Draft Traffic Impact Analysis Report

1705 Berryessa Road Gas Station (PDC15-027)

City of San Jose, California

April 8, 2016

TJKM

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EXECUTIVE SUMMARY

This report summarizes the results of the Traffic Impact Analysis (TIA) conducted for the proposed expansion of the existing Shell gas station located at 1705 Berryessa Road on a 0.40 gross acre site at the northwest corner of the Berryessa Road /Lundy Avenue intersection in the City of San Jose. The existing site is currently developed with a 544 square foot (sf) convenience store/kiosk, 1,307 sf carwash tunnel and eight (8) fuel dispenser gas station (16 fueling positions).

The project proposes to commercially redevelop the entire project site. The project proposes to expand the existing convenience store from 544 sf to 3,212 sf, reduce the existing carwash tunnel from 1,307 sf to 1,086 sf, replace the eight (8) fuel dispenser gas station (16 fueling positions) with new equipment, and construct a 2,490 sf retail/deli building. The site also contains surface parking spaces and landscaping.

Proposed access to the site will be by two (2) limited driveways (right-in/right-out): one (1) driveway on Berryessa Road and the other one (1) on Lundy Avenue. To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, four study intersections were evaluated during the weekday morning (AM) peak hour and evening (PM) peak hour under six study scenarios. The study intersections were evaluated under *No Project* and *Plus Project* scenarios for Existing, Background, and Cumulative Conditions. For the purposes of this analysis, potential traffic operational effects from the proposed project are identified based on established traffic operational thresholds for the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP) and the City of San Jose.

The report also includes evaluations and recommendations concerning project site access and on-site circulation for vehicles, bicycles, and pedestrians, evaluation of on-site vehicle parking supply, passenger and commercial loading spaces and garbage/trash facilities, queuing analysis at the driveway and selected study intersections.

Project Trip Generation

The proposed commercial development project is forecasted to serve a net increase of net of 4,775 daily trips including pass-by trips. The majority of project trips are anticipated to be pass-by trips generated by vehicles traveling between other destinations and passing the site under "without project" conditions.

The project is forecasted to generate 65 net vehicle during the a.m. peak hour and 21 net vehicle during the p.m. peak hour. The net peak hour trip generation forecast includes discounts for existing site use and retail peak hour pass-by trip reduction as per the Institute of Transportation Engineer's (ITE) Trip Generation 9th Edition (2012).

Existing Conditions

The TIA analysis found that all the study intersections currently operate within applicable jurisdictional standards of City of San Jose Level of Service (LOS) D and VTA's CMP (LOS E) or better during the a.m and p.m. peak hours.

Existing plus Project Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria the project is expected to have a **less-than-significant** impact at all four study intersections under Existing plus Project Conditions.

Background (Existing plus Approved Projects) Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Background plus Project Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria, the project is expected to have a **less-than-significant** impact at all four study intersections under Background plus Project Conditions.

Cumulative Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Cumulative plus Project Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria, the project is expected to have a **less-than-significant** impact at all four-study intersections under Cumulative plus Project Conditions.

Queuing and Driveway Analysis

The proposed project *does not create a significant impact* on the expected left-turn or right-turn queues at the study intersections. The project driveways are expected to operate at an acceptable LOS and the 95th percentile queueing at the outbound approach of project driveway is expected to be minimal.

Pedestrian, Bicycle and Transit Impacts

Pedestrian access to the site will via a sidewalk entrance on Berryessa Road. There are no bus stops immediately bordering the site. The proposed project does not conflict with existing and planned pedestrian or bicycle facilities and will add very few trips to existing transit facilities, which can be accommodated by the existing transit capacity. Therefore, the impact to pedestrian, bicycle facilities and transit facilities is ***less-than-significant***.

On-Site Circulation

TJKM examined the project site plan in order to evaluate the adequacy of on-site vehicle circulation including refueling trucks, delivery trucks, and emergency vehicles. The proposed project's access will be

via two (2) driveways (right-in/right-out access): one on Lundy Avenue and other one on Berryessa Road. Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in traffic operations issues that would result in significant impacts on City streets.

Project's Conformance to Urban Village Plan

The proposed project is located within a designated Urban Village due to its proximity to the future Berryessa Bay Area Rapid Transit (BART) station as well as the opportunities for transit-oriented development to occur in the area. TJKM examined the project site plan in order to evaluate the project's conformance to the Urban Village Plan. The project's site plan proposes 15 foot wide sidewalks along Berryessa Road (4 feet 8 inches of proposed dedication to Right of Way plus the existing sidewalk) and 15 foot wide sidewalks along Lundy Avenue (4 feet 11 inches of proposed dedication to Right of Way plus the existing sidewalk), which are wider than the standard 6 foot sidewalks in this area. Further, the project proposes to construct the convenience store and retail deli at the northwest corner of the intersection of Berryessa Road and Lundy Avenue. These improvements would support and create a safer environment for pedestrians and bicycle users, thereby conforming to the Urban Village Plan.

Drive-Thru Uses Policy

TJKM examined the project site plan in order to evaluate the drive-through uses based on City of San Jose's drive-thru Policy Number 6-10. The analysis shows each of the criteria required for a drive-through uses were met.

Parking

Based on the project site plan, 33 parking spaces will provided for the proposed project. Based on the City's requirements, 25 parking spaces are required, so the number of proposed parking spaces will be adequate. Based on the proposed parking spaces to be provided on site, the project is not anticipated to affect parking demand on City streets.

Recommendation

TJKM recommends the installation of Stop control exiting the project driveways with appropriate pavement delineation and signing. In addition, it is also recommended to install "One Way" signs in the center concrete median on the major roadways to enhance traffic safety and operations at the driveway exit points. To enhance pedestrian and bicycle operations at the intersection of Berryessa Road/Lundy Avenue (#1) and to be consistent with the City of San Jose adopted goals, it is recommended that the project should reconfigure the northwest quadrant of the intersection by removing the northwest pedestrian island and right-turn slip-lane at the intersection of Berryessa Road/Lundy Avenue. This improvement will provide a better line of sight for pedestrians, bicyclists and drivers at the intersection. Reconfiguration of the northwest quadrant to remove the northwest pedestrian island will necessitate the realignment of the pedestrian crosswalk across Berryessa Road and signal modification at the intersection.

Table ES I below summarizes peak hour levels of service at the study intersection for all the scenarios.

Table ES 1: Intersection Levels of Service Summary

ID #	City ID #	Intersection	Peak Hour[1]	Existing Conditions		Existing plus Project Conditions		Background Conditions		Background plus Project Conditions		Cumulative Conditions		Cumulative plus Project Conditions	
				Avg Delay[2]	LOS[3]	Avg Delay[1]	LOS[2]	Avg Delay[1]	LOS[2]	Avg Delay[1]	LOS[2]	Avg Delay[1]	LOS[2]	Avg Delay[1]	LOS[2]
1	3076	Berryessa Road/ Lundy Avenue*	AM	43.60	D	44.00	D	48.00	D	48.70	D	49.70	D	50.60	D
			PM	45.30	D	45.40	D	50.10	D	50.20	D	51.60	D-	51.70	D-
2	3295	Berryessa Road/ Flickinger Avenue	AM	38.70	D+	38.60	D+	39.30	D	39.30	D	39.70	D	39.70	D
			PM	35.60	D+	35.60	D+	35.40	D+	36.20	D+	36.50	D+	36.50	D+
3	3623	North King Road/ Mabury Road	AM	40.40	D	40.50	D	43.10	D	43.20	D	43.80	D	43.90	D
			PM	39.40	D	39.40	D	42.80	D	42.80	D	43.70	D	43.80	D
4	3661	Lundy Avenue/ Sierra Road	AM	29.90	C	29.90	C	29.60	C	29.60	C	29.80	C	29.70	C
			PM	22.30	C+	22.30	C+	23.10	C	23.10	C	23.70	C	23.70	C

Notes:

1. AM – morning peak hour, PM – evening peak hour
2. Average intersection delay expressed in seconds per vehicle for signalized intersections
3. LOS = Level of Service

* CMP Intersections with LOS E threshold

INTRODUCTION

This report summarizes the results of the TIA for the proposed commercial development located at 1705 Berryessa Road on the northwest corner of Berryessa Road/Lundy Avenue intersection in the City of San Jose. The existing site consists of a 544 sf convenience store/kiosk, 1,307 sf carwash tunnel and eight (8) fuel dispenser gas station (16 fueling positions).

The project proposes to construct of an approximately 3,212 sf convenience store with an existing eight (8) fuel dispenser gas station, a 2,490 sf retail/deli building and a 1,086-sf car-wash tunnel on the 0.4 gross acre site. Proposed access to the site will be by two (2) limited driveways (right-in/right-out): one driveway on Berryessa Road and the other one on Lundy Avenue. Pedestrian access to the deli and convenience market will be via a sidewalk from Berreyessa Road.

This chapter discusses the TIA purpose, project study area, analysis scenarios and methods, and criteria used to identify significant impacts.

STUDY INTERSECTIONS AND SCENARIOS

TJKM evaluated traffic conditions at four study intersections during the a.m. and p.m. peak hours for a typical weekday. The study intersections were selected in consultation with the City of San Jose staff. The peak periods observed were between 7:00-9:00 AM and 4:00-6:00 PM. The study intersections and associated traffic controls are as follows:

1. Berryessa Road/Lundy Avenue* (Signal/City ID# 3076)
2. Berryessa Road/Flickinger Avenue (Signal/City ID# 3295)
3. King Road/Mabury Avenue (Signal/City ID# 3623)
4. Lundy Avenue/Sierra Road (Signal/City ID# 3661)

*Congestion Management Program (CMP) Intersection

Figure 1 illustrates the study intersections and the vicinity map of the proposed project. **Figure 2** shows the proposed project site plan.

This study addresses the following six traffic scenarios:

Existing Conditions – This scenario evaluates the study intersection based on existing traffic volumes, lane geometry and traffic controls.

Existing plus Project Conditions – This scenario is identical to Existing Conditions, but with the addition of traffic from the proposed project.

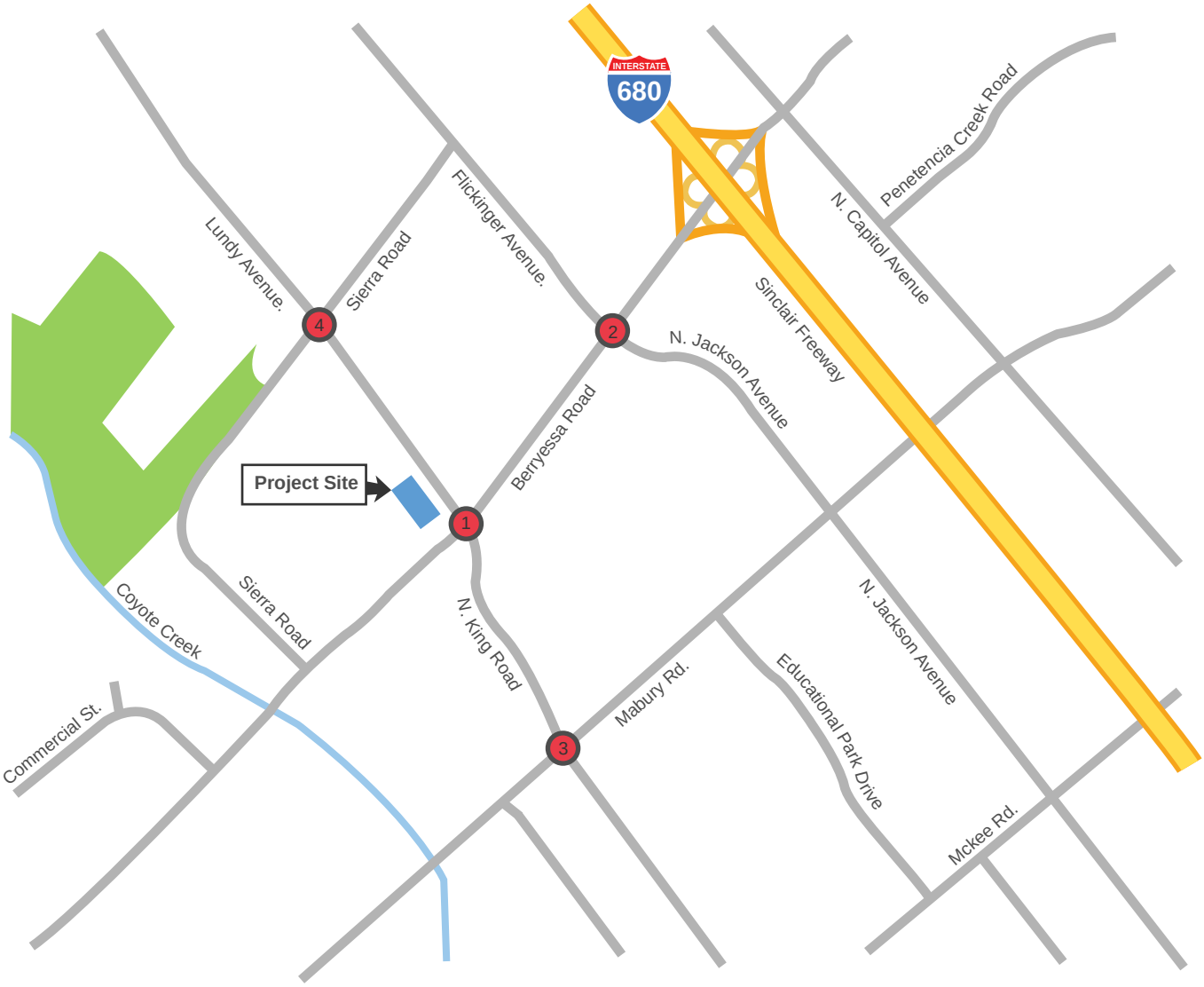
Background (Existing plus Approved Projects) Conditions – This scenario is similar to Existing Conditions, but with the addition of traffic from approved and pending developments within the vicinity of the proposed project.

Background plus Project Conditions – This scenario is identical to Background Conditions, but with the addition of traffic from the proposed project.

Cumulative Conditions – This scenario is similar to the Background Conditions but with the projected growth rate of 1 percent per year for five (5) years, which was applied to Background Conditions traffic volumes, in accordance with standard City of San Jose procedures.

Cumulative plus Project Conditions – This scenario is identical to Cumulative Conditions, but with the addition of traffic from the proposed project.

Vicinity Map



LEGEND

- Study Intersection

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Figure 1

Project Site Plan

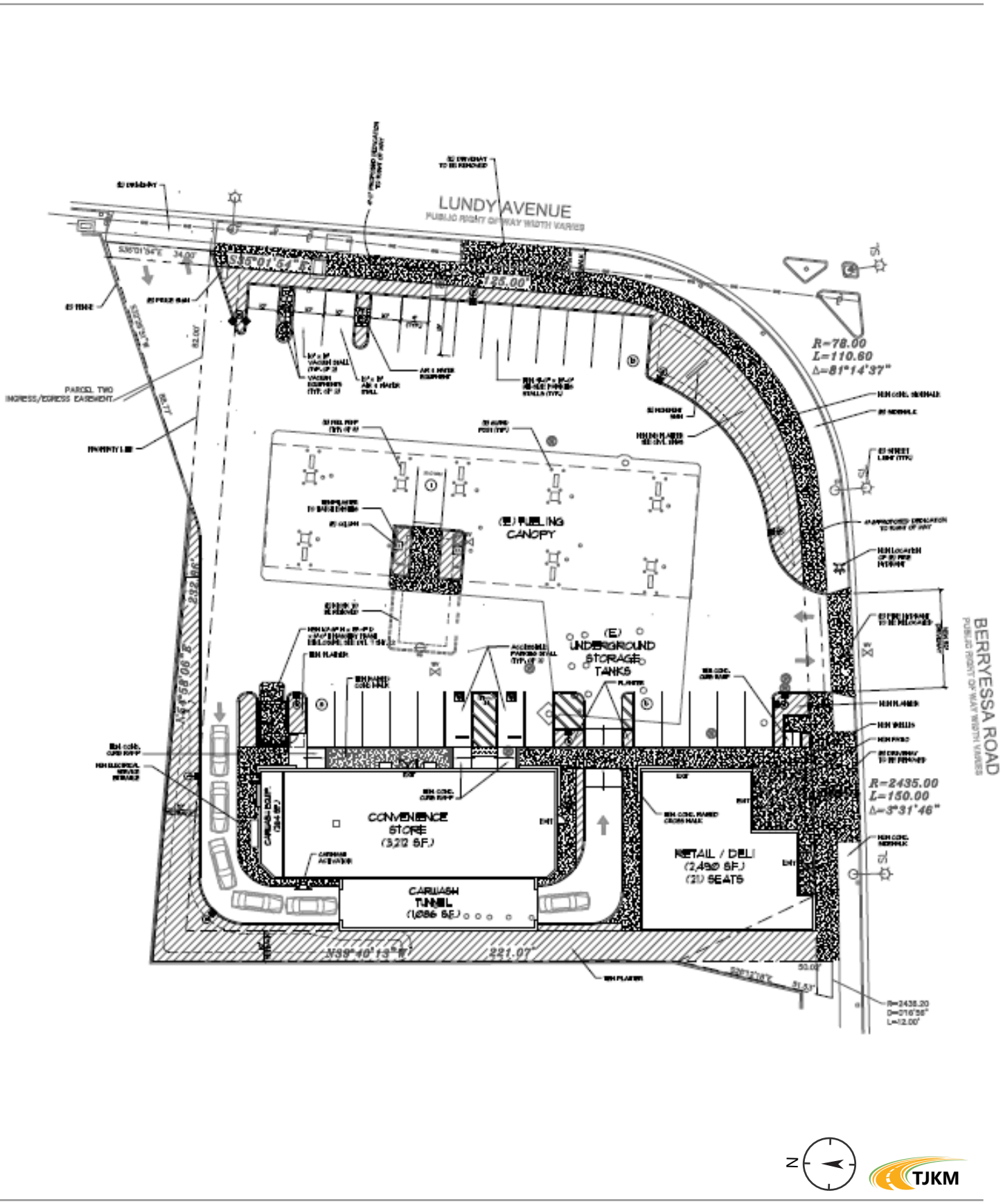


Figure 2

STUDY METHODOLOGY

LEVEL OF SERVICE ANALYSIS METHODOLOGY

Level of Service (LOS) is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets.

Signalized Intersections

The study intersections under traffic signal control were analyzed using the 2000 Highway Capacity Manual (HCM) Operations Methodology for signalized intersections described in Chapter 16 (HCM 2000). This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak hour intersection operating conditions. The LOS methodology is approved by VTA, and adopted by the City of San Jose. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections was calculated using TRAFFIX 8.0 analysis software and was correlated to a LOS designation as shown in **Appendix A**. The LOS methodology is described for signalized intersections in detail in **Appendix A**.

Unsignalized Intersections

The study intersections under stop control (unsignalized) were analyzed using the 2000 HCM Operations Methodology for signalized intersections described in Chapter 17 (HCM 2000). LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At the side street, controlled intersections or two-way stop sign intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for the entire intersections is presented for all-way stop controlled intersections. The average control delay for unsignalized intersections was calculated using TRAFFIX 8.0 analysis software and was correlated to a LOS designation as shown in **Appendix A**. The LOS methodology is described for unsignalized intersections in detail in **Appendix A**.

SIGNIFICANT IMPACT CRITERIA/LEVEL OF SERVICE STANDARDS

Signalized Intersections

According to City of San Jose standards, a projected-generated increase in traffic is considered to have a significant impact if it meets either of the following criteria:

- At a signalized study intersection located outside the downtown area, the project would cause the existing or future Background LOS to degrade to worse than LOS D (i.e., to LOS E or F); or
- The LOS at a study intersection is an unacceptable LOS E or F under Background Conditions and the addition of project trips cause both the critical movement delay at the intersection to increase by four (4) or more seconds and the demand-to-capacity (V/C) ratio to increase by 0.01 or more.
- The City of San Jose considers a significant impact to be satisfactorily mitigated when the measure implemented would restore LOS to Background Conditions or better. All proposed mitigation must also include a feasibility analysis, which includes an aerial photograph showing all buildings and right-of-way lines overlaid with the proposed mitigation.

Protected Intersections

The City of San Jose has identified certain local intersections for which no further vehicle capacity improvements are planned. These intersections are built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit or other multimodal facilities, nearby land uses, or local neighborhoods. The threshold of significance for protected intersections is one-half that of non-protected intersections in terms of critical delay and critical V/C.

Santa Clara County Valley Transportation Authority CMP Intersections

The LOS Standard for CMP intersections is LOS E. The projected-generated increase in traffic is considered to have a significant impact at a CMP intersection if it meets either of the following criteria:

- If intersection operations degrade from an acceptable level (LOS E or better) to an unacceptable level (LOS F).
- If the critical delay increases by more than four (4) seconds and the V/C ratio increases by 0.01 or more at intersections with unacceptable operations (LOS F).
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

EXISTING CONDITIONS

This section describes existing conditions in the immediate project site vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for the study intersection, including the results of LOS calculations.

EXISTING SETTING AND ROADWAY SYSTEM

Important roadways adjacent to the project site are discussed below:

Berryessa Road within the project vicinity is a six-lane, east-west divided arterial roadway. Berryessa Road extends between Piedmont Road and Interstate 880 (I-880). Berryessa Road provides access to local residential and regional commercial areas and provides direct access to the project site via one (1) existing driveway. The posted speed limit along Berryessa Road is 40 mph within the project vicinity.

Lundy Avenue within the project vicinity is a four-lane, north-south divided arterial roadway. Lundy Avenue extends between Commodore Drive and Trade Zone Boulevard. Lundy Avenue provides direct access to the project site via one (1) existing driveway. The posted speed limit along Lundy Avenue is 40 mph within the project vicinity.

King Road within the project vicinity is a four- to two-lane, north-south divided arterial roadway. King Road extends between Commodore Drive and Capitol Expressway. Lundy Avenue provides direct access to the project site via one (1) existing driveway. The posted speed limit along King Road is 40 mph within the project vicinity.

Flickinger Avenue within the project vicinity is a four-lane, north-south divided arterial roadway. Flickinger Avenue extends between Berryessa Road and Hostetter Road. The posted speed limit along Flickinger Avenue is 40 mph within the project vicinity.

North Jackson Avenue within the project vicinity is a four-lane, north-south divided arterial roadway. North Jackson Avenue extends between Berryessa Road and Story Road. The posted speed limit along North Jackson Avenue is 35 mph within the project vicinity.

Mabury Road within the project vicinity is a four-lane, east-west divided arterial roadway. Mabury Road extends between Gridley Street and I-880. Mabury Road provides access to local residential and regional commercial areas. The posted speed limit along Mabury Road is 40 mph within the project vicinity.

Sierra Road within the project vicinity is a four- to two-lane, east-west collector street. Sierra Road extends between Berryessa Road and Wood Ranch Road. It provides access to the local residential areas. The speed limit along Sierra Road is 25 mph.

EXISTING PEAK HOUR TRAFFIC VOLUMES

The City of San Jose provided turning movement counts for all the four study intersections for both a.m. and p.m. peak hours.

EXISTING PEDESTRIAN FACILITIES

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities, and services.

Pedestrian facilities comprise of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

In the project vicinity, all signalized study intersections are equipped with countdown pedestrian signal heads. All the study intersections have crosswalks but most of them are not compliant with the Americans with Disabilities Act (ADA). The project site has adequate accessibility via Lundy Avenue and Berryessa Road. There are continuous sidewalks present on Berryessa Road, Lundy Avenue, North King Road, Flickinger Avenue, North Jackson Avenue, and Mabury Road along the both sides within the project vicinity. All the existing sidewalks are approximately 6 to 9 feet wide varying along the project area. There is adequate street lighting in the vicinity.

There are seven bus stops in the immediate vicinity of the project site. Five of the stops are located on Berryessa Road between Sierra Road and Vinci Park Way, two on the north side of the street for westbound travel and three on the south side of the street for eastbound travel. Another two stops are located on Lundy Avenue between Berryessa Road and Commodore Drive, one on the east side of the street for northbound travel and one on the west side of the street for southbound travel. All bus stops are accessible via existing sidewalks.

The existing pedestrian facilities in the study area are shown in **Figure 3.**

EXISTING BICYCLE FACILITIES

Bicycle facilities include the following:

- Bike Paths (Class I) – Paved trails that are separated from roadways
- Bike Lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends, and signs
- Bike Routes (Class III) – Designated roadways for bicycle use by signs or other markings may or may not include additional pavement width for cyclists

Class II Bike lanes are provided along the Berryessa Road, Lundy Avenue, Flickinger Avenue, North Jackson Avenue, and Mabury Road along the both sides near the project site. There is adequate signage for the bicyclists to maneuver without confusion. The City of San Jose bike plan 2020 dated November 17, 2009 provides a list of existing and proposed bicycle facilities in the City. According to the City's bike plan, Sierra Road between Flickinger Avenue and Bellemeade Street is proposed to have Class II Bike lanes. Overall, existing bicycle facilities provide adequate connectivity between the proposed project site and the adjacent residential neighborhoods.

The existing bicycle facilities in the study area are shown in **Figure 4.**

EXISTING TRANSIT FACILITIES

VTA operates bus service and light rail services in the City of San Jose. The proposed project site is served by VTA local bus Routes 12, 62, 70, and 77.The existing transit facilities are shown in **Figure 5**. **Table 1** describes the services and frequency during the week and weekend for VTA bus Routes.

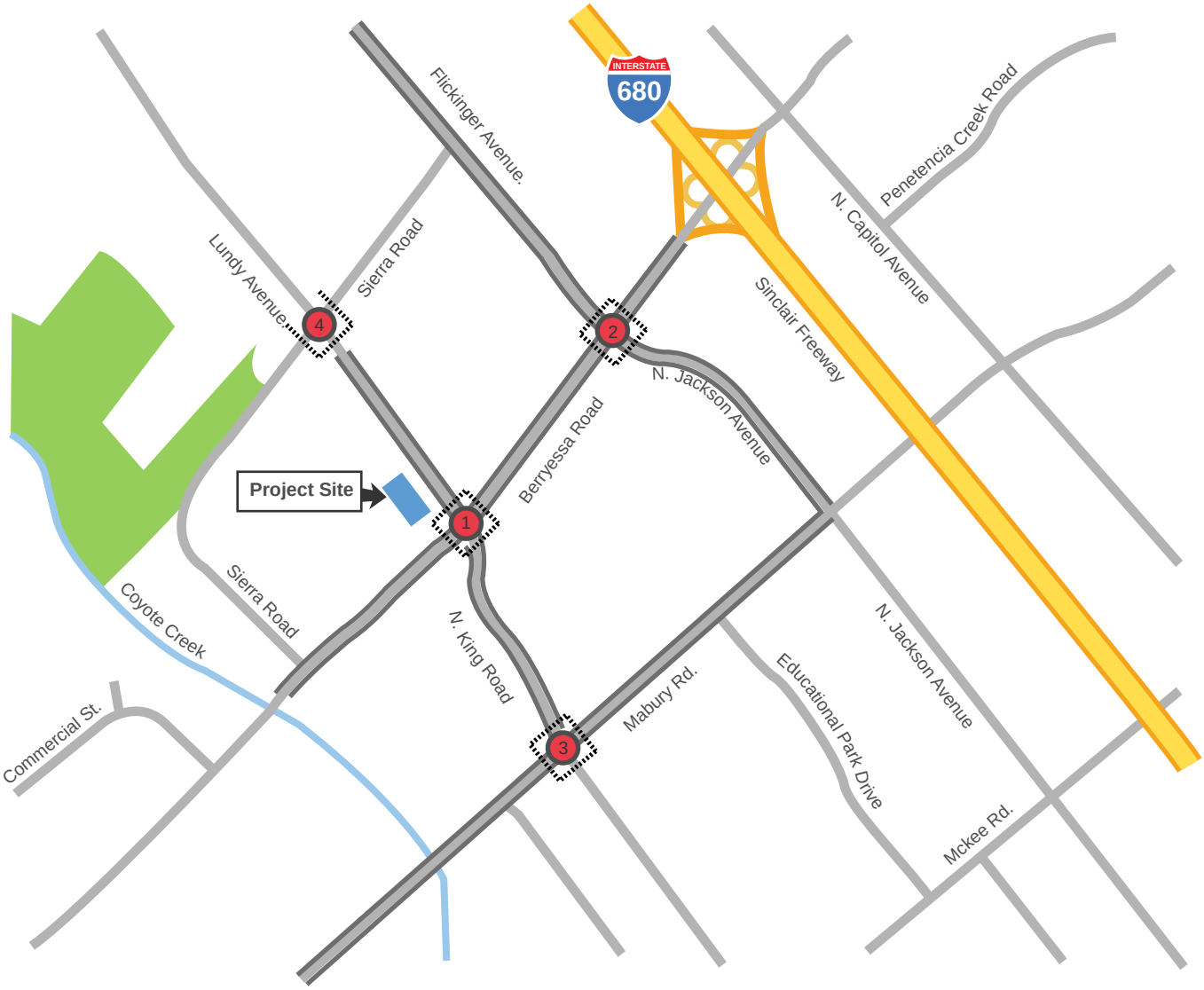
The intersection of Sierra Road and Lundy Avenue (#4) is currently closed to automobile and pedestrian traffic to construct a trench for the future BART system to travel below the intersection. VTA Bus Route 77 is temporarily rerouted along Flickinger Avenue.

