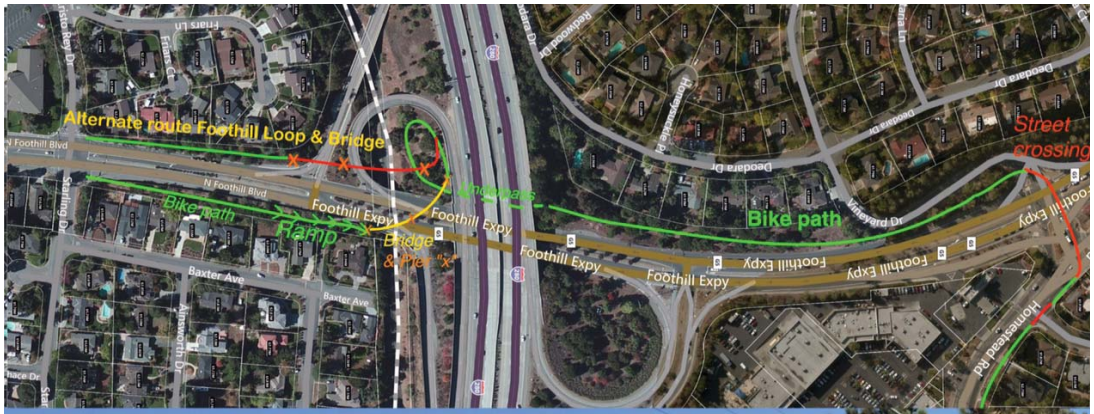
Section 2

New concept previously not explored to enable a class 1 trail along Foothill, crossing under 280 from Homestead to Starling Drive.

Foothill Loop and Bridge is an entirely new concept not considered before for Stevens Creek Trail. It crosses I-280 entirely by pathway with no freeway off ramp crossings by using existing right-of-ways discussed in the feasibility study, with a loop up to allow a diagonal bridge landing on an existing very wide pathway SE of the interchange. It takes advantage of the median to keep spans under 100', and possibly under 89', allowing bridge segments to be brought to site by rail line. The bridge is best if curved like Dale-Heatherstone to allow flexibility in footing placement and bridge engineering needs. The curve shown below is less than a similar box truss bridge in Longview, Fl. or at Dale-Heatherstone. An alternate version uses only the west side of Foothill with straight but longer crossings, and its piers are further from the rail tracks, which may be desirable. As pictures are worth a thousand words, see the following illustrations to help Stevens Creek Trail routing.



New concept to Cross I280 along Foothill
FOOTHILL LOOP BRIDGE

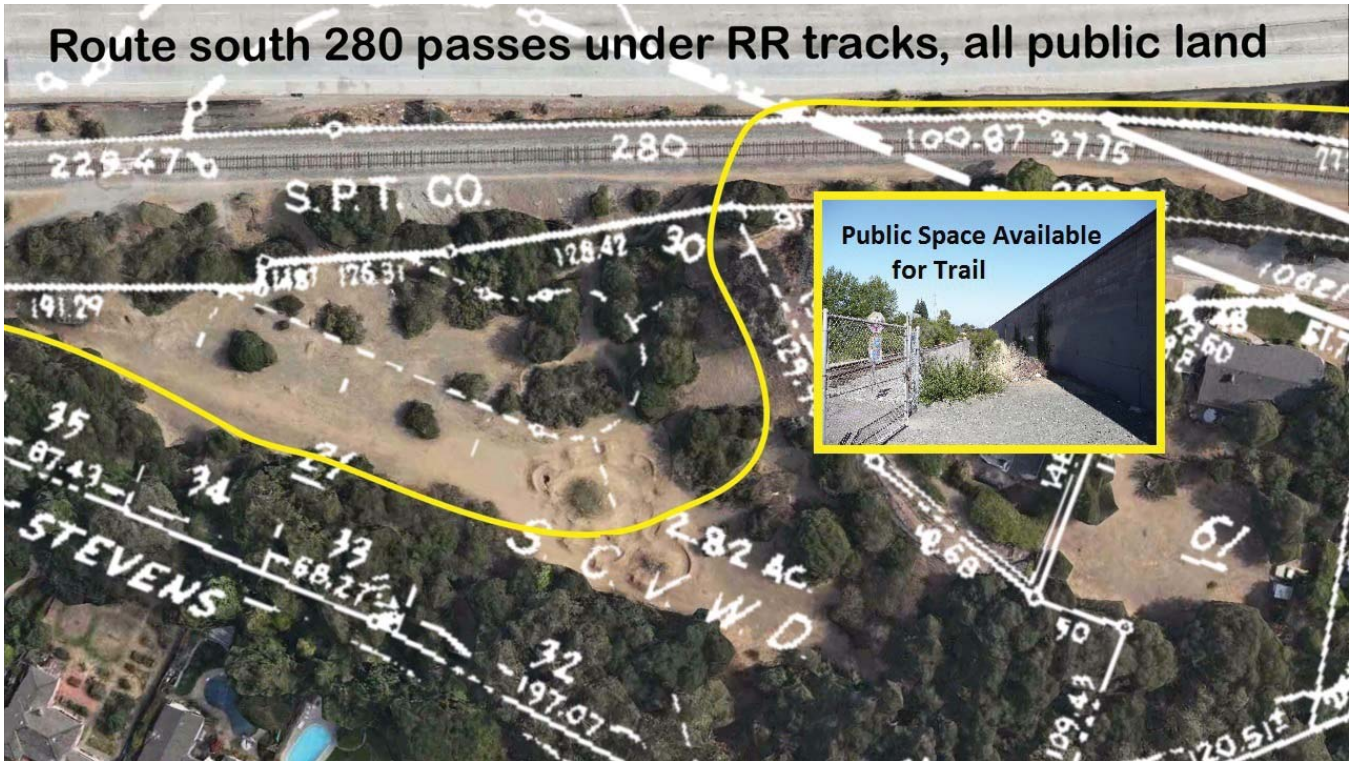
Section 3

Reconsider I-280 under crossing using existing Stevens Creek upper dry tunnel.

