Traffic and Parking Study

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

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Prepared for:



Prepared by:

Kimley » Horn

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1 Introduction

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

1.1 Study Area

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

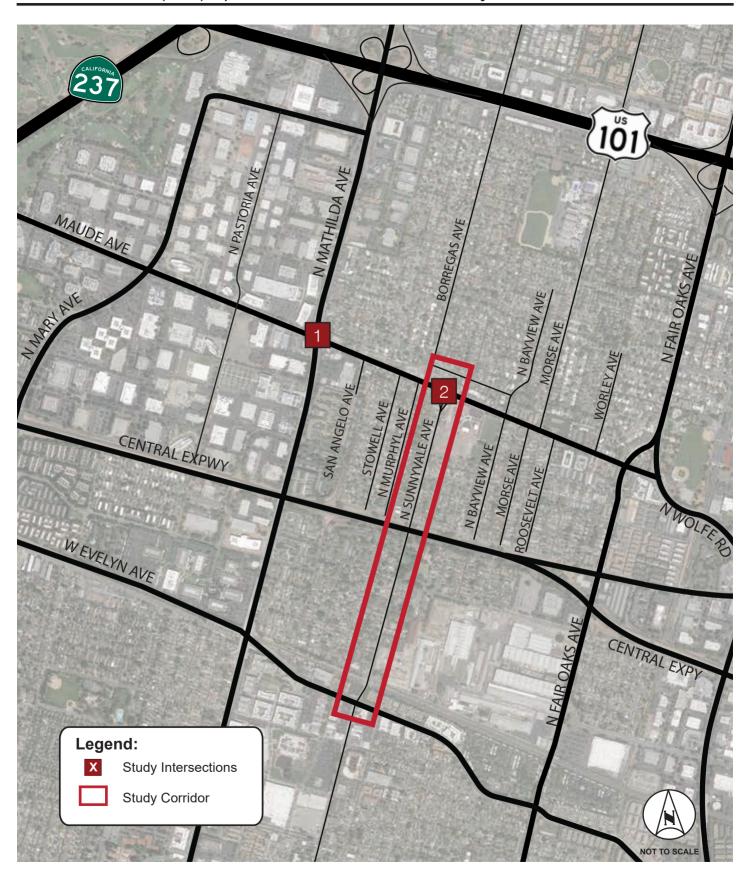
- 1. Maude Avenue / Mathilda Avenue (Signalized)
- 2. Maude Avenue / Borregas Avenue-Sunnyvale Avenue (Signalized)

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

1.2 Project Background

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

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



1.2.1 Existing Bicycle and Pedestrian Facilities

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

1.2.2 Existing Transit Service

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

1.3 Analysis Methodology

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

1.3.1 Intersection Level of Service

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

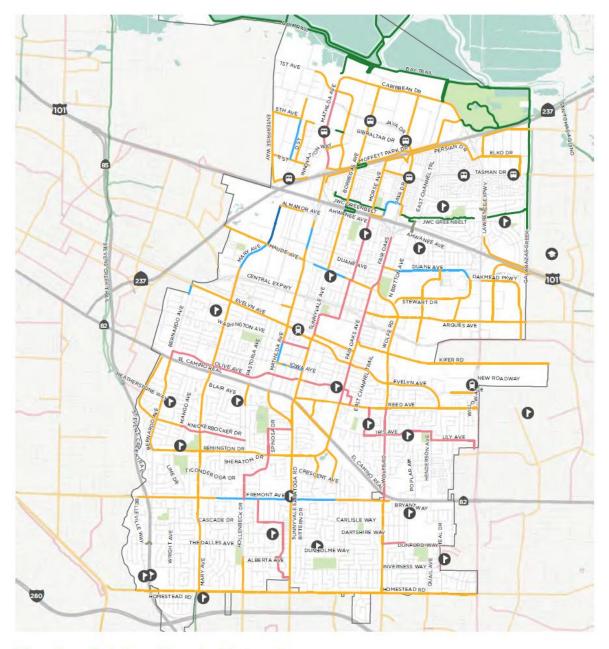


Figure 2: City of Sunnyvale Existing Bikeway Network

Map 2. Existing Bicycle Network





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:

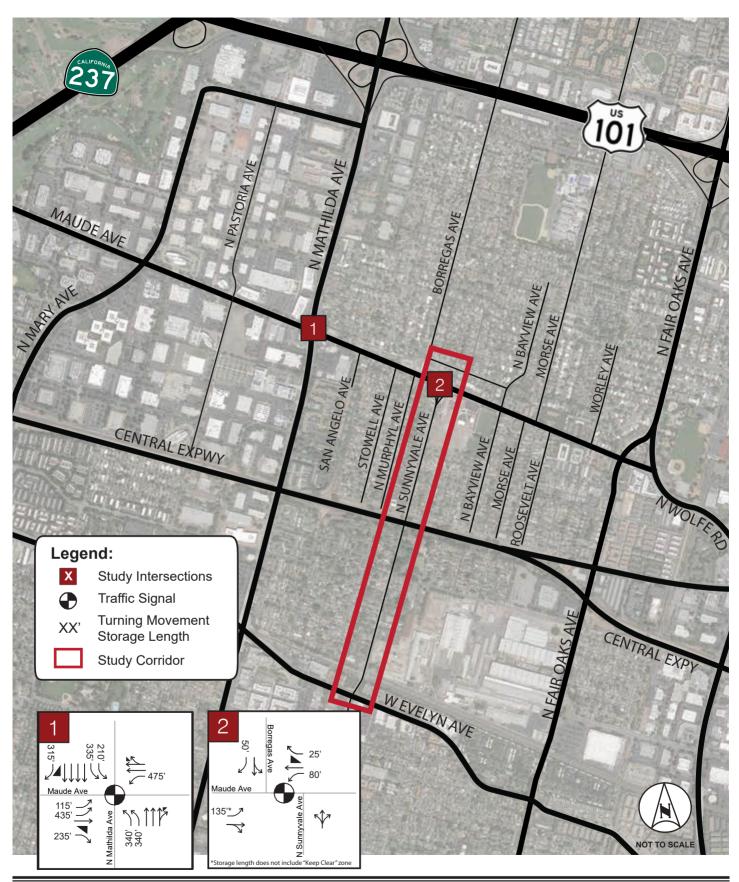
Intersection #1 – Maude Avenue / Mathilda Avenue (AM peak hour).

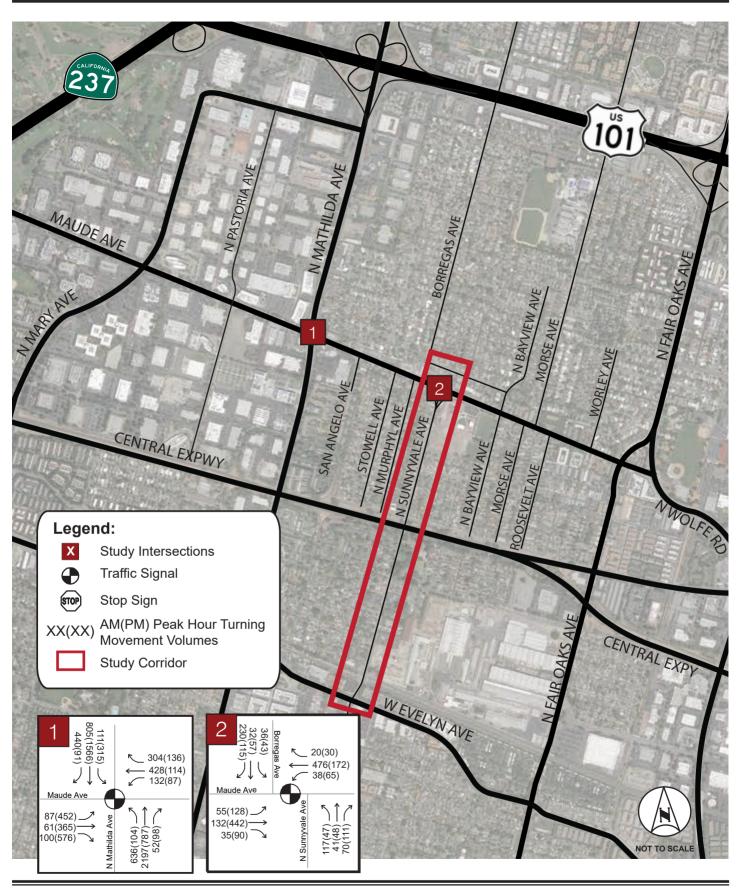
Table 2: Existing Intersection Level of Service Results

		1.00		Dools		Exis	sting		
#	Intersection	LOS Criteria	Control	Peak Hour	LOS	Delay	v/c Ratio	Crit. Delay	
1	1 Maude Avenue / E Signal		Signal	AM	F	114.7	0.587	220.8	
'	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	Turning Movement									
#	mersection	LITIK	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR		
		Existing Storage (ft)	275	235	475	ı	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:

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

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

2.5.2 Existing On-Street Parking Occupancy

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

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

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



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

- Between Maude Avenue and Hazelton Avenue
 - West side: 11 AM, 14 vehicles, 78% occupancy
 - East side: 11 AM, 7 vehicles, 54% occupancy
- Between Hazelton Avenue and Taylor Avenue
 - West side: 8 PM & 1 AM, 4 vehicles, 57% occupancy
 - East side: 8 PM & 1 AM, 2 vehicles, 40% occupancy
- Between Taylor Avenue and Arques Avenue
 - West side: 1 AM, 10 vehicles, 45% occupancy
 - East side: 1 AM, 10 vehicles, 48% occupancy
- Between 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 cles ¹	arked	Aver	age Weeko	lay Occupar	ıcy %
#	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 Ave	369/368 Murphy &	West	18	5	7	11	11	28%	39%	61%	61%
8	(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		Maude & Hazelton	West	18	14	11	11	11	78%	61%	61%	61%
12		Maude & Hazeiton	East	13	7	1	1	1	54%	8%	8%	8%
13		Hazelton & Taylor	West	7	2	3	4	4	29%	43%	57%	57%
14		Hazelton & Taylor	East	5	1	1	2	2	20%	20%	40%	40%
15		Toylor 9 Argues	West	22	5	7	9	10	23%	32%	41%	45%
16	Sunnyvale	Taylor & Arques	East	21	6	5	8	10	29%	24%	38%	48%
43	Ave	Arguas & California	West	3	1	1	2	1	33%	33%	67%	33%
44		Arques & California	East	No On-Street Parking Allowed								
45		California & Hendy	West	15	6	0	1	1	40%	0%	7%	7%
46		California & Hendy	East	12	4	1	4	3	33%	8%	33%	25%
47		Hendy & Evelyn	West				No Or	n-Street F	Parking Allo	wed		
48		Heridy & Evelyii	East				No Or	n-Street F	Parking Allo	wed		
17		Maude & Hazelton	West	27	16	12	15	18	59%	44%	56 %	67%
18		Maude & Hazellon	East	20	10	9	13	15	50%	45%	65%	75%
21	Bayview	Hazelton & Taylor	West	5	3	2	4	4	60%	40%	80%	80%
22	Ave	Tiazeilon & 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	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.

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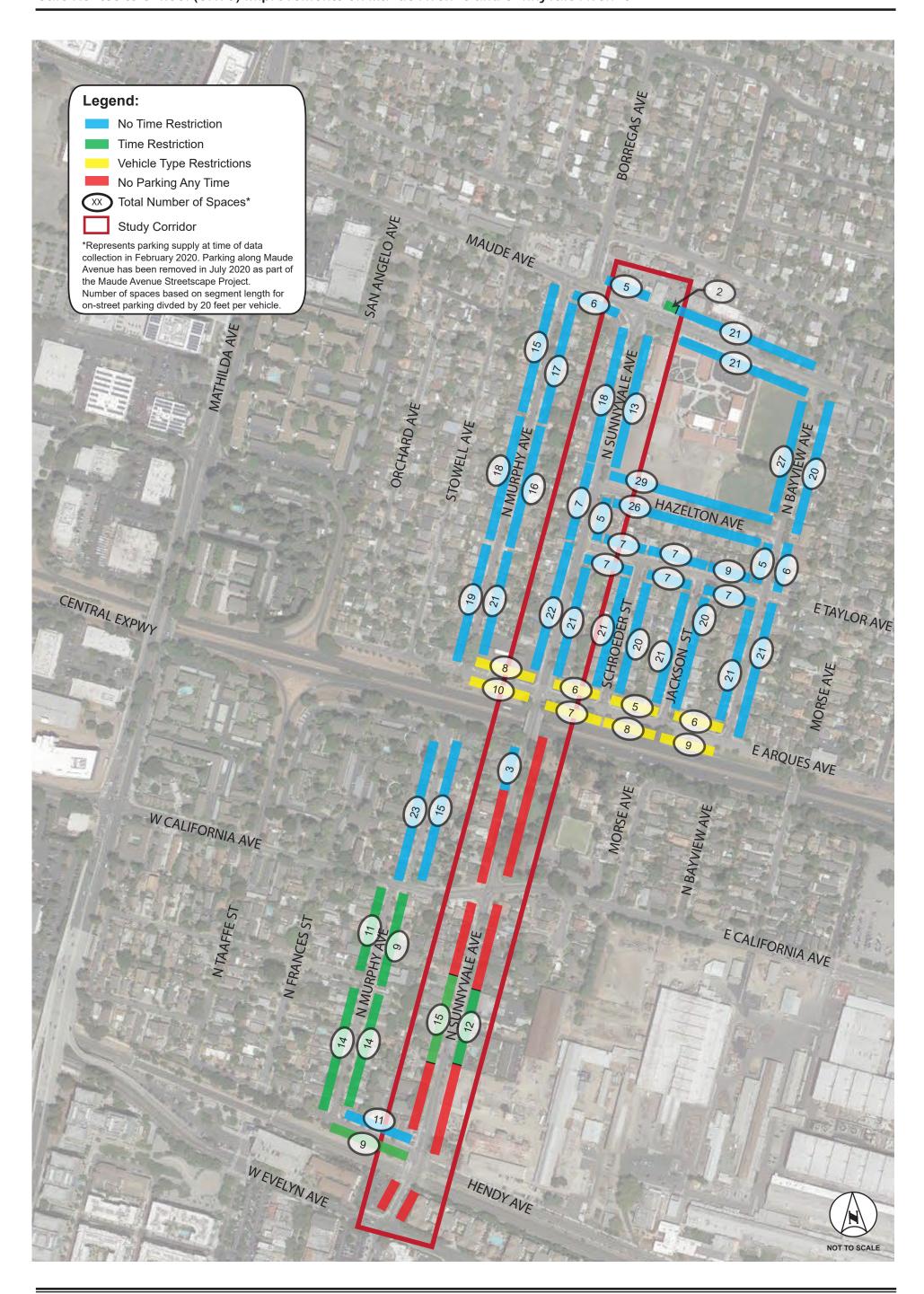
Table 4: Existing On-Street Parking Supply and Occupancy (Continued)

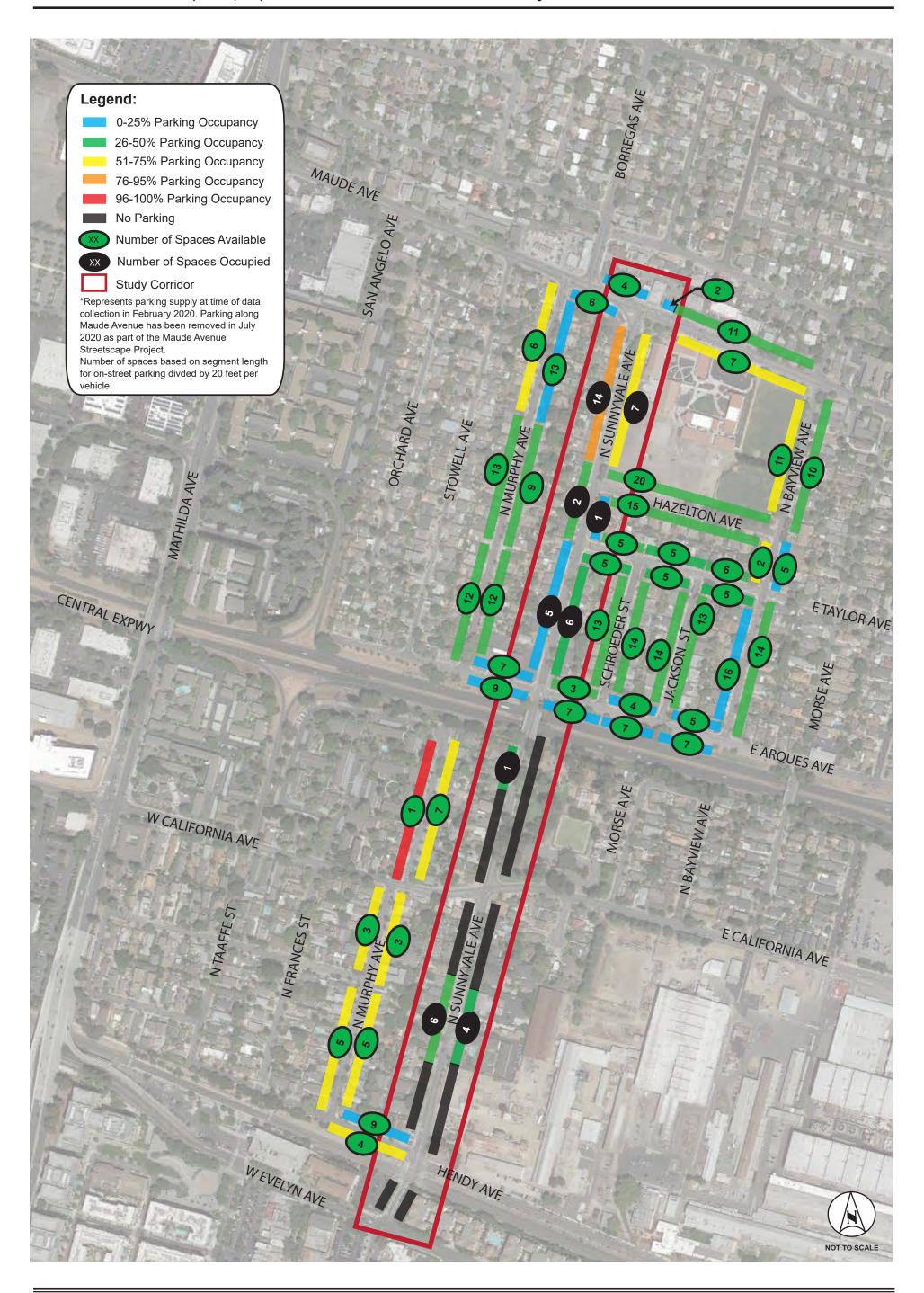
Segment			Street	Average Number of Parked Vehicles ¹						Average Weekday Occupancy %					
#	Street	Segment Limits	Side	Supply	11 AM	3 PM	8 PM	1 AM	11 AM	3 PM	8 PM	1 AM			
27	Taylor	Jackson & Bayview	North	9	3	3	4	4	33%	33%	44%	44%			
28	Ave	Jackson & Dayview	South	7	2	2	4	4	29%	29%	57%	57%			
29	Schroeder	Taylor & Arques	West	21	8	8	8	11	38%	38%	38%	52%			
30	St	Taylor & Arques	East	20	6	8	9	11	30%	40%	45%	55%			
31	Jackson	Taylor & Arques	West	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 & Bayview	North	6	1	1	2	1	17%	17%	33%	17%			
42		Jackson & Dayview	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		Nottro California	East	15	8	10	9	12	53%	67%	60%	80%			
53	Murphy Ave (South)	California & Beemer	West	11	8	8	9	10	73%	73%	82%	91%			
54		Camornia & Deerner	East	9	6	6	8	8	67%	67%	89%	89%			
55	, ,	Doomor 9 Hondy	West	14	9	11	9	9	64%	79%	64%	64%			
56		Beemer & Hendy	East	14	9	11	10	9	64%	79%	71%	64%			

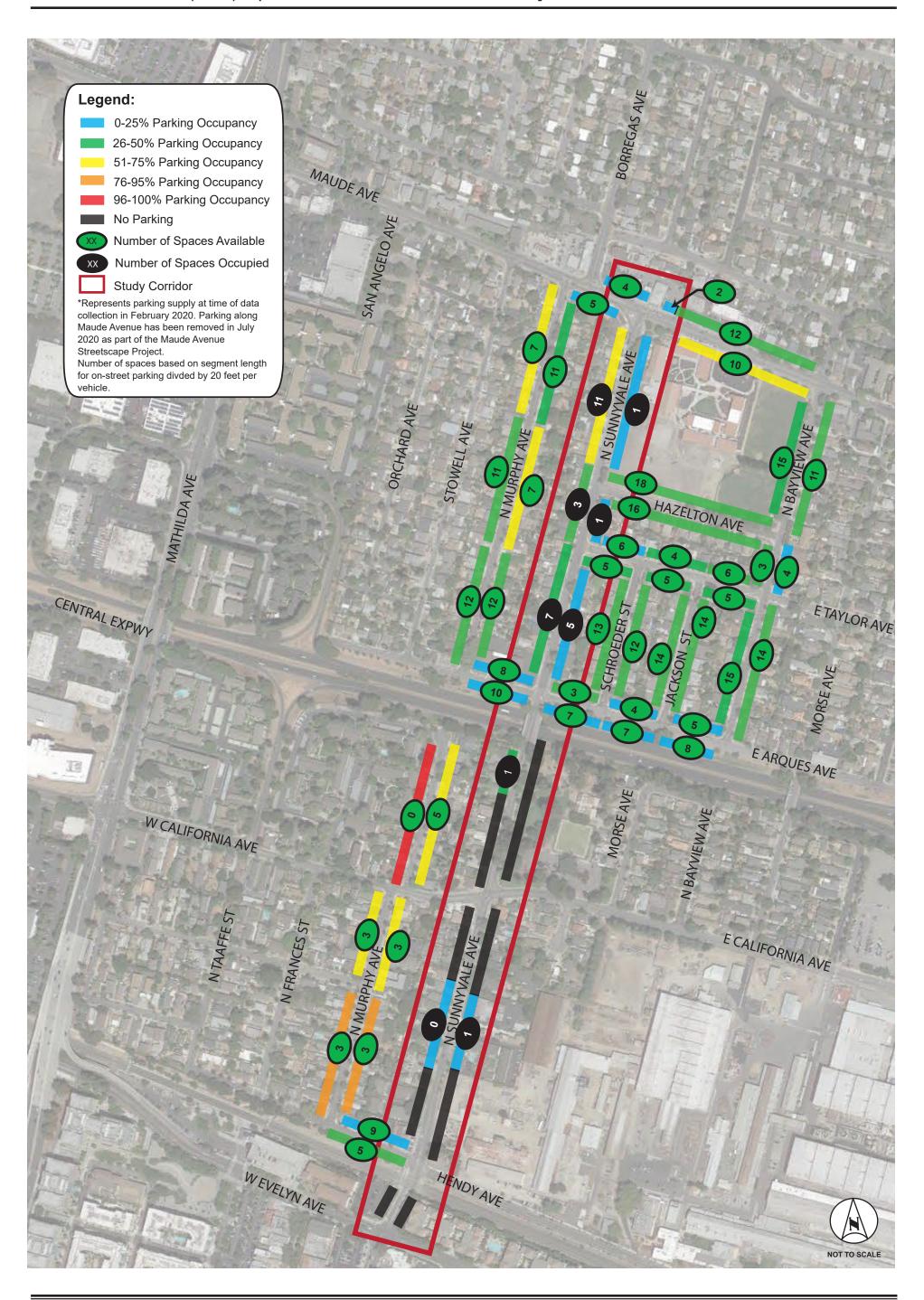
Note: Data was collected in February of 2020. Segments with an average weekday parking occupancy equal to or greater than 75% are shown in **bold** and highlighted.