Table 1: Existing Transit Services

Route	***From***	***To***	***Weekdays***		***Weekends***	
			Operating Hours	***Headway (minutes)***	***Operating Hours***	***Headway (minutes)***
12	Civic Center Light Rail Station	Eastridge Transit Center	NA	NA	9:36 AM–7:00 PM	30
62	Good Samaritan Hospital	Sierra and Piedmont	5:29 AM–11:00 PM	30-45	6:30 AM–9:47 PM	60
70	Capitol Light Rail Station	Great Mall Transit Center	5:11 AM–11:24 PM	15-35	6:10 AM–11:22 PM	20-30
77	Eastridge Transit Center	Great Mall Transit Center	5:54 AM–9:57 PM	15	6:41 AM–7:58 PM	45

Source: VTA website

Existing Pedestrian Facilities



LEGEND

- Study Intersection
- Sidewalk
- Crosswalk

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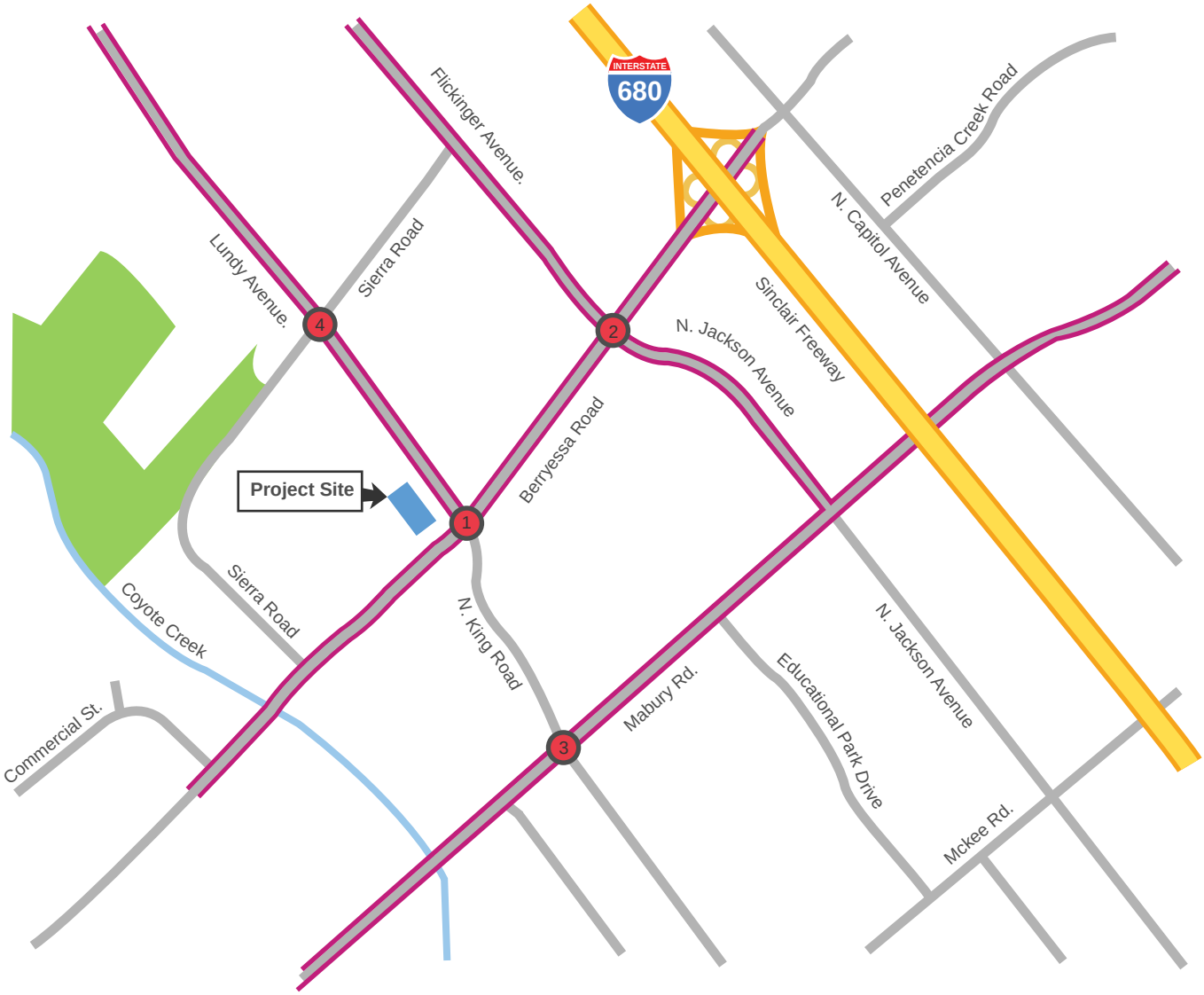
Figure 3

Existing Bicycle Facilities



LEGEND

- Study Intersection
- Class II Bicycle Lane

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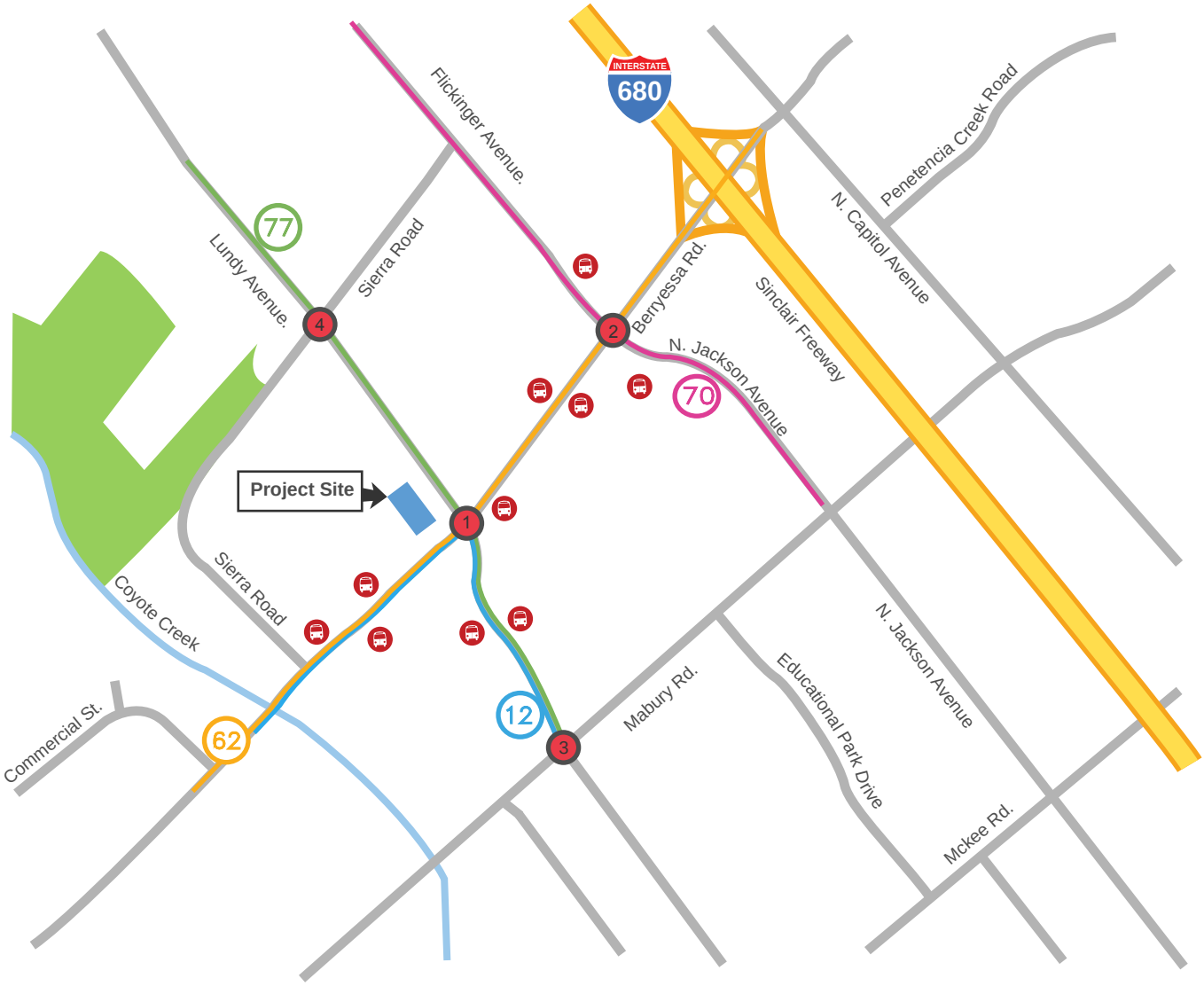
Figure 4

Existing Transit Facilities



LEGEND

- Study Intersection
- Route 62
- Route 12
- Route 77
- Route 70
- Transit Stops

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Figure 5

Intersection Level of Service Analysis – Existing Conditions

The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods. Turning movement counts and signal timings for the study intersections were provided by the City of San Jose. The peak hour factor of 1.00 was used to all study intersections for the existing analysis. The results of the LOS analysis using the TRAFFIX software program for Existing Conditions are summarized in **Table 2**. Field verification of existing intersection lane configurations and traffic controls were also conducted and provided the basis for the LOS analysis for Existing Conditions. **Figure 6** illustrates the existing vehicle turning movement volumes, lane geometry, and traffic controls at the study intersections.

Construction of the Berryessa BART Station and its Effect on Data Collection

The future Berryessa BART Station to be located between Berryessa and Mabury Roads, adjacent to the San Jose Flea Market in north San Jose, is positioned near where Penitencia and Coyote Creeks meet. Major construction activities continue at the site of the future Berryessa BART Station. Site preparation, which involved the relocation of underground utilities and the demolition of former office buildings, is completed. Upper Penitencia Creek, adjacent to where the station campus will be located, has been rerouted and restored to a more natural setting. The environmental project fulfills environmental and ecological mitigation requirements associated with the VTA's BART Silicon Valley Extension Project. The construction of the Berryessa Station Way vehicular bridge, which spans Upper Penitencia Creek, is complete. When the new BART station is opened, the new bridge will connect Berryessa Road with the station campus. The elevated track structure has been largely completed above Berryessa Road, Mabury Road, and within the station area. Construction of the station platform and 1,200 space-parking garage will continue until the end of 2016.

Berryessa Road will remain at street level, and a bridge for the BART track corridor will be built above the roadway. Berryessa Road is a busy thoroughfare; and the roadway is populated with residential, industrial and commercial areas, including the Berryessa Flea Market. BART operates on an electrified third rail and the tracks must be separated from the street. BART will operate over Berryessa Road on an aerial guideway structure (bridge), maintaining a safe environment at street level for pedestrians, bicyclists, and vehicular traffic.

Mabury Road will remain at street level, and a bridge will be built above it, like the overpass at Berryessa Road. Both directions of traffic on Mabury Road are temporarily shifted to the north of the roadway to accommodate lowering the existing street. Work will ensure proper height clearance for the planned aerial track over the roadway. Mabury Road is also a busy thoroughfare. BART operates on an electrified third rail and the tracks must be separated from the street. BART will operate over Mabury Road on an aerial guideway structure (bridge), maintaining a safe environment at street level for pedestrians, bicyclists and vehicular traffic.

Lundy Avenue/ Sierra Road (#4) VTA is constructing a trench for BART to travel below the intersection of Sierra Road and Lundy Avenue (Sierra/Lundy Grade Separation). The final configuration of Lundy Avenue/ Sierra Road intersection will remain at street level. Future BART trains will pass beneath the current street-level roadways, separating BART trains from vehicle, pedestrian, and cycling traffic. Grade separations are required for a safe and efficient BART system, free from congestion. The intersection of Sierra Road /Lundy Avenue is completely closed to automobile and pedestrian traffic to construct a trench for the future BART system to travel below the intersection. The roads and sidewalks are closed on each side of the intersection up to the first home or residential road. Automobile access to residential roads will be provided. The main detour route during this closure is along Flickinger Avenue. VTA Bus Route 77 is rerouted along Flickinger Avenue.

Because of the future Berryessa BART station, construction along the Berryessa Road, Mabury Road and the intersection of Sierra Road and Lundy Avenue, collecting new data (turning movement counts and Average Daily Traffic) would not be reliable due to the construction. Therefore, turning movement counts provided by City of San Jose for the study intersections were used for the analysis.

FIELD OBSERVATIONS

Field observations within the immediate vicinity of the proposed project and the study intersections were conducted during November 2015 to observe overall transportation characteristics.

Berryessa Road/Lundy Avenue (#1) westbound direction is the peak direction on Berryessa Road during the a.m. peak hour and eastbound direction is the peak direction on Berryessa Road during the p.m. peak hour. It was observed westbound left-turn was heavy in a.m. peak hour and northbound right was heavy in p.m. peak hour.

Berryessa Road/Flickinger Avenue (#2) westbound direction is the peak direction on Berryessa Road during the AM peak hour and eastbound direction is the peak direction on Berryessa Road during the PM peak hour. It was observed southbound left-turn was heavy in a.m. peak hour and westbound left-turn was heavy in p.m. peak hour.

North King Road/Mabury Road (#3) traffic flow at this intersection was moderate in all the four directions.

Lundy Avenue/Sierra Road (#4) is completely closed to automobile and pedestrian traffic to construct a trench for the future BART system to travel below the intersection. The roads and sidewalks are closed on each side of the intersection up to the first home or residential road. Automobile access to residential roads will be provided. The main detour route during this closure is along Flickinger Avenue

Pedestrian activity varied by the intersection. Comparatively higher number of pedestrians were observed along Berryessa Road, Flickinger Avenue and North Jackson Avenue. All the existing sidewalks are approximately 6 to 9 feet wide varying along the project area. There is adequate street lighting in the vicinity.

Class II Bike lanes are provided along Berryessa Road, Lundy Avenue, Flickinger Avenue, North Jackson Avenue and Mabury Road, along both sides near the project site. There is adequate signage for the bicyclists to maneuver without confusion.

Sidewalks are provided along the Berryessa Road, Lundy Avenue, North King Road, Flickinger Avenue, North Jackson Avenue, and Mabury Road, along both sides near the project site.

There are seven bus stops in the immediate vicinity of the project site. Five of the stops are located on Berryessa Road between Sierra Road and Vinci Park Way: two on the north side of the street for westbound travel and three on the south side of the street for eastbound travel. Another two stops are located on Lundy Avenue between Berryessa Road and Commodore Drive, one on the east side of the street for northbound travel and one on the west side of the street for southbound travel. All bus stops are accessible via existing sidewalks. The proposed project site is within one mile of the VTA light rail station and service is provided all days of the week.

The Existing Conditions LOS analysis for the purpose of this TIA is based on an isolated intersection analysis of traffic volumes, rather than analysis of the corridor as a whole. The standalone LOS results sometimes can be misleading if a corridor operates under forced flow, or congested, traffic conditions. Forced flow traffic operations can reduce overall vehicle throughput per hour at intersections, leading to LOS analysis results that suggest there is less corridor congestion than is actually occurring under existing field conditions. Where there is known congestion, additional analysis of field conditions becomes necessary in order to review and evaluate the extent of forced flow operations. TJKM conducted a field review of existing traffic conditions at the study intersections during the prevailing a.m. and p.m. peak periods based on collected traffic counts (7:00-9:00 AM and 4:00-6:00 PM). The purpose was to identify existing operational conditions at the study intersection that might not be reflected in the preceding existing conditions intersection LOS results. The existing operational conditions at the study intersection reflects the preceding existing conditions intersection LOS results.

Table 2 below summarizes peak hour levels of service at the study intersections under Existing Conditions. Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and VTS's CMP (LOS E) or better during the a.m. and p.m. peak hours. LOS worksheets are provided in **Appendix B**.

It should be noted that the LOS summary results presented in the LOS summary table (**Table 2**) are based on an isolated intersection analysis method adopted by the City of San Jose.

Table 2: Intersection Level of Service Analysis – Existing Conditions

ID	*Study Intersections*	*Control*	*Peak Hour[1]*	*Traffic Counts Collected on*	*Existing Conditions*			
					Delay[2]	*LOS[3]*	*Critical V/C*	*Critical Delay*
1	Berryessa Road/ Lundy Avenue*	Signalized	AM	10/23/2014	43.60	D	0.646	43.20
			PM	9/16/2014	45.30	D	0.596	48.40
2	Berryessa Road/ Flickinger Avenue	Signalized	AM	11/18/2010	38.70	D+	0.527	36.10
			PM	11/18/2010	35.60	D+	0.557	37.80
3	North King Road/ Mabury Road	Signalized	AM	4/30/2008	40.40	D	0.450	39.30
			PM	5/8/2008	39.40	D	0.481	36.80
4	Lundy Avenue/Sierra Road	Signalized	AM	5/1/2012	29.90	C	0.397	27.50
			PM	5/1/2012	22.30	C+	0.455	19.30

Notes:

1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections
3. LOS – Level of Service

* CMP intersections with LOS E threshold

The traffic volumes were collected prior to the closure of Lundy Avenue/Sierra Road

Existing Conditions Traffic Volumes, Lane Geometry and Traffic Controls

Note: The traffic volumes were collected prior to the closure of Lundy Avenue/Sierra Road

Figure 6

EXISTING PLUS PROJECT CONDITIONS

This analysis scenario presents the impacts of the proposed commercial development at the study intersections and surrounding roadway system. This scenario is similar to Existing Conditions, but with the addition of traffic from the proposed project.

PROPOSED PROJECT LOCATION AND DESCRIPTION

The proposed commercial development located at 1705 Berryessa Road on the northwest corner of Berryessa Road and Lundy Avenue in the City of San Jose. The project proposes to construction of an approximately 3,212 sf convenience store with an existing eight (8) fuel dispenser gas station, a 2,490 sf retail/deli building and a 1,086 sf carwash tunnel on a 0.4 gross acre site. Proposed access to the site will be by two (2) limited driveways (right-in/right-out): one (1) driveway on Berryessa Road and the other one (1) on Lundy Avenue.

The existing site consists of a 544 sf convenience store/kiosk and a 1,307 sf carwash tunnel. The proposed project will be developed on approximately 0.40 acres and is located at the northwest corner of the Berryessa Road/Lundy Avenue intersection in the City of San Jose. The project proposes to expand the existing convenience store from 544 sf to 3,212 sf, the existing carwash tunnel from 1,307 sf to 1,086 sf and with an existing eight (8) fuel dispenser gas station (16 fueling positions). The proposed expansion would also include addition of 2,490 sf of deli to existing convenience store, automated carwash and eight (8) fuel dispensers.

PROJECT TRIP GENERATION

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the ITE publication Trip Generation (9th *Edition)*. TJKM applied trip discounts to the proposed project trip generation that are consistent with the City of San Jose and VTA Traffic Analysis Guidelines in terms of development densities, existing trip credits and retail pass by in consultation with City of San Jose Staff.

TJKM used published trip rates for the ITE land use Convenience Market with gasoline pumps (ITE Code 853), Gasoline/Service Station (ITE Code 944) and Automated Carwash (ITE Code 948) for this project, as this land use most closely matches the trip characteristics of the existing and proposed commercial development. **Table 3** shows the trip generation expected to be generated by the proposed project. The proposed project is expected to generate approximately 65 weekday a.m. peak hour trips (38 inbound trips, 27 outbound trips) and 21 weekday p.m. peak hour trips (11 inbound trips, 10 outbound trips).

For purposes of forecasting net peak hour trips, TJKM applied existing trip credits and pass-by trip reduction as per ITE Trip Generation Manual, 9th *Edition and* ITE Trip Generation Manual, 9th *Edition Volume 1: User's Guide and Handbook*.

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway.

Table 3: Project Trip Generation

	Land Use (ITE Code)	Size	Unit	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Existing	Gasoline/Service Station (944)	8	Pumps	168.56	1,348	12.16	51:49	49	48	97	13.87	50:50	56	56	112
	Pass-by Trip Discount[1]					-58%		-29	-28	-57	-42%		-24	-24	-48
	Automated Carwash (948)	1.31	KSF	N/A		N/A					14.12	50:50	9	9	18
	Sub-total				1,348			20	20	40			41	41	82
Proposed	Convenience Market with Gasoline Pumps (853)	8	Pumps	542.60	4,341	16.57	50:50	67	67	134	19.07	50:50	77	77	154
	Deli (933)[2]	2.49	KSF	716	1,783	43.87	60:40	66	44	110	26.15	51:49	34	32	66
	Pass-by Trip Discount for Convenience Market with Gasoline Pumps					-63%		-42	-42	-84	-66%		-50	-50	-100
	Pass-by Trip Discount for Deli					-50%		-33	-22	-55	-50%		-17	-16	-33
	Automated Carwash (948)	1.09	KSF	N/A		N/A					14.12	50:50	8	8	16
	Sub-total				6,124			58	47	105			52	51	103
	Net Trips				**4,775**			**38**	**27**	**65**			**11**	**10**	**21**

Notes:

Source – Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012)

1. Pass-by Trip Discount as recommended by ITE Trip Generation Handbook

2. As a Deli (Land Use 933) is being proposed in addition to the convenience market, pass-by reduction of 50 percent is applied as recommended by ITE Trip Generation Manual and SANDAG trip generation for the similar land uses.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is a process that determines in what proportion vehicles are expected to travel between the project site and various destinations outside the project study area and determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution.

Trip distribution assumptions for the proposed commercial project were developed based on the existing travel patterns, TJKM's knowledge of the study area, and consultation with the City of San Jose staff.

The distribution assumptions are as follows**:**

- 30 percent to/from Berryessa Road east of Flickinger Avenue
- 5 percent to/from Flickinger Avenue north of Berryessa Road
- 5 percent to/from North Jackson Avenue south of Berryessa Road
- 20 percent to/from Berryessa Road west of Sierra Road
- 15 percent to/from North King Road south of Mabury Road
- 5 percent to/from Mabury Road west of King Road
- 5 percent to/from Mabury Road east of King Road
- 10 percent to/from Lundy Avenue north of Sierra Road
- 2 percent to/from Sierra Road west of Lundy Avenue
- 3 percent to/from Sierra Road east of Lundy Avenue

Figure 7 illustrates the trip distribution percentages and net project trip assignment project volumes developed for the proposed project. For each analysis scenario, the assigned project trips were added to traffic volumes under "no project" conditions to generate "plus Project".

Project Trip Distribution and Assignment

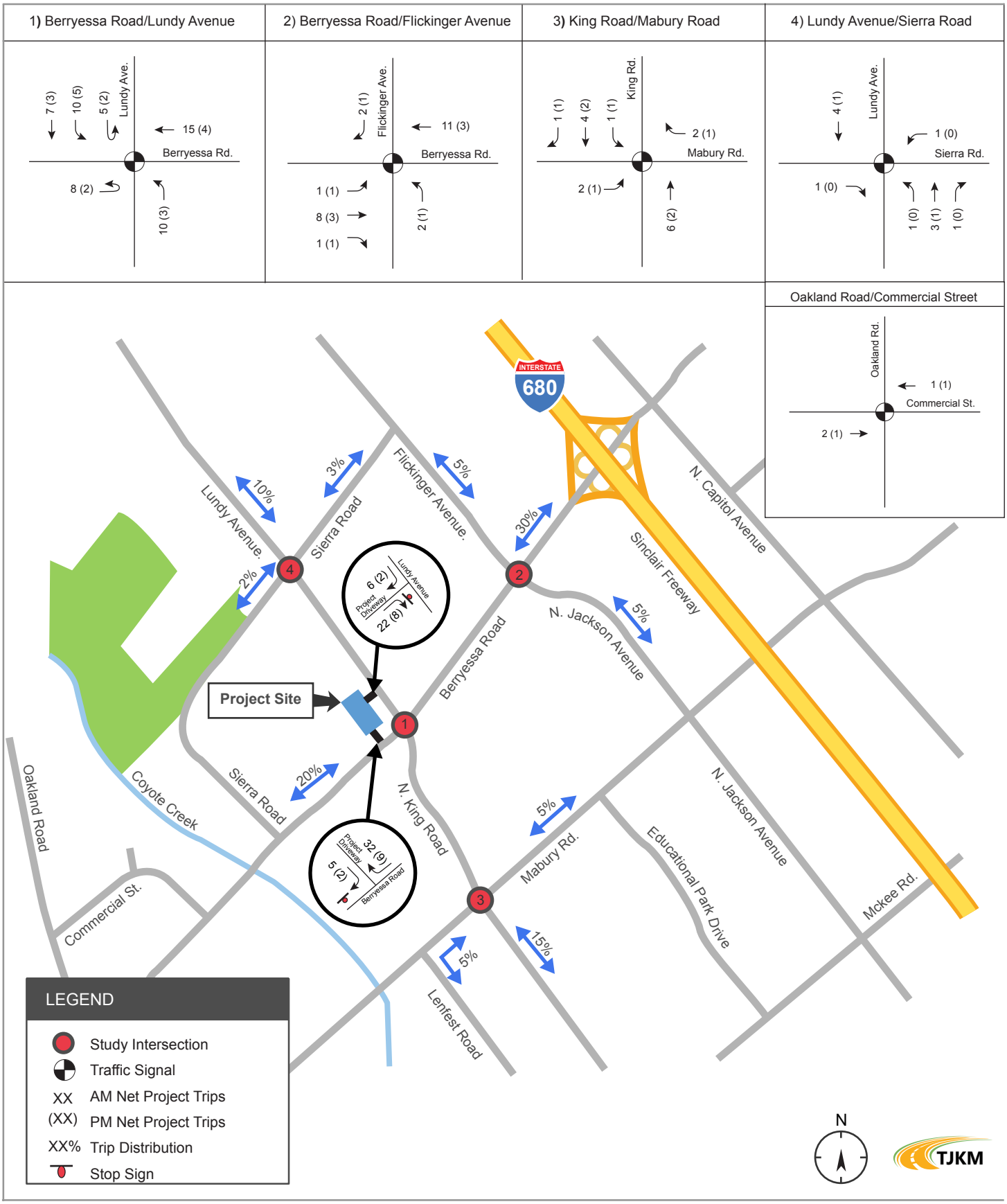


Figure 7

INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING PLUS PROJECT CONDITIONS

The intersection LOS analysis results for Existing plus Project Conditions are summarized in **Table 4**. Detailed calculation sheets for Existing plus Project Conditions are contained in **Appendix C**. Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and VTA CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria the project is expected to have a **less-than-significant** impact at all the four study intersections.

Figure 8 shows projected turning movement volumes at all of the study intersections for Existing plus Project Conditions.

The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical V/C ratios.

Table 4: Intersection Level of Service Analysis – Existing plus Project Conditions

ID	*Study Intersections*	*Control*	*Peak Hour[1]*	*Traffic Counts Collected on*	*Existing Conditions*		*Existing plus Project Conditions*		*Change in*	
					Delay[2]	*LOS[3]*	*Delay[2]*	*LOS[3]*	*Critical V/C[4]*	*Critical Delay[5]*
1	Berryessa Road/ Lundy Avenue*	Signalized	AM	10/23/2014	43.60	D	44.00	D	0.006	0.20
			PM	9/16/2014	45.30	D	45.40	D	0.002	0.10
2	Berryessa Road/ Flickinger Avenue	Signalized	AM	11/18/2010	38.70	D+	38.60	D+	0.002	0.00
			PM	11/18/2010	35.60	D+	35.60	D+	0.001	0.00
3	King Road Mabury Road	Signalized	AM	4/30/2008	40.40	D	40.50	D	0.003	0.10
			PM	5/8/2008	39.40	D	39.40	D	0.001	0.00
4	Lundy Avenue/ Sierra Road	Signalized	AM	5/1/2012	29.90	C	29.90	C	0.002	0.00
			PM	5/1/2012	22.30	C+	22.30	C+	0.000	0.00

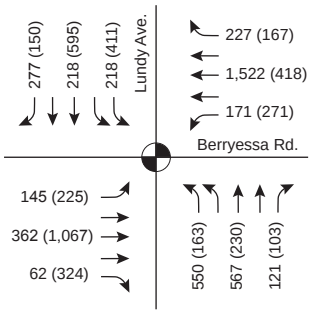
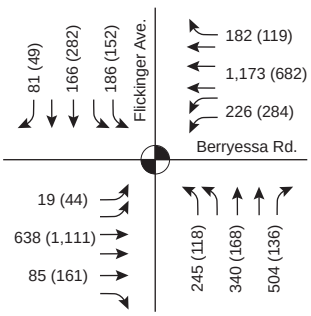
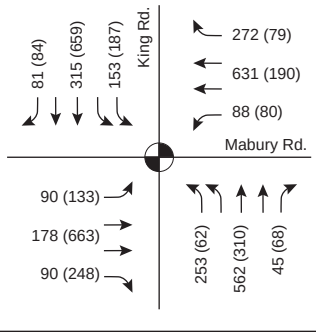
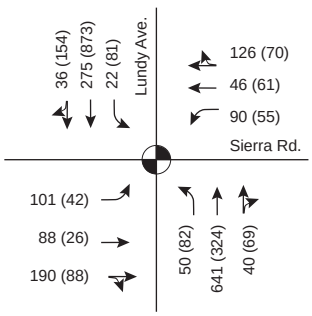
Notes:

1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections
3. LOS – Level of Service
4. Change in critical volume to capacity ratio between Existing and Existing plus Project Conditions
5. Change in average critical movement delay between Existing and Existing plus Project Conditions

* CMP intersections with LOS E threshold

The traffic volumes were collected prior to the closure of Lundy Avenue/Sierra Road

Existing plus Project Conditions Traffic Volumes, Lane Geometry and Traffic Controls

1) Berryessa Road/Lundy Avenue	2) Berryessa Road/Flickinger Avenue	3) King Road/Mabury Road	4) Lundy Avenue/Sierra Road
			

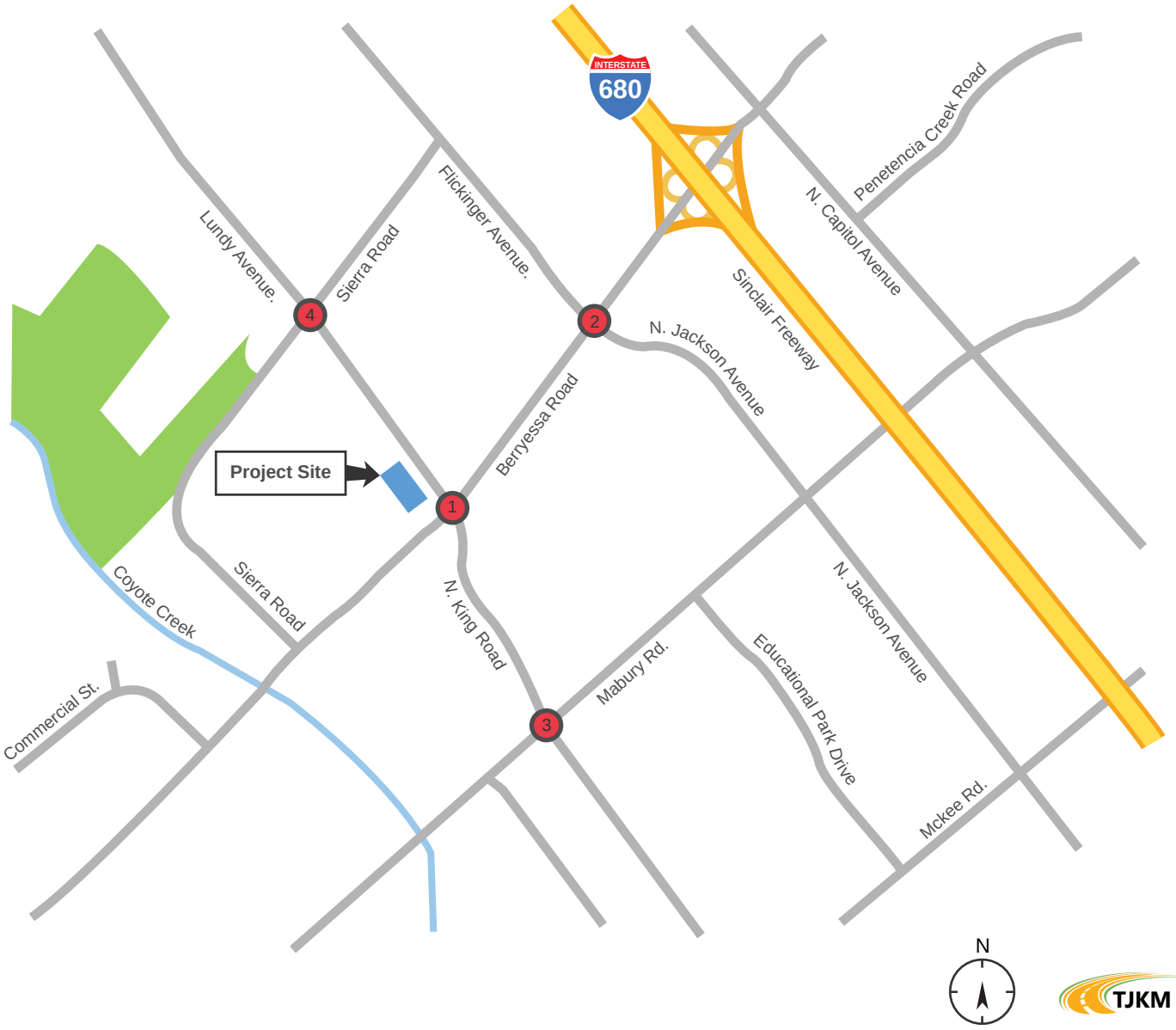


Figure 8

BACKGROUND (EXISTING PLUS APPROVED PROJECTS) CONDITIONS

This scenario is similar to Existing Conditions, but with the addition of traffic from approved and pending developments located within the immediate vicinity of the project. The City staff provided the list of Approved Trips Inventory (ATI), which represents the traffic volumes generated by projects that are approved but not been constructed. ATI volumes were added to the Existing Conditions volumes to project the peak hour turning movements at the study intersections under Background Conditions. The ATI sheets are included in **Appendix D**.

Figure 9 shows projected turning movement volumes at all of the study intersections for Background Conditions for both a.m. and p.m. peak hours.