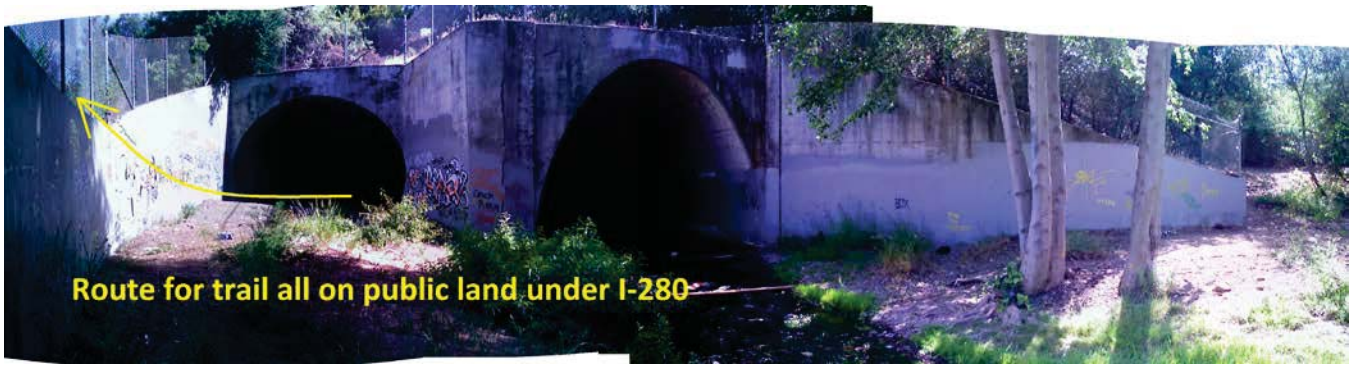
The Feasibility Study dismissed using the dry tunnel under I280 as a public route because Caltrans opposed it in the past. Caltrans has had a considerable change in policy and now thinks it appropriate to examine such a crossing. Additionally, concepts and accuracy of information on how to implement such a route have matured from 2 years ago. A public land route does exist, taking the trail no closer to I-280 than what separates motor vehicles on existing Caltrans routing from Water District land.

If these buildable routes were approved, adjacent property owners on both sides of I-280 might sell their unusable land segments to improve the trail quality and their neighborhood access. All issues can be mitigated. Tidal surge/storm flooding is less common than on Adobe Creek under Hwy 101, similar to Stevens Creek Trail under Hwy 101, and only briefly adjacent to live water like Blackberry Farm.

.

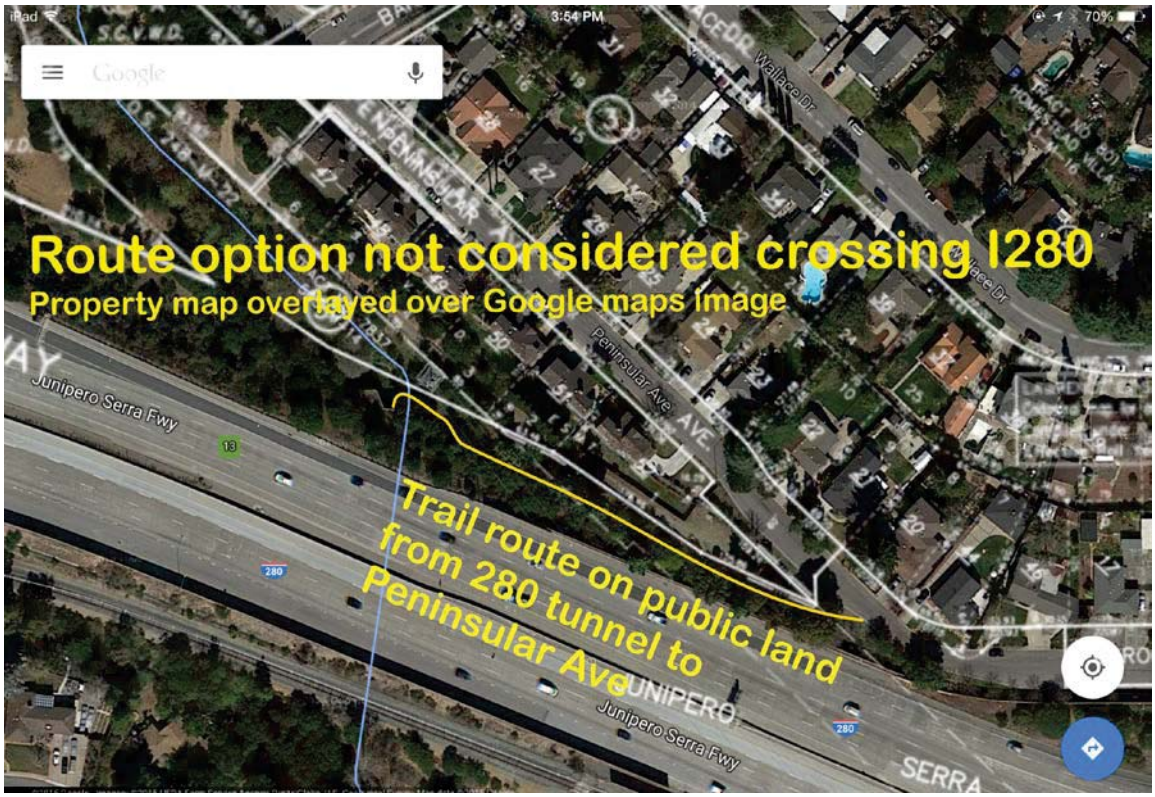


South Side of 280



North Side of 280

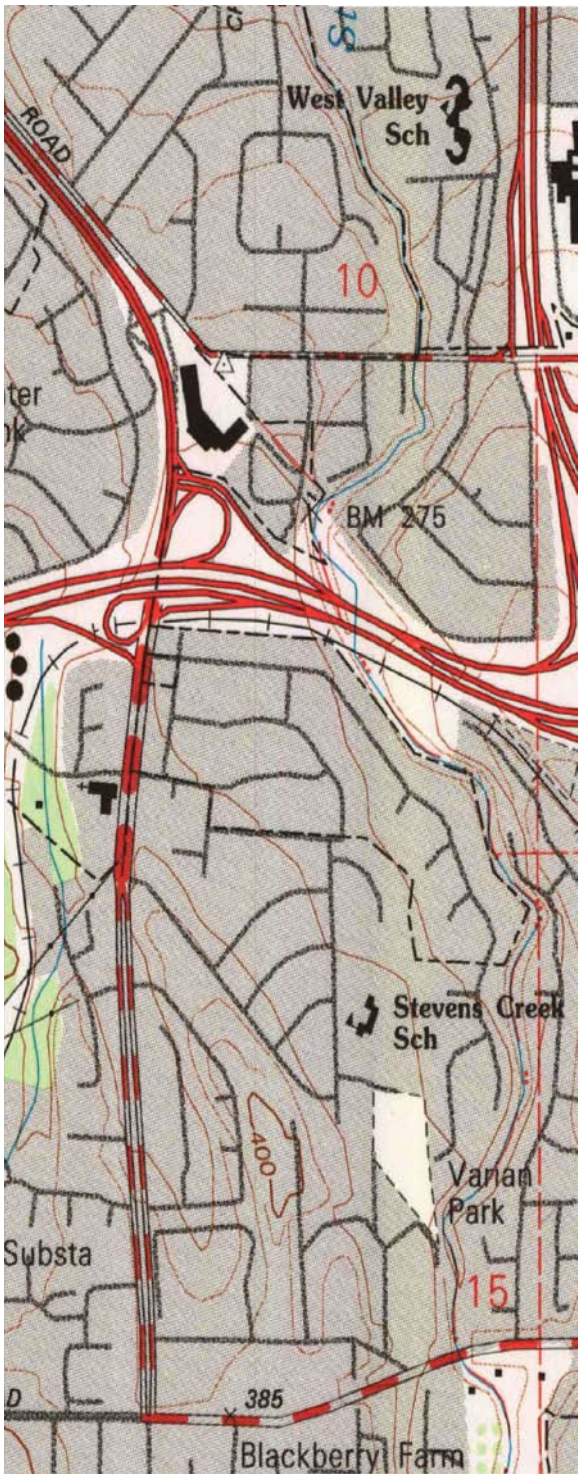
The following pictures overlay county assessor maps on Google maps or Microsoft Birdseye view photos. Thanks to them for providing this under their support of the trail and fair use.



