 0	0.000 0 N2U 0 0	0	0	0 0. 2 N	0	0	0.000 0 S2L 0 0 0	0.000 0 S2T 0 0 0	0.000 0 S2U 0 0 0	0	0.00 UND2 0 S2T 0 0	00 0.0 (12 S2 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	000 0.	0 52U2 0 0	0.000 W2L 0 0 0	0.000 W2R 0 0 0	0.000 W2U 0 0	WESTBO 0	DUND2	0	0	0	0.730
PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM	0 NL 0 0 0 0	1 NT 0 0 0 0 1 1 1 1	0.5	83	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0 0.00 2 NU: 0 0 0 0	00 0.00 00 0.00 12 SI 0 0 0 0	000 0.	1 ST 0 0 0 0		0.250	0.000 ND 0 SL2 0 0 0 0 0 0	0.000 ST2 0 0 0 0 0	0.00 SU: 0 0 0 0	0 0 0 0 0 0 0 0 0	0.000 1 EL 1 0 0 0 0	0.250 1 ET 0 2 0 0 0	0.250 0 ER 0 0 0 1 0 0	0.37	75	0 EL2 0 0 0 0	0.000 0 ET2 0 0 0 0	0.00 0 ER2 0 0 0 0 0 0	2 V	1 VL 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0	0.667 1 WT 1 0 1 0 0	0.000 WR 0 0 0 0	0.833	3	000 0	0 0000 VR2 0 0 0 0	0 0.000 0 0 0 0 0	0.000 0 N2T 0 0 0 0	0.000 0 N2R 0 0 0 0 0	0.000 0 N2U 0 0 0 0 0	0	0	0 0.	0	0	0.000 0 S2L 0 0 0 0	0.000 0 S2T 0 0 0 0	0.000 0 S2U 0 0 0 0 0	0	0.00 UND2 0 S2T 0 0 0 0	00 0.0	000 0. RR2 S 0 0 0 0 0 0 0 0 0 0 0 0 0	0 52U2 0 0 0 0	0.000 W2L 0 0 0 0	0.000 0 W2R 0 0 0 0 0	0.000 W2U 0 0 0 0	WESTBO 0	DUND2	0	0	0	0.730
4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM	0 NL 0 0 0 0 0	1 NT 0 0 0 0 1 1 0	0.5	83	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 2 NU: 0 0 0 0 0 0	00 0.00 12 SI 0 0 0 0 0 0	000 0.	1 ST 0 0 0 0 0		0.250	0.000 ND 0 SL2 0 0 0 0 0 0 0 0	0.000 0 ST2 0 0 0 0 0 0	0.00 SU: 0 0 0 0 0	0 0 U2 0 0 0 0 0 0 0	1 EL 1 0 0 0 0	0.250 1 ET 0 2 0 0 0 1 0	0.250 ER 0 0 0 1 0 0 0	0.37	75	0.000 0 EL2 0 0 0 0 0 0	0.000 0 ET2 0 0 0 0 0 0	0.000 ER2 0 0 0 0 0 0 0	2 \	1 VL 00 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.667 1 WT 1 1 0 0 1 1 1 1	0.000 0 WR 0 0 0 0 0	0.833	3) L2 \))))))))	0 0000 VR2 0 0 0 0 0 0	0.0000 0	0.000 0.000 0.000 0.000 0.000 0.000 0.000	0.000 0 N2R 0 0 0 0 0	0.000 N2U 0 0 0 0 0 0	0	0	0 0.	0	0	0.000 0 S2L 0 0 0 0 0 0	0.000 0 S2T 0 0 0 0 0 0	0.0000 0 S2U 0 0 0 0 0 0	0	0.000 UND2 0 S2T 0 0 0 0	00 0.0	000 0. 182 S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 52U2 0 0 0 0 0 0	0.000 W2L 0 0 0 0 0 0	0.000 0 W2R 0 0 0 0 0 0	0.000 W2U 0 0 0 0 0 0	WESTBO 0	DUND2	0	0	0	0.730
4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:15 PM	0 NL 0 0 0 0 0 0 0 0 0	0.000 0 1 NT 0 0 0 1 1 1 0 0 1 1 0 0 0	0.5	83	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 2 NU: 0 0 0 0 0 0	00 0.00 12 SI 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	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0.250	0.000 ND 0 SL2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 ST2 0 0 0 0 0 0 0	0.00 SU! 0 0 0 0 0 0 0 0 0 0	0 0 UJ2 0 0 0 0 0 0 0 0 0 0 0	1 EL 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 1 ET 0 2 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 0 ER 0 0 1 0 0 0 0 0 1	0.37	75	0.000 0 EL2 0 0 0 0 0 0 0	0.000 ET2 0 0 0 0 0 0 0	0.000 0 ER22 0 0 0 0 0 0 0 0 0 0 0 0	2 \	1 V/L 0 1 1 0 0 1 1 1 1 1 0 0	0.667 1 WT 1 1 0 1 0 0 1 1 0 0 0	0.000 WR 0 0 0 0 0 0 0 1	0.833	3) 12 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	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	0.000 N2T 0 0 0 0 0 0 0	0.000 0.000 0.000 0.0	0.000 0 N2U 0 0 0 0 0 0 0	0	0	0 0.	0	0	0.000 S2L 0 0 0 0 0 0 0	0.000 0 S2T 0 0 0 0 0 0 0	0.000 S2U 0 0 0 0 0 0 0 0	0	0.000 UND2 0 0 0 0 0 0 0 0 0 0 0 0 0	(C)	0 0 2R2 S 0 0 0 0 0 0 0 0 0 0 0 0	0 62U2 0 0 0 0 0 0	0.000 0 W2L 0 0 0 0 0 0 0 0	0.000 W2R 0 0 0 0 0 0 0	0.000 0 W2U 0 0 0 0 0 0 0	WESTBO 0	DUND2	0	0	0	0.730
4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 1 1 1 0 0 0	0.5	83	000 0.00 012 NR2 0	0 0.000 0 0.000 0 0 0 0 0 0 0 0 0 0 0 0	00 0.00 12 SI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	1 ST 0 0 0 0 0 0 0 0 0		0.250	0.000 ND 0 SL2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 ST2 0 0 0 0 0 0 0 0 0 0	0.00 SU: 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	1 EL 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 1 ET 0 2 0 0 0 1 0 0 0 0 0 0 0 0 0 0	0.250 O ER O O O O O O O O O O O O O O O O O O O	0.37	75	0 0 EL2 0 0 0 0 0 0 0 0	0.000 ET2 0 0 0 0 0 0 0 0	0.00 ER2 0 0 0 0 0 0 0 0 0 0 0 0 0	2 \	1 VL 00 1 1 00 0 1 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 0	0.667 1 WT 1 1 0 0 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 1 1	0.000 WR 0 0 0 0 0 0 0 0 0 0 0 0 0	0.833	3) 12 \ \)	0 0000 VR2 0 0 0 0 0 0 0 0 0	0 0 WU2 0 0 0 0 0 0 0 0	0.000 N2T 0 0 0 0 0 0 0 0 0 0 0	0.000 0 N2R 0 0 0 0 0 0 0 0	0.000 0 N2U 0 0 0 0 0 0 0 0 0	0	0	0 0.	0	0	0.000 0 S2L 0 0 0 0 0 0 0 0	0.000 0 S2T 0 0 0 0 0 0 0 0 0	0.000 0 S2U 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0.000 UND2 0 0 0 0 0 0 0 0 0 0 0 0 0	(0 0 RR2 S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 W2L 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 W2R 0 0 0 0 0 0 0 0	0.000 0 W2U 0 0 0 0 0 0 0 0 0	WESTBO 0	DUND2	0	0	0	0.730
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:30 PM 6:30 PM 6:30 PM	0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0	0.5 NORTH 1	83 BOUND	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 0 0 0 0 0	0 SL S S S S S S S S S S S S S S S S S S	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOU 1 SR 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250	0.000 ND 0 SL2 0 0 0 0 0 0 0 SL2 0 0 SL2 0 0 SL2 0 0 SL2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 ST2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 SU: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 1 EL 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 1 ET 0 2 0 0 0 0 1 0 0 0 0 ET 3	0.250 O ER O O O O O O O O O O O O O O O O O O O	0.37	75	0 EL2 0 0 0 0 0 0 0 0 0	0.000 ET2 0 0 0 0 0 0 0 0 0 ET2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0 ER2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 \	1 V/L 00 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0	0.667 1 WT 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 WT 6	0.000 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0	0.833	OUND () 12 \)))))))))))))))))	0 VR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 N2T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 N2R 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 N2U 0 0 0 0 0 0 0 0 N2U N2U 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	0.000 0 S2L 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 S2T 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 S2U 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0.000 0 S2T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0.000	0 SR2 S O O O O O O O O O O O O O O O O O O	0 52U2 0 0 0 0 0 0 0 0 0 0	0.000 0 W2L 0 0 0 0 0 0 0 0 W2L 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 W2R 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 W2U 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTBC 0 0 W2L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DUND2 2 W:	0	0 W2R2 0 0 0 0 0 0 0 0 0	0 W2U2 0 0 0 0 0 0 0 0	TOTA 4 5 0 3 2 5 3 3 3 2 4 4 2 2 2
4:00 PM 4:05 PM 4:35 PM 4:36 PM 5:00 PM 5:15 PM 5:30 PM 6:30 PM 6:30 PM 6:30 PM 6:30 PM	0 NL 0 0 0 0 0 2 0 0 0	1 NT 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0	0.5 NORTH 1	BOUND () () () () () () () () () (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 0 0 0 0 0	0 SL S S S S S S S S S S S S S S S S S S	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOU 1 SR 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250	0 SL2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 ST2 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SUU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 1 EL 1 0 0 0 0 0 0 0 0 1 EL 1 16.67%	1 ET 0 2 0 0 0 0 1 0 0 0 0 0	0.250 O ER O O O O O O O O O O O O O O O O O O O	0.37 EASTB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND J I	0 EL2 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET2 0 0 0 0 0 0 0 0 0 0	0 ER2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 \ \ \ 2 \ \ \ \ 2 \ \ \ \ \ \ \ \ \ \	1 VL DD 1	1 WT 1 1 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.833 WESTBC 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND () 122 V	0 VR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 N2T 0 0 0 0 0 0 0 0 0 0 0	0 N2R 0 0 0 0 0 0	0.000 0 N2U 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0 0.	0 2R2 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 S2L 0 0 0 0 0 0 0	0.000 S2T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 S2U 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0.000 UND2 0 S2T 0 0 0 0 0 0 0 0 0 0 0 0 S2T 0	0.000 0.000	0 SR2 S O O O O O O O O O O O O O O O O O O	0 52U2 0 0 0 0 0 0 0 0 0 0	0 W2L 0 0 0 0 0 0 0 0 0	0 W2R 0 0 0 0 0 0 0	0 W2U 0 0 0 0 0 0 0	WESTBC 0 0 W2L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DUND2 2 W:	0 (2T2 V 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2R2 0 0 0 0 0 0 0 0 0	0 W2U2 0 0 0 0 0 0 0 0	TOTA 4 5 0 3 2 5 3 3 2 4 2 2