INTERSECTIONS LEVEL OF SERVICE ANALYSIS – BACKGROUND CONDITIONS

The intersection LOS analysis results for Background Conditions are summarized in **Table 5**. Detailed calculation sheets for Background Conditions (Existing plus Approved Projects) are contained in **Appendix D**. Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Table 5: Intersection Level of Service Analysis – Background (Existing plus Approved Projects) Conditions

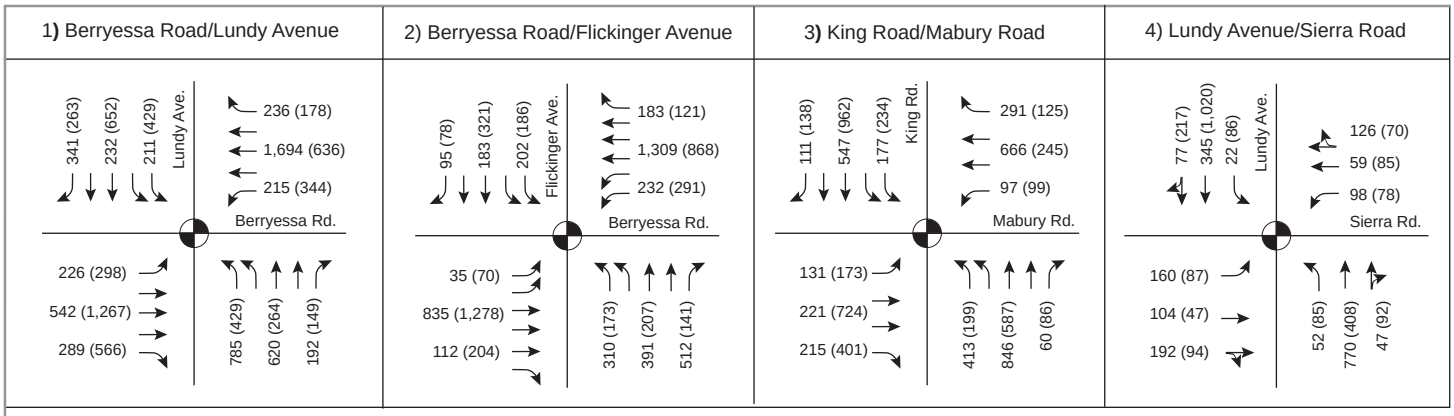
ID	*Study Intersections*	*Control*	*Peak Hour*[1]	*Background Conditions*			
				Delay[2]	*LOS*[3]	*Critical V/C*[4]	*Critical Delay*[5]
1	Berryessa Road/Lundy Avenue*	Signalized	AM	48.00	D	0.806	51.40
			PM	50.10	D	0.790	58.00
2	Berryessa Road/ Flickinger Avenue	Signalized	AM	39.30	D	0.569	37.20
			PM	35.40	D+	0.468	37.60
3	King Road/Mabury Road	Signalized	AM	43.10	D	0.612	46.70
			PM	42.80	D	0.707	43.30
4	Lundy Avenue/Sierra Road	Signalized	AM	29.60	C	0.444	27.00
			PM	23.10	C	0.532	20.40

Notes:

1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections
3. LOS – Level of Service

* CMP intersections with LOS E threshold

Background Conditions Traffic Volumes, Lane Geometry and Traffic Controls



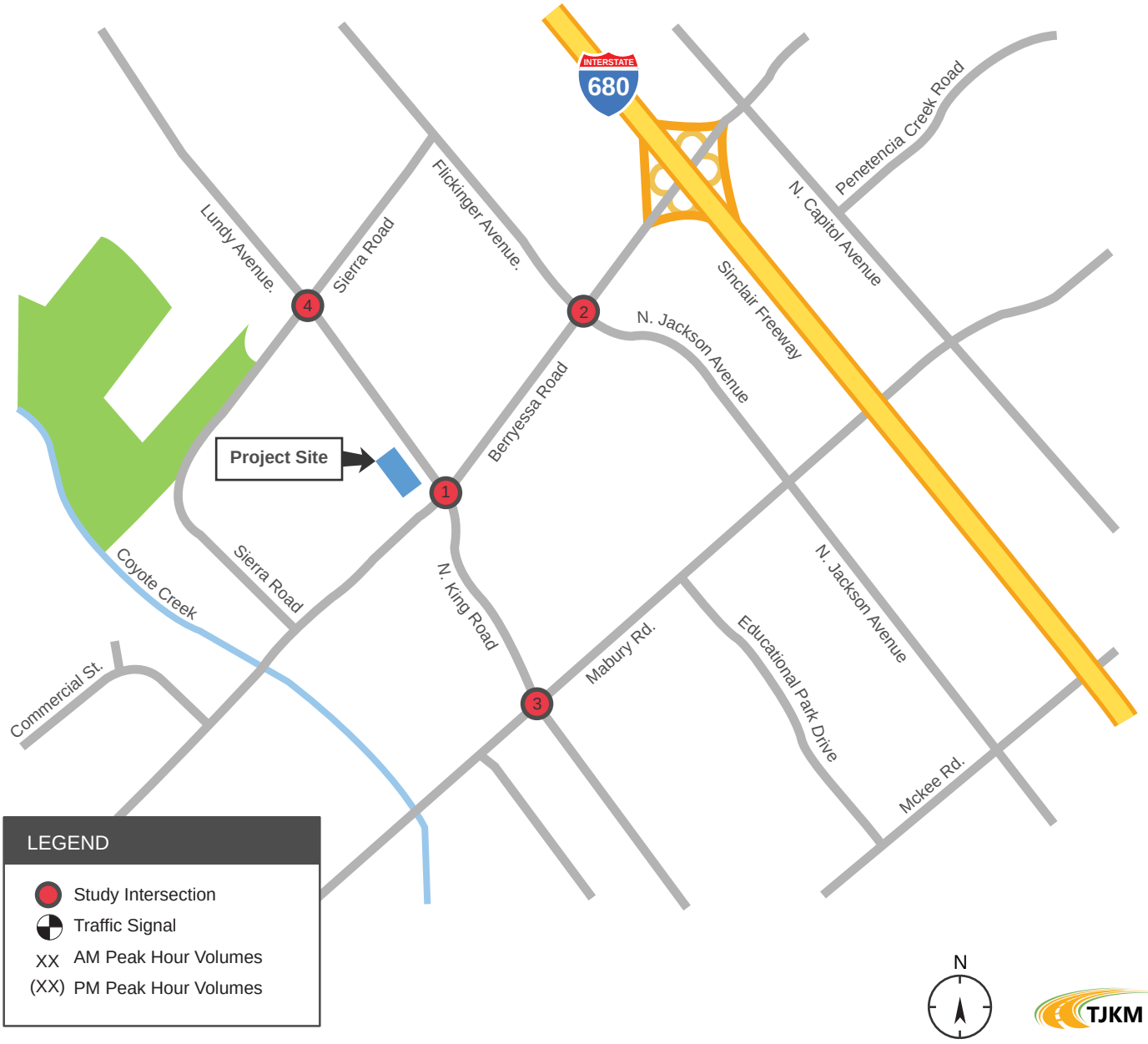


Figure 9

BACKGROUND PLUS PROJECT CONDITIONS

This scenario is identical to Background Conditions, but with the addition of projected traffic from the proposed redevelopment of the Shell gas station. Trip generation, distribution, and assignment for the proposed project are identical to that assumed under Existing plus Project Conditions.

INTERSECTION LEVEL OF SERVICE ANALYSIS – BACKGROUND PLUS PROJECT CONDITIONS

The intersection LOS analysis results for Background plus Project Conditions are summarized in **Table 6**. Detailed calculation sheets for Background plus Project Conditions are contained in **Appendix E**. Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria, the project is expected to have a **less-than-significant** impact at all the four study intersections.

Figure 10 shows projected turning movement volumes at all of the study intersections for Background plus Project Conditions.

The results for Background Conditions are included for comparison purposes, along with the projected increases in critical delay and critical V/C ratios.

Table 6: Intersection Level of Service Analysis – Background plus Project Conditions

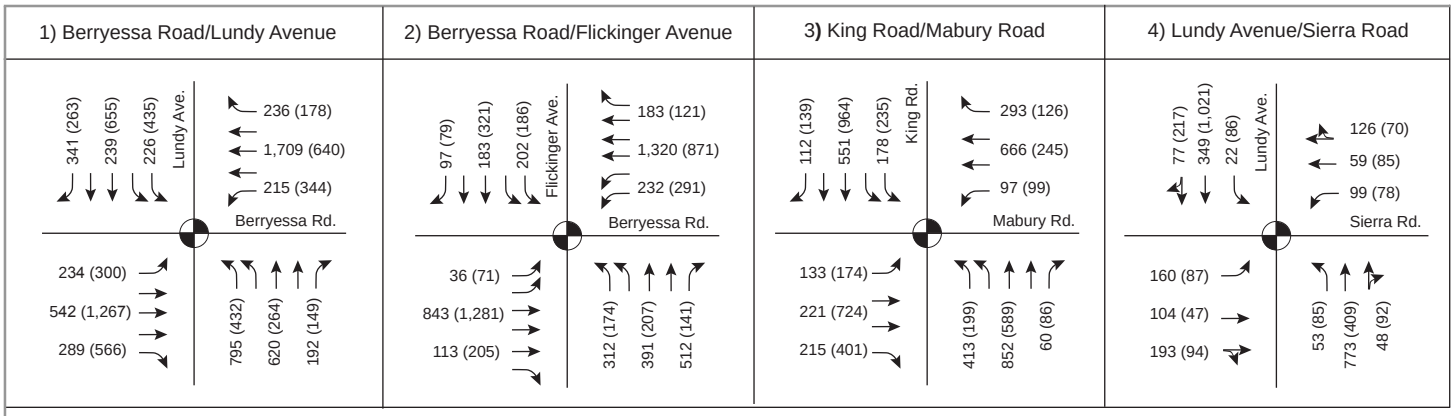
ID	*Study Intersections*	*Control*	*Peak Hour*[1]	*Background Conditions*		*Background plus Project Conditions*		*Change In*	
				Delay[2]	*LOS*[3]	*Delay*[2]	*LOS*[3]	*Critical V/C*[4]	*Critical Delay*[5]
1	Berryessa Road/ Lundy Avenue*	Signalized	AM	48.00	D	48.70	D	0.008	1.50
			PM	50.10	D	50.20	D	0.002	0.20
2	Berryessa Road/ Flickinger Avenue	Signalized	AM	39.30	D	39.30	D	0.003	0.00
			PM	35.40	D+	36.20	D+	0.029	2.50
3	King Road/ Mabury Road	Signalized	AM	43.10	D	43.20	D	0.003	0.10
			PM	42.80	D	42.80	D	0.001	0.00
4	Lundy Avenue/ Sierra Road	Signalized	AM	29.60	C	29.60	C	0.002	-0.10
			PM	23.10	C	23.10	C	0.000	0.00

Notes:

1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections
3. LOS – Level of Service
4. Change in critical volume to capacity ratio between Background and Background plus Project Conditions
5. Change in average critical movement delay between Background and Background plus Project Condition

* CMP intersections with LOS E threshold

Background plus Project Conditions Traffic Volumes, Lane Geometry and Traffic Controls



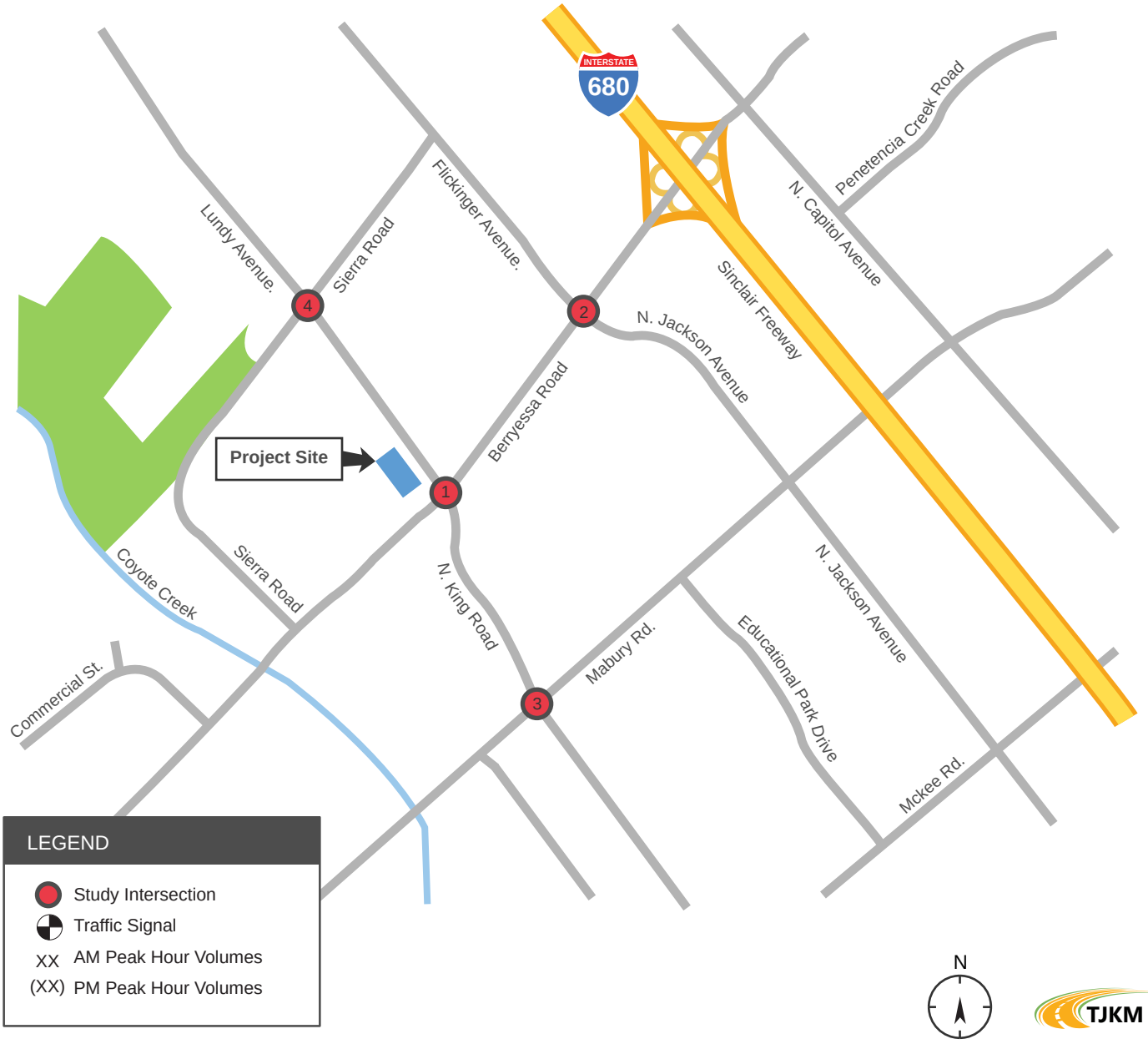


Figure 10

CUMULATIVE CONDITIONS

This section details expected traffic conditions at the study intersections under Cumulative (No Project) Conditions. This analysis scenario is defined as baseline conditions without the proposed project in year 2020. This scenario is similar to the Background Conditions, but with a projected growth rate of 1 percent per year applied over five (5) years to project traffic demands for the Horizon Year 2020. **Figure 11** shows projected turning movement volumes at all the study intersections for Cumulative Conditions.

The Cumulative No Project (or cumulative baseline) traffic volumes were based on the assumption of a 1 percent growth factor per year for five years applied to Background traffic volumes. This growth assumption was furnished by the City of San Jose staff.

INTERSECTION LEVEL OF SERVICE ANALYSIS - CUMULATIVE CONDITIONS

The intersection LOS analysis results for Cumulative Conditions are summarized in **Table 7**. Detailed calculation sheets for Cumulative Conditions are contained in **Appendix F**. Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and VTA CMP (LOS E) or better during the a.m. and p.m. peak hours.

Figure 11 shows projected turning movement volumes at all of the study intersections for Cumulative Conditions.

Table 7: Intersection Level of Service Analysis – Cumulative Conditions

ID	*Study Intersections*	*Control*	*Peak Hour*[1]	*Cumulative Conditions*			
				Delay[2]	*LOS*[3]	*Critical V/C*[4]	*Critical Delay*[5]
1	Berryessa Road/ Lundy Avenue*	Signalized	AM	49.70	D	0.846	54.10
			PM	51.60	D-	0.829	60.40
2	Berryessa Road/ Flickinger Avenue	Signalized	AM	39.70	D	0.598	37.90
			PM	36.50	D+	0.520	40.50
3	King Road/ Mabury Road	Signalized	AM	43.80	D	0.643	47.60
			PM	43.70	D	0.743	44.90
4	Lundy Avenue/ Sierra Road	Signalized	AM	29.80	C	0.467	27.30
			PM	23.70	C	0.566	20.60

Notes:

1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections
3. LOS – Level of Service

* CMP intersections with LOS E threshold

Cumulative Conditions Traffic Volumes, Lane Geometry and Traffic Controls

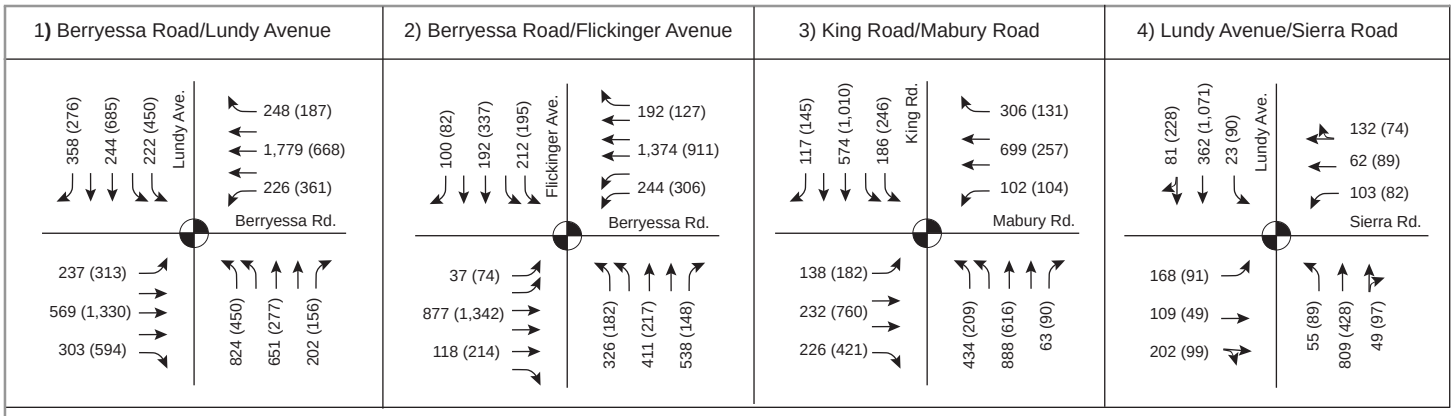


Figure 11

CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is similar to the Cumulative Conditions, with the addition of projected traffic from the proposed redevelopment of the site. Trip generation, distribution, and assignment for the proposed project are identical to that assumed under Existing plus Project Conditions. **Figure 12** shows projected turning movement volumes at all the study intersections for Cumulative plus Project Conditions.

INTERSECTION LEVEL OF SERVICE ANALYSIS - CUMULATIVE PLUS PROJECT CONDITIONS

The intersection LOS analysis results for Cumulative plus Project Conditions are summarized in **Table 8**. Detailed calculation sheets for Cumulative plus Project Conditions are contained in **Appendix G**. Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria, the project is expected to have a **less-than-significant** impact at all the four study intersections.

The results for Cumulative Conditions are included for comparison purposes, along with the projected increases in critical delay and critical V/C ratios.

Table 8: Intersection Level of Service Analysis – Cumulative plus Project Conditions

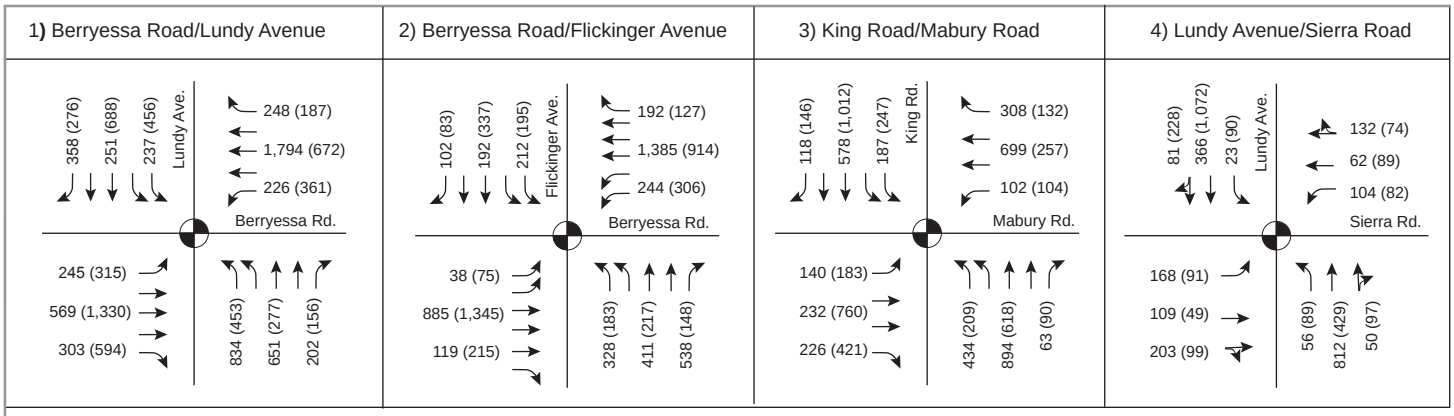
ID	*Study Intersections*	*Control*	*Peak Hour[1]*	*Cumulative Conditions*		*Cumulative plus Project Conditions*		*Change In*	
				Delay[2]	*LOS[3]*	*Delay[2]*	*LOS[3]*	*Critical V/C[4]*	*Critical Delay[5]*
1	Berryessa Road/ Lundy Avenue*	Signalized	AM	49.70	D	50.60	D	0.008	1.60
			PM	51.60	D-	51.70	D-	0.002	0.20
2	Berryessa Road/ Flickinger Avenue	Signalized	AM	39.70	D	39.70	D	0.002	0.00
			PM	36.50	D+	36.50	D+	0.001	0.00
3	King Road/ Mabury Road	Signalized	AM	43.80	D	43.90	D	0.002	0.10
			PM	43.70	D	43.80	D	0.001	0.00
4	Lundy Avenue/ Sierra Road	Signalized	AM	29.80	C	29.70	C	0.001	-0.10
			PM	23.70	C	23.70	C	0.000	0.00

Notes:

1. AM – morning peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections
3. LOS – Level of Service
4. Change in critical volume to capacity ratio between Cumulative and Cumulative plus Project Conditions
5. Change in average critical movement delay between Cumulative and Cumulative plus Project Condition

* CMP intersections with LOS E threshold

Cumulative plus Project Conditions Traffic Volumes, Lane Geometry and Traffic Controls



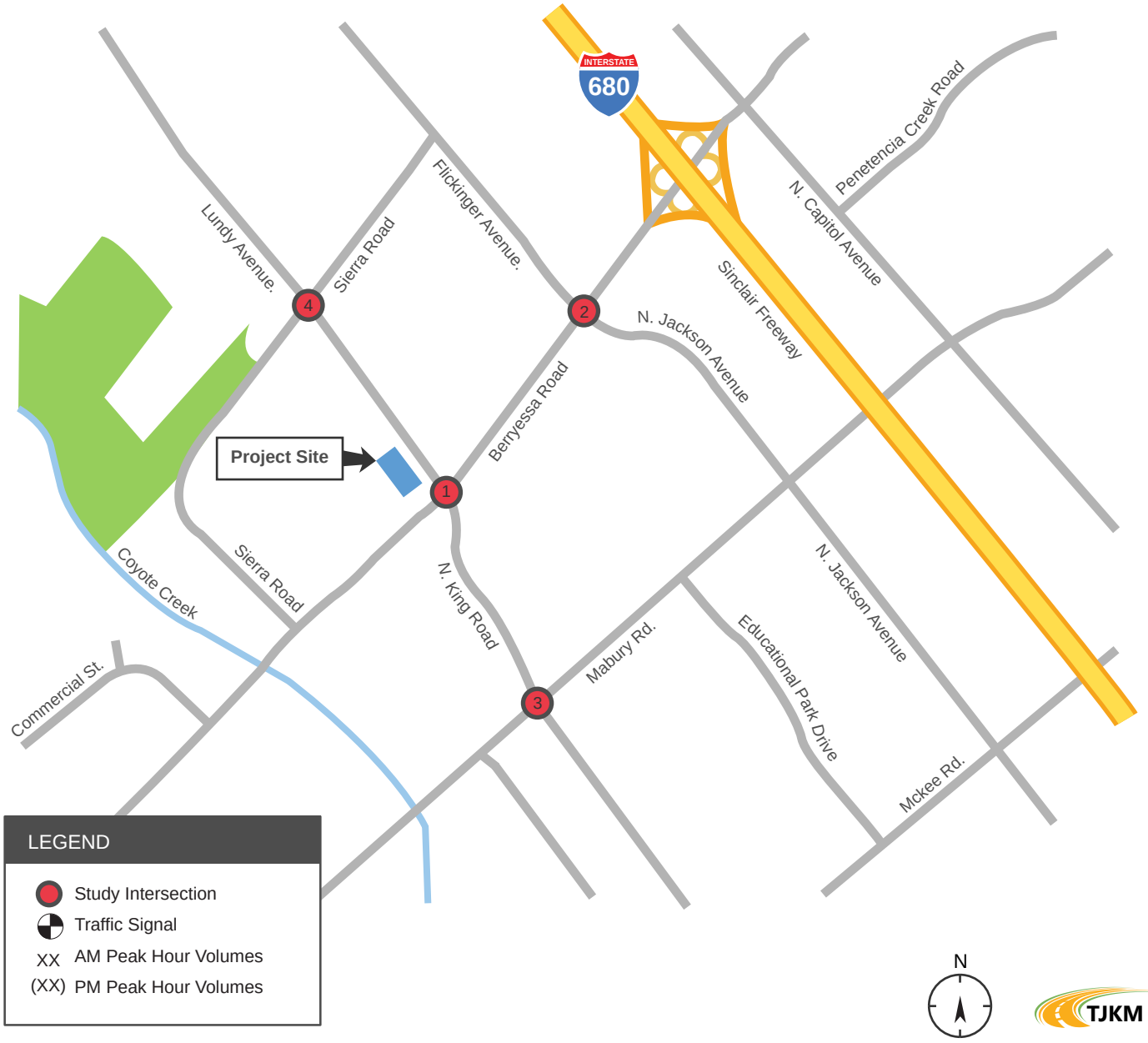


Figure 12

QUEUING AND DRIVEWAY ANALYSIS

QUEUING ANALYSIS AT SELECTED STUDY INTERSECTIONS

TJKM conducted a vehicle queuing and storage analysis for all exclusive left turn pockets at selected study intersections where project traffic is added under Existing plus Project Conditions. The 95th percentile (maximum) queues were analyzed using the HCM 2000 Queue methodology contained in TRAFFIX software. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario. **Table 9** summarizes the 95th percentile queue lengths at selected study intersections under all Existing and Existing plus Project Conditions scenarios. It should be noted that queue lengths at some locations exceed capacity creating a deficient condition; however, the project would add less than two vehicles to the average design queue length. The proposed project *does not create a significant impact* on the expected left-turn or right-turn queues at the study intersections.

Table 9: 95th Percentile Queues at Turn Pockets Affected by Project Traffic

Int. No.	*Intersection Name*	*Lane Group*	*Storage Length per Lane*	*Existing*		*Existing plus Project*	
				AM	*PM*	*AM*	*PM*
1	Berryessa Road/ Lundy Avenue	NBL	300	620	260	620	260
		SBL	200	300	480	300	480
		WBL	200	360	380	360	380
		EBL	260	300	550	300	560

Notes: Storage length and 95th percentile queue is expressed in feet per lane

QUEUING AND LEVEL OF SERVICE ANALYSIS AT PROJECT DRIVEWAY

TJKM conducted a vehicle queuing and LOS analysis at the proposed project driveways on Lundy Avenue and Berryessa Road. The 95th percentile (maximum) queues were analyzed using the HCM 2000 Queue methodology contained in TRAFFIX software for the project driveway**. Table 10** summarizes the 95th percentile queue lengths and LOS at the project driveways under Existing plus Project scenario. It should be noted that for the driveway analysis total project trips were assigned on the proposed driveways. As shown in **Table 10**, under Existing plus Project Conditions project driveways are expected to operate at an acceptable LOS. In addition, the 95th percentile queueing at the outbound approach of project driveway is expected to be minimal.

Table 10: 95th Percentile Queues and Level of Service at Project Driveways

Intersection	*Control*	*Existing plus Project Conditions*					
		AM			*PM*		
		Delay	*LOS*	*95th Percentile Queue (feet)*	*Delay*	*LOS*	*95th Percentile Queue (feet)*
Lundy Avenue/ Project Driveway	One-Way Stop	11.5	B	20	14.8	B	20
Berryessa Road/ Project Driveway	One-Way Stop	17.2	C	20	10.2	B	20

Notes:

1. Delay = Average control delay in seconds per vehicle
2. LOS = Level of Service
3. Reported values of 95th percentile queues are for the outbound movements at the project driveways

SITE ACCESS AND ON-SITE CIRCULATION AND OTHER IMPACTS

SITE ACCESS

This section analyzes site access and internal circulation for vehicles, pedestrians and bicycles based on the site plan presented on **Figure 2**. TJKM reviewed internal and external access for the project site for vehicles, pedestrians, and bicycles.

TJKM reviewed the proposed project site plan to evaluate on-site access to the project. The proposed project's access will be via two (2) driveways: one (1) on Lundy Avenue and other one (1) on Berryessa Road as shown in the project site plan dated May 11, 2015 (**Figure 2**).

The proposed access on Lundy Avenue is approximately 200 feet to the north of the intersection of Berryessa Road/Lundy Avenue and will have a right-in/right-out access. The proposed access on Berryessa Road is approximately 100 feet to the west of the intersection of Berryessa Road/Lundy Avenue and will have a right-in/right-out access. Based on the evaluation, the access driveways are expected to be adequate for passenger vehicles accessing the site and the project driveways are expected to operate at an acceptable LOS. In addition, the 95th percentile queueing at the outbound approach of project driveway is expected to be minimal. **Figure 7** shows the project trips at the driveways.

TJKM also examined the project site plan (**Figure 2**) in order to evaluate the adequacy of on-site vehicles, refueling trucks, delivery trucks and emergency vehicles circulation. The internal circulation was reviewed for issues related to queueing, turning radii, and safety and circulation aisles. All circulation aisles accommodate two-way travel and the turning radii seems to be adequate for the refueling trucks and delivery trucks. Emergency vehicles can access the project via both the existing driveways. The proposed garbage pickup area is located on the northwest corner of the building complex and is conveniently accessible for garbage trucks. Small delivery vehicles for the convenience store and deli will be able to use the parking stalls in front of the stores; larger vehicles will be able to use the circulation area or unused fueling positions. Overall, the proposed on-site vehicle circulation is adequate and should not result in any traffic operations issues on-site that would result in significant impacts on City streets. Installation of Stop control exiting the project driveways with appropriate pavement delineation and signing as well as installation of "One Way" signs in the concrete median on the major roadways to enhance traffic safety and operations at the driveways is recommended.

To enhance pedestrian and bicycle operations at the intersection of Berryessa Road/Lundy Avenue (#1) and to be consistent with City of San Jose adopted goals, it is recommended that the project should reconfigure the northwest quadrant of the intersection by signal modification that would remove northwest pedestrian island at the intersection of Berryessa Road/Lundy Avenue. This improvement will provide a better line of sight for pedestrians, bicyclists, and drivers at the intersection. Reconfiguration of the northwest quadrant to remove the northwest pedestrian island will necessitate the realignment of the pedestrian crosswalk across Berryessa Road and signal modification at the intersection. The reconstruction of the northwest quadrant should be consistent with the North San Jose Plan, which has a planned addition of a second westbound and eastbound left-turn on Berryessa Road.

Pedestrian Access

Pedestrian access to the project site will be facilitated by existing sidewalks on Lundy Avenue and Berryessa Road, as well as proposed internal pedestrian circulation facilities including a proposed sidewalk from Berryessa Road within the Project site that will connect with the main entrance of the deli and convenience market.

In the project vicinity, all signalized study intersections are equipped with countdown pedestrian signal heads. All the study intersections have crosswalks. There is adequate street lighting in the vicinity. There are continuous sidewalks present on Berryessa Road, Lundy Avenue, North King Road, Flickinger Avenue, North Jackson Avenue, and Mabury Road along both sides within the project vicinity. An impact to pedestrians occurs if the proposed project disrupt existing pedestrian's facilities; or create inconsistencies with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies or standards conflict as per City of San Jose. The project's site plan proposes 15 foot sidewalks along Berryessa Road (4 feet 8 inches proposed dedication to Right of Way plus existing sidewalk) and 15 foot wide sidewalks along Lundy Avenue (4 feet 11 inches proposed dedication to Right of Way plus existing sidewalk), which are wider than the standard 6 foot sidewalks.

The proposed project provides adequate and appropriate facilities for safe non-motorized mobility. The proposed project will have adequate pedestrian access to the project site from the surrounding area. The proposed project will not result in significant impacts to existing or planned pedestrian facilities in the immediate vicinity of the project.

The proposed project does not conflict with existing and planned pedestrian facilities; therefore, the impact to pedestrian facilities is **less-than-significant.**

Bicycle Access

Bicycle access to the project site is provided via existing Class II Bike lanes along the Berryessa Road, Lundy Avenue, Flickinger Avenue, North Jackson Avenue, and Mabury Road along both sides near the project site. There is adequate signage for the bicyclists to maneuver without confusion. The City of San Jose bike plan 2020, dated November 17, 2009, provides a list of existing and proposed bicycle facilities in the City. According to the City's bike plan, Sierra Road between Flickinger Avenue and Bellemeade Street is proposed to have Class II Bike lanes. Overall, existing bicycle facilities provide adequate connectivity between the proposed project site and the adjacent residential neighborhoods. An impact to bicyclists occurs if the proposed project disrupt existing bicycle facilities; or conflict or create inconsistencies with adopted bicycle system plans, guidelines, policies or standards as per the City of San Jose. The project does not conflict with existing and planned bicycle facilities; therefore, the impact to bicycle facilities is **less-than-significant**.

Transit

The proposed project will generate very few trips via transit services, which can be accommodated by the existing transit capacity and hence the project is anticipated to have a **less-than-significant impact** on transit facilities.

PROJECT'S CONFORMANCE TO URBAN VILLAGE PLAN

Urban Village concepts create a policy framework to direct most of San Jose's new job and housing growth to occur within walkable and bike-friendly settings that have good access to transit and other existing transportation infrastructure and facilities. The proposed project is located within an Urban Village due to its proximity to future Berryessa BART station as well as the opportunities for new growth to occur.