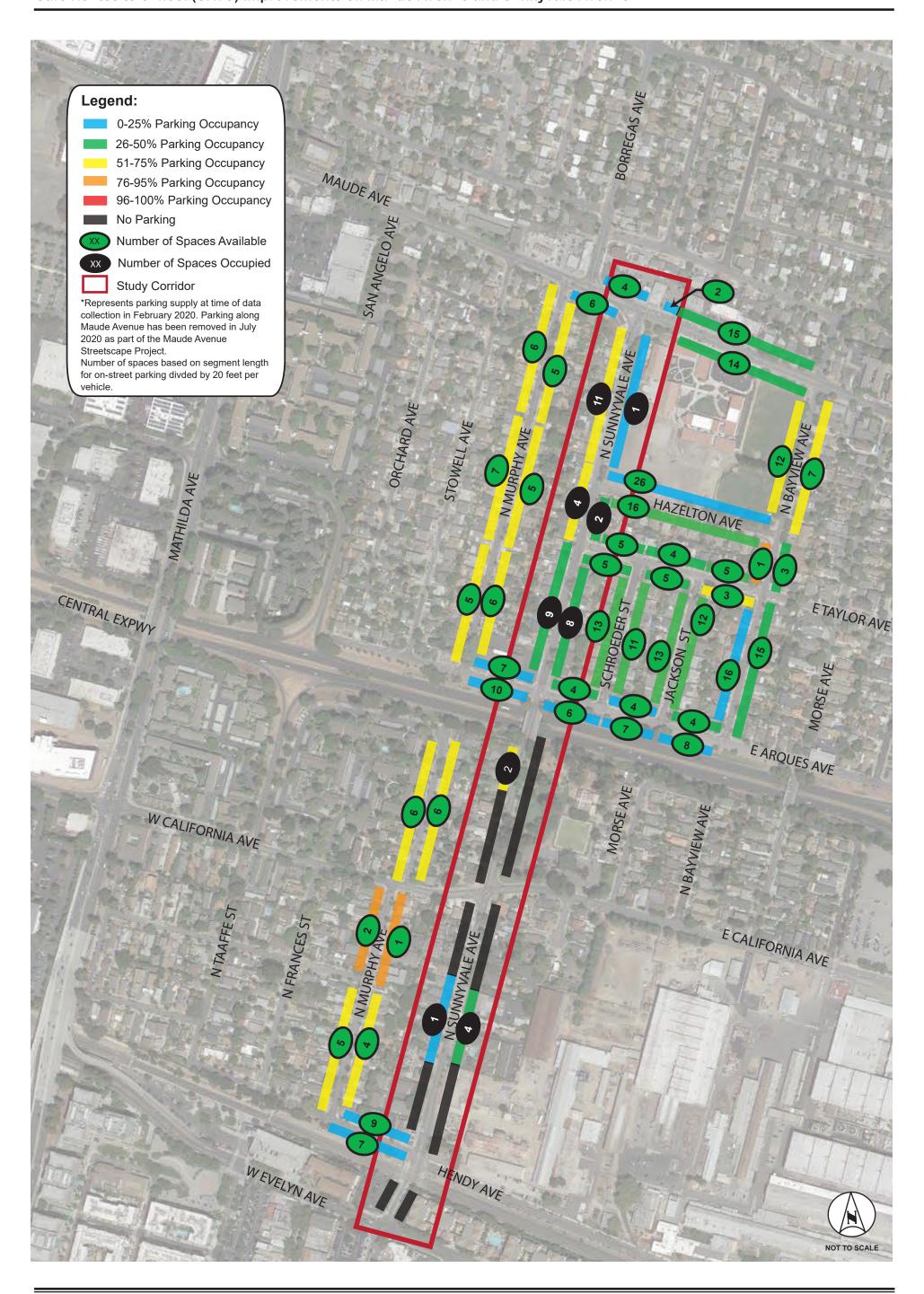
¹ Average number of parked vehicles are rounded up to the nearest integer.

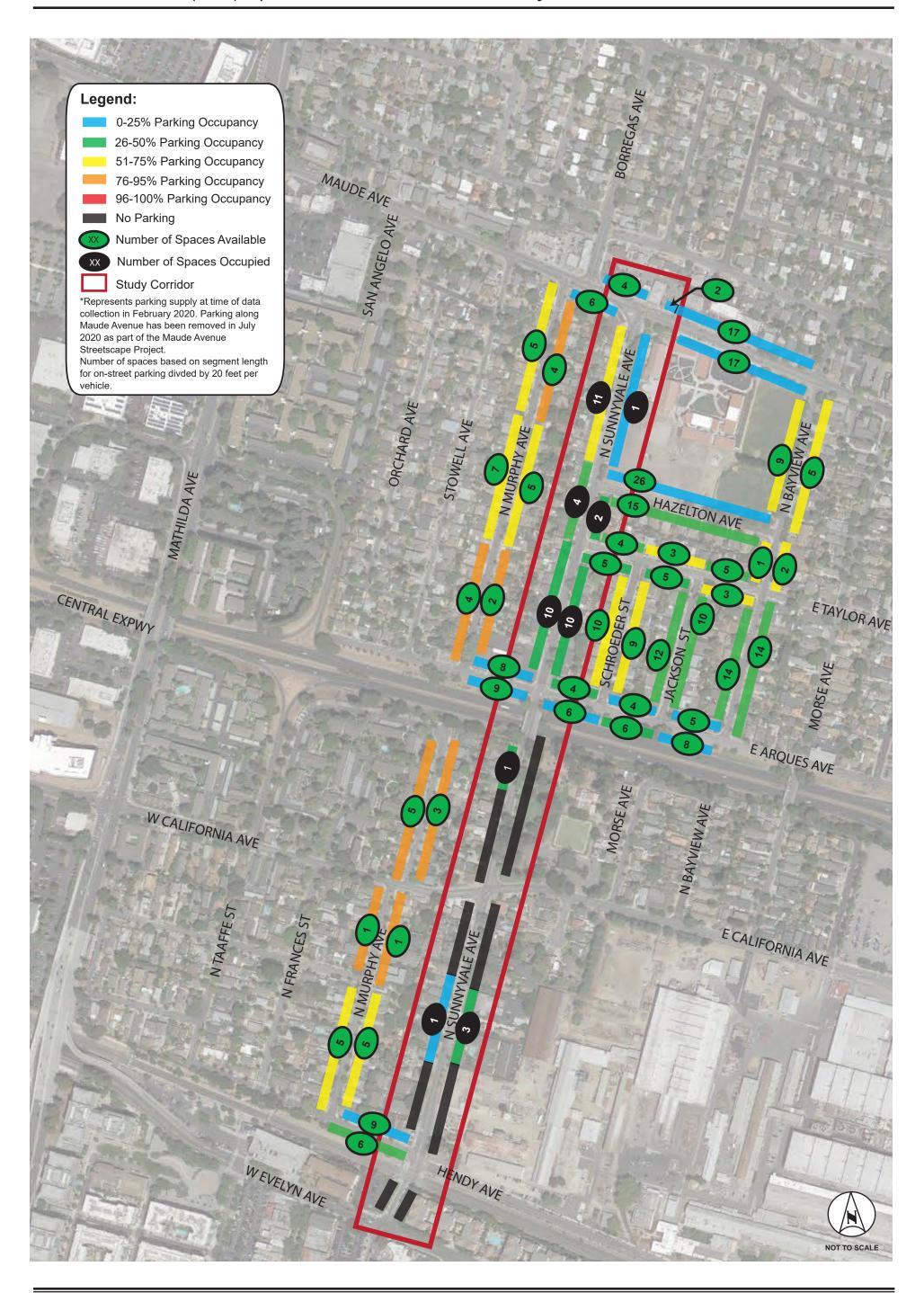
August 2020 16











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		de Avenue / a Avenue	Borrega	de Avenue / s Avenue - ale Avenue	Sunnyvale Avenue Corridor			
Broadside	5	22.7%	-	-	7	22.6%		
Head-On	-	-	1	25.0%	2	6.5%		
Hit Object	2	9.1%	-	-	2	6.5%		
Rear End	11	50.0%	2	50.0%	7	22.6%		
Sideswipe	4	18.2%	-	-	6	19.3%		
Vehicle-Pedestrian	-	-	1	25.0%	4	12.9%		
Total	22 (1	00%)	4 (*	100%)	31 (100%)		

Table 6: Summary of Primary Collision Factor

Primary Collison Factor	#1 – Maudo Mathilda			e Avenue / Avenue - e 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 (10	00%)	4 (10	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

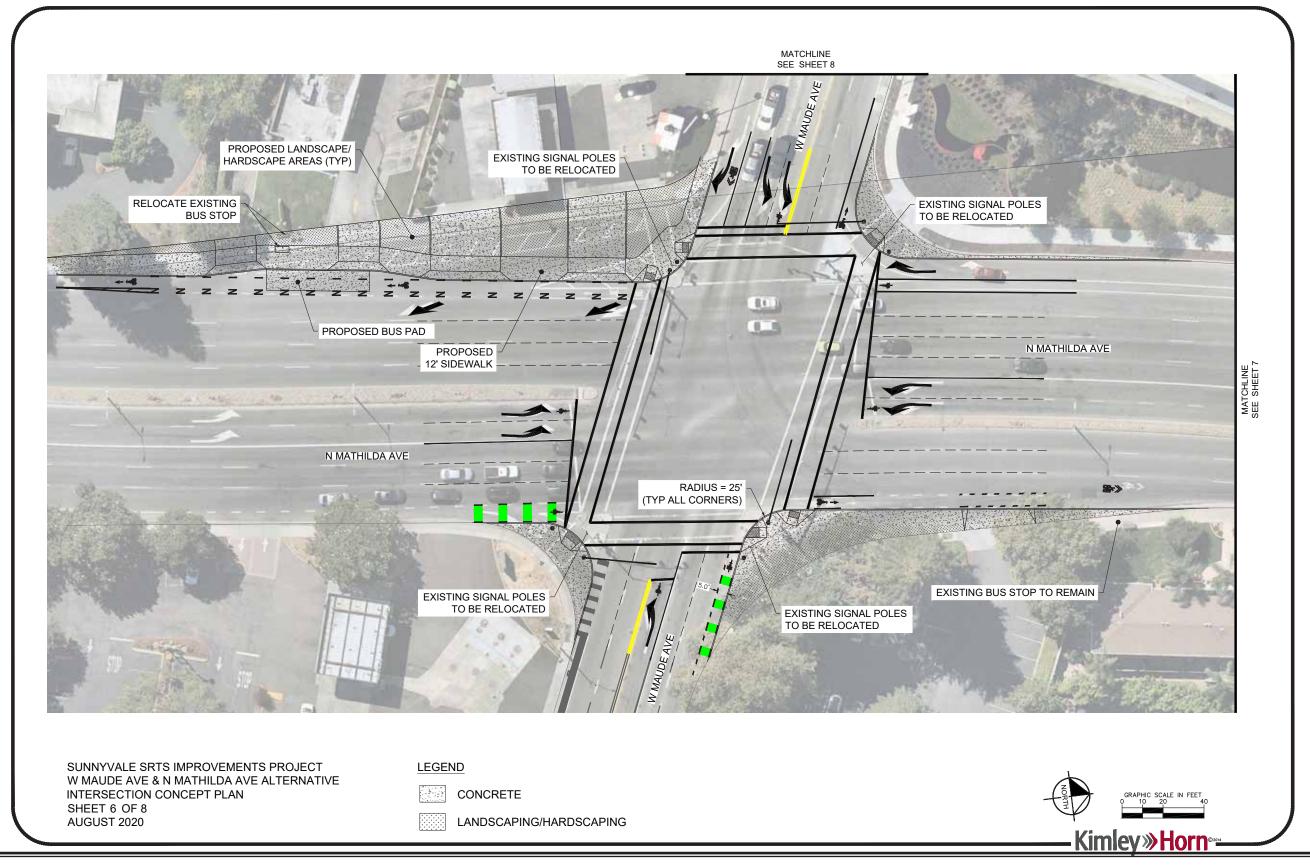
The 95th percentile queue lengths for the intersections with project roadway geometry modification is shown in **Table 8**. The project improvements at Intersection #1 – Maude Avenue / Mathilda Avenue do not change the lane geometry at the intersection; therefore, there were no change to queue lengths.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



3.1.3 Safety Effects

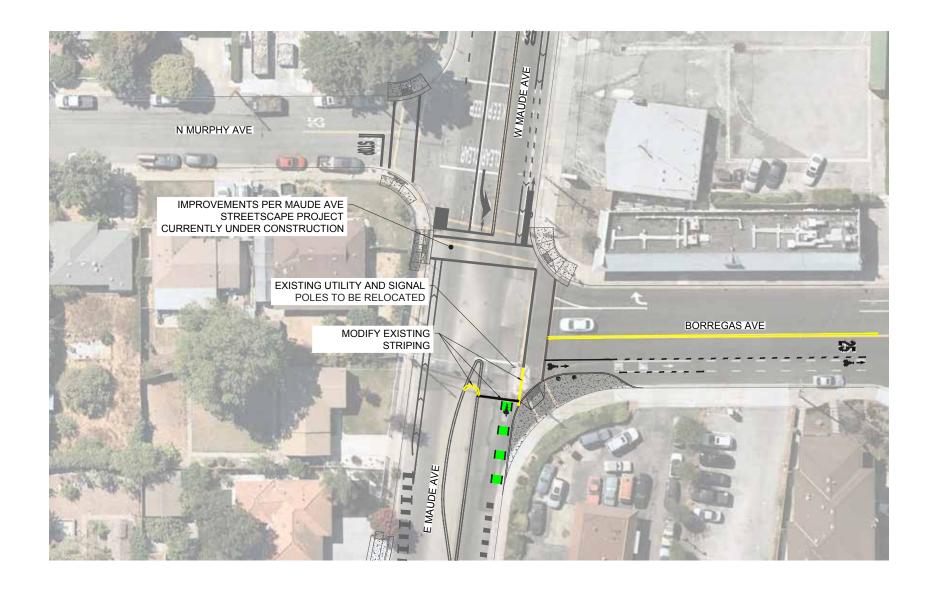
The Draft 2020 Active Transportation Plan identifies channelized right-turn lanes as creating the potential for more vehicle-bike or vehicle-pedestrian conflicts. At these locations, both bicyclist and pedestrians feel stressed as drivers often do not look for bicyclist and pedestrians before turning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

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





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



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

		1.00			Dook		Exis	sting				Pro	ject		
#	Intersection	LOS Criteria	Control	Peak Hour	LOS	Delay	v/c Ratio	Crit. Delay	LOS	Delay	V/C	Var	Crit. Delay	Var	
1	Maude Avenue /	Е	Cianal	AM	F	114.7	0.587	220.8	F	114.7	0.587	0.000	220.8	0.0	
1	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

#	Intersection			Existing								Project						
#	IIILEISECTION		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	ı	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	1	80	-	1	-	-	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-



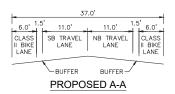
street parking also removed a sight distance obstacle that should improve visibility of pedestrians and cyclists both at driveways and intersections.

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

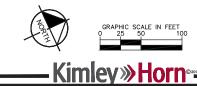


	37	.0'	
8.0'	10.5	10.5	8.0'
PARKING	LANE	NB CLASS I BIKE & TRAVEL LAN	

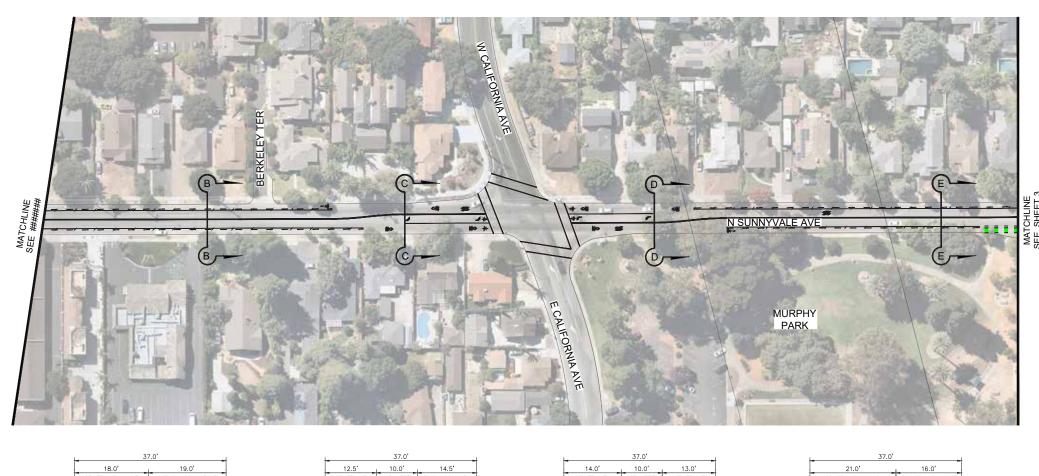
EXISTING A-A



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





EXISTING B-B

L 37.0'					
6.0, 1.5	5' 11.0' _	11.0'	.5' 6.0'		
CLASS II BIKE LANE	SB TRAVEL LANE	NB TRAVEL LANE	CLASS II BIKE LANE		
	BUFFER	BUFFER-			
PROPOSED B-B					

	37.0'	
12.5'	10.0'	14.5'
SB TRAVEL LANE	NB LEFT TURN LANE	NB CLASS III BIKE & TRAVEL LANE

EXISTING C-C

la.	37.0'	
13.0'	11.0'	13.0'
SB CLASS III BIKE & TRAVEL LANE	NB LEFT TURN LANE	NB CLASS III BIKE & TRAVEL LANE

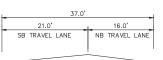
PROPOSED C-C

l-	37.0'	
14.0'	10.0'	13.0'
SB TRAVEL LANE	SB LEFT TURN LANE	NB TRAVEL LANE

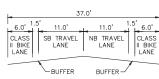
EXISTING D-D

-	37.0'	
13.0'	11.0'	13.0'
SB CLASS III BIKE & TRAVEL LANE	SB LEFT TURN LANE	NB CLASS III BIKE & TRAVEL LANE

PROPOSED D-D

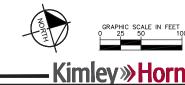


EXISTING E-E

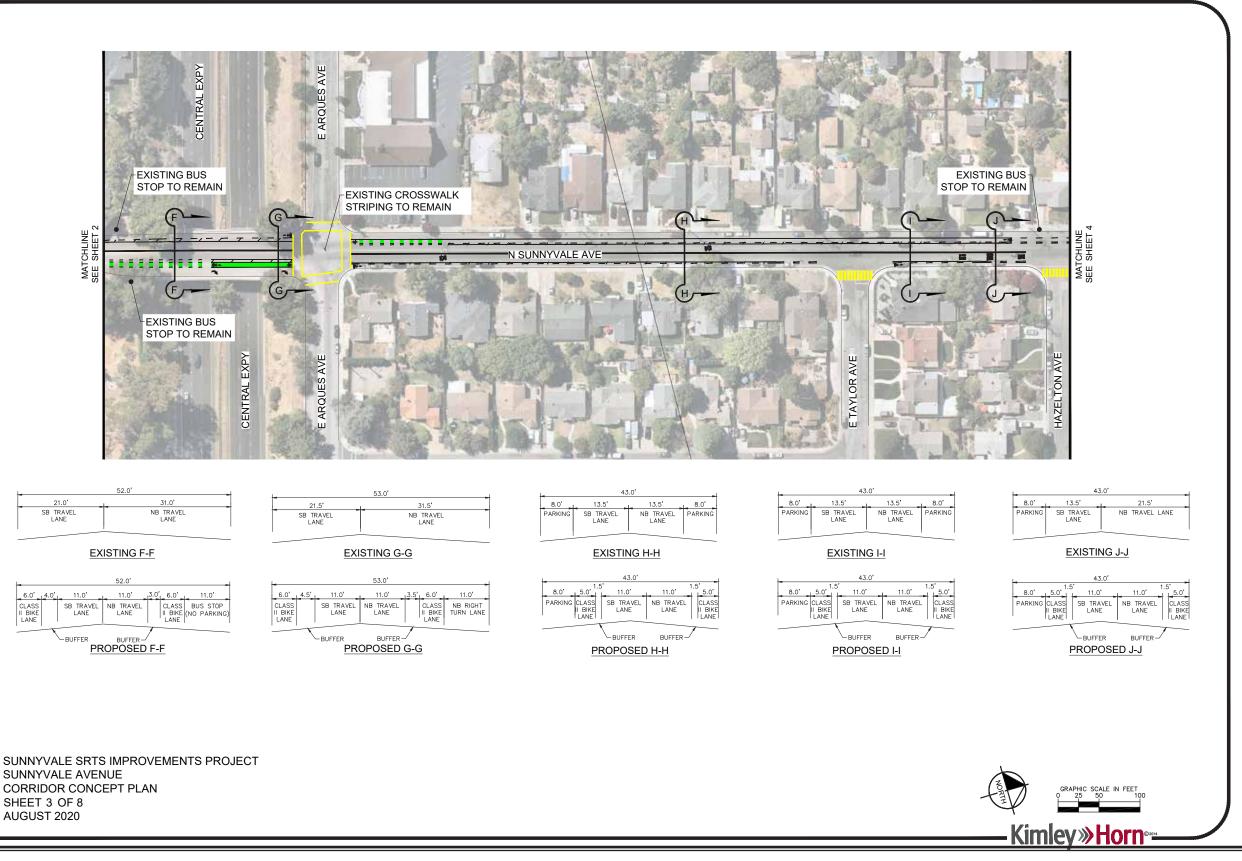


PROPOSED E-E

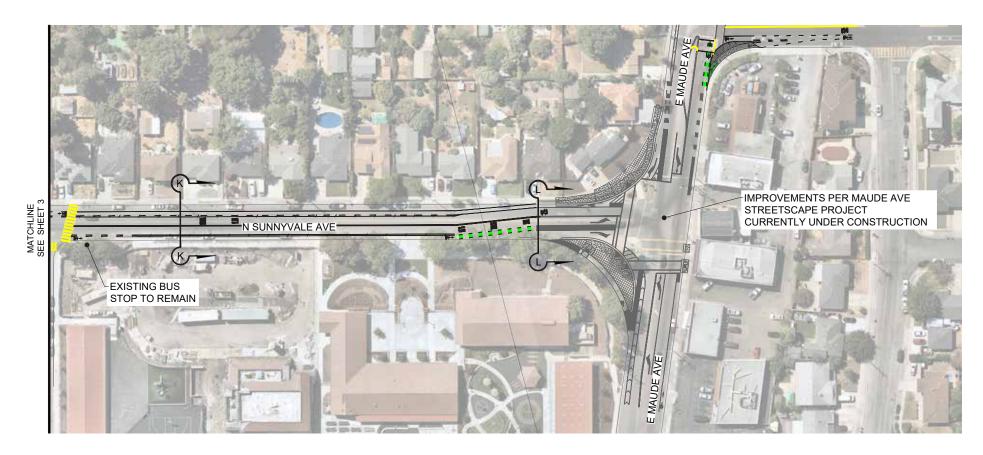
SUNNYVALE SRTS IMPROVEMENTS PROJECT SUNNYVALE AVENUE CORRIDOR CONCEPT PLAN SHEET 2 OF 8 AUGUST 2020