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

National Data & Surveying Services Intersection Turning Movement Count

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

-																										Bik	es																													
NS/EW Streets:		Borrega	as Ave/Sunnyvale	e Ave				Borregas	Ave/Sunny	yvale Ave							Maude A	lve								Maude	e Ave																													
0.0.4			NORTHBOUND					S	OUTHBOUN	ND							EASTBO	UND								WESTE	BOUND							NO	RTHBOL	ND2						5	SOUTHBOL	ND2			\top			V	WESTBOU	JND2				
AM	0 1 NL NT	1 T NR	0 NU	0 0 NT2 NR2	0 ! NU2	SL	1 ST	1 SR	0 SU	O SL2	O ST2	0 SU2	EL.		1 ET	0 ER	0 EU	EI.	0 L2	O ET2	ER2	. v	'L	1 WT	0 WR	0 Wl	U 1	0 WL2	0 WR2	0 WU2	N2	г г	0 J2R	0 N2U	0 N2L2	0 N2T2	N2F) R2 N	0 N2U2	0 S2L	0 S2T	0 S2U	0 S2L2	0 S2T2	0 S2R2	0 S2U2	2 W:	, 2L V	0 V2R	0 W2U	0 W2L2	0 W2T:	0 2 W2F	R2 W:	0 2U2	TOTAL
7:00 AM 7:15 AM	0 0	0	0	0 0	0	1	1	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	j	0	0	0	0	0		0	4
7:30 AM	1 7	0	0	0 0	0	0	1	1	0	0	0	0	1		0	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	e	د	0	0	0	0	0		0	17
7:45 AM 8:00 AM	0 6	0	0	0 0	0	1	2	2	0	0	0	0	2		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	0		0	16 18
8:15 AM	0 10	0 1	0	0 0	0	0	3	i	0	0	Ö	0	2		0	0	0	(0	0	0)	0	0	0		0	0	0	0		0	0	0	0	0)	0	Ö	0	0	0	0	0	0	e	j	0	0	0	0	0		0	17
8:30 AM 8:45 AM	4 13	3 0	0	0 1	0	0	6	2	0	0	0	0	5		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	j O	0	0	0	0	0		0	33 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	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	14
9:15 AM 9:30 AM	0 3	0	0	0 0	0	0	3	4	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	11 14
9:45 AM	3 1	1	0	0 0	0	0	Ó	3	0	0	0	0	o		Ö	0	ő	Č	0	0	0		,	1	1	0		0	0	0	0		0	0	0	ő	0)	0	o	0	o	0	0	0	0	e)	0	o	0	0	0		0	10
	NII NT	T ND	MII	NTO NDO	MIII	CI	ет	en	CII	CI 2	CT1	CITA	EI		ET	ED	EII	EI	12	ETO	EDO		1	W.T	WD	14/1		M/I 2	WD2	WILLS	NO.		ממו	MOLL	MOL 2	MOTO	NO	DO N	12112	COL	COT	COLL	6313	COTO	S2R2	calla	2 14/	21 1	V2R	Wall	W2L2	W2T	2 W2F	22 M/	2U2	TOTAL
TOTAL VOLUMES :	15 76	6 2	0	0 2	0	2	22	24	0	0	0	0	14		2	0	0	(0	0	0)	15	3	0		0	0	0	0		0	0	0	0	0)	0	0	0	0	0	0	0	0	C C) "	0	0	0	0	2 W2F	Λ2 VV.	0	183
APPROACH %'s : PEAK HR :	15.79% 80.0		6 0.00% 45 AM - 08:45 A	0.00% 2.1	1% 0.009	6 4.17%	45.83%	50.00%	0.00%	0.00%	0.009	% 0.00	9% 87.5	50% 12	2.50%	0.00%	0.00	1% 0.	0.00%	0.00%	0.00	0% 25	00%	62.50%	12.509	% 0.0	00%	0.00%	0.00%	0.00	%																									TOTAL
PEAK HR VOL :	6 39) 1	0	0 1	0	1	15	6	0	0	0	0	9		0	0	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	84
PEAK HR FACTOR :	0.375 0.75	50 0.250	0.000	0.000 0.25	0.000	0.250	0.625	0.750	0.000	0.000	0.000	0.000	0.45	50 0	.000	0.000	0.000	0.0	nnn	0.000	0.000	0 0.5	00	0.500	0.000								000	0.000	0.000	0.000	0.0	nn n	000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0	000 0.	.000	0.000	0.000	0.000	0.00	0.0	000	
FLAKTIKTACTOK.			0.660	3.000 0.23	0.000	0.230	0.023	0.750		0.000	0.000	0.000	0.43	JO 0.	.000	0.000			000	0.000	0.000	0 0.0	00	0.500	0.000	0.00		0.000	0.000	0.000	0.00	0 0	000	0.000	0.000	0.000	0.0	00 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0	100 0	.000						.000	0.636
PEARTIKTACTOR.			0.653	5.000 0.23	0.000	0.230	0.023		0.688		0.000	0.000	0.43	30 0.	.000	0.000	0.450		000	0.000	0.000	0 0.0	00	0.500	0.000	0.50		0.000	0.000	0.000	0.00	0 0	.000	0.000	0.000	0.000	0.0	00 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0	,00 t	.000						.000	0.636
	0 1		0.653 NORTHBOUND	0 0.23	0.000	0.230	0.025				0.000	0.000	0.43	30 0.	1	0.000			000	0.000	0.000	0 0.5	00	0.500	0.000		00	0.000	0.000	0.000	0.00	0 0	000	0.000 NO	ORTHBOL	ND2	0.00		0.000	0.000	0.000	0.000	SOUTHBOL	ND2	0.000	0.000	0.0	J00 C	0	V	WESTBOU	JND2	0		0	0.636
PM	0 1 NL NT		0.653	0 0 NT2 NR2	0 NU2	0 SL	1 ST		0.688		0 ST2	0 SU2	1 EL	_ [1 ET	0 ER	0.450		0 L2	0 ET2	0 ER2	9 V.	L .	1 WT	0.000 0 WR	0.50	00	0 WL2	0.000 0 WR2	0.000 0 WU2	0.00 0 N2	0 0	0 12R	0.000 NC 0 N2U	ORTHBOU 0 N2L2	0.000 ND2 0 N2T2	0.00 0 N2F) R2 N	0 V2U2	0 S2L	0 S2T	0.000 S2U	SOUTHBOU 0 S2L2	ND2 0 S2T2	0.000 0 S2R2	0 0 S2U2	0 W2		0 V2R	0 W2U	WESTBOU 0 W2L2	JND2 0 W2T:	0 2 W2F		0	0.636 TOTAL
PM 4:00 PM	0 1 NL NT 0 0		0.653	0 0 NT2 NR2	0 ! NU2	0 SL 0	1 ST 5		0.688		0 ST2	0 SU2 0	1 EL 0		1 ET 0	0 ER	0.450		0 EL2	0 ET2 0	0 ER2 0	. v	L	1 WT	0 WR	0.50	00	0 WL2	0 WR2	0.000 WU2	0.00 N2:	T 1	0 12R	0.000 0 N2U	ORTHBOU 0 N2L2	0.000 ND2 0 N2T2	0.00 0 N2F) R2 N	0 V2U2	0 S2L 0	0 S2T 0	0.000 0 S2U	SOUTHBOU 0 S2L2	ND2 0 S2T2	0.000 0 S2R2 0	0 S2U2 0	0 W2) 2L W	0 V2R	0 W2U	WESTBOU 0 W2L2	JND2 0 W2T:	0		0	
PM	0 1 NL NT 0 0 0 0		0.653	0 0 NT2 NR2 0 0 0 0 0 0	0 ! NU2 0 0	0 SL 0 0	1 ST 5 3		0.688		0 ST2 0 0	0 SU2 0 0	1 EL 0 1	[1 ET 0 0	0 ER 1 1 0	0.450		0 EL2 0 0	0 ET2 0 0	0 ER2 0 0	2 V	 	1 WT 1 1	0.000 WR 0 0	0.50	00	0 WL2 0 0	0 WR2 0 0	0.000 WU2 0 0	0.00 N2 0 0	о о	0 12R 0 0	0.000 0 N2U 0 0	0.000 0 N2L2 0 0	0 N2T2 0 0	0 N2F 0 0) R2 N	0 V2U2 0 0	0 S2L 0 0	0 S2T 0 0	0.000 0 S2U 0 0	SOUTHBOU 0 S2L2 0 0	0.000 ND2 0 S2T2 0 0	0 S2R2 0 0	0 S2U2 0 0	0 0.0 0 W2) 2L W	0 W2R 0 0	0 W2U 0 0	WESTBOU 0 W2L2 0 0	JND2 0 W2T: 0 0	0		0	
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10

0.625

0.958

12

1.000

0.786

13

0.813

TOTAL

120

0.857

National Data & Surveying Services

Location: Borregas Ave/Sunnyvale Ave & Maudintersection Turning Movement Count Project ID: 20-08052-001 Date: 2/6/2020

Pedestrians (Crosswalks)

NS/EW Streets:	Borregas Ave			re/Sunnyvale ve	Maud	le Ave	Maud	le Ave							
	NORT				E 4.0		MEG	T.1.F.O.	NODTI	1150.0	COLUTI	1150.0	FACT	150.0	
AM	EB	H LEG WB	EB	H LEG WB	NB NB	T LEG SB	NB NB	T LEG SB	EB	H LEG 2 WB	EB	H LEG 2 WB	NB	LEG 2 SB	TOTAL
7:00 AM	2	0	0	4	0	2	0	1	3	0	3	5	2	0	22
7:15 AM	4	0	1	0	1	1	5	0	5	1	1	0	4	i	24
7:30 AM	1	0	3	0	0	1	2	4	1	0	4	1	1	0	18
7:45 AM	7	2	10	Ö	2	14	1	o O	16	2	10	2	15	2	83
8:00 AM	1	6	3	5	13	5	0	2	1	9	0	2	4	11	62
8:15 AM	0	0	2	1	0	1	0	1	0	0	3	0	0	0	8
8:30 AM	Ô	2	2	Ö	1	o O	1	Ó	1	1	1	1	1	1	12
8:45 AM	0	1	1	0	1	2	2	0	3	2	2	3	2	2	21
9:00 AM	1	i	0	0	0	0	1	2	2	3	1	2	1	3	17
9:15 AM	0	1	0	0	0	0	0	0	2	4	2	1	1	2	13
9:30 AM	o o	i	Ö	Ö	2	1	Ö	1	3	Ô	3	2	2	0	15
9:45 AM	_	0	0	0	0	,	0	0	4	1	1	2	0	Ö	12
7.40 7.40	Ŭ			· ·		,		· ·	,			-		Ü	12
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	NB	SB	TOTAL
TOTAL VOLUMES :	16	14	22	10	20	31	12	11	41	23	31	21	33	22	307
APPROACH %'s:	53.33%	46.67%	68.75%	31.25%	39.22%	60.78%	52.17%	47.83%	64.06%	35.94%	59.62%	40.38%	60.00%	40.00%	
PEAK HR:	07:45 AM -														TOTAL
PEAK HR VOL :	8	10	17	6	16	20	2	3	18	12	14	5	20	14	165
PEAK HR FACTOR:	0.007	0.447									0.050				
PEAK HR FACTUR :	0.286	0.417	0.425	0.300	0.308	0.357	0.500	0.375	0.281	0.333	0.350	0.625	0.333	0.318	0.407
PEAK HR FACTOR :	0.286			0.300 575		0.357 500		0.375 525		0.333 417		0.625 396		0.318 500	0.497
PEAK HR FACTOR :	0.5	500	0.	575											0.497
		H LEG	0.		0.0	500 Γ LEG	0.0	525 T LEG	0.4		0.3		0.	500 LEG 2	0.497
PM	0.5 NORTI EB	500	0.	575	0.0	500	0.0	525	0.4	417	0.3	396	0.	500	0.497
PM 4:00 PM	0.5 NORTI EB	H LEG	O.I	TH LEG	0.9 EAS	500 Γ LEG	0.e	525 T LEG	0.4 NORTH	417 H LEG 2	O.:	396 H LEG 2	0.I	500 LEG 2	
PM	0.5 NORTI EB	H LEG WB	SOUT EB	TH LEG WB	0.9 EAST NB	T LEG SB	0.0 WES NB	525 T LEG	0.4 NORTH	417 H LEG 2 WB	O.:	396 H LEG 2 WB	0.I	LEG 2 SB	TOTAL
PM 4:00 PM	0.5 NORTI EB 0 3	H LEG WB	SOUT EB 0	TH LEG WB	0.9 EAST NB	F LEG SB 2	0.0 WES NB	525 T LEG	0.4 NORTH EB 1	417 H LEG 2 WB 0	O.:	396 H LEG 2 WB 5	EAST NB	500 LEG 2 SB 0	TOTAL 11
PM 4:00 PM 4:15 PM	0.5 NORTI EB 0 3	H LEG WB	0.1 SOUT EB 0 0	TH LEG WB 0 0	0.9 EAST NB	F LEG SB 2	0.0 WES NB 0 3	525 T LEG	NORTH EB 1 2	417 H LEG 2 WB 0	0.: SOUTH EB 1 1	396 H LEG 2 WB 5	EAST NB 1 2	500 LEG 2 SB 0 2	TOTAL 11 17
PM 4:00 PM 4:15 PM 4:30 PM	0.5 NORTI EB 0 3 0	H LEG WB 0 0	0.1 SOUT EB 0 0	TH LEG WB 0 0	0.8 NB 0 1	T LEG SB 2 0 1	0.0 WES NB 0 3 0	T LEG SB 1 1 1	0.4 NORTH EB 1 2 2	417 H LEG 2 WB 0 2 1	0.: SOUTH EB 1 1	396 H LEG 2 WB 5 0 4	0.4 EAST NB 1 2 3	500 LEG 2 SB 0 2 1	TOTAL 11 17 15
PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0.5 NORTI EB 0 3 0 0 4	0 0 0 1 2	0.9 SOUT EB 0 0 0	0 0 0 0	0.8 RAST NB 0 1 1 2	T LEG SB 2 0 1	0.0 WES NB 0 3 0	T LEG SB 1 1 1 0	0.4 NORTH EB 1 2 2 2	417 H LEG 2 WB 0 2 1 4	0.: SOUTH EB 1 1	396 H LEG 2 WB 5 0 4 5	0.9 EAST NB 1 2 3 2	500 LEG 2 SB 0 2 1 4	TOTAL 11 17 15 24
PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0.5 NORTI EB 0 3 0 0 0	0 0 0 1 2	0.9 SOUT EB 0 0 0	0 0 0 0 0	0.8 RAST NB 0 1 1 2 1	T LEG SB 2 0 1	0.6 WES NB 0 3 0 2	T LEG SB 1 1 1 0	0.4 NORTH EB 1 2 2 2 2 3	417 H LEG 2 WB 0 2 1 4 2	0.3 SOUTH EB 1 1 0 1	396 H LEG 2 WB 5 0 4 5	0.9 EAST NB 1 2 3 2	500 LEG 2 SB 0 2 1 4 2	TOTAL 11 17 15 24 22
PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0.5 NORTI EB 0 3 0 0 0	0 0 0 1 2	0.: SOUT EB 0 0 0 0 0	7H LEG WB 0 0 0 0 0	0.8 RAST NB 0 1 1 2 1	T LEG SB 2 0 1	0.6 WES NB 0 3 0 2	T LEG SB 1 1 1 0	0.4 NORTH EB 1 2 2 2 2 3 4	417 H LEG 2 WB 0 2 1 4 2 2	0.: SOUTH EB 1 1 0 1 1 3	396 H LEG 2 WB 5 0 4 5 3 3	0.9 EAST NB 1 2 3 2	500 LEG 2 SB 0 2 1 4 2 2	TOTAL 11 17 15 24 22 30
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PIM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM 6:30 PM 6:345 PM	0.5 NORTI EB 0 3 0 4 3 6 2 6 1 4 0	H LEG WB 0 0 1 2 0 4 4 4 3 0 0 4 4 1 WB	0. SOUT EB 0 0 0 0 0 4 2 1 1 4 5 1	675 WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.9 EAST NB 0 1 1 1 2 1 1 0 1 4 2 2 0 0 2 2 NB	T LEG SB 2 0 1 1 0 1 1 1 1 1 0 1 SB	0.4 WES NB 0 3 0 1 1 0 1 1 0 NB	T LEG SB 1 1 1 0 1 0 1 0 1 0 1 0 1 0 1 1 0 1 1 0 1 1 0 1 1 1 0 1 1 1 0 0 1 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0	0.4 NORTH EB 1 2 2 2 3 4 3 3 3 3 2 1	4117 H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4 2 WB	0 SOUTH EB 1 1 0 1 1 1 2 3 4 2 3 6 2 EB	396 H LEG 2 WB 5 0 4 5 3 3 3 4 1 1 2 WB	0. EAST NB 1 1 2 3 4 2 4 4 4 3 2 1 NB	500 LEG 2 SB 0 2 1 4 2 2 4 2 3 3 4 3 SB	TOTAL 11 17 15 24 22 30 35 33 35 26 35 17