TJKM examined the project site plan dated May 11, 2015 (**Figure 2**) in order to evaluate the project's conformance to the City of San Jose Urban Village Plan. The project's site plan proposes 15 foot sidewalks along Berryessa Road (4 feet 8 inches Proposed dedication to Right of Way plus existing sidewalk) and 15 foot wide sidewalks along Lundy Avenue (4 feet 11 inches proposed dedication to Right of Way plus existing sidewalk), which will be much wider than the minimum 6 foot sidewalks. Further, the project proposes to construct the convenience store and retail deli at the northwest corner of the intersection of Berryessa Road and Lundy Avenue. These improvements would support and create a safer environment for the pedestrians and bicycle users thereby conforming to the Urban Village Plan.

PROJECT'S CONFORMANCE TO DRIVE-THROUGH USES POLICY (POLICY 6-10)

TJKM evaluated the proposed project site plan to ensure compliance with City of San Jose's Drive-Through Policy Numbers 6-10. The City of San Jose Policy Numbers 6-10 lists the following criteria under TRAFFIC for development of establishments with drive-thru facilities:

- *Primary ingress and egress to drive-through type use parking lots should be from at least a four-lane major street* - The proposed project site plan proposes to provide access to the proposed project, via Lundy Avenue and Berryessa Road. In the vicinity of the project site, Lundy Avenue has two lanes in each direction with median; and Berryessa Road has three lanes in each direction with median. The proposed project is consistent with this criterion.

- *The drive-through stacking lane shall be located in a way so that any overflow from the stacking lane will not spill out onto public streets or major aisles of any parking lot. Overflow capacity shall be 50 percent of required stacking for overflow restricted to the parking lot and 100 percent of required stacking if the overflow is directed to the street* - Based on the evaluation of the drive-through it is projected that the proposed stacking lance would accommodate 100 percent of the required stacking described in Criterion E, below.

- *No ingress and egress points shall conflict with turning movements of street intersections* - Based on the evaluation of the proposed ingress and egress points, it is projected that the ingress and egress to the proposed project will not conflict with the turning movements at the nearby intersection of Lundy Avenue and Berryessa Road and, would not interfere with the operation of the intersection. The proposed project is consistent with this criterion based on the evaluation of the proposed ingress and egress points.

- *No drive-through use shall be approved with ingress or egress driveways within 300 feet of a signalized intersection operating at a LOS D, E, or F unless a traffic analysis demonstrates, to the satisfaction of the Director of Public Works, that vehicles entering or leaving said use will not impair the efficiency or operation of the intersection* - The proposed ingress and egress points to the proposed project are within 300 feet of the intersection of Lundy Avenue and Berryessa Road. Based on the trip generation and traffic analysis conducted for the project, it is projected that the proposed project trips will not have any significant impacts on the operation of the intersection of Lundy Avenue and Berryessa Road. As a result, the project is consistent with this criterion.

- *The drive-through stacking lane shall be separated physically from the user's parking lot and shall have a capacity of:*
  - *Self-Service Carwashes—five (5) cars per lane* (*Allow 20 feet per car)*
  - *No pedestrian crossing of the drive-through lane shall be allowed.*

  The proposed project proposes to provide stacking capacity for five vehicles without intruding into the on-site parking lot; in addition additional stacking, if necessary, would be available within the lot and no pedestrian crossing of the drive-through lane is proposed. Based on the proposed project site plan, the project is consistent with this criterion.

- *Proposed drive-through uses at or near signalized intersections may compound existing traffic congestion and make it intolerable even if the intersection meets the Transportation LOS Policy. In these situations, proposed drive-through uses should be discouraged* - Based on the trip generation and traffic analysis conducted for the project, it is projected that the proposed project trips will not result in significant impacts on the operation of the intersection of Lundy Avenue and Berryessa Road. As a result, the project is consistent with this criterion.

Based on the evaluation of the proposed site plan it is concluded that the proposed project is consistent with the City of San Jose Jose's Drive-Through uses Policy (Policy 6-10).

SIGHT DISTANCE ANALYSIS

Sight distance is evaluated to determine if a driver will have adequate visibility to enter a roadway safely without resulting in a conflict with traffic already on the roadway. The distance between the intersection of Berryessa Road/Lundy Avenue (#1) and the proposed egress-only driveway on Berryessa Road is approximately 100 feet and on Lundy Avenue is approximately 200 feet. According to Highway Design Manual, Chapter 200, 2014, the required minimum stopping sight distance for design speed of 40 mph should be 300 feet. The line of sight for vehicles exiting the driveways and vehicles travelling southbound on Lundy Avenue and westbound on Berryessa Road are clear and visible. Vehicles exiting the driveways will be visible to the vehicles travelling southbound on Lundy Avenue and westbound on Berryessa Road.

PARKING

Based on the project site plan dated May 11, 2015 (**Figure 2**), 33 parking spaces will be provided of which 24 spaces are uni-size parking stalls (8.5 feet by 17 feet). Two spaces are provided for Van-accessible parking stalls (17 feet by 18 feet), and seven spaces are 50 percent fuel canopy positions. The City of San Jose Municipal Code (Section 20.90.060/Table 20-190) requires that retail land uses to provide one space per each 200 sf, gas or charge station to provide one per employee, plus one per air and water pump service area, plus one space for information stop and for car wash one per employee, plus stacking of five cars per lane for self-service car wash. Based on the City's requirements, 27 parking spaces are required. The project proposes 33 parking spaces and stacking of five cars per lane for self-service car wash, so the number of proposed parking spaces seem to be adequate. Based on the proposed parking spaces to be provided on site, no parking impacts are projected on City streets.

CONCLUSIONS AND RECOMMENDATIONS

Project Trip Generation

The proposed commercial development project is forecasted to generate a net of 4,775 daily trips, including pass-by trips. The project is forecasted to generate 65 net vehicle trips during the a.m. peak hour and 21 net vehicle trips during the p.m. peak hour. The peak hour trip generation forecast includes discounts to account for existing site use and retail peak hour pass-by trip reduction as per ITE Trip Generation 9th Edition (2012).

Existing Conditions

All the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Existing plus Project Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria, the project is expected to have a **less-than-significant** impact at all the four study intersections.

Background (Existing plus Approved Projects) Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Background plus Project Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria, the project is expected to have a **less-than-significant** impact at all the four study intersections.

Cumulative Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Cumulative plus Project Conditions

Under this scenario, all the intersection operate within applicable jurisdictional standards of City of San Jose (LOS D) and the VTA's CMP (LOS E) or better during the a.m. and p.m. peak hours.

Based on the City of San Jose and VTA CMP impact criteria, the project is expected to have a **less-than-significant** impact at all the four study intersections.

Queuing and Driveway Analysis

The proposed project *does not create a significant impact* on the expected left-turn or right-turn queues at the study intersections. The project driveways are expected to operate at an acceptable level of service and the 95th percentile queueing at the outbound approach of project driveway is expected to be minimal.

Pedestrian, Bicycle and Transit Impacts

The proposed project does not conflict with existing and planned pedestrian or bicycle facilities, and will add very few trips to existing transit facilities, which can be accommodated by the existing transit capacity. Therefore, the impact to pedestrian, bicycle, and Transit facilities is ***less-than-significant***.

On-Site Circulation

TJKM examined the project site plan in order to evaluate the adequacy of on-site vehicle circulation including refueling trucks, delivery trucks and emergency vehicles. The proposed project's access will be via two driveways (right-in/right-out access): one on Lundy Avenue and other one on Berryessa Road. Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in traffic operations issues on-site that would result in significant impacts on City streets.

Project's Conformance to Urban Village Plan

The proposed project is located within an Urban Village due to its proximity to future Berryessa BART station as well as the opportunities for new growth to occur. TJKM examined the project site plan in order to evaluate the project's conformance to the Urban Village Plan. The project's site plan proposes 15 foot sidewalk along Berryessa Road (4 feet 8 inches proposed dedication to Right of Way plus existing sidewalk) and 15 foot wide sidewalk approximately (along Lundy Avenue (4 feet 11 inches proposed dedication to Right of Way plus existing sidewalk), which are wider than the standard 6 foot sidewalks. Further, the project proposes to construct the convenience store and retail deli at the northwest corner of the intersection of Berryessa Road and Lundy Avenue. These improvements would support and create a safer environment for the pedestrians and bicycle users thereby conforming to the Urban Village Plan.

Drive-Thru Uses Policy

TJKM examined the project site plan in order to evaluate the drive-through uses based on City of San Jose's drive-thru Policy Number 6-10. The analysis shows each of the criteria required for a drive-through uses were met.

Parking

Based on the project site plan, 33 parking spaces will be provided for the proposed project. Based on the City's requirements 25 parking spaces are required, the number of proposed parking spaces seem to be adequate. Based on the proposed parking spaces to be provided on site, no parking impacts are projected on City streets.

Recommendations

TJKM recommends the following:

- Installation of Stop control exiting the project driveways with appropriate pavement delineation and signing.
- Installation of "One Way" signs in the center concrete median on the major roadways to enhance traffic safety and operations where vehicles exit the project driveways.
- To enhance pedestrian and bicycle operations at the intersection of Berryessa Road/Lundy Avenue (#1) and to be consistent with City of San Jose adopted goals, it is recommended that the project should reconfigure the northwest quadrant of the intersection by signal modification that would remove northwest pedestrian island at the intersection of Berryessa Road/Lundy Avenue. This improvement will provide a better line of sight for pedestrians, bicyclists, and drivers at the intersection. Reconfiguration of the northwest quadrant to remove the northwest pedestrian island will necessitate the realignment of the pedestrian crosswalk across Berryessa Road and signal modification at the intersection.

Appendix A – Level of Service Methodology

LEVEL OF SERVICE METHODOLOGY

LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, *Highway Capacity Manual 2000*. *Highway Capacity Manual 2000* represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-I.

Table A-I

Level of Service Description

Facility Type	**Uninterrupted Flow**	**Interrupted Flow**
	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: *Highway Capacity Manual 2000*

Urban Streets

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.

Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.

Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II

Functional and Design Categories for Urban Streets

Criterion	Functional Category	
	Principal Arterial	**Minor Arterial**
Mobility function	Very important	Important
Access function	Very minor	Substantial
Points connected	Freeways, important activity centers, major traffic generators	Principal arterials
Predominant trips served	Relatively long trips between major points and through trips entering, leaving, and passing through city	Trips of moderate length within relatively small geographical areas

Criterion	Design Category			
	High-Speed	**Suburban**	**Intermediate**	**Urban**
Driveway access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided: undivided or two-lane with shoulders	Multilane divided or undivided; one way, two lane	Undivided one way; two way, two or more lanes
Parking	No	No	Some	Usually
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

Source: *Highway Capacity Manual 2000*

Table A-III

Urban Street Class based on Function and Design Categories

Design Category	Functional Category	
	Principal Arterial	**Minor Arterial**
High-Speed	I	Not applicable
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

Source: *Highway Capacity Manual 2000*

Table A-IV

Urban Street Levels of Service by Class

Urban Street Class	I	II	III	IV
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: *Highway Capacity Manual 2000*

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A

description of levels of service for signalized intersections can be found in Table A-V.

Table A-V

Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase doe not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: *Highway Capacity Manual 2000*

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI

Description of Level of Service for Two-Way Stop Controlled Intersections

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

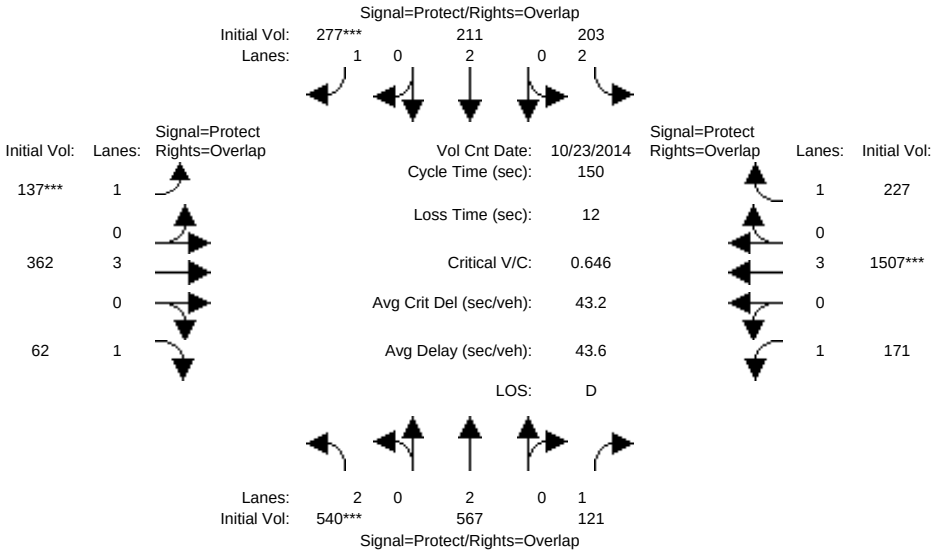
Source: *Highway Capacity Manual 2000*

Appendix B – Existing Conditions Intersections Level of Service Worksheets

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



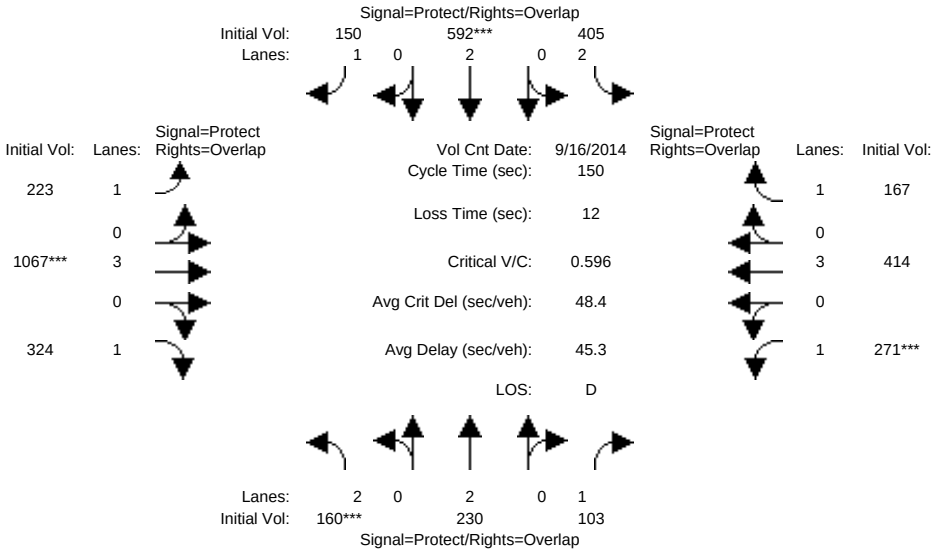
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Oct 2014 << 7:35-8:35AM												
Base Vol:	540	567	121	203	211	277	137	362	62	171	1507	227
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:	540	567	121	203	211	277	137	362	62	171	1507	227
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:	540	567	121	203	211	277	137	362	62	171	1507	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	567	121	203	211	277	137	362	62	171	1507	227
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:	540	567	121	203	211	277	137	362	62	171	1507	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.07	0.06	0.06	0.16	0.08	0.06	0.04	0.10	0.26	0.13
Crit Moves:	****					****	****				****	
Green Time:	39.8	40.8	88.1	17.6	18.6	36.8	18.2	32.3	72.1	47.3	61.4	79.0
Volume/Cap:	0.65	0.55	0.12	0.55	0.45	0.65	0.65	0.30	0.07	0.31	0.65	0.25
Delay/Veh:	50.6	47.4	13.8	64.2	61.6	54.2	69.6	49.5	21.0	39.3	36.2	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	47.4	13.8	64.2	61.6	54.2	69.6	49.5	21.0	39.3	36.2	19.4
LOS by Move:	D	D	B	E	E	D-	E	D	C+	D	D+	B-
HCM2k95thQ:	611	513	129	286	238	579	355	227	81	303	795	285

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



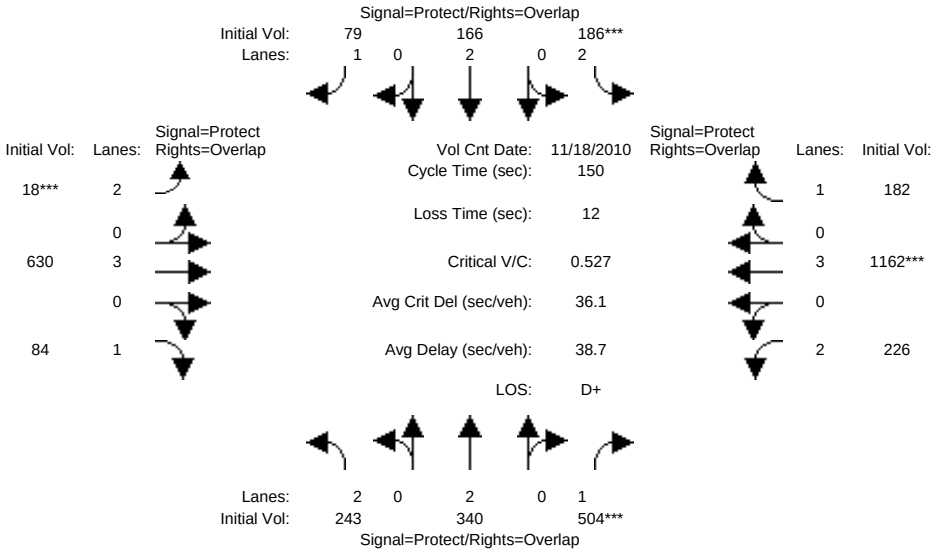
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 4:40-5:40PM												
Base Vol:	160	230	103	405	592	150	223	1067	324	271	414	167
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:	160	230	103	405	592	150	223	1067	324	271	414	167
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:	160	230	103	405	592	150	223	1067	324	271	414	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	230	103	405	592	150	223	1067	324	271	414	167
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:	160	230	103	405	592	150	223	1067	324	271	414	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.13	0.16	0.09	0.13	0.19	0.19	0.15	0.07	0.10
Crit Moves:	****				****			****			****	
Green Time:	12.8	17.7	56.7	34.2	39.2	94.0	54.8	47.1	59.9	39.0	31.2	65.5
Volume/Cap:	0.60	0.51	0.16	0.56	0.60	0.14	0.35	0.60	0.46	0.60	0.35	0.22
Delay/Veh:	69.8	63.1	30.9	52.3	49.5	11.5	35.0	44.0	33.7	50.8	50.9	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	63.1	30.9	52.3	49.5	11.5	35.0	44.0	33.7	50.8	50.9	26.5
LOS by Move:	E	E	C	D-	D	B+	C-	D	C-	D	D	C
HCM2k95thQ:	251	266	163	471	550	147	371	618	529	548	264	244

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



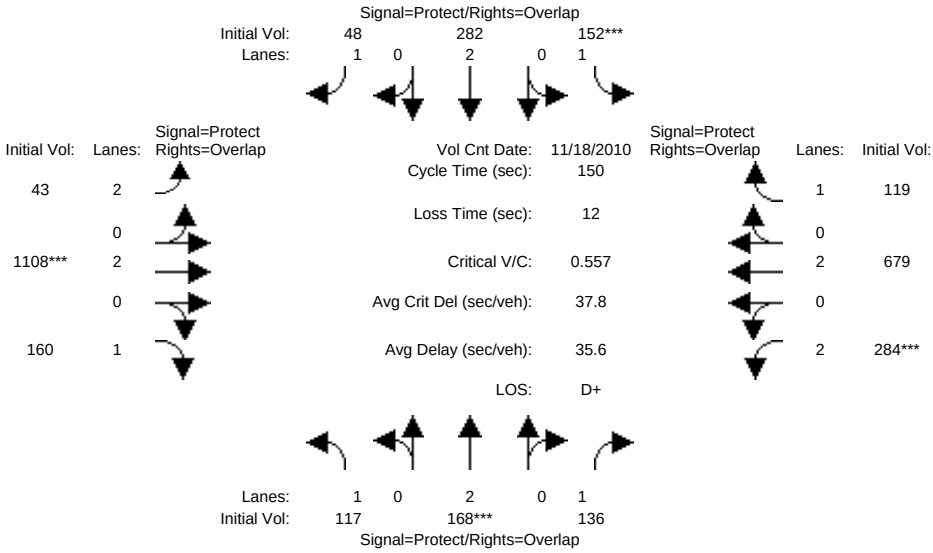
Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 730-830AM												
Base Vol:	243	340	504	186	166	79	18	630	84	226	1162	182
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:	243	340	504	186	166	79	18	630	84	226	1162	182
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:	243	340	504	186	166	79	18	630	84	226	1162	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	340	504	186	166	79	18	630	84	226	1162	182
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:	243	340	504	186	166	79	18	630	84	226	1162	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.29	0.06	0.04	0.05	0.01	0.11	0.05	0.07	0.20	0.10
Crit Moves:			****	****			****				****	
Green Time:	40.4	59.1	83.8	16.1	34.9	41.9	7.0	38.0	78.4	24.7	55.7	71.9
Volume/Cap:	0.29	0.23	0.52	0.55	0.19	0.16	0.12	0.44	0.09	0.44	0.55	0.22
Delay/Veh:	43.6	30.3	21.0	65.4	46.3	41.0	68.9	47.2	18.0	57.0	37.5	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	30.3	21.0	65.4	46.3	41.0	68.9	47.2	18.0	57.0	37.5	22.8
LOS by Move:	D	C	C+	E	D	D	E	D	B	E+	D+	C+
HCM2k95thQ:	255	245	667	269	151	145	30	381	102	283	618	247

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



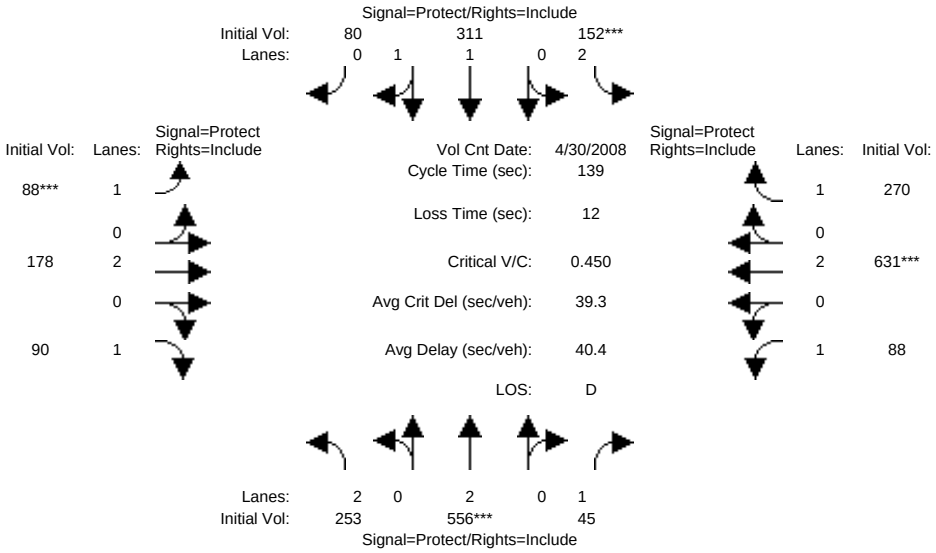
Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 445-545PM												
Base Vol:	117	168	136	152	282	48	43	1108	160	284	679	119
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	168	136	152	282	48	43	1108	160	284	679	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	168	136	152	282	48	43	1108	160	284	679	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	168	136	152	282	48	43	1108	160	284	679	119
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:	117	168	136	152	282	48	43	1108	160	284	679	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.08	0.09	0.07	0.03	0.01	0.29	0.09	0.09	0.18	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.7	11.9	36.2	23.4	18.6	39.8	21.3	78.5	95.2	24.3	81.5	104.8
Volume/Cap:	0.60	0.56	0.32	0.56	0.60	0.10	0.10	0.56	0.14	0.56	0.33	0.10
Delay/Veh:	68.6	68.8	47.3	61.1	64.4	41.7	56.1	24.4	11.1	59.3	19.2	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	68.8	47.3	61.1	64.4	41.7	56.1	24.4	11.1	59.3	19.2	7.3
LOS by Move:	E	E	D	E	E	D	E+	C	B+	E+	B-	A
HCM2k95thQ:	306	221	269	357	330	90	54	728	154	366	392	94

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



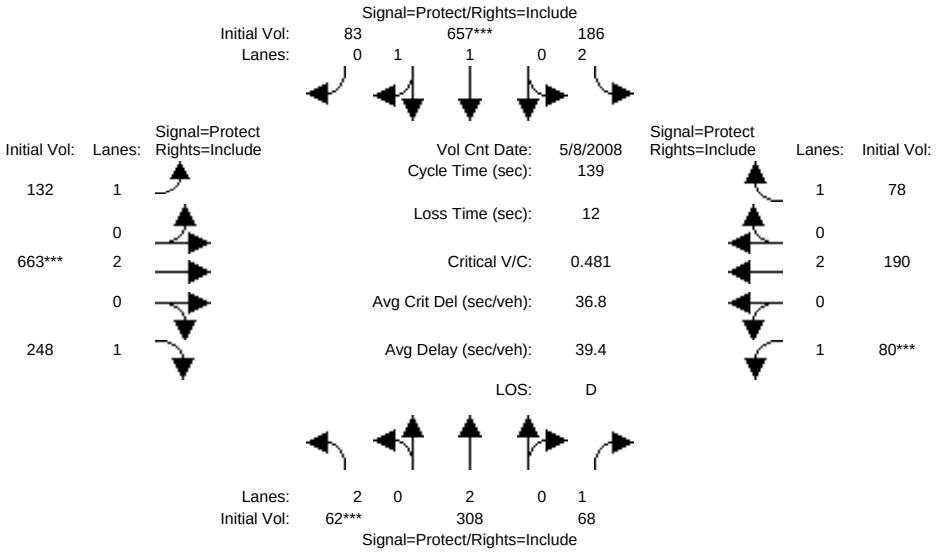
Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Apr 2008 << 7:30-8:30AM												
Base Vol:	253	556	45	152	311	80	88	178	90	88	631	270
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:	253	556	45	152	311	80	88	178	90	88	631	270
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:	253	556	45	152	311	80	88	178	90	88	631	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	556	45	152	311	80	88	178	90	88	631	270
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:	253	556	45	152	311	80	88	178	90	88	631	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2942	757	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.03	0.05	0.11	0.11	0.05	0.05	0.05	0.05	0.17	0.15
Crit Moves:		****		****			****				****	
Green Time:	26.0	45.2	45.2	14.9	34.2	34.2	15.5	39.3	39.3	27.5	51.3	51.3
Volume/Cap:	0.43	0.45	0.08	0.45	0.43	0.43	0.45	0.17	0.18	0.25	0.45	0.42
Delay/Veh:	50.5	37.3	32.5	59.1	44.5	44.5	59.4	37.6	37.8	47.4	33.4	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	37.3	32.5	59.1	44.5	44.5	59.4	37.6	37.8	47.4	33.4	33.1
LOS by Move:	D	D+	C-	E+	D	D	E+	D+	D+	D	C-	C-
HCM2k95thQ:	287	431	72	202	346	346	209	140	154	172	462	426

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



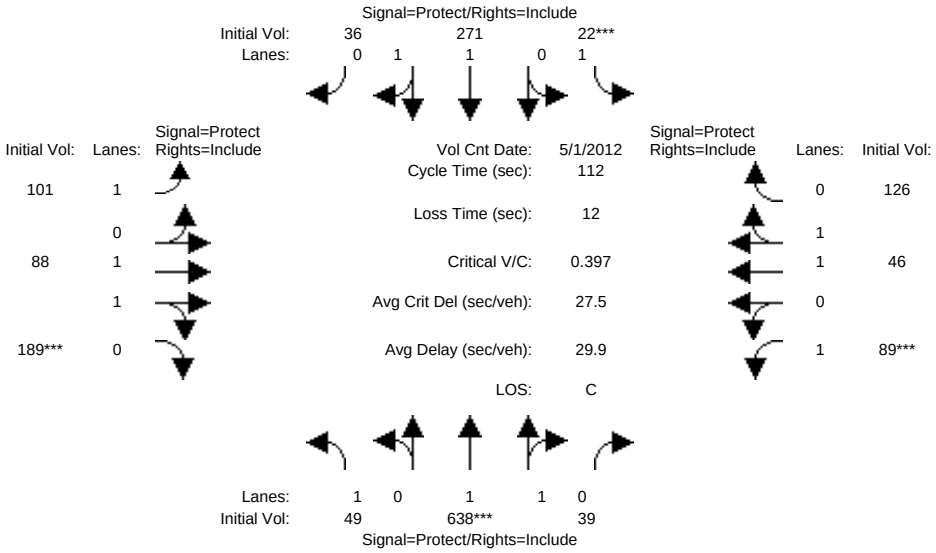
Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2008 << 4:45-5:45PM												
Base Vol:	62	308	68	186	657	83	132	663	248	80	190	78
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:	62	308	68	186	657	83	132	663	248	80	190	78
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:	62	308	68	186	657	83	132	663	248	80	190	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	308	68	186	657	83	132	663	248	80	190	78
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:	62	308	68	186	657	83	132	663	248	80	190	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3285	415	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.04	0.06	0.20	0.20	0.08	0.17	0.14	0.05	0.05	0.04
Crit Moves:	****				****			****			****	
Green Time:	7.0	37.1	37.1	27.0	57.1	57.1	32.2	49.8	49.8	13.1	30.7	30.7
Volume/Cap:	0.39	0.30	0.15	0.30	0.49	0.49	0.33	0.49	0.40	0.49	0.23	0.20
Delay/Veh:	71.0	41.4	39.5	49.2	31.3	31.3	46.5	35.9	35.2	69.7	45.0	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	41.4	39.5	49.2	31.3	31.3	46.5	35.9	35.2	69.7	45.0	45.3
LOS by Move:	E	D	D	D	C	C	D	D+	D+	E	D	D
HCM2k95thQ:	113	253	130	211	497	497	249	466	376	208	175	157

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



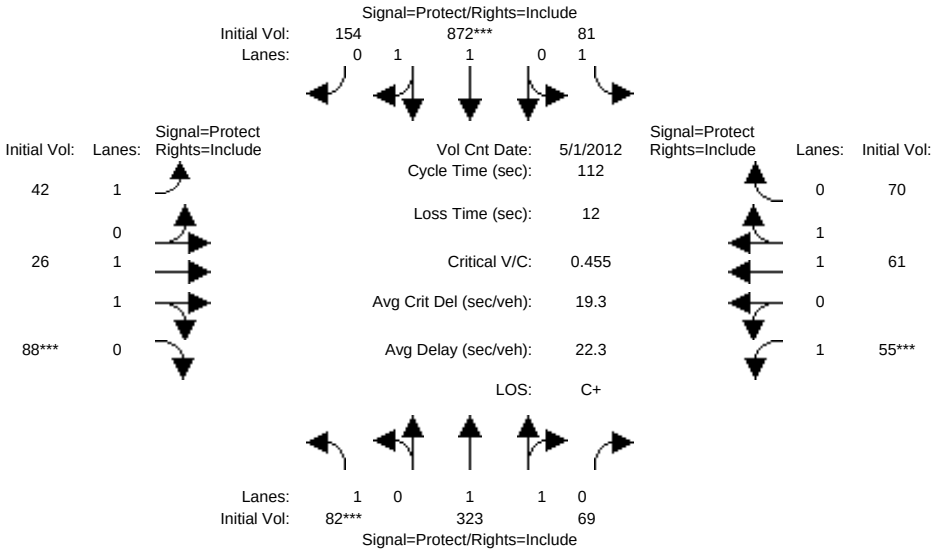
Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30AM												
Base Vol:	49	638	39	22	271	36	101	88	189	89	46	126
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:	49	638	39	22	271	36	101	88	189	89	46	126
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:	49	638	39	22	271	36	101	88	189	89	46	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	638	39	22	271	36	101	88	189	89	46	126
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:	49	638	39	22	271	36	101	88	189	89	46	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3487	213	1750	3266	434	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.01	0.08	0.08	0.06	0.05	0.11	0.05	0.02	0.07
Crit Moves:		****		****					****	****		
Green Time:	23.4	49.8	49.8	7.0	33.4	33.4	17.8	29.4	29.4	13.8	25.4	25.4
Volume/Cap:	0.13	0.41	0.41	0.20	0.28	0.28	0.36	0.18	0.41	0.41	0.11	0.32
Delay/Veh:	36.2	21.3	21.3	50.8	30.2	30.2	42.9	32.0	34.6	46.6	34.3	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	21.3	21.3	50.8	30.2	30.2	42.9	32.0	34.6	46.6	34.3	36.4
LOS by Move:	D+	C+	C+	D	C	C	D	C-	C-	D	C-	D+
HCM2k95thQ:	77	379	379	49	204	204	179	118	288	172	65	198

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 5:00-6:00PM												
Base Vol:	82	323	69	81	872	154	42	26	88	55	61	70
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:	82	323	69	81	872	154	42	26	88	55	61	70
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:	82	323	69	81	872	154	42	26	88	55	61	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	323	69	81	872	154	42	26	88	55	61	70
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:	82	323	69	81	872	154	42	26	88	55	61	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3048	651	1750	3144	555	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.05	0.28	0.28	0.02	0.01	0.05	0.03	0.03	0.04
Crit Moves:	****				****				****	****		
Green Time:	11.5	50.2	50.2	29.6	68.3	68.3	8.3	12.4	12.4	7.7	11.8	11.8
Volume/Cap:	0.45	0.24	0.24	0.17	0.45	0.45	0.32	0.12	0.45	0.45	0.30	0.38
Delay/Veh:	49.1	19.1	19.1	31.9	11.9	11.9	50.7	45.0	48.0	52.8	46.7	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	19.1	19.1	31.9	11.9	11.9	50.7	45.0	48.0	52.8	46.7	47.3
LOS by Move:	D	B-	B-	C	B+	B+	D	D	D	D-	D	D
HCM2k95thQ:	169	206	206	118	447	447	92	45	178	129	111	140

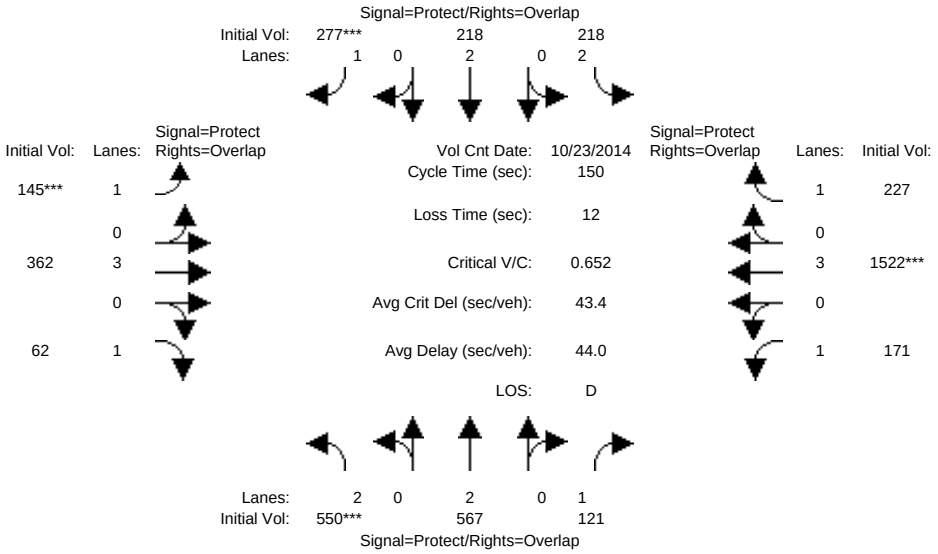
Note: Queue reported is the distance per lane in feet.

