HEXAGON TRANSPORTATION CONSULTANTS, INC.

1260 E. Santa Clara Street Mixed-Use Development

Draft Traffic Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the traffic impact analysis (TIA) conducted for the proposed mixed-use development at 1260 E. Santa Clara Street in San Jose. The project site is bound by E. Santa Clara Street to the north, 28th Street to the east, Shortridge Avenue to the south, and 26th Street to the west. The project site is currently occupied by an industrial building that has been vacant for several years. The project proposes to construct up to 405 apartment units and 60,000 square feet (s.f.) of retail space. A three level parking garage (two levels above ground and one level below ground) would be constructed with residential and retail buildings wrapped around the parking garage. Access to the parking garage would also be provided via two full-access driveways on S. 26th Street and Shortridge Avenue. Pedestrian foot access is also provided via the main entrance on E. Santa Clara Street.

The project is located within the E. Santa Clara Street Urban Village per the Envision San Jose 2040 General Plan. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The project also fronts Santa Clara Street, which is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that tie land use within major transportation facilities.

Scope of Study

This traffic study was conducted for the purpose of identifying potential traffic impacts related to the project. The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 12 signalized and 6 unsignalized intersections in the vicinity of the project site. The study intersections were selected based upon the estimated number of project trips through the intersection (10 or more trips per lane per hour).

The study also includes an operations analysis, based on vehicle-storage requirements, at select intersections, an evaluation of project's effect on the operations of metered on-ramps, and a review of site access and on-site circulation. A freeway analysis was not completed because the project would not add traffic equal to at least one percent of capacity of any freeway segments in the area. However, per CMP guidelines, the traffic study includes an evaluation to document the determination that a freeway level of service analysis is not required.

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Project Trip Estimates

Hexagon has prepared project trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012. Based on the recommended ITE trip generation rates for apartment and retail land uses, the proposed 405 apartment units and 60,000 s.f. of retail space would generate 3,783 new daily vehicle trips, with 221 new trips (53 inbound and 168 outbound) occurring during the AM peak hour and 317 new trips (188 inbound and 128 outbound) occurring during the PM peak hour.

The trip estimates account for internal trip reduction between residential and retail uses (15%) and transit trip reduction (2%), as recommended by the VTA's *Transportation Impact Analysis (TIA) Guidelines*, October 2014. In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. A typical pass-by trip reduction of 25% for retail development within Santa Clara County was applied to the retail component of the proposed project.

Intersection Levels of Service

Traffic analysis typically focuses on intersections, especially signalized intersections, because intersections act as the chokepoints in the system. Traffic conditions at the study intersections were evaluated using a concept called "level of service" (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City of San Jose level of service standard is LOS D or better at all signalized intersections within San Jose, including city, expressway, and CMP intersections. The CMP level of service standard for signalized intersections is LOS E or better. However, the City of San Jose LOS D standard and impact criteria is applied to CMP intersections located within the City of San Jose limits.

The City of San Jose level of service methodologies for signalized intersections are based on the 2000 *Highway Capacity Manual* (HCM), as calculated with the TRAFFIX software. The intersection level of service analysis results are presented in Table ES-1. The results show that all study intersections would operate at acceptable levels of service under existing plus project, background plus project, and cumulative conditions. Therefore, the project is not projected to have an adverse impact on any of the signalized study intersections based on the City of San Jose standard.

Freeway Segment Capacity Analysis

Per VTA's 2014 TIA Guidelines, a freeway segment level of service analysis is required when a project would add trips equal or greater than one percent of a segment's capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Site Access and Circulation

Vehicular Site Access

The project's parking garage would be accessed through one full-access driveway on S. 26th Street and one full-access driveway on Shortridge Avenue. Both project driveways on S. 26th Street and Shortridge Avenue would be gated. In addition, two internal gates will separate residential and retail/leasing office parking spaces on the ground floor. There will be no public access to retail/leasing office parking from the Shortridge Avenue driveway, but residents would be able to use both driveways to access residential parking on all levels. However, residents using the Shortridge Avenue driveway would need to open the internal gates using remote control or key cards to access the ramps to upper and lower parking levels. The need to open gates may deter residents from using the Shortridge Avenue access point. Therefore, for this study, it was assumed that the Shortridge Avenue driveway would only serve project trips associated with the residential parking spaces on the ground level and the remaining residential parking spaces on the upper and lower levels and retail/leasing office spaces on the ground level would be accessed via the S. 26th Street driveway.

Traffic Operations at Project Driveway

The proposed 26th Street project driveway will be located approximately 140 feet south of the 26th Street and E. Santa Clara Street intersection. The existing 95th percentile vehicle queue for the northbound approach at the 26th Street and E. Santa Clara Street intersection currently extends and is projected to continue to extend beyond the project's driveway. The northbound queue along 26th may inhibit left-turns into and out of the project's driveway and result in blockage of through traffic along southbound S. 26th Street. Due to the low traffic volume and travel speeds on Shortridge Avenue, no vehicle queuing or traffic operations issues are anticipated at the Shortridge Avenue project driveway.

On-Site Circulation

Access to each level of parking will be provided via a ramp located along the northern boundary of the parking garage and can be accessed via both the 26th Street and Shortridge Avenue driveways. The site plan shows gates separating retail and residential parking areas. Circulation through the ground level of the parking garage will not be continuous due to dead-end drive aisles at gate locations. In addition, vehicles will need to back down drive aisles when existing parking stalls located adjacent to the gates. Circulation on the below grade and second level will be efficient with simple rectangular circulation aisles within each parking level.

Bike and motorcycle storage is shown on each parking level of the garage. However, it is unclear as to how access to the storage rooms will be provided on the second and below grade levels.

Recommended Site Access and Circulation Improvements

Overall, the site plan exhibits adequate site access and on-site circulation for motor vehicles. The City ultimately will determine the adequacy of the proposed driveways and internal on-site circulation design. The following improvements are recommended to improve site access and circulation of the project site:

- It is recommended that the internal gates on the ground floor of the parking garage be removed to balance the use of both project driveways, reduce the outbound vehicle queue at the 26th Street driveway, and improve internal vehicle circulation. Alternatively, if removal of the internal garage gates is not desired, the 26th Street driveway could be relocated to Shortridge Avenue so that both project driveways are located on Shortridge Avenue to reduce disruption of traffic flow along 26th Street and balance the use of both project driveways.
- The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on S. 26th Street and Shortridge Avenue. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Red curbs should be implemented adjacent to each driveway ensuring a minimum of 200 feet of clear sight distance from each driveway. In addition, appropriate visible and/or audible warning signals should be provided at each of the parking garage driveways to alert pedestrians and bicyclists of vehicles exiting the garage.
- Separated pathways should be provided if the vehicle ramp within the garage is to be used by pedestrians and bicyclists to gain access to the storage rooms. Otherwise, travel ways from elevators to the storage rooms should be provided within the garage.
- The project should provide time-restricted loading zones on Santa Clara Street along the project's retail frontage for general deliveries, such as FedEx or UPS trucks. The loading zones may require the removal of on-street parking.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add substantial number of trips to the left-turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing and background conditions. The analysis indicated that the estimated 95th percentile left-turn vehicle queues would exceed the vehicle storage capacity at the following intersections and movements:

- 26th Street and E. Santa Clara Street – Westbound left turn in the PM peak hour
- 28th Street and E. Santa Clara Street – Westbound left turn in the PM peak hour

Recommendation: The existing westbound left-turn pocket at the 26th Street/E. Santa Clara intersection should be extended 50 feet by reducing the length of the existing eastbound left-turn pocket at the 27th Street/E. Santa Clara Street intersection. The existing westbound left-turn pocket at the 28th Street/E. Santa Clara intersection should be extended 50 feet by restriping the turn pocket and center lane along Santa Clara Street to provide the additional queue storage needed.

In addition, the existing 95th percentile vehicle queue for the northbound approach at the 26th Street and E. Santa Clara Street intersection currently extends and is projected to continue to extend beyond the project's driveway, which will be located approximately 140 feet south of the intersection. The northbound queue along 26th may inhibit left-turns into and out of the project's driveway and result in blockage of through traffic along southbound S. 26th Street.

Recommendation: It is recommended that the internal gates on the ground floor of the parking garage be removed to balance the use of both project driveways and reduce the outbound vehicle queue at the 26th Street driveway. Alternatively, if removal of the internal garage gates is not desired, the 26th Street driveway could be relocated to Shortridge Avenue so that both project driveways are located on Shortridge Avenue to reduce disruption of traffic flow along 26th Street and balance the use of both project driveways.

It should be noted that the project site is located within a designated Urban Village. The Urban Village land use designation is characterized by mixed land uses and high rise buildings that create opportunities for multi-modal travel and strong transit demand. The projects close proximity to existing and future major transit services and improved pedestrian and bicycle facilities in the project area will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel.

Therefore, the identified operational issues as presented and evaluated within this study may represent an over-estimation of traffic associated with the proposed project. It is expected that the auto trips ultimately generated by the project will be less and the identified operational issues reduced as development and the planned enhancement of the multi-modal transportation system progresses within the project area.

Traffic Operations at Unsignalized Intersections

Unsignalized study intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2010 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

The analysis indicates that with the exception of the N.26th Street/E. Julian Street intersection, the peak hour volumes at the other unsignalized intersections would not warrant signalization. At the N.26th Street/E. Julian Street intersection, the peak-hour signal warrant is satisfied in the AM peak hour under existing, background, and background plus project conditions. Peak-hour traffic signal warrant checks indicate that the traffic volumes at the N.26th Street/E. Julian Street intersection during the AM peak hour currently and are projected to continue to meet thresholds that warrant signalization under background and background with project conditions.

It should also be noted that the need for signalization is primarily due to the large existing northbound right-turn volume, 26th Street to eastbound Julian Street, which is considered the critical minor approach at the intersection. The proposed project will not result in the addition of trips to the northbound right-turn approach and will add only three trips during the AM peak hour to Julian Street at the intersection. Therefore, the proposed project would not result in a significant impact at the 26th Street and Julian Street intersection.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps providing access to US 101 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's TIA guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The following two freeway on-ramps in the project study area are metered during the AM peak hours. No freeway on-ramps in the project study area are metered during the PM peak hours.

- US 101 northbound on-ramp from Alum Rock Avenue
- US 101 northbound on-ramp from McKee Road

Based on the on-ramp meter analysis, existing vehicle storage on the US 101 on-ramps is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

Effects on Surrounding Streets

Effects of the project's traffic on six surrounding neighborhood streets were evaluated based on the existing and projected daily traffic volumes with the project traffic, which were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be significant. Since the City has not established any standards or significance thresholds regarding neighborhood streets, the information is presented for information only.

Based on the characteristics of the study roadway segments, the traffic count data, and the estimated project traffic, the projected average daily trips are within an acceptable range for these types of streets, however the added project trips constitute a measurable increase from the existing volumes. It is important to note that the roadway volumes do not include the project site traffic which would have been higher when the now vacant buildings were occupied. In addition, the proposed project is similar to surrounding land uses along Shortridge Avenue and 26th Street and the proposed project traffic is not considered cut-through traffic given that each of the roadways serve as primary access roads to the project site.

Recommendation: The existing and future traffic conditions along surrounding residential streets are of concern when a development of this size is proposed. In order to improve the traffic conditions along each of the project access streets, the City may consider installation of stops signs at the Shortridge Avenue/26th Street and Shortridge Avenue/28th Street intersections should future operations indicate the need.

Effects on Transit, Pedestrian, and Bicycle

Transit Services

The project site is served directly by two local bus routes (Routes 22 and 23) and one limited stop bus route (Route 522) along Santa Clara Street. The nearest bus stops are located on Santa Clara Street, near 28th Street, for the eastbound direction and about 250 feet from the project site, near 26th Street, for the westbound direction.

Due to the convenient location of the bus stops, it is assumed that some residents and retail employees of the proposed development would utilize the existing transit service. Applying an estimated 2 percent transit mode share equates to approximately 5 new transit riders during the AM peak hour and 8 riders during the PM peak hour. Assuming the existing transit service would remain unchanged with Routes 22 and 23 providing service with 12-minute headways during the peak commute periods at bus stops along Santa Clara Street, the estimated number of new transit riders using the bus stops located near the project site would equate to approximately one to two riders per bus during the peak hours. The bus routes in the project area serve less than ideal ridership. Therefore, the small increase in new riders could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

The project traffic would not result in a noticeable increase in vehicle delay at the study intersections and would not degrade the intersection levels of service. Therefore, the project traffic is not expected to result in a noticeable increase in transit vehicle delay.

In addition, the project area will be served by the Santa Clara-Alum Rock Bus Rapid Transit (BRT) and the Bay Area Rapid Transit (BART). The Santa Clara-Alum Rock BRT will replace the existing Route 522, upgrade the eastern portion of the Route 522 corridor between Downtown San Jose and the Eastridge Transit Center to include rail-like stations for fast, all door boarding, and install new, bus-only lanes on Alum Rock Avenue between US101 and I-680, which will allow the BRT vehicles to bypass automobile congestion. New BRT stations will be located at the 24th Street/Santa Clara Street intersection, about 900 feet west of the project site.

The BART Silicon Valley Phase II Extension project would extend BART service to the project area with the proposed Alum Rock BART station along 28th Street between Five Wounds lane and E. St James Street, about 1,000 feet north of the project site.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks and crosswalks along the streets and intersections in the immediate vicinity of the project site, except on west side and most of the east side of N. 28th Street between E. Santa Clara Street and E. Julian Street. Crosswalks with pedestrian signal heads and push buttons are located at all of the signalized intersections in the study area. Overall, the existing network of sidewalks exhibits good connectivity and would provide new residents and customers with safe routes to transit services and other points of interest in the area.

There are no designated bike lanes or bike routes on streets in the immediate vicinity of the project site. 24th Street, 26th Street, 28th Street, and Shortridge Avenue are local streets that carry low traffic volumes and are conducive to bicyclists. Santa Clara Street/Alum Rock Avenue and Julian Street/McKee Road are arterial streets with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on these streets.

The San Jose Bike Plan 2020 and Envision 2040 General Plan identify planned improvements, as described below, to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Pedestrian/Bike/Public Transit Improvements

The proposed project site is located within the E. Santa Clara Street Urban Village Boundary and fronts Santa Clara Street, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

The planned improvements discussed below are intended to reduce the identified project impacts to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

Pedestrian and Bicycle Facility Improvements

The Envision 2040 General Plan identifies the following polices in regards to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.

- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

- San Antonio Street, between S. 10th 17th Street and S. King Road (Class II bike lanes)
- Santa Clara Street, between S. 17th Street and N. 21st Street (Class III bike routes)

Transit Facility Improvements

The Envision 2040 General Plan identifies the following polices in regards to public transit:

- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.
- Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Santa Clara Street and Alum Rock Avenue and other heavily traveled transit corridors.

Santa Clara Street has been designated as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project fronts Santa Clara Street, the project shall be required to implement the following Grand Boulevard design principles:

- Provide a minimum 15 feet sidewalk width along its frontage on Santa Clara Street
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

The project will be served by the Santa Clara-Alum Rock BRT with new BRT stations located at the 24th Street/Santa Clara Street intersection, about 900 feet west of the project site and the planned Alum Rock BART station along 28th Street between Five Wounds Lane and E. St James Street, about 1,000 feet north of the project site. A multi-use trail is planned along the abandoned Union Pacific Railroad rail line that runs north-south connecting to the future Lower Silver Creek trail to the north and Coyote Creek trail to the south. The trail would run along the west side of 28th Street in the project area and provide a connection between the project site and the planned Alum Rock BART station. Given the close proximity of the project site to the planned trail, it is expected that future project site residents would find the trail to be an attractive connection to transit services and encouraged to utilize non-auto modes of travel and reduce the use of single-occupant vehicles. Therefore, the project should ensure that future connection to and from the trail and project site is provided in the site design.

Parking

Vehicular Parking

Based on the City's off-street parking requirements, the project is required to provide a total of 692 off-street parking spaces. The City of San Jose Urban Village Overlay parking reductions are applicable to the project site since the project site is located within the E. Santa Clara Street Urban Village. The Urban Village Overlay allows for a reduction in the required on-site parking by 20% for residential land use. The application of the reduction would result in the requirement of 583 on-site parking spaces for the project.

Per City of San Jose Municipal Code (Chapter 20.90.220, Reduction in Off-Street Parking Spaces), the project may reduce its required off street parking with the implementation of a transportation demand management (TDM) program. A TDM program, via various trip reduction measures, encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking. The application of a 20% TDM reduction to the proposed residential land use would result in the requirement of 496 on-site parking spaces for the project. The project is proposing 490 parking spaces, which would be 6 spaces fewer than the required parking spaces even with the implementation of a TDM program.

Recommendation: The project will be required to provide sufficient parking spaces to meet the City's parking requirements. The project also will be required to implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Bicycle Parking

Per the City of San Jose Municipal Code (Chapter 20.90.060), apartment and retail land uses are required to provide one bicycle parking space per four apartment units and one bicycle parking space per 3,000 sq.ft. of floor area, respectively. Based on the City's parking requirements, the proposed project is required to provide 122 bicycle parking spaces.

Recommendation: It is recommended the project to provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Transportation Demand Management

The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- Free VTA Eco passes or Clipper cards for all residents
- Free Zipcar memberships
- Free Bay Area Bikeshare memberships
- Shuttle Program providing service between the project site and the Diridon Caltrain Station and LRT Stations
- Improve pedestrian connections to Santa Clara Street
- On-site cargo bicycle share program
- On-site TDM coordinator and services
- Internal carpool matching program
- Regional carpool matching program through 511
- Personalized commute assistance offered by a TDM coordinator
- Intranet site featuring transit, bike, ridesharing and telework information
- Centrally-located kiosks with transit schedules, bike and transit maps, and other commute alternative information
- Onsite amenities which allow residents to complete errands without a car, such as bicycle repair, dry cleaning, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

Table ES-1
Intersection Levels of Service Summary

Study Number	Intersection	Peak Hour	Count Date	Existing		Existing Plus Project				Background		Background Plus Project				Cumulative Plus Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	N. 24th Street and E. Julian Street	AM	10/09/14	17.2	B	17.5	B	0.3	0.009	17.5	B	17.8	B	0.3	0.009	17.7	B	1.4	0.200
		PM	10/09/14	17.1	B	17.6	B	0.7	0.015	17.4	B	17.8	B	0.7	0.015	18.6	B	4.0	0.153
2	N. 24th Street and E. Santa Clara Street	AM	11/05/13	19.5	B	19.5	B	0.0	0.005	19.7	B	19.7	B	0.0	0.005	20.2	C	1.2	0.143
		PM	11/05/13	21.1	C	21.4	C	0.5	0.016	21.4	C	21.8	C	0.5	0.016	22.6	C	3.7	0.193
3	S. 24th Street and E. San Antonio Street	AM	09/11/14	17.0	B	17.0	B	0.0	0.002	17.1	B	17.0	B	0.0	0.002	17.1	B	0.2	0.019
		PM	09/11/14	14.4	B	14.4	B	0.0	0.009	14.4	B	14.3	B	0.0	0.006	14.3	B	-0.1	0.022
4	McLaughlin Avenue and E. William Street	AM	10/09/14	15.8	B	15.8	B	0.0	0.002	15.9	B	15.8	B	0.0	0.002	16.0	B	-0.1	0.009
		PM	10/09/14	19.4	B	19.3	B	-0.1	0.006	19.4	B	19.2	B	-0.1	0.006	19.2	B	-0.2	0.020
5	McLaughlin Avenue and I-280 *	AM	10/21/14	9.9	A	9.9	A	0.1	0.002	10.3	B	10.3	B	0.1	0.002	10.3	B	0.0	0.007
		PM	09/24/14	14.5	B	14.5	B	0.0	0.003	15.1	B	15.1	B	0.0	0.003	15.1	B	0.0	0.003
6	N. 26th Street and E. Santa Clara Street	AM	10/09/14	16.5	B	19.5	B	3.6	0.086	16.5	B	19.5	B	3.6	0.086	17.6	B	2.5	0.204
		PM	10/09/14	14.4	B	18.2	B	5.3	0.085	14.4	B	18.2	B	5.3	0.085	14.6	B	3.2	0.245
7	N. 28th Street and E. Julian Street	AM	04/09/15	28.4	C	28.4	C	0.0	0.001	28.4	C	28.4	C	0.0	0.001	19.3	B	6.4	0.018
		PM	04/09/15	15.2	B	15.7	B	1.0	0.008	15.2	B	15.7	B	1.0	0.008	13.7	B	-0.9	0.072
8	N. 28th Street and E. Santa Clara Street	AM	10/09/14	20.9	C	21.1	C	0.2	0.017	20.9	C	21.1	C	0.2	0.017	20.5	C	0.7	0.140
		PM	10/09/14	18.4	B	18.3	B	0.3	0.039	18.4	B	18.2	B	0.4	0.039	15.9	B	-0.6	0.202
9	US 101 and E. Julian Street	AM	10/09/14	23.1	C	23.3	C	0.2	0.004	27.0	C	27.2	C	0.3	0.004	33.1	C	8.8	0.108
		PM	10/09/14	26.8	C	27.0	C	0.3	0.008	31.0	C	31.3	C	0.4	0.008	35.1	D	9.0	0.083
10	US 101 and McKee Road	AM	10/09/14	22.1	C	22.1	C	0.0	0.001	23.0	C	23.0	C	0.0	0.001	23.4	C	1.8	0.065
		PM	10/09/14	26.9	C	26.9	C	-0.1	0.003	28.7	C	28.6	C	0.0	0.003	28.1	C	0.6	0.105
11	US 101 and E. Santa Clara Street *	AM	10/14/14	11.0	B	10.7	B	-0.4	0.048	11.3	B	11.0	B	-0.3	0.048	11.0	B	0.1	0.059
		PM	09/09/14	16.2	B	16.6	B	1.1	0.035	16.3	B	16.7	B	1.1	0.035	16.2	B	-1.1	0.068
12	US 101 and Alum Rock Avenue *	AM	10/14/14	12.5	B	13.3	B	0.9	0.020	12.4	B	13.2	B	0.9	0.020	11.0	B	-0.6	0.144
		PM	09/09/14	15.9	B	16.0	B	0.3	0.012	15.9	B	16.0	B	0.3	0.012	17.3	B	4.2	0.270

* Denotes CMP Intersections

1. Introduction

This report presents the results of the traffic impact analysis (TIA) conducted for the proposed mixed-use development at 1260 E. Santa Clara Street in San Jose. The project site is bound by E. Santa Clara Street to the north, 28th Street to the east, Shortridge Avenue to the south, and 26th Street to the west. The project site is currently occupied by an industrial building that has been vacant for several years. The project proposes to construct up to 405 apartment units and 60,000 square feet (s.f.) of retail space. A three level parking garage (two levels above ground and one level below ground) would be constructed with residential and retail buildings wrapped around the parking garage. Access to the parking garage would be provided via two full-access driveways on S. 26th Street and Shortridge Avenue. Pedestrian foot access will also be provided via the main entrance on E. Santa Clara Street. The location of the project site and the surrounding study area are shown on Figure 1. The preliminary site plan is presented on Figure 2.

The project is located within the E. Santa Clara Street Urban Village per the Envision San Jose 2040 General Plan. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The project fronts Santa Clara Street, which is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that tie land use within major transportation facilities. Construction of the Santa Clara Street and Alum Rock Avenue Bus Rapid Transit (BRT) system is currently underway.

Scope of Study

This traffic study was conducted for the purpose of identifying potential traffic impacts related to the project. The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

Figure 1
Site Location and Study Intersections

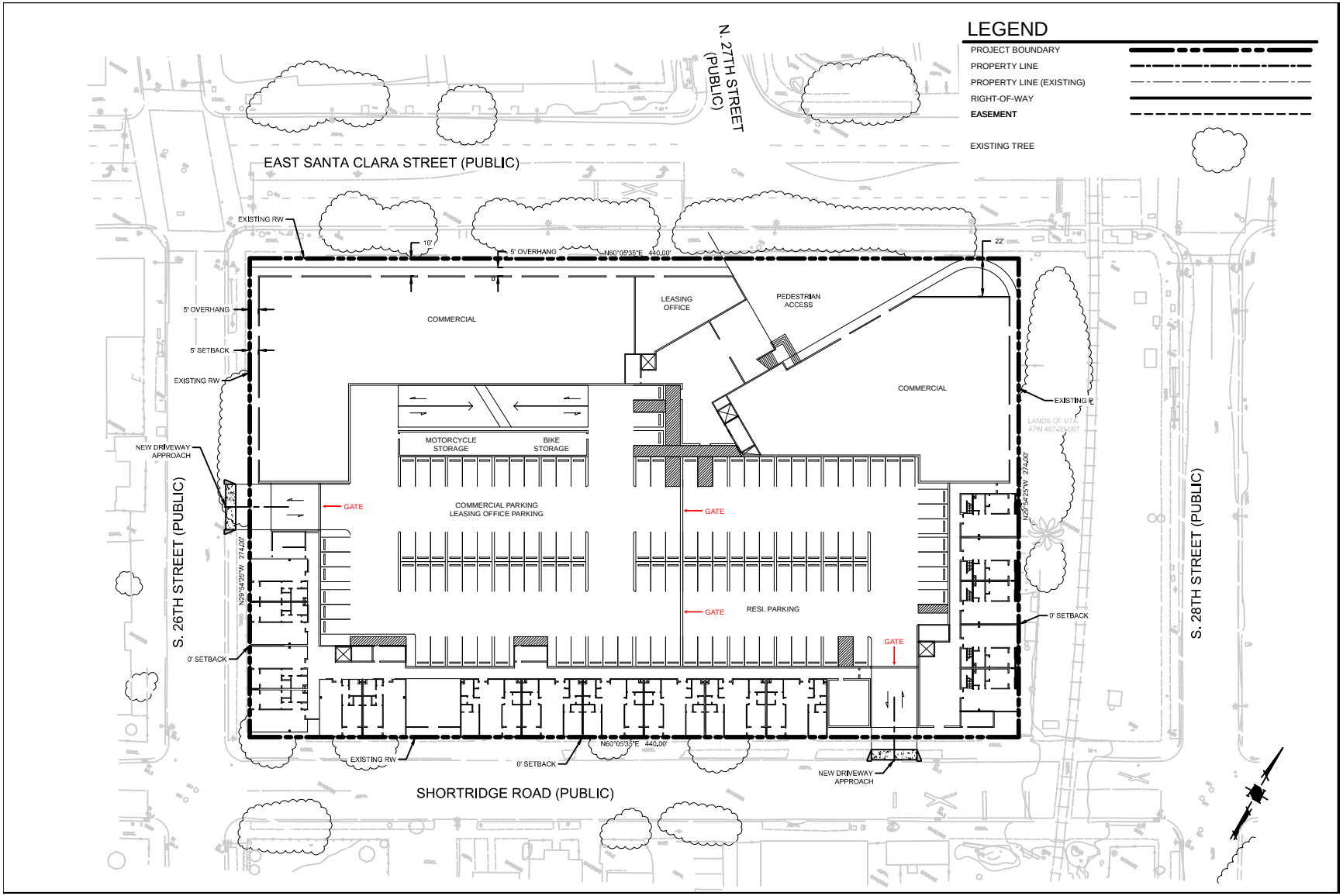


Figure 2
Proposed Site Plan

The traffic study analyzed AM and PM peak-hour traffic conditions for 12 signalized and 6 unsignalized intersections within the City of San Jose. The study intersections were selected in accordance with VTA's TIA Guidelines (October 2014) and in consultation with San Jose staff. The study includes those intersections that provide primary access to the project site and intersections that would experience a traffic increase of 10 trips per lane. Any intersections outside of the study area, to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. The study intersections are listed below and shown on Figure 1. Three study intersections are part of the CMP roadway network.

- N. 24th Street and Julian Street
- N. 24th Street and Santa Clara Street
- S. 24th Street and E. San Antoni Street
- McLaughlin Avenue and E. William Street
- McLaughlin Avenue and I-280 (CMP)
- N. 26th Street and E. Santa Clara Street
- N. 28th Street and Julian Street
- N. 28th Street and E. Santa Clara Street
- US 101 and Julian Street
- US 101 and McKee Road
- US 101 and E. Santa Clara Street (CMP)
- US 101 and Alum Rock Avenue (CMP)
- S. 28th Street and Shortridge Avenue (unsignalized)
- N. 27th Street and E. Santa Clara Street (unsignalized)
- N. 26th Street and E. Julian Street (unsignalized)
- S. 26th Street and Shortridge Avenue (unsignalized)
- S. 24th Street and Shortridge Avenue (unsignalized)
- S. 24th Street and E. San Fernando Street (unsignalized)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour of adjacent street traffic is generally between 7:00 and 9:00 AM, and the PM peak hour of adjacent street traffic is typically between 4:00 and 6:00 PM. It is during these periods on an average weekday that the most congested traffic conditions occur.

A capacity evaluation was conducted for the freeway segments in the project vicinity for the AM and PM peak hours to determine the need for freeway level of service analysis based on the VTA's TIA Guidelines.

Freeway ramp queuing conditions at the following interchanges were evaluated for the AM and PM peak hours.