5

0.417

0.500

0.583

1.000

0.500

13

0.813

10

0.833

10

0.625

0.375

PEAK HR VOL

PEAK HR FACTOR

PEAK HR

0.625

0.688

0.438

0.250

0.563

Safe Route to School (SRTS) Improvements at Maude Ave and Sunnyvale Ave
Final Report

Appendix B: Parking Survey

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		Borregas & Sunnvyale	North	Regular	No Restriction	5	1	1	0	0	
2		Borregus & Summy quie	South	Regular	No Restriction	6	0	0	0	0	
3	Maude Ave		North	Regular	No Restriction	21	9	9	3	4	
	Widde Ave	Sunnyvale & Bayview	North	Green Curb	12 Minute Parking (9am to 8pm)	2	0	0	0	0	
4		Summy vale & Buy view	South	Regular	No Restriction	11	8	5	3	0	
			Journ	Diagonal	No Restriction	10	8	7	3	6	1 Car Parked Illegaly in No Parking at 11:00 (Not Included in Occupancy)
5		Maude & 369/368	West	Regular	No Restriction	15	7	8	9	9	
6		Murphy	East	Regular	No Restriction	17	4	6	12	12	
7	Murphy Ave	369/368 Murphy &	West	Regular	No Restriction	18	5	6	9	12	
8	(North)	333/334 Murphy	East	Regular	No Restriction	16	6	10	11	10	
9		333/334 Murphy &	West	Regular	No Restriction	19	6	8	13	16	
10		Arques	East	Regular	No Restriction	21	7	8	15	17	
11			West	Regular	No Restriction	18	14	8	10	9	
12		Maude & Hazelton	East	Regular	No Restriction	9	7	1	2	2	
14			Lasi	Passenger Loading	No Restriction	4	0	0	0	0	
13		Hazelton & Taylor	West	Regular	No Restriction	7	3	1	3	3	
14		nazeiton & rayioi	East	Regular	No Restriction	5	1	1	1	1	
15		Taylor & Arques	West	Regular	No Restriction	22	5	6	8	9	
16		rayior & Arques	East	Regular	No Restriction	21	5	5	8	10	
				No Parking	No Parking Any Time	-	-	-	-	-	
43	Sunnyvale	Arques & California	West	Regular		3	1	1	1	1	
	Ave	Arques & camornia		No Parking	No Parking Any Time	-	-	-	-	-	
44			East	No Parking	No Parking Any Time	-	-	-	-	-	
				No Parking	No Parking Any Time	-	-	-	-	-	
45			West	Regular	NP 6am-8am, 4pm-6pm	15	1	0	1	0	
		California & Hendy		No Parking	No Parking Any Time	-	-	-	-	-	
46			Foot	No Parking	No Parking Any Time	- 12	-	-	-	-	
46			East	Regular No Parking	No Parking 6am - 8 am, 4pm - 6pm	12	0	1	9	3	
47			West	No Parking	No Parking Any Time No Parking Any Time	-	-	-	-	-	
48		Hendy & Evelyn	East	No Parking	No Parking Any Time		_	-	-	_	
17			West	Regular	No Restriction	27	17	13	17	18	
		Maude & Hazelton		Regular	No Restriction	19	8	6	12	14	
18			East	ADA	No Restriction	1	0	0	0	0	
21	Bayview		West	Regular	No Restriction	5	2	2	3	4	
22	Ave	Hazelton & Taylor	East	Regular	No Restriction	6	0	0	2	3	
33			West	Regular	No Restriction	21	3	7	6	8	
34		Taylor & Arques	East	Regular	No Restriction No Restriction	21	8	5	5	6	
19	Hazelton		North	Regular	No Restriction	29	11	10	4	5	
20	Ave	Sunnyvale & Bayview	South	Regular	No Restriction	26	10	7	10	10	
23	AVE		North	Regular	No Restriction	7	2	0	2	3	
24		Sunnyvale & Schroeder	South	Regular	No Restriction No Restriction	7	1	1	2	2	
25			North	Regular	No Restriction	7	1	3	2	3	
26	Taylor Ave	Schroeder & Jackson	South			7			1		
				Regular	No Restriction		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	

Parking Study

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

	1		1		I I	ı		ı		ı	7
29	Schroeder	Taylor & Arques	West	Regular	No Restriction	21	7	8	10	12	
30	St	rayior & Arques	East	Regular	No Restriction	20	6	9	10	11	
31	Jackson St	Taylor & Arques	West	Regular	No Restriction	21	6	8	6	8	
32	Jackson St	rayior & Arques	East	Regular	No Restriction	20	7	5	8	9	
35		Murphy & Sunnyvale	North	Regular	No Vehicles over 6 FT	8	0	0	0	0	
36		iviui pily & Sullilyvale	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	Arques Ave	•	South	Regular	No Vehicles over 6 FT	7	0	0	2	0	
39	Arques Ave	Schroeder & Jackson	North	Regular	No Vehicles over 6 FT	5	0	0	1	1	
40		Schloeder & Jackson	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		Jackson & Bayview	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	nendy Ave	iviurphy & Sunnyvale	South	Regular	3 HR From 8am-6pm, Except Sat, Sun + Holidays	9	0	1	1	3	
51		North of California	West	Regular		23	19	23	15	10	
52		North of California	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	Murphy Ave (South)	Camornia & beemer	East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	9	7	8	8	7	
55	(South)	h) Beemer & Hendy	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	14	10	11	10	8	
56			F4	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	13	11	14	9	9	
56			East	ADA		1	1	1	0	0	

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		B	North	Regular	No Restriction	5	1	0	0	0	
2		Borregas & Sunnvyale	South	Regular	No Restriction	6	0	1	0	0	
2	04d- 0		Nauth	Regular	No Restriction	21	13	10	7	4	
3	Maude Ave	Communicate C. Dannison	North	Green Curb	12 Minute Parking (9am to 8pm)	2	0	0	0	0	
4		Sunnyvale & Bayview	South	Regular	No Restriction	11	4	3	3	0	
4			South	Diagonal	No Restriction	10	9	8	4	6	1 Car Parked Illegaly in No Parking at 11:00 (Not Included in Occupancy)
5		Maude & 369/368	West	Regular	No Restriction	15	8	8	7	8	
6		Murphy	East	Regular	No Restriction	17	3	4	10	13	
7	Murphy	369/368 Murphy &	West	Regular	No Restriction	18	4	7	11	11	
8	Ave (North)	333/334 Murphy	East	Regular	No Restriction	16	7	9	12	12	
9		333/334 Murphy &	West	Regular	No Restriction	19	8	5	14	14	
10		Arques	East	Regular	No Restriction	21	7	7	18	19	
11			West	Regular	No Restriction	18	13	10	10	11	
12		Maude & Hazelton	Fost	Regular	No Restriction	9	6	0	0	1	
12	Cuppercala		East	Passenger Loading	No Restriction	4	0	0	0	0	
13	Sunnyvale Ave	Hazelton & Taylor	West	Regular	No Restriction	7	2	4	4	4	
14	Ave	nazeiton & rayior	East	Regular	No Restriction	5	1	0	1	3	
15		Taylor & Argues	West	Regular	No Restriction	22	4	8	9	9	
16		Taylor & Arques	East	Regular	No Restriction	21	7	5	8	9	
				No Parking	No Parking Any Time	-	=	-	-	1	
43		Arques & California	West	Regular			1	0	1	1	
		Arques & Camornia		No Parking	No Parking Any Time	-	-	-	-	-	
44			East	No Parking	No Parking Any Time	-	-	-	-	-	
				No Parking	No Parking Any Time	-	-	-	-	-	
45	Sunnyvale		West	Regular	NP 6am-8am, 4pm-6pm	15	1	0	0	1	
	Ave	California & Hendy		No Parking	No Parking Any Time	-	-	-	-	-	
46			F	No Parking	No Parking Any Time		-	-	-	-	
46			East	Regular	No Parking 6am - 8 am, 4pm - 6pm	12	0	0	4	2	
47			West	No Parking	No Parking Any Time	-	-	-	-	-	
47 48		Hendy & Evelyn	West East	No Parking No Parking	No Parking Any Time No Parking Any Time	-	-	-	-	-	
17			West		No Parking Any Time No Restriction	27	17	13	12	17	
1/	Bayview	Maude & Hazelton	west	Regular	No Restriction	19	8	10	11	14	
18	Ave	Madde & Hazeitoli	East	Regular ADA	No Restriction	19	0	0	0	0	
21	Rawiow		West	Regular	No Restriction	5	2	2	4	4	
22	Bayview Ave	Hazelton & Taylor	East	Regular	No Restriction	6	1	2	2	4	
33	Bayview		West	Regular	No Restriction	21	6	5	4	6	
34	Ave	Taylor & Arques	East	Regular	No Restriction	21	5	8	5	8	
19			North		No Restriction	29	12	10	2	3	
	Hazelton Ave	Sunnyvale & Bayview		Regular							
20	746	Sunnyvale &	South North	Regular Regular	No Restriction No Restriction	26 7	13	12 0	11 2	11 3	
		=				7	1				
24				Regular	No Restriction		1	1	4	2	
25	Taylor Ave	Schroeder & Jackson	North	Regular	No Restriction	7	2	1	-	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	