Appendix C – Existing plus Project Conditions Intersections Level of Service Worksheets

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



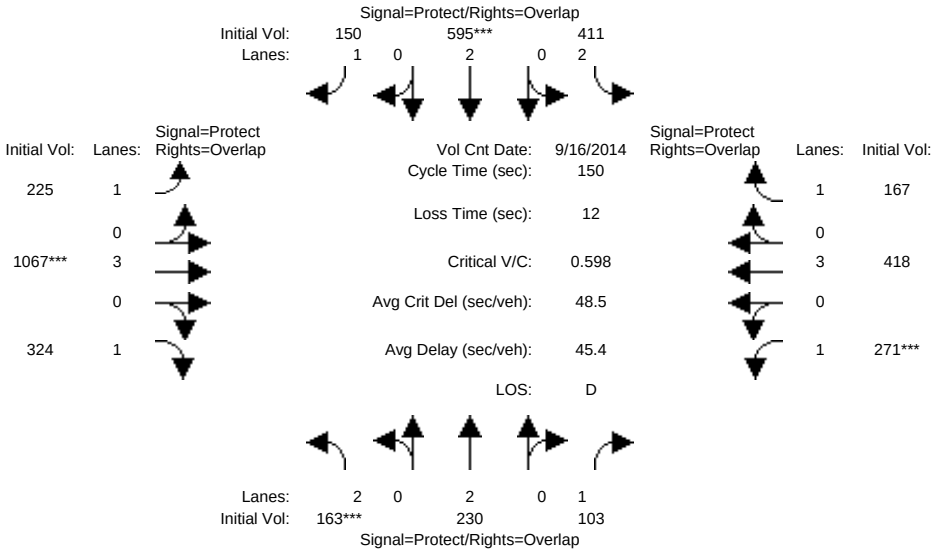
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Oct 2014 << 7:35-8:35AM												
Base Vol:	540	567	121	203	211	277	137	362	62	171	1507	227
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:	540	567	121	203	211	277	137	362	62	171	1507	227
Added Vol:	10	0	0	15	7	0	8	0	0	0	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	567	121	218	218	277	145	362	62	171	1522	227
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:	550	567	121	218	218	277	145	362	62	171	1522	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	567	121	218	218	277	145	362	62	171	1522	227
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:	550	567	121	218	218	277	145	362	62	171	1522	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.07	0.07	0.06	0.16	0.08	0.06	0.04	0.10	0.27	0.13
Crit Moves:	****					****	****				****	
Green Time:	40.2	39.3	87.1	18.2	17.4	36.4	19.1	32.6	72.8	47.8	61.4	79.6
Volume/Cap:	0.65	0.57	0.12	0.57	0.50	0.65	0.65	0.29	0.07	0.31	0.65	0.24
Delay/Veh:	50.6	48.8	14.2	64.2	63.1	54.7	69.1	49.2	20.6	38.9	36.3	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	48.8	14.2	64.2	63.1	54.7	69.1	49.2	20.6	38.9	36.3	19.1
LOS by Move:	D	D	B	E	E	D-	E	D	C+	D+	D+	B-
HCM2k95thQ:	621	523	131	306	253	582	371	226	81	302	805	283

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



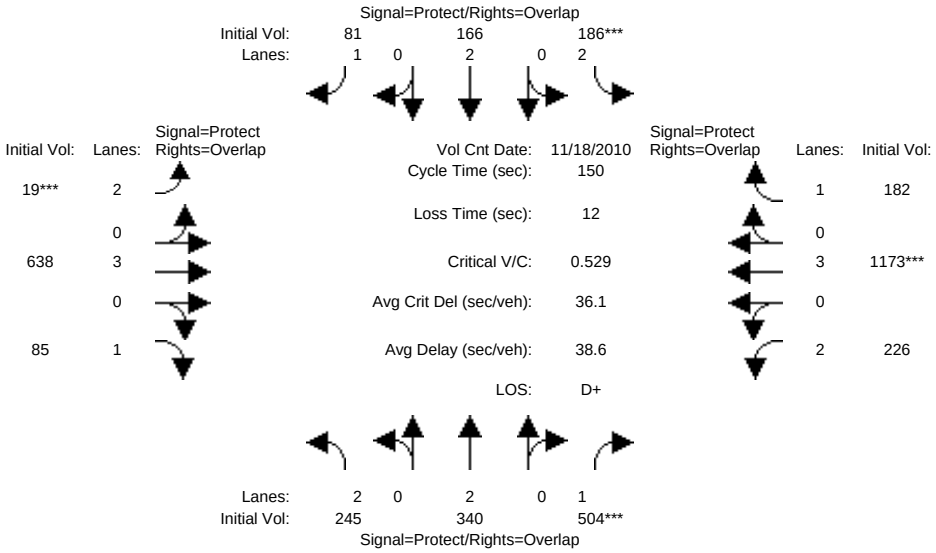
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 4:40-5:40PM												
Base Vol:	160	230	103	405	592	150	223	1067	324	271	414	167
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:	160	230	103	405	592	150	223	1067	324	271	414	167
Added Vol:	3	0	0	6	3	0	2	0	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	230	103	411	595	150	225	1067	324	271	418	167
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:	163	230	103	411	595	150	225	1067	324	271	418	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	230	103	411	595	150	225	1067	324	271	418	167
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:	163	230	103	411	595	150	225	1067	324	271	418	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.13	0.16	0.09	0.13	0.19	0.19	0.15	0.07	0.10
Crit Moves:	****				****			****			****	
Green Time:	13.0	17.7	56.5	34.6	39.3	93.9	54.6	46.9	59.9	38.8	31.2	65.7
Volume/Cap:	0.60	0.51	0.16	0.57	0.60	0.14	0.35	0.60	0.46	0.60	0.35	0.22
Delay/Veh:	69.6	63.2	31.1	52.1	49.5	11.5	35.1	44.1	33.7	51.0	51.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	63.2	31.1	52.1	49.5	11.5	35.1	44.1	33.7	51.0	51.0	26.3
LOS by Move:	E	E	C	D-	D	B+	D+	D	C-	D	D	C
HCM2k95thQ:	255	266	164	477	553	147	376	619	528	549	267	243

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



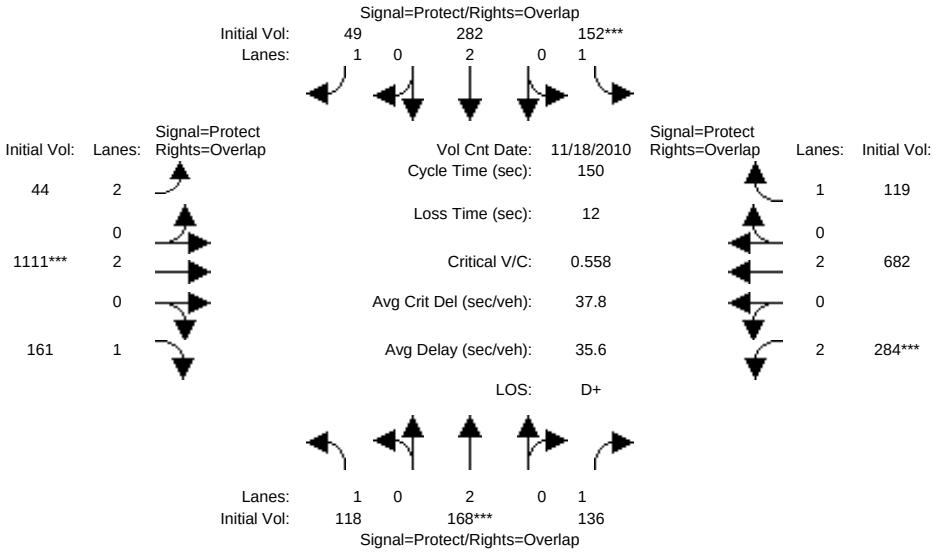
Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 730-830AM												
Base Vol:	243	340	504	186	166	79	18	630	84	226	1162	182
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:	243	340	504	186	166	79	18	630	84	226	1162	182
Added Vol:	2	0	0	0	0	2	1	8	1	0	11	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	340	504	186	166	81	19	638	85	226	1173	182
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:	245	340	504	186	166	81	19	638	85	226	1173	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	340	504	186	166	81	19	638	85	226	1173	182
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:	245	340	504	186	166	81	19	638	85	226	1173	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.29	0.06	0.04	0.05	0.01	0.11	0.05	0.07	0.21	0.10
Crit Moves:			****	****			****				****	
Green Time:	40.4	58.9	83.5	16.1	34.6	41.6	7.0	38.4	78.8	24.6	56.0	72.1
Volume/Cap:	0.29	0.23	0.52	0.55	0.19	0.17	0.13	0.44	0.09	0.44	0.55	0.22
Delay/Veh:	43.6	30.5	21.2	65.5	46.5	41.2	69.0	46.9	17.8	57.0	37.4	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	30.5	21.2	65.5	46.5	41.2	69.0	46.9	17.8	57.0	37.4	22.7
LOS by Move:	D	C	C+	E	D	D	E	D	B	E+	D+	C+
HCM2k95thQ:	257	245	670	269	151	149	31	385	103	283	623	246

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



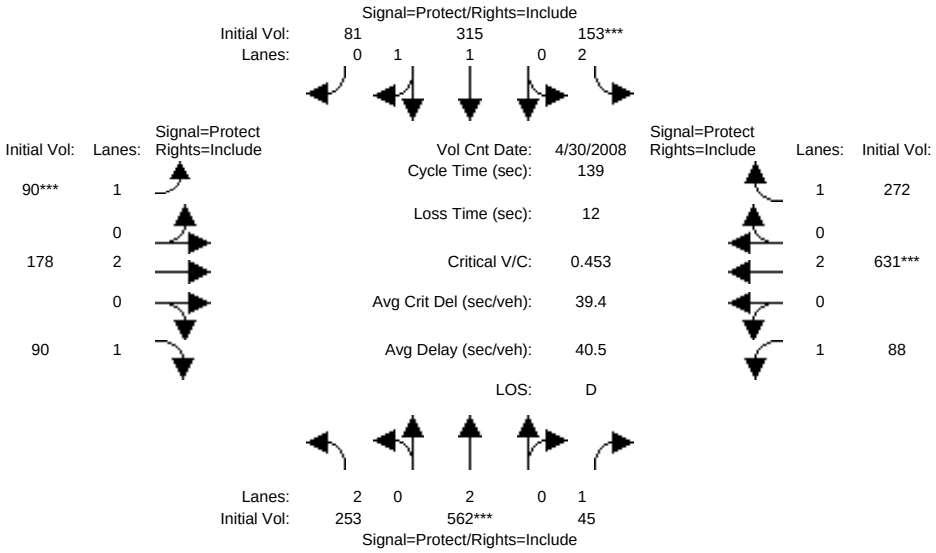
Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 445-545PM												
Base Vol:	117	168	136	152	282	48	43	1108	160	284	679	119
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	168	136	152	282	48	43	1108	160	284	679	119
Added Vol:	1	0	0	0	0	1	1	3	1	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	168	136	152	282	49	44	1111	161	284	682	119
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:	118	168	136	152	282	49	44	1111	161	284	682	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	168	136	152	282	49	44	1111	161	284	682	119
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:	118	168	136	152	282	49	44	1111	161	284	682	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.08	0.09	0.07	0.03	0.01	0.29	0.09	0.09	0.18	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.8	11.9	36.1	23.3	18.5	39.7	21.2	78.6	95.3	24.2	81.6	104.9
Volume/Cap:	0.60	0.56	0.32	0.56	0.60	0.11	0.10	0.56	0.14	0.56	0.33	0.10
Delay/Veh:	68.7	68.9	47.3	61.1	64.5	41.9	56.2	24.4	11.0	59.3	19.1	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.7	68.9	47.3	61.1	64.5	41.9	56.2	24.4	11.0	59.3	19.1	7.3
LOS by Move:	E	E	D	E	E	D	E+	C	B+	E+	B-	A
HCM2k95thQ:	309	221	269	357	330	92	55	730	155	367	394	94

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



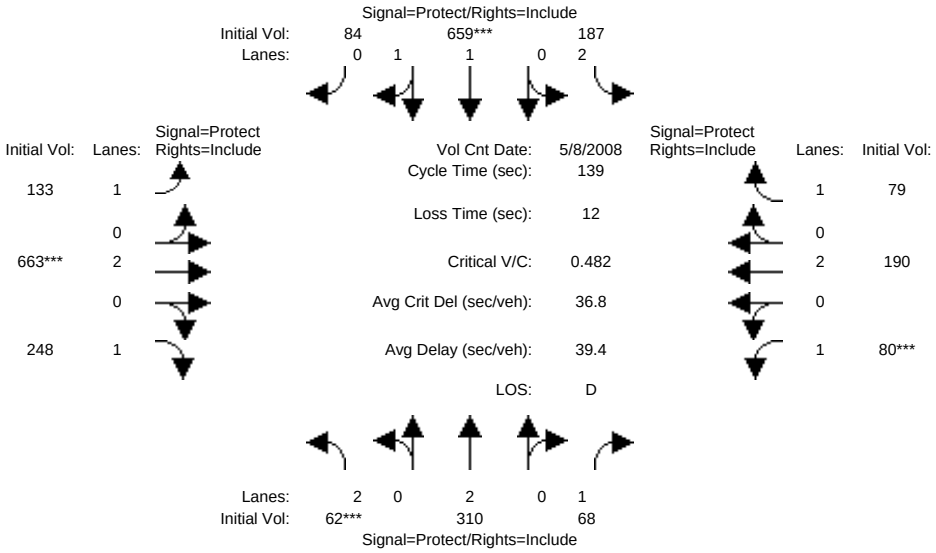
Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Apr 2008 << 7:30-8:30AM												
Base Vol:	253	556	45	152	311	80	88	178	90	88	631	270
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:	253	556	45	152	311	80	88	178	90	88	631	270
Added Vol:	0	6	0	1	4	1	2	0	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	562	45	153	315	81	90	178	90	88	631	272
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:	253	562	45	153	315	81	90	178	90	88	631	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	562	45	153	315	81	90	178	90	88	631	272
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:	253	562	45	153	315	81	90	178	90	88	631	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2943	757	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.03	0.05	0.11	0.11	0.05	0.05	0.05	0.05	0.17	0.16
Crit Moves:		****		****			****				****	
Green Time:	25.8	45.4	45.4	14.9	34.4	34.4	15.8	39.2	39.2	27.5	50.9	50.9
Volume/Cap:	0.43	0.45	0.08	0.45	0.43	0.43	0.45	0.17	0.18	0.25	0.45	0.42
Delay/Veh:	50.6	37.3	32.4	59.2	44.4	44.4	59.2	37.6	37.9	47.5	33.7	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	37.3	32.4	59.2	44.4	44.4	59.2	37.6	37.9	47.5	33.7	33.5
LOS by Move:	D	D+	C-	E+	D	D	E+	D+	D+	D	C-	C-
HCM2k95thQ:	287	436	71	204	349	349	213	140	154	172	464	431

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



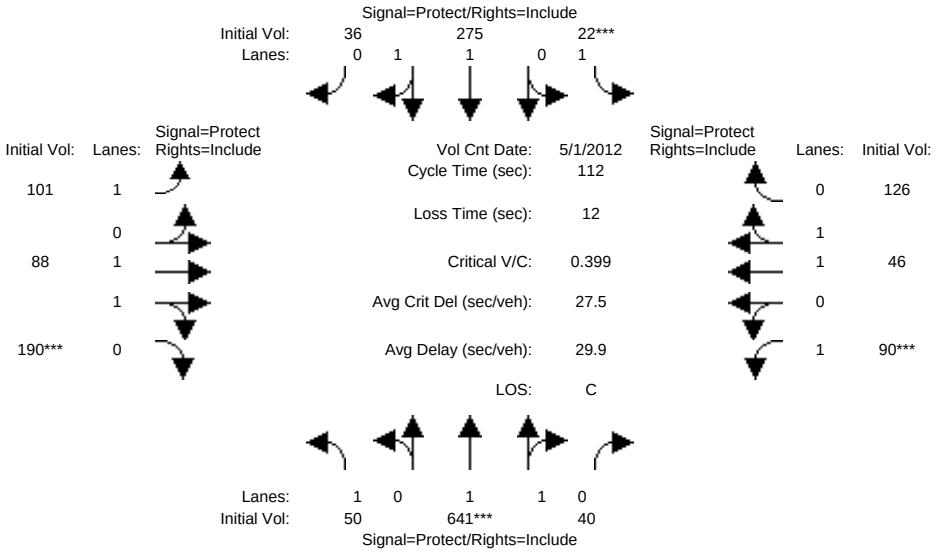
Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2008 << 4:45-5:45PM												
Base Vol:	62	308	68	186	657	83	132	663	248	80	190	78
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:	62	308	68	186	657	83	132	663	248	80	190	78
Added Vol:	0	2	0	1	2	1	1	0	0	0	0	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	310	68	187	659	84	133	663	248	80	190	79
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:	62	310	68	187	659	84	133	663	248	80	190	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	310	68	187	659	84	133	663	248	80	190	79
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:	62	310	68	187	659	84	133	663	248	80	190	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3281	418	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.04	0.06	0.20	0.20	0.08	0.17	0.14	0.05	0.05	0.05
Crit Moves:	****				****			****			****	
Green Time:	7.0	37.2	37.2	27.1	57.2	57.2	32.2	49.7	49.7	13.0	30.5	30.5
Volume/Cap:	0.39	0.30	0.15	0.30	0.49	0.49	0.33	0.49	0.40	0.49	0.23	0.21
Delay/Veh:	71.0	41.4	39.5	49.2	31.2	31.2	46.5	36.0	35.3	69.8	45.2	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	41.4	39.5	49.2	31.2	31.2	46.5	36.0	35.3	69.8	45.2	45.5
LOS by Move:	E	D	D	D	C	C	D	D+	D+	E	D	D
HCM2k95thQ:	113	254	130	212	499	499	251	466	376	208	175	160

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



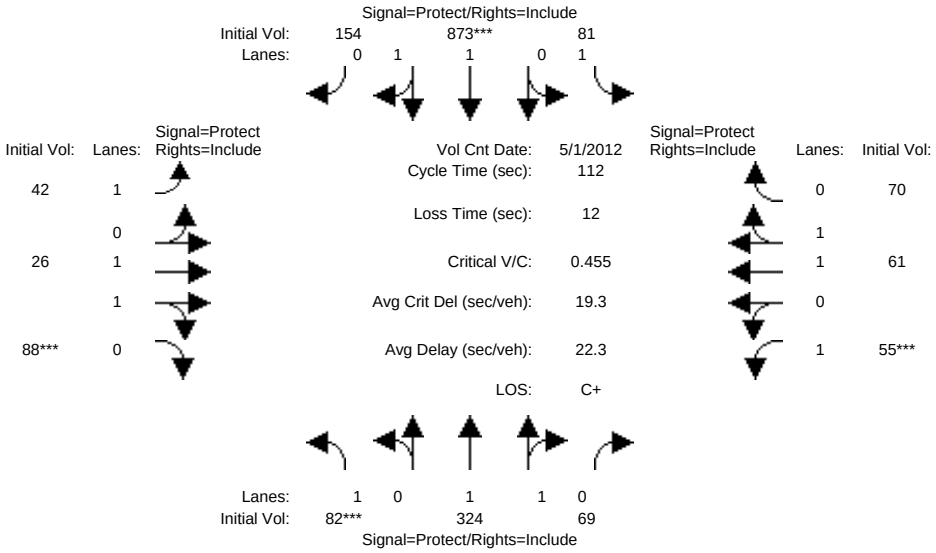
Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30AM												
Base Vol:	49	638	39	22	271	36	101	88	189	89	46	126
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:	49	638	39	22	271	36	101	88	189	89	46	126
Added Vol:	1	3	1	0	4	0	0	0	1	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	641	40	22	275	36	101	88	190	90	46	126
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:	50	641	40	22	275	36	101	88	190	90	46	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	641	40	22	275	36	101	88	190	90	46	126
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:	50	641	40	22	275	36	101	88	190	90	46	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3483	217	1750	3271	428	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.01	0.08	0.08	0.06	0.05	0.11	0.05	0.02	0.07
Crit Moves:		****		****					****	****		
Green Time:	23.4	49.8	49.8	7.0	33.4	33.4	17.8	29.3	29.3	13.9	25.4	25.4
Volume/Cap:	0.14	0.41	0.41	0.20	0.28	0.28	0.36	0.18	0.41	0.41	0.11	0.32
Delay/Veh:	36.3	21.4	21.4	50.8	30.3	30.3	42.8	32.0	34.6	46.6	34.3	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	21.4	21.4	50.8	30.3	30.3	42.8	32.0	34.6	46.6	34.3	36.4
LOS by Move:	D+	C+	C+	D	C	C	D	C-	C-	D	C-	D+
HCM2k95thQ:	79	382	382	49	207	207	179	118	290	174	64	198

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 5:00-6:00PM												
Base Vol:	82	323	69	81	872	154	42	26	88	55	61	70
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:	82	323	69	81	872	154	42	26	88	55	61	70
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	324	69	81	873	154	42	26	88	55	61	70
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:	82	324	69	81	873	154	42	26	88	55	61	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	324	69	81	873	154	42	26	88	55	61	70
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:	82	324	69	81	873	154	42	26	88	55	61	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3050	650	1750	3145	555	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.05	0.28	0.28	0.02	0.01	0.05	0.03	0.03	0.04
Crit Moves:	****				****				****	****		
Green Time:	11.5	50.3	50.3	29.6	68.3	68.3	8.3	12.4	12.4	7.7	11.8	11.8
Volume/Cap:	0.45	0.24	0.24	0.18	0.45	0.45	0.32	0.12	0.45	0.45	0.30	0.38
Delay/Veh:	49.1	19.1	19.1	32.0	11.9	11.9	50.7	45.0	48.0	52.8	46.7	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	19.1	19.1	32.0	11.9	11.9	50.7	45.0	48.0	52.8	46.7	47.4
LOS by Move:	D	B-	B-	C	B+	B+	D	D	D	D-	D	D
HCM2k95thQ:	169	206	206	118	448	448	92	45	178	129	111	140

Note: Queue reported is the distance per lane in feet.

Appendix D – Approved Trip Inventory and Background Conditions Intersections Level of Service Worksheets

Intersection of: BERRYESSA/LUNDY

Traffix Node Number: 3076

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	10	27	2	0	0	0	1	3	0	1	10	2
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	1	0	0	2	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	36	0	1	0	2	12	2	6	5	6	46	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	95	12	22	0	7	45	83	144	175	12	78	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	13	1	0	0	2	7	3	6	6	0	13	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	91	11	46	0	6	0	0	0	41	25	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	1	0	0	2	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	8	0	0	0	0	0	0	0	7
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	21	0	0	40	0
TOTAL:	**245**	**53**	**71**	**8**	**21**	**64**	**89**	**180**	**227**	**44**	**187**	**9**

	LEFT	THRU	RIGHT
NORTH	8	21	64
EAST	44	187	9
SOUTH	245	53	71
WEST	89	180	227

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	6	4	11	24	8	0	5	1	5	11	3
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	2	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	6	2	5	0	0	2	11	40	32	1	8	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	172	6	11	0	12	82	43	75	91	21	141	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	42	7	0	0	7	21	21	42	42	0	42	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	47	6	25	0	11	0	0	0	76	46	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	5	1	0	5	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	13	0	0	0	0	0	0	0	8
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	38	0	0	20	0
TOTAL:	**269**	**34**	**46**	**24**	**60**	**113**	**75**	**200**	**242**	**73**	**222**	**11**

	LEFT	THRU	RIGHT
NORTH	24	60	113
EAST	73	222	11
SOUTH	269	34	46
WEST	75	200	242

Intersection of: BERRYESSA/FLICKINGER

Traffix Node Number: 3295

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	4	3	0	0	0	0	4	0	1	10	1
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	1	0	0	2	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	6	0	0	0	1	4	1	6	1	2	41	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	9	3	5	0	1	7	14	131	16	3	71	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	3	1	0	0	2	5	2	0	1	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	2	0	0	1	0	0	46	0	0	25	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	1	0	0	2	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	7	7	0	8	0	0	0	8	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	40	32	0	8	8	0	0	10	10	0	0	0
TOTAL:	**67**	**51**	**8**	**16**	**17**	**16**	**17**	**205**	**28**	**6**	**147**	**1**

	LEFT	THRU	RIGHT
NORTH	16	17	16
EAST	6	147	1
SOUTH	67	51	8
WEST	17	205	28

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	1	1	6	8	0	0	9	1	2	7	2
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	2	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	1	1	1	0	0	1	3	36	6	0	7	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	16	1	3	0	3	13	7	68	8	5	129	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	10	5	0	0	5	16	16	0	10	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	1	0	0	2	0	0	25	0	0	46	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	4	0	0	5	0	1	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	8	8	0	13	0	0	0	13	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	20	16	0	15	15	0	0	19	19	0	0	0
TOTAL:	**56**	**39**	**5**	**34**	**39**	**30**	**27**	**170**	**44**	**7**	**189**	**2**

	LEFT	THRU	RIGHT
NORTH	34	39	30
EAST	7	189	2
SOUTH	56	39	5
WEST	27	170	44

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	10	22	2	0	0	0	5	11	6	0	5	1
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	1	0	0	2	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	14	30	0	1	4	8	1	1	2	0	10	5
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	36	81	0	23	150	19	35	29	67	0	16	12
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	3	7	0	1	3	4	2	2	1	0	4	3
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	96	148	11	0	73	0	0	0	47	5	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	1	1	2	0	4	0	0	0	2	4	0	0
PP08-024 EDUCATIONAL PARK BRANCH LIBRARY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**160**	**290**	**15**	**25**	**236**	**31**	**43**	**43**	**125**	**9**	**35**	**21**

	LEFT	THRU	RIGHT
NORTH	25	236	31
EAST	9	35	21
SOUTH	160	290	15
WEST	43	43	125

PM APPROVED TRIPS

09/02/2015

Intersection of: KING/MABURY

Traffix Node Number: 3623

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	6	0	1	13	5	3	15	3	1	4	1
NSJ NORTH SAN JOSE	3	11	1	9	20	2	1	6	1	1	5	2
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	2	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	2	5	0	5	26	1	7	9	12	0	2	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	66	147	0	12	78	35	18	15	35	0	28	22
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	10	23	0	9	23	12	12	13	10	0	13	9
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	50	79	6	0	136	0	0	0	88	9	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	4	6	11	0	8	0	0	0	4	8	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP08-024 EDUCATIONAL PARK BRANCH LIBRARY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH	0	0	0	12	0	0	0	3	0	0	3	12
TOTAL:	**137**	**279**	**18**	**48**	**305**	**55**	**41**	**61**	**153**	**19**	**55**	**47**

	LEFT	THRU	RIGHT
NORTH	48	305	55
EAST	19	55	47
SOUTH	137	279	18
WEST	41	61	153

Intersection of: LUNDY/SIERRA

Traffix Node Number: 3661

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	3	39	1	0	8	0	2	2	3	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	0	0	14	10	1	0	0	0	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	90	5	0	49	30	56	13	0	3	7	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	2	0	3	1	0	1	0	6	3	0
TOTAL:	**3**	**132**	**8**	**0**	**74**	**41**	**59**	**16**	**3**	**9**	**13**	**0**

	LEFT	THRU	RIGHT
NORTH	0	74	41
EAST	9	13	0
SOUTH	3	132	8
WEST	59	16	3

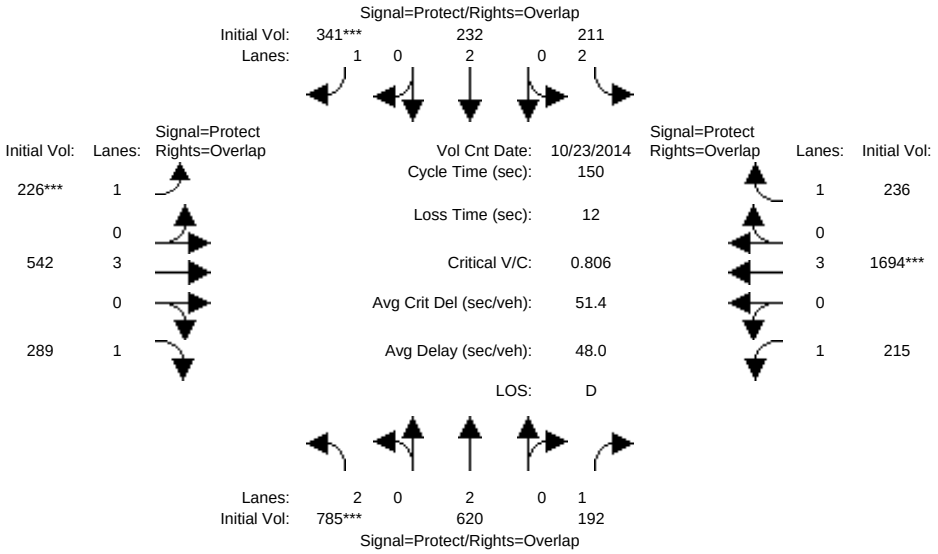
Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	3	14	2	5	46	3	4	1	6	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	13	0	0	3	2	9	3	0	0	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	47	3	0	88	55	29	7	0	5	13	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	11	18	0	11	3	3	10	0	18	10	0
TOTAL:	**3**	**85**	**23**	**5**	**148**	**63**	**45**	**21**	**6**	**23**	**24**	**0**