Points to remember:

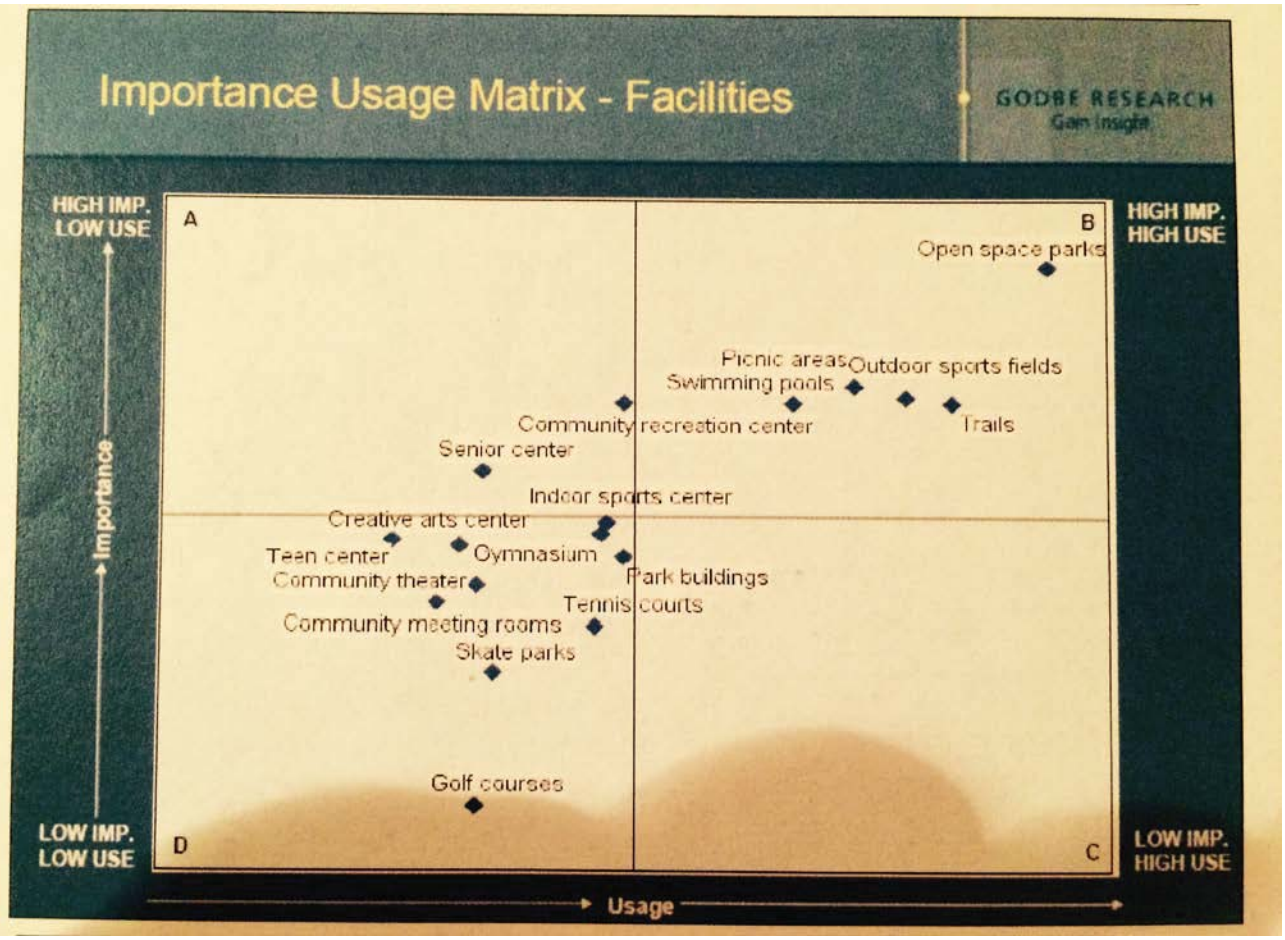
1. Under crossing flooding will be rarer for I-280 than of Hwy 101 at SCT and Adobe Creek Trail.
2. Noise travels up, not down; under-crossings do not hear traffic above - it's peaceful.
3. On the north side there are no real banks, just a 6 to 7' wall immediately exiting the tunnel, which would become a ramp up. With plenty of land, only very simple work is needed there, costing $10k at most. The rest is flat. That is the only rise up to street level, an easy grade. A bridge has to rise at least 20' above the I-280 level, with more of a rise on the north side.

4. On the south side there is plenty of space to ramp up easily among landscape.
5. Bridges are well over a magnitude higher in cost, stick out more, have privacy sight line invasion issues, and make it easier for opponents to point out the high cost. Money is an issue - we should be sensitive to being too visible and costly.