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 5.0'1	5' 11.0'	11.0'	1.5' 1 1_5.0'
PARKING	CLASS II BIKE LANE	SB TRAVEL LANE	NB TRAVEL LANE	CLASS II BIKE LANE
	Р	BUFFER ROPOSEI	BUFFER-/	

		44.0'		
5.0'_1	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





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	ı
13		Hazelton & Taylor	West	7	4	57%	7	0	4	57%
14		Hazeiton & Taylor	East	5	2	40%	_2	-2	0	ı
15	Sunnyvale	Toylor 9 Argues	West	22	10	45%	22	+5	15	68%
16	Ave	Taylor & Arques	East	21	10	48%	_2	-10	0	-
43		Argues & Colifornia	West	3	1	33%	_2	-1	0	-
44		Arques & California	East	_1	-	-	_1	-	0	-
45		California 9 Handy	West	15	1	7%	_2	-1	0	-
46		California & Hendy	East	12	3	25%	_2	-3	0	-
19	Llamaltan Ava	Communicate & Descriptor	North	29	3	10%	29	+1	4	14%
20	Hazelton Ave	Sunnyvale & 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%

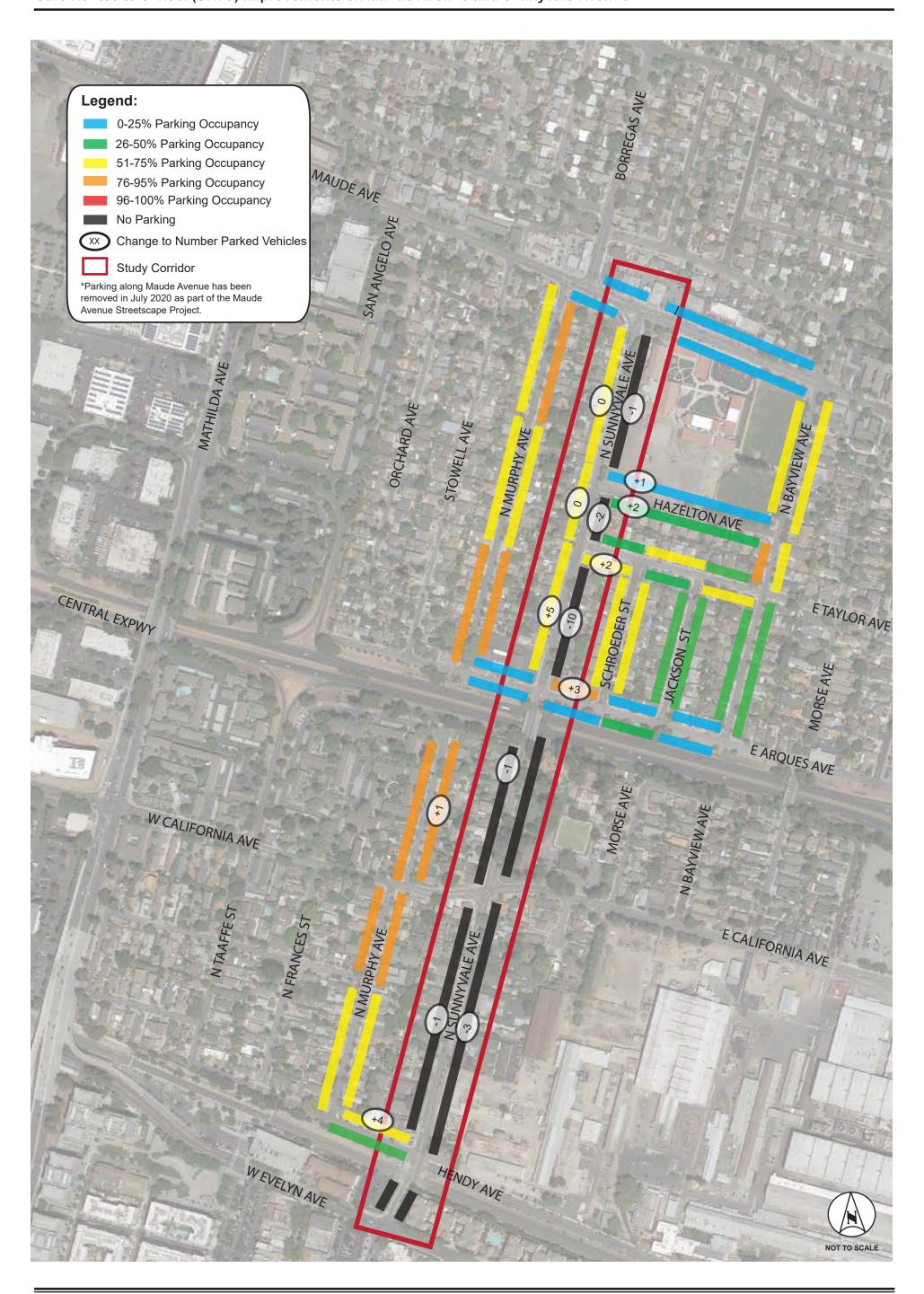
Note: Segments that experience a change in parking supple or expected number of parked cars are listed above. All other segments not listed in the table do not experience any change.

36

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).



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



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

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

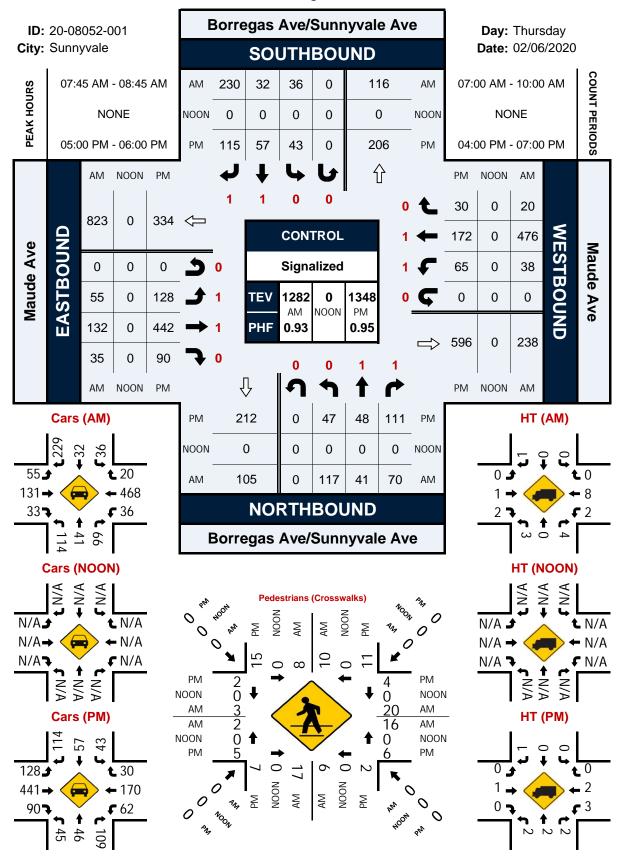
North/South	East/West	Count Date	Time		North	oound			South	oound			Eastb	ound			Westk	ound		Grand Total
Noi tii/ Soutii	East/ West	Count Date		L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Granu Total
Mathilda Avenue	Maude Avenue	May 2018	8:45AM-9:45AM	636	2197	52	2885	111	805	440	1356	87	61	100	248	132	428	304	864	5353
iviatiliua Aveilue	iviaude Averiue	Way 2016	4:30PM-5:30PM	103	821	107	1031	286	2025	105	2416	455	340	607	1402	98	73	134	305	5154

MITIG8 - Exi	sting (PM)	Mo	n Jun	29, 2	2020 19	:35:39	9		Pag	ge 1-1
		 Level O							. ,	
*****	2000 HCM O									. + + + + + + + +
Intersection	#1413 Mat	hilda A	ve / 1	Maude	Ave					
******			****	*****						
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Approach:					ound			ound	West	Bound
Movement:	L - T				- R			- R	L - 1	
Control:			P:		ted	P:		ted	Prote	
Rights:	Incl ⁻ 7 10	ude 10	7	Ovl 10	10	7	Ovl 10	1 0		clude 10 10
Min. Green: Y+R:	4.0 4.0			4.0		4.0		10 4 0	4.0 4.	
Lanes:	2 0 2				0 1			0 1		
Volume Modul										
Base Vol:	104 787	98		1566	91	452			87 11	
Growth Adj:		1.00		1.00	1.00	1.00		1.00		
Initial Bse:		98		1566	91	452	365	576	87 11	
Added Vol: PasserByVol:	0 0	0	0	0	0	0	0	0	0	0 0
Initial Fut:		98		1566	91	452	365	576	87 11	
	1.00 1.00	1.00		1.00	1.00		1.00	1.00	1.00 1.0	
PHF Adj:	1.00 1.00	1.00		1.00	1.00		1.00	1.00	1.00 1.0	
PHF Volume:	104 787	98	315	1566	91	452	365	576	87 11	136
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0 0
Reduced Vol:		98		1566	91	452	365	576	87 11	
PCE Adj:		1.00		1.00	1.00		1.00	1.00	1.00 1.0	
MLF Adj: FinalVolume:	1.00 1.00	1.00 98		1.00 1566	91		1.00	576	87 11	
Saturation F			1		'	'		'		'
Sat/Lane:	1900 1900	1900	1900	1900	1900	1900	1900	1900	1900 190	00 1900
_	0.83 0.99			1.00	0.92		1.00	0.92	0.92 1.0	
Lanes:	2.00 2.66	0.34		4.00	1.00		1.00	1.00	1.00 1.0	
Final Sat.:	3150 4979	620		7600	1750		1900	1750	1750 190	0 1750
Capacity Ana										
Vol/Sat:	0.03 0.16	0.16	0.10	0.21	0.05	0.14	0.19	0.33	0.05 0.0	0.08
Crit Moves:	***	0.10	****	0.21	0.00	0.11	0.13	****	***	
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 0.3	33 0.43
Uniform Del:		54.6		45.8	9.8		31.4	29.1	71.9 57.	
<pre>IncremntDel:</pre>	1.6 1.2	1.2	3.2	0.5	0.0	0.3		1.7	11.0 0.	
InitQueuDel:	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.	
Delay Adj: Delay/Veh:	1.00 1.00 73.3 55.7	1.00 55.7		1.00	1.00		31.7	1.00	1.00 1.0 82.9 57.	
User DelAdj:		1.00		1.00	1.00		1.00	1.00	1.00 1.0	
AdjDel/Veh:	73.3 55.7	55.7		46.3	9.8		31.7	30.8	82.9 57.	
LOS by Move:	E E+	E+	E	D	А	D	С	С		E+ E+
HCM2kAvgQ:	3 13	13	10	16	2	10	12	22	6	5 7

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Borregas Ave/Sunnyvale Ave & Maude Ave

Peak Hour Turning Movement Count



Location: Borregas Ave/Sunnyvale Ave & Maude Ave City: Sunnyvale Control: Signalized Project ID: 20-08052-001 Date: 2/6/2020

																														To	otal																											_
NS/EW Streets:	:		В	orregas i	Ave/Sunny	vale Ave						Borreg	gas Ave/S	unnyval	e Ave							Maude A	ve							Maud	de Ave																											
AM	0 NL	. N	Т	NR NR	ORTHBOUI O NU	ND 0 NT2	0 NR2	0 NU2		0 SL	1 ST	1 SR	SOUTH 0 SL	BOUND	0 SL2	0 ST2	0 SU2	1 EL		1 ET	0 ER	EASTBOL 0 EU	JND 0 EL:	2 E	0 ET2	0 ER2	1 WL	1 WT	O WF	WEST	TBOUND 0 WU	0 WL2	0 WR2	0 WU2	0 N2T	0 N2R	0 N2U	NORTHE 0 N2L	3OUND2 0 2 N21		0 V2R2 I	0 N2U2	0 S2L	0 S2T	0 S2U	SOUTHBOI 0 S2L2	UND2 0 S2T2	0 2 S2R	R2 S2	0 2U2	0 W2L	0 W2R	0 W2U	WESTBOU 0 W2L2	VD2 0 W2T2	0 W2R2	0 W2U2	TOTAL
7:00 AM 7:15 AM 7:30 AM	И 17 И 21	' 3 ' 1 7		10 14 17	0 0	0 0 0	0 0 0	0 0 0	1	2 4 10	13 7 16	37 52 52	0 0 0		0 0 0	0 0 0	0 0 0	9 5 9		17 33 31	7 10 5	0 0 0	0 0 0		0 0 0	0 0 0	3 5 8	42 44 84	6 8 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 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	166 201 263
7:45 AM 8:00 AM 8:15 AM 8:30 AM	VI 34	1:	2 3 0	14 16	0	0	0 1 0	0	2	21 7 5	7 9 7	54 67	0		0 0	0 0	0	16 12 11	!	46 27 39	8 11	0 0	0 0 0		0 0	0 0	10 13 9	107 119 135	8 3		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	317 320 345 304
8:45 AM 9:00 AM 9:15 AM	VI 23	1:	2	9 7 13	0	0	1 0 1	0		2 4	10 5 6	76 68 46	0		0	0 0	0	12 10 11		23 40 27	7 8 8	0 0	0		0	0	8 5	134 128 117	1 1 7		0	0	0	2 2	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	305 324 282
9:30 AM 9:45 AM	M 16 M 19	5 7		8 14	0	0	0	0		3 5	7	38 44	0		0	0	0	5 13		34 38	11 10	0	0		0	0	5	76 68	5 2		0	0	0	0 4	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	1	0	1 2	212 240
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	: 52.1	. N 6 9: 19% 16.	T 3 97% 2	7.0070	NU 0 0.00% AM - 08:4	NT2 1 0.189	NR2 6 6 1.09	NU2 0 % 0.00	! S 6	SL 66 8.16%	ST 100 12.36%	SR 643 79.489	SI 0 % 0.	00%	SL2 0 0.00%	ST2 0 0.00%	SU2 0 0.00	EL 12 % 21.3		ET 375 1.98%	ER 101 16.69%	0 0.009	EL2 0 % 0.0	2 E	0 0 0.00%	0 0 0.00%	WL 78 5.969	WT 1169 6 89.3		8 V 05% C	NU 0 0.00%	WL2 0 0.00%	WR2 0 0.00%	WU2 9 0.69%	N2T 0	N2R 0	N2U 0	N2L 0	.2 N21	T2 N	12R2 I	N2U2 0	S2L 0 0.00%	S2T 0 0.00%	S2U 0 0.00%	S2L2 0 5 0.009	0	1		0	W2L 0 0.00%	W2R 0 0.00%	0 0 0.009	W2L2 0 6 0.009	W2T2 4 % 57.14%	W2R2 0 6 0.00%	3	TOTAL 3279
PEAK HR VOL : PEAK HR FACTOR :	: 117			70).729	0 0.000 0.931	0 0.000	3 0.375	0.000	0 0.4	36 429	32 0.889	230 0.858	0.00 0.94		0 0.000	0 0.000	0.000	55 0.85	59 0	.717	35 0.795	0 0.000 0.816	0.00	00 0	0 .000	0 0.000	38 0.731	476 0.88	20 I 0.62		0 .000 .910	0 0.000	0 0.000	1 0.250	0.000	0 0.000	0.000	0.00	0.00	00 0	0	0.000	0.000	0 0.000	0 0.000	0 0.000	0.00	0.00	00 0.	0.000	0 0.000	0 0.000	0.000	0.000	0 0.000	0.000	0 0.000	1286 0.932
				NC	RTHBOU	UD.							SOUTH	OUND								EASTBOL	IMP				1			WECZ	TBOUND				_			NORTHE	OUNDO							SOUTHBO	LIMPA							WESTBOLL	MD2			
PM	0 NL	. N	Т	1 NR	NU NU	ND 0 NT2	0 NR2	0 NU2		<mark>0</mark> SL	1 ST	1 SR	SOUTH 0 SL	I	0 SL2	0 ST2	0 SU2	1 EL		1 ET	0 ER	EU 0 EASTBOL	O EL:	2 E	0 ET2	0 ER2	1 WL	1 WT	0 WF	VVES1	NO O NO	0 WL2	0 WR2	0 WU2	0 N2T	0 N2R	0 N2U	NORTHE 0 N2L	0 0 2 N21	[2 N	0 V2R2 I	0 N2U2	0 S2L	0 S2T	0 S2U	O S2L2	UND2 0 S2T2	0 2 S2R	R2 S2	0 2U2	0 W2L	0 W2R	0 W2U	WESTBOU 0 W2L2	0 W2T2	0 W2R2	0 W2U2	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM	И 8 И 12	1! 1! ! 1!	5 5 0	24 21 20	0	0	0	0	1	8 12 6	10 7 9	25 28 28	0		0 0	0	0	20 21 24		72 108 92	11 15 16	0	0		0 1 0	0	10 12 6	39 32 44	3 8 7		0	0	0 1 0	0	0	0	0 0	0	0		0	0 0	0	0	0	0 0 0	0	0 1 0		0 1 1	0	0 0 0	0 0 0	0	0 0 0	0 0 0	0 0 0	244 291 275 317
5:00 PM 5:15 PM 5:30 PM	И 15 И 9 И 12	1:	5 2 3	27 21 27	0 0	0 0	1 1 0	0 0		7 8 18	14 10 15	27 28 27	0		0 0	0 0	0	36 30 31		111 111 99 125	27 21 17	0 0	0 1 0		0 0 0	0 0 1	13 19 19	28 55 42	3 10 8	1	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	0 0	0 0	0 0	324 324 356
5:45 PM 6:00 PM 6:15 PM 6:30 PM	vi 14 vi 6	8 7 1 8	1	36 18 13 10	0 0 0	0 1 0 0	0 1 1	0 0 0		10 12 6 14	18 11 9 8	33 33 38 15	0 0 0		0 0 0	0 0 0	0 0 0	31 28 31 31		107 103 97 83	25 23 19 33	0 0 0	0 0 0		0 0 0	0 0 0	14 10 17 11	38 40 30	9 10 7 5		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 0	0 0 0	0 0 1 0	<u> </u>	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	351 308 296 261
6:45 PM) 8	T	21 ND	0	0	0	0	1	10	11	19	0		0	0	0	28		81	15	0	0	, ,	0	0	11	49	3) 19	0	0	0	0	0	0	0	0	0	- N	0	0	0	0	0	0	0	0	22 52	0	0	0	0	0	0	0	0	266
TOTAL VOLUMES : APPROACH %'s : PEAK HR :		. IN 6 12 12% 24.			0 0.00%	0.177	6 6 6 1.16	0 % 0.00		125 1.48%	127 21.82%	330 56.70	0 % 0.	00%	0 0.00%	0.00%	0.00	34 % 19.	0 1 19% 6	189 7.10%	239 13.49%	0.009	1 % 0.0	06%	2 0.11%	1 0.06%	160 21.659	494 6 66.8	82 5% 11.1	0% C	1 0.14%	0 0.00%	0.14%	1 0.14%	0	0	0	0	0	ız IV	0	0	0 0.00%	0 0.00%	0.00%	0 0 0 0.009	0 % 0.0	2 S2R 2 0% 50.0		2 0.00%	0	0	0	0	0	W2R2 0	W2U2 0	TOTAL 3613
PEAK HR VOL : PEAK HR FACTOR :	: 47	48 33 0.8	00 (111).771	0 0.000 0.905	0 0.000	4 0.500	0.000	0 0.5	13 597	57 0.792	115 0.871	0.0 0.8		0 0.000	0 0.000	0.000	128 0.88	3 4 39 0	142 .884	90 0.833	0 0.000 0.951	1 0.25	50 0	0.000	1 0.250	65 0.855	172 0.78	30	iO 0.i	0 .000 .798	0.000	0.000	1 0.250	0.000	0.000	0.000	0.00	0.00	00 0	0	0.000	0.000	0.000	0.000	0.000	0.00	0.00	00 0.	0.000	0 0.000	0 0.000	0 0.000	0.000	0 0.000	0 0.000	0 0.000	1355 0.952