Parking Study

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

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

Parking Study

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

Segment	Street	Limits	Side	Space Type	Restriction	Space#	11:00 AM	3:00 PM	8:00 PM	1:00 AM	Notes
1			North	Regular	No Restriction	5	1	1	1	1	
2		Borregas & Sunnvyale	South	Regular	No Restriction	6	0	0	0	0	
_			304111	Regular	No Restriction	21	8	8	6	3	
3	Maude Ave		North	Green Curb	12 Minute Parking (9am to 8pm)	2	0	0	0	0	
		Sunnyvale & Bayview		Regular	No Restriction	11	1	5	3	0	
4			South	Diagonal	No Restriction	10	10	5	4	0	
5		Maude & 369/368	West	Regular	No Restriction	15	10	9	9	12	
6		Murphy	East	Regular	No Restriction	17	5	8	13	13	
7	Murphy	369/368 Murphy &	West	Regular	No Restriction	18	5	7	11	10	
	Ave (North)	333/334 Murphy	East		No Restriction	16	8	8	9		
	Ave (North)			Regular		19	6			11	
9		333/334 Murphy &	West	Regular	No Restriction	-		6	13	15	
10		Arques	East	Regular	No Restriction	21	11	10	11	19	
11		Moude 9 Hazakan	West	Regular	No Restriction	18	14	13	13	12	
12		Maude & Hazelton	East	Regular	No Restriction	9	5	2	0	0	
	Sunnyvale		10.	Passenger Loading	No Restriction	4	1	0	0	0	
13	Ave	Hazelton & Taylor	West	Regular	No Restriction	7	1	3	3	3	
14		•	East	Regular	No Restriction	5	0	1	3	2	
15		Taylor & Arques	West	Regular	No Restriction	22	6	5	9	10	
16		, ,	East	Regular	No Restriction	21	5	5	8	9	
				No Parking	No Parking Any Time	-	-	-	-	-	
43		Arques & California	West	Regular		3	0	2	2	0	
		·		No Parking	No Parking Any Time	-	-	-	-	-	
44			East	No Parking	No Parking Any Time	-	-	-	-	-	
45	Cummuniala		West	No Parking	No Parking Any Time	-	- 1.4	-	-	-	
45	Sunnyvale Ave		West	Regular No Parking	NP 6am-8am, 4pm-6pm No Parking Any Time	15	14	-	-	- 1	
	Ave	California & Hendy		No Parking	No Parking Any Time No Parking Any Time	-			_	-	
46			East	Regular	No Parking 6am - 8 am, 4pm - 6pm	12	12	0	0	5	
70			Last	No Parking	No Parking Any Time	-	-	-	-	-	
47			West	No Parking	No Parking Any Time	_	_	_	_	_	
48		Hendy & Evelyn	East	No Parking	No Parking Any Time	_	_	-	-	_	
17			West	Regular	No Restriction	27	14	9	14	17	
	Bayview	Maude & Hazelton		Regular	No Restriction	19	12	11	15	15	
18	Ave		East	ADA	No Restriction	1	0	0	0	0	
21	Bayview		West	Regular	No Restriction	5	3	2	3	3	
22	Ave	Hazelton & Taylor	East	Regular	No Restriction	6	2	2	5	5	
33	Bayview		West	Regular	No Restriction	21	4	4	5	6	
34	Ave	Taylor & Arques	East	Regular	No Restriction	21	8	6	6	7	
19	Hazelton		North	Regular	No Restriction	29	2	11	1	1	
20	Ave	Sunnyvale & Bayview	South	Regular	No Restriction	26	10	9	8	11	
23	7.50	Sunnyvale &	North	Regular	No Restriction	7	3	3	1	2	
24		Schroeder	South	Regular	No Restriction	7	2	2	2	2	
25			North	Regular	No Restriction	7	1	3	1	4	
26	Taylor Ave	Schroeder & Jackson	South	Regular	No Restriction No Restriction	7	2	4	1	2	
						9	3		4	5	
27		Jackson & Bayview	North	Regular	No Restriction			2			
28			South	Regular	No Restriction	7	2	2	4	4	

Parking Study

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

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



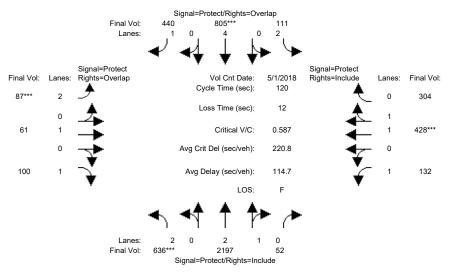
Safe Route to School (SRTS) Improvements at Maude Ave and Sunnyvale Ave Final Report

Appendix C: Traffix Analysis Sheets

COMPARE Mon Jun 29 19:54:20 2020 Page 2-1

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

Intersection #1: Mathilda Ave / Maude Ave

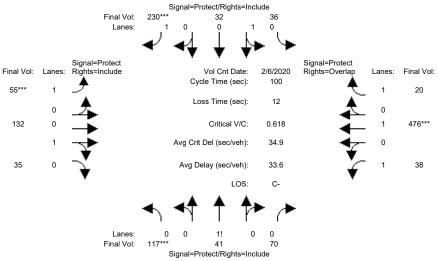


Street Name: Approach: No					und	E.		Maude			ound
Movement: L								- R			
	58 3 4.0		13	58 4.0	58		21 4.0		28	21 4.0	21 4.0
1+K: 4.0											
Volume Module: >											
Base Vol: 636	2197	52	111	805	440	87	61	100	132	428	304
Growth Adj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
PasserByVol: (0	0	0	0	0	0	0	0	0	0	0
Initial Fut: 63		52	111		440	87		100	132	428	304
	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Adj: 1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume: 636		52	111	805	440	87	61	100	132	428	304
Reduct Vol: (0	0		0	0		0	0		0
Reduced Vol: 630		52	111	805	440	87		100	132		304
PCE Adj: 1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj: 1.00		1.00			1.00		1.00	1.00		1.00	1.00
FinalVolume: 636					440		61	100	132		304
Saturation Flow N											
	1900			1900			1900	1900		1900	
Adjustment: 0.83			0.83		0.92		1.00	0.92		0.99	0.95
Lanes: 2.00					1.00		1.00	1.00		1.15	0.85
Final Sat.: 3150				7600	1750		1900	1750		2162	1536
Capacity Analysis Vol/Sat: 0.20			0 04	0.11	0.25	0 03	0 03	0.06	0 00	0.20	0.20
Crit Moves: ***		0.40	0.04	****	0.23	****	0.03	0.00	0.00	****	0.20
Green Time: 11.8		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		0.24	0.39		0.20	0.22		1.24	
Uniform Del: 59.5		34.7		23.2	10.7		48.2	38.6		55.5	55.5
IncremntDel:483.		5.8		0.0	0.2	0.1		0.3			123.7
InitQueuDel: 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
Delay/Veh: 543.1		40.5		23.2	10.9		48.5	38.8	44.9		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
AdjDel/Veh: 543.3		40.5		23.2	10.9	42.2	48.5	38.8	44.9	179	179.2
LOS by Move:		D	E+		B+	D		D+	D		F
HCM2k95thQ: 1583		1298	142		410	87		171		1091	
Note: Queue repor						in fee	et.				
				-							

 COMPARE
 Mon Jun 29 19:54:20 2020
 Page 2-2

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

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

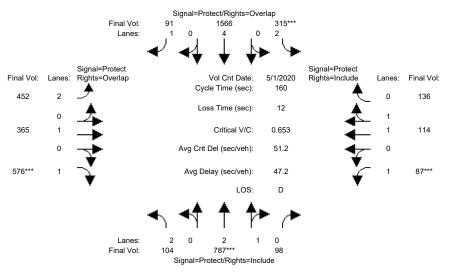


			Signal-	riolectrig	iiis-iiiciuue							
Street Name:	В	orrega	s Ave-	Sunny	vale A	ve			Maude	Ave		
Approach:	No	rth Bo	und	Soi	ath Bo	und	Εá	ast Bo	und	We	est Bo	und
Movement:		- T ·					L ·			L ·	- T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module	e: >>	Count	Date:	6 Fel	2020	<< 7	:45 AM	- 8:4	5 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:			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:			70	36	32	230	55		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		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
Reduced Vol:		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
MLF Adj:			1.00			1.00		1.00	1.00		1.00	1.00
_			70	36		230	55		35	38		20
FinalVolume:												
Saturation F.	,		,									
Sat/Lane:				1900	1000	1900	1000	1900	1900	1000	1900	1900
Adjustment:				0.95		0.92		0.95	0.95		1.00	0.92
Lanes:												1.00
Final Sat.:			537	0.53	847	1.00		0.79	377		1.00	1750
Final Sat.:								1423			1900	
Capacity Ana												
Vol/Sat:	-			0 04	0 04	0.13	0 03	0.09	0.09	0 02	0.25	0.01
	****	0.13	0.13	0.04	0.04	****	****	0.09	0.09	0.02	****	0.01
Green Time:		22 5	22 5	17.3	20 0	20.0		24.1	24.1	2/1 1	38.1	55.5
Volume/Cap:			0.58		0.19	0.66		0.39	0.39		0.66	0.02
			34.5		33.2	36.8		31.8	31.8		25.5	10.02
Uniform Del:												
IncremntDel:			2.1	0.4	0.3	4.5	1.0		0.6		2.2	0.0
InitQueuDel:		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
Delay/Veh:		36.6	36.6		33.5	41.3		32.3	32.3		27.7	10.0
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			36.6		33.5	41.3		32.3	32.3		27.7	10.0
LOS by Move:			D+	D+	C-	D	D	C-	C-	С	С	B+
HCM2k95thQ:	380		352	101	96	382	101	231	231	51	571	15
Note: Queue	repor	ted is	the d	listan	ce per	lane	in fe	et.				
Troffix 9.0.0715				Cor	veriabt (a) 20	000 Davelin	a Accociator	. Inc			Linon	cod to K 📙 🖪

 COMPARE
 Mon Jun 29 19:55:18 2020
 Page 2-1

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

Intersection #1: Mathilda Ave / Maude Ave

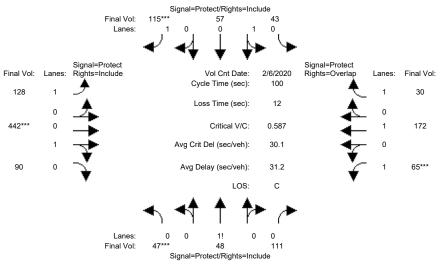


Street Name: Approach:		Ma rth Bo		Aveni	ie ith Bo	ound	Eá	ast Bo	Maude	Avenue West Bo	ound
Movement:				L -	- T	- R	L -	- T	- R		
	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 10 4.0 4.0	10 4.0
Volume Module											ı
Base Vol:	104	787	98		1566	91	452	365	576	87 114	136
Growth Adj:		1.00	1.00	1.00		1.00		1.00	1.00	1.00 1.00	1.00
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:			98		1566	91	452	365	576	87 114	136
_		1.00	1.00		1.00	1.00		1.00	1.00	1.00 1.00	1.00
_	1.00		1.00	1.00		1.00		1.00	1.00	1.00 1.00	1.00
PHF Volume:		787	98		1566	91	452	365	576	87 114	136
Reduct Vol:			0	0	0	0	0	0	0	0 0	0
Reduced Vol:			98		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
MLF Adj:			1.00	1.00		1.00		1.00	1.00	1.00 1.00	1.00
FinalVolume:			98		1566	91	452		576	87 114	136
Saturation Fl	'										
Saturation Fi				1900	1 9 0 0	1900	1 9 0 0	1900	1900	1900 1900	1900
Adjustment:				0.83		0.92		1.00	0.92	0.92 1.00	0.92
		2.66		2.00		1.00		1.00	1.00	1.00 1.00	1.00
Final Sat.:					7600	1750		1900	1750	1750 1900	1750
Capacity Anal							'		'	1	'
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
<pre>IncremntDel:</pre>	1.6	1.2	1.2	3.2	0.5	0.0	0.3	0.4	1.7	11.0 0.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Delay/Veh:	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	D	A	D	С	С	F E+	E+
HCM2k95thQ:			612	445		85	469	545	931	271 240	315
Note: Queue	repor	ted is	the d	istano	ce per	r lane	in fee	et.			