- US 101 and Santa Clara Street interchange
- US 101 and McKee Road interchange
- I-280 and McLaughlin Avenue interchange

The traffic analysis also includes an evaluation of traffic conditions on the following surrounding neighborhood streets:

- Shortridge Avenue, between 24th Street and 26th Street
- Shortridge Avenue, between 26th Street and 28th Street
- 26th Street, between St. John Street and Santa Clara Street
- 26th Street, between Shortridge Avenue and San Fernando Street

- 26th Street, between Whitton Avenue and San Antonio Street
- San Fernando Street, between 24th Street and 26th Street

Additionally, the study also includes an operations analysis, based on vehicle-storage requirements, at select intersections, an evaluation of potential impacts to bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from the City of San Jose and supplemented with new manual turning-movement counts conducted in March 2015.
- ***Existing Plus Project Conditions.*** Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions reflect projected traffic volumes on the existing roadway network with completion of the proposed project.
- ***Background Conditions*****.** Background conditions reflect projected traffic volumes on the planned roadway network with completion of approved developments. Background traffic volumes were estimated by adding to existing traffic volumes the projected volumes from approved but not yet constructed developments in the vicinity of the project. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the approved trips inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of San Jose Level of Service Policy.
- ***Cumulative Conditions.*** Cumulative conditions reflect future traffic volumes on the future transportation network. Cumulative conditions include traffic growth projected to occur due to the approved development projects, the proposed project, and other proposed but not yet approved (pending) development projects in the study area. Cumulative conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of San Jose Level of Service Policy.

Methodology

This section presents the methods used to determine traffic conditions at study intersections and the traffic impacts of the project. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous studies, field observations, the City of San Jose, and the CMP Annual Monitoring Report. The following data were collected from these sources:

- Existing traffic volumes,
- Intersection lane geometries,
- Signal timing and phasing, and
- A list of approved and planned development projects.

Intersection Level of Service Methodology and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The City of San Jose evaluate intersection levels of service using the TRAFFIX software, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. Since TRAFFIX is the level of service methodology for the CMP-designated intersections, the City of San Jose's methodology employs the CMP defaults values for the analysis parameters. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 1 presents the level of service definitions for signalized intersections.

Signalized study intersections are subject to the local municipalities' level of service standards. The City of San Jose level of service standard is LOS D or better at all signalized intersections within San Jose, including city, expressway, and CMP intersections. The CMP level of service standard for signalized intersections is LOS E or better. However, the City of San Jose LOS D standard and impact criteria is applied to CMP intersections located within the City of San Jose limits.

The City of San Jose does not have a level of service standard for unsignalized intersections. The unsignalized study intersections were analyzed for operational purposes.

Report Organization

This report has a total of seven chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic, the intersection operations under existing plus project conditions, and the project's impact on the transportation system. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions. Chapter 6 presents the analysis of other transportation-related issues, including site access, on-site circulation, vehicle queuing, and parking, as well as potential project impacts on bicycle, pedestrian, and transit facilities. The cumulative conditions with and without the project are presented in Chapter 7. Chapter 8 presents the conclusions of the traffic impact analysis.

Table 1
Signalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities near the project site, including the roadway network, transit service, and bicycle and pedestrian facilities, and the existing levels of service of the key intersections in the study area.

Roadway Network

Regional access to the project site is provided via US 101, I-280, and I-680. Local access to the site is provided by 24th Street/McLaughlin Avenue, 26th Street, 28th Street, Alum Rock Avenue/ Santa Clara Street, Julian Street/McKee Road, and Shortridge Avenue. These roadways are described below.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via full interchanges at Santa Clara Street and McKee Road.

I-280 is generally a north-south freeway that extends from I-80 in San Francisco to US 101 in San Jose. However, in San Jose, it is oriented in an east-west direction, and transitions to I-680 at US 101. In San Jose it is an eight-lane freeway with auxiliary lanes between some interchanges. The section of I-280 just north (west) of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the project site via a partial interchange at McLaughlin Avenue, just west of US 101.

I-680 is a north-south freeway that begins at US 101 in San Jose, where I-280 transitions to I-680, and ends at I-80 in Solano County. I-680 provides access to the project site via the Alum Rock Avenue and McKee Road interchanges. The section of I-680 near those interchanges is an eight-lane freeway, with four mixed-flow lanes in both directions.

24th Street is a two-lane north-south roadway that extends from Julian Street southward to William Street, where it becomes McLaughlin Avenue. McLaughlin Avenue is a four-lane north-south roadway that begins at William Street and extends southward to Tuers Road, just south of Yerba Buena Road. McLaughlin Avenue provides access to wesbound I-280 and from eastbound I-280 via a partial interchange.

26th Street is a two-lane north-south roadway that extends from Tripp Avenue southward to San Antonio Street. 26th Street provides direct access to the project site via a full-access driveway to the proposed project parking garage.

28th Street is a two-lane north-south roadway that extends from Julian Street southward to San Antonio Street. 28th Street provides access to the project site via both Santa Clara Street and Shortridge Avenue.

Santa Clara Street is a four-lane east-west roadway that serves as the north boundary of the project site. It extends from US 101 westward through Downtown San Jose. East of US101, Santa Clara Street becomes Alum Rock Avenue. Alum Rock Avenue is an east-west roadway with a diamond interchange at US 101 and a partial cloverleaf interchange at I-680. Alum Rock Avenue extends from US 101 to Alum Rock Park near the foothills in

East San Jose. Alum Rock Avenue consists of four travel lanes within the study area. Santa Clara Street provides access to and from the project site via 26th Street and 28th Street.

Julian Street is a four-lane east-west roadway from 24th Street to 28th Street and becomes two-lane traverses westward through Downtown San Jose. Julian Street becomes McKee Road east of 28th Street. McKee Road is an east-west roadway with full freeway interchanges at US 101 and I-680. McKee Road extends from 28th Street to the foothills in East San Jose to 28th Street. McKee Road consists of four travel lanes within the study area. Julian Street/McKee Road provides access to the project site via 26th Street and 28th Street.

Shortridge Avenue is a two-lane east-west local street that extends between McLaughlin Avenue and 30th Street. Shortridge Avenue provides direct access to the project site via a full-access driveway to the proposed project parking garage.

Pedestrian and Bicycle Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets. Sidewalks are found along virtually all previously described local roadways in the study area, except on west side and most of the east side of N. 28th Street between E. Santa Clara Street and E. Julian Street. The signalized intersections in the vicinity of the project site all have crosswalks on all or most of the legs of the intersection, combined with pedestrian push buttons and pedestrian signal heads. Overall, the existing network of sidewalks and crosswalks have good connectivity and provide pedestrians with adequate routes to the project site and transit stops.

Bicycle facilities in the study area include bike lanes and bike routes, as shown on Figure 3. There are no designated bike lanes or bike routes on streets in the immediate vicinity of the project site. 24th Street, 26th Street, 28th Street, and Shortridge Avenue are local streets that carry low traffic volumes and are conducive to bicyclists. Santa Clara Street/Alum Rock Avenue and Julian Street/McKee Road are arterial streets with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on these streets.

Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing right-of-ways that accommodate bicycles but are not separate from the existing travel lanes. Routes are typically designated only with signs. Currently, Class II bike lanes are provided on the following roadway segments:

- S. 21st Street between E. Santa Clara Street and E. William Street and N. 21st Street between E. Taylor Street and E. Julian Street
- McLaughlin Avenue between E. William Street and Creston Lane
- N. 17th Street between E. Santa Clara Street and E. Hedding Street
- E. San Antonio Street between Bonita Avenue and S. 33rd Street, and between King Road and Capitol Avenue

Transit Services

Existing transit service to the study area is provided by the VTA bus lines (see Figure 4). Two local bus routes (Routes 22 and 23) and one limited stop bus routes (Route 522) serve the vicinity of the project area, as described below. The bus stops closest to the project site are located on Santa Clara Street near 28th Street for the eastbound direction and about 250 feet from the project site near 26th Street for the westbound direction.

Local Route 22 provides service between the Palo Alto Transit Center and the Eastridge Transit Center. Route 22 operates along Santa Clara Street in the project study area, with 12-minute headways during the weekday peak commute hours and 15-minute headways during most of the day on weekends.

Local Route 23 provides service between the DeAnza College and the Alum Rock Transit Center. Route 23 operates along Santa Clara Street in the project study area, with 12-minute headways during the weekday peak commute hours and 15-minute headways during most of the day on weekends.

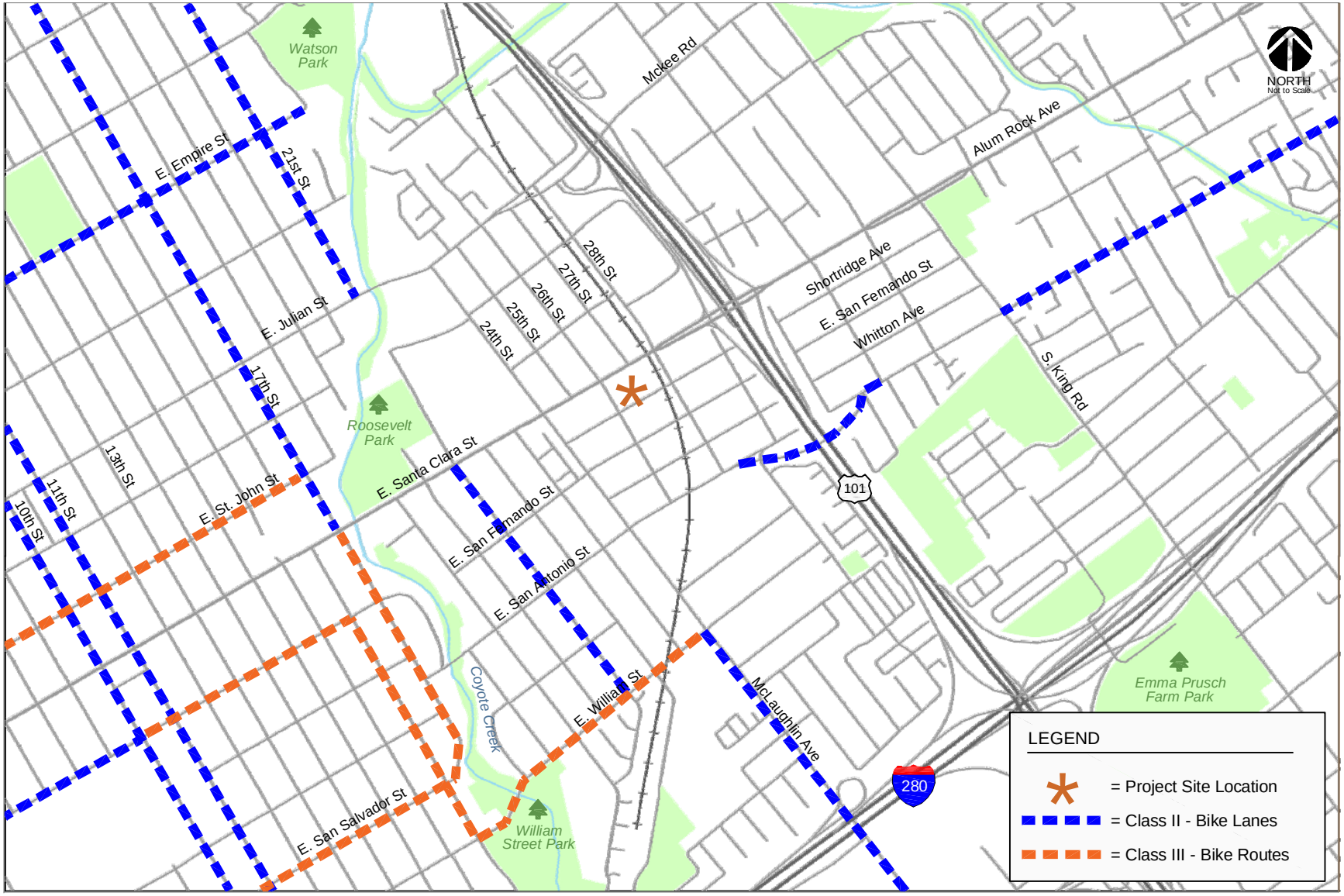


Figure 3
Existing Bicycle Facilities

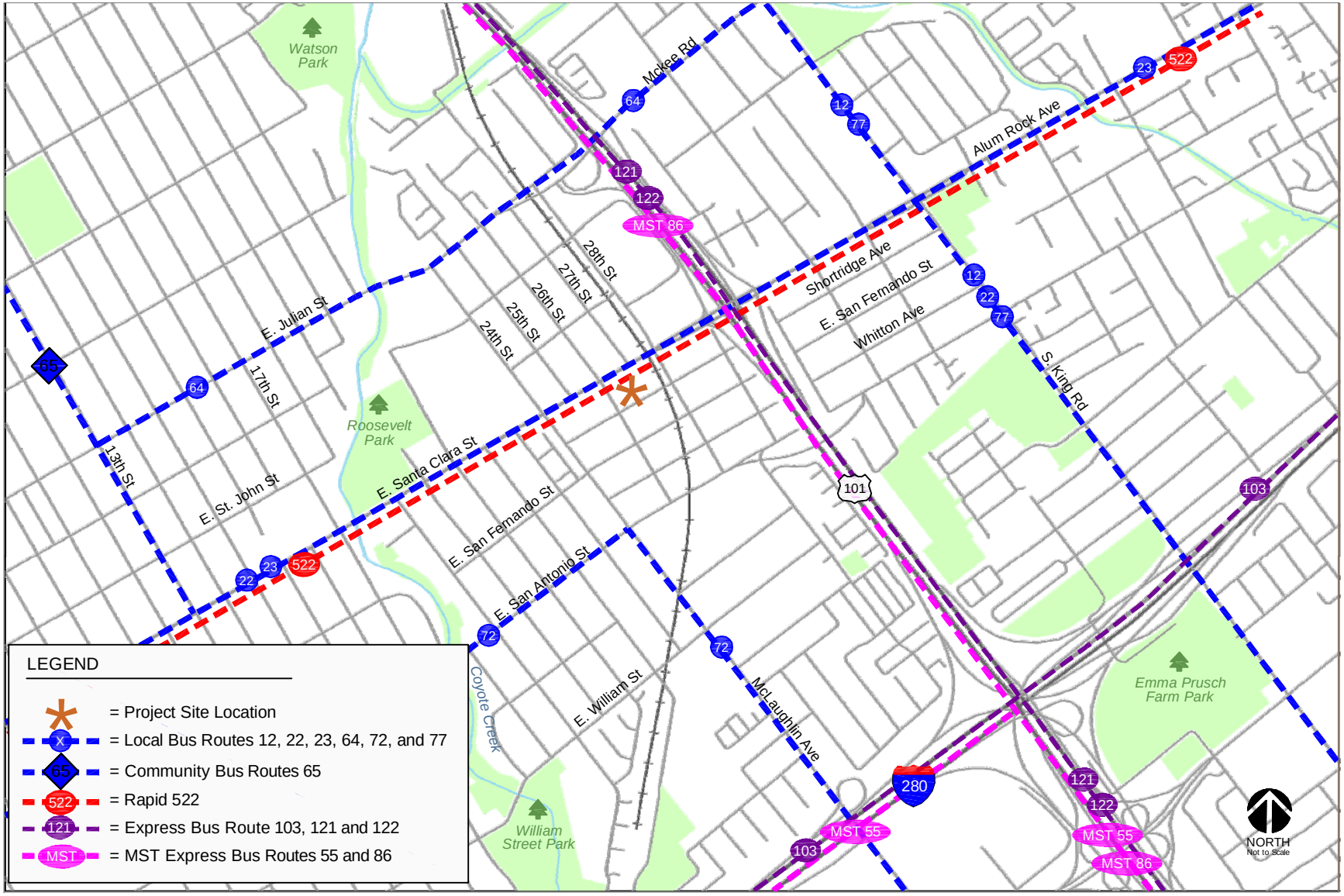


Figure 4
Existing Transit Services

Rapid Route 522 provides service between the Palo Alto Transit Center and the Eastridge transit center. It operates along Santa Clara Street in the project study area. Rapid Route 522 operates on 15-minute headways during the weekday peak commute hours and most of the day on weekends.

The proposed Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension project would extend BART service through the project vicinity with the proposed Alum Rock BART station on 28th Street between Five Wounds Lane and E. St. James Street, about 1,000 feet from the project site.

Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were provided by city staff and confirmed by observations in the field. The existing intersection lane configurations are shown on Figure 5.

Existing peak-hour traffic volumes were obtained from the City of San Jose TRAFFIX database, the 2014 CMP Annual Monitoring Report, and new intersection turn-movement counts conducted in November 2015. The existing peak-hour intersection volumes are shown on Figure 6. New intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 2. The results show that, measured against the City of San Jose level of service standard, all signalized study intersections operate at acceptable levels (LOS D or better) during both the AM and PM peak hours of traffic. The level of service calculation sheets are included in Appendix B.

Observed Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect actual existing traffic conditions.

AM and PM field observations revealed that overall the study intersections operate well, and the level of service calculations accurately reflect existing conditions.

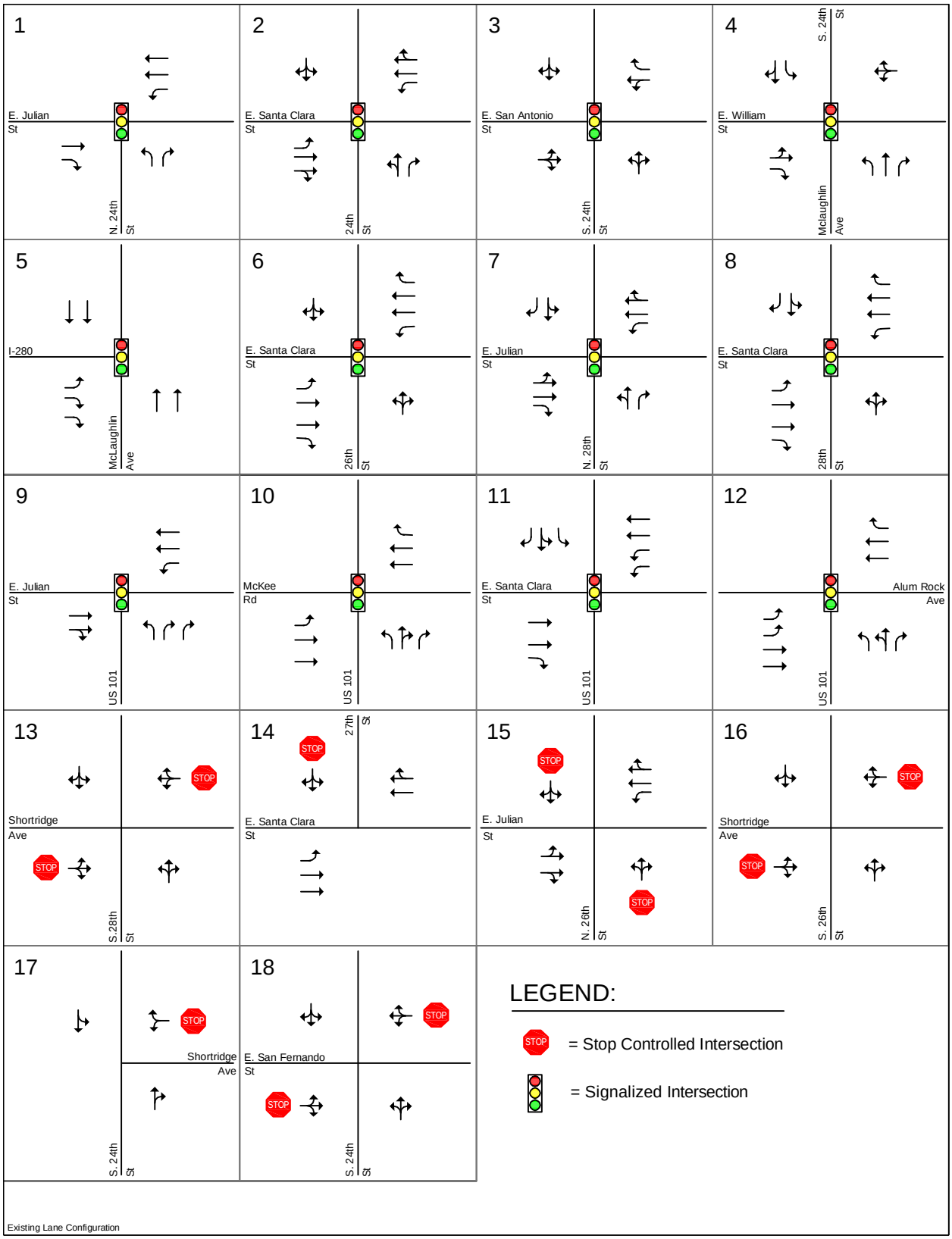


Figure 5
Existing Lane Configurations

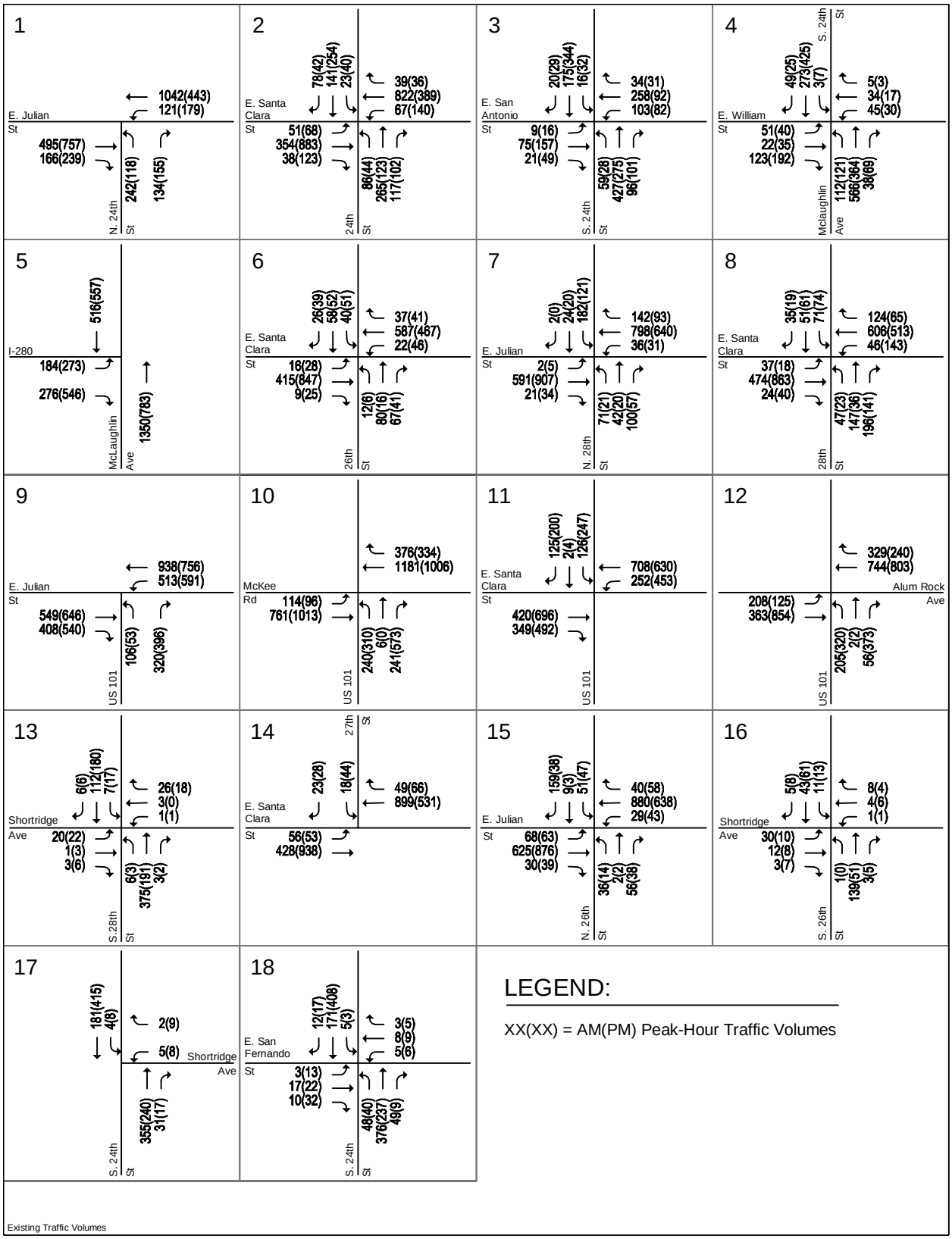


Figure 6
Existing Traffic Volumes

Table 2
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay	LOS
1	N. 24th Street and E. Julian Street	AM	10/09/14	17.2	B
		PM	10/09/14	17.1	B
2	N. 24th Street and E. Santa Clara Street	AM	11/05/13	19.5	B
		PM	11/05/13	21.1	C
3	S. 24th Street and E. San Antonio Street	AM	09/11/14	17.0	B
		PM	09/11/14	14.4	B
4	McLaughlin Avenue and E. William Street	AM	10/09/14	15.8	B
		PM	10/09/14	19.4	B
5	McLaughlin Avenue and I-280 *	AM	10/21/14	9.9	A
		PM	09/24/14	14.5	B
6	N. 26th Street and E. Santa Clara Street	AM	10/09/14	16.5	B
		PM	10/09/14	14.4	B
7	N. 28th Street and E. Julian Street	AM	04/09/15	28.4	C
		PM	04/09/15	15.2	B
8	N. 28th Street and E. Santa Clara Street	AM	10/09/14	20.9	C
		PM	10/09/14	18.4	B
9	US 101 and E. Julian Street	AM	10/09/14	23.1	C
		PM	10/09/14	26.8	C
10	US 101 and McKee Road	AM	10/09/14	22.1	C
		PM	10/09/14	26.9	C
11	US 101 and E. Santa Clara Street *	AM	10/14/14	11.0	B
		PM	09/09/14	16.2	B
12	US 101 and Alum Rock Avenue *	AM	10/14/14	12.5	B
		PM	09/09/14	15.9	B

* Denotes CMP Intersections

3. Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project. It excludes any potential traffic from the approved but not yet constructed developments or any planned and funded roadway improvements. It is unlikely that this traffic condition would occur, since some of the approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals.

Roadway Network

The roadway network under existing plus project conditions would be the same as the existing roadway network because the project would not alter the existing intersection lane configurations.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Hexagon has prepared project trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, Ninth Edition, 2012.

The trip estimates for each of the proposed land use components of the proposed project were reduced to account for internalization, or trips made between each of the proposed land uses. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internalization of trips. Reductions were applied for the internalization, or trips made between residential and retail uses (15%), as recommended by the VTA's Transportation Impact Analysis Guidelines, October 2014.

In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the

observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A typical pass-by trip reduction of 25% for retail development within Santa Clara County was applied to the retail component of the proposed project.

Furthermore, a transit reduction of 2% was applied to the trips estimated to be generated by the proposed residential and retail uses due to the project site's close proximity of a major bus stop, as prescribed by the VTA guidelines.

Based on the recommended ITE trip generation rates for apartment and retail land uses, the proposed 405 apartment units and 60,000 s.f. of retail space would generate 3,783 new daily vehicle trips, with 221 new trips (53 inbound and 168 outbound) occurring during the AM peak hour and 317 new trips (188 inbound and 128 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 3.

As required by the VTA's TIA Guidelines, an Auto Trip Reduction Statement (ATRS) form is included in the Appendix F.

Table 3
Trip Generation Estimates

					AM Peak Hour						PM Peak Hour					
			Daily	Daily	Pk-Hr	Splits		Trips			Pk-Hr	Splits		Trips		
Land Use	Size		Trip Rate	Trips	Factor	In	Out	In	Out	Total	Factor	In	Out	In	Out	Total
Proposed Land Uses																
Residential																
Apartments	405	units	6.65	2,693	0.51	20%	80%	41	166	207	0.62	65%	35%	163	88	251
Internalization Reduction (15%)				-399				-2	-4	-6				-14	-10	-24
Major Transit Reduction (2%)				-54				-1	-3	-4				-3	-2	-5
Sub-Total Residential				2,241				38	159	197				146	76	222
Retail																
Retail[a]	60,000	s.f.	44.3	2,659	0.70	62%	38%	26	16	42	2.71	44%	56%	72	91	163
Internalization Reduction (15%)				-399				-4	-2	-6				-10	-14	-24
Pass-By Reduction (25%)				-665				-7	-4	-11				-18	-23	-41
Major Transit Reduction (2%)				-53				-1	0	-1				-1	-2	-3
Sub-Total Retail				1,542				15	10	24				43	52	95
Total Project Trips				**3,783**				**53**	**168**	**221**				**188**	**128**	**317**

Notes:
Source: Trip generation rates are based ITE Trip Generation Manual, 9th Edition, 2012, for Apartments (Land Use 220), Specialty Retail Center (Land Use 826), and Shopping Center (Land Use 820).
[a]The AM peak-hour trip generation rate for specialty retail center is not available in the ITE Trip Generation Manual. Therefore, the AM peak-hour rate for specialty retail center was derived based on standard ITE rates for shopping center land uses.

Trip Distribution and Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7.

The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern and proposed project access points. Vehicular access to the project site would be provided via two full-access driveways on S. 26th Street and Shortridge Avenue. As shown on Figure 2, there are two internal gates that separate residential and retail/leasing office parking spaces on the ground floor. There would be no public access to the retail/leasing office parking from the Shortridge Avenue driveway. Access to residential parking on all levels would be provided from both driveways. However, residents using the Shortridge Avenue driveway would need to open the internal gates to access the ramps to the upper and lower parking levels. The need to open gates may deter residents from using the Shortridge Avenue access point. Therefore, for this study, it was assumed that the Shortridge Avenue driveway would only serve project trips associated with the residential parking spaces on the ground level and the remaining residential parking spaces on the upper and

Figure 7
Project Trip Distribution Pattern

lower levels and the retail/leasing office spaces on the ground level would be accessed via the S. 26th Street driveway. Figure 8 shows the project trip assignment. A tabular summary of project traffic at each study intersection is contained in Appendix C.

Intersection Traffic Volumes

Project trips, as represented in the above project trip estimates, were added to existing conditions traffic volumes to obtain existing plus project conditions trips. The existing plus project traffic volumes are shown on Figure 9.