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

-																															Car	-S																											
NS/EW Streets:	s:			Borrega	Ave/Sun	nyvale Ave	•					Borr	egas Ave	/Sunnyv	ale Ave							Maude	e Ave								Maude A	Ave																											1
AM	(0 NL	1 NT	1 NR	NORTHBO 0 NU	JND 0 NT2	0 NR	2 N	0 U2	0 SL	1 ST	1 SF	SOUT	HBOUNE 0 Su	0 SL2	0 ST2	0 SU2	E	1 L	1 ET	0 ER	EASTB 0 EL	BOUND J	0 EL2	0 ET2	0 ER	2	1 WL	1 WT	0 WR	WESTBO 0 WU	OUND 0 I WL	0 'L2	0 WR2	0 WU2	0 N2T	0 N2R	0 N2U	NORTHI 0 I N2	IBOUND2 0 2L2 N2	<mark>0</mark> 2T2	0 N2R2	0 N2U2	0 S2L	0 S2T	0 S2U	SOUTHBO 0 S2L2	UND2 0 S2T2	0 ! S2R2	0 2 S2U	12 W) 2L W	0 /2R \	0	STBOUND2 0 W2L2	0	0 W2R2	0 W2U2	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM	M 1	17 16 20	3 1 6	9 13 17	0	0	0		0	2 3 10	13 6 16	36 51 51		0 0 0	0 0	0 0	0		9 5 9	14 31 31	7 9 5	0		0 0	0	0 0		1 4 5	42 43 83	5 8 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	158 191 257 315
8:00 AM 8:15 AM 8:30 AM	M 3 M 3 M 3	33 31 31	13 10 6	13 16 14	0	0	1 0 2		0	7 5 3	9 7 9	54 67 65		0	0	0	0	1 1	12 11 16	26 39 20	8 9 10	0		0 0	0	0		12 9 5	117 132 113	8 3 3	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	314 339 297
8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	M 3 M 2 M 1	23 31 23 14	11 10 5 7	6 12 7 14	0 0 0 0	0 0 0 0	1 0 1 1 0		0 0 0 0	2 4 3 5	5 5 4 7	67 45 37 43		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 1 1	10 10 5 13	38 27 33 37	8 8 10 7	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0		6 4 3 4	128 116 72 66	1 7 5 1	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	2 2 0 4	0 0 0 0	0 0 0 0	0 0 0 0	0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	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 1 1 0	0 0 0 0	0 0 0 1 2	300 316 275 201 228
TOTAL VOLUMES : APPROACH %'s :	5: 52		NT 91 7.30%	NR 153 29.09%	0.007	0 0.17	NR 6	2 N	U2 0).00%	SL 65 8.14%	ST 97 12.14	SF 63 1% 79.	1 7 12%	SU 0 0.00%	SL2 0 0.00%	ST2 0 0.009	SU2 0 6 0.0		L 27 .75%	ET 365 62.50%	ER 92 15.759	EL 0 % 0.0	J 1 00%	EL2 0 0.00%	ET2 0 0.009	ER 0 % 0.0	2	WL 65 5.09%	WT 1151 90.20%	WR 51 4.00%	WU 0 6 0.00	I WL 0	L2 0 .00%	WR2 0 0.00%	WU2 9 0.71%	N2T 0	N2R 0	N2U 0	I N2	2L2 N2 0	2T2 0	N2R2 0	N2U2 0	S2L 0 0.00%	S2T 0 0.009	S2U 0 6 0.009	S2L2 0 % 0.00	0	S2R2 1 0% 100.00	0)	0	0	0	W2T2 2 40.00%	0	W2U2 3 60.00%	TOTAL 3191
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	.: 11			07:4 66 0.717	0 0.000 0.933	0.000	3 0.37	5 0.0	000	36 0.429	32 0.889	22 ⁴ 0.85		0 000 940	0 0.000	0 0.000	0.000	0.8	5 859 (131 0.712	33 0.825	0.00 0.80		0	0.000	0.00	00 0.	36 750	468 0.886	20 0.625	0 0.000 0.911) 00 0	0	1 0.250	0 0.000	0 0.000	0 0.000	0.00	00 0.0))00 (0 0.000	0 0.000	0 0.000	0 0.000	0.000	0 0.000	0.000	0.000	0.00	0 0.0	00 0.0	0 000 0.	0.000	0 0.000	0.000	0.000	0 0.000	TOTA 1265 0.933
					NORTHBO	IND							SOLIT	HBOUNE)							FASTR	BOUND								WESTBO	OLIND							NORTH	IROLIND2							SOUTHBO	IIND2						WF	STBOUND2	,			
PM		0 JI I	1 NT	1 NR	0 NII	0 NT2	0 NR	2 N	0	0	1 ST	1	, 5001	0 SII	0 512	0 ST2	0		1	1 FT	0 FR	0 FI	1	0 FL2	0 FT2	0 FR	2	1 WI	1 WT	0 WR	0 WII	0 1 WI	0	0 WR2	0 WH2	0 N2T	0 N2R	0 N211	0 N2	0 0 N	0 0T2	0 N2R2	0 N2H2	0 S2I	0 S2T	0 S2H	0 S2L2	0 S2T3	0 S2R3	2 5211	12 W) 21 W	0 /2R \	0 W2H	0 W2L2	0	0 W2R2	0 W2U2	TOTA
4:00 PM 4:15 PM 4:30 PM 4:45 PM	M 1	7 8 12	15 15 10	23 20 20	0 0	0 0	0 0		0	8 12 6	10 7 9	24 28 28		0 0 0	0 0	0 0 0	0 0	1 2 2	19 21 24	72 106 92	11 15 16	0 0		0 0 0	0 1 0	0 0		10 11 6	38 31 44	3 8 7	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 1 0	0 1 1)	0	0 0	0 0 0	0 0	0 0 0		240 286 275
5:00 PM 5:15 PM 5:30 PM	M 1 M M 1	15 7 12	14 11 13	27 20 27	0 0 0	0 0	1 1 0		0	7 8 18	14 10 15	27		0 0 0	0 0	0 0 0	0 0	3 3 3	36 30 31	111 99 124	27 21 17	0 0 0	 	0 1 0	0 0	0 0 0 1		12 19 18	28 55 41	3 10 8	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 0	0 0 0)))	0 0 0	0 0	0 0 0	0 0	0 0	0 0	314 322 319 353
5:45 PM 6:00 PM 6:15 PM 6:30 PM	M 1	11 4 6	8 6 11 8	35 18 12 10	0 0	0 1 0	0 1		0 0	10 12 6 13	18 11 9 8	33 33 36		0 0	0 0	0 0 0	0 0	2 3 3	81 28 81	107 103 97 83	25 23 18 33	0	 	0 0 0	0 0	0 0 0		13 10 17	38 40 30	9 9 7 5	0 0 0	0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 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	348 306 292 259
6:45 PM		10	8	20	Ö	ō	ó		0	10	11	19		0	0	Ō	0	2	28	81	15	0		0	ō	0		11	48	3	ó	Ö	0	ō	Ō	ő	ō	Ō	ď	0	0	Ō	ō	ō	Ō	ō	Ō	Ö	0	ō		0	ō	Ō	Ō	Ō	Ō	Ō	264
TOTAL VOLUMES : APPROACH %'s :	3: 24	NL 24 1 .60% 2	NT 125 4.80%				NR 6 1% 1.	2 N 19% C	U2 0).00%	SL 124 21.49%	ST 127 22.01	SF 32 % 56.	! 6 50%	SU 0 0.00%	SL2 0 0.00%	ST2 0 0.009	SU2 0 6 0.0	33	L 39 .20%	ET 1186 67.16%	ER 237 13.429	EL 0 % 0.0	J 00%	EL2 1 0.06%	ET2 2 0.119	ER 1 % 0.0		WL 155 1.32%	WT 488 67.13%	WR 81 11.14%	WU 1 6 0.14	WL 0 4% 0.0	0	WR2 1 0.14%	WU2 1 0.14%	N2T 0	N2R 0	N2U 0	N2 0	2L2 N2 0	2T2 0	N2R2 0	N2U2 0	S2L 0 0.00%	S2T 0 0.009	S2U 0 6 0.009	S2L2 0 % 0.00	S2T2 0 % 0.0	S2R2 2 0% 50.00	2		2L W	/2R \ 0	W2U 0	W2L2 0	W2T2 0	W2R2 0	W2U2 0	TOTAL 3578
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	.: 4		46 821	05:0 109 0.779	0 PM - 06 0 0.000 0.895	0.000	0.50	0 0.0	000	43 0.597	57 0.792	114 0.86		0 000 877	0.000	0.000	0.000	0.8	28 889 (441 0.889	90 0.833	0.00	00 0	1	0.000	1 0.25	50 0.	62 816	170 0.773	30 0.750	0 0.000 0.783	0.00	00 0	0.000	1 0.250	0 0.000	0.000	0.000	0.00	0 0.0	000 (0.000	0	0 0.000	0.000	0.000	0 0.000	0.000	0.000	0.00	0 0.0	00 0.0	D 000 0.	0	0 0.000	0	0.000		TOTAL 1342 0.950

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

Project 1D: 20-0805-201
Date: 2/s/0200

_																													HT	_																								_
NS/EW Streets:			Borr	egas Ave/	'Sunnyvale	Ave					В	lorregas	Ave/Sunn	yvale Ave							Maude	e Ave							Maude A	Ave																								ı
AM	0 NI	1 NT	1 N	NORTI	HBOUND 0	0 vT2	0 NR2	0 NH2	0	1	г	SR SR	OUTHBOU O SU	ND 0 SL2	0 ST2	9 5	0	1 FI	1 ET	0 FR	EASTB 0	OUND	0 FL2	0 FT2	0 FR2	1 WI	1 WT	0 WR	WESTBO 0 WII	OUND 0 WL2	0 WR	0 2 WH:	0 2 N2	T N2	0 R N2I	NORTHE 0 I N2I	3OUND2 0 2 N2T2	0 N2F	0 22 N2H	0 521	0 I S2T	0 5211	SOUTHBO 0 S2L2	0 0 52T2	0 52R2	0 52112	0 W2I	0 W2R	0 W211	WESTBOUN 0 W2L2	0	0 W2R2	0 W2U2	TOTA
7:00 AM 7:15 AM 7:30 AM	1	0 0 1	1 1 0		0 0 0	0 0	0 0	0 0	0 1 0	0 1 0		1 0 0	0 0	0 0	0 0		0 0	0 0	3 2 0	0 1 0	0 0		0 0	0 0	0 0	2 1 3	0 1 1	1 0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0 0	0 0 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	8 10 6
7:45 AM 8:00 AM 8:15 AM	1 0	0 0	1 1 0		0 0 0	0	0	0	0 0	0	<u> </u> 	0	0	0	0		0	0	0 1 0	0 0 2	0		0	0	0	0 1 0	2 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	6 6
8:30 AM 8:45 AM 9:00 AM		0	0		0	0	0	0	0	1		0	0	0	0		0	0	0	0 2	0		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM 9:15 AM 9:30 AM 9:45 AM	1 1	0	1 1 0		0 0 0	0 0	0 0	0 0	0 0	1 0 0		1 1 1	0 0	0	0 0		0 0 0	1 0 0	0 1 1	0 1 3	0		0 0	0 0	0 0 0	1 1 1	1 4 2	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 0 0	0 0 1	0 0	0 0 0	7 1: 1:
TOTAL VOLUMES : APPROACH %'s :	NL 11 50.0	NT 2 0% 9.09	NF 9 9% 40.	91% 0	IU 1 0 0.00%	NT2 0 0.00%	NR2 0 0.00%	NU2 0 0.00%	SL 1 10.009	S ¹ 3 % 30.	Г 00% 6	SR 6 50.00%	SU 0 0.00%	SL2 0 0.00	ST2 0 % 0.0	9 SI 0% 0	U2 0).00%	EL 2 9.52%	ET 10 47.62%	ER 9 6 42.86	EL 0 % 0.0	J E	EL2 0 0.00%	ET2 0 0.00%	ER2 0 0.00%	WL 13 39.39%	WT 18 54.55%	WR 2 6 6.06%	WU 0 6 0.00	WL2 0 0% 0.0	WR 0 0% 0.0	2 WU2 0 10% 0.0		T N2	R N2I 0	J N2L 0	.2 N2T2 0	2 N2F 0	R2 N2U: 0	2 S2I	L S2T 0	S2U 0	S2L2 0	S2T2 0	S2R2 0	S2U2 0	W2L 0 0.00	W2R 0 % 0.009	W2U 0 % 0.009	W2L2 0 6 0.00%	W2T2 2 100.00%	0	W2U2 0 0.00%	TO {
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	3	0 0.000	4	(0	0	0.000	0 0.000	0.0	00 0		0 0.000 0.250	0 0.000	0 0.00	0 0.0	0000	0 0.000	1 0.250	2 0.250	0 0.00 0.37		0.000	0 0.000	0 0.000	2 0.500	8 0.667	0 0.000	0 0.000 0.833	0 0 0.000	0.00	0 0.00	0.0	0 00 0.0	0.00	0.00	0 0.000	0 0.00	0 0.00	0.00	0 0.00	0 0.000	0.000	0.000	0 0.000	0 0.000	0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.000	0.1
				NORTI	HBOUND							SC	OUTHBOU	ND							EASTB	OUND							WESTBO	OUND						NORTHE	BOUND2						SOUTHBO	UND2						WESTBOUN	ID2			
PM	0 NL	1 NT	1 N	3 1	1U I	0 NT2	0 NR2	0 NU2	0 SL	1 S1	г	1 SR	0 SU	0 SL2	0 ST2	. SI	0 U2	1 EL	1 ET	0 ER	0 EL	J	0 EL2	0 ET2	0 ER2	1 WL	1 WT	0 WR	0 WU	0 WL2	0 WR	0 2 WU:	2 N2	T N2	0 R N2I	. 0 J N2L	.2 N2T2	0 2 N2F	0 R2 N2U	0 S2l	0 L S2T	0 S2U	0 S2L2	0 S2T2	0 S2R2	0 S2U2	0 W2L	0 W2R	0 W2U	0 W2L2	0 W2T2	0 W2R2	0 W2U2	то
4:00 PM 4:15 PM 4:30 PM 4:45 PM	1 0	0	1 1 0		0 0 0	0	0 0	0	0	0		1 0 0	0	0	0		0	0 0	0 2 0	0 0 0	0		0	0	0	0 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	0	0	0	0	0	
5:00 PM 5:15 PM 5:30 PM	0 2	1 1 0	0 1 0		0 0 0	0 0	0 0	0 0	0 0	0		0 1 0	0 0	0 0	0 0		0 0	0 0	0 0 1	0 0	0 0		0 0	0 0	0 0	1 0 1	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	0 0 0	0 0	
5:45 PM 6:00 PM	0	1	0		0	0	0	0	0	0		0	0	0	0		0	0	0	0	0		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM 6:30 PM 6:45 PM	0	0	1 0 1		0 0	0	0	0	1 0	0		0	0	0	0		0	0	0	0 0	0		0	0	0	1 0	0 0 1	0	0	0	0	0	0	0 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 2
TOTAL VOLUMES : APPROACH %'s :		NT 3 7% 25.00				0 0.00%	NR2 0 0.00%	NU2 0 0.00%	SL 1 20.009	S ⁷ 0 % 0.	Г 00% 8	SR 4 30.00%	SU 0 0.00%	SL2 0 0.00	ST2 0 % 0.0		U2 0).00%	EL 1 16.67%	ET 3 50.00%	ER 2 6 33.33	EU 0 % 0.0	J E	EL2 0 0.00%	ET2 0 0.00%	ER2 0 0.00%	WL 5 41.67%	WT 6 50.009	WR 1 6 8.339	WU 0 6 0.00	WL2 0 0% 0.0	WR 0 0% 0.0	2 WU2 0 10% 0.0	0	T N2	R N2I 0	J N2L 0	.2 N2T2 0	2 N2F 0	R2 N2U: 0	9 S2I 0	L S2T 0	S2U 0	S2L2 0	S2T2 0	S2R2 0	S2U2 0	W2L 0	W2R 0	W2U 0	W2L2 0	W2T2 0	W2R2 0	W2U2 0	3
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	2	0.500	2	0.0	- 06:00 PN 000 0.	000 C	0	0 0.000	0 0.000	0.00	00 0.	1	0 0.000 0.250	0.000	0.000	0.0	0 000	0	1 0.250	0.000	0 0.00 0.25		0	0	0.000	3 0.750	2 0.500	0.000	0 0.000 0.625	0 0.000	0.00	0 0.000	0 0.00	0.00	0 0.00	0 0.00	0 0.000	0.00	0 0.000	0.00	0 0.000	0.000	0.000	0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.000	0.000	0 0.000	0 0.000	0.000	TO1 13 0.65

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

	Signalized																								Bikes																						Date. 27			
NS/EW Streets:		Е	Borregas Ave	/Sunnyvale /	Ave				Borr	regas Ave/S	/Sunnyvale	Ave					M	laude Ave						1	Maude Ave																									
AM	0 NL	1 NT	NORT 1 NR N	HBOUND 0 (NU NI	D 0	0 2 NU2	0 SL	_ 1 _ S	1 1 T SF	SOUTH (R Si	HBOUND 0 SU S	0 (SL2 S) Г2 S	0 SU2	1 EL	1 ET	O ER	ASTBOUNE 0 EU	0 EL2	0 ET2	0 ER2	1 WL	1 WT	0 WR	WESTBOUN 0 WU	ND 0 WL2	0 WR2	0 WU2	0 N2T	0 N2R	0 N2U	ORTHBOUNE 0 N2L2	0 0 N2T2	0 N2R2	0 N2U2	0 S2L	0 S2T	SO 0 S2U	OUTHBOUN O S2L2	D2 0 S2T2	0 S2R2	0 S2U2	0 W2L	0 W2R	0 W2U	VESTBOUND 0 W2L2	0	0 W2R2	0 W2U2	TOTAL
7:00 AM 7:15 AM 7:30 AM	0	0 4 7	0 0 0	0 0	0 0 0 0	0 0 0	1 0 0	(1 0 0 0 1 1) ()) 0	0 ()))	0 0	0 1 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 1 2	1 1 4	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	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0	4 7 17
7:45 AM 8:00 AM 8:15 AM 8:30 AM	0 2 0	10 10 10	0 1	0 0	0 0 0 0 0 0	0	0 0	3	2 2 4 1 3 1	! <u>C</u>) D	0 (<u>)</u>))	0 0	0 2	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	0	0 0	0 0	0 0	0 0	0 0	0 0	16 18 17 33
8:45 AM 9:00 AM 9:15 AM	2 0	13 4 3	0	0 0	D 0	0	0	(1 3 0 5 3 4	0) 0	0 0)))	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0	0 1 0	0 1 1	1 0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	0	0 0	0 0	0 0	0 0	0 0	0 0	22 14 11
9:30 AM 9:45 AM	1 3	5	0 1	0 (0 1	0	0	1	1 2)	0 (0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	_	14 10
TOTAL VOLUMES : APPROACH %'s : PEAK HR :		76 80.00%		0 0 0.00% 0 - 08:45 AM		2 NU2 0 11% 0.0	9 SL 2 0% 4.1	. S 2 17% 45.	2 24 .83% 50.0	4 0 00% 0.	0 0 0.00% 0	0 (0.00% 0	12 S 0 .00% (14 7.50%	2 12.50%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	6 25.00%	15 62.50%	3 12.50%	0 0.00%	0 0 0.00%	0 0.00%	0 0 0.00%	N21 0	N2R 0	N2U 0	N2L2 0	N212 0	N2R2 0	N2U2 0	0 0	0	0	0	0	0 0	0	0 0	W2R 0	W2U 0	W2L2 0	W212 0		W2U2 0	TOTAL 183
PEAK HR VOL : PEAK HR FACTOR :	6	39 0.750	1 0.250 0.	0 0 .000 0.0) 1	0 50 0.00	0 0.25	15 50 0.6	5 6 525 0.7	0 50 0.0 0.6		0 000))000 0.	0.000 0	9 .450	0 0.000	0 0.000	0 0.000 0.450	0 0.000	0 0.000	0 0.000	2 0.500	4 0.500	0 0.000	0 0.000 0.500	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.000	0 0.000	0.000	0 0.000	0 0.000	0 0.000	0.000	0 0.000	0 0.000	0.000	0.000	0 0.000	0 0.000	0 0.000	0.000	0.000	0.000	84 0.636
			NODT	HBOUND						SOUTH	HBOUND						E	ASTBOUNE	,			1		v	WESTBOUN	ND					NC	ORTHBOUND	12					sn	UTHBOUN	ID2					W	VESTBOUND	12		$\overline{}$	
PM	O NI	1 NT	1 NR M	0 (D 0	0 2 NH3	0 51	1	1 1 T SE	(S)	0 () T2 S	0	1 FI	1 FT	0 FR	0 FII	0 FL2	0 FT2	0 ER2	1 WI	1 WT	0 WR	0 WII	0 WI 2	0 WR2	0 WH2	0 N2T	0 N2R	0 N2H	0 N2L2	0 N2T2	0 N2R2	0 N2H2	0 52l	0 S2T	0 5211	0 521.2	0 S2T2	0 \$2R2	0 52112	0 W2I	0 W2R	0 W2H	0 W2L2	0 W2T2	0 W2R2	0 W2U2	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM	0	0 0 0	0 0 0	0 (0 0	0 0	0 0	3	5 0 3 2 3 0)) 0	0 (0 0 0	0 1 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	0 0	0 0 0	0 0	0 0 0	0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0 0	0 0 0	7 8 3
5:00 PM 5:15 PM 5:30 PM	0	0 1 5	1 1 3	0 0	D 0 D 0	0 0	0 1 0	1 8 1	3 2 1 2 8 3 9 0) 0	0 0)))	0 0	2 4 3	2 1 0	3 1 2	0 0	0 0	0 0	0 0 0	0 1 1	1 0 0	0 0 0	0 0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1 1	0 0 0	0 0	0 0	0 0	0 0 0	0 0	0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	22 22 22 36
5:45 PM 6:00 PM 6:15 PM 6:30 PM	0	0 0	0 1	0 0	0 0 0 0	0	0 0	1	3 8 7 5 2 3		0	0 0)))	0 0	3 0	2 2	0 4 3	0 0	0 0	0 0	0 0	0 0	0 1 1	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		28 22 23 17
6:45 PM	0 NL	4 NT	NR N	0 0	D 0	0 2 NU2	0 SL	- S	3 2	: (J SU 5	0 SL2 S	τ2 S	0 SU2	0 EL	1 ET	0 ER	0 EU	0 EL2	0 ET2	0 ER2	0 WL	0 WT	0 WR	0 WU	0 WL2	0 WR2	0 WU2	0 N2T	0 N2R	0 N2U	0 N2L2	0 N2T2	0 N2R2	0 N2U2	0 S2L	0 S2T	0 S2U	0 S2L2	0 S2T2	0 S2R2	0 S2U2	0 W2L	0 W2R	0 W2U	0 W2L2	W2T2	0 W2R2	0	13 TOTAL
TOTAL VOLUMES : APPROACH %'s : PEAK HR :		16 64.00%	9 36.00% (0 0 0.00% 0	0 0	0 00% 0.0	0% 1.6	64% 75.	2 28 .41% 22.	95% O.	0).00% 0	0 0	.00% (19 9.58%	12 25.00%	16 33.33%	0 0.00%	0 0.00%	0 0.00%	1 2.08%	4 28.57%	8 57.14%	1 7.14%	1 7.14%	0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	2 100.00%	0 0.00%	0 0.00%	0	0	0	0	0	0	0	0	0	0	0	0		0	211 TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	6 0.300 C	5 0.417 0.0	0 0 000 0.0 344	00 0.00	0 0.000	0.25	5° 60 0.6°	1 13 71 0.40	3 0 06 0.00 0.7	00 0.0	0 0 000 0.0	00 0.0	0 000 0.	12 750 (6 0.500	6 0.500	0 0.000 0.893	0 0.000	0.000	1 0.250	3 0.750	1 0.250	0.000	1 0.250 0.625	0.000	0.000	0.000	0 0.000	0.000	0.000	0 0.000 0.500	2 0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.000	0.000	0.000	0	108 0.750