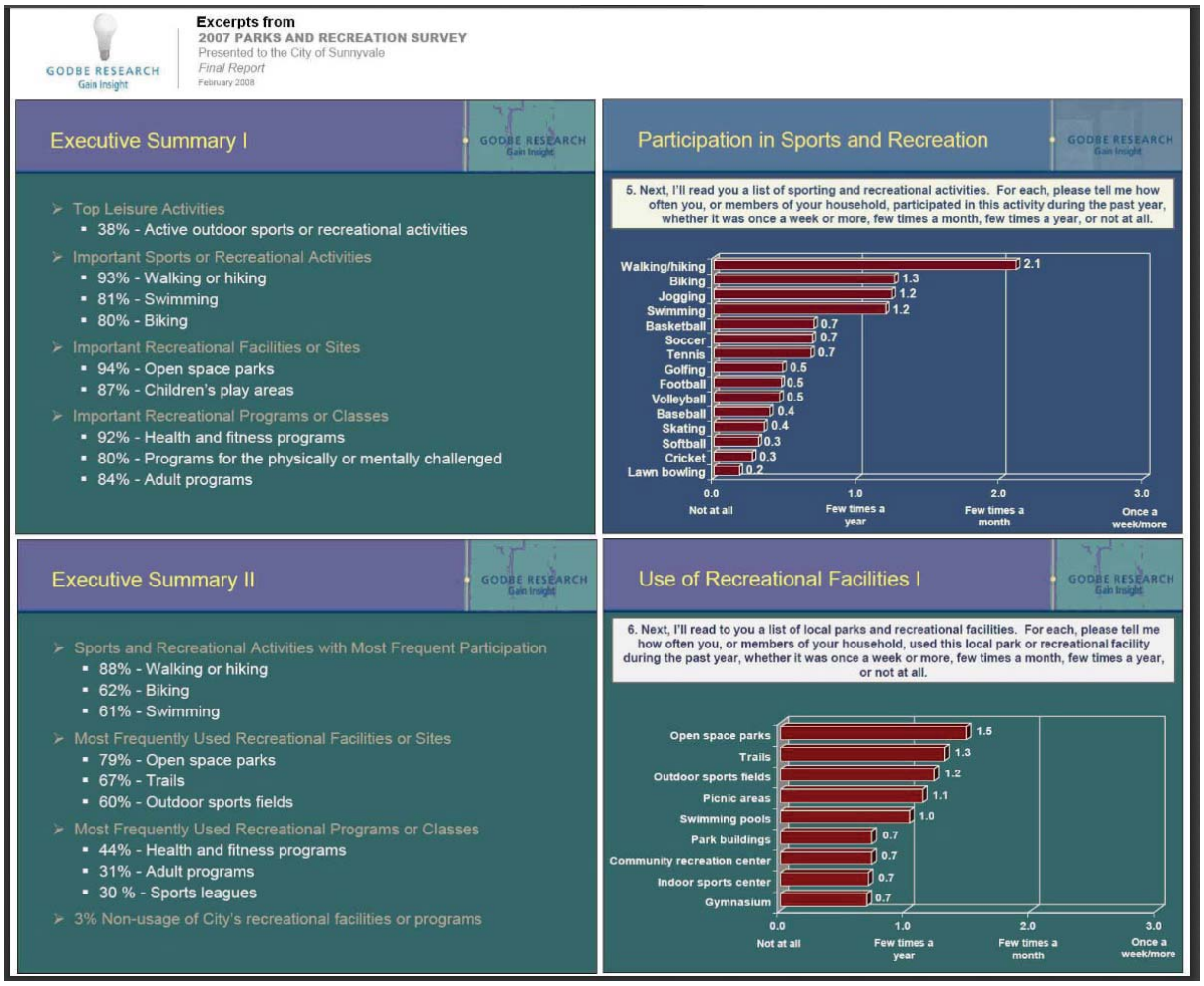
Section 4.1. Trail usage

In 2007 Sunnyvale conducted a large survey to determine what park facilities get used, how often, and what citizens desired. Open space & trails were by far the most important, most often used resource, as these report slides show. See appendix 3.



Watch this video on Vimeo: https://vimeo.com/126640975 - in these videos 30 years pass in in 1 minute and 7.5 minutes, showing user rates of 240 to 2000 per hour near the Hwy 85 undercrossing. More recent trail counts further south at Sleeper had 805 pedestrians and cyclists from 6AM to 10AM, matching the lower rate. This translates to around 2,000 to 4,000 daily users of this region of the trail using low end numbers. Most users travel shorter lengths of trail, which means these numbers are underreporting users for entire trail. Accounting for weather, this translates to half a million to a million visits a year, perhaps several times higher.

Further evidence, due to recent infrastructure improvement for cycling and traffic congestion, shows that in Mountain View 5.5% are bicycle commuters, according to US Census.
http://en.wikipedia.org/wiki/List_of_U.S._cities_with_most_bicycle_commuters



Section 4.2

Concerning the effect on house values, trails improve house values. See in appendix "**Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life" or** http://www.americantrails.org/resources/adjacent/sumadjacent.html. And watch this video on Vimeo: https://vimeo.com/124381425

Section 4.3

Comparing costs of trails vs freeway widening: http://marininfo.org/101_widening.htm
Cost per mile in this report was reported 21 to 37 million $ per mile.
101 widening in South Bay = $1.2 Billion Http://www.mercurynews.com/bay-area-news/ci_25859018/1-2-billion-and-20-years-later-highway
Trail costs are insignificant in comparison

WILTEC

Phone: (925) 706-

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2014 SCVTA CMP MONITORING
DATE: WEDNESDAY SEPT 10, 2014
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S HIGHWAY 85 NORTHBOUND RAMPS
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

VEHICLES

15 MIN COUNTS	4:00 PM TO 6:00 PM															
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	143	173	0	15	28	34	34	0	33	0	314	104	878
445-500	0	0	0	125	129	0	21	31	21	44	0	52	0	354	128	905
500-515	0	0	0	135	152	0	8	29	19	40	0	34	0	333	137	887
515-530	0	0	0	150	161	0	9	48	11	55	0	55	0	363	160	1012
530-545	0	0	0	164	196	0	7	21	23	50	2	37	0	361	144	1005
545-600	0	0	0	137	161	0	2	17	8	53	2	56	0	369	172	977
600-615	0	0	0	152	176	0	3	11	6	46	0	31	0	335	142	902
615-630	0	0	0	154	174	0	6	4	1	43	2	48	0	384	119	935
HOUR TOTALS																
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	553	615	0	53	136	85	173	0	174	0	1364	529	3682
445-545	0	0	0	574	638	0	45	129	74	189	2	178	0	1411	569	3809
500-600	0	0	0	586	670	0	26	115	61	198	4	182	0	1426	613	3881
515-615	0	0	0	603	694	0	21	97	48	204	4	179	0	1428	618	3896
530-630	0	0	0	607	707	0	18	53	38	192	6	172	0	1449	577	3819

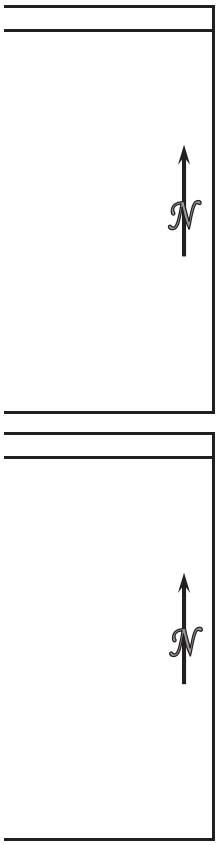
SEE GRAPHIC BELOW

BICYCLES

15 MIN COUNTS	4:00 PM TO 6:00 PM															
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
515-530	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
530-545	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	5
545-600	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
615-630	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5
HOUR TOTALS																
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a WBLT	8a WBLT	9a WBLT	7b NBRT	8b NBTH	9b NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	8
445-545	0	0	0	0	5	0	1	0	0	0	0	0	0	3	0	9
500-600	0	0	0	0	8	0	1	0	0	0	0	0	0	5	0	14
515-615	0	0	0	0	7	0	1	0	0	0	0	0	0	5	0	13
530-630	0	0	0	0	9	0	1	0	0	0	0	0	0	6	0	16