Intersection Levels of Service

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 4. The results show that, measured against the City of San Jose level of service standards, all signalized study intersections would operate at an acceptable LOS C or better during both the AM and PM peak hours of traffic.

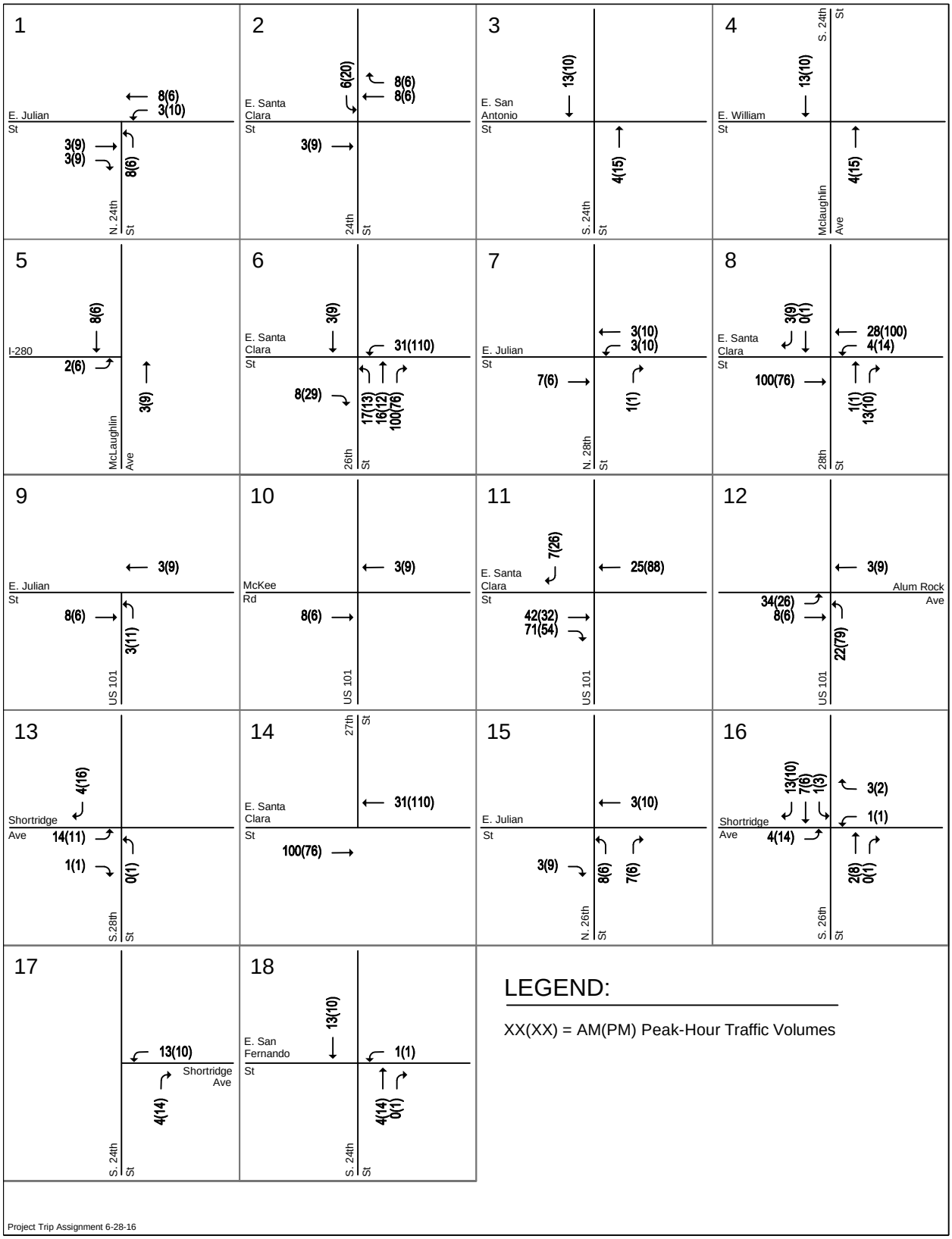


Figure 8
Project Trip Assignment

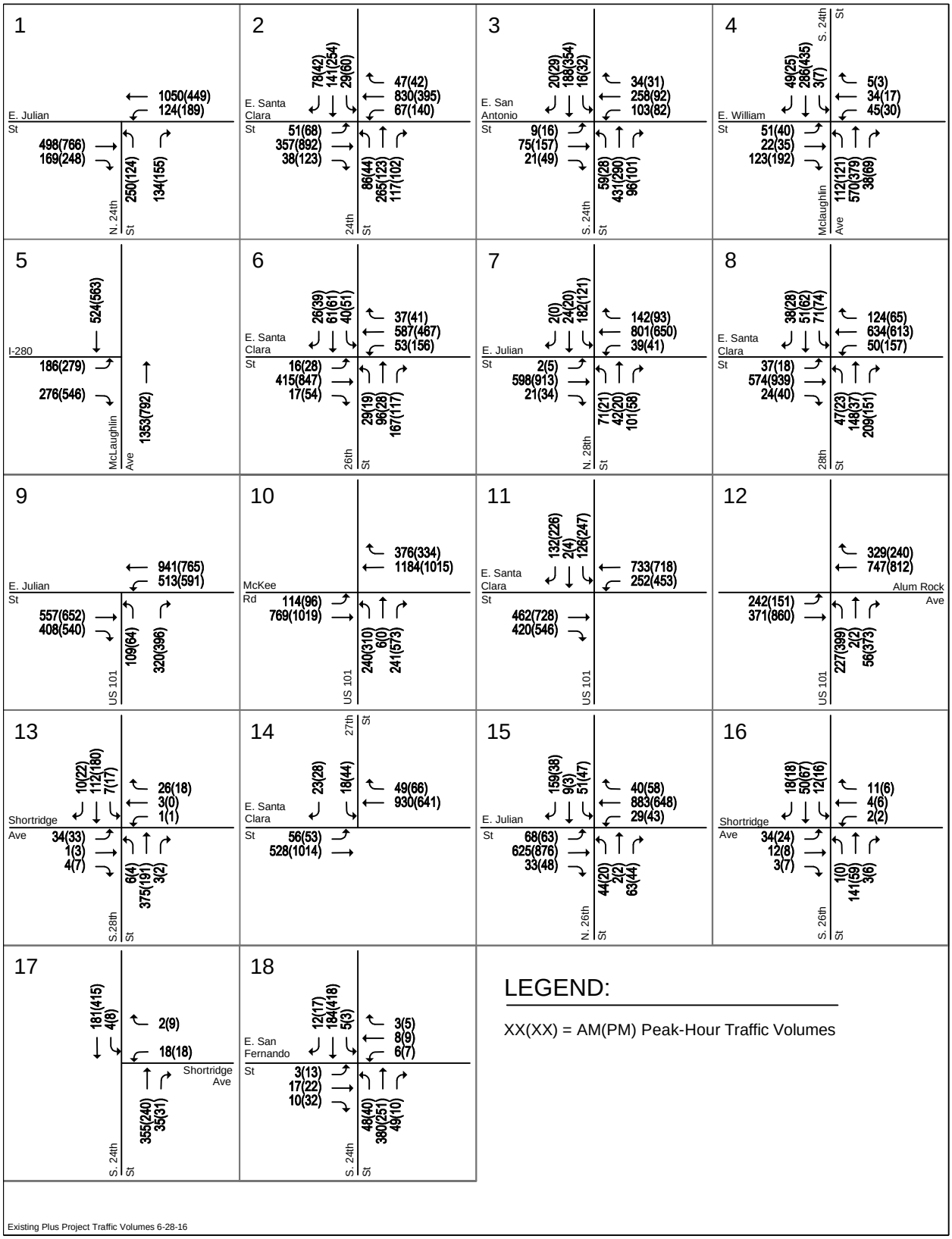


Figure 9
Existing Plus Project Traffic Volumes

Table 4
Existing Plus Project Intersections Levels of Service

Study Number	Intersection	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	N. 24th Street and E. Julian Street	AM	17.2	B	17.5	B	0.3	0.009
		PM	17.1	B	17.6	B	0.7	0.015
2	N. 24th Street and E. Santa Clara Street	AM	19.5	B	19.5	B	0.0	0.005
		PM	21.1	C	21.4	C	0.5	0.016
3	S. 24th Street and E. San Antonio Street	AM	17.0	B	17.0	B	0.0	0.002
		PM	14.4	B	14.4	B	0.0	0.009
4	McLaughlin Avenue and E. William Street	AM	15.8	B	15.8	B	0.0	0.002
		PM	19.4	B	19.3	B	-0.1	0.006
5	McLaughlin Avenue and I-280 *	AM	9.9	A	9.9	A	0.1	0.002
		PM	14.5	B	14.5	B	0.0	0.003
6	N. 26th Street and E. Santa Clara Street	AM	16.5	B	19.5	B	3.6	0.086
		PM	14.4	B	18.2	B	5.3	0.085
7	N. 28th Street and E. Julian Street	AM	28.4	C	28.4	C	0.0	0.001
		PM	15.2	B	15.7	B	1.0	0.008
8	N. 28th Street and E. Santa Clara Street	AM	20.9	C	21.1	C	0.2	0.017
		PM	18.4	B	18.3	B	0.3	0.039
9	US 101 and E. Julian Street	AM	23.1	C	23.3	C	0.2	0.004
		PM	26.8	C	27.0	C	0.3	0.008
10	US 101 and McKee Road	AM	22.1	C	22.1	C	0.0	0.001
		PM	26.9	C	26.9	C	-0.1	0.003
11	US 101 and E. Santa Clara Street *	AM	11.0	B	10.7	B	-0.4	0.048
		PM	16.2	B	16.6	B	1.1	0.035
12	US 101 and Alum Rock Avenue *	AM	12.5	B	13.3	B	0.9	0.020
		PM	15.9	B	16.0	B	0.3	0.012

* Denotes CMP Intersections

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by approved but not yet constructed developments in the vicinity of the site. This chapter describes the planned roadway network, the procedure used to determine background traffic volumes, and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved developments get built and occupied.

Roadway Network

The roadway network under background conditions would be the same as the existing roadway network because there are no planned and funded transportation improvements at the study intersections that would alter the existing intersection lane configurations.

Intersection Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's approved trips inventory (ATI) database (Appendix C). Background traffic volumes are shown on Figure 10. The approved trips and traffic volumes for all components of traffic are tabulated in Appendix D.

Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 5. The results show that, measured against the City of San Jose level of service standards, all signalized study intersections would operate at an acceptable LOS C or better during both the AM and PM peak hours of traffic. The level of service calculation sheets are included in Appendix B.

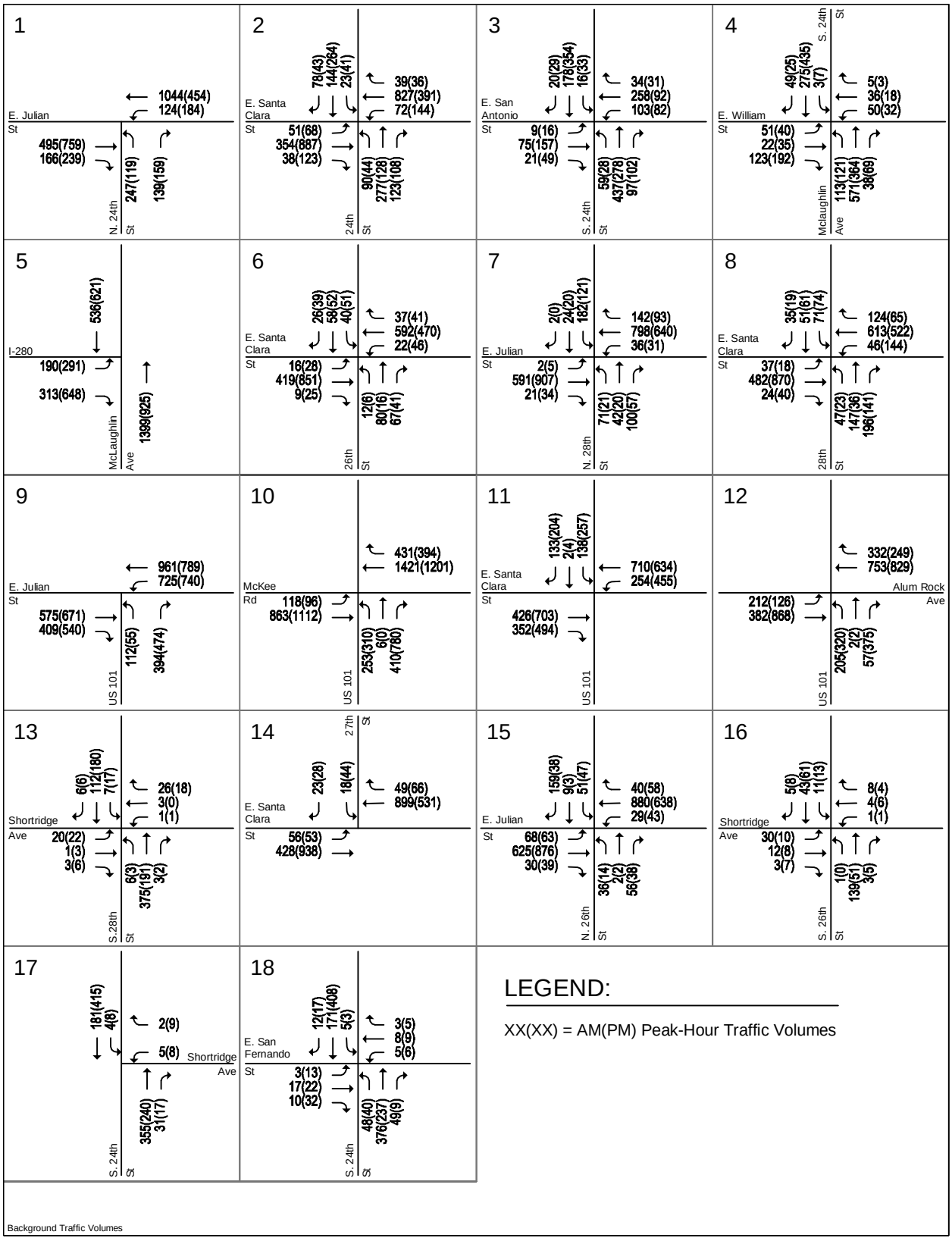


Figure 10
Background Traffic Volumes

Table 5
Background Intersection Levels of Service

Study Number	Intersection	Existing		Background	
		Avg. Delay	LOS	Avg. Delay	LOS
1	N. 24th Street and E. Julian Street	17.2	B	17.5	B
		17.1	B	17.4	B
2	N. 24th Street and E. Santa Clara Street	19.5	B	19.7	B
		21.1	C	21.4	C
3	S. 24th Street and E. San Antonio Street	17.0	B	17.1	B
		14.4	B	14.4	B
4	McLaughlin Avenue and E. William Street	15.8	B	15.9	B
		19.4	B	19.4	B
5	McLaughlin Avenue and I-280 *	9.9	A	10.3	B
		14.5	B	15.1	B
6	N. 26th Street and E. Santa Clara Street	16.5	B	16.5	B
		14.4	B	14.4	B
7	N. 28th Street and E. Julian Street	28.4	C	28.4	C
		15.2	B	15.2	B
8	N. 28th Street and E. Santa Clara Street	20.9	C	20.9	C
		18.4	B	18.4	B
9	US 101 and E. Julian Street	23.1	C	27.0	C
		26.8	C	31.0	C
10	US 101 and McKee Road	22.1	C	23.0	C
		26.9	C	28.7	C
11	US 101 and E. Santa Clara Street *	11.0	B	11.3	B
		16.2	B	16.3	B
12	US 101 and Alum Rock Avenue *	12.5	B	12.4	B
		15.9	B	15.9	B

* Denotes CMP Intersections

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance impact criteria used to establish what constitutes a project impact, a description of the roadway network under background plus project conditions, the method by which project traffic is estimated, and any traffic impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine impacts on signalized intersections are based on the thresholds established by the City of San Jose.

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to Criteria 2 applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

Roadway Network

The roadway network under background plus project conditions would be the same as the background roadway network because the project would not alter the existing intersection lane configurations.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: 1) trip generation, 2) trip distribution, and 3) trip assignment. This procedure is explained in more detail in Chapter 3 (Existing Plus Project Conditions) of this report.

Based on the recommended ITE trip generation rates for apartment and retail land uses, the proposed 405 apartment units and 60,000 s.f. of retail spaces would generate 3,783 new daily vehicle trips, with 221 new trips (53 inbound and 168 outbound) occurring during the AM peak hour and 317 new trips (188 inbound and 128 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 3.

The trip distribution pattern for the proposed project was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses and is shown in Figure 7. Trip distribution and assignment are discussed in detail in Chapter 3. Figure 8 shows the assignment of project traffic on the local transportation network.

Intersection Traffic Volumes

Project trips were added to background conditions traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes are shown on Figure 11.

Intersection Levels of Service

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 6. The results show that, measured against the San Jose level of service standards, all signalized study intersections are projected to operate at an acceptable LOS C or better during both the AM and PM peak hours of traffic.

Freeway Segment Capacity Evaluation

Per VTA's 2014 TIA Guidelines, a freeway segment level of service analysis is required when a project would add trips equal or greater than one percent of a segment's capacity. The percentage of traffic projected to be added by the project to freeway segments in the vicinity is summarized in Table 7. Because the proposed project trips represent less than one percent of capacity to all freeway segments in the area, a freeway segment level of service analysis is not required.

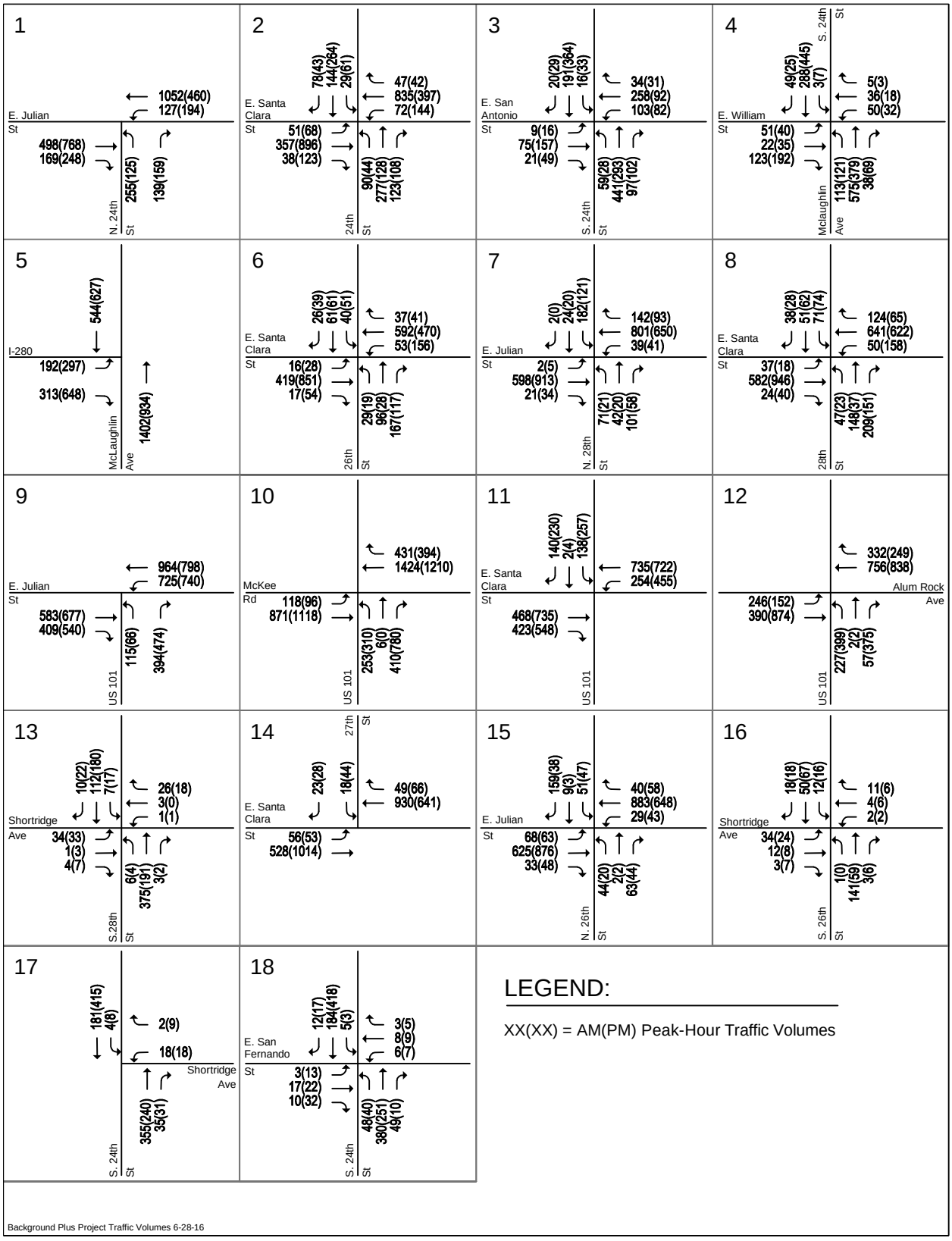


Figure 11
Background Plus Project Traffic Volumes

Table 6
Background Plus Project Intersections Levels of Service

Study Number	Intersection	Peak Hour	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	N. 24th Street and E. Julian Street	AM	17.5	B	17.8	B	0.3	0.009
		PM	17.4	B	17.8	B	0.7	0.015
2	N. 24th Street and E. Santa Clara Street	AM	19.7	B	19.7	B	0.0	0.005
		PM	21.4	C	21.8	C	0.5	0.016
3	S. 24th Street and E. San Antonio Street	AM	17.1	B	17.0	B	0.0	0.002
		PM	14.4	B	14.3	B	0.0	0.006
4	McLaughlin Avenue and E. William Street	AM	15.9	B	15.8	B	0.0	0.002
		PM	19.4	B	19.2	B	-0.1	0.006
5	McLaughlin Avenue and I-280 *	AM	10.3	B	10.3	B	0.1	0.002
		PM	15.1	B	15.1	B	0.0	0.003
6	N. 26th Street and E. Santa Clara Street	AM	16.5	B	19.5	B	3.6	0.086
		PM	14.4	B	18.2	B	5.3	0.085
7	N. 28th Street and E. Julian Street	AM	28.4	C	28.4	C	0.0	0.001
		PM	15.2	B	15.7	B	1.0	0.008
8	N. 28th Street and E. Santa Clara Street	AM	20.9	C	21.1	C	0.2	0.017
		PM	18.4	B	18.2	B	0.4	0.039
9	US 101 and E. Julian Street	AM	27.0	C	27.2	C	0.3	0.004
		PM	31.0	C	31.3	C	0.4	0.008
10	US 101 and McKee Road	AM	23.0	C	23.0	C	0.0	0.001
		PM	28.7	C	28.6	C	0.0	0.003
11	US 101 and E. Santa Clara Street *	AM	11.3	B	11.0	B	-0.3	0.048
		PM	16.3	B	16.7	B	1.1	0.035
12	US 101 and Alum Rock Avenue *	AM	12.4	B	13.2	B	0.9	0.020
		PM	15.9	B	16.0	B	0.3	0.012

* Denotes CMP Intersections

Table 7
Freeway Segment Capacity Evaluation

				Existing Plus Project				Project Trips			
				Mixed-Flow Lane		HOV Lane		Mixed-Flow Lane		HOV Lane	
Freeway	Segment	Direction	Peak Hour	# of Lanes/a/	Capacity (vph)/b/	# of Lanes/a/	Capacity (vph)/b/	Volume	% of Capacity	Volume	% of Capacity
US 101	Tully Rd to Story Rd	NB	AM	3.0	6,900	1.0	1,650	6	0.1%	2	0.1%
		NB	PM	3.0	6,900	1.0	1,650	24	0.3%	4	0.3%
US 101	Story Rd to I-280	NB	AM	3.0	6,900	1.0	1,650	6	0.1%	2	0.1%
		NB	PM	3.0	6,900	1.0	1,650	25	0.4%	3	0.2%
US 101	I-280 to Santa Clara St	NB	AM	3.0	6,900	1.0	1,650	17	0.2%	5	0.3%
		NB	PM	3.0	6,900	1.0	1,650	68	0.9%	11	0.6%
US 101	Santa Clara St to McKee Rd	NB	AM	3.0	6,900	1.0	1,650	24	0.4%	10	0.6%
		NB	PM	3.0	6,900	1.0	1,650	21	0.3%	5	0.3%
US 101	McKee Rd to Oakland Rd	NB	AM	3.0	6,900	1.0	1,650	25	0.4%	9	0.5%
		NB	PM	3.0	6,900	1.0	1,650	22	0.3%	4	0.2%
US 101	Oakland Rd to I-880	NB	AM	3.0	6,900	1.0	1,650	24	0.3%	10	0.6%
		NB	PM	3.0	6,900	1.0	1,650	23	0.3%	3	0.2%
I-280	SR 87 to 10th St	EB	AM	4.0	9,200	--	--	8	0.1%	--	--
		EB	PM	4.0	9,200	--	--	28	0.3%	--	--
I-280	10th St to McLaughlin Ave	EB	AM	4.0	9,200	--	--	8	0.1%	--	--
		EB	PM	4.0	9,200	--	--	28	0.3%	--	--
I-280	McLaughlin Ave to US 101	EB	AM	4.0	9,200	--	--	6	0.1%	--	--
		EB	PM	4.0	9,200	--	--	22	0.2%	--	--
I-680	US 101 to King Rd	NB	AM	4.0	9,200	--	--	24	0.3%	--	--
		NB	PM	4.0	9,200	--	--	18	0.2%	--	--
I-680	King Rd to Capitol Expwy	NB	AM	4.0	9,200	--	--	24	0.3%	--	--
		NB	PM	4.0	9,200	--	--	18	0.2%	--	--
I-680	Capitol Expwy to Alum Rock Ave	NB	AM	4.0	9,200	--	--	24	0.3%	--	--
		NB	PM	4.0	9,200	--	--	18	0.2%	--	--

Freeway Segment Capacity Evaluation (Continued)

				Existing Plus Project				Project Trips			
				Mixed-Flow Lane		HOV Lane		Mixed-Flow Lane		HOV Lane	
Freeway	Segment	Direction	Peak Hour	# of Lanes/a/	Capacity (vph)/b/	# of Lanes/a/	Capacity (vph)/b/	Volume	% of Capacity	Volume	% of Capacity
I-680	Alum Rock Ave to Capitol Expwy	SB	AM	4.0	9,200	--	--	8	0.1%	--	--
		SB	PM	4.0	9,200	--	--	28	0.3%	--	--
I-680	Capitol Expwy to King Rd	SB	AM	4.0	9,200	--	--	8	0.1%	--	--
		SB	PM	4.0	9,200	--	--	28	0.3%	--	--
I-680	King Rd to US 101	SB	AM	4.0	9,200	--	--	8	0.1%	--	--
		SB	PM	4.0	9,200	--	--	28	0.3%	--	--
I-280	US 101 to McLaughlin Ave	WB	AM	4.0	9,200	--	--	23	0.3%	--	--
		WB	PM	4.0	9,200	--	--	18	0.2%	--	--
I-280	McLaughlin Ave to 10th St	WB	AM	4.0	9,200	--	--	23	0.3%	--	--
		WB	PM	4.0	9,200	--	--	18	0.2%	--	--
I-280	10th St to SR 87	WB	AM	4.0	9,200	--	--	23	0.3%	--	--
		WB	PM	4.0	9,200	--	--	18	0.2%	--	--
US 101	I-880 to Oakland Rd	SB	AM	3.0	6,900	1.0	1,650	9	0.1%	1	0.1%
		SB	PM	3.0	6,900	1.0	1,650	26	0.4%	11	0.7%
US 101	Oakland Rd to McKee Rd	SB	AM	3.0	6,900	1.0	1,650	9	0.1%	1	0.1%
		SB	PM	3.0	6,900	1.0	1,650	27	0.4%	10	0.6%
US 101	McKee Rd to Santa Clara St	SB	AM	3.0	6,900	1.0	1,650	5	0.1%	2	0.1%
		SB	PM	3.0	6,900	1.0	1,650	21	0.3%	5	0.3%
US 101	Santa Clara St to I-280	SB	AM	3.0	6,900	1.0	1,650	66	0.9%	5	0.3%
		SB	PM	3.0	6,900	1.0	1,650	41	0.6%	13	0.8%
US 101	I-280 to Story Rd	SB	AM	3.0	6,900	1.0	1,650	21	0.3%	3	0.2%
		SB	PM	3.0	6,900	1.0	1,650	15	0.2%	3	0.2%
US 101	Story Rd to Tully Rd	SB	AM	3.0	6,900	1.0	1,650	21	0.3%	3	0.2%
		SB	PM	3.0	6,900	1.0	1,650	14	0.2%	4	0.2%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
/b/ Capacity was based on the ideal capacity cited in the 2000 Highway Capacity Manual.

6. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Site access and on-site circulation
- Vehicle queuing analysis
- Traffic operations at unsignalized intersections
- Freeway On-Ramp Meter Analysis
- Effects on Surrounding Streets
- Effects on Bicycle, Pedestrian, and Transit Facilities
- Parking

These other transportation issues were evaluated to determine if any deficiencies would exist under project conditions that may not be specifically linked to environmental impact reporting. These may not be considered environmental issues, and may not be evaluated in an environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access and On-site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation are provided and to identify any access or circulation issues that should be improved. This review is based on the preliminary site plan prepared by Stenberg, dated December 18, 2015, presented on Figure 2 and in accordance with generally accepted traffic engineering standards.