National Data & Surveying Services

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

Pedestrians (Crosswalks)

NS/EW Streets:		re/Sunnyvale ve		ve/Sunnyvale ive	Maud	le Ave	Maud	le Ave							
0.0.4		H LEG		TH LEG	FΔS	T LEG	WES	T LEG	NORTH	H LEG 2	SOUTH	H LEG 2	FAST	LEG 2	
AM	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	NB	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	1	24
7:30 AM	1	0	3	0	Ö	1	2	4	1	Ó	4	1	1	0	18
7:45 AM	7	2	10	0	2	14	1	0	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	o O	0	2	1	0	1	Ö	1	Ö	Ó	3	0	0	0	8
8:30 AM	0	2	2	0	1	0	1	0	1	1	1	1	1	1	12
8:45 AM	0	1	1	Ō	1	2	2	Ö	3	2	2	3	2	2	21
9:00 AM	1	1	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	0	1	0	0	2	1	0	1	3	0	3	2	2	0	15
9:45 AM	0	0	0	0	0	4	0	0	4	1	1	2	0	0	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	- 08:45 AM													TOTAL
PEAK HR VOL :	8	10	17	6	16	20	2	3	18	12	14	5	20	14	165
PEAK HR FACTOR:	0.286	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	0.497
	0.5	500	0	575	0 1	500	0.	525	Λ.	417	0.1	396	0.1	500	0.497
	010	300	0.	373	0.0	300	0.1	323	0.4	+17	0.0	370	0	300	
											•				
DN/I	NORT	H LEG	SOUT	ΓH LEG		T LEG	WES	T LEG	NORTI	H LEG 2	SOUTH	H LEG 2	EAST	LEG 2	
PM	NORT EB	H LEG WB	SOUT EB	TH LEG WB	EAST NB	T LEG SB	WES NB		NORTI EB	H LEG 2 WB	•	H LEG 2 WB		LEG 2 SB	TOTAL
4:00 PM	NORT EB 0	H LEG WB	SOUT EB 0	TH LEG WB 0	EAST	T LEG SB 2	WES NB 0	T LEG	NORTI EB 1	H LEG 2	SOUTH	H LEG 2 WB 5	EAST NB 1	LEG 2 SB 0	11
4:00 PM 4:15 PM	NORT EB 0 3	H LEG WB	SOUT EB 0 0	TH LEG WB 0 0	EAST NB 0 1	T LEG SB	WES NB 0 3	T LEG	NORTI EB 1 2	H LEG 2 WB	SOUTH EB 1 1	H LEG 2 WB 5 0	EAST NB 1 2	LEG 2 SB 0 2	11 17
4:00 PM 4:15 PM 4:30 PM	NORT EB 0 3	H LEG WB 0 0	SOUT EB 0 0	TH LEG WB 0 0	EAST NB 0 1	T LEG SB 2 0 1	WES NB 0 3	T LEG SB 1 1 1	NORTH EB 1 2	H LEG 2 WB	SOUTH	H LEG 2 WB 5 0 4	EAST NB 1 2	SB 0 2 1	11 17 15
4:00 PM 4:15 PM 4:30 PM 4:45 PM	NORT EB 0 3 0	TH LEG WB 0 0 1 2	SOUT EB 0 0 0	TH LEG WB 0 0 0	EAST NB 0 1	T LEG SB 2	WES NB 0 3	T LEG	NORTH EB 1 2 2	H LEG 2 WB 0 2 1 4	SOUTH EB 1 1	H LEG 2 WB 5 0 4 5	EAST NB 1 2 3	SB 0 2 1 4	11 17 15 24
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NORT EB 0 3 0 0	H LEG WB 0 0	SOUT EB 0 0	TH LEG WB 0 0 0 0 0	EAST NB 0 1 1 2	T LEG SB 2 0 1	WES NB 0 3 0 2	T LEG SB 1 1 1 0	NORTI EB 1 2 2 2 2	H LEG 2 WB 0 2 1 4	SOUTH EB 1 1 0 1	1 LEG 2 WB 5 0 4 5	EAST NB 1 2 3 2	LEG 2 SB 0 2 1 4 2	11 17 15 24 22
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NORT EB 0 3 0 0 4 3	TH LEG WB 0 0 1 2	SOUT EB 0 0 0 0 0	TH LEG WB 0 0 0 0 0	EAST NB 0 1 1 2 1 0	T LEG SB 2 0 1	WES NB 0 3 0 2 1	T LEG SB 1 1 1 0 1	NORTI EB 1 2 2 2 2 3 4	H LEG 2 WB 0 2 1 4 2 2	SOUTH EB 1 1 0 1 1 1 1 1 1 3	1 LEG 2 WB 5 0 4 5 3 3	EAST NB 1 2 3 2 3 4	LEG 2 SB 0 2 1 4 2 2	11 17 15 24 22 30
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NORT EB 0 3 0 0 0 4 3 6	WB 0 0 1 2 0 4 4	SOUT EB 0 0 0 0 0 0 4 2	TH LEG WB 0 0 0 0 0 0 0	EAST NB 0 1 1 2 1 0 1 1	T LEG SB 2 0 1	WES NB 0 3 0 2 1 0 1	T LEG SB 1 1 1 0 1 0 1	NORTH EB 1 2 2 2 2 3 4 3	H LEG 2 WB 0 2 1 4 2 2 3	SOUTH EB 1 1 0 0 1 1 1 3 4	H LEG 2 WB 5 0 4 5 3 3	EAST NB 1 2 3 2 3 4 2	LEG 2 SB 0 2 1 4 2 2 4	11 17 15 24 22 30 35
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NORT EB 0 3 0 0 4 3 6 2	WB 0 0 1 2 2 0 4 4 4 3 3	SOUT EB 0 0 0 0 0	TH LEG WB 0 0 0 0 0 0 2	EAST NB 0 1 1 2 2 1 0 0 1 4	T LEG SB 2 0 1 0 1 1 1 1	WES NB 0 3 0 2 1 0 1 3	T LEG SB 1 1 1 0 1 0 1 0	NORTH EB 1 2 2 2 2 3 4 3 3	H LEG 2 WB 0 2 1 4 2 2 3 3	SOUTH EB 1 1 0 1 1 1 1 3 4 2	H LEG 2 WB 5 0 4 5 3 3 3 3	EAST NB 1 2 3 2 3 4 2 4	LEG 2 SB 0 2 1 4 2 2 4 2	11 17 15 24 22 30 35 33
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NORT EB 0 3 0 0 0 4 3 6	0 0 1 2 0 4 4 3 0	SOUT EB 0 0 0 0 0 0 4 2	TH LEG WB 0 0 0 0 0 0 0 0 2 1	EAST NB 0 1 1 2 1 0 0 1 1 4 2 2	T LEG SB 2 0 1 0 1 1 1 1 4	WES NB 0 3 0 2 1 1 0 1 1 3 2 2	T LEG SB 1 1 1 0 1 0 1	NORTI EB 1 2 2 2 2 3 4 3 3 3	H LEG 2 WB 0 2 1 4 2 2 3	SOUTH EB 1 0 1 1 1 1 3 4 4 2 3 3	H LEG 2 WB 5 0 4 5 3 3	EAST NB 1 2 3 2 3 4 4 2 4	LEG 2 SB 0 2 1 4 2 2 4 2 3	11 17 15 24 22 30 35 33 35
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM	NORT EB 0 3 0 0 4 3 6 2	WB 0 0 1 2 2 0 4 4 4 3 3	SOUT EB 0 0 0 0 0 0 4 2 1 1	TH LEG WB 0 0 0 0 0 0 2 1	EAST NB 0 1 1 2 2 1 1 0 1 4 4 2 2 2	SB 2 0 1 0 0 1 1 1 1 1 1 1 4 0 0 0 0 0 0 0 0	WES NB 0 3 0 2 1 1 0 1 3 3 2 1 1	T LEG SB 1 1 0 1 0 1 0 1 0 1	NORTI EB 1 1 2 2 2 2 3 4 4 3 3 3 3 3 3 3 3 3 3 3	H LEG 2 WB 0 2 1 4 2 2 3 3	SOUTH EB 1 1 0 1 1 1 1 3 4 4 2 2 3 3 3	H LEG 2 WB 5 0 4 5 3 3 3 4 1	EAST NB 1 1 2 3 3 2 2 3 3 4 2 2 4 4 4 3 3	LEG 2 SB 0 2 1 4 2 2 4 2 3 3	11 17 15 24 22 30 35 33 35 26
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	NORT EB 0 3 0 0 0 4 4 3 6 6 2 6 6 1 4	0 0 1 2 0 4 4 3 0	SOUT EB 0 0 0 0 0 0 4 2	TH LEG WB 0 0 0 0 0 1 1 1	EAST NB 0 1 1 2 1 0 1 4 4 2 2 0 0	SB 2 0 1 0 1 1 1 1 1 1 1 4 0 1 1 1 1 1 1 1 1	WES NB 0 3 0 2 1 1 0 1 3 2 1 1	T LEG SB 1 1 0 1 0 1 0 1 0 1 0 0	NORTH EB 1 2 2 2 2 3 4 4 3 3 3 3 3 3 2 2	H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4	SOUTH EB 1 1 0 1 1 3 4 4 2 3 3 6 6	H LEG 2 WB 5 0 4 5 3 3 3 3 4 1	EAST NB 1 2 3 3 2 4 4 4 4 3 2 2	LEG 2 SB 0 2 1 4 2 2 4 2 3 3 4	11 17 15 24 22 30 35 33 35 26 35
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM	NORT EB 0 3 0 0 0 4 4 3 6 6 2 6 6 1 4	0 0 1 2 0 4 4 3 0	SOUT EB 0 0 0 0 0 0 4 2 1 1	TH LEG WB 0 0 0 0 0 0 2 1	EAST NB 0 1 1 2 2 1 1 0 1 4 4 2 2 2	SB 2 0 1 0 0 1 1 1 1 1 1 1 4 0 0 0 0 0 0 0 0	WES NB 0 3 0 2 1 1 0 1 3 3 2 1 1	T LEG SB 1 1 0 1 0 1 0 1 0 1	NORTI EB 1 1 2 2 2 2 3 4 4 3 3 3 3 3 3 3 3 3 3 3	H LEG 2 WB 0 2 1 4 2 2 3 3	SOUTH EB 1 1 0 1 1 1 1 3 4 4 2 2 3 3 3	H LEG 2 WB 5 0 4 5 3 3 3 4 1	EAST NB 1 1 2 3 3 2 2 3 3 4 2 2 4 4 4 3 3	LEG 2 SB 0 2 1 4 2 2 4 2 3 3	11 17 15 24 22 30 35 33 35 26
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	NORT EB 0 3 0 0 4 3 6 2 6 1 4	H LEG WB 0 0 1 2 0 4 4 4 3 0 0 0	SOUTEB 0 0 0 0 0 4 2 1 1 4 5 1	TH LEG WB 0 0 0 0 0 0 2 1 1	EAST NB 0 1 1 2 1 0 1 4 2 2 0 2	T LEG SB 2 0 1 0 1 1 1 4 0 1 0	WES NB 0 3 0 2 1 0 1 3 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T LEG SB 1 1 0 1 0 1 0 1 0 1 1 1 1	NORTH EB 1 1 2 2 2 2 3 4 4 3 3 3 3 3 2 2 1 1	H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4 4 2	SOUTH EB 1 1 0 1 1 1 3 4 2 3 3 3 6 2	H LEG 2 WB 5 0 4 5 3 3 4 1 1 2	EAST NB 1 1 2 3 2 3 4 2 4 4 4 3 2 1	LEG 2 SB 0 2 1 4 2 2 4 2 2 4 2 3 3 3 4 3	11 17 15 24 22 30 35 33 35 26 35
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM	NORT EB 0 3 0 0 4 3 6 2 6 1 4 0	H LEG WB 0 0 1 2 0 4 4 3 0 0 4 1 WB	SOUT EB 0 0 0 0 0 4 2 1 1 4 5 1	TH LEG WB 0 0 0 0 0 0 0 2 1 1 0 1 WB	EAST NB 0 1 1 2 1 0 1 1 4 4 2 2 0 2 2 NB	SB 2 0 1 0 1 1 1 1 1 1 1 4 4 0 1 1 0 0 SB	WES NB 0 3 0 2 1 1 0 1 3 2 1 1 0 NB	T LEG SB 1 1 0 1 0 1 0 1 SB SB	NORTH EB 1 2 2 2 2 3 4 3 3 3 3 2 1	H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4 2	SOUTH EB 1 1 0 1 1 3 4 4 2 3 3 6 6 2 EB	H LEG 2 WB 5 0 4 5 3 3 3 4 1 1 2	EAST NB 1 2 3 2 3 4 2 4 4 3 2 1 NB	LEG 2 SB 0 2 1 4 4 2 2 4 2 3 3 4 3	11 17 15 24 22 30 35 33 35 26 35 17
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM	NORT EB 0 3 0 0 0 4 3 6 6 2 6 6 1 4 0 0 EB 29	H LEG WB 0 0 1 2 0 4 4 3 0 0 4 1 WB 19	SOUTEB 0 0 0 0 0 4 2 1 1 4 5 1	TH LEG WB 0 0 0 0 0 0 0 1 1 1 WB 5	EAST NB 0 1 1 2 1 0 1 4 4 2 2 0 2 2 NB 16	SB 2 0 1 0 1 1 1 1 1 1 1 1 0 1 1 0 SB 12	WES NB 0 3 0 2 1 1 0 1 3 2 1 1 0 NB 14	T LEG SB 1 1 1 0 1 0 1 0 1 0 1 SB 7	NORTH EB 1 2 2 2 2 3 3 4 3 3 3 3 2 1	H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4 2	SOUTH EB 1 1 0 1 1 3 4 2 3 3 6 2	H LEG 2 WB 5 0 4 5 3 3 3 3 4 1 1 2	EAST NB 1 2 3 2 3 4 2 4 4 3 2 1 NB NB 31	LEG 2 SB 0 2 1 4 2 2 4 2 3 3 4 3 3 SB 30	11 17 15 24 22 30 35 33 35 26 35
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 6:15 PM 6:30 PM 6:30 PM 6:45 PM	NORT EB 0 3 0 0 4 4 3 6 2 6 1 4 0	H LEG WB 0 0 1 2 0 4 4 3 0 0 4 1 1 WB 19 39.58%	SOUT EB 0 0 0 0 0 4 2 1 1 4 5 1	TH LEG WB 0 0 0 0 0 0 0 2 1 1 0 1 WB	EAST NB 0 1 1 2 1 0 1 1 4 4 2 2 0 2 2 NB	SB 2 0 1 0 1 1 1 1 1 1 1 4 4 0 1 1 0 0 SB	WES NB 0 3 0 2 1 1 0 1 3 2 1 1 0 NB	T LEG SB 1 1 0 1 0 1 0 1 SB SB	NORTH EB 1 2 2 2 2 3 4 3 3 3 3 2 1	H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4 2	SOUTH EB 1 1 0 1 1 3 4 4 2 3 3 6 6 2 EB	H LEG 2 WB 5 0 4 5 3 3 3 4 1 1 2	EAST NB 1 2 3 2 3 4 2 4 4 3 2 1 NB	LEG 2 SB 0 2 1 4 4 2 2 4 2 3 3 4 3	11 17 15 24 22 30 35 33 35 26 35 17
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM TOTAL VOLUMES : APPROACH %'S:	NORT EB 0 3 0 0 0 4 3 6 2 6 1 1 4 0	H LEG WB 0 0 1 2 0 4 4 3 0 0 4 1 1 WB 19 39.58%	SOUTEB 0 0 0 0 0 4 2 1 1 4 5 1 EB 18 78.26%	TH LEG WB 0 0 0 0 0 0 0 2 1 0 1 1 WB 5 21.74%	EAST NB 0 1 1 2 1 0 1 4 2 2 0 2 NB 16 57.14%	SB 2 0 1 0 1 1 1 1 1 1 1 1 1 1 0 1 1 0 1 1 0 1 1 2 1 2	WES NB 0 3 0 2 1 0 1 3 2 1 1 0 NB NB 14 66.67%	T LEG SB 1 1 0 1 0 1 0 1 SB 1 1 SB 7 33.33%	NORTH EB 1 2 2 2 3 4 3 3 3 3 3 2 1 1 EB 29 50.00%	H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4 2 2 WB 29 50.00%	SOUTH EB 1 1 0 1 1 1 3 4 2 3 3 3 6 2 EB 27 44.26%	H LEG 2 WB 5 0 4 5 3 3 3 3 4 1 1 2 WB 34 55.74%	EAST NB 1 2 3 2 3 4 2 4 4 4 3 2 1 1 NB 31 50.82%	LEG 2 SB 0 2 1 4 2 2 4 2 3 3 3 4 3 SB 30 49.18%	11 17 15 24 22 30 35 33 35 26 35 17 TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:45 PM TOTAL VOLUMES: APPROACH %'s:	NORT EB 0 3 0 0 4 3 6 2 6 1 4 0 EB 29 60.42% 05:00 PM 15	H LEG WB 0 0 1 2 0 4 4 3 0 0 4 1 WB 19 39.58% - 06:00 PM	SOUT EB 0 0 0 0 0 4 2 1 1 4 5 1 1 EB 18 78.26%	TH LEG WB 0 0 0 0 0 0 0 1 1 1 WB 5 21.74%	EAST NB 0 1 1 2 1 0 1 4 2 2 0 2 NB 16 57.14%	SB 2 0 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	WES NB 0 3 0 2 1 0 1 3 2 1 1 0 NB 14 66.67%	T LEG SB 1 1 0 1 0 1 0 1 SB 7 33.33%	NORTH EB 1 2 2 2 3 4 3 3 3 3 2 1 1 EB 29 50.00%	H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4 2 WB 29 50.00%	SOUTH EB 1 1 0 1 1 1 3 4 2 3 3 6 2 EB 27 44.26%	H LEG 2 WB 5 0 4 5 3 3 3 4 1 1 2 WB 34 55.74%	EAST NB 1 2 3 2 3 4 2 4 4 3 2 1 NB 31 50.82%	LEG 2 SB 0 2 1 4 4 2 2 4 2 3 3 3 4 3 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	11 17 15 24 22 30 35 33 35 26 35 17 TOTAL 300
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM TOTAL VOLUMES : APPROACH %'S:	NORT EB 0 3 0 0 4 3 6 2 6 1 4 0 EB 29 60.42% 05:00 PM 15	H LEG WB 0 0 1 2 0 4 4 3 0 0 4 1 1 WB 19 39.58%	SOUT EB 0 0 0 0 0 4 2 1 1 1 4 5 1 1 EB 18 78.26%	TH LEG WB 0 0 0 0 0 0 0 2 1 0 1 1 WB 5 21.74%	EAST NB 0 1 1 2 1 0 1 4 2 0 2 NB 16 57.14%	SB 2 0 1 0 1 1 1 1 1 1 1 1 1 1 0 1 1 0 1 1 0 1 1 2 1 2	WES NB 0 3 0 2 1 0 1 3 2 1 1 0 NB 14 66.67%	T LEG SB 1 1 0 1 0 1 0 1 SB 1 1 SB 7 33.33%	NORTH EB 1 1 2 2 2 2 3 3 4 4 3 3 3 3 3 2 1 1 EB 29 50.00%	H LEG 2 WB 0 2 1 4 2 2 3 3 3 2 4 4 2 2 WB 29 50.00%	SOUTH EB 1 1 0 1 1 3 4 2 3 3 6 2 EB 27 44.26%	H LEG 2 WB 5 0 4 5 3 3 3 3 4 1 1 2 WB 34 55.74%	EAST NB 1 2 3 2 3 4 2 4 4 3 2 1 NB 31 50.82%	LEG 2 SB 0 2 1 4 2 2 4 2 3 3 3 4 3 SB 30 49.18%	11 17 15 24 22 30 35 33 35 26 35 17 TOTAL