 COMPARE
 Mon Jun 29 19:55:18 2020
 Page 2-2

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

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

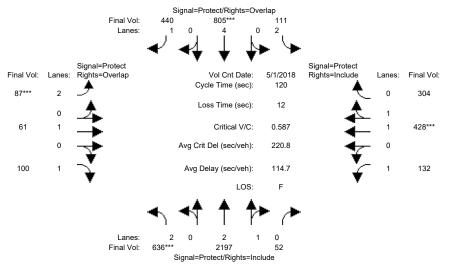


Q1 1 N				~						-		
Street Name:		orrega						+ D-	Maude		D-	
Approach:		rth Bo					Εά				est Bo	
Movement:		- T			- T			- T			- T	
Min. Green:	10		10		10	10		10	10	10		10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module												
Base Vol:	47	48	111	43	57	115	128	442	90	65	172	30
Growth Adj:		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00
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:		48	111	43	57	115	128	442	90	65	172	30
PCE Adi:		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00
MLF Adj:		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume:			111	43	57	115	128	442	90	65	172	30
									·I			
Saturation F.				1								
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:		0.92	0.92	0.95		0.92		0.95	0.95		1.00	0.92
Lanes:		0.23	0.54	0.43		1.00		0.83	0.17		1.00	1.00
Final Sat.:		408	943		1026	1750		1495	305		1900	1750
Capacity Ana				'					'	'		'
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:			39.8	39.4		42.7		19.1	19.1		27.7	16.7
IncremntDel:			9.2	1.1	2.5	6.0	0.3		1.3	1.3	0.3	0.0
InitQueuDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00
Delay/Veh:			49.1	40.5		48.6		20.4	20.4		28.0	16.7
User DelAdj:						1.00		1.00			1.00	
			1.00	1.00					1.00			1.00
AdjDel/Veh:			49.1	40.5		48.6		20.4	20.4		28.0	16.7
LOS by Move:			D	D	D	D	C	C+	C+	D	C	В
HCM2k95thQ:	341		382	167	187	231	164	583	583	122	206	30
Note: Queue	repor	tea is	tne d	ıstano	ce per		ın fe	et.				

COMPARE Mon Jun 29 20:20:14 2020 Page 2-1

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

Intersection #1: Mathilda Ave / Maude Ave

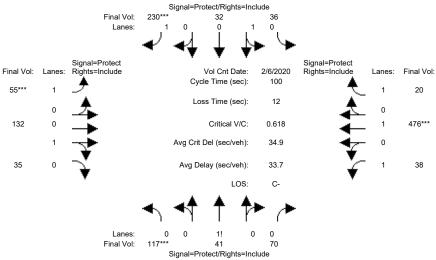


Street Name: Approach: North	Mathilda Ave	enue	ınd	E.	at Do	Maude	Avenue	ound
Movement: L -	п воина — . Т – R — L	50utii 50i	_ D	Ec	15 L DO - T	_ D	west b	- D
		13 58					28 21	
			4.0				4.0 4.0	
Volume Module: >> Co								•
Base Vol: 636 21			440	87	61		132 428	304
Growth Adj: 1.00 1.	.00 1.00 1.0	00 1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse: 636 21	197 52 13	11 805	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 21	197 52 13	11 805	440	87	61	100	132 428	304
User Adj: 1.00 1.	.00 1.00 1.0	00 1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Adj: 1.00 1.	.00 1.00 1.0	00 1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00
PHF Volume: 636 21	197 52 13	11 805	440	87	61	100	132 428	304
Reduct Vol: 0	0 0	0 0	0	0	0	0	0 0	0
Reduced Vol: 636 21	197 52 13	11 805	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
MLF Adj: 1.00 1.			1.00	1.00		1.00	1.00 1.00	1.00
FinalVolume: 636 21			440		61	100	132 428	
Saturation Flow Modu	ule:							
Sat/Lane: 1900 19		00 1900	1900	1900	1900	1900	1900 1900	1900
Adjustment: 0.83 0.		33 1.00	0.92	0.83	1.00	0.92	0.92 0.99	0.95
Lanes: 2.00 2.			1.00	2.00		1.00	1.00 1.15	
Final Sat.: 3150 54		50 7600			1900	1750	1750 2162	
Capacity Analysis Mo								
Vol/Sat: 0.20 0.	.40 0.40 0.0	04 0.11	0.25		0.03	0.06	0.08 0.20	
Crit Moves: ****		****		****			***	
Green Time: 11.8 52		.8 52.7	78.2		19.1	30.9	25.5 19.1	
Volume/Cap: 2.05 0.		36 0.24	0.39	0.13		0.22	0.36 1.24	
Uniform Del: 59.5 34		.6 23.2	10.7	42.1		38.6	44.3 55.5	
IncremntDel:483.6		.7 0.0	0.2	0.1		0.3		123.7
	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	
Delay/Veh: 543.1 40		.3 23.2	10.9	42.2		38.8		179.2
User DelAdj: 1.00 1.		00 1.00	1.00	1.00		1.00	1.00 1.00	
AdjDel/Veh: 543.1 40		.3 23.2	10.9	42.2		38.8		179.2
LOS by Move: F		E+ C	B+		D	D+	D F	
HCM2k95thQ: 1581 12		42 242		87		171	245 1091	1091
Note: Queue reported	a is the dista	ance per	⊥ane	in ree	et.			

 COMPARE
 Mon Jun 29 20:20:14 2020
 Page 2-2

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

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

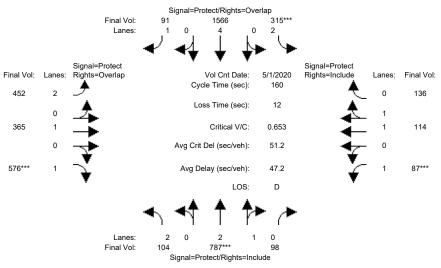


			Signal-i	FIOLECTING	iiis-iiiciuue							
Street Name:	В	orrega	s Ave-	Sunny	vale A	ve			Maude	Ave		
Approach:	No	rth Bo	und	Soi	ath Bo	und	Εá	ast Bo	ound	We	est Bo	ound
Movement:	L ·	- T	- R	L -	- T	- R	L ·		- R	L -	- T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
Volume Module	e: >>	Count	Date:	6 Fel	2020	<< 7	 :45 AM	- 8:4	15 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
Initial Bse:			70	36	32	230	55	132	35	38	476	20
	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0		0	0	0	0
Initial Fut:			70	36	32	230	55		35	38	476	20
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:		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:		4.1	0	0	0	230	0	132	0	0	470	0
		41		36	32		55	132	35			20
Reduced Vol:			70			230				38	476	
PCE Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:			1.00			1.00		1.00	1.00		1.00	1.00
FinalVolume:			70	36		230	55		35	. 38		20
0-t												
Saturation F.			1000	1000	1 0 0 0	1000	1 0 0 0	1000	1000	1 0 0 0	1 0 0 0	1000
Sat/Lane:		1900				1900		1900	1900		1900	1900
Adjustment:				0.95		0.92		0.95	0.95		1.00	0.92
Lanes:		0.18				1.00		0.79	0.21		1.00	1.00
Final Sat.:			537		847	1750		1423	377		1900	1750
Capacity Ana	-			0 0 4	0 0 4	0 10	0 00	0 00	0 00	0 00	0 0 5	0 01
		0.13	0.13	0.04	0.04	0.13		0.09	0.09	0.02	0.25	0.01
Crit Moves:	****					****	****				****	
Green Time:			22.5		20.0	20.0		24.1	24.1		38.1	38.1
Volume/Cap:			0.58		0.19	0.66		0.39	0.39		0.66	0.03
Uniform Del:			34.5		33.2	36.8		31.8	31.8		25.5	19.3
IncremntDel:		2.1	2.1	0.4		4.5	1.0	0.6	0.6	0.1		0.0
InitQueuDel:		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
Delay/Veh:			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-	С	С	B-
HCM2k95thQ:	380	352	352	101	96	382	101	231	231	51	571	21
Note: Queue	repor	ted is	the d	istan	ce per	lane	in fe	et.				
Troffix 9.0.0715				Cor	veriabt (a) 20	000 Davidia	a Accociator	. Inc			Linon	rod to K 📙 🛭

 COMPARE
 Mon Jun 29 20:19:13 2020
 Page 2-1

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

Intersection #1: Mathilda Ave / Maude Ave

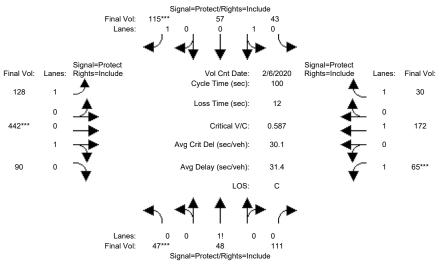


Street Name: Approach:	No	Ma rth Bo	thilda und	Aveni	ie ith Bo	ound	Ea	ast Bo	Maude und	Avenue We	est Bo	
Movement:						- R						
Y+R:	7 4.0	10 4.0	10	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0
Volume Module Base Vol:	104		Date:	-	y 2020 1566		30 PM 452	- 5:3 365	50 PM 576	87	111	136
Growth Adi:			1.00		1.00	1.00			1.00		1.00	1.00
Initial Bse:		787	98	315		91	452	365	576	87	114	136
Added Vol:	0			0	0	0	0	0	0	0	114	0
PasserBvVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			98		1566	91	452		576	87		136
		, , ,	1.00		1.00	1.00		1.00			1.00	1.00
	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		787	98		1566	91	452	365	576	87	114	136
Reduct Vol:			0	0	0	0	0	0	0	0	0	0
Reduced Vol:			98	-	1566	91	452	365	576	87	-	136
PCE Adi:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:			1.00		1.00	1.00		1.00			1.00	1.00
FinalVolume:			98		1566	91	452		576	87		136
Saturation Fl						,			,			
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 Anal	Lysis	Module	e:									
Vol/Sat:	0.03		0.16		0.21	0.05	0.14	0.19	0.33		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
IncremntDel:	1.6	1.2	1.2	3.2	0.5	0.0	0.3	0.4	1.7	11.0	0.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	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	_				C	F		E+
HCM2k95thQ:			612	445		85	469	545	931	271	240	315
Note: Queue r	report	ted is	the d	istan	ce per	r lane	in fe	et.				