Vehicular Site Access

The project's parking garage would be accessed through one full-access driveway on S. 26th Street and one full-access driveway on Shortridge Avenue. The site plan indicates that each of the driveways will be 26 feet wide and provide one inbound lane and one outbound lane. According to the City of San Jose driveway standards, standard driveways with two-way traffic should be at least 26 feet wide. The proposed width of the project driveways would be adequate to serve the project.

Both project driveways on S. 26th Street and Shortridge Avenue would be gated. In addition, two internal gates will separate residential and retail/leasing office parking spaces on the ground floor. There will be no public access to retail/leasing office parking from the Shortridge Avenue driveway, but residents would be able to use both driveways to access residential parking on all levels. However, residents using the Shortridge Avenue driveway would need to open the internal gates using remote control or key cards to access the ramps to upper

and lower parking levels. The need to open gates may deter residents from using the Shortridge Avenue access point. Therefore, for this study, it was assumed that the Shortridge Avenue driveway would only serve project trips associated with the residential parking spaces on the ground level and the remaining residential parking spaces on the upper and lower levels and retail/leasing office spaces on the ground level would be accessed via the S. 26th Street driveway. Project trips at the project driveways on S. 26th Street and Shortridge Avenue are shown in Figure 12.

Traffic Operations at Project Driveways

The proposed 26th Street project driveway will be located approximately 140 feet south of the 26th Street and E. Santa Clara Street intersection. As discussed in the vehicle queuing analysis below, the existing 95th percentile vehicle queue for the northbound approach at the 26th Street and E. Santa Clara Street intersection currently extends and is projected to continue to extend beyond the project's driveway (see Table 8). The northbound queue along 26th may inhibit left-turns into and out of the project's driveway and result in blockage of through traffic along southbound S. 26th Street. Due to the low traffic volume and travel speeds on Shortridge Avenue, no vehicle queuing or traffic operations issues are anticipated at the Shortridge Avenue project driveway.

Recommendation: To reduce the disruption of southbound traffic flow along 26th Street, it is recommended that the internal gates on the ground floor of the parking garage be removed to balance the use of both project driveways and reduce the outbound vehicle queue at the 26th Street driveway. Alternatively, if removal of the internal garage gates is not desired, the 26th Street driveway could be relocated to Shortridge Avenue so that both project driveways are located on Shortridge Avenue to reduce disruption of traffic flow along 26th Street and balance the use of both project driveways.

Sight Distance at Project Driveways

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection, and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans design standards. Sight distance requirements vary depending on the roadway speeds. The speed limit on S. 26th Street and Shortridge Avenue is 25 mph. The Caltrans recommended stopping sight distance is 200 feet based on a design speed of 25 mph. This means that a driver must be able to see 200 feet down the streets to locate a sufficient gap to turn out of the driveways. There are no roadway curves or landscaping features shown on the site plan that would obstruct the vision of exiting drivers. However, street parking is allowed on S. 26th Street and Shortridge Avenue and could obstruct the vision of exiting drivers if there are cars parked next the driveway.

Recommendation: The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on S. 26th Street and Shortridge Avenue. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Red curbs should be implemented adjacent to each driveway ensuring a minimum of 200 feet of clear sight distance from each driveway. In addition, appropriate visible and/or audible warning signals should be provided at each of the parking garage driveways to alert pedestrians and bicyclists of vehicles exiting the garage.

On-Site Circulation

On-site vehicular circulation was reviewed for the project in accordance with generally accepted traffic engineering standards. Access to each level of parking will be provided via a ramp located along the northern boundary of the parking garage and can be accessed via both the 26th Street and Shortridge Avenue driveways. The site plan shows gates separating retail and residential parking areas. Circulation through the ground level of the parking garage will not be continuous due to dead-end drive aisles at gate locations. In addition, vehicles will need to back down drive aisles when existing parking stalls located adjacent to the gates. Due to these features creating potential conflict for vehicle circulation, it is recommended that the internal gates be removed. Circulation on the below grade and second level will be efficient with simple rectangular circulation aisles within each parking level.

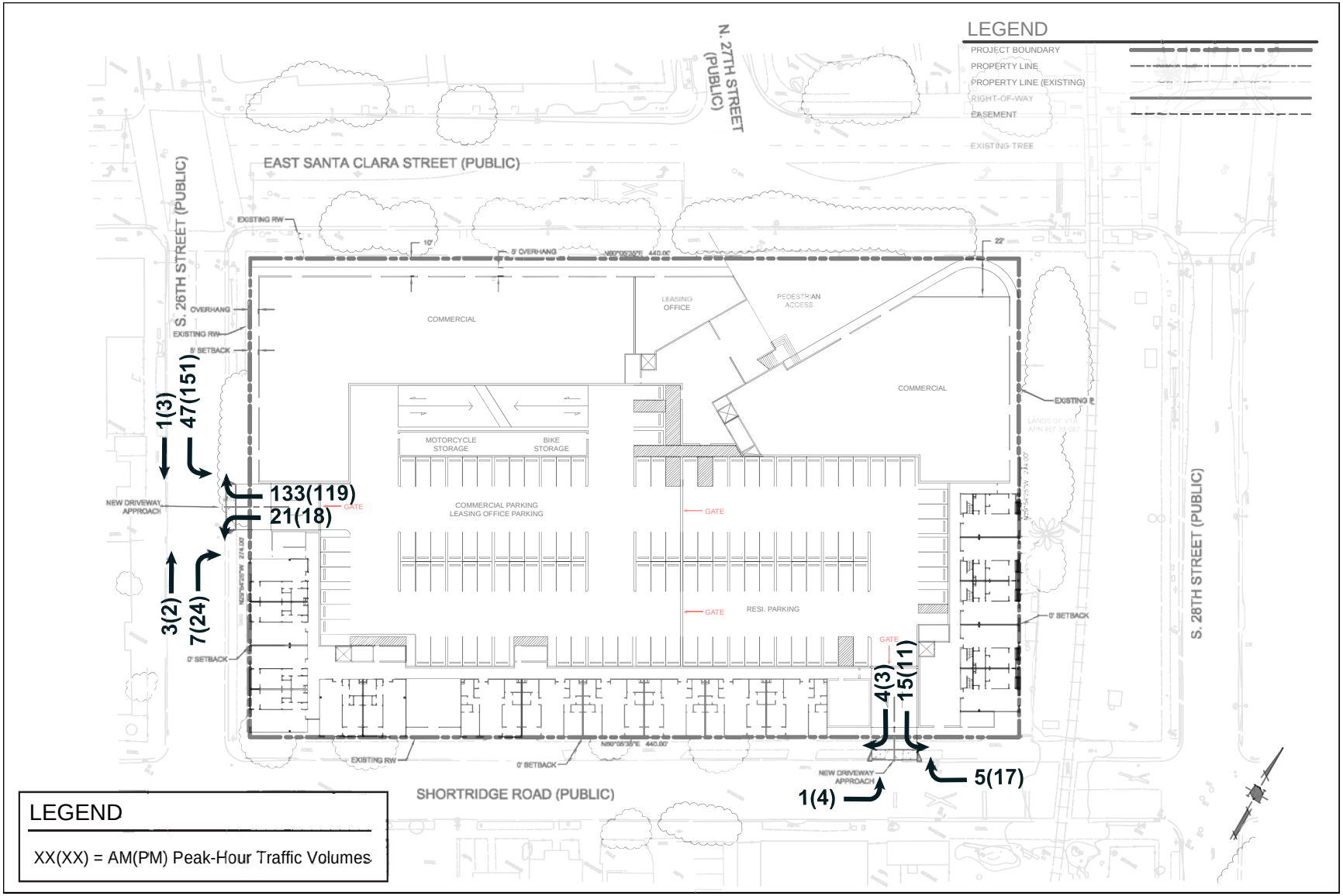


Figure 12
Project Trips at Project Driveways

The City's standard width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of parking spaces. As shown on the site plan, the drive aisles on each level generally measure 26 feet wide. Therefore, the proposed aisle widths in the parking garage would meet City standards.

Bike and motorcycle storage is shown on each parking level of the garage. Access to the storage on the ground level is shown in Figure 2. However, it is unclear as to how access to the storage rooms will be provided on the second and below grade levels.

Recommendation: Separated pathways should be provided if the vehicle ramp within the garage is to be used by pedestrians and bicyclists to gain access to the storage rooms. Otherwise, travel ways from elevators to the storage rooms should be provided within the garage. The internal gates on the ground floor of the parking garage should be removed to improve internal vehicle circulation.

Truck Access

Though not specified on the site plan, it is presumed that all garbage trucks and large delivery vehicles will perform their operations outside of the building at the curbs along 26th Street and Shortridge Avenue, which is common for this type of mixed-use development. Trash staging areas are shown near the southeast and southwest corners of the site. It is presumed that trash bins will be wheeled out to 26th Street and Shortridge Avenue through the project driveways for garbage truck pickup.

Recommendation: The project should provide time-restricted loading zones on Santa Clara Street along the project's retail frontage for general deliveries, such as FedEx or UPS trucks. The loading zones may require the removal of on-street parking.

Recommended Site Access and Circulation Improvements

Overall, the site plan exhibits adequate site access and on-site circulation for motor vehicles. The City ultimately will determine the adequacy of the proposed driveways and internal on-site circulation design. The following improvements are recommended to improve site access and circulation of the project site:

- It is recommended that the internal gates on the ground floor of the parking garage be removed to balance the use of both project driveways, reduce the outbound vehicle queue at the 26th Street driveway, and improve internal vehicle circulation. Alternatively, if removal of the internal garage gates is not desired, the 26th Street driveway could be relocated to Shortridge Avenue so that both project driveways are located on Shortridge Avenue to reduce disruption of traffic flow along 26th Street and balance the use of both project driveways.
- The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on S. 26th Street and Shortridge Avenue. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Red curbs should be implemented adjacent to each driveway ensuring a minimum of 200 feet of clear sight distance from each driveway. In addition, appropriate visible and/or audible warning signals should be provided at each of the parking garage driveways to alert pedestrians and bicyclists of vehicles exiting the garage.
- Separated pathways should be provided if the vehicle ramp within the garage is to be used by pedestrians and bicyclists to gain access to the storage rooms. Otherwise, travel ways from elevators to the storage rooms should be provided within the garage.
- The project should provide time-restricted loading zones on Santa Clara Street along the project's retail frontage for general deliveries, such as FedEx or UPS trucks. The loading zones may require the removal of on-street parking.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add substantial number of trips to the left-turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$\text{Probability } (X=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

Probability (X=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average number of vehicles in queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length." The vehicle queuing estimates and a tabulated summary of the findings for these left-turn movements are provided in Table 8.

The analysis indicated that the estimated 95th percentile left-turn vehicle queues would exceed the vehicle storage capacity at the following intersections and movements:

- 26th Street and E. Santa Clara Street – Westbound left turn in the PM peak hour
- 28th Street and E. Santa Clara Street – Westbound left turn in the PM peak hour

It should be noted that the project site is located within a designated Urban Village. The Urban Village land use designation is characterized by mixed land uses and high rise buildings that create opportunities for multi-modal travel and strong transit demand. The projects close proximity to existing and future major transit services and improved pedestrian and bicycle facilities in the project area will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel.

Therefore, the identified operational issues as presented and evaluated within this study may represent an over-estimation of traffic associated with the proposed project. It is expected that the auto trips ultimately generated by the project will be less and the identified operational issues reduced as development and the planned enhancement of the multi-modal transportation system progresses within the project area.

26th Street and E. Santa Clara Street

The queuing analysis indicates that the 95th percentile vehicle queues for the westbound left-turn pocket at the 26th Street and E. Santa Clara Street intersection would exceed the existing vehicle storage capacity under background plus project conditions during the PM peak hour of traffic. The westbound left-turn pocket provides 125 feet of vehicle storage, which can accommodate about 5 vehicles. The estimated 95th percentile vehicle queue for the westbound left-turn movement is projected to be approximately 7 vehicles during the PM peak hour under background plus project conditions.

Table 8
Left-Turn Storage Queuing Analysis

Measurement	26th St/ Santa Clara St NB AM	26th St/ Santa Clara St NB PM	26th St/ Santa Clara St WBL AM	26th St/ Santa Clara St WBL PM	28th St/ Santa Clara St WBL AM	28th St/ Santa Clara St WBL PM	US 101/ Julian St NBL AM	US 101/ Julian St NBL PM	US 101/ Alum Rock Ave NBL AM
Existing Conditions									
Cycle/Delay[1] (sec)	80	80	80	80	80	80	140	146	70
Lanes	1	1	1	1	1	1	1	1	2
Volume (vph)	159	63	22	46	46	143	106	53	207
Volume (vphpl)	159	63	22	46	46	143	106	53	104
Avg. Queue (veh/ln.)	3.5	1.4	0.5	1.0	1.0	3.2	4.1	2.1	2.0
Avg. Queue[2] (ft./ln)	88	35	12	26	26	79	103	54	50
95th %. Queue (veh/ln.)	7	4	2	3	3	6	8	5	5
95th %. Queue (ft./ln)	175	100	50	75	75	150	200	125	125
Storage (ft./ ln.)	275	275	125	125	125	125	525	525	250
Adequate (Y/N)	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Conditions									
Cycle/Delay[1] (sec)	80	80	80	80	80	80	140	146	70
Lanes	1	1	1	1	1	1	1	1	2
Volume (vph)	159	63	22	46	46	144	112	55	207
Volume (vphpl)	159	63	22	46	46	144	112	55	104
Avg. Queue (veh/ln.)	3.5	1.4	0.5	1.0	1.0	3.2	4.4	2.2	2.0
Avg. Queue[2] (ft./ln)	88	35	12	26	26	80	109	56	50
95th %. Queue (veh/ln.)	7	4	2	3	3	6	8	5	5
95th %. Queue (ft./ln)	175	100	50	75	75	150	200	125	125
Storage (ft./ ln.)	275	275	125	125	125	125	525	525	250
Adequate (Y/N)	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Plus Project Conditions									
Cycle/Delay[1] (sec)	80	80	80	80	80	80	140	146	70
Lanes	1	1	1	1	1	1	1	1	2
Volume (vph)	292	164	53	156	50	158	115	66	229
Volume (vphpl)	292	164	53	156	50	158	115	66	115
Avg. Queue (veh/ln.)	6.5	3.6	1.2	3.5	1.1	3.5	4.5	2.7	2.2
Avg. Queue[2] (ft./ln)	162	91	29	87	28	88	112	67	56
95th %. Queue (veh/ln.)	11	7	3	7	3	7	8	6	5
95th %. Queue (ft./ln)	275	175	75	175	75	175	200	150	125
Storage (ft./ ln.)	275	275	125	125	125	125	525	525	250
Adequate (Y/N)	YES	YES	YES	**NO**	YES	**NO**	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersection and controlled delay for unsignalized intersection.
[2] Assumes 25 feet per vehicle queued
[3] No change compared to background plus project conditions.

Left-Turn Storage Queuing Analysis (Continued)

Measurement	US 101/ Alum Rock Ave NBL PM	US 101/ Alum Rock Ave EBL AM	US 101/ Alum Rock Ave EBL PM	28th St/ Shortridge Ave EB AM	28th St/ Shortridge Ave EB PM	26th St/ Shortridge Ave EB AM	26th St/ Shortridge Ave EB PM	24th St/ Shortridge Ave WB AM	24th St/ Shortridge Ave WB PM
Existing Conditions									
Cycle/Delay[1] (sec)	70	70	70	13.1	11.7	10.2	9.5	11.8	11.7
Lanes	2	2	2	1	1	1	1	1	1
Volume (vph)	322	208	125	24	31	45	25	7	17
Volume (vphpl)	161	104	63	24	31	45	25	7	17
Avg. Queue (veh/ln.)	3.1	2.0	1.2	0.1	0.1	0.1	0.1	0.0	0.1
Avg. Queue[2] (ft./ln)	78	51	30	2	3	3	2	1	1
95th %. Queue (veh/ln.)	6	5	3	1	1	1	1	1	1
95th %. Queue (ft./ln)	150	125	75	25	25	25	25	25	25
Storage (ft./ ln.)	250	125	125	525	525	525	525	525	525
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions									
Cycle/Delay[1] (sec)	70	70	70	13.1	11.7	10.2	9.5	11.8	11.7
Lanes	2	2	2	1	1	1	1	1	1
Volume (vph)	322	212	126	24	31	45	25	7	17
Volume (vphpl)	161	106	63	24	31	45	25	7	17
Avg. Queue (veh/ln.)	3.1	2.1	1.2	0.1	0.1	0.1	0.1	0.0	0.1
Avg. Queue[2] (ft./ln)	78	52	31	2	3	3	2	1	1
95th %. Queue (veh/ln.)	6	5	3	1	1	1	1	1	1
95th %. Queue (ft./ln)	150	125	75	25	25	25	25	25	25
Storage (ft./ ln.)	250	125	125	525	525	525	525	525	525
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions									
Cycle/Delay[1] (sec)	70	70	70	13.5	12.0	10.4	9.8	12.4	12.7
Lanes	2	2	2	1	1	1	1	1	1
Volume (vph)	401	246	152	39	43	49	39	20	27
Volume (vphpl)	201	123	76	39	43	49	39	20	27
Avg. Queue (veh/ln.)	3.9	2.4	1.5	0.1	0.1	0.1	0.1	0.1	0.1
Avg. Queue[2] (ft./ln)	97	60	37	4	4	4	3	2	2
95th %. Queue (veh/ln.)	7	5	4	1	1	1	1	1	1
95th %. Queue (ft./ln)	175	125	100	25	25	25	25	25	25
Storage (ft./ ln.)	250	125	125	525	525	525	525	525	525
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersection and controlled delay for unsignalized intersection.

[2] Assumes 25 feet per vehicle queued

[3] No change compared to background plus project conditions.

The existing westbound left-turn pocket at the 26th Street/E. Santa Clara Street intersection can be extended the necessary 50 feet by reducing the length of the existing eastbound left-turn pocket at the 27th Street/E. Santa Clara Street intersection. It would be possible to shorten the eastbound left turn pocket without creating queuing issues based on the eastbound left-turn volume during the AM and PM peak hours at the 27th Street/E. Santa Clara Street intersection.

Recommendation: The existing westbound left-turn pocket at the 26th Street/E. Santa Clara intersection should be extended 50 feet by reducing the length of the existing eastbound left-turn pocket at the 27th Street/E. Santa Clara Street intersection.

The existing 95th percentile vehicle queue for the northbound approach at the 26th Street and E. Santa Clara Street intersection currently extends and is projected to continue to extend beyond the project's driveway, which will be located approximately 140 feet south of the intersection. The northbound queue along 26th may inhibit left-turns into and out of the project's driveway and result in blockage of through traffic along southbound S. 26th Street. As discussed in the Traffic Operations at Project Driveways section above, it is recommended that the internal gates on the ground floor of the parking garage be removed to balance the use of both project driveways and reduce the outbound vehicle queue at the 26th Street driveway.

Recommendation: It is recommended that the internal gates on the ground floor of the parking garage be removed to balance the use of both project driveways and reduce the outbound vehicle queue at the 26th Street driveway. Alternatively, if removal of the internal garage gates is not desired, the 26th Street driveway could be relocated to Shortridge Avenue so that both project driveways are located on Shortridge Avenue to reduce disruption of traffic flow along 26th Street and balance the use of both project driveways.

28th Street and E. Santa Clara Street

The queuing analysis indicates that the 95th percentile vehicle queues for the westbound left-turn pocket at the 28th Street and E. Santa Clara Street intersection currently exceeds the existing vehicle storage capacity during the PM peak hours of traffic. The westbound left-turn pocket provides 125 feet of vehicle storage, which can accommodate about 5 vehicles. The estimated 95th percentile vehicle queue for the westbound left-turn movement is approximately 6 vehicles during the PM peak hour under existing and background conditions. The addition of project traffic would lengthen the projected vehicle queue to 7 vehicles during the PM peak hour.

Recommendation: The existing westbound left-turn pocket at the 28th Street/E. Santa Clara intersection should be extended 50 feet by restriping the turn pocket and center lane along Santa Clara Street to provide the additional queue storage needed.

Traffic Operations at Unsignalized Intersections

Unsignalized study intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2010 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized intersection level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

The results of the peak-hour signal warrant checks are summarized in Table 9. The analysis indicates that with the exception of the N.26th Street/E. Julian Street intersection, the peak hour volumes at the unsignalized intersections would not warrant signalization. At the N.26th Street/E. Julian Street intersection, the peak-hour signal warrant is satisfied in the AM peak hour under existing, background, and background plus project conditions. Peak-hour traffic signal warrant checks indicate that the traffic volumes at the N.26th Street/E. Julian Street intersection during the AM peak hour currently and are projected to continue to meet thresholds that warrant signalization under background and background with project conditions.

It should also be noted that the need for signalization is primarily due to the large existing northbound right-turn volume, 26th Street to eastbound Julian Street, which is considered the critical minor approach at the intersection. The proposed project will not result in the addition of trips to the northbound right-turn approach and will add only three trips during the AM peak hour to Julian Street at the intersection. Therefore, the proposed project would not result in a significant impact at the 26th Street and Julian Street intersection. The peak-hour signal warrant sheets are contained in Appendix E.

Table 9
Peak-Hour Signal Warrant Analysis Summary

Study Number	Intersection Name	Warrant Met?					
		Existing		Background		Background + Project	
		AM	PM	AM	PM	AM	PM
13	N. 28th Street and Shortridge Avenue	No	No	No	No	No	No
14	N. 27th Street and E. Santa Clara Street	No	No	No	No	No	No
15	N. 26th Street and E. Julian Street	**Yes**	No	**Yes**	No	**Yes**	No
16	N. 26th Street and Shortridge Avenue	No	No	No	No	No	No
17	N. 24th Street and Shortridge Avenue	No	No	No	No	No	No
18	N. 24th Street and E. San Fernando Street	No	No	No	No	No	No

Notes: Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD 2014 Edition.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps providing access to US 101 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's TIA guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The following two freeway on-ramps in the project study area are metered during the AM peak hours. No freeway on-ramps in the project study area are metered during the PM peak hours.

- US 101 northbound on-ramp from Alum Rock Avenue
- US 101 northbound on-ramp from McKee Road

The existing vehicle queue lengths and metering rates at both metered ramps were measured in the field during the AM peak hour of traffic. The freeway ramp analysis for the metered ramps is shown in Table 10.

US 101 Northbound On-Ramp from Alum Rock Avenue

The existing queue lengths and metering rate at the US 101 northbound on-ramp from Alum Rock Avenue were measured in the field during the AM peak hour. Wait times (the time it took a vehicle at the end of the queue to proceed through the meter) at the metered ramp were derived from the collected data.

A ratio between the existing volumes using the freeway on-ramp and the approved and project trips were used to estimate the number of vehicles that would be added to the existing queue under background and project conditions. Based on this analysis, it was determined that the addition of project traffic to the on-ramp will equate to an approximately 6% increase in volume during the AM peak hour and would extend the wait times at the ramp by no more than 6 seconds.

Based on the on-ramp meter analysis, existing vehicle storage on the on-ramp is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

US 101 Northbound On-Ramp from McKee Road

The project is not expected to add trips to the US 101 northbound on-ramp from McKee Road during the AM peak hour. Based on the on-ramp meter analysis, existing vehicle storage on the on-ramp is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop under background conditions.

Table 10
Freeway On-Ramp Meter Analysis

Freeway Ramp	Peak Hour	On-Ramp Storage (veh/ln)	Existing[1] Volume	Existing[1] Queue Length (veh/ln)	Existing[1] Wait Time[2] (sec)	Background Volume	Background Queue Length[3] (veh/ln)	Background Wait Time[2] (sec)	Background Plus Project Project Trips	Background Plus Project Volume	Background Plus Project % Increase[4]	Background Plus Project Queue Length[3] (veh/ln)	Background Plus Project Wait Time[2] (sec)
US101 NB On-Ramp from Alum Rock Avenue	AM	15	539	10	56.4	546	10	56.4	34	580	6%	11	62.1
US101 NB On-Ramp from McKee Road	AM	24	496	17	115.6	555	19	129.2	0	555	0%	19	129.2

Notes:
1. Existing queue length in vehicle per lane in the queue and existing metering rate in second per vehicle passing the meter were measured during the AM peak hour in June 2016.
2. Wait time was estimated based on the queue length and measured metering rate.
3. Queue lengths for background and background plus project conditions were estimated based on the ratio of background volume to existing volume and the ratio of background plus project volume to existing volume.
4. Percent increase was calculated from background to background plus project conditions.

Effects on Surrounding Streets

Existing and estimated project condition traffic volumes on the following six surrounding neighborhood streets were analyzed based on the existing traffic counts and trip estimates for the project (see Table 11). The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes with the project along the study roadway segments were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be significant. Since the City has not established any standards or significance thresholds regarding neighborhood streets, the information is presented for information only.

- Shortridge Avenue, between 24th Street and 26th Street
- Shortridge Avenue, between 26th Street and 28th Street
- 26th Street, between St. John Street and Santa Clara Street
- 26th Street, between Shortridge Avenue and San Fernando Street
- 26th Street, between Whitton Avenue and San Antonio Street
- San Fernando Street, between 24th Street and 26th Street

The study roadway segments could be classified as residential streets given that they serve residential land uses and are narrow. General guidelines regarding threshold volumes pertaining to residential streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, residential streets have the primary function of providing access to immediately adjacent land, with the secondary function of traffic movement. One lane of traffic in each direction is the standard for residential streets. A residential (or local) street is defined by the City of San Jose as being less than 60 feet wide (48 and 56 ft. right-of-way) and average daily traffic (ADT) volumes typically ranging from 50 to 2,000 vehicles.

The 24-hour tube counts conducted in November 2015 revealed that the existing traffic volumes along each of the streets range between 530-1,830 daily vehicles. It is projected that the project would result in the addition of approximately 20-270 daily trips to each of the streets. Although the projected average daily trips are within an acceptable range for these types of streets, the added project trips constitute a measurable increase from the existing volumes. However, it is important to note that the roadway volumes do not include the project site traffic which would have been higher when the now vacant buildings were occupied. In addition, the proposed project is similar to surrounding land uses along Shortridge Avenue and 26th Street and the proposed project traffic is not considered cut-through traffic given that each of the roadways serve as primary access roads to the project site.

Recommendation: The existing and future traffic conditions along surrounding residential streets are of concern when a development of this size is proposed. In order to improve the traffic conditions along each of the project access streets, the City may consider installation of stops signs at the Shortridge Avenue/26th Street and Shortridge Avenue/28th Street intersections should future operations indicate the need.

Table 11
Average Daily Traffic on Surrounding Streets

Segment Name	Dir	Existing	Project Trips	Existing Plus Project	% Change
Shortridge Ave between 24th St and 26th St	EB	308	130	438	42%
	WB	289	144	433	50%
	Total	**597**	**274**	**871**	**46%**
Shortridge Ave between 26th St and 28th St	EB	263	85	348	32%
	WB	265	81	346	31%
	Total	**528**	**166**	**694**	**31%**
26th St between St. John St and Santa Clara St	NB	909	169	1,078	19%
	SB	925	92	1,017	10%
	Total	**1,834**	**261**	**2,095**	**14%**
26th St between Shortridge Ave and San Fernando St	NB	797	84	881	11%
	SB	756	94	850	12%
	Total	**1,553**	**178**	**1,731**	**11%**
26th St between Whitton Ave and San Antonio St	NB	578	0	578	0%
	SB	625	0	625	0%
	Total	**1,203**	**0**	**1,203**	**0%**
San Fernando St between 24th St and 26th Street	EB	478	8	486	2%
	WB	324	13	337	4%
	Total	**802**	**21**	**823**	**3%**

ADT = Average Daily Traffic.
Source: 24-hour tube counts conducted on November 3, 2015.

Effects on Transit, Pedestrian, and Bicycle

Transit Services

The project site is served directly by two local bus routes (Routes 22 and 23) and one limited stop bus route (Route 522) along Santa Clara Street. The nearest bus stops are located on Santa Clara Street, near 28th Street, for the eastbound direction and about 250 feet from the project site, near 26th Street, for the westbound direction.

Due to the convenient location of the bus stops, it is assumed that some residents and retail employees of the proposed development would utilize the existing transit service. Applying an estimated 2 percent transit mode share equates to approximately 5 new transit riders during the AM peak hour and 8 riders during the PM peak hour. Assuming the existing transit service would remain unchanged with Routes 22 and 23 providing service with 12-minute headways during the peak commute periods at bus stops along Santa Clara Street, the estimated number of new transit riders using the bus stops located near the project site would equate to approximately one to two riders per bus during the peak hours. The bus routes in the project area serve less than ideal ridership. Therefore, the small increase in new riders could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

The project traffic would not result in a noticeable increase in vehicle delay at the study intersections and would not degrade the intersection levels of service. Therefore, the project traffic is not expected to result in a noticeable increase in transit vehicle delay.

In addition, the project area will be served by the Santa Clara-Alum Rock Bus Rapid Transit (BRT) and the Bay Area Rapid Transit (BART). The Santa Clara-Alum Rock BRT will replace the existing Route 522, upgrade the eastern portion of the Route 522 corridor between Downtown San Jose and the Eastridge Transit Center to include rail-like stations for fast, all door boarding, and install new, bus-only lanes on Alum Rock Avenue between US101 and I-680, which will allow the BRT vehicles to bypass automobile congestion. New BRT stations will be located at the 24th Street/Santa Clara Street intersection, about 900 feet west of the project site.

The BART Silicon Valley Phase II Extension project would extend BART service to the project area with the proposed Alum Rock BART station along 28th Street between Five Wounds lane and E. St James Street, about 1,000 feet north of the project site.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks and crosswalks along the streets and intersections in the immediate vicinity of the project site, except on west side and most of the east side of N. 28th Street between E. Santa Clara Street and E. Julian Street. Crosswalks with pedestrian signal heads and push buttons are located at all of the signalized intersections in the study area. Overall, the existing network of sidewalks exhibits good connectivity and would provide new residents and customers with safe routes to transit services and other points of interest in the area.