SEE GRAPHIC BELOW

9911 Fax: (925) 706-9914



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

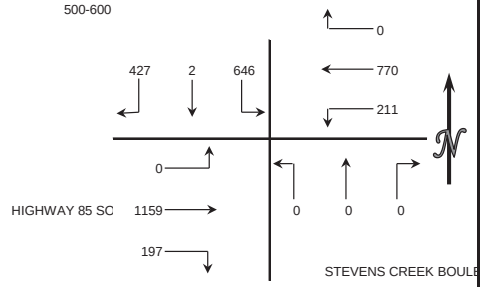
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2014 SCVTA CMP MONITORING
DATE: WEDNESDAY SEPT 10, 2014
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S STEVENS CREEK BOULEVARD
E/W HIGHWAY 85 SOUTHBOUND RAMPS
CITY: CUPERTINO

VEHICLES

15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	103	1	131	0	139	38	0	0	0	39	293	0	744
415-430	104	1	118	0	157	50	0	0	0	37	250	0	717
430-445	99	0	153	0	185	54	0	0	0	57	275	0	823
445-500	116	0	145	0	148	31	0	0	0	41	259	0	740
500-515	101	0	154	0	163	43	0	0	0	48	297	0	806
515-530	99	2	139	0	184	50	0	0	0	47	269	0	790
530-545	100	0	183	0	208	59	0	0	0	56	298	0	904
545-600	127	0	170	0	215	59	0	0	0	46	295	0	912
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	422	2	547	0	629	173	0	0	0	174	1077	0	3024
415-515	420	1	570	0	653	178	0	0	0	183	1081	0	3086
430-530	415	2	591	0	680	178	0	0	0	193	1100	0	3159
445-545	416	2	621	0	703	183	0	0	0	192	1123	0	3240
500-600	427	2	646	0	770	211	0	0	0	197	1159	0	3412

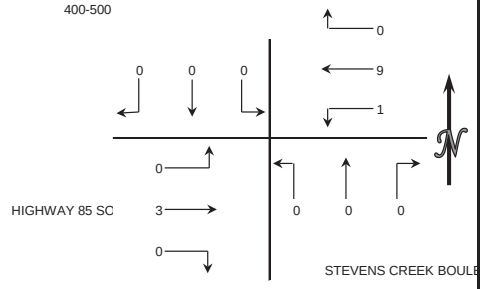
PEAK HOUR
500-600



BICYCLES

15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	3	0	0	0	0	0	3	0	6
415-430	0	0	0	0	5	0	0	0	0	0	0	0	5
430-445	0	0	0	0	1	0	0	0	0	0	0	0	1
445-500	0	0	0	0	0	1	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	2	0	2
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	1	0	1
545-600	0	0	0	0	0	0	0	0	0	0	2	0	2
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	0	9	1	0	0	0	0	3	0	13
415-515	0	0	0	0	6	1	0	0	0	0	2	0	9
430-530	0	0	0	0	1	1	0	0	0	0	2	0	4
445-545	0	0	0	0	0	1	0	0	0	0	3	0	4
500-600	0	0	0	0	0	0	0	0	0	0	5	0	5

PEAK HOUR
400-500



CITY OF CUPERTINO

City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Foothill Boulevard, Northbound, between Starling Drive and Stevens Creek Boulevard**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for northbound Foothill Boulevard between Starling Drive and Stevens Creek Boulevard.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Foothill Boulevard is 45 mph, which would require a posting of 45 mph in the absence of any reduction. However, the accident rate on Foothill Boulevard is 2.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 40 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

City of Cupertino
Engineering and Traffic Survey

Street: FOOTHILL
Limits: STARLING TO STEVENS CREEK
NB

CITY OF CUPERTINO

Factors

A. Prevailing Speed Data

Date /Location of Survey	4/15/2009, STARLING TO STEVENS CREEK
Posted Speed Limit	40
# Speed Data Collected	107
85th Percentile	45
10 mph Pace	37-46
Percent in Pace	88

B. Traffic Factors

Average Daily Traffic (ADT)	8,186
Length of Segment (mi.)	0.67
Street Classification	Major Collector

C. Collision History

Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	13
Accident Rate (Acc/MVM)	2.2
Statewide Average Accident Rate	1.83

D. Roadway Conditions

Adjacent Land Use	The street provides access to residential neighborhoods via stop controlled intersecting streets. There are no fronting residential driveways. There is a suggested route to school to a neighborhood elementary school along this section of Foothill Boulevard as well as bike lanes.
Roadway Geometrics	4-lane divided roadway
Comments	The results of engineering & traffic survey and high collision rate support maintaining the existing to 40 mph speed limit.

Speed Limit Change?	**No**
Existing Speed Limit: 40 mph	**Recommended Speed Limit: 40 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommendes a speed limit appropriate to faciliate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 25

Spot Speed Study

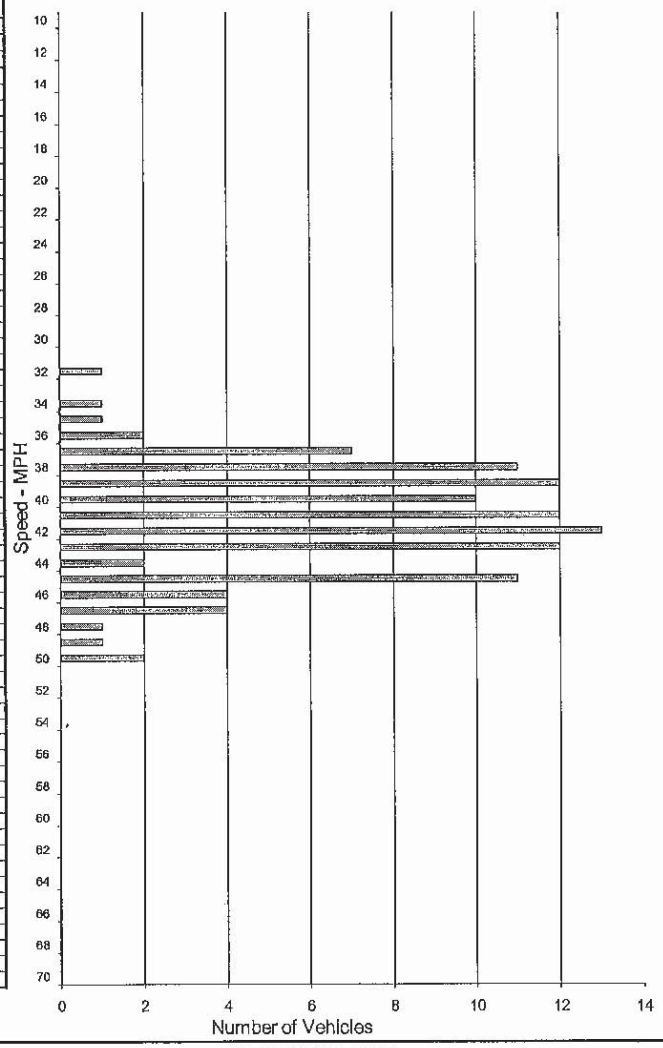
Prepared by: National Data & Surveying Services