	LEFT	THRU	RIGHT
NORTH	5	148	63
EAST	23	24	0
SOUTH	3	85	23
WEST	45	21	6

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



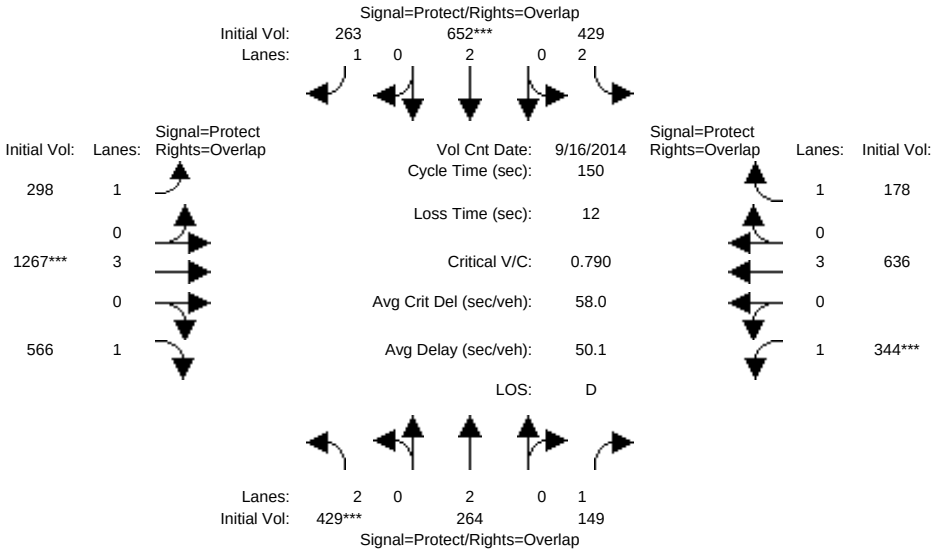
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Oct 2014 << 7:35-8:35AM												
Base Vol:	540	567	121	203	211	277	137	362	62	171	1507	227
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:	540	567	121	203	211	277	137	362	62	171	1507	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	245	53	71	8	21	64	89	180	227	44	187	9
Initial Fut:	785	620	192	211	232	341	226	542	289	215	1694	236
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:	785	620	192	211	232	341	226	542	289	215	1694	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	785	620	192	211	232	341	226	542	289	215	1694	236
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:	785	620	192	211	232	341	226	542	289	215	1694	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.11	0.07	0.06	0.19	0.13	0.10	0.17	0.12	0.30	0.13
Crit Moves:	****					****	****				****	
Green Time:	46.4	41.6	86.3	17.1	12.2	36.3	24.0	34.6	81.0	44.7	55.3	72.4
Volume/Cap:	0.81	0.59	0.19	0.59	0.75	0.81	0.81	0.41	0.31	0.41	0.81	0.28
Delay/Veh:	52.7	47.7	15.3	65.7	77.1	64.4	76.3	49.2	19.2	42.6	44.9	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	47.7	15.3	65.7	77.1	64.4	76.3	49.2	19.2	42.6	44.9	23.4
LOS by Move:	D-	D	B	E	E-	E	E-	D	B-	D	D	C
HCM2k95thQ:	904	563	216	304	325	765	575	337	361	397	1016	324

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection# 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



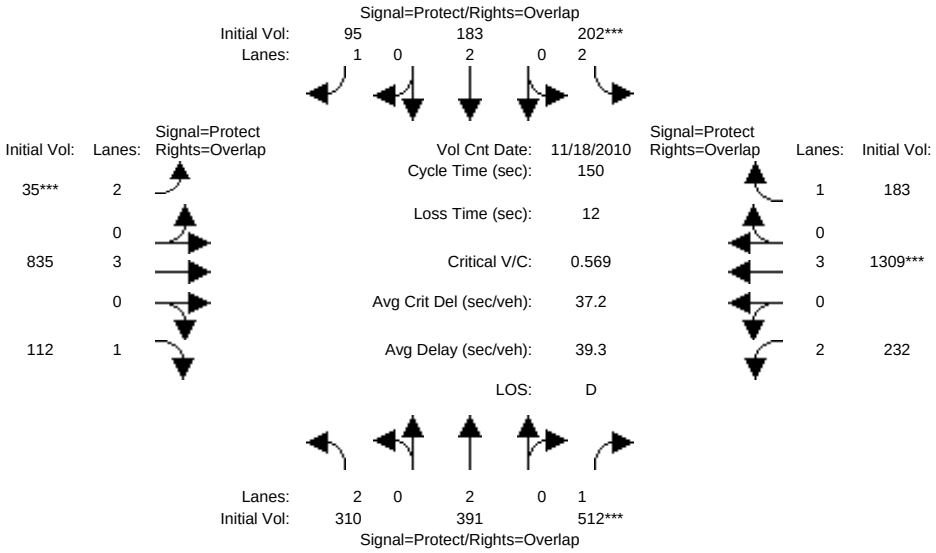
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 4:40-5:40PM												
Base Vol:	160	230	103	405	592	150	223	1067	324	271	414	167
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:	160	230	103	405	592	150	223	1067	324	271	414	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	269	34	46	24	60	113	75	200	242	73	222	11
Initial Fut:	429	264	149	429	652	263	298	1267	566	344	636	178
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:	429	264	149	429	652	263	298	1267	566	344	636	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	264	149	429	652	263	298	1267	566	344	636	178
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:	429	264	149	429	652	263	298	1267	566	344	636	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.09	0.14	0.17	0.15	0.17	0.22	0.32	0.20	0.11	0.10
Crit Moves:	****				****			****			****	
Green Time:	25.9	19.7	57.1	38.7	32.6	80.6	48.1	42.2	68.1	37.3	31.5	70.2
Volume/Cap:	0.79	0.53	0.22	0.53	0.79	0.28	0.53	0.79	0.71	0.79	0.53	0.22
Delay/Veh:	67.1	61.8	31.6	48.4	60.6	19.0	42.7	52.5	36.1	62.1	53.2	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	61.8	31.6	48.4	60.6	19.0	42.7	52.5	36.1	62.1	53.2	23.8
LOS by Move:	E	E	C	D	E	B-	D	D-	D+	E	D-	C
HCM2k95thQ:	588	297	238	475	691	328	548	824	958	758	417	246

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



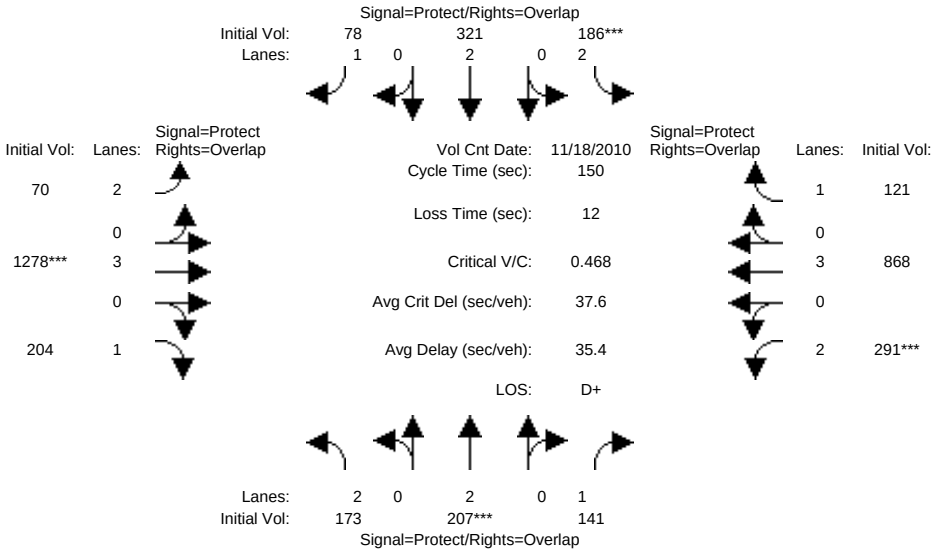
Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 730-830AM												
Base Vol:	243	340	504	186	166	79	18	630	84	226	1162	182
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:	243	340	504	186	166	79	18	630	84	226	1162	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	67	51	8	16	17	16	17	205	28	6	147	1
Initial Fut:	310	391	512	202	183	95	35	835	112	232	1309	183
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:	310	391	512	202	183	95	35	835	112	232	1309	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	391	512	202	183	95	35	835	112	232	1309	183
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:	310	391	512	202	183	95	35	835	112	232	1309	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.29	0.06	0.05	0.05	0.01	0.15	0.06	0.07	0.23	0.10
Crit Moves:			****	****			****				****	
Green Time:	43.1	55.9	77.9	16.4	29.2	36.2	7.0	43.7	86.8	22.0	58.7	75.1
Volume/Cap:	0.34	0.28	0.56	0.59	0.25	0.22	0.24	0.50	0.11	0.50	0.59	0.21
Delay/Veh:	42.5	33.0	25.3	66.2	51.3	45.9	69.8	44.4	14.3	59.9	36.5	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	33.0	25.3	66.2	51.3	45.9	69.8	44.4	14.3	59.9	36.5	21.0
LOS by Move:	D	C-	C	E	D-	D	E	D	B	E+	D+	C+
HCM2k95thQ:	319	293	737	294	177	186	59	486	122	304	689	239

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



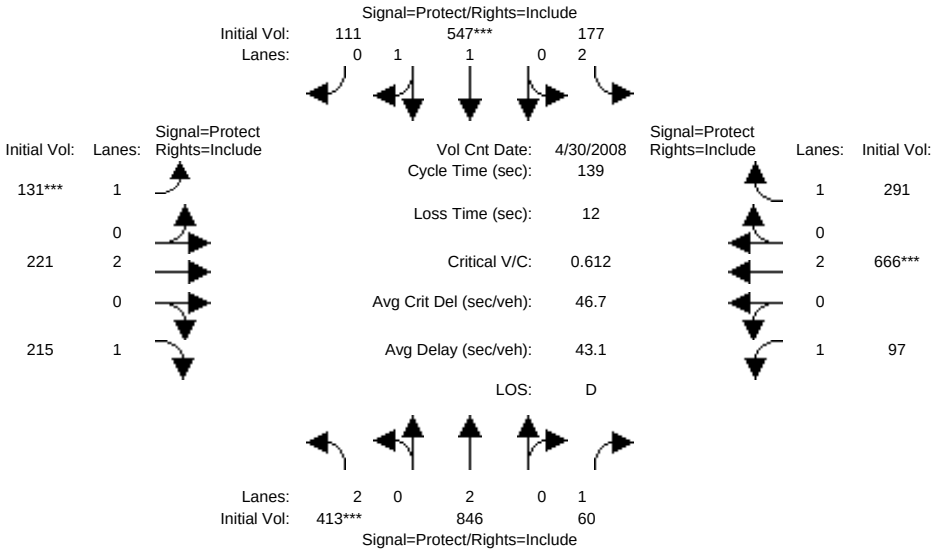
Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 445-545PM												
Base Vol:	117	168	136	152	282	48	43	1108	160	284	679	119
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	168	136	152	282	48	43	1108	160	284	679	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	56	39	5	34	39	30	27	170	44	7	189	2
Initial Fut:	173	207	141	186	321	78	70	1278	204	291	868	121
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:	173	207	141	186	321	78	70	1278	204	291	868	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	207	141	186	321	78	70	1278	204	291	868	121
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:	173	207	141	186	321	78	70	1278	204	291	868	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.06	0.08	0.04	0.02	0.22	0.12	0.09	0.15	0.07
Crit Moves:		****		****				****		****		
Green Time:	14.4	17.5	47.1	18.9	22.1	45.9	23.8	71.9	86.3	29.6	77.8	96.7
Volume/Cap:	0.57	0.47	0.26	0.47	0.57	0.15	0.14	0.47	0.20	0.47	0.29	0.11
Delay/Veh:	67.6	62.7	38.6	61.7	61.0	37.9	54.4	26.3	15.4	53.8	20.6	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	62.7	38.6	61.7	61.0	37.9	54.4	26.3	15.4	53.8	20.6	10.2
LOS by Move:	E	E	D+	E	E	D+	D-	C	B	D-	C+	B+
HCM2k95thQ:	261	238	249	252	354	138	86	573	230	347	345	112

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



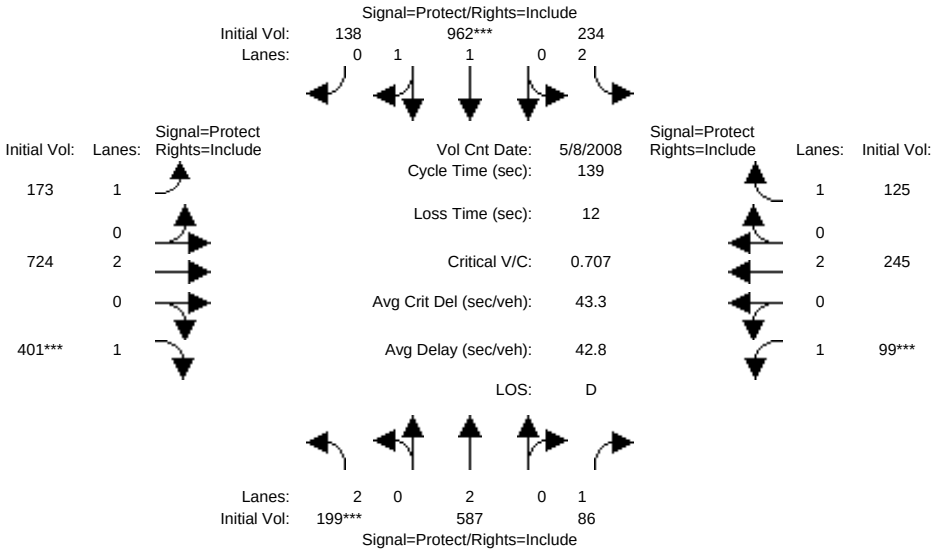
Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Apr 2008 << 7:30-8:30AM												
Base Vol:	253	556	45	152	311	80	88	178	90	88	631	270
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:	253	556	45	152	311	80	88	178	90	88	631	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	160	290	15	25	236	31	43	43	125	9	35	21
Initial Fut:	413	846	60	177	547	111	131	221	215	97	666	291
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:	413	846	60	177	547	111	131	221	215	97	666	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	846	60	177	547	111	131	221	215	97	666	291
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:	413	846	60	177	547	111	131	221	215	97	666	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3075	624	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.03	0.06	0.18	0.18	0.07	0.06	0.12	0.06	0.18	0.17
Crit Moves:	****				****		****				****	
Green Time:	29.8	56.0	56.0	14.1	40.4	40.4	17.0	39.2	39.2	17.7	39.8	39.8
Volume/Cap:	0.61	0.55	0.09	0.55	0.61	0.61	0.61	0.21	0.44	0.44	0.61	0.58
Delay/Veh:	51.0	32.3	25.7	61.5	43.6	43.6	63.0	38.2	41.5	57.4	43.9	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	32.3	25.7	61.5	43.6	43.6	63.0	38.2	41.5	57.4	43.9	44.2
LOS by Move:	D-	C-	C	E	D	D	E	D+	D	E+	D	D
HCM2k95thQ:	468	611	84	246	572	572	317	175	383	221	567	533

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



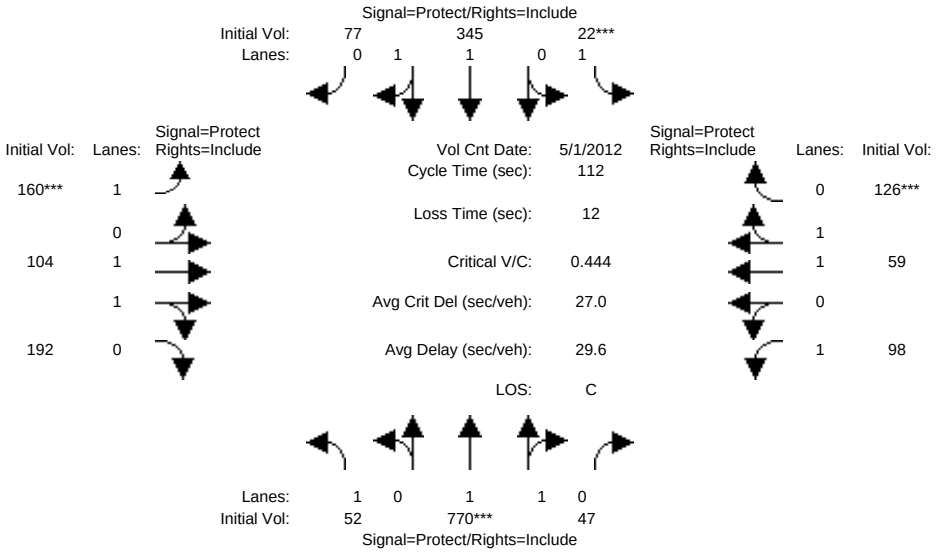
Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2008 << 4:45-5:45PM												
Base Vol:	62	308	68	186	657	83	132	663	248	80	190	78
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:	62	308	68	186	657	83	132	663	248	80	190	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	137	279	18	48	305	55	41	61	153	19	55	47
Initial Fut:	199	587	86	234	962	138	173	724	401	99	245	125
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:	199	587	86	234	962	138	173	724	401	99	245	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	587	86	234	962	138	173	724	401	99	245	125
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:	199	587	86	234	962	138	173	724	401	99	245	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3235	464	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.05	0.07	0.30	0.30	0.10	0.19	0.23	0.06	0.06	0.07
Crit Moves:	****				****				****	****		
Green Time:	12.4	47.8	47.8	23.0	58.4	58.4	32.5	45.0	45.0	11.1	23.7	23.7
Volume/Cap:	0.71	0.45	0.14	0.45	0.71	0.71	0.42	0.59	0.71	0.71	0.38	0.42
Delay/Veh:	69.5	35.6	31.5	52.9	34.7	34.7	46.0	40.0	45.3	77.7	51.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	35.6	31.5	52.9	34.7	34.7	46.0	40.0	45.3	77.7	51.5	52.5
LOS by Move:	E	D+	C	D-	C-	C-	D	D	D	E-	D-	D-
HCM2k95thQ:	306	444	134	276	857	857	329	584	735	284	235	262

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



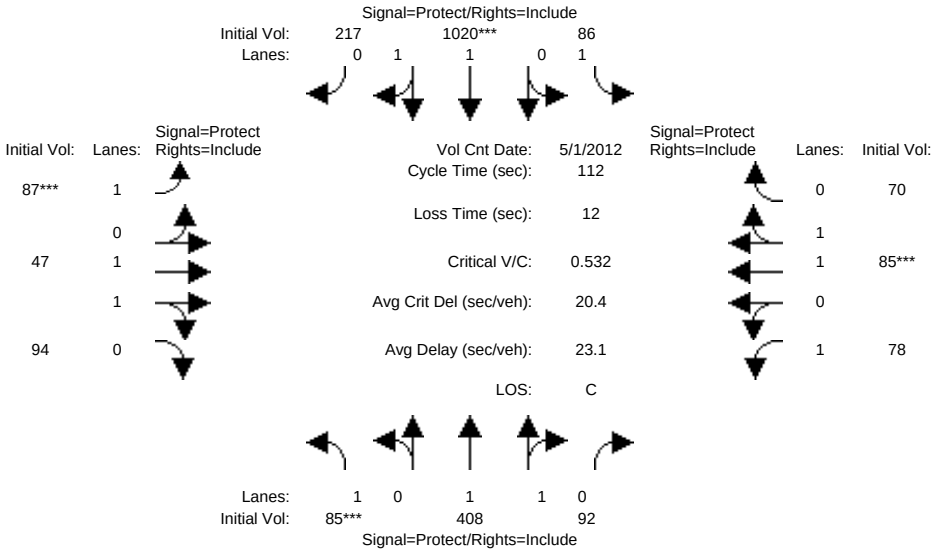
Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30AM												
Base Vol:	49	638	39	22	271	36	101	88	189	89	46	126
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:	49	638	39	22	271	36	101	88	189	89	46	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	132	8	0	74	41	59	16	3	9	13	0
Initial Fut:	52	770	47	22	345	77	160	104	192	98	59	126
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:	52	770	47	22	345	77	160	104	192	98	59	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	770	47	22	345	77	160	104	192	98	59	126
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:	52	770	47	22	345	77	160	104	192	98	59	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3487	213	1750	3024	675	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.01	0.11	0.11	0.09	0.05	0.11	0.06	0.03	0.07
Crit Moves:		****		****			****					****
Green Time:	21.4	53.4	53.4	7.0	39.1	39.1	22.1	25.2	25.2	14.4	17.4	17.4
Volume/Cap:	0.16	0.46	0.46	0.20	0.33	0.33	0.46	0.24	0.49	0.44	0.20	0.46
Delay/Veh:	38.0	19.8	19.8	50.8	27.0	27.0	40.7	35.7	38.4	46.5	41.3	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	19.8	19.8	50.8	27.0	27.0	40.7	35.7	38.4	46.5	41.3	43.9
LOS by Move:	D+	B-	B-	D	C	C	D	D+	D+	D	D	D
HCM2k95thQ:	84	445	445	49	264	264	272	149	315	189	94	231

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 5:00-6:00PM												
Base Vol:	82	323	69	81	872	154	42	26	88	55	61	70
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:	82	323	69	81	872	154	42	26	88	55	61	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	85	23	5	148	63	45	21	6	23	24	0
Initial Fut:	85	408	92	86	1020	217	87	47	94	78	85	70
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:	85	408	92	86	1020	217	87	47	94	78	85	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	408	92	86	1020	217	87	47	94	78	85	70
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:	85	408	92	86	1020	217	87	47	94	78	85	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.62	0.38	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.07	0.93
Final Sat.:	1750	3019	681	1750	3050	649	1750	1900	1750	1750	2028	1670
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.05	0.33	0.33	0.05	0.02	0.05	0.04	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	10.1	54.5	54.5	25.2	69.6	69.6	10.3	12.0	12.0	8.4	10.0	10.0
Volume/Cap:	0.54	0.28	0.28	0.22	0.54	0.54	0.54	0.23	0.50	0.60	0.47	0.47
Delay/Veh:	52.4	17.2	17.2	35.7	12.3	12.3	52.1	46.0	48.7	57.5	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	17.2	17.2	35.7	12.3	12.3	52.1	46.0	48.7	57.5	49.5	49.5
LOS by Move:	D-	B	B	D+	B	B	D-	D	D	E+	D	D
HCM2k95thQ:	189	250	250	133	558	558	192	84	195	189	159	159

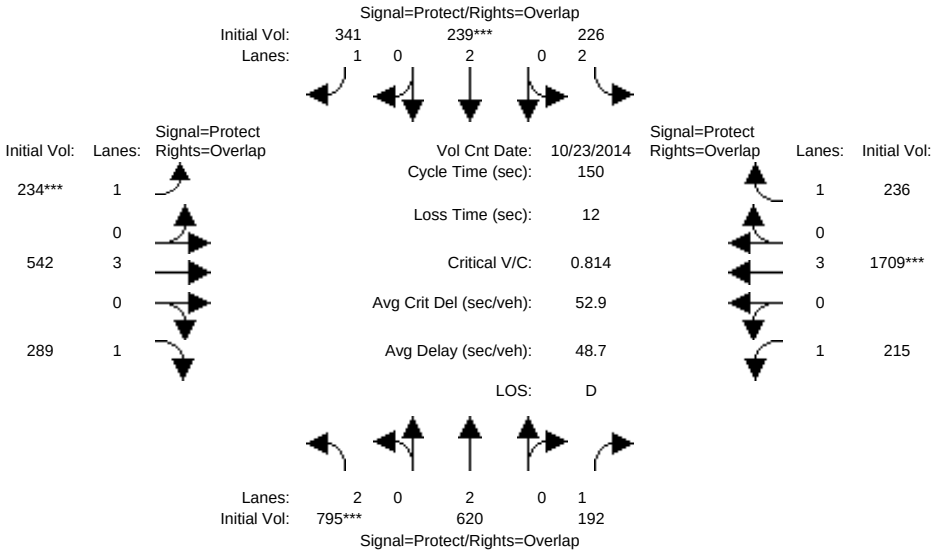
Note: Queue reported is the distance per lane in feet.

Appendix E – Background plus Project Conditions Intersections Level of Service Worksheets

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



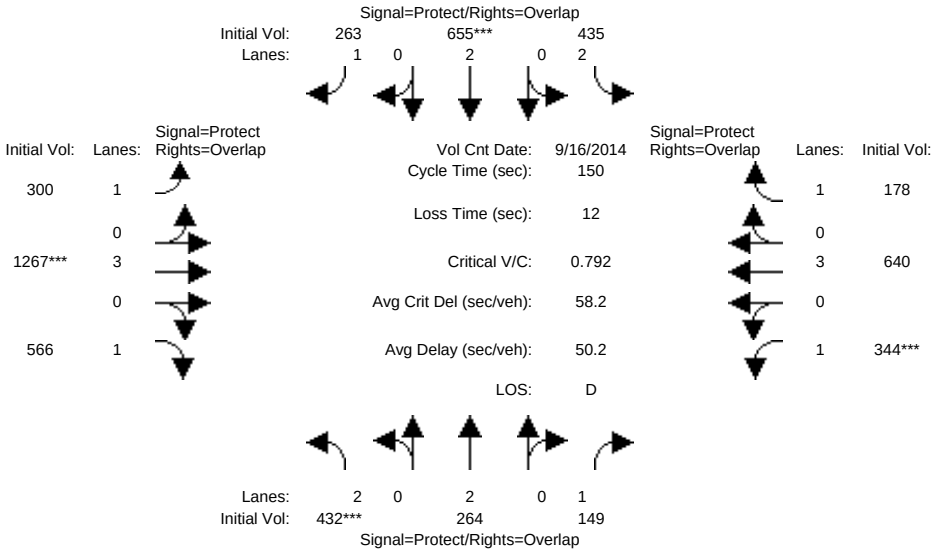
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Oct 2014 << 7:35-8:35AM												
Base Vol:	540	567	121	203	211	277	137	362	62	171	1507	227
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:	540	567	121	203	211	277	137	362	62	171	1507	227
Added Vol:	10	0	0	15	7	0	8	0	0	0	15	0
ATI:	245	53	71	8	21	64	89	180	227	44	187	9
Initial Fut:	795	620	192	226	239	341	234	542	289	215	1709	236
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:	795	620	192	226	239	341	234	542	289	215	1709	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	795	620	192	226	239	341	234	542	289	215	1709	236
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:	795	620	192	226	239	341	234	542	289	215	1709	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.11	0.07	0.06	0.19	0.13	0.10	0.17	0.12	0.30	0.13
Crit Moves:	****				****		****				****	
Green Time:	46.5	40.4	85.4	17.7	11.6	36.2	24.6	34.9	81.4	45.0	55.3	73.0
Volume/Cap:	0.81	0.61	0.19	0.61	0.81	0.81	0.81	0.41	0.30	0.41	0.81	0.28
Delay/Veh:	53.1	48.9	15.7	65.7	84.0	64.5	76.6	49.0	19.0	42.4	45.3	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	48.9	15.7	65.7	84.0	64.5	76.6	49.0	19.0	42.4	45.3	23.0
LOS by Move:	D-	D	B	E	F	E	E-	D	B-	D	D	C
HCM2k95thQ:	919	572	219	323	352	765	593	336	360	396	1031	321

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



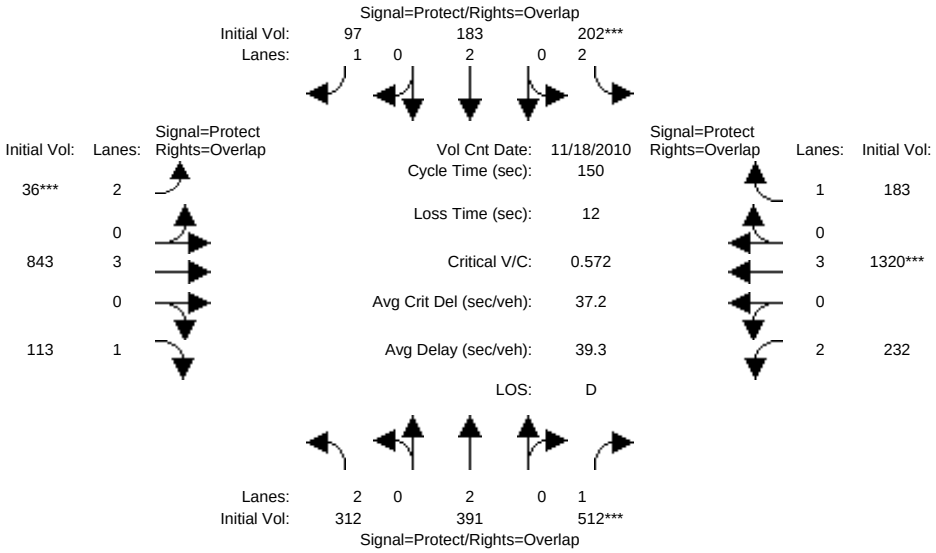
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 4:40-5:40PM												
Base Vol:	160	230	103	405	592	150	223	1067	324	271	414	167
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:	160	230	103	405	592	150	223	1067	324	271	414	167
Added Vol:	3	0	0	6	3	0	2	0	0	0	4	0
ATI:	269	34	46	24	60	113	75	200	242	73	222	11
Initial Fut:	432	264	149	435	655	263	300	1267	566	344	640	178
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:	432	264	149	435	655	263	300	1267	566	344	640	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	264	149	435	655	263	300	1267	566	344	640	178
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:	432	264	149	435	655	263	300	1267	566	344	640	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.09	0.14	0.17	0.15	0.17	0.22	0.32	0.20	0.11	0.10
Crit Moves:	****				****			****			****	
Green Time:	26.0	19.6	56.9	39.0	32.7	80.6	48.0	42.1	68.1	37.2	31.4	70.4
Volume/Cap:	0.79	0.53	0.22	0.53	0.79	0.28	0.54	0.79	0.71	0.79	0.54	0.22
Delay/Veh:	67.2	62.0	31.8	48.3	60.7	19.1	42.9	52.7	36.1	62.3	53.3	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	62.0	31.8	48.3	60.7	19.1	42.9	52.7	36.1	62.3	53.3	23.6
LOS by Move:	E	E	C	D	E	B-	D	D-	D+	E	D-	C
HCM2k95thQ:	592	298	238	481	694	328	553	826	958	760	420	246

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



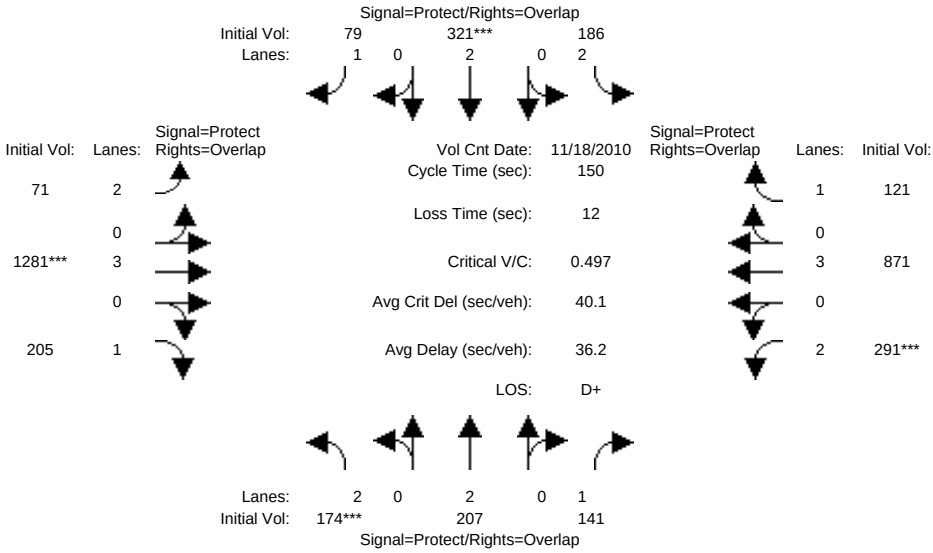
Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 730-830AM												
Base Vol:	243	340	504	186	166	79	18	630	84	226	1162	182
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:	243	340	504	186	166	79	18	630	84	226	1162	182
Added Vol:	2	0	0	0	0	2	1	8	1	0	11	0
ATI:	67	51	8	16	17	16	17	205	28	6	147	1
Initial Fut:	312	391	512	202	183	97	36	843	113	232	1320	183
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:	312	391	512	202	183	97	36	843	113	232	1320	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	391	512	202	183	97	36	843	113	232	1320	183
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:	312	391	512	202	183	97	36	843	113	232	1320	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.29	0.06	0.05	0.06	0.01	0.15	0.06	0.07	0.23	0.10
Crit Moves:			****	****			****				****	
Green Time:	43.1	55.7	77.7	16.3	29.0	36.0	7.0	44.0	87.1	21.9	58.9	75.3
Volume/Cap:	0.34	0.28	0.57	0.59	0.25	0.23	0.24	0.50	0.11	0.50	0.59	0.21
Delay/Veh:	42.5	33.1	25.5	66.3	51.5	46.2	69.8	44.2	14.2	59.9	36.4	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	33.1	25.5	66.3	51.5	46.2	69.8	44.2	14.2	59.9	36.4	20.9
LOS by Move:	D	C-	C	E	D-	D	E	D	B	E+	D+	C+
HCM2k95thQ:	322	293	739	295	177	190	61	490	122	304	694	238