There are no designated bike lanes or bike routes on streets in the immediate vicinity of the project site. 24th Street, 26th Street, 28th Street, and Shortridge Avenue are local streets that carry low traffic volumes and are conducive to bicyclists. Santa Clara Street/Alum Rock Avenue and Julian Street/McKee Road are arterial streets with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on these streets.

The San Jose Bike Plan 2020 and Envision 2040 General Plan identify planned improvements, as described below, to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Pedestrian/Bike/Public Transit Improvements

The proposed project site is located within the E. Santa Clara Street Urban Village Boundary and fronts Santa Clara Street, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including pedestrian/bike facilities and public transit. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.
- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.

The planned improvements discussed below are intended to reduce the identified project impacts to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and

policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

Pedestrian and Bicycle Facility Improvements

The Envision 2040 General Plan identifies the following polices in regards to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

- San Antonio Street, between S. 10th 17th Street and S. King Road (Class II bike lanes)
- Santa Clara Street, between S. 17th Street and N. 21st Street (Class III bike routes)

Transit Facility Improvements

The Envision 2040 General Plan identifies the following polices in regards to public transit:

- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.
- Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Santa Clara Street and Alum Rock Avenue and other heavily traveled transit corridors.

Santa Clara Street has been designated as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project fronts Santa Clara Street, the project shall be required to implement the following Grand Boulevard design principles:

- Provide a minimum 15 feet sidewalk width along its frontage on Santa Clara Street
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

The project will be served by the Santa Clara-Alum Rock BRT with new BRT stations located at the 24th Street/Santa Clara Street intersection, about 900 feet west of the project site and the planned Alum Rock BART station along 28th Street between Five Wounds Lane and E. St James Street, about 1,000 feet north of the project site. A multi-use trail is planned along the abandoned Union Pacific Railroad rail line that runs north-south connecting to the future Lower Silver Creek trail to the north and Coyote Creek trail to the south. The trail would run along the west side of 28th Street in the project area and provide a connection between the project site and the planned Alum Rock BART station. Given the close proximity of the project site to the planned trail, it is expected that future project site residents would find the trail to be an attractive connection to transit services and encouraged to utilize non-auto modes of travel and reduce the use of single-occupant vehicles. Therefore, the project should ensure that future connection to and from the trail and project site is provided in the site design.

Parking

Vehicular Parking

The required parking for each of the proposed land uses, based on the City of San Jose Municipal Code (Chapter 20.90.060, Number of Off-Street Parking Required), is summarized in Table 12 below.

Table 12
Required Vehicular Parking

Proposed Land Use	Size	Required Parking Rate	Required Parking Spaces	Urban Village Reduction	Total Required Spaces	With TDM Reduction	With TDM Total Spaces
Retail	60,000 s.f.	1/400 s.f.	150	-	150	-	150
Residential							
1 bedroom	287 units	1.25/unit	359	20%	287	20%	230
1 bedroom + Loft	43 units	1.25/unit	54	20%	43	20%	34
2 bedroom	70 units	1.7/unit	119	20%	95	20%	76
Townhomes (3 bedroom)	5 units	2.0/unit	10	20%	8	20%	6
			Total Required Parking		**583**		**496**

Based on the City's off-street parking requirements, the project is required to provide a total of 692 off-street parking spaces. The City of San Jose Urban Village Overlay parking reductions are applicable to the project site since the project site is located within the E. Santa Clara Street Urban Village. The Urban Village Overlay allows for a reduction in the required on-site parking by 20% for residential land use. The application of the reduction would result in the requirement of 583 on-site parking spaces for the project.

Per City of San Jose Municipal Code (Chapter 20.90.220, Reduction in Off-Street Parking Spaces), the project may reduce its required off street parking with the implementation of a transportation demand management (TDM) program. A TDM program, via various trip reduction measures, encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking. The application of a 20% TDM reduction to the proposed residential land use would result in the requirement of 496 on-site parking spaces for the project. The project is proposing 490 parking spaces, which would be 6 spaces fewer than the required parking spaces even with the implementation of a TDM program. The project will be required to provide sufficient parking spaces to meet the City's parking requirements. It is also recommended that the project implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Recommendation: The project will be required to provide sufficient parking spaces to meet the City's parking requirements. The project also will be required to implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking. A list of potential TDM measures the project could utilize in order to obtain the 20% parking reduction is included in the Transportation Demand Management section below.

Bicycle Parking

Per the City of San Jose Municipal Code (Chapter 20.90.060), apartment and retail land uses are required to provide one bicycle parking space per four apartment units and one bicycle parking space per 3,000 sq. ft. of floor area, respectively. Based on the City's parking requirements, the proposed project is required to provide 122 bicycle parking spaces. The site plan does not show the number of bicycle parking spaces. However, it is recommended the project provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Recommendation: It is recommended the project to provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Transportation Demand Management

The project will establish single-occupant auto trip reduction measures, via a TDM program, that result in the reduction of vehicular trips to the project site and reduce the on-site parking shortage discussed above. The TDM program should encourage multi-modal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure resident participation. Implementation of a TDM Program has the potential to greatly reduce project generated traffic and the identified parking issues. However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project.

The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- Free VTA Eco passes or Clipper cards for all residents
- Free Zipcar memberships
- Free Bay Area Bikeshare memberships
- Shuttle Program providing service between the project site and the Diridon Caltrain Station and LRT Stations
- Improve pedestrian connections to Santa Clara Street
- On-site cargo bicycle share program
- On-site TDM coordinator and services
- Internal carpool matching program
- Regional carpool matching program through 511
- Personalized commute assistance offered by a TDM coordinator
- Intranet site featuring transit, bike, ridesharing and telework information
- Centrally-located kiosks with transit schedules, bike and transit maps, and other commute alternative information
- Onsite amenities which allow residents to complete errands without a car, such as bicycle repair, dry cleaning, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

7. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative development typically includes projects that are in the pipeline (pending projects) but are not yet approved. The chapter includes descriptions of nearby pending developments and the procedure used to estimate traffic volumes associated with them. Cumulative conditions reflect traffic conditions that would occur at the time that the proposed project is completed. The analysis of cumulative conditions is required by the CMP and in conformance with the California Environmental Quality Act (CEQA).

Significant Impact Criteria

A significant cumulative traffic impact at a signalized intersection in the City of San Jose is identified by comparing cumulative traffic conditions against background traffic conditions. The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to Criteria 2 applies when the addition of cumulative project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 25 percent or more of the increase in total volume from background traffic conditions to cumulative plus project traffic conditions.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

Roadway Network

The roadway network under cumulative conditions is assumed to be the same as the background and existing roadway networks.

Intersection Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding the trips from approved developments, estimated project trips, and trips from proposed but not yet approved (pending) development projects. The pending developments considered for cumulative conditions include:

- North San Jose Phase II
- Downtown Strategy Phase II
- BART Silicon Valley Extension Phase II

Figure 13 show the cumulative traffic volumes. Appendix D lists each of the components used to tabulate cumulative traffic volume at each intersection.

Intersection Levels of Service

The level of service results for the study intersections under cumulative plus project conditions are summarized in Table 13. The results show that, with the addition of cumulative project trips, all signalized study intersections are projected to operate at an acceptable LOS C or better during both the AM and PM peak hours of traffic when measured against the City of San Jose level of service standard. Therefore, the proposed project traffic would not result in a significant impact under cumulative conditions.

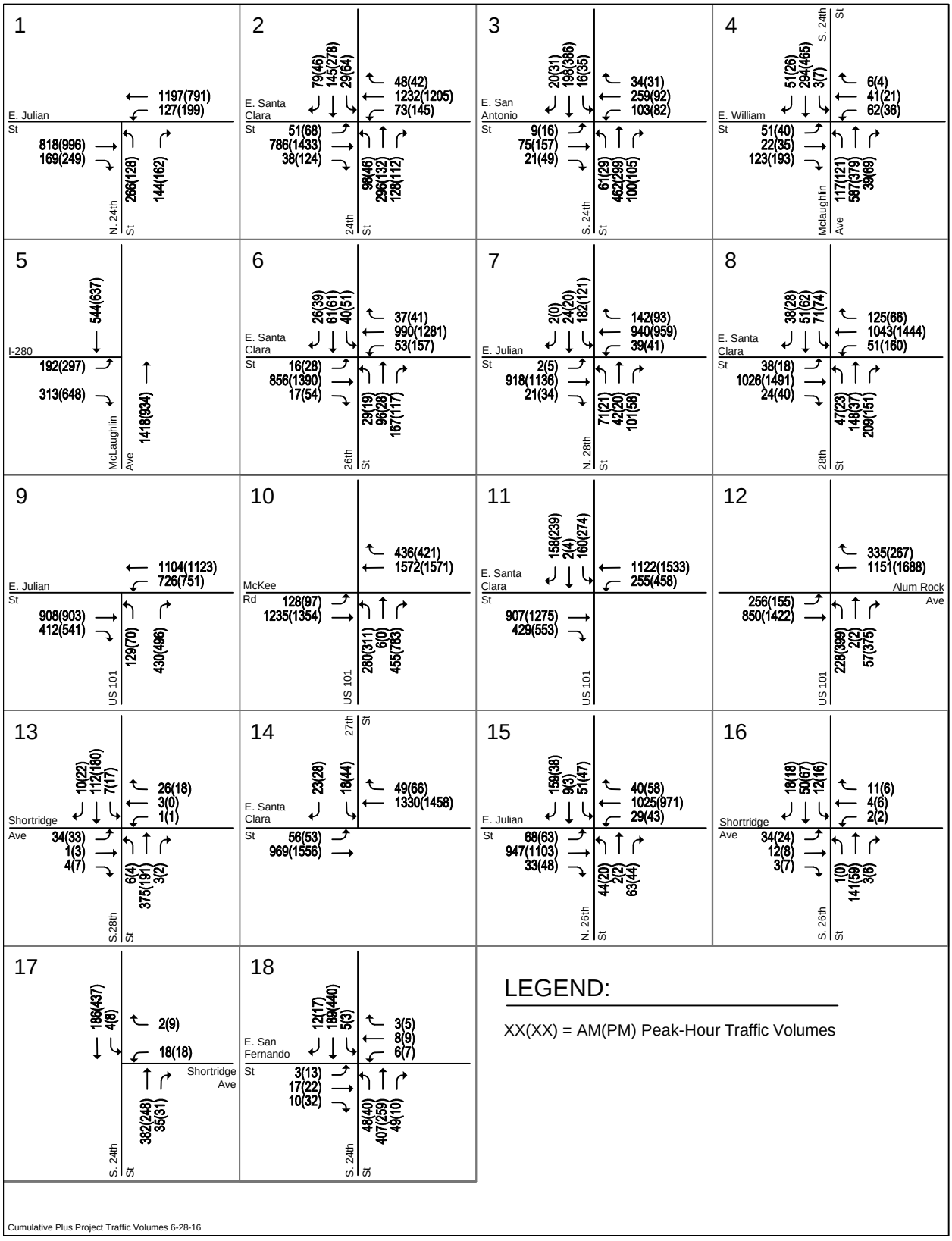


Figure 13
Cumulative Plus Project Traffic Volumes

Table 13
Cumulative Conditions Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background Avg. Delay	Background LOS	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	N. 24th Street and E. Julian Street	AM	17.5	B	17.7	B	1.4	0.200
		PM	17.4	B	18.6	B	4.0	0.153
2	N. 24th Street and E. Santa Clara Street	AM	19.7	B	20.2	C	1.2	0.143
		PM	21.4	C	22.6	C	3.7	0.193
3	S. 24th Street and E. San Antonio Street	AM	17.1	B	17.1	B	0.2	0.019
		PM	14.4	B	14.3	B	-0.1	0.022
4	McLaughlin Avenue and E. William Street	AM	15.9	B	16.0	B	-0.1	0.009
		PM	19.4	B	19.2	B	-0.2	0.020
5	McLaughlin Avenue and I-280 *	AM	10.3	B	10.3	B	0.0	0.007
		PM	15.1	B	15.1	B	0.0	0.003
6	N. 26th Street and E. Santa Clara Street	AM	16.5	B	17.6	B	2.5	0.204
		PM	14.4	B	14.6	B	3.2	0.245
7	N. 28th Street and E. Julian Street	AM	28.4	C	19.3	B	6.4	0.018
		PM	15.2	B	13.7	B	-0.9	0.072
8	N. 28th Street and E. Santa Clara Street	AM	20.9	C	20.5	C	0.7	0.140
		PM	18.4	B	15.9	B	-0.6	0.202
9	US 101 and E. Julian Street	AM	27.0	C	33.1	C	8.8	0.108
		PM	31.0	C	35.1	D	9.0	0.083
10	US 101 and McKee Road	AM	23.0	C	23.4	C	1.8	0.065
		PM	28.7	C	28.1	C	0.6	0.105
11	US 101 and E. Santa Clara Street *	AM	11.3	B	11.0	B	0.1	0.059
		PM	16.3	B	16.2	B	-1.1	0.068
12	US 101 and Alum Rock Avenue *	AM	12.4	B	11.0	B	-0.6	0.144
		PM	15.9	B	17.3	B	4.2	0.270

* Denotes CMP Intersections

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak hour traffic conditions for 12 signalized and 6 unsignalized intersections. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Intersection Levels of Service

The intersection level of service analysis results show that all study intersections would operate at acceptable levels of service under existing plus project, background plus project, and cumulative conditions. Therefore, the project is not projected to have an adverse impact on any of the signalized study intersections based on the City of San Jose standard.

Freeway Segment Capacity Analysis

Per VTA's 2014 TIA Guidelines, a freeway segment level of service analysis is required when a project would add trips equal or greater than one percent of a segment's capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Site Access and Circulation

Overall, the site plan exhibits adequate site access and on-site circulation for motor vehicles. The City ultimately will determine the adequacy of the proposed driveways and internal on-site circulation design. The following improvements are recommended to improve site access and circulation of the project site:

- It is recommended that the internal gates on the ground floor of the parking garage be removed to balance the use of both project driveways, reduce the outbound vehicle queue at the 26th Street driveway, and improve internal vehicle circulation. Alternatively, if removal of the internal garage gates is not desired, the 26th Street driveway could be relocated to Shortridge Avenue so that both project driveways are located on Shortridge Avenue to reduce disruption of traffic flow along 26th Street and balance the use of both project driveways.
- The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on S. 26th Street and Shortridge Avenue. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Red curbs should be implemented adjacent to each driveway ensuring a minimum of 200 feet of clear sight distance from each driveway. In

addition, appropriate visible and/or audible warning signals should be provided at each of the parking garage driveways to alert pedestrians and bicyclists of vehicles exiting the garage.

- Separated pathways should be provided if the vehicle ramp within the garage is to be used by pedestrians and bicyclists to gain access to the storage rooms. Otherwise, travel ways from elevators to the storage rooms should be provided within the garage.
- The project should provide time-restricted loading zones on Santa Clara Street along the project's retail frontage for general deliveries, such as FedEx or UPS trucks. The loading zones may require the removal of on-street parking.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add substantial number of trips to the left-turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing and background conditions. The analysis indicated that the estimated 95th percentile left-turn vehicle queues would exceed the vehicle storage capacity at the following intersections and movements:

- 26th Street and E. Santa Clara Street – Westbound left turn in the PM peak hour
- 28th Street and E. Santa Clara Street – Westbound left turn in the PM peak hour

Recommendation: The existing westbound left-turn pocket at the 26th Street/E. Santa Clara intersection should be extended 50 feet by reducing the length of the existing eastbound left-turn pocket at the 27th Street/E. Santa Clara Street intersection. The existing westbound left-turn pocket at the 28th Street/E. Santa Clara intersection should be extended 50 feet by restriping the turn pocket and center lane along Santa Clara Street to provide the additional queue storage needed.

In addition, the existing 95th percentile vehicle queue for the northbound approach at the 26th Street and E. Santa Clara Street intersection currently extends and is projected to continue to extend beyond the project's driveway, which will be located approximately 140 feet south of the intersection. The northbound queue along 26th may inhibit left-turns into and out of the project's driveway and result in blockage of through traffic along southbound S. 26th Street.

Recommendation: It is recommended that the internal gates on the ground floor of the parking garage be removed to balance the use of both project driveways and reduce the outbound vehicle queue at the 26th Street driveway. Alternatively, if removal of the internal garage gates is not desired, the 26th Street driveway could be relocated to Shortridge Avenue so that both project driveways are located on Shortridge Avenue to reduce disruption of traffic flow along 26th Street and balance the use of both project driveways.

Traffic Operations at Unsignalized Intersections

Unsignalized study intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2010 Edition. The analysis indicates that with the exception of the N.26th Street/E. Julian Street intersection, the peak hour volumes at the other unsignalized intersections would not warrant signalization. At the N.26th Street/E. Julian Street intersection, the peak-hour signal warrant is satisfied in the AM peak hour under existing, background, and background plus project conditions. Peak-hour traffic signal warrant checks indicate that the traffic volumes at the N.26th Street/E. Julian Street intersection during the AM peak hour currently and are projected to continue to meet thresholds that warrant signalization under background and background with project conditions.

It should also be noted that the need for signalization is primarily due to the large existing northbound right-turn volume, 26th Street to eastbound Julian Street, which is considered the critical minor approach at the intersection. The proposed project will not result in the addition of trips to the northbound right-turn approach and will add only three trips during the AM peak hour to Julian Street at the intersection. Therefore, the proposed project would not result in a significant impact at the 26th Street and Julian Street intersection.

Freeway On-Ramp Meter Analysis

The following two freeway on-ramps in the project study area are metered during the AM peak hours. No freeway on-ramps in the project study area are metered during the PM peak hours.

- US 101 northbound on-ramp from Alum Rock Avenue
- US 101 northbound on-ramp from McKee Road

Based on the on-ramp meter analysis, existing vehicle storage on the US 101 on-ramps is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

Effects on Surrounding Streets

Effects of the project's traffic on surrounding neighborhood streets were evaluated for six roadway segments. Based on the characteristics of the study roadway segments, the projected average daily trips are within an acceptable range for these types of streets, however the added project trips constitute a measurable increase from the existing volumes. It is important to note that the roadway volumes do not include the project site traffic which would have been higher when the now vacant buildings were occupied. In addition, the proposed project is similar to surrounding land uses along Shortridge Avenue and 26th Street and the proposed project traffic is not considered cut-through traffic given that each of the roadways serve as primary access roads to the project site.

Recommendation: The existing and future traffic conditions along surrounding residential streets are of concern when a development of this size is proposed. In order to improve the traffic conditions along each of the project access streets, the City may consider installation of stops signs at the Shortridge Avenue/26th Street and Shortridge Avenue/28th Street intersection should future operations indicate the need.

Effects on Transit, Pedestrian, and Bicycle

Transit Services

The project site is served directly by two local bus routes (Routes 22 and 23) and one limited stop bus route (Route 522) along Santa Clara Street. The nearest bus stops are located on Santa Clara Street, near 28th Street, for the eastbound direction and about 250 feet from the project site, near 26th Street, for the westbound direction.

Due to the convenient location of the bus stops, it is assumed that some residents and retail employees of the proposed development would utilize the existing transit service. The bus routes in the project area serve less than ideal ridership. Therefore, the small increase in new riders could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

The project traffic would not result in a noticeable increase in vehicle delay at the study intersections and would not degrade the intersection levels of service. Therefore, the project traffic is not expected to result in a noticeable increase in transit vehicle delay.

In addition, the project area will be served by the Santa Clara-Alum Rock Bus Rapid Transit (BRT) and the Bay Area Rapid Transit (BART). The Santa Clara-Alum Rock BRT will replace the existing Route 522, upgrade the eastern portion of the Route 522 corridor between Downtown San Jose and the Eastridge Transit Center to include rail-like stations for fast, all door boarding, and install new, bus-only lanes on Alum Rock Avenue between US101 and I-680, which will allow the BRT vehicles to bypass automobile congestion. New BRT stations will be located at the 24th Street/Santa Clara Street intersection, about 900 feet west of the project site.

The BART Silicon Valley Phase II Extension project would extend BART service to the project area with the proposed Alum Rock BART station along 28th Street between Five Wounds Lane and E. St James Street, about 1,000 feet north of the project site.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks and crosswalks along the streets and intersections in the immediate vicinity of the project site, except on west side and most of the east side of N. 28th Street between E. Santa Clara Street and E. Julian Street. Crosswalks with pedestrian signal heads and push buttons are located at all of the signalized intersections in the study area. Overall, the existing network of sidewalks exhibits good connectivity and would provide new residents and customers with safe routes to transit services and other points of interest in the area.

There are no designated bike lanes or bike routes on streets in the immediate vicinity of the project site. 24th Street, 26th Street, 28th Street, and Shortridge Avenue are local streets that carry low traffic volumes and are conducive to bicyclists. Santa Clara Street/Alum Rock Avenue and Julian Street/McKee Road are arterial streets with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on these streets.

The San Jose Bike Plan 2020 and Envision 2040 General Plan identify planned improvements, as described below, to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Pedestrian/Bike/Public Transit Improvements

The proposed project site is located within the E. Santa Clara Street Urban Village Boundary and fronts Santa Clara Street, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

The planned improvements discussed below are intended to reduce the identified project impacts to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

Pedestrian and Bicycle Facility Improvements

The Envision 2040 General Plan identifies the following polices in regards to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

- San Antonio Street, between S. 10th 17th Street and S. King Road (Class II bike lanes)
- Santa Clara Street, between S. 17th Street and N. 21st Street (Class III bike routes)

Transit Facility Improvements

The Envision 2040 General Plan identifies the following polices in regards to public transit:

- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.
- Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Santa Clara Street and Alum Rock Avenue and other heavily traveled transit corridors.

Santa Clara Street has been designated as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project fronts Santa Clara Street, the project shall be required to implement the following Grand Boulevard design principles:

- Provide a minimum 15 feet sidewalk width along its frontage on Santa Clara Street
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

The project will be served by the Santa Clara-Alum Rock BRT with new BRT stations located at the 24th Street/Santa Clara Street intersection, about 900 feet west of the project site and the planned Alum Rock BART station along 28th Street between Five Wounds Lane and E. St James Street, about 1,000 feet north of the project site. A multi-use trail is planned along the abandoned Union Pacific Railroad rail line that runs north-south connecting to the future Lower Silver Creek trail to the north and Coyote Creek trail to the south. The trail would run along the west side of 28th Street in the project area and provide a connection between the project site and the planned Alum Rock BART station. Given the close proximity of the project site to the planned trail, it is expected that future project site residents would find the trail to be an attractive connection to transit services and encouraged to utilize non-auto modes of travel and reduce the use of single-occupant vehicles. Therefore, the project should ensure that future connection to and from the trail and project site is provided in the site design.

Parking

Vehicular Parking

The project is required to provided 583 on-site parking spaces based on the City's off-street parking requirements and the 20% reduction allowed by the City of San Jose Urban Village Overlay. The application of a 20% TDM reduction to the proposed residential land use would result in the requirement of 496 on-site parking spaces for the project. The project is proposing 490 parking spaces, which would be 6 spaces fewer than the required parking spaces even with the implementation of a TDM program.

Recommendation: The project will be required to provide sufficient parking spaces to meet the City's parking requirements. The project also will be required to implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Bicycle Parking

Based on the City's parking requirements, the proposed project is required to provide 122 bicycle parking spaces.

Recommendation: It is recommended the project to provide bicycle parking that exceeds the City requirements to encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Transportation Demand Management

The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- Free VTA Eco passes or Clipper cards for all residents
- Free Zipcar memberships

- Free Bay Area Bikeshare memberships
- Shuttle Program providing service between the project site and the Diridon Caltrain Station and LRT Stations
- Improve pedestrian connections to Santa Clara Street
- On-site cargo bicycle share program
- On-site TDM coordinator and services
- Internal carpool matching program
- Regional carpool matching program through 511
- Personalized commute assistance offered by a TDM coordinator
- Intranet site featuring transit, bike, ridesharing and telework information
- Centrally-located kiosks with transit schedules, bike and transit maps, and other commute alternative information
- Onsite amenities which allow residents to complete errands without a car, such as bicycle repair, dry cleaning, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

1260 E. Santa Clara Street Mixed-Use Development TIA
Traffic Impact Analysis

Technical Appendices

September 16, 2016

Appendix A

Traffic Counts

Appendix B

Level of Service Calculations

Appendix C

City of San Jose Approved Trip Inventory

Appendix D

Volume Spreadsheets

Appendix E

Peak-Hour Signal Warrant Analysis

Appendix F

Auto Trip Reduction Statement (ATRS)

1260 E. Santa Clara Street Mixed-Use Development TIA
Traffic Impact Analysis

Technical Appendices

September 16, 2016

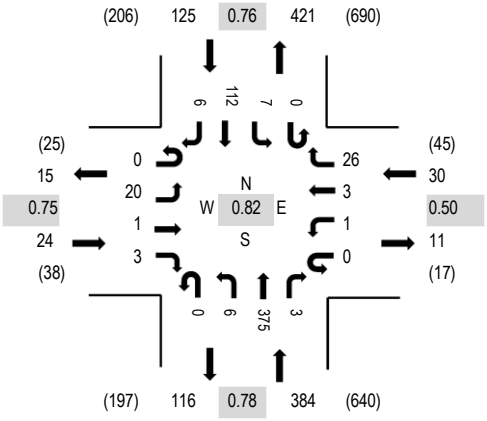
Appendix A

Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

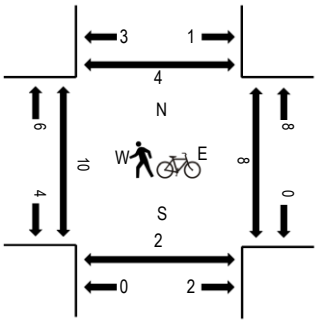
Location: 9 N 28TH ST & SHORTRIDGE AVE AM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SHORTRIDGE AVE Eastbound				SHORTRIDGE AVE Westbound				N 28TH ST Northbound				N 28TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	2	0	0	0	1	0	4	0	0	64	1	0	1	17	2	92	551	2	2	0	0
7:15:00 AM	0	5	0	0	0	0	1	4	0	3	94	2	0	0	23	0	132	563	3	0	0	0
7:30:00 AM	0	5	1	2	0	1	1	13	0	2	121	0	0	1	22	2	171	525	5	6	2	1
7:45:00 AM	0	6	0	0	0	0	1	6	0	1	101	0	0	3	36	2	156	439	0	0	0	0
8:00:00 AM	0	4	0	1	0	0	0	3	0	0	59	1	0	3	31	2	104	378	1	2	0	3
8:15:00 AM	0	2	1	0	0	0	0	1	0	1	71	1	0	0	16	1	94		2	1	0	0
8:30:00 AM	0	1	0	4	0	0	0	3	0	3	55	0	0	0	18	1	85		2	3	0	0
8:45:00 AM	0	3	0	1	0	1	0	5	0	1	58	1	0	1	23	1	95		1	1	0	0

Peak Rolling Hour Flow Rates

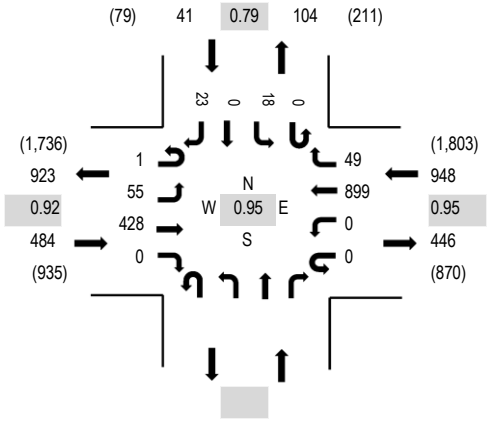
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	19	1	3	0	1	3	26	0	6	373	3	0	7	111	6	559
Mediums	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4
Total	0	20	1	3	0	1	3	26	0	6	375	3	0	7	112	6	563

All Traffic Data Services Inc.