City of Cupertino

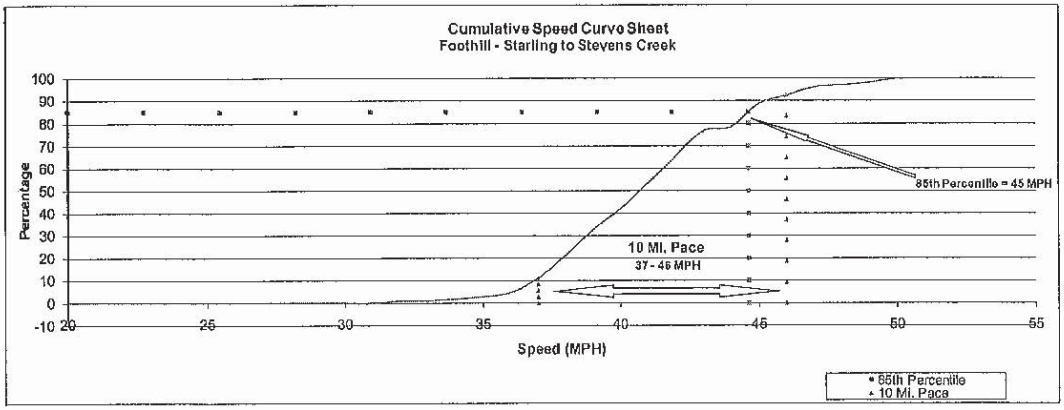
Survey Time: 9:30AM-10:00AM
DATE: 4/15/2009 Location: Foothill - Starling to Stevens Creek, NB (#25)
DAY: Wednesday Posted Speed: 40 MPH Project #: 09-7162

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	1
33	0
34	1
35	1
36	2
37	7
38	11
39	12
40	10
41	12
42	13
43	12
44	2
45	11
46	4
47	4
48	1
49	1
50	2
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	11 - 59	41 mph	45 mph	37 - 46	94	88%	4% / 5	8% / 8



CITY OF CUPERTINO

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FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Stevens Creek Boulevard, Westbound, between Stelling Road and Bubb Road**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for westbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 41 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 5.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

City of Cupertino
Engineering and Traffic Survey

Street: STEVENS CREEK
Limits: STELLING TO BUBB
WB

CUPERTINO

Factors

A. Prevailing Speed Data

Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	119
85th Percentile	41
10 mph Pace	32-41
Percent in Pace	87

B. Traffic Factors

Average Daily Traffic (ADT)	17,320
Length of Segment (mi.)	0.58
Street Classification	Arterial

C. Collision History

Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	57
Accident Rate (Acc/MVM)	5.2
Statewide Average Accident Rate	1.83

D. Roadway Conditions

Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.

Speed Limit Change?	**No**
Existing Speed Limit: 35 mph	**Recommended Speed Limit: 35 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommendes a speed limit appropriate to faciliate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 71

Spot Speed Study

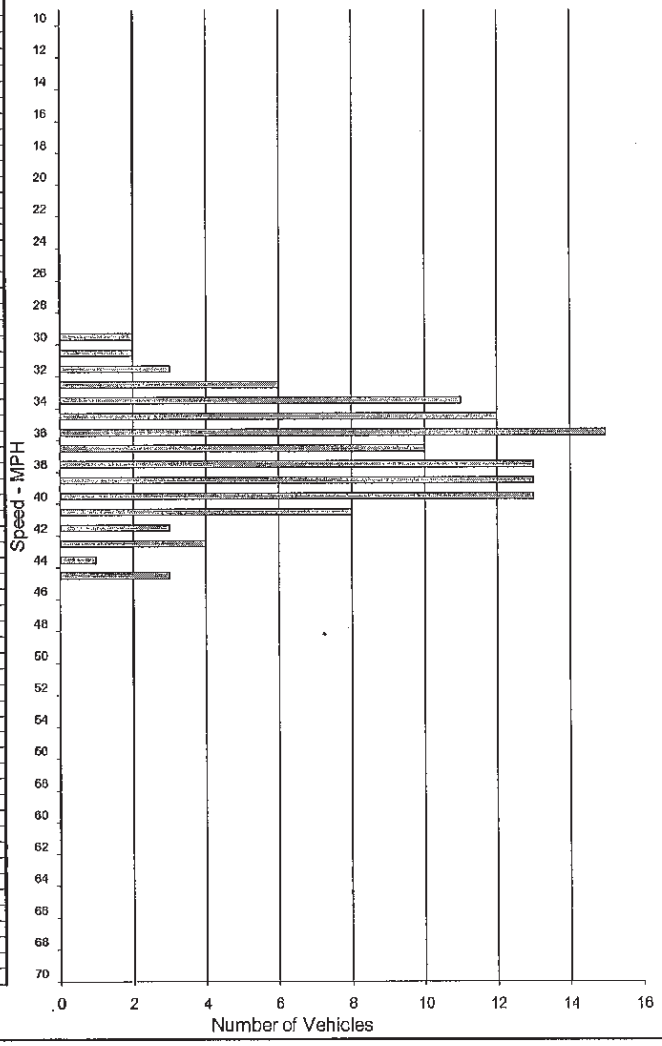
Prepared by: National Data & Surveying Services

City of Cupertino

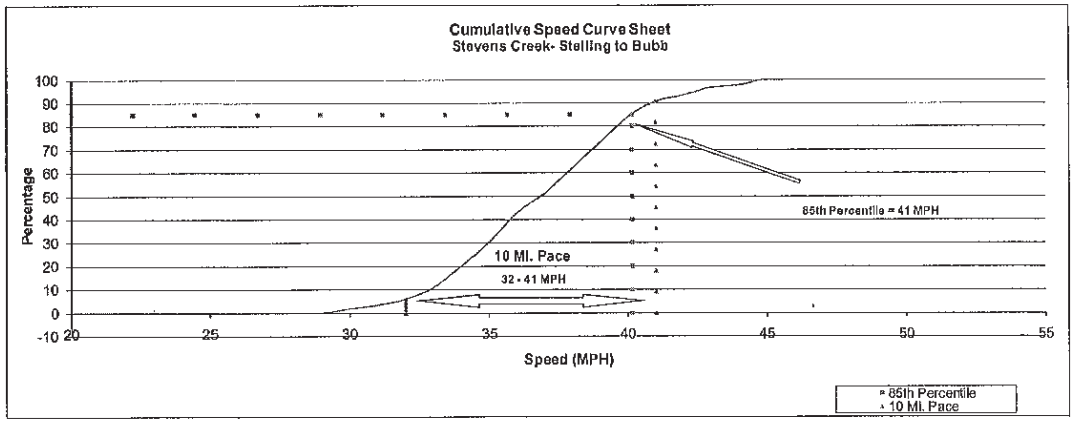
Survey Time: 14:15-14:45
DATE: 4/15/2009 Location: Stevens Creek- Stelling to Bubb, WB (#71)
DAY: Wednesday Posted Speed: 35 MPH Project #: 09-7162