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



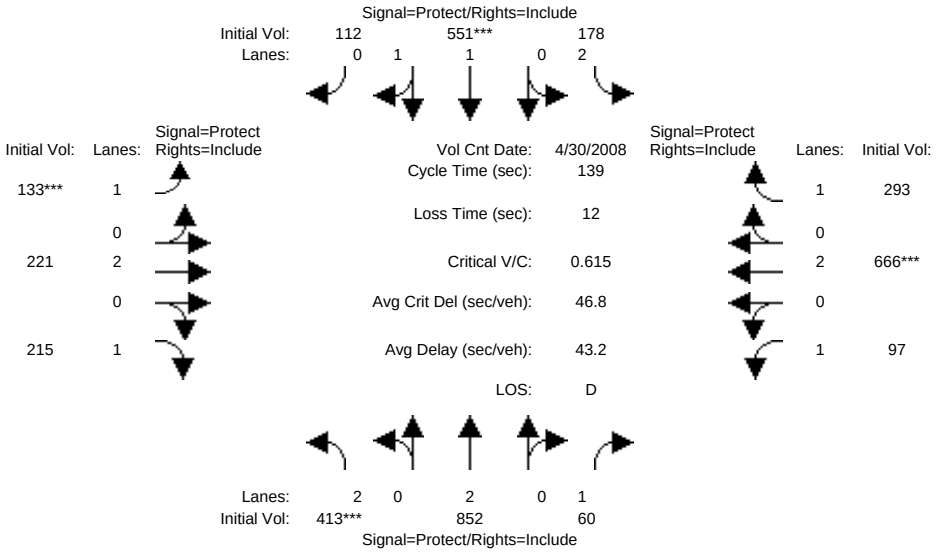
Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 445-545PM												
Base Vol:	117	168	136	152	282	48	43	1108	160	284	679	119
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	168	136	152	282	48	43	1108	160	284	679	119
Added Vol:	1	0	0	0	0	1	1	3	1	0	3	0
ATI:	56	39	5	34	39	30	27	170	44	7	189	2
Initial Fut:	174	207	141	186	321	79	71	1281	205	291	871	121
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:	174	207	141	186	321	79	71	1281	205	291	871	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	207	141	186	321	79	71	1281	205	291	871	121
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:	174	207	141	186	321	79	71	1281	205	291	871	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.08	0.06	0.08	0.05	0.02	0.22	0.12	0.09	0.15	0.07
Crit Moves:	****				****			****			****	
Green Time:	16.7	22.4	50.3	19.8	25.5	47.9	22.4	67.9	84.6	27.9	73.4	93.2
Volume/Cap:	0.50	0.37	0.24	0.45	0.50	0.14	0.15	0.50	0.21	0.50	0.31	0.11
Delay/Veh:	63.8	57.8	36.3	60.8	57.0	36.5	55.7	29.1	16.3	55.4	23.2	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	57.8	36.3	60.8	57.0	36.5	55.7	29.1	16.3	55.4	23.2	11.6
LOS by Move:	E	E+	D+	E	E+	D+	E+	C	B	E+	C	B+
HCM2k95thQ:	246	219	241	248	334	137	88	603	237	356	366	119

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



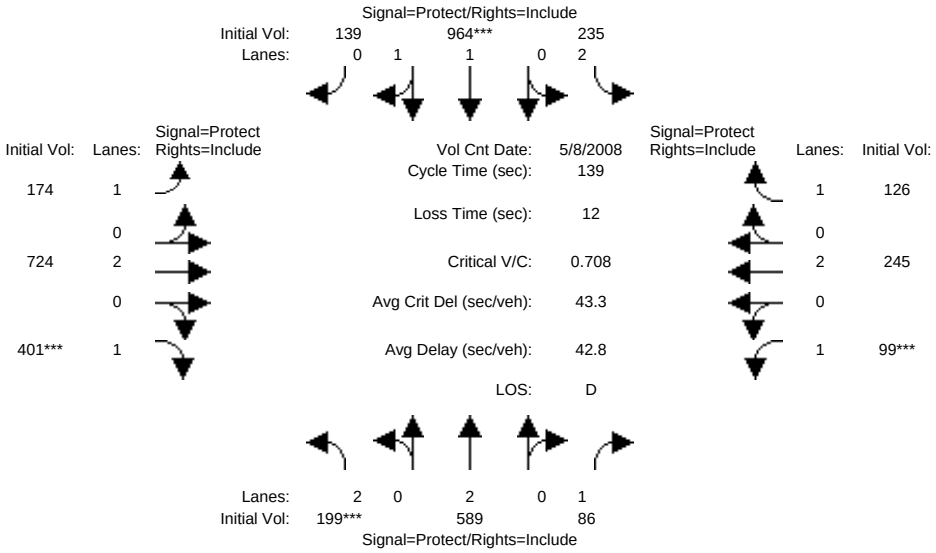
Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Apr 2008 << 7:30-8:30AM												
Base Vol:	253	556	45	152	311	80	88	178	90	88	631	270
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:	253	556	45	152	311	80	88	178	90	88	631	270
Added Vol:	0	6	0	1	4	1	2	0	0	0	0	2
ATI:	160	290	15	25	236	31	43	43	125	9	35	21
Initial Fut:	413	852	60	178	551	112	133	221	215	97	666	293
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:	413	852	60	178	551	112	133	221	215	97	666	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	852	60	178	551	112	133	221	215	97	666	293
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:	413	852	60	178	551	112	133	221	215	97	666	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3074	625	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.03	0.06	0.18	0.18	0.08	0.06	0.12	0.06	0.18	0.17
Crit Moves:	****				****		****				****	
Green Time:	29.6	56.1	56.1	14.1	40.5	40.5	17.2	39.2	39.2	17.7	39.6	39.6
Volume/Cap:	0.61	0.56	0.09	0.56	0.61	0.61	0.61	0.21	0.44	0.44	0.61	0.59
Delay/Veh:	51.2	32.4	25.7	61.6	43.6	43.6	63.0	38.2	41.5	57.4	44.1	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	32.4	25.7	61.6	43.6	43.6	63.0	38.2	41.5	57.4	44.1	44.5
LOS by Move:	D-	C-	C	E	D	D	E	D+	D	E+	D	D
HCM2k95thQ:	469	616	84	248	577	577	321	175	383	221	568	539

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



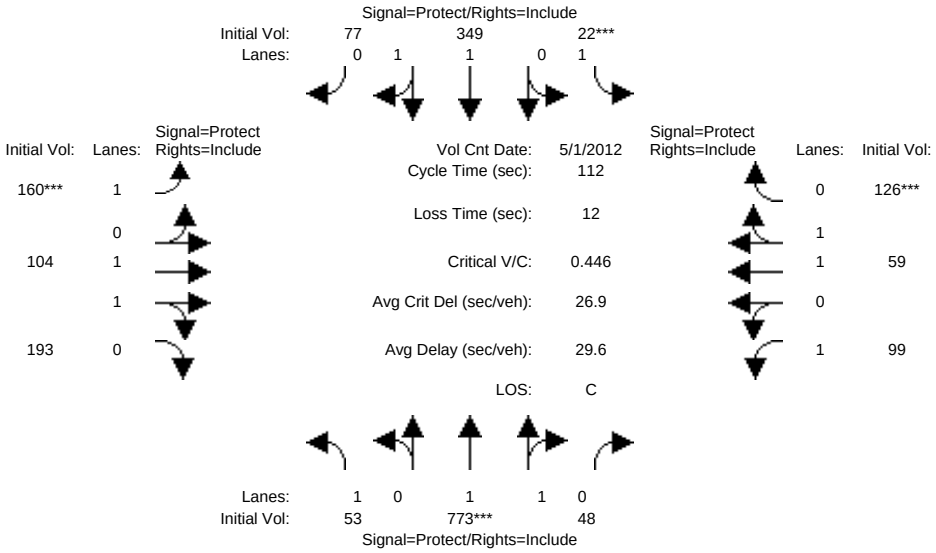
Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2008 << 4:45-5:45PM												
Base Vol:	62	308	68	186	657	83	132	663	248	80	190	78
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:	62	308	68	186	657	83	132	663	248	80	190	78
Added Vol:	0	2	0	1	2	1	1	0	0	0	0	1
ATI:	137	279	18	48	305	55	41	61	153	19	55	47
Initial Fut:	199	589	86	235	964	139	174	724	401	99	245	126
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:	199	589	86	235	964	139	174	724	401	99	245	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	589	86	235	964	139	174	724	401	99	245	126
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:	199	589	86	235	964	139	174	724	401	99	245	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3233	466	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.05	0.07	0.30	0.30	0.10	0.19	0.23	0.06	0.06	0.07
Crit Moves:	****				****				****	****		
Green Time:	12.4	47.9	47.9	23.0	58.5	58.5	32.5	45.0	45.0	11.1	23.6	23.6
Volume/Cap:	0.71	0.45	0.14	0.45	0.71	0.71	0.42	0.59	0.71	0.71	0.38	0.42
Delay/Veh:	69.6	35.6	31.5	52.9	34.7	34.7	46.0	40.0	45.4	77.8	51.6	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	35.6	31.5	52.9	34.7	34.7	46.0	40.0	45.4	77.8	51.6	52.6
LOS by Move:	E	D+	C	D-	C-	C-	D	D	D	E-	D-	D-
HCM2k95thQ:	306	446	134	277	860	860	330	584	735	284	235	264

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



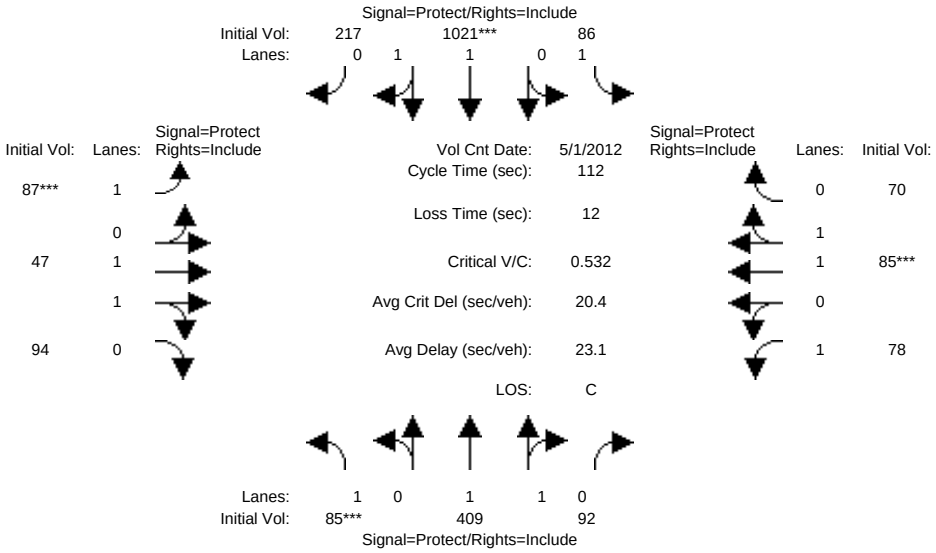
Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30AM												
Base Vol:	49	638	39	22	271	36	101	88	189	89	46	126
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:	49	638	39	22	271	36	101	88	189	89	46	126
Added Vol:	1	3	1	0	4	0	0	0	1	1	0	0
ATI:	3	132	8	0	74	41	59	16	3	9	13	0
Initial Fut:	53	773	48	22	349	77	160	104	193	99	59	126
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:	53	773	48	22	349	77	160	104	193	99	59	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	773	48	22	349	77	160	104	193	99	59	126
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:	53	773	48	22	349	77	160	104	193	99	59	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3484	216	1750	3031	669	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.01	0.12	0.12	0.09	0.05	0.11	0.06	0.03	0.07
Crit Moves:		****			****			****				****
Green Time:	21.3	53.6	53.6	7.0	39.3	39.3	22.1	25.2	25.2	14.3	17.4	17.4
Volume/Cap:	0.16	0.46	0.46	0.20	0.33	0.33	0.46	0.24	0.49	0.44	0.20	0.46
Delay/Veh:	38.1	19.8	19.8	50.8	26.9	26.9	40.7	35.7	38.5	46.6	41.4	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	19.8	19.8	50.8	26.9	26.9	40.7	35.7	38.5	46.6	41.4	43.9
LOS by Move:	D+	B-	B-	D	C	C	D	D+	D+	D	D	D
HCM2k95thQ:	86	447	447	49	266	266	272	149	317	191	94	231

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 5:00-6:00PM												
Base Vol:	82	323	69	81	872	154	42	26	88	55	61	70
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:	82	323	69	81	872	154	42	26	88	55	61	70
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
ATI:	3	85	23	5	148	63	45	21	6	23	24	0
Initial Fut:	85	409	92	86	1021	217	87	47	94	78	85	70
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:	85	409	92	86	1021	217	87	47	94	78	85	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	409	92	86	1021	217	87	47	94	78	85	70
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:	85	409	92	86	1021	217	87	47	94	78	85	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.62	0.38	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.07	0.93
Final Sat.:	1750	3020	679	1750	3051	648	1750	1900	1750	1750	2028	1670
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.05	0.33	0.33	0.05	0.02	0.05	0.04	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	10.1	54.5	54.5	25.2	69.6	69.6	10.3	12.0	12.0	8.4	10.0	10.0
Volume/Cap:	0.54	0.28	0.28	0.22	0.54	0.54	0.54	0.23	0.50	0.60	0.47	0.47
Delay/Veh:	52.4	17.2	17.2	35.7	12.3	12.3	52.2	46.0	48.7	57.5	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	17.2	17.2	35.7	12.3	12.3	52.2	46.0	48.7	57.5	49.5	49.5
LOS by Move:	D-	B	B	D+	B	B	D-	D	D	E+	D	D
HCM2k95thQ:	189	251	251	134	559	559	192	84	195	189	159	159

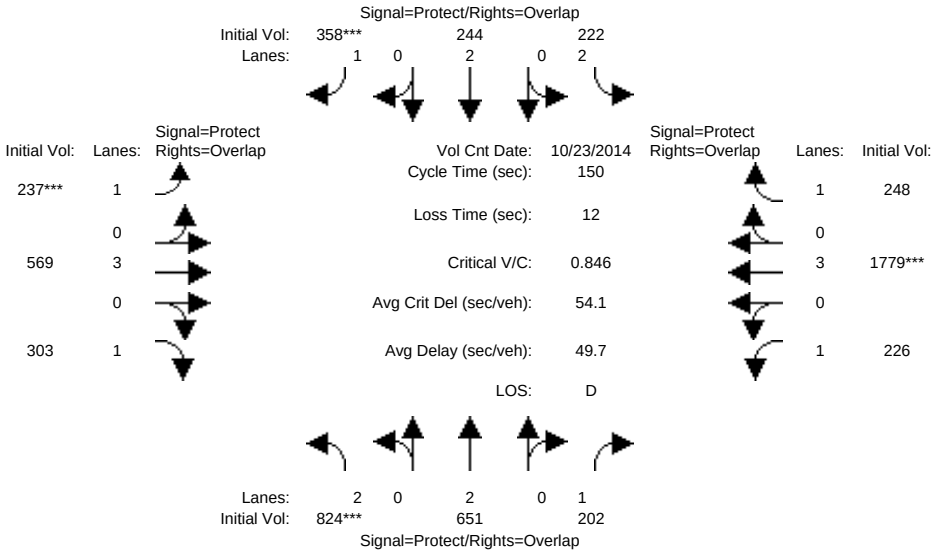
Note: Queue reported is the distance per lane in feet.

Appendix F – Cumulative Conditions Intersections Level of Service Worksheets

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



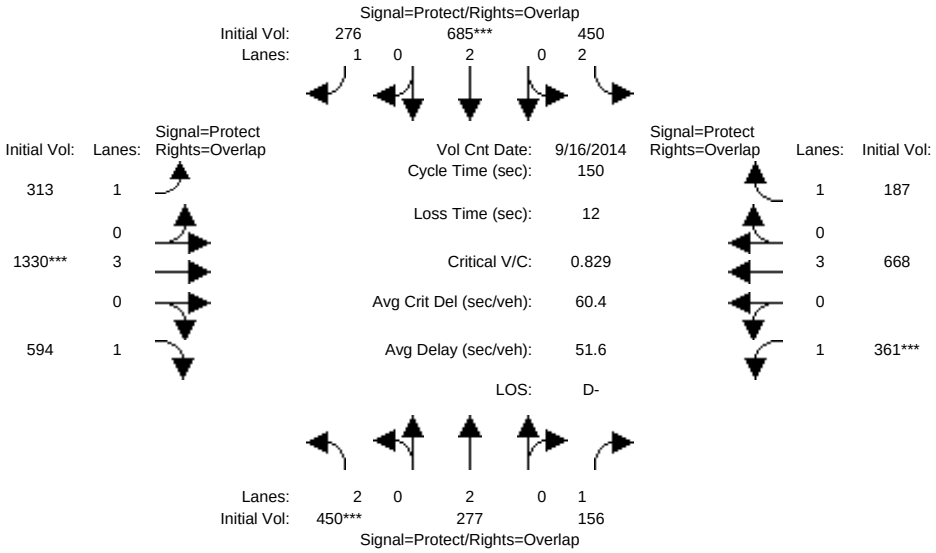
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Oct 2014 << 7:35-8:35AM												
Base Vol:	785	620	192	211	232	341	226	542	289	215	1694	236
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	824	651	202	222	244	358	237	569	303	226	1779	248
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:	824	651	202	222	244	358	237	569	303	226	1779	248
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:	824	651	202	222	244	358	237	569	303	226	1779	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	824	651	202	222	244	358	237	569	303	226	1779	248
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:	824	651	202	222	244	358	237	569	303	226	1779	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.17	0.12	0.07	0.06	0.20	0.14	0.10	0.17	0.13	0.31	0.14
Crit Moves:	****					****	****				****	
Green Time:	46.4	41.6	86.3	17.1	12.2	36.3	24.0	34.6	81.0	44.7	55.3	72.4
Volume/Cap:	0.85	0.62	0.20	0.62	0.79	0.85	0.85	0.43	0.32	0.43	0.85	0.29
Uniform Del:	48.5	47.3	15.3	63.4	67.6	54.2	61.2	49.3	19.2	42.4	43.4	23.4
IncremntDel:	7.0	1.1	0.1	3.3	12.5	14.6	20.5	0.2	0.2	0.6	3.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.4	48.4	15.4	66.6	80.1	68.8	81.7	49.5	19.4	43.0	46.8	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	48.4	15.4	66.6	80.1	68.8	81.7	49.5	19.4	43.0	46.8	23.6
LOS by Move:	E+	D	B	E	F	E	F	D	B-	D	D	C
HCM2k95thQ:	974	596	227	322	348	822	617	355	382	418	1098	341

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 4:40-5:40PM												
Base Vol:	429	264	149	429	652	263	298	1267	566	344	636	178
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	450	277	156	450	685	276	313	1330	594	361	668	187
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:	450	277	156	450	685	276	313	1330	594	361	668	187
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:	450	277	156	450	685	276	313	1330	594	361	668	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	277	156	450	685	276	313	1330	594	361	668	187
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:	450	277	156	450	685	276	313	1330	594	361	668	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.09	0.14	0.18	0.16	0.18	0.23	0.34	0.21	0.12	0.11
Crit Moves:	****				****			****			****	
Green Time:	25.9	19.7	57.1	38.7	32.6	80.6	48.1	42.2	68.1	37.3	31.5	70.2
Volume/Cap:	0.83	0.55	0.23	0.55	0.83	0.29	0.56	0.83	0.75	0.83	0.56	0.23
Uniform Del:	59.9	61.0	31.6	48.2	56.1	19.0	42.2	50.5	33.9	53.3	53.0	23.8
IncremntDel:	10.3	1.4	0.2	0.8	7.1	0.2	1.3	3.8	4.0	12.5	0.6	0.1
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:	70.3	62.4	31.8	49.0	63.1	19.2	43.4	54.3	37.8	65.9	53.6	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	62.4	31.8	49.0	63.1	19.2	43.4	54.3	37.8	65.9	53.6	23.9
LOS by Move:	E	E	C	D	E	B-	D	D-	D+	E	D-	C
HCM2k95thQ:	631	314	250	502	740	346	580	885	1029	814	440	259

City of San Jose
Citywide Traffix Database
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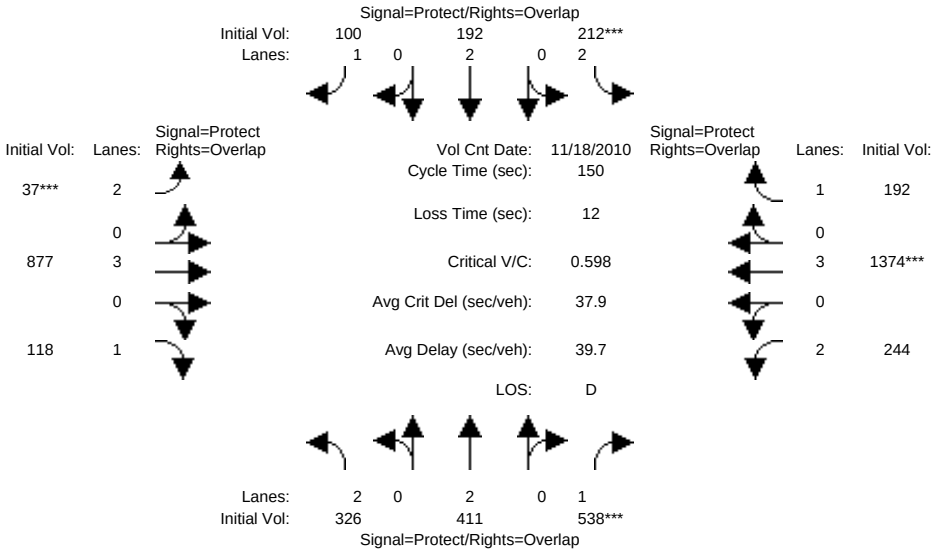
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 730-830AM												
Base Vol:	310	391	512	202	183	95	35	835	112	232	1309	183
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	326	411	538	212	192	100	37	877	118	244	1374	192
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:	326	411	538	212	192	100	37	877	118	244	1374	192
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:	326	411	538	212	192	100	37	877	118	244	1374	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	411	538	212	192	100	37	877	118	244	1374	192
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:	326	411	538	212	192	100	37	877	118	244	1374	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.31	0.07	0.05	0.06	0.01	0.15	0.07	0.08	0.24	0.11
Crit Moves:			****	****			****				****	
Green Time:	44.0	55.9	77.9	16.4	28.4	35.4	7.0	43.7	87.7	22.0	58.7	75.1
Volume/Cap:	0.35	0.29	0.59	0.62	0.27	0.24	0.25	0.53	0.11	0.53	0.62	0.22
Uniform Del:	41.8	33.1	25.0	63.8	51.9	46.5	69.0	44.5	13.9	59.2	36.6	21.0
IncremntDel:	0.2	0.1	1.0	3.4	0.2	0.3	0.9	0.3	0.1	1.1	0.5	0.1
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:	42.0	33.2	26.0	67.2	52.1	46.8	69.9	44.8	13.9	60.4	37.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	33.2	26.0	67.2	52.1	46.8	69.9	44.8	13.9	60.4	37.2	21.2
LOS by Move:	D	C-	C	E	D-	D	E	D	B	E	D+	C+
HCM2k95thQ:	333	308	785	312	188	197	62	513	126	321	731	252

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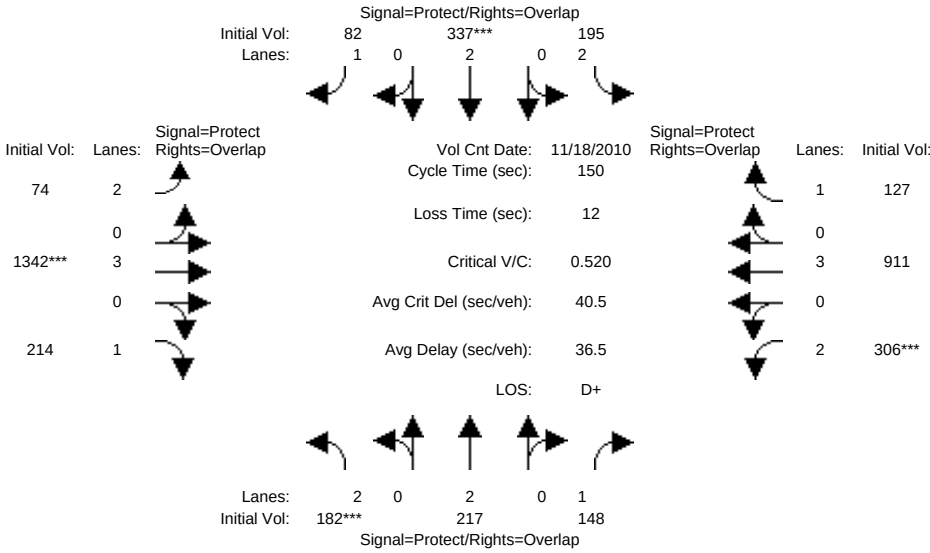
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 445-545PM												
Base Vol:	173	207	141	186	321	78	70	1278	204	291	868	121
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	182	217	148	195	337	82	74	1342	214	306	911	127
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:	182	217	148	195	337	82	74	1342	214	306	911	127
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:	182	217	148	195	337	82	74	1342	214	306	911	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	217	148	195	337	82	74	1342	214	306	911	127
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:	182	217	148	195	337	82	74	1342	214	306	911	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.06	0.09	0.05	0.02	0.24	0.12	0.10	0.16	0.07
Crit Moves:	****				****			****			****	
Green Time:	16.6	21.9	49.8	20.3	25.6	47.2	21.6	67.9	84.5	28.0	74.2	94.5
Volume/Cap:	0.52	0.39	0.25	0.46	0.52	0.15	0.16	0.52	0.22	0.52	0.32	0.12
Uniform Del:	62.9	58.1	36.5	59.8	56.6	36.9	56.2	29.4	16.3	55.0	22.8	11.1
IncremntDel:	1.4	0.5	0.2	0.8	0.8	0.1	0.2	0.2	0.1	0.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	64.3	58.5	36.8	60.5	57.4	37.1	56.4	29.6	16.4	55.8	22.9	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.3	58.5	36.8	60.5	57.4	37.1	56.4	29.6	16.4	55.8	22.9	11.1
LOS by Move:	E	E+	D+	E	E+	D+	E+	C	B	E+	C+	B+
HCM2k95thQ:	259	232	255	259	352	143	92	638	249	375	381	123

City of San Jose
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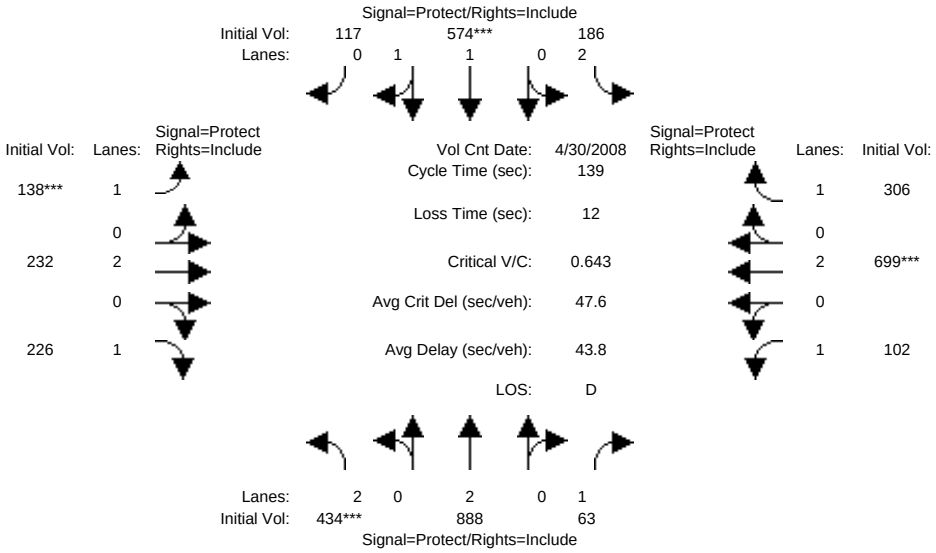
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Apr 2008 << 7:30-8:30AM												
Base Vol:	413	846	60	177	547	111	131	221	215	97	666	291
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	434	888	63	186	574	117	138	232	226	102	699	306
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:	434	888	63	186	574	117	138	232	226	102	699	306
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:	434	888	63	186	574	117	138	232	226	102	699	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	888	63	186	574	117	138	232	226	102	699	306
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:	434	888	63	186	574	117	138	232	226	102	699	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3075	624	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.04	0.06	0.19	0.19	0.08	0.06	0.13	0.06	0.18	0.17
Crit Moves:	****				****		****				****	
Green Time:	29.8	56.0	56.0	14.1	40.4	40.4	17.0	39.2	39.2	17.7	39.8	39.8
Volume/Cap:	0.64	0.58	0.09	0.58	0.64	0.64	0.64	0.22	0.46	0.46	0.64	0.61
Uniform Del:	49.8	32.3	25.7	59.6	43.0	43.0	58.1	38.2	41.2	56.2	43.4	42.9
IncremntDel:	2.1	0.6	0.1	2.7	1.3	1.3	6.5	0.1	0.7	1.5	1.3	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.9	32.9	25.7	62.2	44.3	44.3	64.6	38.3	41.9	57.7	44.7	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	32.9	25.7	62.2	44.3	44.3	64.6	38.3	41.9	57.7	44.7	45.1
LOS by Move:	D-	C-	C	E	D	D	E	D+	D	E+	D	D
HCM2k95thQ:	496	648	89	261	607	607	336	184	404	233	601	564

City of San Jose
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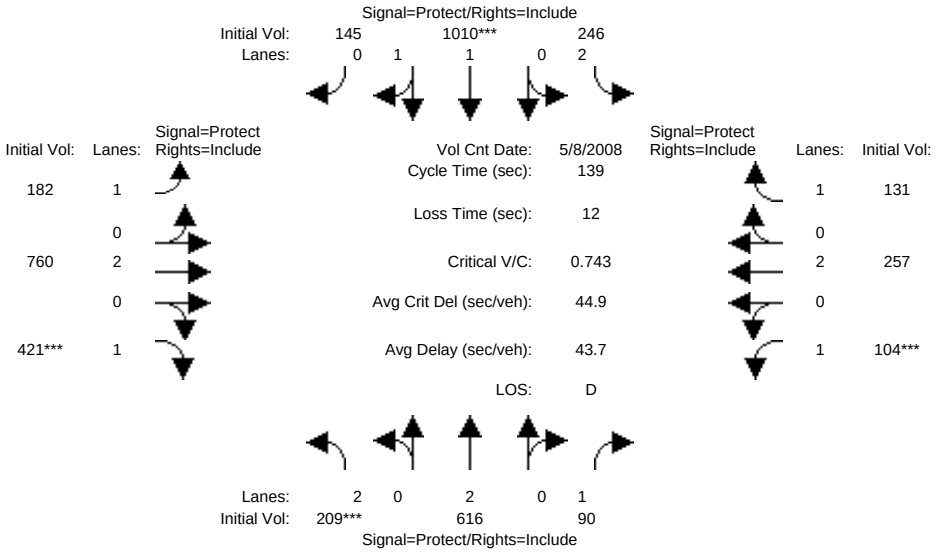
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD

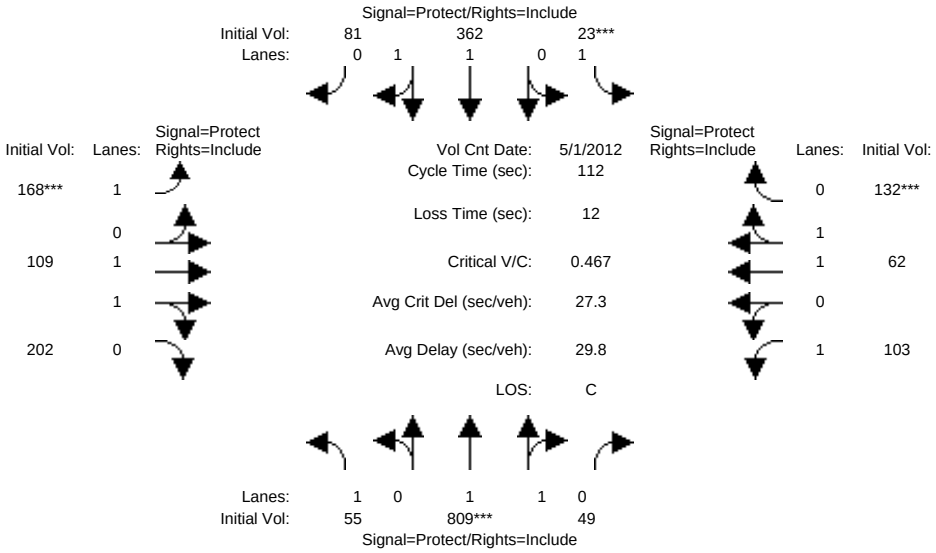


Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2008 << 4:45-5:45PM												
Base Vol:	199	587	86	234	962	138	173	724	401	99	245	125
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	209	616	90	246	1010	145	182	760	421	104	257	131
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:	209	616	90	246	1010	145	182	760	421	104	257	131
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:	209	616	90	246	1010	145	182	760	421	104	257	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	616	90	246	1010	145	182	760	421	104	257	131
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:	209	616	90	246	1010	145	182	760	421	104	257	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3235	464	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.05	0.08	0.31	0.31	0.10	0.20	0.24	0.06	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	12.4	47.8	47.8	23.0	58.4	58.4	32.6	45.0	45.0	11.1	23.6	23.6
Volume/Cap:	0.74	0.47	0.15	0.47	0.74	0.74	0.44	0.62	0.74	0.74	0.40	0.44
Uniform Del:	61.7	35.7	31.5	52.5	33.9	33.9	45.4	39.7	41.8	62.5	51.4	51.8
IncremntDel:	10.2	0.3	0.1	0.7	2.0	2.0	0.8	1.0	5.3	19.1	0.4	1.1
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:	71.9	35.9	31.6	53.2	35.9	35.9	46.2	40.7	47.1	81.6	51.8	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	35.9	31.6	53.2	35.9	35.9	46.2	40.7	47.1	81.6	51.8	52.9
LOS by Move:	E	D+	C	D-	D+	D+	D	D	D	F	D-	D-
HCM2k95thQ:	326	469	141	291	919	919	346	619	784	303	248	276