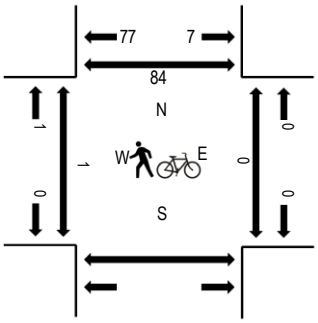
(303) 216-2439
www.alltrafficdata.net

Location: 10 N 27TH ST & E SANTA CLARA ST AM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E SANTA CLARA ST Eastbound				E SANTA CLARA ST Westbound				Northbound				N 27TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	13	86	0	0	0	171	6					0	3	0	7	286	1,357	0	0		4
7:15:00 AM	0	6	87	0	0	0	204	11					0	3	0	2	313	1,437	0	0		14
7:30:00 AM	1	16	112	0	0	0	236	10					0	3	0	9	387	1,473	0	0		7
7:45:00 AM	0	13	96	0	0	0	237	12					0	6	0	7	371	1,472	0	0		6
8:00:00 AM	0	10	122	0	0	0	214	11					0	6	0	3	366	1,460	0	0		63
8:15:00 AM	0	16	98	0	0	0	212	16					0	3	0	4	349		1	0		5
8:30:00 AM	0	14	120	0	0	0	226	19					1	3	0	3	386		0	0		68
8:45:00 AM	0	14	111	0	0	0	195	23					0	11	0	5	359		1	0		7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	7	0					0	0	0	0	12
Lights	1	54	400	0	0	0	872	49					0	17	0	22	1,415
Mediums	0	1	23	0	0	0	20	0					0	1	0	1	46
Total	1	55	428	0	0	0	899	49					0	18	0	23	1,473

All Traffic Data Services Inc.
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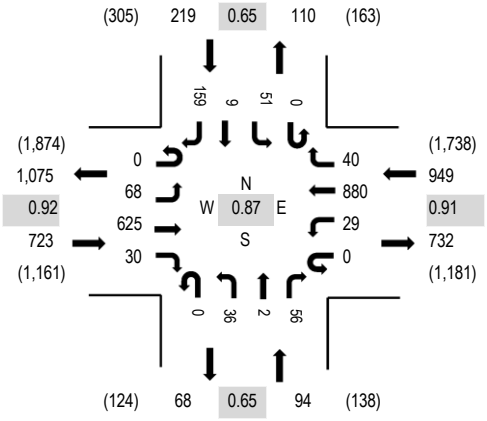
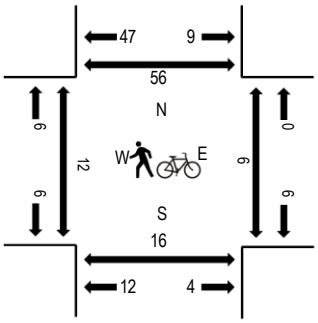
Location: 11 N 26TH ST & E JULIAN ST AM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E JULIAN ST Eastbound				E JULIAN ST Westbound				N 26TH ST Northbound				N 26TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	4	104	10	0	6	172	2	0	8	3	7	0	16	2	20	354	1,936	0	3	4	2
7:15:00 AM	0	14	143	3	0	6	242	14	0	6	1	15	0	9	2	37	492	1,985	2	2	2	10
7:30:00 AM	0	21	172	4	0	5	213	16	0	9	1	12	0	15	2	49	519	1,856	5	2	5	17
7:45:00 AM	0	19	163	12	0	14	238	5	0	15	0	21	0	19	3	62	571	1,697	4	0	5	22
8:00:00 AM	0	14	147	11	0	4	187	5	0	6	0	8	0	8	2	11	403	1,406	1	2	3	4
8:15:00 AM	1	6	99	10	0	3	204	13	0	4	0	5	0	8	2	8	363		0	1	3	2
8:30:00 AM	0	6	108	4	0	6	202	8	0	4	0	5	0	11	1	5	360		2	2	0	0
8:45:00 AM	0	2	77	7	0	2	165	6	0	1	3	4	0	5	3	5	280		2	1	2	0

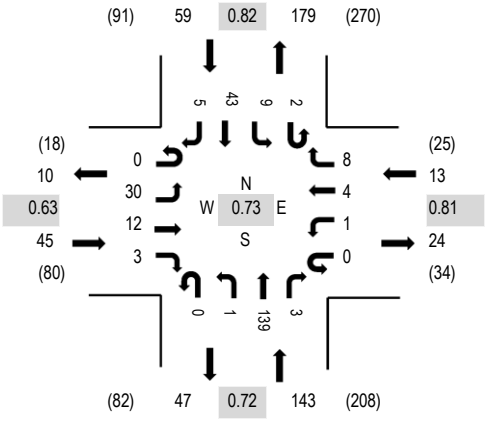
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	68	605	30	0	29	853	39	0	36	2	56	0	51	9	158	1,936
Mediums	0	0	20	0	0	0	26	1	0	0	0	0	0	0	0	1	48
Total	0	68	625	30	0	29	880	40	0	36	2	56	0	51	9	159	1,985

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

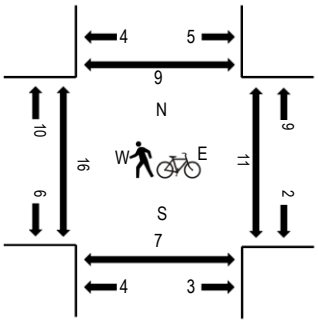
Location: 12 N 26TH ST & SHORTRIDGE AVE AM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SHORTRIDGE AVE Eastbound				SHORTRIDGE AVE Westbound				N 26TH ST Northbound				N 26TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	9	0	0	0	1	1	2	0	0	11	0	0	0	5	1	30	249	1	0	0	1
7:15:00 AM	0	7	3	0	0	1	1	2	0	0	34	1	1	0	5	0	55	260	4	2	0	4
7:30:00 AM	0	11	6	1	0	0	1	3	0	1	49	0	1	3	13	0	89	237	5	3	3	0
7:45:00 AM	0	8	1	1	0	0	1	3	0	0	42	1	0	3	11	4	75	193	6	5	3	4
8:00:00 AM	0	4	2	1	0	0	1	0	0	0	14	1	0	3	14	1	41	155	1	0	1	1
8:15:00 AM	0	3	2	0	1	0	0	1	0	1	13	0	0	0	10	1	32		0	2	2	0
8:30:00 AM	0	7	3	3	0	1	1	1	0	0	20	1	0	0	7	1	45		0	2	0	0
8:45:00 AM	0	6	1	1	0	1	0	2	0	1	16	2	0	0	6	1	37		2	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	29	12	3	0	1	4	8	0	1	138	3	1	8	43	5	256
Mediums	0	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	4
Total	0	30	12	3	0	1	4	8	0	1	139	3	2	9	43	5	260

All Traffic Data Services Inc.
(303) 216-2439
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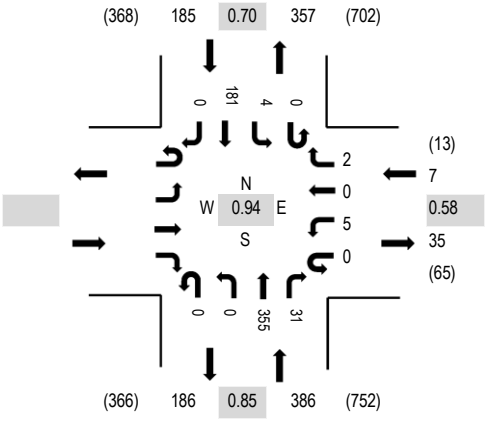
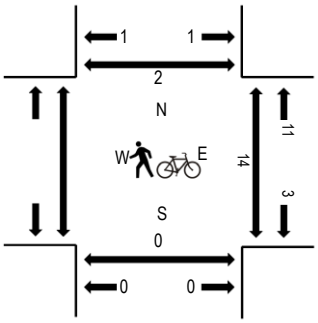
Location: 13 N 24TH ST & SHORTRIDGE AVE AM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				SHORTRIDGE AVE Westbound				N 24TH ST Northbound				N 24TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM					0	0	0	0	0	0	108	6	0	1	24	0	139	578		4	0	0
7:15:00 AM					0	1	0	1	0	0	99	7	0	0	39	0	147	575		2	0	0
7:30:00 AM					0	3	0	0	0	0	81	15	0	2	53	0	154	573		6	0	1
7:45:00 AM					0	1	0	1	0	0	67	3	0	1	65	0	138	562		2	0	1
8:00:00 AM					0	0	0	0	0	0	75	6	0	2	53	0	136	555		8	0	0
8:15:00 AM					0	1	0	0	0	0	95	4	0	1	44	0	145			1	0	0
8:30:00 AM					0	2	0	1	0	0	85	11	0	1	43	0	143			3	0	0
8:45:00 AM					0	1	0	1	0	0	87	3	1	2	36	0	131			1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	4	0	0	0	0	0	4
Lights					0	5	0	2	0	0	341	31	0	4	174	0	557
Mediums					0	0	0	0	0	0	10	0	0	0	7	0	17
Total					0	5	0	2	0	0	355	31	0	4	181	0	578

All Traffic Data Services Inc.
(303) 216-2439
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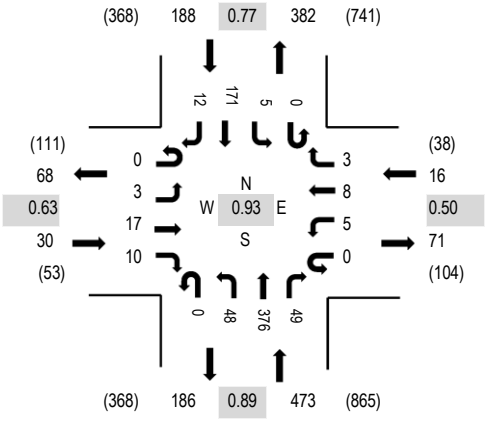
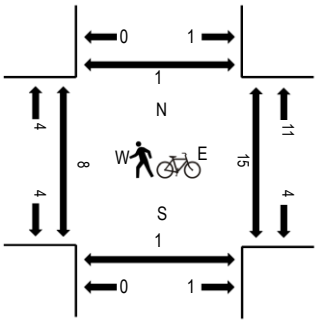
Location: 14 N 24TH ST & E SAN FERNANDO ST AM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	E SAN FERNANDO ST Eastbound				E SAN FERNANDO ST Westbound				N 24TH ST Northbound				N 24TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	1	2	3	0	1	0	0	0	9	119	5	0	0	25	1	166	707	0	3	0	0
7:15:00 AM	0	1	9	2	0	1	4	3	0	9	92	13	0	1	40	4	179	693	3	1	0	0
7:30:00 AM	0	1	2	3	0	2	3	0	0	19	93	12	0	1	52	3	191	677	2	6	0	1
7:45:00 AM	0	0	4	2	0	1	1	0	0	11	72	19	0	3	54	4	171	639	3	5	1	0
8:00:00 AM	0	1	2	1	0	4	2	1	0	7	75	6	0	2	47	4	152	617	4	2	0	3
8:15:00 AM	0	0	4	1	0	2	1	1	0	4	99	4	0	2	44	1	163		1	2	0	1
8:30:00 AM	0	3	2	3	0	0	3	0	0	5	88	5	0	0	41	3	153		1	2	0	0
8:45:00 AM	0	2	3	1	0	3	4	1	0	8	88	3	0	0	35	1	149		1	1	0	1

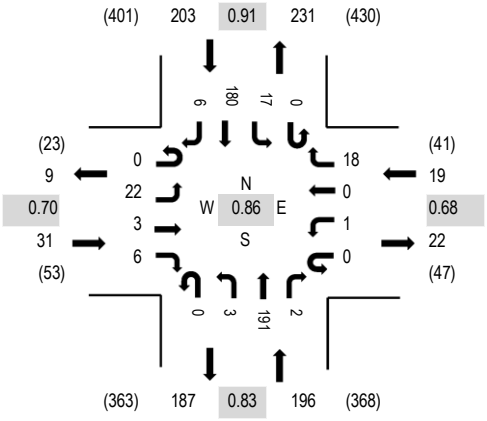
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	3	17	10	0	4	8	3	0	48	364	48	0	4	165	12	686
Mediums	0	0	0	0	0	1	0	0	0	0	9	1	0	1	6	0	18
Total	0	3	17	10	0	5	8	3	0	48	376	49	0	5	171	12	707

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

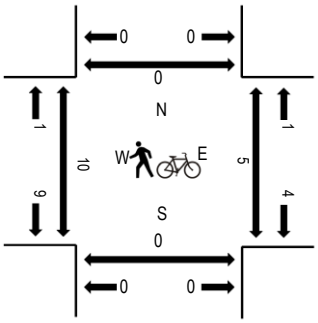
Location: 9 N 28TH ST & SHORTRIDGE AVE PM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SHORTRIDGE AVE Eastbound				SHORTRIDGE AVE Westbound				N 28TH ST Northbound				N 28TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	2	1	0	0	0	0	3	0	0	44	1	0	3	41	3	98	424	2	5	0	0
4:15:00 PM	0	4	0	2	0	1	0	2	0	1	43	3	0	3	43	4	106	438	2	6	0	0
4:30:00 PM	0	5	0	1	0	0	2	6	0	0	44	1	0	6	48	0	113	431	0	1	0	0
4:45:00 PM	0	5	0	1	0	0	0	2	0	0	47	1	0	3	48	0	107	449	0	3	0	0
5:00:00 PM	0	11	0	0	0	1	0	6	0	0	47	0	0	3	43	1	112	439	1	1	0	0
5:15:00 PM	0	2	0	3	0	0	0	3	0	0	41	1	0	6	39	4	99		8	1	0	0
5:30:00 PM	0	4	3	2	0	0	0	7	0	3	56	0	0	5	50	1	131		1	0	0	0
5:45:00 PM	0	5	0	2	0	1	0	7	0	1	34	0	0	7	37	3	97		4	0	0	0

Peak Rolling Hour Flow Rates

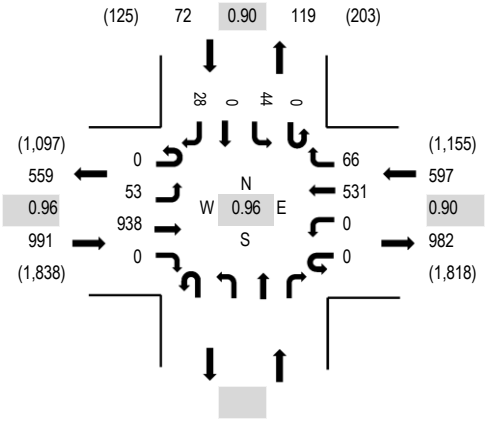
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	3	6	0	0	0	18	0	3	190	2	0	17	178	6	444
Mediums	0	1	0	0	0	1	0	0	0	0	1	0	0	0	2	0	5
Total	0	22	3	6	0	1	0	18	0	3	191	2	0	17	180	6	449

All Traffic Data Services Inc.

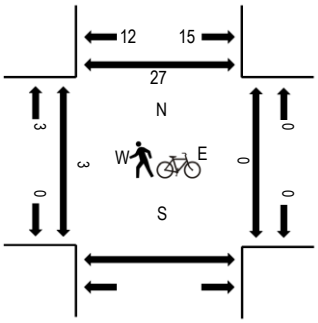
(303) 216-2439
www.alltrafficdata.net

Location: 10 N 27TH ST & E SANTA CLARA ST PM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E SANTA CLARA ST Eastbound				E SANTA CLARA ST Westbound				Northbound				N 27TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	1	7	169	0	0	0	127	11					0	4	0	8	327	1,458	1	0		6
4:15:00 PM	0	11	196	0	0	0	122	11					0	13	0	7	360	1,562	1	0		15
4:30:00 PM	0	11	211	0	0	0	122	10					0	6	0	6	366	1,610	0	0		9
4:45:00 PM	0	10	231	0	0	0	142	13					0	6	0	3	405	1,638	0	0		6
5:00:00 PM	0	18	227	0	0	0	145	21					0	14	0	6	431	1,660	1	0		4
5:15:00 PM	0	15	236	0	0	0	122	19					0	8	0	8	408		0	0		6
5:30:00 PM	0	5	231	0	0	0	126	12					0	13	0	7	394		1	0		6
5:45:00 PM	0	15	244	0	0	0	138	14					0	9	0	7	427		1	0		8

Peak Rolling Hour Flow Rates

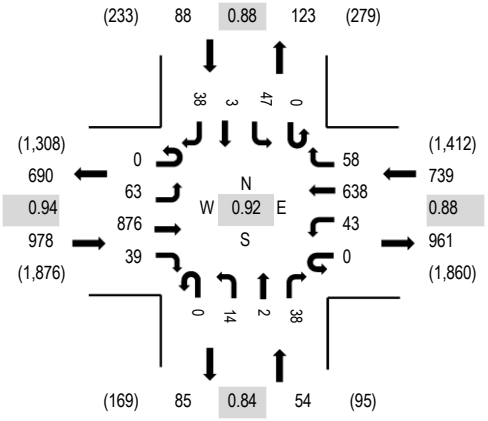
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	0	0					0	0	0	0	7
Lights	0	53	916	0	0	0	514	65					0	43	0	27	1,618
Mediums	0	0	15	0	0	0	17	1					0	1	0	1	35
Total	0	53	938	0	0	0	531	66					0	44	0	28	1,660

All Traffic Data Services Inc.

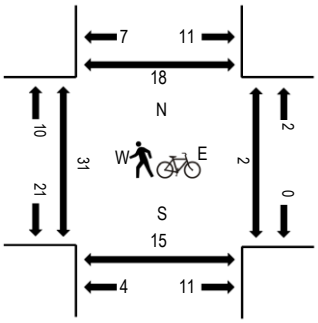
(303) 216-2439
www.alltrafficdata.net

Location: 11 N 26TH ST & E JULIAN ST PM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E JULIAN ST Eastbound				E JULIAN ST Westbound				N 26TH ST Northbound				N 26TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	21	202	11	0	9	138	42	0	4	1	6	0	27	6	25	492	1,775	1	1	4	4
4:15:00 PM	0	9	185	11	0	7	137	36	0	2	1	3	0	20	2	15	428	1,752	2	1	5	7
4:30:00 PM	0	11	209	7	0	6	133	10	0	3	1	8	0	12	3	18	421	1,774	6	0	10	8
4:45:00 PM	0	24	215	7	0	9	138	13	0	1	0	9	0	11	0	7	434	1,859	12	0	6	4
5:00:00 PM	0	10	218	10	0	10	166	14	0	5	2	9	0	12	0	13	469	1,841	5	1	2	8
5:15:00 PM	0	12	209	12	0	13	146	20	0	3	0	13	0	8	2	12	450		6	1	6	3
5:30:00 PM	0	17	234	10	0	11	188	11	0	5	0	7	0	16	1	6	506		8	0	1	3
5:45:00 PM	0	13	211	8	0	12	133	10	0	2	1	9	0	7	2	8	416		9	0	3	7

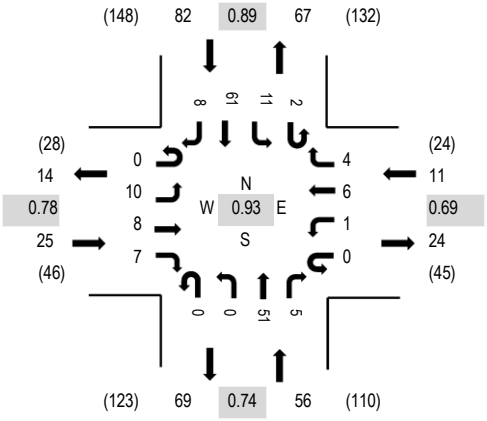
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	63	859	39	0	42	634	58	0	13	2	36	0	47	3	37	1,833
Mediums	0	0	17	0	0	1	4	0	0	1	0	2	0	0	0	1	26
Total	0	63	876	39	0	43	638	58	0	14	2	38	0	47	3	38	1,859

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

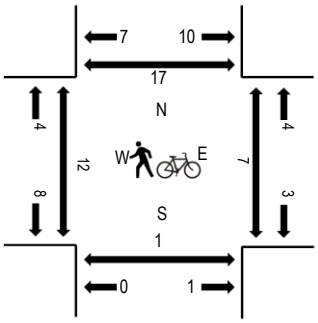
Location: 12 N 26TH ST & SHORTRIDGE AVE PM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SHORTRIDGE AVE Eastbound				SHORTRIDGE AVE Westbound				N 26TH ST Northbound				N 26TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	2	2	0	0	0	3	0	0	1	9	2	1	1	17	3	41	164	2	0	0	0
4:15:00 PM	0	3	2	1	0	0	2	4	0	0	14	1	0	1	11	1	40	170	1	0	0	1
4:30:00 PM	0	1	4	1	0	0	3	1	0	0	8	0	0	4	15	2	39	174	2	0	1	1
4:45:00 PM	0	4	1	3	0	1	1	1	0	0	12	1	1	1	14	4	44	173	5	0	0	6
5:00:00 PM	0	3	2	1	0	0	1	1	0	0	14	2	1	3	18	1	47	164	2	3	0	6
5:15:00 PM	0	2	1	2	0	0	1	1	0	0	17	2	0	3	14	1	44		2	4	0	4
5:30:00 PM	0	4	2	3	0	0	0	3	2	0	7	1	1	4	10	1	38		2	1	0	1
5:45:00 PM	0	2	0	0	0	0	0	1	0	1	14	2	0	3	10	2	35		1	0	0	1

Peak Rolling Hour Flow Rates

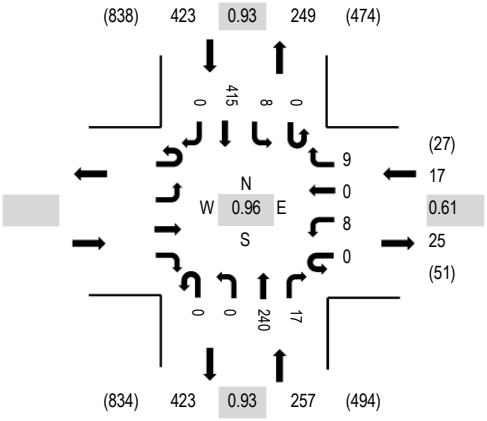
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	10	8	7	0	1	6	4	0	0	51	5	2	11	57	8	170
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	10	8	7	0	1	6	4	0	0	51	5	2	11	61	8	174

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

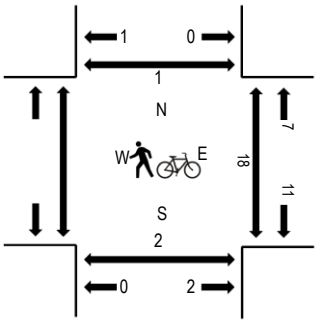
Location: 13 N 24TH ST & SHORTRIDGE AVE PM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				SHORTRIDGE AVE Westbound				N 24TH ST Northbound				N 24TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM					0	2	0	1	0	0	49	4	0	1	120	0	177	674		2	0	0
4:15:00 PM					0	2	0	0	0	0	49	4	0	4	100	0	159	675		3	0	0
4:30:00 PM					0	4	0	3	0	0	63	3	0	3	105	0	181	697		6	1	0
4:45:00 PM					0	0	0	3	0	0	50	8	0	1	95	0	157	673		2	1	1
5:00:00 PM					0	3	0	1	0	0	65	4	0	2	103	0	178	685		6	0	0
5:15:00 PM					0	1	0	2	0	0	62	2	0	2	112	0	181			4	0	0
5:30:00 PM					0	2	0	1	0	0	66	5	0	4	79	0	157			2	0	0
5:45:00 PM					0	1	0	1	0	0	58	2	0	2	105	0	169			2	0	0

Peak Rolling Hour Flow Rates

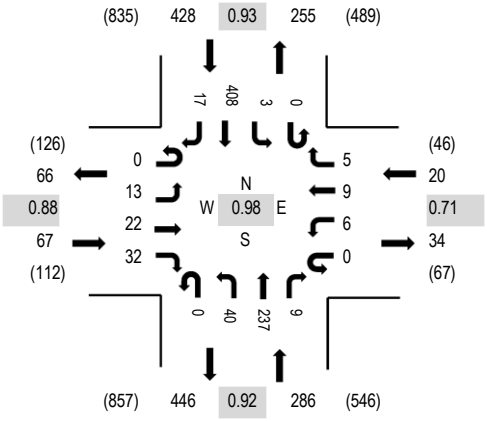
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	8	0	9	0	0	237	17	0	8	413	0	692
Mediums					0	0	0	0	0	0	3	0	0	0	2	0	5
Total					0	8	0	9	0	0	240	17	0	8	415	0	697

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

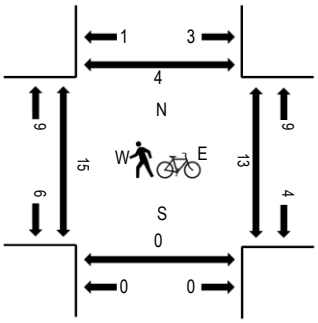
Location: 14 N 24TH ST & E SAN FERNANDO ST PM
Date and Start Time: Tuesday, November 3, 2015
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	E SAN FERNANDO ST Eastbound				E SAN FERNANDO ST Westbound				N 24TH ST Northbound				N 24TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	0	0	9	0	1	1	4	0	6	50	5	0	2	112	12	202	772	7	5	0	0
4:15:00 PM	0	4	6	6	0	5	3	1	0	7	46	3	0	0	92	6	179	775	5	1	0	1
4:30:00 PM	0	2	5	9	0	2	1	1	0	10	62	2	0	0	108	3	205	801	0	5	0	0
4:45:00 PM	0	2	6	6	0	3	3	1	0	4	57	3	0	1	96	4	186	768	6	3	0	1
5:00:00 PM	0	4	6	9	0	1	5	1	0	10	66	2	0	2	96	3	205	767	1	2	0	1
5:15:00 PM	0	5	5	8	0	0	0	2	0	16	52	2	0	0	108	7	205		8	2	0	0
5:30:00 PM	0	2	4	4	0	5	0	1	0	5	65	6	0	3	73	4	172		0	4	0	3
5:45:00 PM	0	2	2	6	0	1	3	1	0	8	58	1	0	1	97	5	185		4	3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	13	22	32	0	6	8	5	0	40	235	9	0	3	407	17	797
Mediums	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	4
Total	0	13	22	32	0	6	9	5	0	40	237	9	0	3	408	17	801

All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

Site Code: 1
Station ID:
26TH ST N/O SANTA CLARA ST

Start Time	03-Nov-1 Tue	NB	SB							Total
12:00 AM		13	16							29
01:00		7	8							15
02:00		6	7							13
03:00		6	6							12
04:00		6	8							14
05:00		29	36							65
06:00		41	45							86
07:00		**124**	**75**							**199**
08:00		44	55							99
09:00		40	37							77
10:00		47	40							87
11:00		29	37							66
12:00 PM		59	49							108
01:00		43	47							90
02:00		64	**74**							**138**
03:00		59	59							118
04:00		45	63							108
05:00		**77**	61							138
06:00		40	55							95
07:00		50	54							104
08:00		19	38							57
09:00		24	19							43
10:00		23	20							43
11:00		14	16							30
Total		909	925							1834
Percent		49.6%	50.4%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	124	75	-	-	-	-	-	-	199
PM Peak	-	17:00	14:00	-	-	-	-	-	-	14:00
Vol.	-	77	74	-	-	-	-	-	-	138
Total		909	925							1834
Percent		49.6%	50.4%							
ADT		ADT 1,848	AADT 1,848							

All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

Site Code: 2
Station ID:
SHORTRIDGE AVE E/O 24TH ST

Start Time	03-Nov-1 Tue	EB	WB							Total
12:00 AM		3	10							13
01:00		1	3							4
02:00		3	7							10
03:00		2	7							9
04:00		2	6							8
05:00		4	9							13
06:00		8	**21**							29
07:00		27	21							**48**
08:00		**31**	10							41
09:00		13	4							17
10:00		13	12							25
11:00		15	17							32
12:00 PM		14	19							33
01:00		**23**	**24**							**47**
02:00		21	23							44
03:00		23	18							41
04:00		23	16							39
05:00		19	14							33
06:00		23	19							42
07:00		9	9							18
08:00		9	6							15
09:00		13	9							22
10:00		4	3							7
11:00		5	2							7
Total		308	289							597
Percent		51.6%	48.4%							
AM Peak	-	08:00	06:00	-	-	-	-	-	-	07:00
Vol.	-	31	21	-	-	-	-	-	-	48
PM Peak	-	13:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	23	24	-	-	-	-	-	-	47
Total		308	289							597
Percent		51.6%	48.4%							
ADT		ADT 597		AADT 597						

All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

Site Code: 3
Station ID:
SHORTRIDGE AVE E/O 26TH ST

Start Time	03-Nov-1 Tue	EB	WB							Total
12:00 AM		5	6							11
01:00		4	6							10
02:00		2	1							3
03:00		3	5							8
04:00		3	1							4
05:00		5	5							10
06:00		11	15							26
07:00		**20**	**17**							**37**
08:00		18	12							30
09:00		14	15							29
10:00		14	16							30
11:00		16	15							31
12:00 PM		15	10							25
01:00		14	14							28
02:00		17	12							29
03:00		22	12							34
04:00		18	21							39
05:00		**34**	16							**50**
06:00		6	**36**							42
07:00		9	10							19
08:00		4	12							16
09:00		4	5							9
10:00		2	2							4
11:00		3	1							4
Total		263	265							528
Percent		49.8%	50.2%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	20	17	-	-	-	-	-	-	37
PM Peak	-	17:00	18:00	-	-	-	-	-	-	17:00
Vol.	-	34	36	-	-	-	-	-	-	50
Total		263	265							528
Percent		49.8%	50.2%							
ADT		ADT 526		AADT 526						

All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

Site Code: 4
Station ID:
26TH ST N/O SAN FERNANDO ST

Start Time	03-Nov-1 Tue	NB	SB							Total
12:00 AM		2	2							4
01:00		7	6							13
02:00		4	4							8
03:00		3	2							5
04:00		14	6							20
05:00		30	28							58
06:00		63	36							99
07:00		**139**	**46**							**185**
08:00		70	43							113
09:00		38	29							67
10:00		29	26							55
11:00		32	29							61
12:00 PM		44	48							92
01:00		41	42							83
02:00		45	67							112
03:00		34	54							88
04:00		47	62							109
05:00		**56**	**69**							**125**
06:00		34	57							91
07:00		25	34							59
08:00		15	20							35
09:00		15	30							45
10:00		7	15							22
11:00		3	1							4
Total		797	756							1553
Percent		51.3%	48.7%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	139	46	-	-	-	-	-	-	185
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	56	69	-	-	-	-	-	-	125
Total		797	756							1553
Percent		51.3%	48.7%							