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	2
31	2
32	3
33	6
34	11
35	12
36	15
37	10
38	13
39	13
40	13
41	8
42	3
43	4
44	1
45	3
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent In Pace	% / # Below Pace	% / # Above Pace
ALL	119	30-46	37 mph	41 mph	32 - 41	104	87%	3% / 4	10% / 11



CITY OF CUPERTINO

City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: **Prima Facie Speed Limit – Stevens Creek Boulevard, Eastbound, between Stelling Road and Bubb Road**

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for eastbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 39 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 6.1 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

David Stillman
Senior Civil Engineer

City of Cupertino
Engineering and Traffic Survey

Street: STEVENS CREEK
Limits: STELLING TO BUBB
EB

CUPERTINO

Factors

A. Prevailing Speed Data

Date /Location of Survey	4/15/2009, STELLING TO BUBB
Posted Speed Limit	35
# Speed Data Collected	114
85th Percentile	39
10 mph Pace	31-40
Percent in Pace	88

B. Traffic Factors

Average Daily Traffic (ADT)	17,660
Length of Segment (mi.)	0.58
Street Classification	Arterial

C. Collision History

Date Range Covered	01/01/2006 - 12/31/2008
Total Accidents	69
Accident Rate (Acc/MVM)	6.1
Statewide Average Accident Rate	1.83

D. Roadway Conditions

Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.
Roadway Geometrics	6-lane divided roadway with on-street bike lane
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.

Speed Limit Change?	**No**
Existing Speed Limit: 35 mph	**Recommended Speed Limit: 35 mph**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommendes a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by The City of Cupertino Public Works:

Signed [signature] Title SENIOR CIVIL ENG. Date 11/9/09

Segment # 72

Spot Speed Study

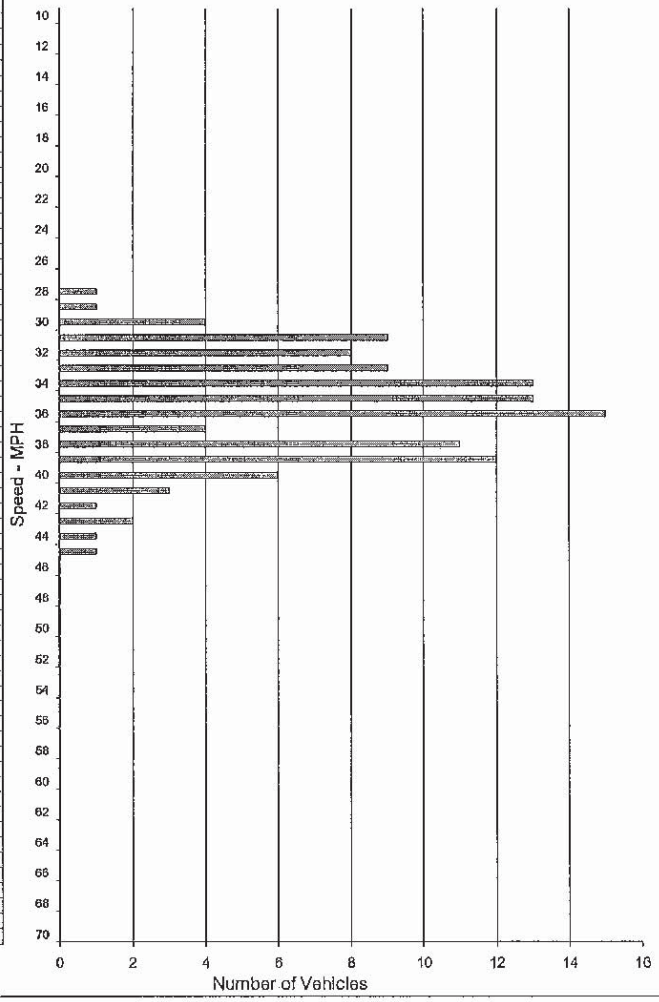
Prepared by: National Data & Surveying Services

City of Cupertino

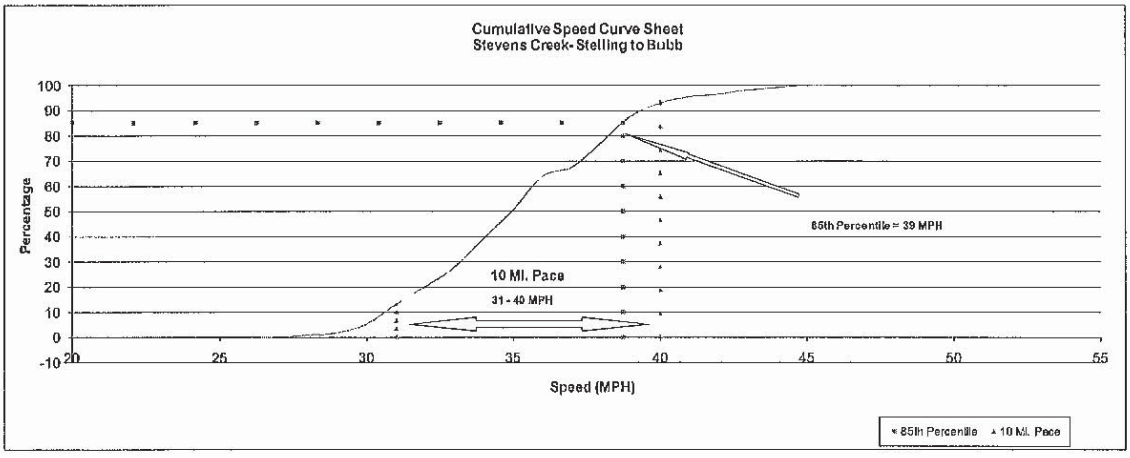
Survey Time: 15:00-15:30
DATE: 4/15/2009 Location: Stevens Creek- Stelling to Bubb, EB (#72)
DAY: Wednesday Posted Speed: 35 MPH Project #: 09-7162

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	1
29	1
30	4
31	9
32	8
33	9
34	13
35	13
36	15
37	4
38	11
39	12
40	6
41	3
42	1
43	2
44	1
45	1
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# In Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	114	28-45	35 mph	39 mph	31 - 40	100	88%	5% / 6	8% / 8



Traffic Data Services
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 10/9/2012
Page No : 1

Groups Printed- Pedal Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
08:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	9
Total	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	21
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
09:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
Grand Total	2	3	2	0	7	0	5	2	0	7	4	0	2	0	6	1	11	0	0	12	32
Apprch %	28.6	42.9	28.6	0		0	71.4	28.6	0		66.7	0	33.3	0		8.3	91.7	0	0		
Total %	6.2	9.4	6.2	0	21.9	0	15.6	6.2	0	21.9	12.5	0	6.2	0	18.8	3.1	34.4	0	0	37.5	