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD

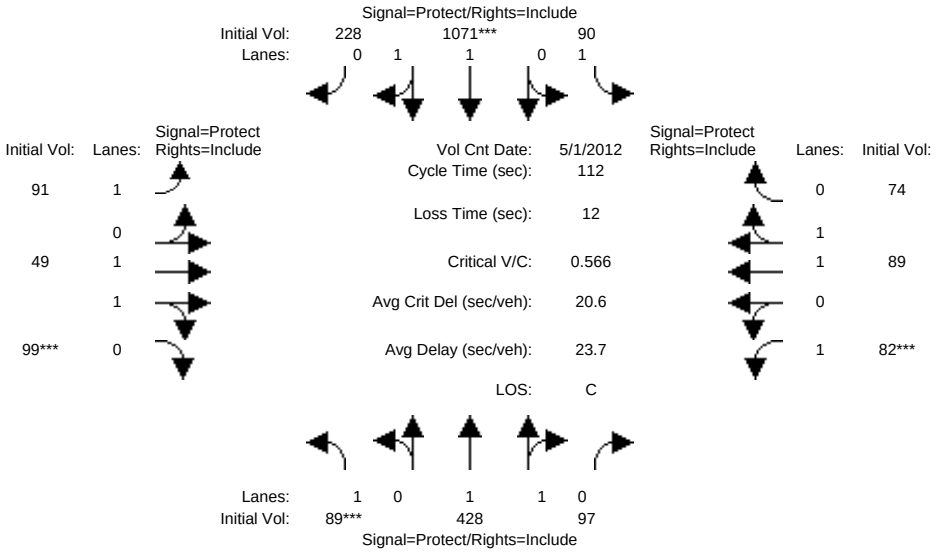


Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30AM												
Base Vol:	52	770	47	22	345	77	160	104	192	98	59	126
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	55	809	49	23	362	81	168	109	202	103	62	132
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:	55	809	49	23	362	81	168	109	202	103	62	132
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:	55	809	49	23	362	81	168	109	202	103	62	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	809	49	23	362	81	168	109	202	103	62	132
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:	55	809	49	23	362	81	168	109	202	103	62	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3487	213	1750	3024	675	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.01	0.12	0.12	0.10	0.06	0.12	0.06	0.03	0.08
Crit Moves:		****			****			****				****
Green Time:	20.7	53.4	53.4	7.0	39.7	39.7	22.1	25.6	25.6	13.9	17.4	17.4
Volume/Cap:	0.17	0.49	0.49	0.21	0.34	0.34	0.49	0.25	0.50	0.47	0.21	0.49
Uniform Del:	38.4	19.9	19.9	49.9	26.5	26.5	39.9	35.3	37.6	45.6	41.3	43.2
IncremntDel:	0.2	0.2	0.2	1.0	0.2	0.2	1.1	0.1	0.7	1.6	0.1	0.9
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:	38.6	20.1	20.1	50.8	26.7	26.7	41.0	35.4	38.3	47.3	41.4	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	20.1	20.1	50.8	26.7	26.7	41.0	35.4	38.3	47.3	41.4	44.1
LOS by Move:	D+	C+	C+	D	C	C	D	D+	D+	D	D	D
HCM2k95thQ:	90	472	472	52	276	276	287	156	330	202	99	244

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



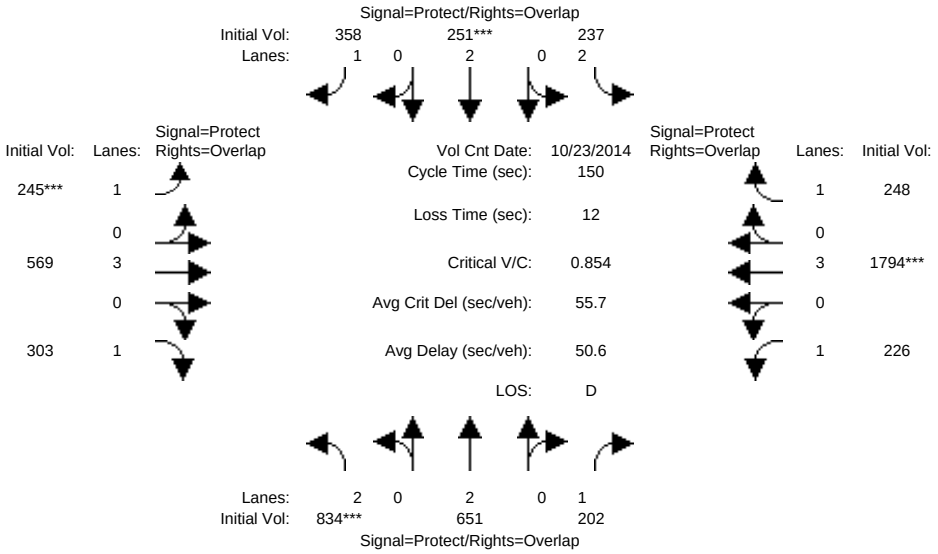
Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 5:00-6:00PM												
Base Vol:	85	408	92	86	1020	217	87	47	94	78	85	70
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	89	428	97	90	1071	228	91	49	99	82	89	74
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:	89	428	97	90	1071	228	91	49	99	82	89	74
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:	89	428	97	90	1071	228	91	49	99	82	89	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	428	97	90	1071	228	91	49	99	82	89	74
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:	89	428	97	90	1071	228	91	49	99	82	89	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.62	0.38	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.07	0.93
Final Sat.:	1750	3019	681	1750	3050	649	1750	1900	1750	1750	2028	1670
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.05	0.35	0.35	0.05	0.03	0.06	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	10.1	55.2	55.2	24.3	69.5	69.5	8.4	11.2	11.2	9.3	12.0	12.0
Volume/Cap:	0.57	0.29	0.29	0.24	0.57	0.57	0.70	0.26	0.57	0.57	0.41	0.41
Uniform Del:	48.9	16.8	16.8	36.2	12.4	12.4	50.5	46.6	48.1	49.4	46.7	46.7
IncremntDel:	4.7	0.1	0.1	0.3	0.3	0.3	15.0	0.2	2.9	5.1	0.7	0.7
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:	53.6	16.8	16.8	36.5	12.8	12.8	65.5	46.9	51.0	54.6	47.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	16.8	16.8	36.5	12.8	12.8	65.5	46.9	51.0	54.6	47.4	47.4
LOS by Move:	D-	B	B	D+	B	B	E	D	D	D-	D	D
HCM2k95thQ:	200	261	261	142	599	599	232	90	214	189	155	155

Appendix G – Cumulative plus Project Conditions Intersections Level of Service Worksheets

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE



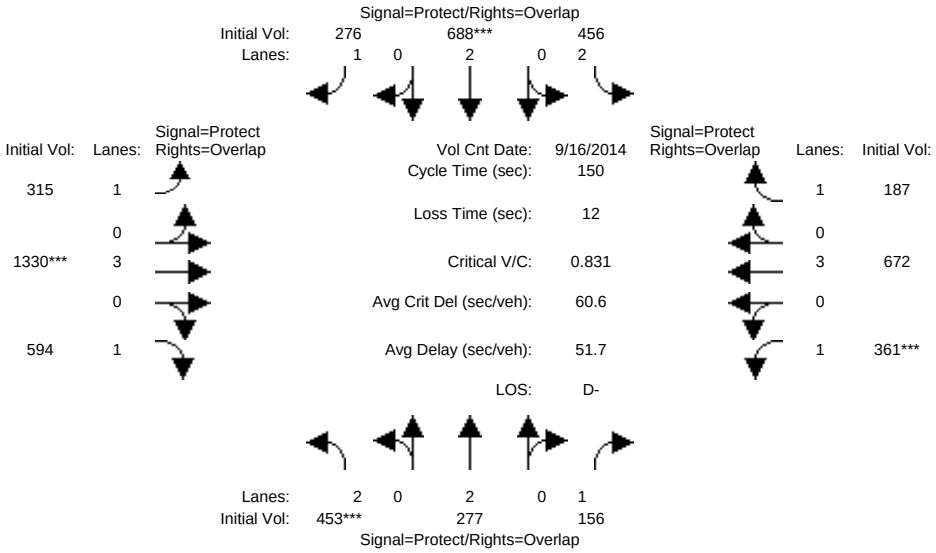
Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Oct 2014 << 7:35-8:35AM												
Base Vol:	785	620	192	211	232	341	226	542	289	215	1694	236
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	824	651	202	222	244	358	237	569	303	226	1779	248
Added Vol:	10	0	0	15	7	0	8	0	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	834	651	202	237	251	358	245	569	303	226	1794	248
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:	834	651	202	237	251	358	245	569	303	226	1794	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	651	202	237	251	358	245	569	303	226	1794	248
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:	834	651	202	237	251	358	245	569	303	226	1794	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.17	0.12	0.08	0.07	0.20	0.14	0.10	0.17	0.13	0.31	0.14
Crit Moves:	****				****		****				****	
Green Time:	46.5	40.4	85.4	17.7	11.6	36.2	24.6	34.9	81.4	45.0	55.3	73.0
Volume/Cap:	0.85	0.64	0.20	0.64	0.85	0.85	0.85	0.43	0.32	0.43	0.85	0.29
Uniform Del:	48.6	48.3	15.7	63.1	68.4	54.3	60.9	49.1	19.0	42.2	43.6	23.0
IncremntDel:	7.4	1.3	0.1	3.6	20.9	14.8	21.2	0.2	0.2	0.6	3.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.0	49.7	15.8	66.7	89.2	69.0	82.2	49.3	19.2	42.7	47.3	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	49.7	15.8	66.7	89.2	69.0	82.2	49.3	19.2	42.7	47.3	23.2
LOS by Move:	E+	D	B	E	F	E	F	D	B-	D	D	C
HCM2k95thQ:	991	606	230	342	377	823	636	354	380	417	1114	339

Note: Queue reported is the distance per lane in feet.

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 1 (City ID 3076): BERRYESSA ROAD/LUNDY AVENUE

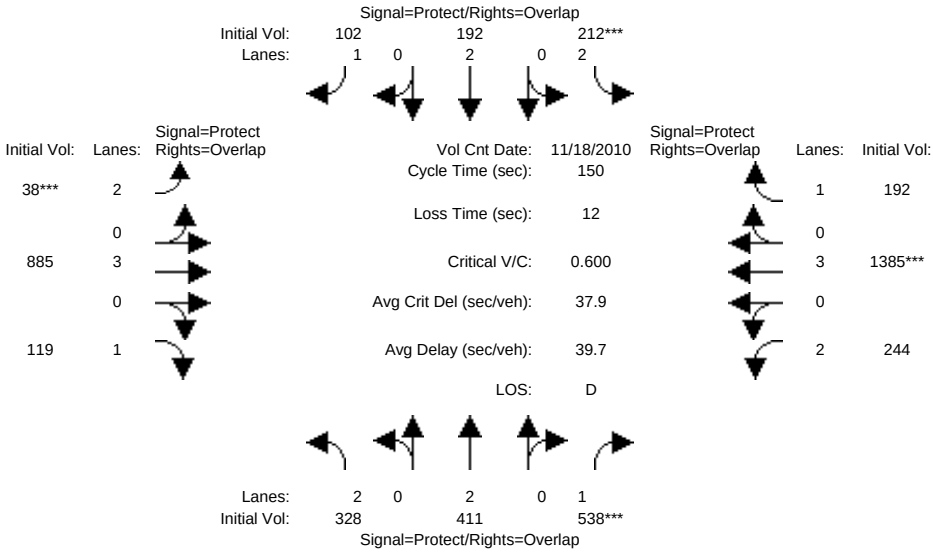


Street Name:	LUNDY AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 4:40-5:40PM												
Base Vol:	429	264	149	429	652	263	298	1267	566	344	636	178
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	450	277	156	450	685	276	313	1330	594	361	668	187
Added Vol:	3	0	0	6	3	0	2	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	277	156	456	688	276	315	1330	594	361	672	187
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:	453	277	156	456	688	276	315	1330	594	361	672	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	277	156	456	688	276	315	1330	594	361	672	187
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:	453	277	156	456	688	276	315	1330	594	361	672	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.09	0.14	0.18	0.16	0.18	0.23	0.34	0.21	0.12	0.11
Crit Moves:	****				****			****			****	
Green Time:	26.0	19.6	56.9	39.0	32.7	80.6	48.0	42.1	68.1	37.2	31.4	70.4
Volume/Cap:	0.83	0.56	0.24	0.56	0.83	0.29	0.56	0.83	0.75	0.83	0.56	0.23
Uniform Del:	59.9	61.1	31.7	48.0	56.0	19.1	42.3	50.6	33.9	53.4	53.1	23.6
IncremntDel:	10.4	1.4	0.2	0.9	7.1	0.2	1.3	3.8	3.9	12.7	0.6	0.1
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:	70.3	62.5	31.9	48.9	63.2	19.2	43.6	54.5	37.8	66.1	53.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	62.5	31.9	48.9	63.2	19.2	43.6	54.5	37.8	66.1	53.8	23.8
LOS by Move:	E	E	C	D	E	B-	D	D-	D+	E	D-	C
HCM2k95thQ:	635	315	250	507	744	346	585	887	1028	815	444	259

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 730-830AM												
Base Vol:	310	391	512	202	183	95	35	835	112	232	1309	183
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	326	411	538	212	192	100	37	877	118	244	1374	192
Added Vol:	2	0	0	0	0	2	1	8	1	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	411	538	212	192	102	38	885	119	244	1385	192
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:	328	411	538	212	192	102	38	885	119	244	1385	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	411	538	212	192	102	38	885	119	244	1385	192
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:	328	411	538	212	192	102	38	885	119	244	1385	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.31	0.07	0.05	0.06	0.01	0.16	0.07	0.08	0.24	0.11
Crit Moves:			****	****			****				****	
Green Time:	43.9	55.7	77.7	16.3	28.2	35.2	7.0	44.0	87.9	21.9	58.9	75.3
Volume/Cap:	0.36	0.29	0.59	0.62	0.27	0.25	0.26	0.53	0.12	0.53	0.62	0.22
Uniform Del:	41.9	33.2	25.2	63.9	52.1	46.7	69.0	44.3	13.8	59.3	36.5	20.9
IncremntDel:	0.2	0.1	1.1	3.4	0.2	0.3	0.9	0.3	0.1	1.2	0.5	0.1
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:	42.1	33.3	26.2	67.3	52.3	47.0	69.9	44.6	13.8	60.4	37.1	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	33.3	26.2	67.3	52.3	47.0	69.9	44.6	13.8	60.4	37.1	21.0
LOS by Move:	D	C-	C	E	D-	D	E	D	B	E	D+	C+
HCM2k95thQ:	335	309	787	312	188	201	64	517	127	321	736	251

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Level Of Service Computation Report
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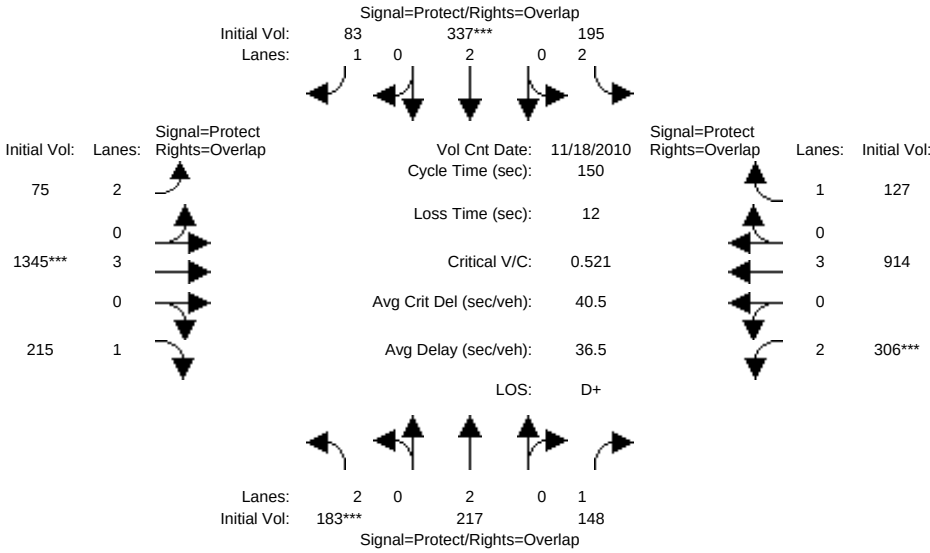
Cumulative plus Project (PM)

Intersection # 2 (City ID 3295): BERRYESSA ROAD/FLICKINGER AVENUE



Street Name:	FLICKINGER AVENUE						BERRYESSA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 445-545PM												
Base Vol:	173	207	141	186	321	78	70	1278	204	291	868	121
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	182	217	148	195	337	82	74	1342	214	306	911	127
Added Vol:	1	0	0	0	0	1	1	3	1	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	217	148	195	337	83	75	1345	215	306	914	127
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:	183	217	148	195	337	83	75	1345	215	306	914	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	217	148	195	337	83	75	1345	215	306	914	127
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:	183	217	148	195	337	83	75	1345	215	306	914	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.06	0.09	0.05	0.02	0.24	0.12	0.10	0.16	0.07
Crit Moves:	****				****			****			****	
Green Time:	16.7	21.9	49.8	20.3	25.5	47.1	21.6	67.9	84.6	27.9	74.2	94.5
Volume/Cap:	0.52	0.39	0.25	0.46	0.52	0.15	0.16	0.52	0.22	0.52	0.32	0.12
Uniform Del:	62.9	58.0	36.6	59.7	56.7	37.0	56.3	29.4	16.3	55.0	22.8	11.1
IncremntDel:	1.4	0.5	0.2	0.8	0.8	0.1	0.2	0.2	0.1	0.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	64.3	58.5	36.8	60.5	57.4	37.2	56.5	29.6	16.4	55.9	22.9	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.3	58.5	36.8	60.5	57.4	37.2	56.5	29.6	16.4	55.9	22.9	11.1
LOS by Move:	E	E+	D+	E	E+	D+	E+	C	B	E+	C+	B+
HCM2k95thQ:	260	232	255	259	352	145	94	639	250	375	382	123

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Level Of Service Computation Report
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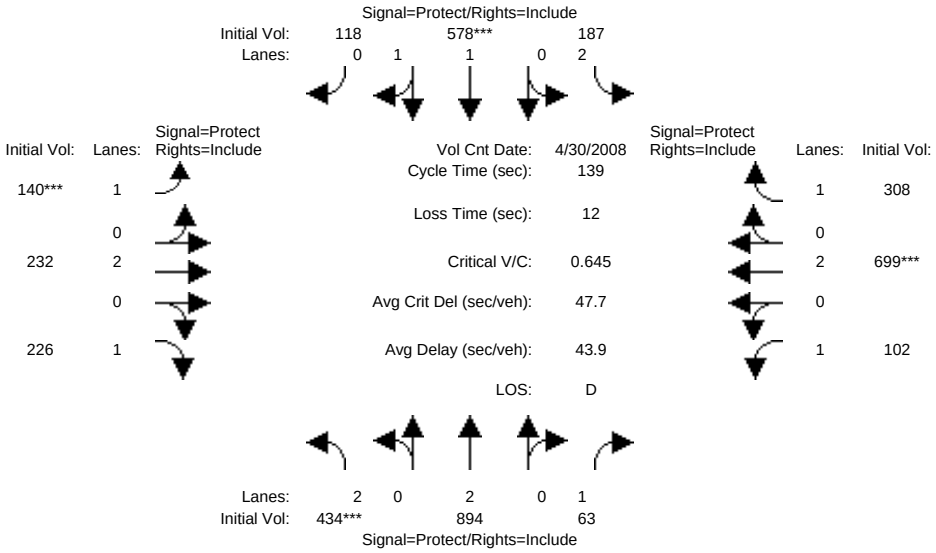
Cumulative plus Project (AM)

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Apr 2008 << 7:30-8:30AM												
Base Vol:	413	846	60	177	547	111	131	221	215	97	666	291
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	434	888	63	186	574	117	138	232	226	102	699	306
Added Vol:	0	6	0	1	4	1	2	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	894	63	187	578	118	140	232	226	102	699	308
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:	434	894	63	187	578	118	140	232	226	102	699	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	894	63	187	578	118	140	232	226	102	699	308
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:	434	894	63	187	578	118	140	232	226	102	699	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3075	625	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.04	0.06	0.19	0.19	0.08	0.06	0.13	0.06	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	29.7	56.1	56.1	14.1	40.5	40.5	17.2	39.2	39.2	17.7	39.6	39.6
Volume/Cap:	0.65	0.58	0.09	0.58	0.65	0.65	0.65	0.22	0.46	0.46	0.65	0.62
Uniform Del:	49.9	32.4	25.7	59.6	43.0	43.0	58.0	38.2	41.2	56.2	43.5	43.1
IncremntDel:	2.2	0.6	0.1	2.7	1.4	1.4	6.6	0.1	0.7	1.5	1.4	2.3
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:	52.0	32.9	25.7	62.4	44.3	44.3	64.6	38.3	41.8	57.7	44.9	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	32.9	25.7	62.4	44.3	44.3	64.6	38.3	41.8	57.7	44.9	45.4
LOS by Move:	D-	C-	C	E	D	D	E	D+	D	E+	D	D
HCM2k95thQ:	497	654	89	263	611	611	340	184	404	233	603	570

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Level Of Service Computation Report
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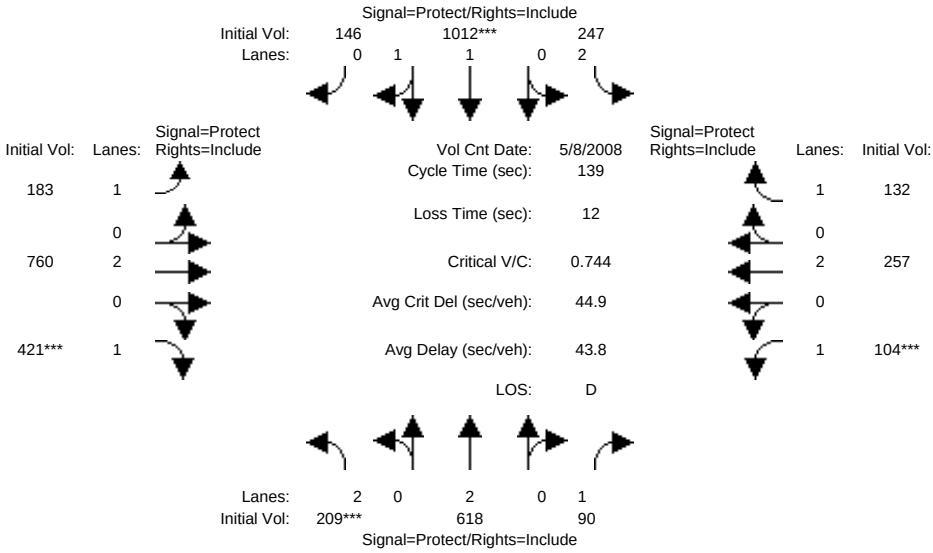
Cumulative plus Project (PM)

Intersection # 3 (City ID 3623): KING ROAD/MABURY ROAD



Street Name:	KING ROAD						MABURY ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2008 << 4:45-5:45PM												
Base Vol:	199	587	86	234	962	138	173	724	401	99	245	125
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	209	616	90	246	1010	145	182	760	421	104	257	131
Added Vol:	0	2	0	1	2	1	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	618	90	247	1012	146	183	760	421	104	257	132
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:	209	618	90	247	1012	146	183	760	421	104	257	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	618	90	247	1012	146	183	760	421	104	257	132
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:	209	618	90	247	1012	146	183	760	421	104	257	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3233	466	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.05	0.08	0.31	0.31	0.10	0.20	0.24	0.06	0.07	0.08
Crit Moves:	****				****				****	****		
Green Time:	12.4	47.9	47.9	23.0	58.5	58.5	32.5	45.0	45.0	11.1	23.6	23.6
Volume/Cap:	0.74	0.47	0.15	0.47	0.74	0.74	0.45	0.62	0.74	0.74	0.40	0.45
Uniform Del:	61.7	35.7	31.5	52.5	33.9	33.9	45.5	39.8	41.9	62.6	51.4	51.9
IncremntDel:	10.2	0.3	0.1	0.7	2.0	2.0	0.8	1.0	5.3	19.2	0.4	1.1
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:	72.0	35.9	31.6	53.2	35.9	35.9	46.3	40.7	47.2	81.8	51.8	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	35.9	31.6	53.2	35.9	35.9	46.3	40.7	47.2	81.8	51.8	52.9
LOS by Move:	E	D+	C	D-	D+	D+	D	D	D	F	D-	D-
HCM2k95thQ:	327	470	141	292	922	922	348	619	785	303	248	279

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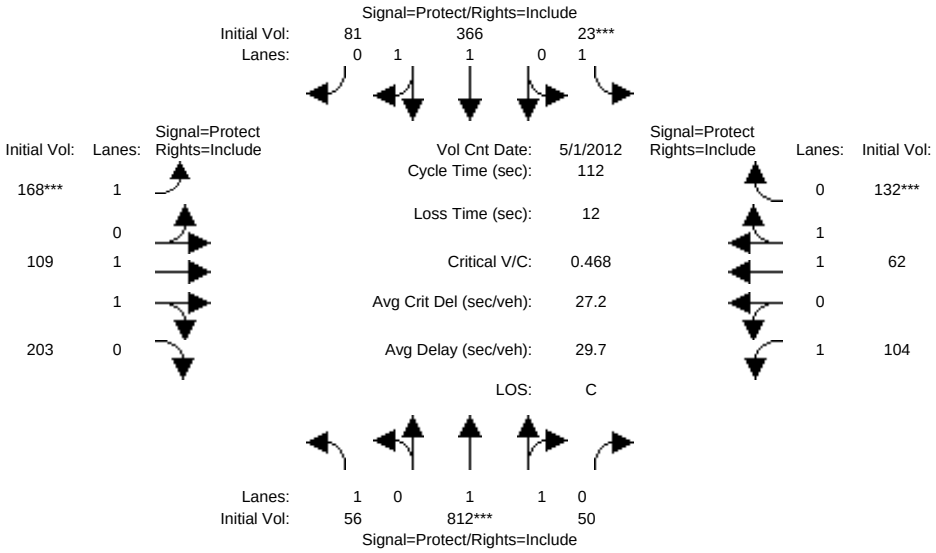
Cumulative plus Project (AM)

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30AM												
Base Vol:	52	770	47	22	345	77	160	104	192	98	59	126
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	55	809	49	23	362	81	168	109	202	103	62	132
Added Vol:	1	3	1	0	4	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	812	50	23	366	81	168	109	203	104	62	132
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:	56	812	50	23	366	81	168	109	203	104	62	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	812	50	23	366	81	168	109	203	104	62	132
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:	56	812	50	23	366	81	168	109	203	104	62	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3484	216	1750	3030	669	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.01	0.12	0.12	0.10	0.06	0.12	0.06	0.03	0.08
Crit Moves:		****		****			****					****
Green Time:	20.6	53.6	53.6	7.0	39.9	39.9	22.1	25.6	25.6	13.8	17.4	17.4
Volume/Cap:	0.17	0.49	0.49	0.21	0.34	0.34	0.49	0.25	0.51	0.48	0.21	0.49
Uniform Del:	38.5	19.9	19.9	49.9	26.4	26.4	39.9	35.3	37.7	45.7	41.3	43.2
IncremntDel:	0.3	0.2	0.2	1.0	0.2	0.2	1.1	0.1	0.7	1.7	0.1	0.9
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:	38.7	20.1	20.1	50.8	26.5	26.5	41.0	35.4	38.4	47.4	41.4	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	20.1	20.1	50.8	26.5	26.5	41.0	35.4	38.4	47.4	41.4	44.2
LOS by Move:	D+	C+	C+	D	C	C	D	D+	D+	D	D	D
HCM2k95thQ:	91	474	474	52	278	278	287	156	332	205	99	244

City of San Jose
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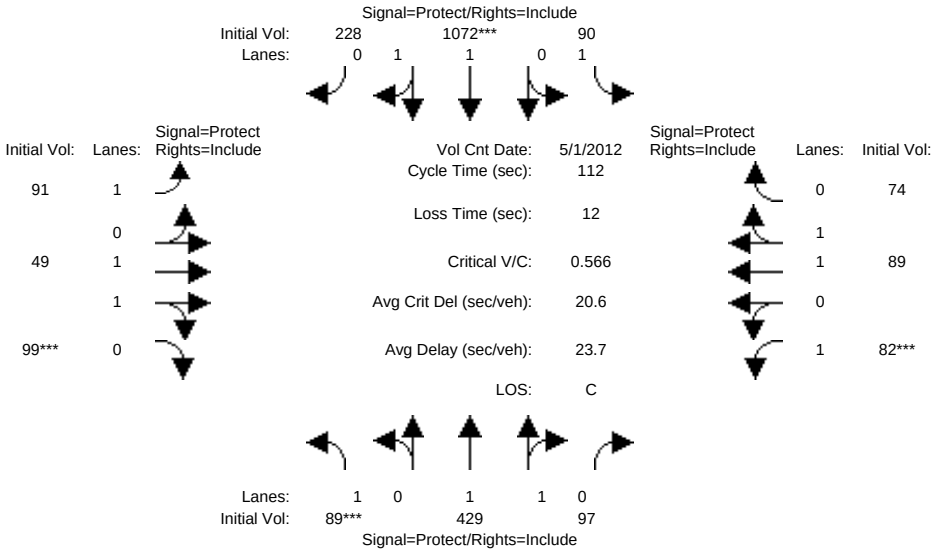
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative plus Project (PM)

Intersection # 4 (City ID 3661): LUNDY AVENUE/SIERRA ROAD



Street Name:	LUNDY AVENUE						SIERRA ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 5:00-6:00PM												
Base Vol:	85	408	92	86	1020	217	87	47	94	78	85	70
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	89	428	97	90	1071	228	91	49	99	82	89	74
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	429	97	90	1072	228	91	49	99	82	89	74
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:	89	429	97	90	1072	228	91	49	99	82	89	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	429	97	90	1072	228	91	49	99	82	89	74
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:	89	429	97	90	1072	228	91	49	99	82	89	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.62	0.38	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.07	0.93
Final Sat.:	1750	3020	679	1750	3051	648	1750	1900	1750	1750	2028	1670
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.05	0.35	0.35	0.05	0.03	0.06	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	10.1	55.3	55.3	24.3	69.5	69.5	8.4	11.2	11.2	9.3	12.0	12.0
Volume/Cap:	0.57	0.29	0.29	0.24	0.57	0.57	0.70	0.26	0.57	0.57	0.41	0.41
Uniform Del:	48.9	16.7	16.7	36.2	12.4	12.4	50.5	46.6	48.1	49.4	46.7	46.7
IncremntDel:	4.7	0.1	0.1	0.3	0.3	0.3	15.0	0.2	2.9	5.2	0.7	0.7
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:	53.6	16.8	16.8	36.5	12.8	12.8	65.6	46.9	51.0	54.6	47.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	16.8	16.8	36.5	12.8	12.8	65.6	46.9	51.0	54.6	47.4	47.4
LOS by Move:	D-	B	B	D+	B	B	E	D	D-	D-	D	D
HCM2k95thQ:	200	261	261	142	599	599	233	90	214	189	155	155

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Vision That Moves Your Community

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