ADT ADT 1,544 AADT 1,544

All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

Site Code: 5
Station ID:
SAN FERNANDO ST E/O 24TH ST

Start Time	03-Nov-1 Tue	EB	WB							Total
12:00 AM		4	3							7
01:00		8	3							11
02:00		2	1							3
03:00		3	2							5
04:00		8	2							10
05:00		9	6							15
06:00		22	11							33
07:00		**73**	17							**90**
08:00		36	**22**							58
09:00		22	7							29
10:00		21	16							37
11:00		31	15							46
12:00 PM		21	20							41
01:00		30	13							43
02:00		27	21							48
03:00		25	20							45
04:00		27	24							51
05:00		**40**	**37**							**77**
06:00		25	28							53
07:00		14	24							38
08:00		12	13							25
09:00		12	14							26
10:00		3	5							8
11:00		3	0							3
Total		478	324							802
Percent		59.6%	40.4%							
AM Peak	-	07:00	08:00	-	-	-	-	-	-	07:00
Vol.	-	73	22	-	-	-	-	-	-	90
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	40	37	-	-	-	-	-	-	77
Total		478	324							802
Percent		59.6%	40.4%							
ADT		ADT 802		AADT 802						

All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
www.alltrafficdata.net

Site Code: 6
Station ID:
26TH ST N/O SAN ANTONIO ST

Start Time	03-Nov-1 Tue	NB	SB							Total
12:00 AM		2	3							5
01:00		1	7							8
02:00		2	1							3
03:00		2	0							2
04:00		10	4							14
05:00		14	18							32
06:00		49	28							77
07:00		**74**	42							**116**
08:00		53	**44**							97
09:00		21	29							50
10:00		19	26							45
11:00		32	28							60
12:00 PM		36	46							82
01:00		29	35							64
02:00		32	48							80
03:00		29	46							75
04:00		38	45							83
05:00		**53**	**51**							**104**
06:00		21	42							63
07:00		15	30							45
08:00		18	12							30
09:00		18	22							40
10:00		7	14							21
11:00		3	4							7
Total		578	625							1203
Percent		48.0%	52.0%							
AM Peak	-	07:00	08:00	-	-	-	-	-	-	07:00
Vol.	-	74	44	-	-	-	-	-	-	116
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	53	51	-	-	-	-	-	-	104
Total		578	625							1203
Percent		48.0%	52.0%							

ADT ADT 1,203 AADT 1,203

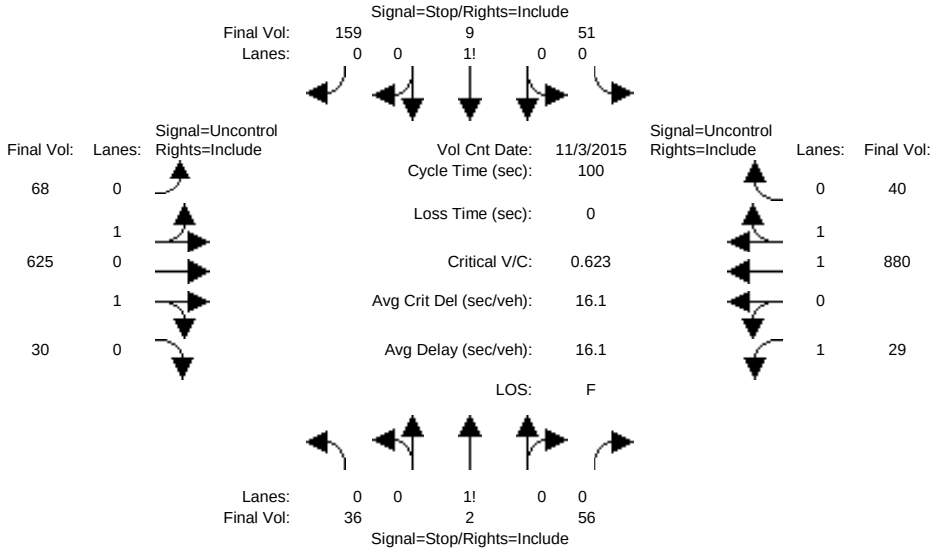
Appendix B

Level of Service Calculations

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #6: N.26th St and E. Julian St




```
Street Name:          N.26th St                    E. Julian St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:     36    2   56    51    9   159    68  625    30    29  880    40
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:  36    2   56    51    9   159    68  625    30    29  880    40
Added Vol:     0    0    0     0    0     0     0    0     0     0    0     0
ATI:           0    0    0     0    0     0     0    0     0     0    0     0
Initial Fut:  36    2   56    51    9   159    68  625    30    29  880    40
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:   36    2   56    51    9   159    68  625    30    29  880    40
Reduct Vol:    0    0    0     0    0     0     0    0     0     0    0     0
FinalVolume:  36    2   56    51    9   159    68  625    30    29  880    40
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1279 1754   328  1408 1749   460   920 xxxx xxxxx   655 xxxx xxxxx
Potent Cap.:  125   86   674   101   87   554   750 xxxx xxxxx   942 xxxx xxxxx
Move Cap.:     74   76   674    82   76   554   750 xxxx xxxxx   942 xxxx xxxxx
Volume/Cap:  0.49 0.03  0.08  0.62 0.12  0.29  0.09 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx   8.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     A    *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  157 xxxxx  xxxx  213 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  3.2 xxxxx xxxxx  9.5 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 57.3 xxxxx xxxxx  117 xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    F     *     B    *     *     *    *     *
ApproachDel:      57.3           117.1          xxxxxx          xxxxxx
ApproachLOS:        F              F              *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 N.26th St and E. Julian St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	36	2	56	51	9	159	68	625	30	29	880	40
ApproachDel:	57.3			117.1			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=94]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1985]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=219]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1985]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	36	2	56	51	9	159	68	625	30	29	880	40

Major Street Volume: 1672
Minor Approach Volume: 219
Minor Approach Volume Threshold: 108

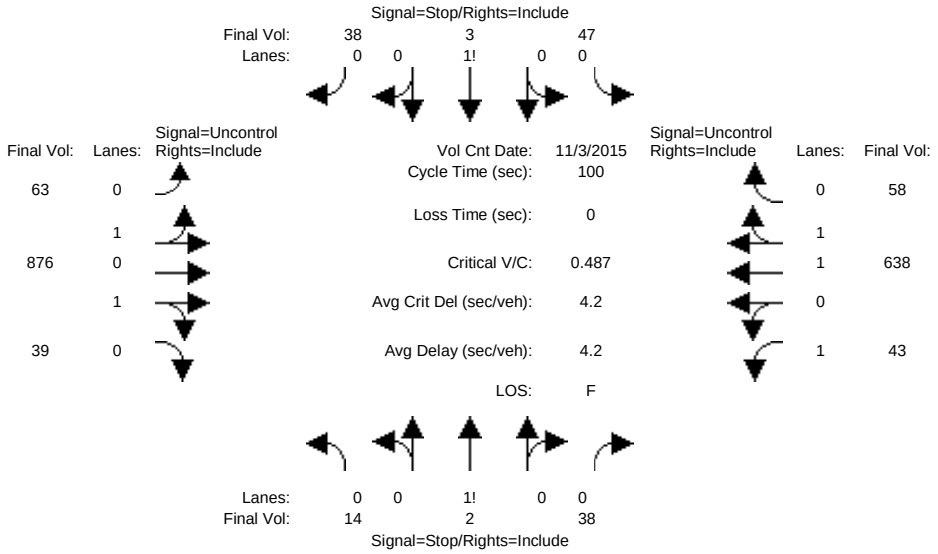
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #6: N.26th St and E. Julian St



Street Name:	N.26th St					E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	14	2	38	47	3	38	63	876	39	43	638	58
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:	14	2	38	47	3	38	63	876	39	43	638	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	2	38	47	3	38	63	876	39	43	638	58
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:	14	2	38	47	3	38	63	876	39	43	638	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	2	38	47	3	38	63	876	39	43	638	58
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1428	1804	458	1318	1794	348	696	xxxx	xxxxx	915	xxxx	xxxxx
Potent Cap.:	97	80	556	117	81	654	909	xxxx	xxxxx	754	xxxx	xxxxx
Move Cap.:	80	70	556	96	71	654	909	xxxx	xxxxx	754	xxxx	xxxxx
Volume/Cap:	0.17	0.03	0.07	0.49	0.04	0.06	0.07	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	199	xxxxx	xxxx	150	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	3.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	29.8	xxxxx	xxxxx	58.6	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	A	*	*	*	*	*
ApproachDel:	29.8			58.6			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	14	2	38	47	3	38	63	876	39	43	638	58
ApproachDel:	29.8			58.6			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1859]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1859]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	14	2	38	47	3	38	63	876	39	43	638	58

Major Street Volume: 1717
Minor Approach Volume: 88
Minor Approach Volume Threshold: 99 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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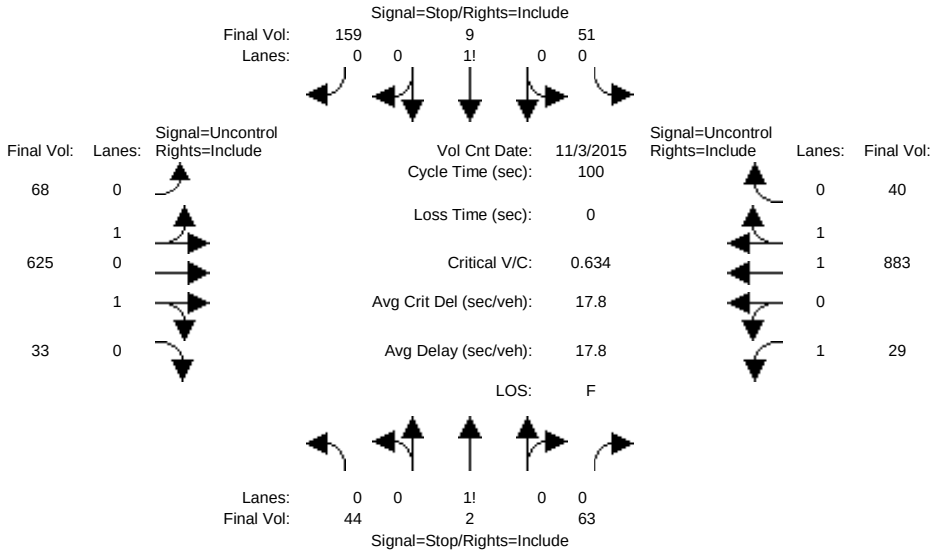
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P AM

Intersection #6: N.26th St and E. Julian St



Street Name:	N.26th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	36	2	56	51	9	159	68	625	30	29	880	40
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:	36	2	56	51	9	159	68	625	30	29	880	40
Added Vol:	8	0	7	0	0	0	0	0	3	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2	63	51	9	159	68	625	33	29	883	40
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:	44	2	63	51	9	159	68	625	33	29	883	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	2	63	51	9	159	68	625	33	29	883	40
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1282	1759	329	1411	1755	462	923	xxxx	xxxxx	658	xxxx	xxxxx
Potent Cap.:	125	86	673	100	86	552	748	xxxx	xxxxx	939	xxxx	xxxxx
Move Cap.:	73	75	673	80	75	552	748	xxxx	xxxxx	939	xxxx	xxxxx
Volume/Cap:	0.60	0.03	0.09	0.63	0.12	0.29	0.09	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	151	xxxxx	xxxx	210	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.3	xxxxx	xxxxx	9.6	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	74.3	xxxxx	xxxxx	121	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	B	*	*	*	*	*
ApproachDel:	74.3			121.5			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	44	2	63	51	9	159	68	625	33	29	883	40
ApproachDel:	74.3			121.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=109]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2006]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=219]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2006]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	44	2	63	51	9	159	68	625	33	29	883	40

Major Street Volume: 1678
Minor Approach Volume: 219
Minor Approach Volume Threshold: 107

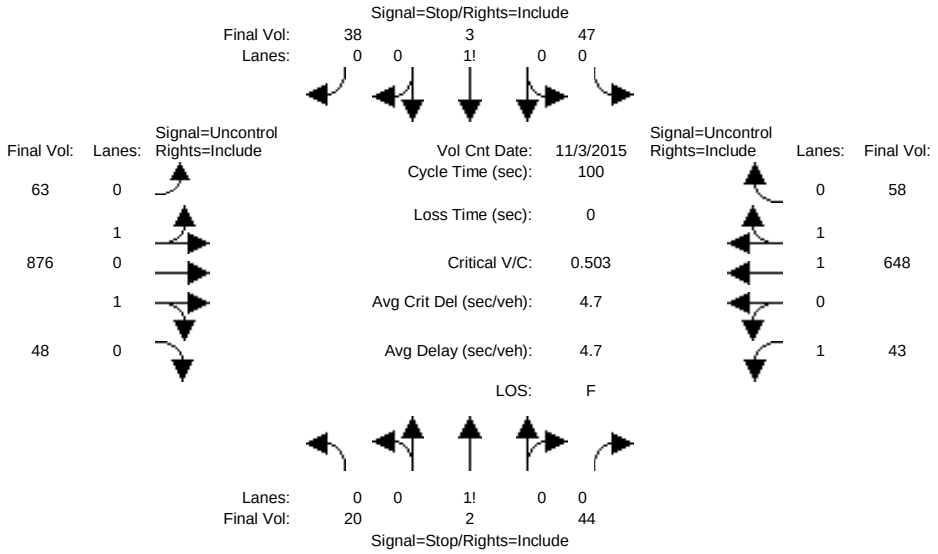
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

Intersection #6: N.26th St and E. Julian St




```
Street Name:          N.26th St                    E. Julian St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:     14    2   38   47    3   38   63  876   39   43  638   58
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:  14    2   38   47    3   38   63  876   39   43  638   58
Added Vol:     6    0    6    0    0    0    0    0    9    0   10    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  20    2   44   47    3   38   63  876   48   43  648   58
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:   20    2   44   47    3   38   63  876   48   43  648   58
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:  20    2   44   47    3   38   63  876   48   43  648   58
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1438 1818   462  1328 1813   353   706 xxxx xxxxx   924 xxxx xxxxx
Potent Cap.:   96   79   552   115   79   649   902 xxxx xxxxx   748 xxxx xxxxx
Move Cap.:     79   69   552    94   69   649   902 xxxx xxxxx   748 xxxx xxxxx
Volume/Cap:  0.25 0.03  0.08  0.50 0.04  0.06  0.07 xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx  10.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  182 xxxxx  xxxx  146 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.5 xxxxx xxxxx  3.2 xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 35.7 xxxxx xxxxx 61.8 xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    F     *     A    *     *     *    *     *
ApproachDel:      35.7            61.8          xxxxxx          xxxxxx
ApproachLOS:         E               F               *               *
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	1 0 1	0	1	0 1	1 0
Initial Vol:	20	2	44	47	3	38	63	876	48	43	648	58
ApproachDel:	35.7			61.8			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=66]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1890]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1890]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	1 0 1	0	1	0 1	1 0
Initial Vol:	20	2	44	47	3	38	63	876	48	43	648	58

Major Street Volume: 1736
Minor Approach Volume: 88
Minor Approach Volume Threshold: 95 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
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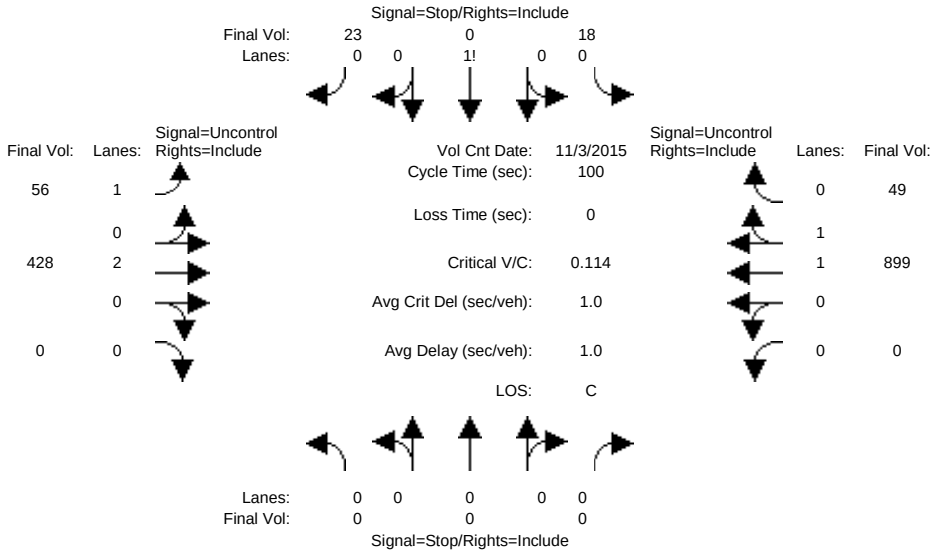
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                  E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0    0    0   18    0   23   56  428    0    0  899   49
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:   0    0    0   18    0   23   56  428    0    0  899   49
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   18    0   23   56  428    0    0  899   49
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:    0    0    0   18    0   23   56  428    0    0  899   49
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   18    0   23   56  428    0    0  899   49
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1250 1464   474   948 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   168  130   542   732 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   158  120   542   732 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 0.00  0.04  0.08 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     B    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  262 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 21.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    C    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           21.3          xxxxxx          xxxxxx
ApproachLOS:         *             C             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0 0		1 0	2 0 0		0 0	1 1	0
Initial Vol:	0	0	0	18	0	23	56	428	0	0	899	49
ApproachDel:	xxxxxx			21.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1473]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 27th St and E. Santa Clara St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0 0		1 0	2 0 0		0 0	1 1	0
Initial Vol:	0	0	0	18	0	23	56	428	0	0	899	49

Major Street Volume: 1432
Minor Approach Volume: 41
Minor Approach Volume Threshold: 161

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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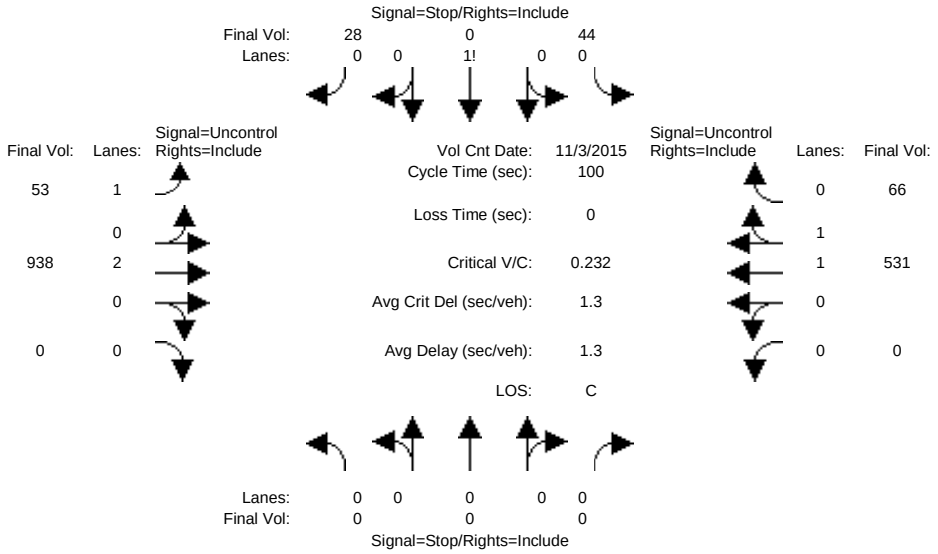
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                  E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0    0    0   44    0   28   53  938    0    0  531   66
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:   0    0    0   44    0   28   53  938    0    0  531   66
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   44    0   28   53  938    0    0  531   66
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:    0    0    0   44    0   28   53  938    0    0  531   66
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   44    0   28   53  938    0    0  531   66
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1139 1608   299   597 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   198  106   704   989 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   190  100   704   989 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.23 0.00  0.04  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     A    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  265 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 23.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    C    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           23.6          xxxxxx          xxxxxx
ApproachLOS:         *             C             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	44	0	28	53	938	0	0	531	66
ApproachDel:	xxxxxx			23.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=72]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1660]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 27th St and E. Santa Clara St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	44	0	28	53	938	0	0	531	66

Major Street Volume: 1588
Minor Approach Volume: 72
Minor Approach Volume Threshold: 126

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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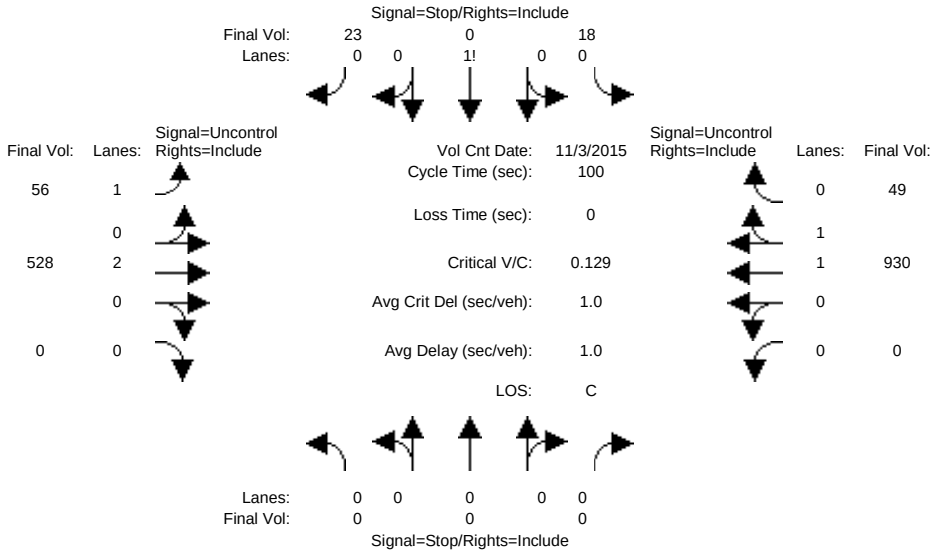
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P AM

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                    E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0    0    0   18    0   23   56  428    0    0  899   49
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:   0    0    0   18    0   23   56  428    0    0  899   49
Added Vol:     0    0    0    0    0    0    0  100    0    0   31    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   18    0   23   56  528    0    0  930   49
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:    0    0    0   18    0   23   56  528    0    0  930   49
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   18    0   23   56  528    0    0  930   49
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1331 1595   490   979 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   149  108   530   713 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   140   99   530   713 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.13 0.00  0.04  0.08 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     B    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  238 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 23.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    C     *    *    *    *    *    *    *
ApproachDel:    xxxxxx            23.3          xxxxxx          xxxxxx
ApproachLOS:         *              C             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0 0		1 0	2 0 0		0 0	1 1 0	
Initial Vol:	0	0	0	18	0	23	56	528	0	0	930	49
ApproachDel:	xxxxxx			23.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1604]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 27th St and E. Santa Clara St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0 0		1 0	2 0 0		0 0	1 1 0	
Initial Vol:	0	0	0	18	0	23	56	528	0	0	930	49

Major Street Volume: 1563
Minor Approach Volume: 41
Minor Approach Volume Threshold: 131

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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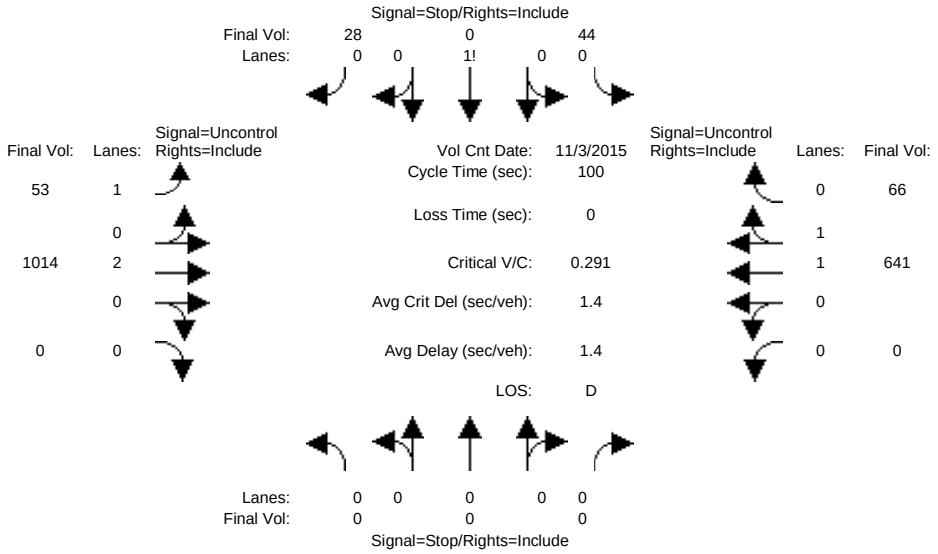
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                    E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0    0    0   44    0   28   53  938    0    0  531   66
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:   0    0    0   44    0   28   53  938    0    0  531   66
Added Vol:     0    0    0    0    0    0    0   76    0    0  110    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   44    0   28   53 1014    0    0  641   66
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:    0    0    0   44    0   28   53 1014    0    0  641   66
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   44    0   28   53 1014    0    0  641   66
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1287 1794   354   707 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   159   81   649   901 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   151   77   649   901 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.29 0.00  0.04  0.06 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     A    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  216 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 29.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    D    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           29.8          xxxxxx          xxxxxx
ApproachLOS:         *             D             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0 0		1 0	2 0 0		0 0	1 1	0
Initial Vol:	0	0	0	44	0	28	53	1014	0	0	641	66
ApproachDel:	xxxxxx			29.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=72]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1846]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 27th St and E. Santa Clara St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0 0		1 0	2 0 0		0 0	1 1	0
Initial Vol:	0	0	0	44	0	28	53	1014	0	0	641	66

Major Street Volume: 1774
Minor Approach Volume: 72
Minor Approach Volume Threshold: 87 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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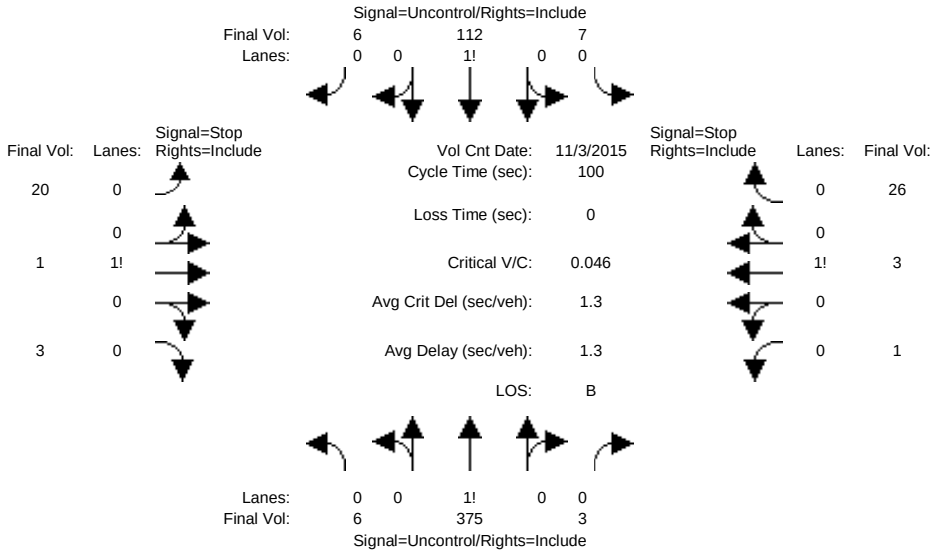
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #12: N.28th St and Shortridge Ave




```
Street Name:          N.28th St                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      6  375    3     7  112    6    20    1    3     1    3    26
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:   6  375    3     7  112    6    20    1    3     1    3    26
Added Vol:     0    0    0     0    0    0     0    0    0     0    0     0
ATI:           0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:   6  375    3     7  112    6    20    1    3     1    3    26
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:    6  375    3     7  112    6    20    1    3     1    3    26
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:   6  375    3     7  112    6    20    1    3     1    3    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  118 xxxx xxxxx   378 xxxx xxxxx   532  519   115   520  521   377
Potent Cap.: 1483 xxxx xxxxx  1192 xxxx xxxxx   461  464   943   470  463   674
Move Cap.:   1483 xxxx xxxxx  1192 xxxx xxxxx   438  459   943   464  458   674
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.05 0.00  0.00  0.00 0.01  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  470 xxxxx  xxxx  635 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.1 xxxxx xxxxx 11.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    B     *
ApproachDel:    xxxxxx          xxxxxx           13.1           11.0
ApproachLOS:         *               *            B              B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #12 N.28th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	6	20	1	3	1	3	26
ApproachDel:	xxxxxx			xxxxxx			13.1			11.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=563]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=563]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	6	20	1	3	1	3	26

Major Street Volume: 509
Minor Approach Volume: 30
Minor Approach Volume Threshold: 400

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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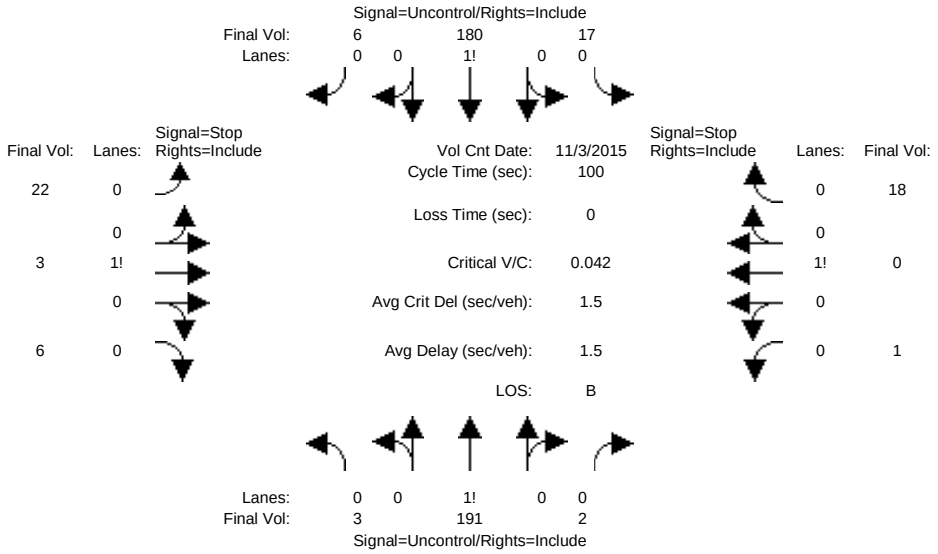
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #12: N.28th St and Shortridge Ave