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	**1**	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	**3**	0	0	3	4
08:30 AM	0	0	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	2	0	0	2	**2**	0	0	0	**2**	**1**	3	0	0	**4**	**9**
Total Volume	0	2	0	0	2	0	4	2	0	6	3	0	1	0	4	1	8	0	0	9	21
% App. Total	0	100	0	0		0	66.7	33.3	0		75	0	25	0		11.1	88.9	0	0		
PHF	.000	.500	.000	.000	.500	.000	.500	.250	.000	.375	.375	.000	.250	.000	.500	.250	.667	.000	.000	.563	.583

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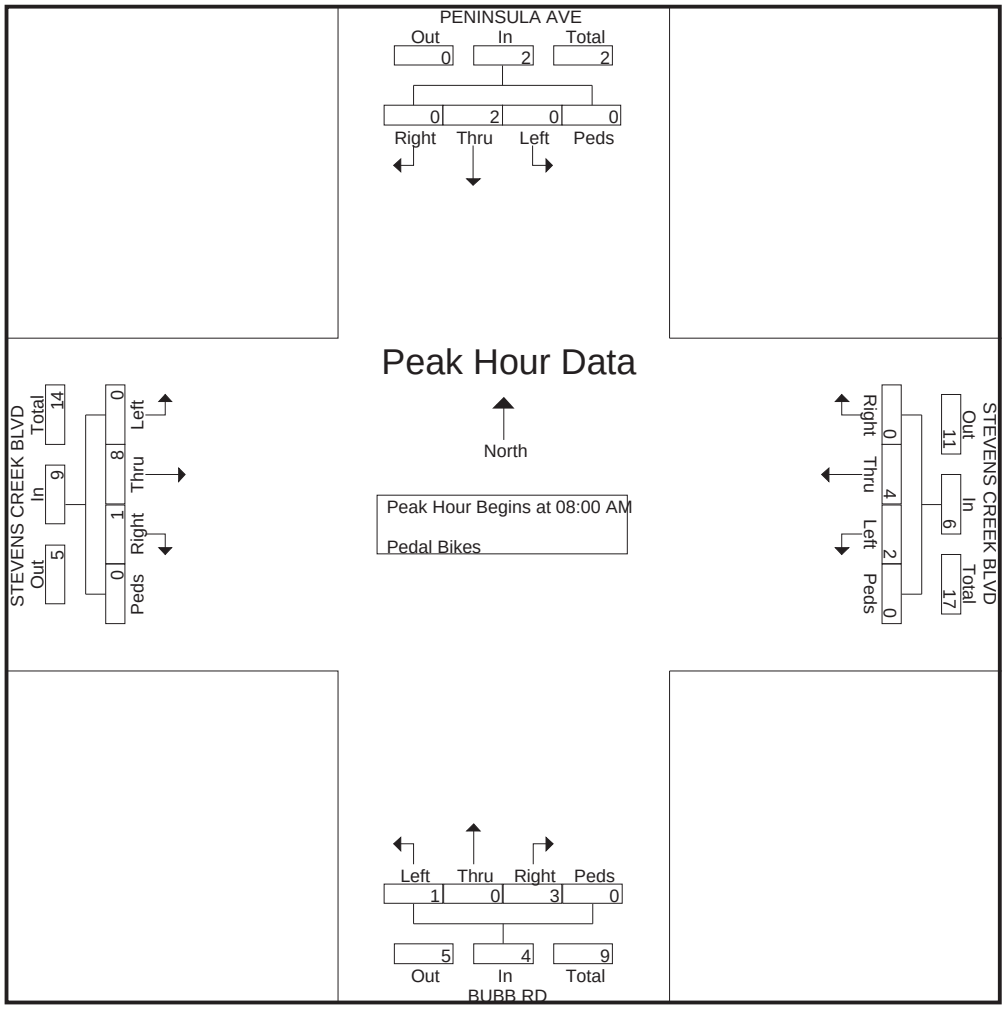

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tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 10/9/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	10	1	23	0	34	6	148	48	0	202	132	4	48	0	184	9	169	4	0	182	602
07:45 AM	8	5	22	1	36	10	157	105	0	272	96	1	24	0	121	28	116	1	0	145	574
Total	18	6	45	1	70	16	305	153	0	474	228	5	72	0	305	37	285	5	0	327	1176
08:00 AM	8	15	21	1	45	5	185	113	0	303	105	5	46	0	156	53	120	2	0	175	679
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	5	41	0	186	23	147	4	2	176	735
08:30 AM	24	5	32	0	61	5	236	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	20	225	139	1	385	144	3	37	0	184	12	173	2	0	187	792
Total	54	27	100	3	184	38	846	468	1	1353	506	13	168	1	688	101	594	12	3	710	2935
09:00 AM	8	5	18	4	35	11	206	95	4	316	151	1	49	4	205	33	176	5	0	214	770
09:15 AM	4	1	24	5	34	19	172	80	2	273	115	1	24	2	142	18	169	1	0	188	637
Grand Total	84	39	187	13	323	84	1529	796	7	2416	1000	20	313	7	1340	189	1224	23	3	1439	5518
Apprch %	26	12.1	57.9	4		3.5	63.3	32.9	0.3		74.6	1.5	23.4	0.5		13.1	85.1	1.6	0.2		
Total %	1.5	0.7	3.4	0.2	5.9	1.5	27.7	14.4	0.1	43.8	18.1	0.4	5.7	0.1	24.3	3.4	22.2	0.4	0.1	26.1	
Vehicles	84	39	185	13	321	84	1528	794	7	2413	999	20	313	7	1339	189	1220	23	3	1435	5508
% Vehicles	100	100	98.9	100	99.4	100	99.9	99.7	100	99.9	99.9	100	100	100	99.9	100	99.7	100	100	99.7	99.8
Motor Bikes	0	0	2	0	2	0	1	2	0	3	1	0	0	0	1	0	4	0	0	4	10
% Motor Bikes	0	0	1.1	0	0.6	0	0.1	0.3	0	0.1	0.1	0	0	0	0.1	0	0.3	0	0	0.3	0.2

	PENINSULA AVE Southbound					STEVENS CREEK BLVD Westbound					BUBB RD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	5	4	31	2	42	8	200	123	0	331	140	**5**	41	0	186	23	147	4	**2**	176	735
08:30 AM	**24**	**5**	**32**	0	**61**	5	**236**	93	0	334	117	0	44	1	162	13	154	4	1	172	729
08:45 AM	17	3	16	0	36	**20**	225	**139**	1	**385**	144	3	37	0	184	12	173	2	0	187	**792**
09:00 AM	8	5	18	**4**	35	11	206	95	**4**	316	**151**	1	**49**	**4**	**205**	**33**	**176**	**5**	0	**214**	770
Total Volume	54	17	97	6	174	44	867	450	5	1366	552	9	171	5	737	81	650	15	3	749	3026
% App. Total	31	9.8	55.7	3.4		3.2	63.5	32.9	0.4		74.9	1.2	23.2	0.7		10.8	86.8	2	0.4		
PHF	.563	.850	.758	.375	.713	.550	.918	.809	.313	.887	.914	.450	.872	.313	.899	.614	.923	.750	.375	.875	.955