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

egment	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	0	0	1,000
2		Borregas & Sunnvyale	South	Regular	No Restriction	6	0	0	0	0	
				Regular	No Restriction	21	9	9	3	4	
3	Maude Ave		North	Green Curb	12 Minute Parking (9am to 8pm)	2	0	0	0	0	
		Sunnyvale & Bayview		Regular	No Restriction	11	8	5	3	0	
4			South	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	1 car ranked megary in No ranking at 11.00 (Not included in Occupancy)
6		Murphy	East	Regular	No Restriction	17	4	6	12	12	
	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	(North)	333/334 Murphy &	West	Regular	No Restriction	19	6	8	13	16	
10		Arques	East	Regular	No Restriction	21	7	8	15	17	
	-	Aiques					1				
11		Mauda & Haralton	West	Regular	No Restriction	18	14	8	10	9	
12		Maude & Hazelton	East	Regular	No Restriction	9	7	1	2	2	
42			10/	Passenger Loading	No Restriction	4	0	0	0	0	
13		Hazelton & Taylor	West	Regular	No Restriction	7	3	1	3	3	
14			East	Regular	No Restriction	5	1	1	1	1	
15		Taylor & Arques	West	Regular	No Restriction	22	5	6	8	9	
16		.,	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			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	-	-	-	-	-	
4.0			F	No Parking	No Parking Any Time	- 42	-	-	-	-	
46			East	Regular	No Parking 6am - 8 am, 4pm - 6pm	12	0	1	9	3	
47			\A/4	No Parking	No Parking Any Time	-	-	-	-	-	
47 48		Hendy & Evelyn	West East	No Parking	No Parking Any Time	-	-	-	-	-	
	-			No Parking	No Parking Any Time	- 27	17	- 12	17	10	
17		Mauda 9 Haralton	West	Regular	No Restriction	27	17	13	17	18	
18		Maude & Hazelton	East	Regular	No Restriction	19	8	6	12	14	
	Bayview			ADA	No Restriction	1 -	0	0	0	0	
21	Ave	Hazelton & Taylor	West	Regular	No Restriction	5	2	2	3	4	
22			East	Regular	No Restriction	6	0	0	2	3	
33		Taylor & Arques	West	Regular	No Restriction	21	3	7	6	8	
34		•	East	Regular	No Restriction	21	8	5	5	6	
19	Hazelton	Sunnyvale & Bayview	North	Regular	No Restriction	29	11	10	4	5	
20	Ave	,	South	Regular	No Restriction	26	10	7	10	10	
23		Sunnyvale & Schroeder	North	Regular	No Restriction	7	2	0	2	3	
24		, a comocaci	South	Regular	No Restriction	7	1	1	2	2	
25	Taylor Ave	Schroeder & Jackson	North	Regular	No Restriction	7	1	3	2	3	
26	rayioi Ave	Schiloedel & Jacksoll	South	Regular	No Restriction	7	1	1	2	2	
27		Jackson & Bayview	North	Regular	No Restriction	9	2	3	2	3	
28		Jackson & Bayview	South	Regular	No Restriction	7	1	1	3	4	

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Parking Study

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

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		iviurpily & 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			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	Heliuy Ave	iviuipily & Julliyvale	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	Muumbu Ava	California & Beemer	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	11	8	11	11	11	
54	Murphy Ave	Camornia & Beenier	East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	9	7	8	8	7	
55	(South)	outh)	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	14	10	11	10	8	
56		Beemer & Hendy	East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	13	11	14	9	9	
30			EdSl	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		Bernages & Community	North	Regular	No Restriction	5	1	0	0	0	
2		Borregas & Sunnvyale	South	Regular	No Restriction	6	0	1	0	0	
2	Mauda Ava		Nouth	Regular	No Restriction	21	13	10	7	4	
3	Maude Ave	Communicate O Deciminate	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	Fact	Regular	No Restriction	9	6	0	0	1	
12			East West	Passenger Loading	No Restriction	4	0	0	0	0	
13	Sunnyvale	Haralton C Taula	West	Regular	No Restriction	7	2	4	4	4	
14	Ave	Hazelton & Taylor	East	Regular	No Restriction	5	1	0	1	3	
15			West	Regular	No Restriction	22	4	8	9	9	
16		Taylor & Arques	East	Regular	No Restriction	21	7	5	8	9	
		West		No Parking	No Parking Any Time	-	-	-	-	-	
43		Arques & California	West	Regular			1	0	1	1	
		Arques & California		No Parking	No Parking Any Time	-	-	-	-	-	
44			East	No Parking	No Parking Any Time	-	-	ī	-	-	
				No Parking	No Parking Any Time	-	-	ī	-	-	
45	Sunnyvale		West	Regular	NP 6am-8am, 4pm-6pm	15	1	0	0	1	
	Ave	California & Hendy		No Parking	No Parking Any Time	-	-	-	-	-	
		,		No Parking	No Parking Any Time	-	-	-	-	-	
46			East	Regular	No Parking 6am - 8 am, 4pm - 6pm	12	0	0	4	2	
				No Parking	No Parking Any Time	-	-	-	-	-	
47		Hendy & Evelyn	West	No Parking	No Parking Any Time	-	-	-	-	-	
48			East	No Parking	No Parking Any Time		- 47	- 42	- 12	- 47	
17	Bayview	Manda O Harakan	West	Regular	No Restriction	27	17	13	12	17	
18	Ave	Maude & Hazelton	East	Regular	No Restriction	19	8	10	11	14	
				ADA	No Restriction	1	0	0	0	0	
21	Bayview	Hazelton & Taylor	West	Regular	No Restriction	5		2	4	4	
22	Ave		East	Regular	No Restriction	6	1	2	2	4	
33	Bayview	Taylor & Arques	West	Regular	No Restriction	21	6	5	4	6	
34	Ave		East	Regular	No Restriction	21	5	8	5	8	
19	Hazelton	Sunnyvale & Bayview	North	Regular	No Restriction	29	12	10	2	3	
20	Ave		South	Regular	No Restriction	26	13	12	11	11	
23		Sunnyvale &	North	Regular	No Restriction	7	1	0	2	3	
24		Schroeder	South	Regular	No Restriction	7	1	1	1	2	
25	Taylor Ave	Schroeder & Jackson	North	Regular	No Restriction	7	2	1	4	5	
26			South	Regular	No Restriction	7	2	1	2	2	
27		Jackson & Bayview	North	Regular	No Restriction	9	3	3	4	4	
28			South	Regular	No Restriction	7	2	2	3	4	

Parking Study

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

29	Schroeder		West	Regular	No Restriction	21	8	7	7	10	
30	St	Taylor & Arques	East	Regular	No Restriction	20	7	9	7	11	
31	In also as CA	Tanday C. Ayenna	West	Regular	No Restriction	21	8	5	6	9	
32	Jackson St	Taylor & 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		wurpny & sunnyvale	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	Argues Ave	Schroeder	South	Regular	No Vehicles over 6 FT	7	0	0	0	2	
39	Aiques Ave	Schroeder & Jackson	North	Regular	No Vehicles over 6 FT	5	1	1	1	1	
40		Schioeder & Jackson	South	Regular	No Vehicles over 6 FT	8	1	1	1	1	
41		Jackson & Bayview	North	Regular	No Vehicles over 6 FT	6	0	0	0	0	
42		Jackson & Dayview	South	Regular	No Vehicles over 6 FT	9	1	0	1	1	
49	Hendy Ave	Murphy & Sunnyvale	North	Regular		11	1	2	2	2	
50	Helidy Ave	warpiny & 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 Camornia	East	Regular		15	12	12	8	12	
53	Murphy	California & Beemer	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	11	9	6	8	9	
54	Ave (South)		East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	9	5	3	8	9	
55			West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	14	8	10	8	9	
56		Beemer & Hendy	East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	13	8	8	6	9	
30			Last	ADA		1	1	1	1	0	

Parking Study

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

Coamont	Street	Limits	Side	Snaca Tuna	Restriction	Space#	11:00 AM	3:00 PM	8:00 PM	1:00 AM	Notes
Segment	311661	Lillits		Space Type		- ·	11:00 AIVI				Notes
1		Borregas & Sunnvyale	North	Regular	No Restriction	5		1	1	1	
2			South	Regular	No Restriction	6	0	0	0	0	
3	Maude Ave		North	Regular	No Restriction	21	8	8	6	3	
		Sunnyvale & Bayview		Green Curb	12 Minute Parking (9am to 8pm)	2	0	0	0	0	
4			South	Regular	No Restriction	11	1	5	3	0	
				Diagonal	No Restriction	10	10	5	4	0	
5		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	Regular	No Restriction	16	8	8	9	11	
9		333/334 Murphy &	West	Regular	No Restriction	19	6	6	13	15	
10		Arques	East	Regular	No Restriction	21	11	10	11	19	
11			West	Regular	No Restriction	18	14	13	13	12	
12		Maude & Hazelton	East	Regular	No Restriction	9	5	2	0	0	
	Sunnyvale		Lust	Passenger Loading	No Restriction	4	1	0	0	0	
13	Ave	Hazelton & Taylor	West	Regular	No Restriction	7	1	3	3	3	
14	Ave	riazeitori & rayioi	East	Regular	No Restriction	5	0	1	3	2	
15		Taylor & Arques	West	Regular	No Restriction	22	6	5	9	10	
16		rayior & Arques	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	
		Aiques & 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	14	0	0	1	
	Ave	California & Hendy		No Parking	No Parking Any Time	-	-	-	-	-	
				No Parking	No Parking Any Time	-	-	-	-	-	
46			East	Regular	No Parking 6am - 8 am, 4pm - 6pm	12	12	0	0	5	
				No Parking	No Parking Any Time	-	-	-	-	-	
47		Hendy & Evelyn	West	No Parking	No Parking Any Time	-	-	-	-	-	
48		•	East	No Parking	No Parking Any Time		-	-	-	- 47	
17	Bayview		West	Regular	No Restriction	27	14	9	14	17	
18	Ave	Maude & Hazelton	East	Regular	No Restriction	19	12	11	15	15	
				ADA	No Restriction	1	0	0	0	0	
21	Bayview	Hazelton & Taylor	West	Regular	No Restriction	5	3	2	3	3	
22	Ave	•	East	Regular	No Restriction	6	2	2	5	5	
33	Bayview	Taylor & Arques	West	Regular	No Restriction	21	4	4	5	6	
34	Ave	<u>'</u>	East	Regular	No Restriction	21	8	6	6	7	
19	Hazelton	Sunnyvale & Bayview	North	Regular	No Restriction	29	2	11	1	1	
20	Ave		South	Regular	No Restriction	26	10	9	8	11	
23		Sunnyvale &	North	Regular	No Restriction	7	3	3	1	2	
24		Schroeder		Regular	No Restriction	7	2	2	2	2	
25	Taylor Ave	Schroeder & Jackson	North	Regular	No Restriction	7	1	3	1	4	
26	. ayıcı Ave	Janocaci & Jackson	South	Regular	No Restriction	7	2	4	1	2	
27		Jackson & Bayview	North	Regular	No Restriction	9	3	2	4	5	
28		Jackson & Dayview	South	Regular	No Restriction	7	2	2	4	4	

Parking Study

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

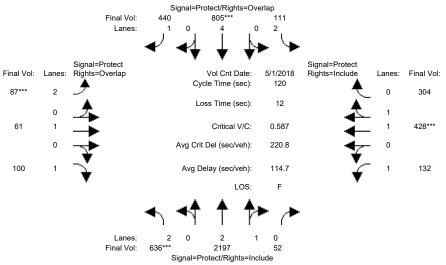
29	Schroeder	Taylor & Arques	West	Regular	No Restriction	21	7	9	7	11	
30	St	rayioi & Aiques	East	Regular	No Restriction	20	4	4	10	10	
31	Jackson St	Taylor & Arques	West	Regular	No Restriction	21	7	8	10	9	
32	Jackson St	Taylor & Arques	East	Regular	No Restriction	20	7	6	9	10	
35		Murphy & Sunnyvale	North	Regular	No Vehicles over 6 FT	8	2	0	1	0	
36		widipily & Jullilyvale	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		Schloeder & 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 & Dayview	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	Helidy Ave	Ividipity & Sullityvale	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	Murahy	California & Beemer	West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	11	6	6	7	8	
54	Murphy Ave (South)		East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	9	4	5	6	8	
55	Ave (300til)		West	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	14	9	10	9	9	
56		Beemer & Hendy	East	Regular	7 HR 8am-6pm, Except Sat, Sun + Holidays	13	5	9	12	9	
30			Last	ADA		1	0	0	0	0	

Appendix C: Traffix Analysis Sheets

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

Intersection #1: Mathilda Ave / Maude Ave

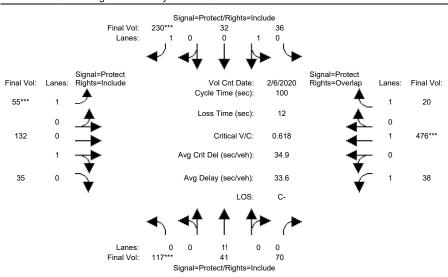


Ctwoot Nome.		Ma	. اماء	7					Moude	7	-	
Street Name:	No	ma rth Bo	thilda	Avent	ie ith Bo	und	₽.	at Bo	Maude		est Bo	ound
							E c	ast bo	ouna			
Movement:		- T			- T ·				- R		- T	
		58			58			21	21	28		21
Y+R:		4.0			4.0	4.0	4.0		4.0	4.0		4.0
Volume Module												
Base Vol:		2197	52	111		440	87	61	100	132	428	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	636	2197	52	111	805	440	87	61	100	132	428	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		2197	52	111	805	440	87	61	100	132		304
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adi:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
_		2197	52	111	805	440	87	61	100	132	428	304
Reduct Vol:			0	0	0	0	0	0	0	0		0
Reduced Vol:			52	111	805	440	87	61	100	132		304
		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
FinalVolume:					805	440		61	100		428	304
Saturation Fl			,									
Sat/Lane:		1900		1900	1900	1900	1 9 0 0	1900	1900	1 9 0 0	1900	1900
Adjustment:				0.83		0.92		1.00	0.92		0.99	0.95
_		2.93			4.00	1.00		1.00	1.00		1.15	
Final Sat.:					7600	1750		1900	1750		2162	1536
Final Sat.:												
Capacity Anal												
Vol/Sat:				0 04	0.11	0.25	0 03	0.03	0.06	0 08	0.20	0.20
Crit Moves:			0.10	0.01	****	0.20	****	0.00	••••	0.00	****	0.20
Green Time:			52.7	11.8	52.7	78.2	25.5	19.1	30.9	25.5	19.1	19.1
Volume/Cap:	2.05	0.91	0.91	0.36	0.24	0.39	0.13	0.20	0.22	0.36	1.24	1.24
Uniform Del:			34.7		23.2	10.7		48.2	38.6		55.5	55.5
IncremntDel:			5.8		0.0	0.2	0.1		0.3	0.6		123.7
InitOueuDel:			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: 5			40.5	56.3		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
AdjDel/Veh: 5			40.5		23.2	10.9	42.2		38.8	44.9		179.2
LOS by Move:			40.5 D	50.5 E+	23.2 C		42.2 D	40.5 D	30.0 D+			
-			1298	Е+ 142		B+	87	ע 111	171	D 245	F 1001	F 1091
HCM2k95thQ:						410			1/1	243	1091	1091
Note: Queue 1	repor	tea is	the a	15tdN(se per	тапе	ти тее	= .				

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

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

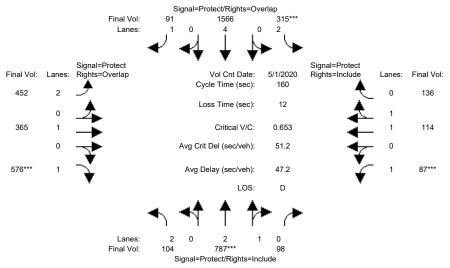


Street Name:	В	orrega	s Ave-	Sunny	vale A	ve			Maude ound	. Ave		
Approach:	No	rth Bo	und	Soi	ath Bo	und	Εá	ast Bo	und	W∈	est Bo	und
Movement:	L ·	- T	- R	L -	- T ·	- R	L -	- T	- R	L -	- T	- R
Min. Green:		10	10	,	10	10		10	10		10	10
Y+R:	4.0	4.0	4.0	4.0			4.0		4.0	4.0	4.0	4.0
Volume Module										1		ı
Base Vol:	117	41	70	36	32	230	55	132	35	38	476	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	41	70	36	32	230	55	132	35	38	476	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		41	70	36	32	230	55	132	35	38	476	20
User 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
PHF Adj:		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	117	41	70	36	32	230	55	132	35	38	476	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		41	70	36	32	230	55	132	35	38	476	20
PCE Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:			70	36	32	230	55		35	38	476	20
rinaivoiume:					JZ 							
Saturation Fi	,											
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.95		0.92		0.95	0.95	0.92		0.92
Lanes:		0.18	0.31		0.47	1.00		0.79	0.21	1.00		1.00
		315	537		847	1750		1423	377	1750		1750
Capacity Anal				1			1		'	1		'
Vol/Sat:	0.13	0.13	0.13	0.04	0.04	0.13	0.03	0.09	0.09	0.02	0.25	0.01
Crit Moves:	****					****	****				****	
Green Time:	19.8	22.5	22.5	17.3	20.0	20.0	10.0	24.1	24.1	24.1	38.1	55.5
Volume/Cap:	0.66	0.58	0.58	0.22	0.19	0.66	0.31	0.39	0.39	0.09	0.66	0.02
Uniform Del:	36.9	34.5	34.5	35.5	33.2	36.8	41.8	31.8	31.8	29.5	25.5	10.0
IncremntDel:	4.5	2.1	2.1	0.4	0.3	4.5	1.0	0.6	0.6	0.1	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	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:			36.6		33.5	41.3		32.3	32.3	29.6		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	29.6		10.0
LOS by Move:			D+	D+	C-	D	D	C-	C-	23.0 C	C C	B+
HCM2k95thQ:			352	101	96	382	101	231	231	51	571	15
Note: Queue									201	01	J , 1	10
	rebor	ccu is	CITE O	_scall(o ber	Tarre	T11 TC					

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

Intersection #1: Mathilda Ave / Maude Ave

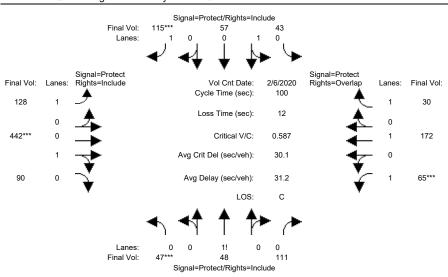


Street Name:	Ma	thilda	Avenu	ie	ound		+ D-	Maude	Avenue		
Approach: N Movement: L	- T	una _ p			- R			una - R		est Bo - T	
	7 10		7				10			10	10
Y+R: 4.				4.0		4.0			4.0		4.0
Volume Module: >	> Count	Date:	1 May	2020) << 4:	30 PM	- 5:3	80 PM			
Base Vol: 10		98	315	1566	91	452	365	576	87	114	136
Growth Adj: 1.0		1.00	1.00		1.00		1.00	1.00	1.00		1.00
Initial Bse: 10	4 787	98	315	1566	91	452	365	576	87	114	136
Added Vol:		0	0	0	0	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0		0	0	0	0
Initial Fut: 10		98		1566	91	452		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
PHF Volume: 10		98		1566	91	452	365	576	87	114	136
Reduct Vol:		0	0	0	0	0	0	0	0	0	0
Reduced Vol: 10		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
MLF Adj: 1.0		1.00	1.00		1.00		1.00	1.00	1.00		1.00
FinalVolume: 10		98		1566	91	452		576	87		136
Saturation Flow		,									
	1900 1900		1000	1900	1900	1000	1900	1900	1900	1000	1900
Adjustment: 0.8			0.83		0.92		1.00	0.92	0.92		0.92
Lanes: 2.0			2.00		1.00		1.00	1.00	1.00		1.00
Final Sat.: 315			3150		1750		1900	1750	1750		1750
Capacity Analysi			1		'	1		'	1		1
Vol/Sat: 0.0		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
	3 0.65	0.65	0.65		0.08		0.44	0.65	0.65		0.43
Uniform Del: 71.		54.6	63.7	45.8	9.8	41.6	31.4	29.1	71.9	57.2	58.3
IncremntDel: 1.	5 1.2	1.2	3.2	0.5	0.0	0.3	0.4	1.7		0.3	0.5
<pre>InitQueuDel: 0.</pre>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj: 1.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	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: 1.0	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	C	С	F	E+	E+
HCM2k95thQ: 17		612	445	714	85	469	545	931	271	240	315
Note: Queue repo	rted is	the d	istano	ce per	r lane	in fe	et.				