 COMPARE
 Mon Jun 29 20:19:13 2020
 Page 2-2

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

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



Street Name:	В	orrega	s Ave-	Sunny	zale A	ve			Maude	Ave		
Approach:	No	rth Bo	und	Soi	ath Bo	und	Εċ	ast Bo	und	We	est Bo	und
Movement:	L ·	- T	- R	L -	- T ·	- R	L ·	- T	- R	L ·	- T	- R
M:			 10		10	10		 10				10
Min. Green: Y+R:	4.0	10 4.0	4.0	4.0		4.0	4.0			10 4.0		4.0
1+K:												
Volume Module									,			
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:		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
PHF Adj:	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 Adi:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adi:	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:			111	43	57	115	128		90	65		30
Saturation F	low Mo	odule:										
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 Anal	lysis	Modul	e:									
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
IncremntDel:	3.4	9.2	9.2	1.1	2.5	6.0	0.3	1.3	1.3	1.3	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	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	С	C+	C+	D	С	С
HCM2k95thQ:	341	382	382	167	187	231	164	583	583	122	206	37
Note: Queue	repor	ted is	the d	listano	ce per	lane	in fe	et.				
- · · · · · · · · · · · · · · · · · · ·												

Safe Route to School (SRTS) Improvements at Maude Ave and Sunnyvale Ave Final Report

Appendix D: Collision History Data

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

Total Collisions: 22 Collision Summary Report

Injury Collisions: 9
Fatal Collisions: 0

MATHILDA AVENUE & MAUDE AVENUE Page 1 of 4

CR16-770	2/1/2016	17:50 Monday M	1ATHILDA AVENUE - MAUDE AVENUE	80' Direction: North Dark - Street Ligh Clear Pty at Fault:1
	Rear-End	Other Motor Veh	nicle Unsafe Speed	22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:	South	Proceeding Straight Sobriety: HNBD Stopped In Road Sobriety: HNBD	Male Age: 62 2010 FORD Assoc Factor: None Apparent Male Age: 43 1998 MITSUBIS Assoc Factor: None Apparent 1ATHILDA AVENUE - MAUDE AVENUE	Lap/Shoulder Harness Used Cell Phone Not In Use
CR16-3961	6/4/2016 Hit Object	01:16 Saturday M Fixed Object	Improper Turning	0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fault:0 22107 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0
Party 1 Driver Veh Type:	East	Making Left Turn Sobriety: Impairment No	Male Age: 2000 BMW t Kno Assoc Factor: Violation	323I Passenger Car, Station Wagon, Jeep Unknown
CR16-4853	7/8/2016 Rear-End	,	nicle Unsafe Speed	0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fault:0 22350 Hit & Run: Misde Property Damage Only #Inj: 0 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type: CR16-5790		Stopped In Road Sobriety: HNBD	Male Age: 2015 CHRYSLER t Kno Assoc Factor: Violation Male Age: 33 2010 TOYOTA Assoc Factor: None Apparent MATHILDA AVENUE - MAUDE AVENUE	200 Passenger Car, Station Wagon, Jeep Not Stated Cell Phone Not In Use YARIS Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use 0' Direction: Not Stated Daylight Clear Pty at Fault:1
CR10-3730	Hit Object	Fixed Object	Improper Turning	22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0
Party 1 Driver Veh Type: CR16-5986	South 8/19/2016 Broadside		Male Age: 20 1998 FORD ed Assoc Factor: None Apparent MATHILDA AVENUE - MAUDE AVENUE nicle Traffic Signals and Signs	MUSTANG Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use 0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fault:1 21453A Hit & Run: No Other Visible Injury # Inj: 2 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type: CR16-6326		•	Female Age: 26 2014 HONDA Assoc Factor: None Apparent Female Age: 29 1998 JEEP Assoc Factor: None Apparent MATHILDA AVENUE - MAUDE AVENUE nicle Unsafe Lane Change	ACCORD Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use WRANGLER Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use 40' Direction: North Dusk - Dawn Clear Pty at Fault:1 21658A Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:	North	Changing Lanes Sobriety: HNBD Proceeding Straight Sobriety: HNBD	Female Age: 24 2012 LEXUS Assoc Factor: None Apparent Male Age: 25 2016 HARLEY Assoc Factor: None Apparent	CT200 Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use SOFT TAIL Motorcycle M/C Helmet Driver - Yes Cell Phone Not In Use

MATHILDA AV	ENUE & MA	UDE AVENUE Page 2 of 4
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 Veh Type: Party 2 Driver Veh Type: CR16-8658	North 11/21/2016 Broadside	Making Left Turn Sobriety: HNBD Assoc Factor: None Apparent Proceeding Straight Sobriety: HNBD Assoc Factor: None Apparent Sobriety: HNBD Assoc Factor: No
Party 1 Driver Veh Type: Party 2 Driver Veh Type: CR16-9358	East West 12/17/2016 Rear-End	Proceeding Straight Male Age: 66 1993 FORD ECONOLINE Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Unknown Cell Phone Not In Use Making Left Turn Male Age: 29 2009 TOYOTA COROLLA Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use 18:54 Saturday MAUDE AVENUE - MATHILDA AVENUE 0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fault:1 Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Felony Complaint of Pain # Inj: 2 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type: Party 3 Driver Veh Type: Party 4 Driver Veh Type:	East East East	Proceeding Straight Male Age: 33 2012 MAZDA MODEL 3 Sobriety: HBD Under Influence Assoc Factor: Violation Lap/Shoulder Harness Used Stopped In Road Male Age: 47 1997 HONA ACCORD Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used
CR16-9459	12/21/2016 Sideswipe	·
Party 1 Driver Veh Type: Party 2 Driver Veh Type: CR17-3185		Proceeding Straight Male Age: Two Axle Tank Truck Sobriety: HNBD Assoc Factor: None Apparent Not Stated Proceeding Straight Female Age: 45 2016 MERCEDES-BENZ C300 Passenger Car, Station Wagon, Jeep Sobriety: Impairment Not Kno Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use 10:30 Monday MATHILDA AVENUE - MAUDE AVENUE 0' Direction: Not Stated Daylight Clear Pty at Fault:1 Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type: CR17-3450	South	Proceeding Straight Male Age: Passenger Car, Station Wagon, Jeep No Injury Sobriety: Impairment Not Kno Assoc Factor: Not Stated Stopped In Road Male Age: 49 2016 BMW 228I Passenger Car, Station Wagon, Jeep No Injury Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use 22:19 Thursday MATHILDA AVENUE - MAUDE AVENUE 0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fault:1
CN17-3430	Broadside	Motor Vehicle on Othe Other Improper Driving 21453A Hit & Run: No Complaint of Pain # Inj: 2 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type: Party 3 Driver		Other Unsafe Turning Female Age: 65 2002 MERCEDES-BENZ C-CLASS Passenger Car, Station Wagon, Jeep Complaint of Pain Sobriety: Impairment Not Kno Assoc Factor: Violation Lap/Shoulder Harness Used Cell Phone Not In Use Other Unsafe Turning Female Age: 29 2015 HONDA ACCORD Passenger Car, Station Wagon, Jeep No Injury Sobriety: HNBD Assoc Factor: Violation Lap/Shoulder Harness Used Cell Phone Not In Use 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 AV	ENUE & MAI	UDE AVENUE	Page 3 of 4
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 Veh Type: Party 2 Driver		Proceeding Straight Female Age: 43 2014 TOYOTA SIENNA Passenger Car, Station Wagon, Jeep Stopped In Road Female Age: 57 2015 MERCEDES-BENZ SPRINTER 3500 Tour Bus	No Injury Complaint of Pain
Veh Type:	C / 4 / 2 2 4 7	Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use	B
CR17-4309	6/4/2017	18:15 Sunday MAUDE AVENUE - MATHILDA AVENUE 0' Direction: Not Stated Daylight Clear	•
	Rear-End	Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only	-
Party 1 Driver Veh Type: Party 2 Driver		Proceeding Straight Female Age: 41 2003 HONDA CR-V Sport Utility Vehicle Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use Stopped In Road Male Age: 57 2006 FORD TAURUS Passenger Car, Station Wagon, Jeep	No Injury No Injury
Veh Type:		Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use	
CR17-5013	6/29/2017 Rear-End	11:20 Thursday MATHILDA AVENUE - MAUDE AVENUE 0' Direction: Not Stated Daylight Clear Not Stated 22350CVC Hit & Run: No Property Damage Only	•
Party 1 Driver Veh Type:		Slowing / Stopping Male Age: 64 2013 TOYOTA PRIUS Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury
Party 2 Driver Veh Type:	North	Stopped In Road Male Age: 30 2014 MITSUBISHI OUTLANDER Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury
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 Veh Type: Party 2 Driver Veh Type: Party 3 Driver Veh Type:	North	Stopped In Road Male Age: CHEVROLET SUBURBAN Sobriety: Impairment Not Kno Assoc Factor: Inattention Not Stated Cell Phone Not In Use Slowing / Stopping Male Age: 68 2014 VOLKSWAGEN PASSAT Passenger Car, Station Wagon, Jeep Sobriety: Impairment Not Kno Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use Proceeding Straight Female Age: 17 2016 HONDA CIVIC Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury No Injury No Injury
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 Veh Type: Party 2 Driver	North North	Age: Sobriety: Impairment Not Kno Assoc Factor: 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		•
	Rear-End	Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Felony Complaint of Pain	# Inj: 2 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Proceeding Straight Male Age: 22 2010 INFINITI G37 Passenger Car, Station Wagon, Jeep Sobriety: HBD Not Under Influ Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use Stopped In Road Male Age: 27 2017 AUDI Q7 Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury Complaint of Pain
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 AV	ENUE & MAI	JDE AVENUE			Page 4 of 4
Party 1 Driver Veh Type:	North	Proceeding Straight Sobriety: HNBD	Male Age: 50 2017 SUBARU Assoc Factor: None Apparent	LEGACY Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury
Party 2 Driver Veh Type:	South	Making Left Turn Sobriety: HNBD	Female Age: 62 2015 MITSUBIS Assoc Factor: None Apparent	SHI MIRAGE Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury
CR18-2485	3/28/2018		HILDA AVENUE - MAUDE AVENUE	0' Direction: Not Stated Daylight Clea	er Pty at Fault:1
	Sideswipe	Other Motor Vehicle	e Unsafe Lane Change	21658A Hit & Run: Misde Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver Veh Type:		Changing Lanes Sobriety: Impairment Not K	Age: no Assoc Factor:	Not Stated	No Injury
Party 2 Driver Veh Type:	South	Stopped In Road Sobriety: HNBD	Female Age: 34 2013 TOYOTA Assoc Factor: None Apparent	PRIUS Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury
CR18-7970	10/4/2018	09:16 Thursday MAL	IDE AVENUE - MATHILDA AVENUE	50' Direction: West Daylight Clea	er Pty at Fault:1
	Rear-End	Other Motor Vehicle	e Unsafe Speed	22350 Hit & Run: No Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver Veh Type:	West	Proceeding Straight Sobriety: HNBD	Female Age: 17 2004 ACURA Assoc Factor: None Apparent	TSX Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury
Party 2 Driver Veh Type:	West	Stopped In Road Sobriety: HNBD	Female Age: 46 2012 FIAT Assoc Factor: None Apparent	500 Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury
Party 3 Driver Veh Type:	West	Stopped In Road Sobriety: HNBD	Male Age: 42 2015 HYUNDAI Assoc Factor: None Apparent	SONATA Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury
CR18-8363	10/16/2018	21:33 Tuesday MAT	HILDA AVENUE - MAUDE AVENUE	0' Direction: Not Stated Dark - Street Ligh Clea	ar Pty at Fault:1
	Broadside	Other Motor Vehicle	e Traffic Signals and Signs	21453A Hit & Run: No Other Visible Injury	# Inj: 1 # Killed: 0
Party 1 Driver Veh Type:	North	Proceeding Straight Sobriety: HNBD	Male Age: 29 2017 MAZDA Assoc Factor: None Apparent	CX-3 Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	Other Visible Injury
Party 2 Driver Veh Type:	S TO	Making Left Turn Sobriety: HNBD	Male Age: 53 1997 HONDA Assoc Factor: None Apparent	ACCORD Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	No Injury

Settings for Query:

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

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

Total Collisions: 4 Collision Summary Report

Injury Collisions: 2
Fatal Collisions: 0

BORREGAS AVENUE & MAUDE AVENUE Page 1 of 1

CR16-3354	5/12/2016 Rear-End		NUE - BORREGAS AVENUE	15' Direction: West 22350 Hit & Run: No	Dark - Street Ligh Clea Complaint of Pain	r Pty at Fault:0 # Inj: 1 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type: Party 3 Driver Veh Type: CR16-6709	West West 9/14/2016	Sobriety: HNBD Ass Slowing / Stopping Femal Sobriety: HNBD Ass Stopped In Road Male Sobriety: HNBD Ass 09:00 Wednesday BORREGAS	le Age: 33 2014 HONDA soc Factor: None Apparent le Age: 32 2011 MAZDA soc Factor: None Apparent Age: 29 1999 ACURA soc Factor: None Apparent AVENUE - MAUDE AVENUE	Lap/Shoulder Harness Used 3 Passeng Lap/Shoulder Harness Used C TL Passeng Lap/Shoulder Harness Used C 0' Direction: Not Sta	ger Car, Station Wagon, Jeep Cell Phone Not In Use ger Car, Station Wagon, Jeep Cell Phone Not In Use	r Pty at Fault:1 # Inj: 1 # Killed: 0
Party 1 Driver Veh Type: Party 2 Pedestria Veh Type: CR18-4201		Sobriety: HNBD Ass	Age: soc Factor: None Apparent le Age: 13 soc Factor: None Apparent NUE - BORREGAS AVENUE	Unknown C	Cell Phone Not In Use	r Pty at Fault:1
Party 1 Driver	Rear-End	Parked Motor Vehicle Un Stopped In Road Male			de Property Damage Only ger Car, Station Wagon, Jeep	,
Party 1 Driver Veh Type: Party 2 Parked V Veh Type: CR19-2980	'ehicle West 4/11/2019	Sobriety: Not Applicable Ass Proceeding Straight Sobriety: Not Applicable Ass 14:33 Thursday MAUDE AVE	Soc Factor: None Apparent Age: 2002 FORD Soc Factor: None Apparent NUE - BORREGAS AVENUE	Unknown C RANGER Passeng Not Required 0' Direction: Not Sta	Cell Phone Not In Use ger Car, Station Wagon, Jeep ted Daylight Clea	,
D. I. A. D	Head-On		affic Signals and Signs	21453A Hit & Run: No	Property Damage Only	,
Party 1 Driver Veh Type: Party 2 Driver Veh Type:	West East	Sobriety: HNBD Ass Making Left Turn Femal	le Age: 34 2010 TOYOTA soc Factor: Inattention le Age: 67 2014 FORD soc Factor: None Apparent	Lap/Shoulder Harness Used (ger Car, Station Wagon, Jeep	No Injury

Settings for Query:

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

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

Total Collisions: 0 Collision Summary Report 1/31/20

Injury Collisions: 0
Fatal Collisions: 0

SUNNYVALE AVENUE & MAUDE AVENUE Page 1 of 1

Settings for Query:

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

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

Total Collisions: 31 Collision Summary Report

Injury Collisions: 13 Fatal Collisions: 0

SUNNYVALE AVENUE from MAUDE AVENUE to EVELYN AVENUE

Page 1 of 6

DOMINI VALL A	V LIVOL II OII	INAUD	L AVENUE IU		14 ~ 4	LITOL								i age i oi t
CR16-177	1/8/2016	23:07	Friday	SUNNY	/ALE A	VENUE - CA	LIFORNIA AVENUE	0'	Direction: N	lot Stated	Dark - Street Ligh	Rain	ing	Pty at Fault:0
	Vehicle - Peo	destrian	Pedestrian		Unkı	nown			Hit & Rui	n: No	Complaint of Pain		# Inj: 1	# Killed: 0
Party 1 Driver /eh Type: Party 2 Pedestria /eh Type:			Left Turn ty: HNBD ty: HNBD		Associale	Age: 31	2009 TOYOTA Ione Apparent	YARI Lap/Shoulde Not Stated	r Harness Use	ed Cell Pedestrian	Car, Station Wagon, Je Phone Not In Use Phone Not In Use	eep		
CR16-3252	5/9/2016	08:12	Monday	SUNNY			ZELTON AVENUE		Direction: N		Daylight	Clea	r	Pty at Fault:1
	Other	00.12	Bicycle	3011111			g or Backing	22106	Hit & Rui		Complaint of Pain	Cica		# Killed: 0
Party 1 Driver Party 2 Bicyclist Party 2 Bicyclist		Proceed	ty: HNBD ing Straight ty: HNBD		Asso ale	Age: 52	2011 TOYOTA Ione Apparent	Lap/Shoulde	r Harness Use	ed Cell Bicycle	Car, Station Wagon, Je Phone Not In Use Phone Not In Use	eep		
CR16-6044	8/22/2016	11:33		SUNNY			NDY AVENUE	0'	Direction: N	lot Stated	l Daylight	Clea	r	Pty at Fault:0
	Sideswipe		Other Motor \	/ehicle	Impi	roper Turn	ing	22107	Hit & Rui	n: No	Property Damage	Only	# Inj: 0	# Killed: 0
Party 1 Driver /eh Type: Party 2 Driver /eh Type:		Sobriet Proceed	ing Straight ty: HNBD ing Straight ty: HNBD		Associale	Age: 54	2005 TOYOTA Ione Apparent 1996 HONDA Ione Apparent	ACCO	r Harness Use ORD F	ed Cell Passenger	Car, Station Wagon, Je Phone Not In Use Car, Station Wagon, Je Phone Not In Use			
CR16-6125	8/25/2016	08:50	Thursday	SUNNY			CHOR BAY TERRACE		Direction: S		Daylight	Clea	r	Pty at Fault:1
	Hit Object		Fixed Object		Othe	er Hazardo	ous Movement	21663	Hit & Rui	n: No	Property Damage	Only	# Inj: 0	# Killed: 0
Party 1 Driver /eh Type:		Sobriet	Left Turn ty: HNBD		Asso		2006 CADILLAC Ione Apparent	Lap/Shoulde	r Harness Use	ed Cell	Car, Station Wagon, Je Phone Not In Use			
CR16-7138	9/29/2016 Sideswipe	19:46	Thursday Bicycle	SUNNY		VENUE - AR ing Under	QUES AVENUE Influence	40' 23152B	Direction: S Hit & Ru		Dark - Street Ligh Other Visible Injur			Pty at Fault:1 # Killed: 0
Party 1 Bicyclist /eh Type: Party 2 Driver /eh Type:		Proceed	Left Turn ty: HBD Under I ing Straight ty: HBD Not Und	nfluence M	Associale	Age: 55	2015 HONDA	Unknown CR-V Lap/Shoulde	, E	Passenger	Phone Not In Use Car, Station Wagon, Je Phone Not In Use	eep		
CR16-7359	10/7/2016	17:36	Friday				LIFORNIA AVENUE	126'	Direction: N	lorth	Dusk - Dawn	Clea	r	Pty at Fault:1
	Rear-End		Other Motor \	/ehicle	Unsa	afe Speed		22350	Hit & Rui	n: No	Property Damage	Only	# Inj: 0	# Killed: 0
Party 1 Driver Veh Type:	South		ing Straight ty: HNBD	M		Age: 29 c Factor: N	2015 HONDA Ione Apparent	CRV Lap/Shoulde		0	Car, Station Wagon, Je Phone Not In Use	еер		

Page 2 of 6

		I WAODE AVENUE IC									i age z o
Party 2 Driver	South	Stopped In Road		Age: 34	2014 ACURA	MD)		_	Car, Station Wagon, Je	ер	
Veh Type: CR16-8567	11/18/2016	Sobriety: HNBD 17:19 Friday	Assoc SUNNYVALE AV		one Apparent	Lap/Shoulde 0'			Phone Not In Use Dark - Street Ligh	Cloar	Pty at Fault:
CK10-0507	Rear-End	Bicycle		oper Turni		22107	Hit & R		Complaint of Pain		2 # Killed: (
Dantu 1 Duivon		•	•	•	Ü	XF			·	•	
Party 1 Driver Veh Type: Party 2 Bicyclist Veh Type:	North	Making Right Turn Sobriety: HNBD Proceeding Straight Sobriety: HNBD	Male Assoc	Factor: No Age: 26 Factor: No	2013 JAGUAR one Apparent 2016 RALEIGH one Apparent	Lap/Shoulde MER Not Stated	RIT 1	sed Cell Bicycle Cell	Car, Station Wagon, Je Phone Not In Use Phone Not In Use	ер	
Party 3 Bicyclist	North	Proceeding Straight	Female	0	2017 RALEIGH	REVI	ERE	Bicycle	Dhana Nat In Lica		
Veh Type: CR17-257	1/9/2017	Sobriety: HNBD 23:00 Monday	SUNNYVALE AV		one Apparent	Not Stated 180'	Direction:		Phone Not In Use Dark - Street Ligh	Cloudy	Pty at Fault:
CN17-237	Hit Object	Fixed Object		oper Turni		22107	Hit & R		Property Damage (,	•
Party 1 Driver Veh Type:		Changing Lanes Sobriety: HNBD	Assoc		2014 WSTR one Apparent	4900 Lap/Shoulde	r Harness U	sed Cell	ore Axle Truck Phone Not In Use		
CR17-526	1/20/2017	14:05 Friday	SUNNYVALE AV	'ENUE - EVE	LYN AVENUE	0'	Direction:	Not Stated	l Daylight	Cloudy	Pty at Fault:
	Rear-End	Other Motor	Vehicle Unsa	fe Speed		22350	Hit & R	un: No	Complaint of Pain	# Inj:	1 # Killed: (
Party 1 Driver Veh Type: Party 2 Driver Veh Type: Party 3 Driver Veh Type:	South	Passing Other Vehicle Sobriety: HNBD Proceeding Straight Sobriety: HNBD Stopped In Road Sobriety: HNBD	Assoc Female Assoc Male	Age: 56 Factor: No Age: 51	2003 TOYOTA one Apparent 2016 FORD one Apparent 2010 INTERNA	CAM Lap/Shoulde EDG Lap/Shoulde TIONAL LT Lap/Shoulde	er Harness U E er Harness U	sed Cell Sport Utilit sed Cell Two Axle T	Phone Not In Use	ер	
CR17-5420	7/13/2017	18:15 Thursday	EVELYN AVENU			0'			Daylight	Clear	Pty at Fault:
	Rear-End	,	Vehicle Unsa	fe Speed		22350			Property Damage (,
Party 1 Driver Veh Type:		Proceeding Straight Sobriety: Impairment	Male Not Kno Assoc	0						No II	njury
Party 2 Driver Veh Type:	East	Proceeding Straight Sobriety: HNBD	Female Assoc	U	2010 HONDA one Apparent	CIVI Lap/Shoulde		_	Car, Station Wagon, Je Phone Not In Use	ep No II	njury
CR17-5740	7/24/2017	16:30 Monday	HENDY AVENUE	E - SUNNYV	ALE AVENUE	0'	Direction:	Not Stated	l Daylight	Clear	Pty at Fault:
	Head-On	Other Motor	Vehicle Unsa	fe Speed		22350	Hit & R	un: Misde	Property Damage (Only # Inj:	0 # Killed:
Party 1 Driver Veh Type:	North	Proceeding Straight Sobriety: Under Drug	Male Influenc Assoc	U	2014 HONDA	ACC Unknown	ORD	Passenger	Car, Station Wagon, Je	ep No II	njury
Party 2 Driver Veh Type:	West	Making Left Turn Sobriety: HNBD	Male	Age: 56	1995 JEEP one Apparent	GRA Lap/Shoulde			Car, Station Wagon, Je	ep No II	njury
CR17-6517	8/20/2017	20:50 Sunday			ELTON AVENUE	0'			Dark - Street Ligh	Clear	Pty at Fault:
	Broadside	Other Motor	Vehicle Impr	oper Passi	ng	21750	Hit & R	un: No	Complaint of Pain	# Inj:	1 # Killed:
Party 1 Driver Veh Type:	South	Crossed Into Opposing Sobriety: HNBD		Age: 22 Factor: Vi	2003 INFINITI	G35 Lap/Shoulde		0	Car, Station Wagon, Je Phone Not In Use	ep Com	plaint of Pain
Party 2 Driver Veh Type:	East	Making Left Turn Sobriety: HNBD	Male	Age: 43	2010 FORD one Apparent		NSIT CONN	Mini Van	Phone Not In Use	No II	njury
Party 3 Parked V Veh Type:	ehicle North	•		Age:	1999 HONDA one Apparent	. ,	SSEY	Mini Van	Phone Not In Use	No II	njury