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

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

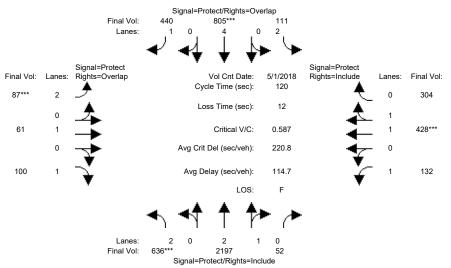


Street Name:	В	orrega: rth Bo	s Ave-	Sunny	vale A	ve	г.	at Da	Maude		at Da	اه مدد
Approach: Movement:		rtn Boi - T			ith Boi - T -			ast Bo - T			est Bo - T	una - R
Movement:												
Min. Green:	,	10	10		10	10		10	10	10		10
Y+R:	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
Volume Module				,					,	ı		'
Base Vol:	47	48	111	43	57	115	128	442	90	65	172	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	48	111	43	57	115	128	442	90	65	172	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	48	111	43	57	115	128	442	90	65	172	30
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		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 Adj:		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
FinalVolume:			111	43	57	115	128	442	90	65	172	30
Saturation F	low Mo	odule:										
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.95	0.95	0.92		0.95	0.95	0.92		0.92
Lanes:		0.23	0.54		0.57	1.00		0.83	0.17	1.00		1.00
Final Sat.:	399		943		1026	1750		1495	305	1750		1750
Capacity Anal	lysis	Module	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	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	39.8	39.4	42.2	42.7	27.1	19.1	19.1	42.1	27.7	16.7
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	16.7
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		49.1	49.1		44.7	48.6		20.4	20.4	43.4		16.7
LOS by Move:			D	D	D	D	С	C+	C+	D	С	В
HCM2k95thQ:	341		382	167	187	231	164	583	583	122	206	30
Note: Queue												
					-							

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

Intersection #1: Mathilda Ave / Maude Ave

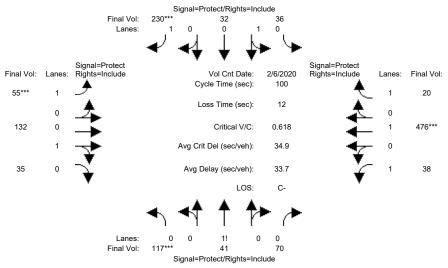


Ctwoot Nome.		Ma	. اماء	7					Moude	7	-	
Street Name:	No	ma rth Bo	thilda	Avent	ie ith Bo	und	₽.	at Bo	Maude		est Bo	ound
							E c	ast bo	ouna			
Movement:		- T			- T ·				- R		- T	
		58			58			21	21	28		21
Y+R:		4.0			4.0	4.0	4.0		4.0	4.0		4.0
Volume Module												
Base Vol:		2197	52	111		440	87	61	100	132	428	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	636	2197	52	111	805	440	87	61	100	132	428	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		2197	52	111	805	440	87	61	100	132		304
		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adi:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
_		2197	52	111	805	440	87	61	100	132	428	304
Reduct Vol:			0	0	0	0	0	0	0	0		0
Reduced Vol:			52	111	805	440	87	61	100	132		304
		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
FinalVolume:					805	440		61	100		428	304
Saturation Fl			,									
Sat/Lane:		1900		1900	1900	1900	1 9 0 0	1900	1900	1 9 0 0	1900	1900
Adjustment:				0.83		0.92		1.00	0.92		0.99	0.95
_		2.93			4.00	1.00		1.00	1.00		1.15	
Final Sat.:					7600	1750		1900	1750		2162	1536
Final Sat.:												
Capacity Anal												
Vol/Sat:				0 04	0.11	0.25	0 03	0.03	0.06	0 08	0.20	0.20
Crit Moves:			0.10	0.01	****	0.20	****	0.00	••••	0.00	****	0.20
Green Time:			52.7	11.8	52.7	78.2	25.5	19.1	30.9	25.5	19.1	19.1
Volume/Cap:	2.05	0.91	0.91	0.36	0.24	0.39	0.13	0.20	0.22	0.36	1.24	1.24
Uniform Del:			34.7		23.2	10.7		48.2	38.6		55.5	55.5
IncremntDel:			5.8		0.0	0.2	0.1		0.3	0.6		123.7
InitOueuDel:			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: 5			40.5	56.3		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
AdjDel/Veh: 5			40.5		23.2	10.9	42.2		38.8	44.9		179.2
LOS by Move:			40.5 D	50.5 E+	23.2 C		42.2 D	40.5 D	30.0 D+			
-			1298	Е+ 142		B+	87	ע 111	171	D 245	F 1001	F 1091
HCM2k95thQ:						410			1/1	243	1091	1091
Note: Queue 1	repor	tea is	the a	15tdN(se per	тапе	ти тее	= .				

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

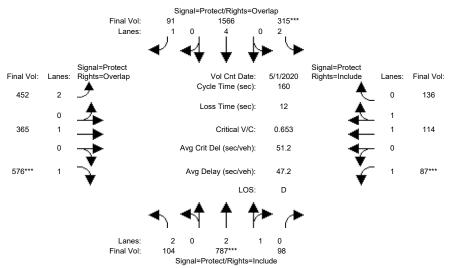


Street Name:	В	orrega	s Ave-	Sunny	vale A	ve			Maude	a Ave We		
Approach:	No:	rth Bo	und	Soi	ath Bo	und	Εá	ast Bo	und	We	st Bo	und
Movement:	L ·	- T	- R	L -	- T ·	- R	L -	- T	- R	L -	T	- R
Min. Green:		10	10	,	10	10		10	10	,	10	10
Y+R:	4.0	4.0	4.0	4.0			4.0		4.0	4.0	4.0	4.0
Volume Module	,											
Base Vol:	117	41	70	36	32	230	55	132	35	38	476	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	41	70	36	32	230	55	132	35	38	476	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		41	70	36	32	230	55	132	35	38	476	20
User 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
PHF Adj:		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	117	41	70	36	32	230	55	132	35	38	476	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		41	70	36	32	230	55	132	35	38	476	20
PCE Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:			1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:			70	36	32	230	55		35	38	476	20
Saturation Fi			ı	1			1		1	1		1
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:				0.95		0.92		0.95	0.95	0.92		0.92
Lanes:		0.18	0.32		0.47	1.00		0.79	0.21	1.00		1.00
		315	537		847	1750		1423	377	1750		1750
rinai sat.:												1/30
Capacity Anal				1					'	ı		1
Vol/Sat:	0.13	0.13	0.13	0.04	0.04	0.13	0.03	0.09	0.09	0.02	0.25	0.01
Crit Moves:	****					****	****				***	
Green Time:	19.8	22.5	22.5	17.3	20.0	20.0	10.0	24.1	24.1	24.1	38.1	38.1
Volume/Cap:	0.66	0.58	0.58	0.22	0.19	0.66	0.31	0.39	0.39	0.09	0.66	0.03
Uniform Del:	36.9	34.5	34.5	35.5	33.2	36.8	41.8	31.8	31.8	29.5	25.5	19.3
IncremntDel:	4.5	2.1	2.1	0.4	0.3	4.5	1.0	0.6	0.6	0.1	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	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.5	36.6	36.6	35.9	33.5	41.3	42.8	32.3	32.3	29.6	27.7	19.4
User DelAdj:			1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			36.6		33.5	41.3		32.3	32.3	29.6		19.4
LOS by Move:			D+	D+	C-	D	D	C-	C-		C	В-
HCM2k95thQ:			352	101	96	382	101	231	231	51	571	21
Note: Queue												
	-F		,,,,		- F -							

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

Intersection #1: Mathilda Ave / Maude Ave

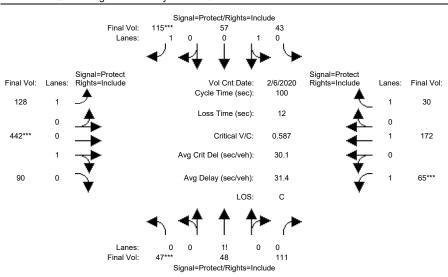


Street Name:		Ma	thilda	Aveni	ie				Maude	Avenue	е	
Approach:		rth Bo		Soı	ıth Bo	ound	Εa	ast Bo	und		est Bo	und
Movement:		- T				- R			- R		- T	
Min. Green:		10		7			7			7		10
Y+R:	4.0	4.0	4.0		4.0		4.0		4.0	4.0		4.0
Volume Module										1		'
Base Vol:	104	787	98		1566	91	452	365	576	87	114	136
Growth Adi:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
Initial Bse:		787	98		1566	91	452	365	576	87	114	136
Added Vol:	104	0	0	213	1300	0	432	0	0	0	114	130
	-	-	-	-	-	-	-	-	-	-	-	0
PasserByVol:		0	0	0	1566	0	0	0	0	0	0	
Initial Fut:		787	98		1566	91	452	365	576	87	114	136
User Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
_	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00
	104	787	98		1566	91	452	365	576	87	114	136
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	787	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	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	787	98	315	1566	91	452	365	576	87	114	136
Saturation F	low M	odule:										
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			1750	1750	1900	1750
Capacity Ana	lvsis	Module	e: '						,			
Vol/Sat:			0.16	0.10	0.21	0.05	0.14	0.19	0.33	0.05	0.06	0.08
Crit Moves:		****		****					****	****		
	11.1	38.7	38.7	24.5	52.2	105.4	53.3	69.9	81.0	12.2	28.9	28.9
	0.48		0.65		0.63	0.08		0.44	0.65		0.33	0.43
Uniform Del:			54.6		45.8	9.8		31.4	29.1		57.2	58.3
IncremntDel:		1.2	1.2	3.2	0.5	0.0	0.3		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
Delay Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
	73.3			66.9		9.8					57.4	58.8
4 '			55.7					31.7	30.8			
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			55.7		46.3	9.8		31.7	30.8		57.4	58.8
LOS by Move:			E+	E	D	A	D	C	C	F	E+	E+
	175		612	445		85	469	545	931	271	240	315
Note: Queue	repor	ted is	the d	ıstano	ce pei	r lane	ın fe	et.				

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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: rth Bo	s Ave-	Sunny	ale A	ve	г.	at Da	Maude		at Da	اه مدد
Approach: Movement:		- T			- T -			ast bo - T			est Bo - T	- R
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
Volume Module	e: >>	Count	Date:	6 Feb	2020	<< 5:	00 PM	- 6:0	0 PM			
Base Vol:	47	48	111	43	57	115	128	442	90	65	172	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	48	111	43	57	115	128	442	90	65	172	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
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 Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	48	111	43	57	115	128	442	90	65	172	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	-											
Vol/Sat:		0.12	0.12	0.06	0.06	0.07	0.07	0.30	0.30		0.09	0.02
OLIC HOVED.	****					****		****		****		
	19.2		16.2	13.7		10.7		48.1	48.1	10.0		29.1
Volume/Cap:		0.73	0.73	0.40		0.61		0.61	0.61		0.31	0.06
Uniform Del:	37.0		39.8	39.4	42.2	42.7	27.1	19.1	19.1	42.1		25.6
<pre>IncremntDel:</pre>		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
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
AdjDel/Veh:		49.1	49.1	40.5	44.7	48.6		20.4	20.4	43.4	28.0	25.6
LOS by Move:			D	D	D	D	С	C+	C+	D	С	С
HCM2k95thQ:	341		382	167	187	231	164	583	583	122	206	37
Note: Queue	repor	ted is	the d	istano	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 AV	ENUE & MAI	JDE AVENUE			Page 1 of 4
CR16-770	2/1/2016	17:50 Monday MATHILDA AVENUE - MA	UDE AVENUE	80' Direction: North Dark - Street Ligh Clear	Pty at Fault:1
	Rear-End	Other Motor Vehicle Unsafe Speed		22350 Hit & Run: No Property Damage Only # Inj:	0 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Stopped In Road Male Age: 43	2010 FORD None Apparent 1998 MITSUBI None Apparent	EXPEDITION Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use ISHI SPYDER Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	
CR16-3961	6/4/2016	01:16 Saturday MATHILDA AVENUE - MA	UDE AVENUE	0' Direction: Not Stated Dark - Street Ligh Clear	Pty at Fault:0
	Hit Object	Fixed Object Improper Tur	ning	22107 Hit & Run: Misde Property Damage Only # Inj:	0 # Killed: 0
Party 1 Driver Veh Type:	East	Making Left Turn Male Age: Sobriety: Impairment Not Kno Assoc Factor:	2000 BMW Violation	323I Passenger Car, Station Wagon, Jeep Unknown	
CR16-4853	7/8/2016	22:13 Friday MATHILDA AVENUE - MA	UDE AVENUE	0' Direction: Not Stated Dark - Street Ligh Clear	Pty at Fault:0
	Rear-End	Other Motor Vehicle Unsafe Speed		22350 Hit & Run: Misde Property Damage Only # Inj:	0 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Proceeding Straight Male Age: Sobriety: Impairment Not Kno Assoc Factor: Stopped In Road Male Age: 33 Sobriety: HNBD Assoc Factor:	2015 CHRYSLE Violation 2010 TOYOTA None Apparent	Not Stated Cell Phone Not In Use	
CR16-5790	8/13/2016	11:30 Saturday MATHILDA AVENUE - MA		0' Direction: Not Stated Daylight Clear	Pty at Fault:1
	Hit Object	Fixed Object Improper Tur	ning	22107 Hit & Run: No Property Damage Only # Inj:	•
Party 1 Driver Veh Type:			1998 FORD None Apparent	MUSTANG Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use	D
CR16-5986	8/19/2016 Broadside	23:44 Friday MATHILDA AVENUE - MA		0' Direction: Not Stated Dark - Street Ligh Clear 21453A Hit & Run: No Other Visible Injury # Inj:	Pty at Fault:1 2 # Killed: 0
		Other Motor Vehicle Traffic Signals		, , , ,	2 # Killeu. U
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Proceeding Straight Female Age: 29	2014 HONDA None Apparent 1998 JEEP None Apparent	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	
CR16-6326	8/31/2016	19:55 Wednesday MATHILDA AVENUE - MA		40' Direction: North Dusk - Dawn Clear	Pty at Fault:1
	Sideswipe	Other Motor Vehicle Unsafe Lane		21658A Hit & Run: No Other Visible Injury # Inj:	1 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Proceeding Straight Male Age: 25	2012 LEXUS None Apparent 2016 HARLEY 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 AVENUE & MAUDE AVENUE

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MATHILDA AV	ENUE & MA	UDE AVENUE Page 2 of
CR16-7266	10/4/2016	08:45 Tuesday MATHILDA AVENUE - MAUDE AVENUE 0' Direction: Not Stated Daylight Clear Pty at Fault:
	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:		Making Left Turn Male Age: 39 2013 HONDA ACCORD Passenger Car, Station Wagon, Jeep Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use Proceeding Straight Female Age: 32 2014 BMW X5 Sport Utility Vehicle Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use
CR16-8658	11/21/2016 Broadside	21:08 Monday MATHILDA AVENUE - MAUDE AVENUE 0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fault: 1 Other Motor Vehicle Not Stated 21450A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type: CR16-9358	East West	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 O' 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	Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used
CR16-9459	Sideswipe	15:18WednesdayMAUDE AVENUE - MATHILDA AVENUE0' Direction: Not Stated DaylightClearPty at Fault: 1Other Motor VehicleImproper Turning22107Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0
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 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		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 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 Veh Type:		Other Unsafe Turning Female Age: 65 2002 MERCEDES-BENZ C-CLASS Passenger Car, Station Wagon, Jeep 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 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 Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use

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MATHILDA AVENUE & MAUDE AVENUE

	LITUL & MA	ODLAVI	-110L										. ago o o.
CR17-3939	5/22/2017	10:00	Monday	MATHII	LDA AVENUE - MA	UDE AVENUE	0'	Direction:	Not Stated	d Daylight	Clear	1	Pty at Fault:1
	Rear-End		Other Motor	Vehicle	Unsafe Speed		22350	Hit & R	un: No	Complaint of Pain	#	Inj: 1	# Killed: C
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Sobriet Stopped	ing Straight ty: HNBD In Road ty: HNBD		emale Age: 43 Assoc Factor: N emale Age: 57 Assoc Factor: N	2015 MERCED	Lap/Shoulde ES-BENZ SPR	INTER 3500	Ised Cell Tour Bus	Car, Station Wagon, J Phone Not In Use Phone Not In Use		No Inju Compla	ry aint of Pain
CR17-4309	6/4/2017		Sunday	MAUDE	AVENUE - MATHI	* *	0'			d Daylight	Clear	I	Pty at Fault:
	Rear-End		Other Motor	Vehicle	Unsafe Speed		22350	Hit & R	un: No	Property Damage	Only #	Inj: 0	# Killed: (
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Sobriet Stopped	ing Straight ty: HNBD In Road ty: HNBD		emale Age: 41 Assoc Factor: N Nale Age: 57 Assoc Factor: N	2006 FORD	TAL	er Harness U JRUS	Passenger	y Vehicle Phone Not In Use Car, Station Wagon, J Phone Not In Use		No Inju No Inju	•
CR17-5013	6/29/2017 Rear-End	11:20	Thursday	MATHII	LDA AVENUE - MA Not Stated	UDE AVENUE	0' 22350CVC	Direction: Hit & R	Not Stated un: No	d Daylight Property Damage	Clear Only #		Pty at Fault:: # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Sobriet Stopped	/ Stopping ty: HNBD In Road ty: HNBD		fale Age: 64 Assoc Factor: Nale Age: 30 Assoc Factor: N	2014 MITSUBI		er Harness U TLANDER	Ised Cell Passenger	Car, Station Wagon, J Phone Not In Use Car, Station Wagon, J Phone Not In Use	·	No Inju No Inju	•
CR17-5888	7/29/2017 Rear-End		Saturday		LDA AVENUE - MA Unsafe Speed	UDE AVENUE		Direction:	North	Daylight Property Damage	Clear Only #		Pty at Fault: # Killed: (
Party 1 Driver Veh Type: Party 2 Driver Veh Type: Party 3 Driver Veh Type: CR17-6327	North North 8/15/2017	Slowing , Sobriet Proceedi Sobriet	ty: Impairment / Stopping ty: Impairment ing Straight ty: HNBD Tuesday	Not Kno M Not Kno F MATHII	Male Age: Assoc Factor: In Male Age: 68 Assoc Factor: N Male Age: 17 Assoc Factor: N Male Avenue - MA	2014 VOLKSW None Apparent 2016 HONDA None Apparent	Not Stated AGEN PAS Lap/Shoulde CIVI Lap/Shoulde 32'	IC er Harness U Direction:	Passenger Ised Cell Passenger Ised Cell North	Phone Not In Use Car, Station Wagon, J Phone Not In Use Car, Station Wagon, J Phone Not In Use Daylight	eep I eep I Clear		ry Iry Pty at Fault:
	Rear-End		Other Motor	Vehicle	Unsafe Speed		22350	Hit & R	lun: Misde	Property Damage	•	-	
Party 1 Driver Veh Type: Party 2 Driver	North North	Sobriet Stopped	In Road		Age: Assoc Factor: 1ale Age: 25	2016 HONDA	CIVI		_	Car, Station Wagon, J		No Inju No Inju	•
Veh Type: CR17-10148	12/19/2017 Rear-End		ty: HNBD Tuesday Other Motor		Assoc Factor: N LDA AVENUE - MA Unsafe Speed			Direction:	South	Phone Not In Use Dark - Street Lig Complaint of Pain			Pty at Fault:: # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Sobriet Stopped		ider Influ	fale Age: 22 Assoc Factor: N fale Age: 27 Assoc Factor: N	2017 AUDI	G37 Lap/Shoulde Q7 Lap/Shoulde	er Harness U	Ised Cell Passenger	Car, Station Wagon, J Phone Not In Use Car, Station Wagon, J Phone Not In Use		No Inju Compla	iry aint of Pain
CR18-1503	2/22/2018	07:25	Thursday	MATHII	LDA AVENUE - MA		0'	Direction:	Not Stated	d Daylight	Clear	[Pty at Fault:
	Broadside		Other Motor	Vehicle	Other Hazardo	ous Movement	21451A	Hit & R	un: No	Property Damage	Only #	Inj: 0	# Killed:

MATHILDA AVI	ENUE & MA	UDE 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	17:45 Wednesday	MATHILDA AVENUE - MAUDE AVENUE	0' Direction: Not Stated Daylight Clea	ar Pty at Fault:1
	Sideswipe	Other Motor Ve	hicle Unsafe Lane Change	21658A Hit & Run: Misde Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver Veh Type:		Changing Lanes Sobriety: Impairment No	Age: ot Kno 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	MAUDE AVENUE - MATHILDA AVENUE	50' Direction: West Daylight Clea	ar Pty at Fault:1
	Rear-End	Other Motor Ve	hicle 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	MATHILDA AVENUE - MAUDE AVENUE	0' Direction: Not Stated Dark - Street Ligh Clea	ar Pty at Fault:1
	Broadside	Other Motor Ve	hicle 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 A	VENUE & MA	AUDE AVENUE		Page 1 of 1
CR16-3354	5/12/2016	21:58 Thursday	MAUDE AVENUE - BORREGAS AVENUE	15' Direction: West Dark - Street Ligh Clear Pty at Fault:0
	Rear-End	Other Moto	Vehicle Unsafe Speed	22350 Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0
Party 1 Driver Veh Type:	West	Stopped In Road Sobriety: HNBD	Female Age: 33 2014 HONDA Assoc Factor: None Apparent	BLACK Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use
Party 2 Driver Veh Type:	West	Slowing / Stopping Sobriety: HNBD	Female Age: 32 2011 MAZDA Assoc Factor: None Apparent	3 Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use
Party 3 Driver Veh Type:	West	Stopped In Road Sobriety: HNBD	Male Age: 29 1999 ACURA Assoc Factor: None Apparent	TL Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use
CR16-6709	9/14/2016	09:00 Wednesda	y BORREGAS AVENUE - MAUDE AVENUE	0' Direction: Not Stated Daylight Clear Pty at Fault:1
	Vehicle - Pe	destrian Pedestrian	Ped R/W Violation	21950A Hit & Run: Felony Complaint of Pain # Inj: 1 # Killed: 0
Party 1 Driver Veh Type: Party 2 Pedestri		Proceeding Straight Sobriety: Impairmen	Age: t Not Kno Assoc Factor: None Apparent Female Age: 13	Passenger Car, Station Wagon, Jeep Unknown Cell Phone Not In Use Pedestrian
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Not Stated Cell Phone Not In Use
CR18-4201	5/25/2018	17:00 Friday	MAUDE AVENUE - BORREGAS AVENUE	0' Direction: Not Stated Daylight Clear Pty at Fault:1
	Rear-End	Parked Moto	or Vehicle Unknown	20002A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0
Party 1 Driver Veh Type: Party 2 Parked \		0 0	Age: 2002 FORD	ACCORD Passenger Car, Station Wagon, Jeep No Injury Unknown Cell Phone Not In Use RANGER Passenger Car, Station Wagon, Jeep No Injury
Veh Type: CR19-2980	4/11/2019	Sobriety: Not Application 14:33 Thursday	able Assoc Factor: None Apparent MAUDE AVENUE - BORREGAS AVENUE	Not Required O' Direction: Not Stated Daylight Clear Pty at Fault:1
CRIS ESOS	Head-On	Other Moto		21453A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver	West	Proceeding Straight Sobriety: HNBD Making Left Turn	Female Age: 34 2010 TOYOTA Assoc Factor: Inattention Female Age: 67 2014 FORD	PRIUS Passenger Car, Station Wagon, Jeep No Injury Lap/Shoulder Harness Used Cell Phone Handheld In Use FUSION Passenger Car, Station Wagon, Jeep No Injury
Veh Type:	EaSl	Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used Cell Phone Handsfree In Use

Settings for Query:

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

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

Total Collisions: 0 Collision Summary Report

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

Veh Type:

Sobriety: HNBD

Page 1 of 6 SUNNYVALE AVENUE from MAUDE AVENUE to EVELYN AVENUE SUNNYVALE AVENUE - CALIFORNIA AVENUE CR16-177 1/8/2016 23:07 Friday Direction: Not Stated Dark - Street Ligh Raining Pty at Fault:0 Vehicle - Pedestrian Pedestrian Unknown Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0 Party 1 Driver YARIS Passenger Car, Station Wagon, Jeep South Making Left Turn Male Age: 67 2009 TOYOTA Veh Type: Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use Party 2 Pedestrian East Male Age: 31 Pedestrian Veh Type: Sobriety: HNBD Assoc Factor: None Apparent Cell Phone Not In Use Not Stated CR16-3252 SUNNYVALE AVENUE - HAZELTON AVENUE 5/9/2016 08:12 Monday 200' Direction: North Daylight Clear Pty at Fault:1 Other Bicycle Unsafe Starting or Backing 22106 Hit & Run: No Complaint of Pain # Ini: 1 # Killed: 0 Passenger Car, Station Wagon, Jeep Party 1 Driver West Backing Female Age: 44 2011 TOYOTA Veh Type: Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use Party 2 Bicyclist North Proceeding Straight Male Age: 52 Bicvcle Veh Type: Sobriety: HNBD Assoc Factor: None Apparent Not Stated Cell Phone Not In Use SUNNYVALE AVENUE - HENDY AVENUE CR16-6044 8/22/2016 11:33 Monday 0' Direction: Not Stated Daylight Clear Pty at Fault:0 22107 Sideswipe Other Motor Vehicle Improper Turning Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0 Party 1 Driver South Proceeding Straight 2005 TOYOTA **SIENNA** Passenger Car, Station Wagon, Jeep Female Age: 56 Veh Type: Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use Party 2 Driver South Proceeding Straight Age: 54 1996 HONDA ACCORD Passenger Car, Station Wagon, Jeep Veh Type: Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use SUNNYVALE AVENUE - ANCHOR BAY TERRACE CR16-6125 8/25/2016 08:50 Direction: South Pty at Fault:1 Thursday Daylight Clear Hit Object Fixed Object Other Hazardous Movement 21663 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0 Partv 1 Driver South Making Left Turn Male Age: 25 CTS Passenger Car, Station Wagon, Jeep 2006 CADILLAC Veh Type: Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use SUNNYVALE AVENUE - ARQUES AVENUE 9/29/2016 19:46 Thursday Direction: South Pty at Fault:1 CR16-7138 Dark - Street Ligh Clear Sideswipe Bicycle **Driving Under Influence** 23152B Other Visible Injury # Killed: 0 Hit & Run: No # Ini: 1 South Making Left Turn Bicvcle Party 1 Bicyclist Male Age: 62 Veh Type: Sobriety: HBD Under Influence Assoc Factor: None Apparent Unknown Cell Phone Not In Use Party 2 Driver South Proceeding Straight Male Age: 55 2015 HONDA CR-V Passenger Car, Station Wagon, Jeep Veh Type: Sobriety: HBD Not Under Influ Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use CR16-7359 10/7/2016 17:36 Friday SUNNYVALE AVENUE - CALIFORNIA AVENUE 126' Direction: North Dusk - Dawn Clear Pty at Fault:1 Rear-Fnd Other Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0 CRV Passenger Car, Station Wagon, Jeep Party 1 Driver South Proceeding Straight Male Age: 29 2015 HONDA

Assoc Factor: None Apparent

Lap/Shoulder Harness Used Cell Phone Not In Use

				_
SUNNYVALE A	VENUE from	MAUDE AVENUE to	EVELYN AVENUE	Page
Party 2 Driver	South	Stopped In Road	Male Age: 34 2014 ACURA	MDX Passenger Car, Station Wagon, Jeep
'eh Type: : R16-8567	11/18/2016	Sobriety: HNBD 17:19 Friday	Assoc Factor: None Apparent SUNNYVALE AVENUE - EVELYN AVENUE	Lap/Shoulder Harness Used Cell Phone Not In Use O' Direction: Not Stated Dark - Street Ligh Clear Pty at Fa
YT0-9307		•		·
	Rear-End	Bicycle	Improper Turning	,
Party 1 Driver /eh Type: Party 2 Bicyclist		Making Right Turn Sobriety: HNBD Proceeding Straight	Female Age: 26 2013 JAGUAR Assoc Factor: None Apparent Male Age: 26 2016 RALEIGH	XF Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use MERIT 1 Bicycle
eh Type: arty 3 Bicyclist		Sobriety: HNBD Proceeding Straight	Assoc Factor: None Apparent Female Age: 46 2017 RALEIGH	Not Stated Cell Phone Not In Use REVERE Bicycle
eh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Not Stated Cell Phone Not In Use
CR17-257	1/9/2017	23:00 Monday	SUNNYVALE AVENUE - EVELYN AVENUE	180' Direction: North Dark - Street Ligh Cloudy Pty at Fa
	Hit Object	Fixed Object	Improper Turning	22107 Hit & Run: No Property Damage Only # Inj: 0 # Kille
Party 1 Driver /eh Type:	South	Changing Lanes Sobriety: HNBD	Male Age: 66 2014 WSTR Assoc Factor: None Apparent	4900FA Three or More Axle Truck Lap/Shoulder Harness Used Cell Phone Not In Use
CR17-526	1/20/2017	14:05 Friday	SUNNYVALE AVENUE - EVELYN AVENUE	0' Direction: Not Stated Daylight Cloudy Pty at Fa
	Rear-End	Other Motor	Vehicle Unsafe Speed	22350 Hit & Run: No Complaint of Pain # Inj: 1 # Kille
Party 1 Driver Veh Type:	South	Passing Other Vehicle Sobriety: HNBD	Male Age: 71 2003 TOYOTA Assoc Factor: None Apparent	CAMRY Passenger Car, Station Wagon, Jeep Lap/Shoulder Harness Used Cell Phone Not In Use
Party 2 Driver Peh Type:	South	Proceeding Straight Sobriety: HNBD	Female Age: 56 2016 FORD Assoc Factor: None Apparent	EDGE Sport Utility Vehicle Lap/Shoulder Harness Used Cell Phone Not In Use
Party 3 Driver /eh Type:		Stopped In Road Sobriety: HNBD	Male Age: 51 2010 INTERNA Assoc Factor: None Apparent	Lap/Shoulder Harness Used Cell Phone Not In Use
CR17-5420	7/13/2017	18:15 Thursday	EVELYN AVENUE - SUNNYVALE AVENUE	O' Direction: Not Stated Daylight Clear Pty at Fa
	Rear-End	Other Motor	Vehicle Unsafe Speed	22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Kille
Party 1 Driver /eh Type:		Proceeding Straight Sobriety: Impairment	Male Age: Not Kno Assoc Factor:	No Injury
Party 2 Driver /eh Type:	East	Proceeding Straight Sobriety: HNBD	Female Age: 37 2010 HONDA Assoc Factor: None Apparent	CIVIC Passenger Car, Station Wagon, Jeep No Injury Lap/Shoulder Harness Used Cell Phone Not In Use
CR17-5740	7/24/2017	16:30 Monday	HENDY AVENUE - SUNNYVALE AVENUE	O' Direction: Not Stated Daylight Clear Pty at Fa
	Head-On	Other Motor	Vehicle Unsafe Speed	22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Kille
Party 1 Driver /eh Type:	North	Proceeding Straight Sobriety: Under Drug	Male Age: 30 2014 HONDA Influenc Assoc Factor: Violation	ACCORD Passenger Car, Station Wagon, Jeep No Injury Unknown
Party 2 Driver Party 2 Driver Peh Type:	West	Making Left Turn Sobriety: HNBD	Male Age: 56 1995 JEEP Assoc Factor: None Apparent	GRAND CHERO Passenger Car, Station Wagon, Jeep No Injury Lap/Shoulder Harness Used
CR17-6517	8/20/2017	20:50 Sunday	SUNNYVALE AVENUE - HAZELTON AVENUE	0' Direction: Not Stated Dark - Street Ligh Clear Pty at Fa
	Broadside	Other Motor	Vehicle Improper Passing	21750 Hit & Run: No Complaint of Pain # Inj: 1 # Kille
Party 1 Driver Yeh Type:	South	Crossed Into Opposing Sobriety: HNBD	Lane Female Age: 22 2003 INFINITI Assoc Factor: Violation	G35 Passenger Car, Station Wagon, Jeep Complaint of Pa Lap/Shoulder Harness Used Cell Phone Not In Use
Party 2 Driver /eh Type:	East	Making Left Turn Sobriety: HNBD	Male Age: 43 2010 FORD Assoc Factor: None Apparent	TRANSIT CONN Mini Van No Injury Lap/Shoulder Harness Used Cell Phone Not In Use
				· · · · · · · · · · · · · · · · · · ·

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SUNNYVALE A	VENUE fron	n MAUDE	AVENUE to	EVELY	N AVENUE								Page 3 of
CR17-6613	8/23/2017	17:12	Wednesday	EVELYN A	AVENUE - SUN	INYVALE AVENUE	0'	Direction	n: Not Stated	l Daylight	Clear	Pt	y at Fault:1
	Other	В	Bicycle		Improper To	urning	22107	Hit &	Run: No	Other Visible Injur	y # Inj	j: 1	# Killed: 0
Party 1 Driver Veh Type: Party 2 Bicyclist Veh Type:		Making Rig Sobriety: Proceeding Sobriety:	HNBD g Straight	Ma	ale Age: 2	r: None Apparent	Lap/Should	IPULSO	Bicycle	y Vehicle Phone Not In Use Phone Not In Use		Injury ner Vis	ible Injury
CR17-6714	8/27/2017 Rear-End	01:20		SUNNYV	ALE AVENUE -	ARQUES AVENUE	47 ⁻ 23152A	7' Direction Hit &	n: North Run: No	Dark - Street Ligh Property Damage			y at Fault:: # Killed: 0
Party 1 Driver Veh Type: Party 2 Parked V Veh Type: CR17-7016	ehicle North	Parked Sobriety:	HBD Under In Not Applicab Monday	nfluence lle SUNNYV	Age: Assoc Factor ALE AVENUE -	r: None Apparent 2014 SUBAR r: None Apparent MAUDE AVENUE	Unknown U FC Not Stated 28	2' Direction	Cell Sport Utilit Cell n: South	Phone Not In Use Daylight	No Clear		y at Fault:1
Deal of Differen	Sideswipe		Parked Motor	venicie	-	urning	22107	HIT &		Property Damage			
Party 1 Driver Veh Type: Party 2 Parked V Veh Type:	South 'ehicle South	Sobriety: Parked	Impairment Not Applicab		Age:	r: 2011 TOYOT r: None Apparent	A CC	ROLLA	Passenger	Hit and Run Vehicle In Car, Station Wagon, Jo Phone Not In Use		Injury	
CR17-8030	10/7/2017 Rear-End	14:56	Saturday Other Motor \	SUNNYV	ALE AVENUE -	EVELYN AVENUE	39 22350	Direction	n: South Run: No	Daylight Property Damage	Clear Only # Inj		y at Fault:: # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type: CR17-8540		Proceeding Sobriety: Stopped In Sobriety:	HNBD Road HNBD	Fei	male Age: 7 Assoc Factor	r: None Apparent	Lap/Should WAGEN TO Lap/Should	OUREG der Harness	Used Cell Passenger Used Cell	Car, Station Wagon, Je Phone Not In Use Car, Station Wagon, Je Phone Not In Use I Dark - Street Ligh	eep No	Injury	
,N17-034U	Head-On		Other Motor \				22107			Property Damage			•
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Making Let Sobriety: Proceeding Sobriety:	Impairment I g Straight	Ma	ale Age: 5	1998 SAAB r: None Apparent 8 2017 HYUND r: None Apparent	AI SC	der Harness NATA	Used Cell Passenger	Car, Station Wagon, Je Phone Not In Use Car, Station Wagon, Je Phone Not In Use		Injury Injury	
CR17-10235	12/22/2017 Sideswipe		Friday Other Motor \			MAUDE AVENUE der Influence		7' Direction Hit &		Daylight Property Damage	Clear Only # Inj		y at Fault:: # Killed: 0
Party 1 Driver Veh Type: Party 2 Driver Veh Type:		Proceeding Sobriety: Stopped In Sobriety:	HBD Under II Road	nfluence Ma	ale Age: 5	r: None Apparent	Lap/Should UCK		Other Com	Phone Not In Use		Injury	
CR18-485	1/18/2018 Vehicle - Peo		Thursday Pedestrian			CALIFORNIA AVENU	E 0'		n: Not Stated Run: No	Dark - Street Ligh Property Damage	•		y at Fault:: # Killed: 0
Party 1 Driver Veh Type:	East	Making Lef Sobriety:			male Age: 3 Assoc Factor	9 2014 FORD r: None Apparent		ЛАХ der Harness		Car, Station Wagon, Je Phone Not In Use	eep No	Injury	

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,			AVENUE			LITOL								i age + oi
Party 2 Pedestria	an North					Age: 35				Pedestrian			No Inju	ry
/eh Type:	2/11/2010		,	CALIEO			one Apparent NNYVALE AVENUE	Not Stated	Directions		Phone Not In Use	Cloar	. 1	Dty at Faults
CR18-1204	2/11/2018 Broadside		Sunday Other Motor '				and Signs	0' 21453A		Run: No	Daylight Complaint of Pain	Clear		Pty at Fault: # Killed: (
Party 1 Driver /eh Type:		Sobriet	ng Straight y: HNBD		Asso		2014 TOYOTA one Apparent		4 EV r Harness U	Jsed Cell	Car, Station Wagon, Je Phone Not In Use		No Inju	ry
Party 2 Driver /eh Type:	South		ng Straight y: HNBD			Age: 40 c Factor: N	2015 NISSAN one Apparent	XTEF Lap/Shoulde			Car, Station Wagon, Je Phone Not In Use	еер	Compla	int of Pain
CR18-2649	4/3/2018	18:37	Tuesday	CALIFOR	RNIA A	VENUE - SUI	NNYVALE AVENUE	0'	Direction:	Not Stated	Daylight		1	Pty at Fault:
	Rear-End		Bicycle		Not	Stated		21804A	Hit & F	Run: No	Other Visible Injur	У	# Inj: 1	# Killed: 0
Party 1 Bicyclist /eh Type:	West		light Turn y: HNBD			Age: 52 c Factor: V	SCHWIN iolation	BICY Not Stated	CLE	Bicycle Cell	Phone Not In Use		Other \	isible Injury/
/eh Type:		Sobriet			Asso		2010 HONDA one Apparent			_	Car, Station Wagon, Je Phone Not In Use	еер	No Inju	ry
CR18-2868	4/11/2018	15:54	Wednesday	SUNNY	/ALE A	VENUE - CAI	LIFORNIA AVENUE	330'	Direction:	North	Daylight	Clear	· I	Pty at Fault:1
	Sideswipe		Parked Motor	Vehicle	Imp	roper Turn	ing	22107	Hit & F	Run: No	Property Damage	Only	# Inj: 0	# Killed: 0
/eh Type:	South	Sobriet	ng Straight y: HNBD			Age: 39 c Factor: N	2002 DODGE one Apparent		l 1500 r Harness L	Pickups & F Jsed Cell	Panels Phone Not In Use		No Inju	ry
Party 2 Parked V Peh Type:		Sobriet					2004 FRHT one Apparent	Not Stated	ENGINE	Fire Truck			No Inju	,
CR18-3562	5/3/2018 Broadside		Thursday Parked Motor				QUES AVENUE	140' 21650	Direction:	North Run: No	Daylight Property Damage	Clear Only		Pty at Fault: # Killed: 0
Party 1 Driver /eh Type:			ng Straight y: Under Drug			Age: 31 c Factor: V			r Harness L		Car, Station Wagon, Je Phone Not In Use	eep	No Inju	ry
Party 2 Parked V /eh Type:	'ehicle	Sobriet	v:		Asso	Age: c Factor:	2009 TOYOTA	COR Not Stated	OLLA				No Inju	ry
	10/30/2018 Vehicle - Peo	17:35	Tuesday	SUNNY		VENUE - TAY R/W Viola	YLOR AVENUE tion	0' 21950A		Not Stated	Daylight Other Visible Injur	Clear y		Pty at Fault:1 # Killed: 0
Party 1 Driver /eh Type:	West	Making F	light Turn y: HNBD			Age: 47 c Factor: N	2012 NISSAN one Apparent		NTIER r Harness U	Pickups & F Jsed Cell	Panels Phone Not In Use		No Inju	ry
Party 2 Pedestria /eh Type:	an North		ng Straight y: HNBD			Age: 56 c Factor: N	one Apparent	Not Stated		Pedestrian Cell	Phone Not In Use		Other \	isible Injury/
CR18-9069	11/8/2018		Thursday Parked Motor				AUDE AVENUE	327'	Direction: Hit & R		Property Damage	Only		Pty at Fault:1 # Killed: 0
Party 1 Driver						Age:							No Inju	ry
/eh Type: Party 2 Parked V /eh Type:	ehicle South	Parked	y: Impairment			Age:	2013 TOYOTA	PRIU	IS		Car, Station Wagon, Je Phone Not In Use	eep	No Inju	ry
/eh Type: C R18-9796	12/4/2018	01:37	y: Not Applicat Tuesday				one Apparent QUES AVENUE	200'	Direction:		Dark - Street Ligh	Clear		Pty at Fault:
	Broadside		Parked Motor					23152A		Run: No	Other Visible Injur		# Inj: 1	# Killed: (

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SOMM I VALL A	AVENUE IIOI	II WAODE AVENUE TO EVEL	LINAVLNOL		r age o or o
Party 1 Driver	North		Male Age: 31 2001 FORD	MUSTANG Passenger Car, Station Wagon, Jeep	Other Visible Injury
Veh Type:		Sobriety: HBD Under Influen		Lap/Shoulder Harness Used Cell Phone Not In Use	
Party 2 Parked \	ehicle North		Age: 2005 CHRYSLER		No Injury
Veh Type:		Sobriety: Not Applicable		Not Stated	
Party 3 Parked \	Pehicle North		Age: 1998 CHEVROLE		No Injury
Veh Type:	lahiala Narth	Sobriety: Not Applicable	• •	Not Stated FORESTER Passenger Car, Station Wagon, Jeep	No Injury
Party 4 Parked \ Veh Type:	zenicie worth	Sobriety: Not Applicable	Age: 2014 SUBARU Assoc Factor: None Apparent	Not Stated	No Injury
CR18-9846	12/5/2018		NYVALE AVENUE - ARQUES AVENUE		udy Pty at Fault:1
CIVID 30-10	Broadside	•	the Traffic Signals and Signs	, 5	·
			the Traffic Signals and Signs	21453A Hit & Run: No Property Damage Only	# IIIJ. U # KIIIEU. U
Party 1 Driver	North	Proceeding Straight	Female Age: 40 2016 NISSAN	LEAF Passenger Car, Station Wagon, Jeep	No Injury
Veh Type:	_	Sobriety: HNBD	• •	Lap/Shoulder Harness Used	
Party 2 Driver	East		Female Age: 62 2016 LEXUS	RX350 Sport Utility Vehicle	No Injury
Veh Type:	2/1/2010	Sobriety: HNBD	Assoc Factor: None Apparent NYVALE AVENUE - CALIFORNIA AVENUE	Lap/Shoulder Harness Used	udu Dty at Fault 1
CR19-921	2/1/2019	11100		, 5	udy Pty at Fault:1
	Sideswipe	Parked Motor Vehicl	le Improper Turning	22107 Hit & Run: No Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	South	Proceeding Straight	Female Age: 18 1996 HONDA	ACCORD Passenger Car, Station Wagon, Jeep	No Injury
Veh Type:		Sobriety: HNBD	Assoc Factor: Defective Vehicle E		
Party 2 Parked \	/ehicle South		Age: 2012 FIAT	5CC Passenger Car, Station Wagon, Jeep	No Injury
Veh Type:	0.10.100.10	Sobriety: Not Applicable	Assoc Factor: None Apparent	Cell Phone Not In Use	
CR19-951	2/2/2019		FORNIA AVENUE - SUNNYVALE AVENUE	, 5	udy Pty at Fault:1
	Broadside	Other Motor Vehicle	e Traffic Signals and Signs	21453A Hit & Run: No Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	West	Proceeding Straight	Female Age: 56 2014 HONDA	INSIGHT Passenger Car, Station Wagon, Jeep	No Injury
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used Cell Phone Not In Use	
Party 2 Driver	South		Male Age: 23 1996 MERCURY		No Injury
Veh Type:	- 1 - 1	Sobriety: HNBD		Lap/Shoulder Harness Used Cell Phone Not In Use	
CR19-983	2/4/2019	01:00 Monday SUNN	NYVALE AVENUE - CALIFORNIA AVENUE	0' Direction: Not Stated Dark - Street Ligh Rai	0 /
	Vehicle - Pe	destrian Pedestrian	Pedestrian Violation	21950B Hit & Run: No Other Visible Injury	# Inj: 1 # Killed: 0
Party 1 Driver	East	Making Right Turn	Male Age: 48 2004 HONDA	ACCORD Passenger Car, Station Wagon, Jeep	No Injury
Veh Type:		Sobriety: HBD Impairment U	In Assoc Factor: None Apparent	Unknown	
Party 2 Pedestri	an North		Male Age: 66	Pedestrian	Other Visible Injury
Veh Type:		· · · · · · · · · · · · · · · · · · ·		Not Required	
CR19-3466	4/26/2019	17:11 Friday CALIF	FORNIA AVENUE - SUNNYVALE AVENUE	0' Direction: Not Stated Daylight Cle	ar Pty at Fault:1
	Broadside	Other Motor Vehicle	e Traffic Signals and Signs	21453A Hit & Run: No Other Visible Injury	# Inj: 2 # Killed: 0
Party 1 Driver	East	Proceeding Straight	Female Age: 44 2008 HONDA	CIVIC Passenger Car, Station Wagon, Jeep	Complaint of Pain
Veh Type:		Sobriety: HNBD		Lap/Shoulder Harness Used Cell Phone Not In Use	•
Party 2 Driver	South		Female Age: 24 2016 FORD	FIESTA Passenger Car, Station Wagon, Jeep	Other Visible Injury
Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used Cell Phone Not In Use	

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

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