Page 3 of 6

SUNN I VALE A	VENUE ITOI	II WAUDE A	AVENUE 10	CVELI	NAVENU	_								Page 3 01
CR17-6613	8/23/2017	17:12	Wednesday	EVELYN	AVENUE - SU	JNNYVA	ALE AVENUE	0'			Daylight	Clear		ty at Fault:1
	Other	В	icycle		Improper	Turnin	g	22107	Hit & F	Run: No	Other Visible Injur	y #1	nj: 1	# Killed: 0
Party 1 Driver /eh Type: Party 2 Bicyclist		Making Rig Sobriety: Proceeding	HNBD		emale Age: Assoc Fact Iale Age:	or: No	2003 HONDA ne Apparent BIANCHI	CR-V Lap/Shoulde IMPU	r Harness l	Sport Utilit Jsed Cell Bicycle	y Vehicle Phone Not In Use		o Injui ther V	y isible Injury
eh Type:		Sobriety:					ne Apparent	Not Stated			Phone Not In Use			
CR17-6714	8/27/2017		Sunday				JES AVENUE		Direction		Dark - Street Ligh			ty at Fault:
	Rear-End	Р	arked Motor	Vehicle	Driving U	nder In	fluence	23152A	Hit & F	Run: No	Property Damage	Only #1	nj: 0	# Killed: (
Party 1 Driver /eh Type: Party 2 Parked V /eh Type:		Parked	g Straight HBD Under II Not Applicab	nfluence	Age:	or: No	2014 SUBARU	ACCO Unknown FORI Not Stated	ORD ESTER	Cell Sport Utilit	Car, Station Wagon, Je Phone Not In Use y Vehicle Phone Not In Use		o Injur o Injur	•
CR17-7016	9/4/2017		Monday	SUNNY	VALE AVENUI	E - MAU	DE AVENUE	282'	Direction	: South	Daylight	Clear	Р	ty at Fault:
	Sideswipe	Р	arked Motor	Vehicle	Improper	Turnin	g	22107	Hit & F	Run: Misde	Property Damage	Only #1	nj: 0	# Killed: (
Party 1 Driver Veh Type:		-	g Straight Impairment I	Not Kno	Age: Assoc Fact						lit and Run Vehicle In		o Injui	У
Party 2 Parked V /eh Type:	ehicle South		Not Applicab	le	Age: Assoc Fact		2011 TOYOTA ne Apparent		OLLA	Cell	Car, Station Wagon, Je Phone Not In Use	eep N	o Injui	У
CR17-8030	10/7/2017 Rear-End		Saturday Other Motor \		VALE AVENUI Unsafe Sp		YN AVENUE	39' 22350	Direction Hit & F	: South Run: No	Daylight Property Damage	Clear Only #1		ty at Fault: # Killed: (
Party 1 Driver /eh Type: Party 2 Driver /eh Type: CR17-8540		Proceeding Sobriety: Stopped In Sobriety:	HNBD Road HNBD	Fe	emale Age: Assoc Fact	or: Noi 72 or: Noi	1998 TOYOTA ne Apparent 2004 VOLKSW/ ne Apparent NYVALE AVENUE	AGEN TOU Lap/Shoulde	r Harness l REG r Harness l	Jsed Cell Passenger Jsed Cell	Car, Station Wagon, Je Phone Not In Use Car, Station Wagon, Je Phone Not In Use Dark - Street Ligh	eep N	o Injur o Injur	У
.K17-654U	Head-On)ther Motor \					22107			Property Damage			ty at Fault: # Killed: 0
Party 1 Driver /eh Type: Party 2 Driver /eh Type:	West East	-	Impairment I Straight		lale Age:	or: Noi :58	1998 SAAB ne Apparent 2017 HYUNDAI ne Apparent	I SON	ATA	Jsed Cell Passenger	Car, Station Wagon, Je Phone Not In Use Car, Station Wagon, Je Phone Not In Use	·	o Injur o Injur	•
CR17-10235	12/22/2017		Friday	SUNNY					Direction		Daylight	Clear	Р	ty at Fault:
	Sideswipe		ther Motor \					23152A			Property Damage	Only #1	nj: 0	# Killed: (
Party 1 Driver /eh Type:	North	Proceeding Sobriety:	_		lale Age: Assoc Fact		2016 CHEVROL ne Apparent		ERADO r Harness l	Pickups & F Jsed Cell	Panels Phone Not In Use	N	o Injui	У
Party 2 Driver /eh Type:		Stopped In Sobriety:	HNBD			or: No	UPS TRUC	Lap/Shoulde	r Harness l		Phone Not In Use		o Injur	
R18-485	1/18/2018 Vehicle - Pe		Thursday edestrian	SUNNY	Ped R/W		ORNIA AVENUE	0' 21950A		: Not Stated Run: No	Dark - Street Ligh Property Damage			ty at Fault: # Killed: (
Party 1 Driver Veh Type:	East	Making Lef Sobriety:		Fe	emale Age: Assoc Fact		2014 FORD ne Apparent	CMA Lap/Shoulde		_	Car, Station Wagon, Je Phone Not In Use	eep N	o Injui	У

Page 4 of 6

SUNN I VALE A	VENUE IIOII	II WIAUDE	AVENUE	CACLI	NAV	ENUE								i age + oi v
Party 2 Pedestria	an North			N		Age: 35				Pedestrian			No Inju	ſy
Veh Type:	2/11/2010		y: HNBD	CALIFO			one Apparent NNYVALE AVENUE	Not Stated	Direction		Phone Not In Use	Claar	-	New or Fourth 1
CR18-1204	2/11/2018 Broadside	14:41	Sunday Other Motor \					0' 21453A		: Not Stated Run: No	Complaint of Pain	Clear		ty at Fault:1" Killed: 0 #
Party 1 Driver Veh Type:	East		ng Straight y: HNBD		emale	Age: 34	2014 TOYOTA one Apparent	RAV		_	Car, Station Wagon, Je Phone Not In Use		No Inju	
Party 2 Driver Veh Type:	South	Proceedi	ng Straight y: HNBD	F	emale	Age: 40	2015 NISSAN one Apparent	XTE	RRA	Passenger	Car, Station Wagon, Je Phone Not In Use	ер	Compla	int of Pain
CR18-2649	4/3/2018	18:37	Tuesday	CALIFO	RNIA A	VENUE - SUI	NNYVALE AVENUE	0'	Direction	: Not Stated	Daylight		F	ty at Fault:
	Rear-End		Bicycle		Not	Stated		21804A	Hit & F	Run: No	Other Visible Injury	y i	# Inj: 1	# Killed: 0
Party 1 Bicyclist Veh Type:	West	_	Right Turn y: HNBD	N	1ale Asso	Age: 52 oc Factor: V	SCHWIN iolation	BICY Not Stated	'CLE	Bicycle Cell	Phone Not In Use		Other V	isible Injury
Party 2 Driver Veh Type:		Sobriet	ng Straight y: HNBD		Asso		2010 HONDA one Apparent		r Harness U	Jsed Cell	Car, Station Wagon, Je Phone Not In Use		No Inju	<i>'</i>
CR18-2868	4/11/2018	15:54					LIFORNIA AVENUE		Direction		Daylight	Clear		ty at Fault:1
	Sideswipe		Parked Motor	Vehicle	Imp	roper Turn	ing	22107	Hit & F	Run: No	Property Damage (Only i	# Inj: 0	# Killed: 0
Party 1 Driver Veh Type:		Sobriet	ng Straight y: HNBD	N			2002 DODGE one Apparent	Lap/Shoulde			Panels Phone Not In Use		No Inju	
Party 2 Parked V Veh Type:	enicle South		y: Not Applicat	ole	Asso	Age: oc Factor: N	2004 FRHT one Apparent	Not Stated	ENGINE	Fire Truck			No Inju	ſY
CR18-3562	5/3/2018 Broadside	16:13	Thursday Parked Motor				QUES AVENUE	140' 21650	Direction Hit & F	: North Run: No	Daylight Property Damage (Clear Only :		ty at Fault: # Killed: 0
Party 1 Driver Veh Type: Party 2 Parked V		Sobriet	ng Straight y: Under Drug		Asso	Age:	1998 HONDA iolation 2009 TOYOTA	COR		9	Car, Station Wagon, Je Phone Not In Use	ер	No Inju No Inju	
Veh Type: CR18-8771	10/30/2018	Sobriet	y: Tuesday	SHININY		oc Factor:	YLOR AVENUE	Not Stated 0'	Direction	: Not Stated	Daylight	Clear		ty at Fault:1
CK10-0771	Vehicle - Pe		,	3011111		R/W Viola		21950A		Run: No	Other Visible Injury			# Killed: 0
Party 1 Driver Veh Type:	West		Right Turn y: HNBD	F		Age: 47 oc Factor: N	2012 NISSAN one Apparent	FRO Lap/Shoulde	NTIER r Harness U	Pickups & F Jsed Cell	Panels Phone Not In Use		No Inju	ry
Party 2 Pedestria Veh Type:	an North		ng Straight y: HNBD	F		Age: 56 oc Factor: N	one Apparent	Not Stated		Pedestrian Cell	Phone Not In Use		Other V	isible Injury
CR18-9069	11/8/2018		Thursday Parked Motor				AUDE AVENUE	327'	Direction Hit & F		Property Damage (Onlv :		ty at Fault:1 # Killed: 0
Party 1 Driver						Age:						,	No Inju	
Veh Type: Party 2 Parked V	ehicle South	Parked	y: Impairment			Age:	2013 TOYOTA	PRIL	JS		Car, Station Wagon, Je	ер	No Inju	ſy
Veh Type: CR18-9796	12/4/2018	Sobriet 01:37	y: Not Applicat Tuesday				one Apparent QUES AVENUE	200'	Direction		Phone Not In Use Dark - Street Ligh	Clear	F	ty at Fault:
	Broadside		Parked Motor	Vehicle	Driv	ing Under	Influence	23152A	Hit & F	Run: No	Other Visible Injury	y i	# Inj: 1	# Killed: 0

Page 5 of 6

Party 1 Driver	North	Other Unsafe Turning Male Age: 31 2001 FORD MUSTANG Passenger Car, Station Wagon, Jeep	Other Visible Injury
Veh Type: Party 2 Parked V Veh Type:	ehicle North	Sobriety: HBD Under Influence Assoc Factor: Violation Lap/Shoulder Harness Used Cell Phone Not In Use Parked Age: 2005 CHRYSLER PT CRUISER Passenger Car, Station Wagon, Jeep Sobriety: Not Applicable Assoc Factor: None Apparent Not Stated	No Injury
Party 3 Parked V Veh Type:	ehicle North		No Injury
Party 4 Parked V Veh Type:	ehicle North	Parked Age: 2014 SUBARU FORESTER Passenger Car, Station Wagon, Jeep Sobriety: Not Applicable Assoc Factor: None Apparent Not Stated	No Injury
CR18-9846	12/5/2018	09:46 Wednesday SUNNYVALE AVENUE - ARQUES AVENUE 0' Direction: Not Stated Daylight Clou	udy 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 Veh Type: Party 2 Driver	North East	Proceeding Straight Female Age: 40 2016 NISSAN LEAF Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Proceeding Straight Female Age: 62 2016 LEXUS RX350 Sport Utility Vehicle	No Injury 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 Clou	udy Pty at Fault:1
	Sideswipe	Parked Motor Vehicle Improper Turning 22107 Hit & Run: No Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver Veh Type: Party 2 Parked V Veh Type:		Proceeding Straight Female Age: 18 1996 HONDA ACCORD Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: Defective Vehicle E Lap/Shoulder Harness Used Cell Phone Not In Use Parked Age: 2012 FIAT 5CC Passenger Car, Station Wagon, Jeep Sobriety: Not Applicable Assoc Factor: None Apparent Cell Phone Not In Use	No Injury No Injury
CR19-951	2/2/2019	11:03 Saturday CALIFORNIA AVENUE - SUNNYVALE AVENUE 0' Direction: Not Stated Daylight Clou	udy 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 Veh Type: Party 2 Driver Veh Type: CR19-983		Proceeding Straight Sobriety: HNBD Assoc Factor: None Apparent Sobri	No Injury No Injury ning Pty at Fault:1
C.1.25 505		destrian Pedestrian Pedestrian Violation 21950B Hit & Run: No Other Visible Injury	# Inj: 1 # Killed: 0
Party 1 Driver Veh Type:	East	Making Right Turn Male Age: 48 2004 HONDA ACCORD Passenger Car, Station Wagon, Jeep Sobriety: HBD Impairment Un Assoc Factor: None Apparent Unknown	No Injury
Party 2 Pedestria Veh Type:	an North	Male Age: 66 Pedestrian Sobriety: HBD Under Influence Assoc Factor: None Apparent Not Required	Other Visible Injury
CR19-3466	4/26/2019	17:11 Friday CALIFORNIA AVENUE - SUNNYVALE AVENUE 0' Direction: Not Stated Daylight Clea	r 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 Veh Type: Party 2 Driver Veh Type:	East South	Proceeding Straight Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use Lap/Shoulder Harness Used Cell Phone Not In Use	Complaint of Pain Other Visible Injury

Page 6 of 6

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