```
Street Name:          N.28th St                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      3  191    2   17  180    6   22   3    6    1   0   18
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:   3  191    2   17  180    6   22   3    6    1   0   18
Added Vol:     0   0    0    0   0    0    0   0    0    0   0    0
ATI:           0   0    0    0   0    0    0   0    0    0   0    0
Initial Fut:   3  191    2   17  180    6   22   3    6    1   0   18
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:    3  191    2   17  180    6   22   3    6    1   0   18
Reduct Vol:    0   0    0    0   0    0    0   0    0    0   0    0
FinalVolume:   3  191    2   17  180    6   22   3    6    1   0   18
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  186 xxxx xxxxx   193 xxxx xxxxx   424  416   183   420  418   192
Potent Cap.: 1401 xxxx xxxxx  1392 xxxx xxxxx   544  530   865   548  529   855
Move Cap.:   1401 xxxx xxxxx  1392 xxxx xxxxx   527  523   865   535  521   855
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.04 0.01  0.01  0.00 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  569 xxxxx  xxxx  829 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.7 xxxxx xxxxx  9.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    A     *
ApproachDel:    xxxxxx          xxxxxx           11.7            9.4
ApproachLOS:         *               *             B              A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #12 N.28th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	191	2	17	180	6	22	3	6	1	0	18
ApproachDel:	xxxxxx			xxxxxx			11.7			9.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=449]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=449]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	191	2	17	180	6	22	3	6	1	0	18

Major Street Volume: 399
Minor Approach Volume: 31
Minor Approach Volume Threshold: 464

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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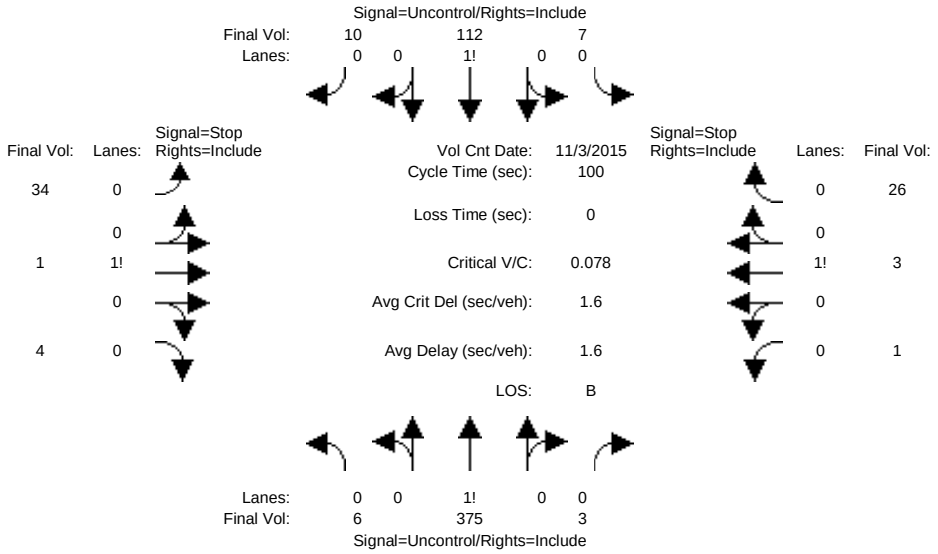
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P AM

Intersection #12: N.28th St and Shortridge Ave



Street Name:	N.28th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	6	375	3	7	112	6	20	1	3	1	3	26
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:	6	375	3	7	112	6	20	1	3	1	3	26
Added Vol:	0	0	0	0	0	4	14	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	375	3	7	112	10	34	1	4	1	3	26
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:	6	375	3	7	112	10	34	1	4	1	3	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	375	3	7	112	10	34	1	4	1	3	26
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	122	xxxx	xxxxx	378	xxxx	xxxxx	534	521	117	522	525	377
Potent Cap.:	1478	xxxx	xxxxx	1192	xxxx	xxxxx	460	463	941	468	461	674
Move Cap.:	1478	xxxx	xxxxx	1192	xxxx	xxxxx	437	458	941	462	456	674
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.08	0.00	0.00	0.00	0.01	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	463	xxxxx	xxxx	634	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.5	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.5			11.0		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	10	34	1	4	1	3	26
ApproachDel:	xxxxxx			xxxxxx			13.5			11.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=582]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=582]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	10	34	1	4	1	3	26

Major Street Volume: 513
Minor Approach Volume: 39
Minor Approach Volume Threshold: 397

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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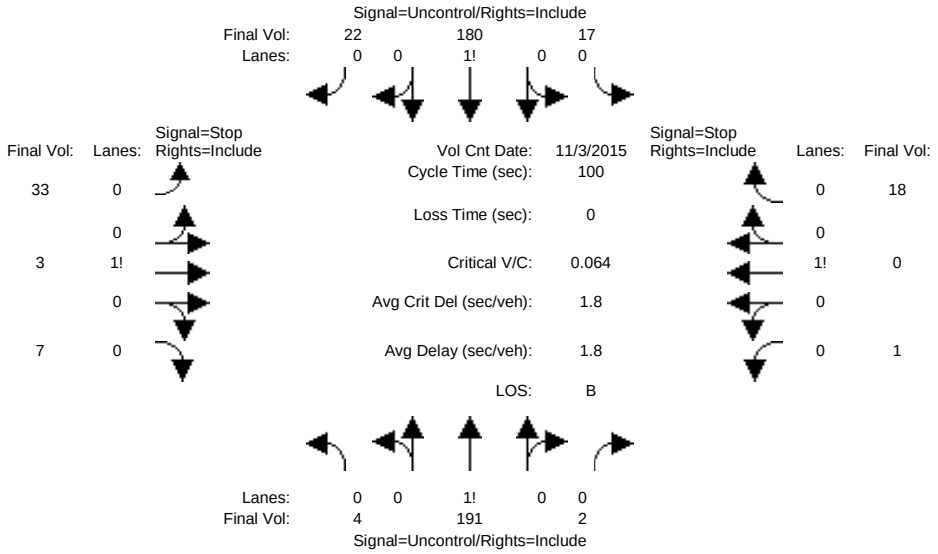
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

Intersection #12: N.28th St and Shortridge Ave



Street Name:	N.28th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	3	191	2	17	180	6	22	3	6	1	0	18
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:	3	191	2	17	180	6	22	3	6	1	0	18
Added Vol:	1	0	0	0	0	16	11	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	191	2	17	180	22	33	3	7	1	0	18
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:	4	191	2	17	180	22	33	3	7	1	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	191	2	17	180	22	33	3	7	1	0	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	202	xxxx	xxxxx	193	xxxx	xxxxx	434	426	191	430	436	192
Potent Cap.:	1382	xxxx	xxxxx	1392	xxxx	xxxxx	536	524	856	539	517	855
Move Cap.:	1382	xxxx	xxxxx	1392	xxxx	xxxxx	518	516	856	526	509	855
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.01	0.01	0.00	0.00	0.02

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	554	xxxxx	xxxx	828	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			12.0			9.5		
ApproachLOS:	*			*			B			A		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	4	191	2	17	180	22	33	3	7	1	0	18
ApproachDel:	xxxxxx			xxxxxx			12.0			9.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=478]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=478]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	4	191	2	17	180	22	33	3	7	1	0	18

Major Street Volume: 416
Minor Approach Volume: 43
Minor Approach Volume Threshold: 453

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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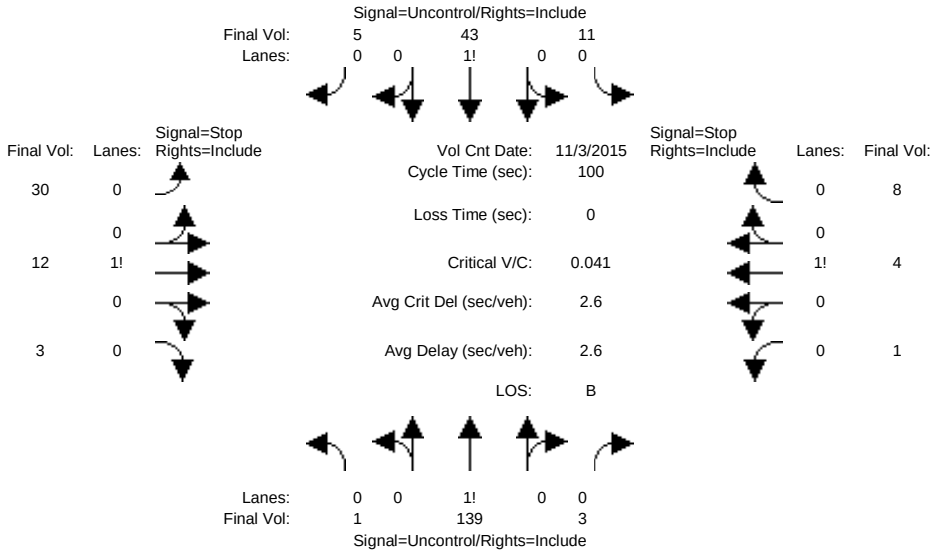
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #13: N.26th St and Shortridge Ave




```
Street Name:            N.26th                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      1  139    3    11   43    5   30   12    3    1   4    8
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:   1  139    3    11   43    5   30   12    3    1   4    8
Added Vol:     0   0     0    0    0     0    0    0    0    0   0    0
ATI:           0   0     0    0    0     0    0    0    0    0   0    0
Initial Fut:   1  139    3    11   43    5   30   12    3    1   4    8
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:    1  139    3    11   43    5   30   12    3    1   4    8
Reduct Vol:    0   0     0    0    0     0    0    0    0    0   0    0
FinalVolume:   1  139    3    11   43    5   30   12    3    1   4    8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   48 xxxx xxxxx   142 xxxx xxxxx   216  212    46   218  213   141
Potent Cap.: 1572 xxxx xxxxx  1453 xxxx xxxxx   745  689  1030   743  688   913
Move Cap.:   1572 xxxx xxxxx  1453 xxxx xxxxx   730  684  1030   726  683   913
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.04 0.02  0.00  0.00 0.01  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  731 xxxxx  xxxx  813 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.2 xxxxx xxxxx  9.5 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    A     *
ApproachDel:    xxxxxx          xxxxxx           10.2            9.5
ApproachLOS:         *               *             B              A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #13 N.26th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	1	139	3	11	43	5	30	12	3	1	4	8
ApproachDel:	xxxxxx			xxxxxx			10.2			9.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=260]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=13]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=260]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	1	139	3	11	43	5	30	12	3	1	4	8

Major Street Volume: 202
Minor Approach Volume: 45
Minor Approach Volume Threshold: 646

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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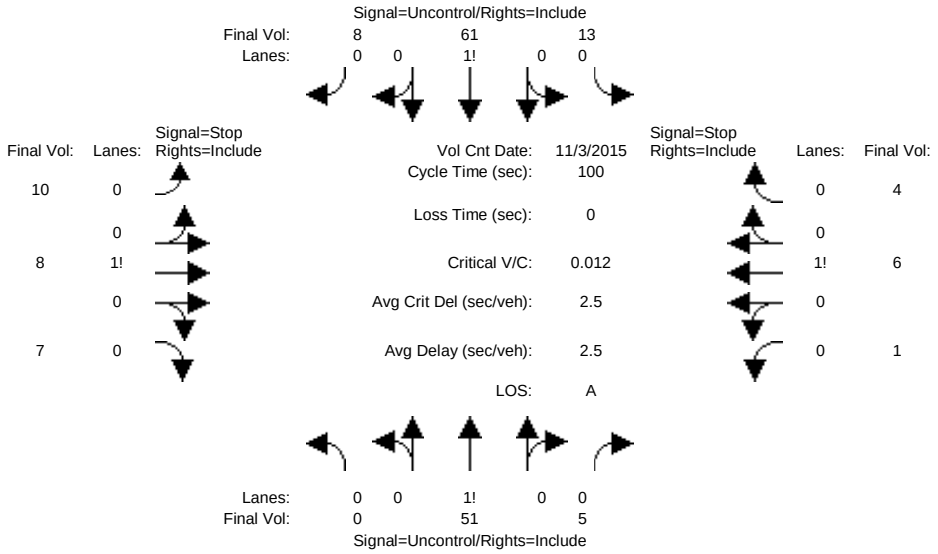
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #13: N.26th St and Shortridge Ave



Street Name:	N.26th						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	0	51	5	13	61	8	10	8	7	1	6	4
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:	0	51	5	13	61	8	10	8	7	1	6	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	5	13	61	8	10	8	7	1	6	4
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:	0	51	5	13	61	8	10	8	7	1	6	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	51	5	13	61	8	10	8	7	1	6	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	56	xxxx	xxxxx	150	147	65	152	149	54
Potent Cap.:	xxxx	xxxx	xxxxx	1562	xxxx	xxxxx	823	748	1005	820	747	1019
Move Cap.:	xxxx	xxxx	xxxxx	1562	xxxx	xxxxx	809	742	1005	802	740	1019
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.01	0.01	0.00	0.01	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	830	xxxxx	xxxx	829	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.5			9.4		
ApproachLOS:	*			*			A			A		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	51	5	13	61	8	10	8	7	1	6	4
ApproachDel:	xxxxxx			xxxxxx			9.5			9.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=174]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=174]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	51	5	13	61	8	10	8	7	1	6	4

Major Street Volume: 138
Minor Approach Volume: 25
Minor Approach Volume Threshold: 748

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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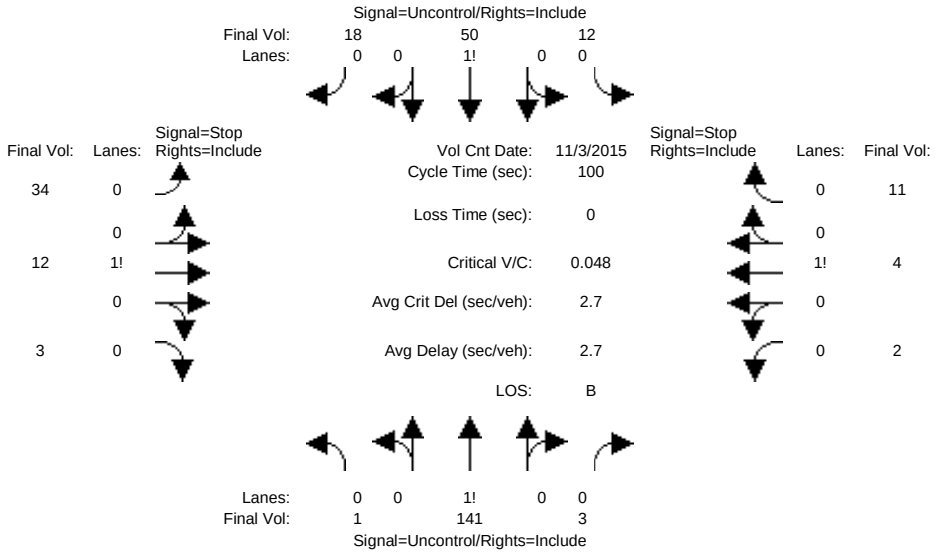
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P AM

Intersection #13: N.26th St and Shortridge Ave



Street Name:	N.26th					Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	1	139	3	11	43	5	30	12	3	1	4	8
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:	1	139	3	11	43	5	30	12	3	1	4	8
Added Vol:	0	2	0	1	7	13	4	0	0	1	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	141	3	12	50	18	34	12	3	2	4	11
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:	1	141	3	12	50	18	34	12	3	2	4	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	141	3	12	50	18	34	12	3	2	4	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	68	xxxx	xxxxx	144	xxxx	xxxxx	235	229	59	235	237	143
Potent Cap.:	1546	xxxx	xxxxx	1451	xxxx	xxxxx	724	674	1012	724	668	910
Move Cap.:	1546	xxxx	xxxxx	1451	xxxx	xxxxx	707	668	1012	707	662	910
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.02	0.00	0.00	0.01	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	710	xxxxx	xxxx	811	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.4			9.5		
ApproachLOS:	*			*			B			A		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	1	141	3	12	50	18	34	12	3	2	4	11
ApproachDel:	xxxxxx			xxxxxx			10.4			9.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=291]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=291]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	1	141	3	12	50	18	34	12	3	2	4	11

Major Street Volume: 225
Minor Approach Volume: 49
Minor Approach Volume Threshold: 617

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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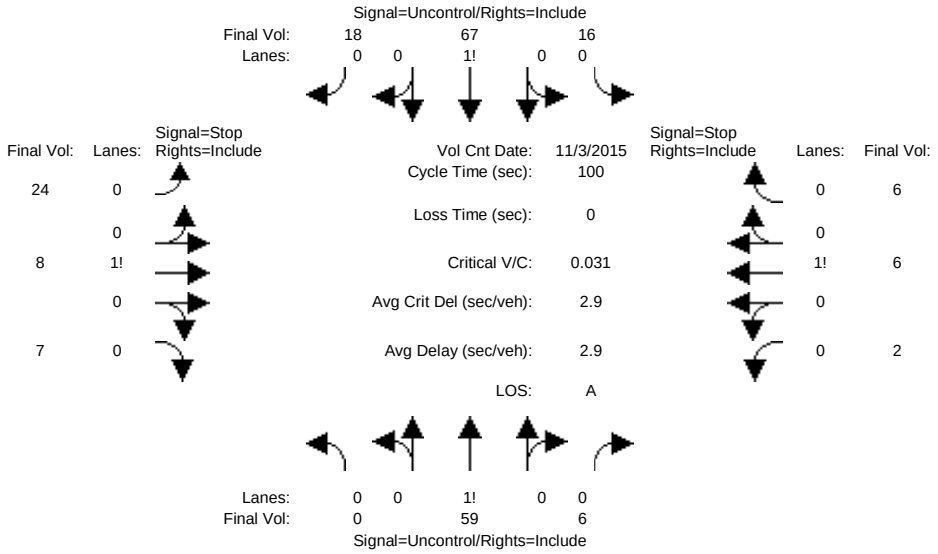
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

Intersection #13: N.26th St and Shortridge Ave



Street Name:	N.26th					Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	0	51	5	13	61	8	10	8	7	1	6	4
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:	0	51	5	13	61	8	10	8	7	1	6	4
Added Vol:	0	8	1	3	6	10	14	0	0	1	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	59	6	16	67	18	24	8	7	2	6	6
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:	0	59	6	16	67	18	24	8	7	2	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	59	6	16	67	18	24	8	7	2	6	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	65	xxxx	xxxxx	176	173	76	178	179	62
Potent Cap.:	xxxx	xxxx	xxxxx	1550	xxxx	xxxxx	791	724	991	789	718	1009
Move Cap.:	xxxx	xxxx	xxxxx	1550	xxxx	xxxxx	775	716	991	771	711	1009
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.01	0.01	0.00	0.01	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	793	xxxxx	xxxx	824	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.8			9.4		
ApproachLOS:	*			*			A			A		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	59	6	16	67	18	24	8	7	2	6	6
ApproachDel:	xxxxxx			xxxxxx			9.8			9.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=219]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=219]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	59	6	16	67	18	24	8	7	2	6	6

Major Street Volume: 166
Minor Approach Volume: 39
Minor Approach Volume Threshold: 698

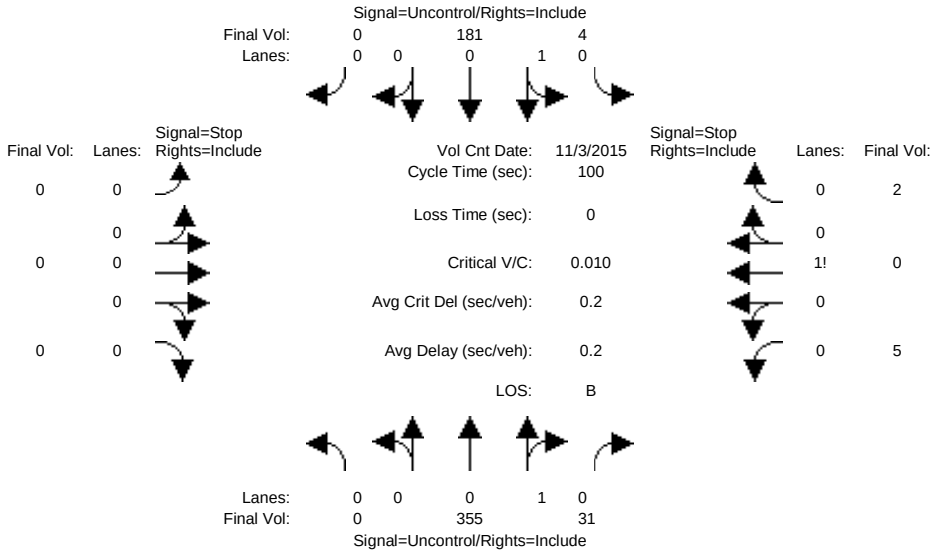
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #14: N.24th St and Shortridge Ave



Street Name:	N.24th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	0	355	31	4	181	0	0	0	0	5	0	2
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:	0	355	31	4	181	0	0	0	0	5	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	31	4	181	0	0	0	0	5	0	2
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:	0	355	31	4	181	0	0	0	0	5	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	355	31	4	181	0	0	0	0	5	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	386	xxxx	xxxxx	xxxx	xxxx	xxxxx	560	560	371
Potent Cap.:	xxxx	xxxx	xxxxx	1184	xxxx	xxxxx	xxxx	xxxx	xxxxx	493	440	680
Move Cap.:	xxxx	xxxx	xxxxx	1184	xxxx	xxxxx	xxxx	xxxx	xxxxx	492	439	680
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	534	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  355   31    4  181    0    0   0    0    5   0    2
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          11.8
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=578]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

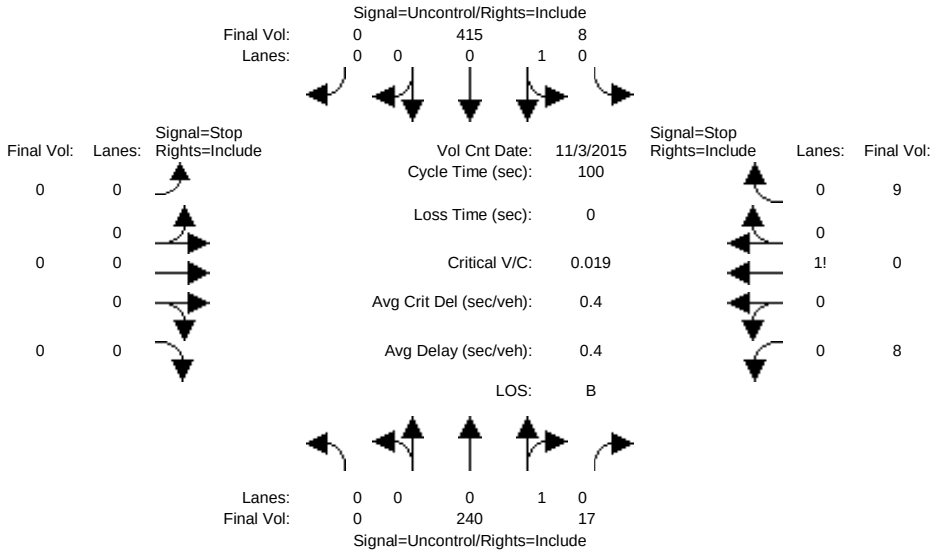
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  355   31    4  181    0    0   0    0    5   0    2
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           571
Minor Approach Volume:          7
Minor Approach Volume Threshold: 369
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #14: N.24th St and Shortridge Ave



Street Name:	N.24th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	0	240	17	8	415	0	0	0	0	8	0	9
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:	0	240	17	8	415	0	0	0	0	8	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	17	8	415	0	0	0	0	8	0	9
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:	0	240	17	8	415	0	0	0	0	8	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	240	17	8	415	0	0	0	0	8	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	257	xxxx	xxxxx	xxxx	xxxx	xxxxx	680	680	249
Potent Cap.:	xxxx	xxxx	xxxxx	1320	xxxx	xxxxx	xxxx	xxxx	xxxxx	420	376	795
Move Cap.:	xxxx	xxxx	xxxxx	1320	xxxx	xxxxx	xxxx	xxxx	xxxxx	418	374	795
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	558	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Initial Vol:	0	240	17	8	415	0	0	0	0	8	0	9
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=697]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Initial Vol:	0	240	17	8	415	0	0	0	0	8	0	9

Major Street Volume: 680
Minor Approach Volume: 17
Minor Approach Volume Threshold: 322

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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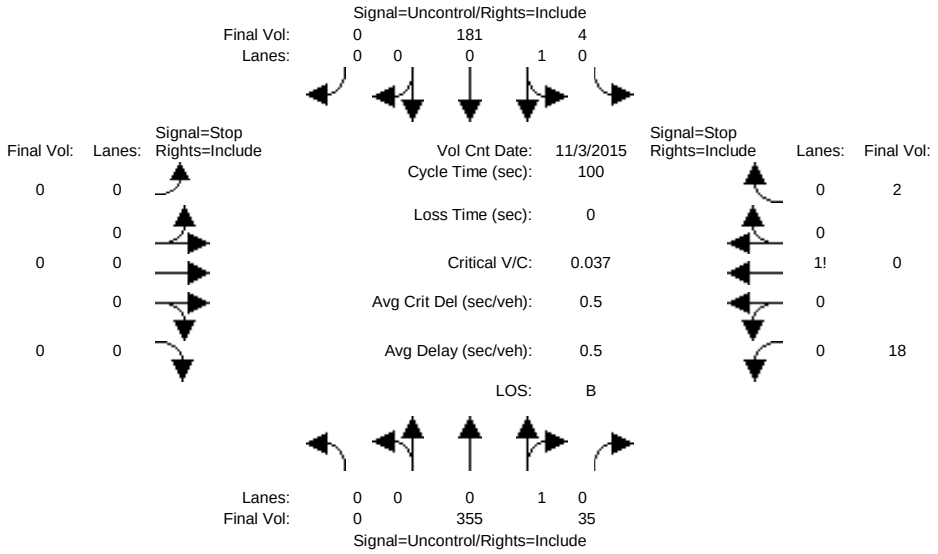
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P AM

Intersection #14: N.24th St and Shortridge Ave



Street Name:	N.24th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	0	355	31	4	181	0	0	0	0	5	0	2
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:	0	355	31	4	181	0	0	0	0	5	0	2
Added Vol:	0	0	4	0	0	0	0	0	0	13	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	35	4	181	0	0	0	0	18	0	2
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:	0	355	35	4	181	0	0	0	0	18	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	355	35	4	181	0	0	0	0	18	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	390	xxxx	xxxxx	xxxx	xxxx	xxxxx	562	562	373
Potent Cap.:	xxxx	xxxx	xxxxx	1180	xxxx	xxxxx	xxxx	xxxx	xxxxx	492	439	678
Move Cap.:	xxxx	xxxx	xxxxx	1180	xxxx	xxxxx	xxxx	xxxx	xxxxx	491	437	678
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	505	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.4		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  355   35    4  181    0    0   0    0   18   0    2
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          12.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=595]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  355   35    4  181    0    0   0    0   18   0    2
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           575
Minor Approach Volume:          20
Minor Approach Volume Threshold: 367
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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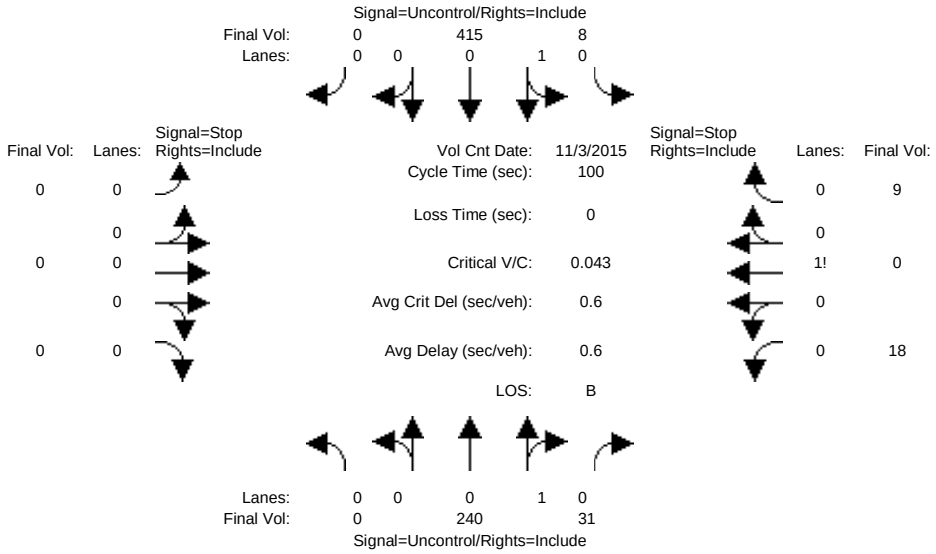
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

Intersection #14: N.24th St and Shortridge Ave



Street Name:	N.24th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	0	240	17	8	415	0	0	0	0	8	0	9
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:	0	240	17	8	415	0	0	0	0	8	0	9
Added Vol:	0	0	14	0	0	0	0	0	0	10	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	31	8	415	0	0	0	0	18	0	9
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:	0	240	31	8	415	0	0	0	0	18	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	240	31	8	415	0	0	0	0	18	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	271	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	687	256
Potent Cap.:	xxxx	xxxx	xxxxx	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	416	372	788
Move Cap.:	xxxx	xxxx	xxxxx	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	370	788
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	492	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  240   31    8  415    0    0   0    0   18   0    9
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          12.7
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=721]
   SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

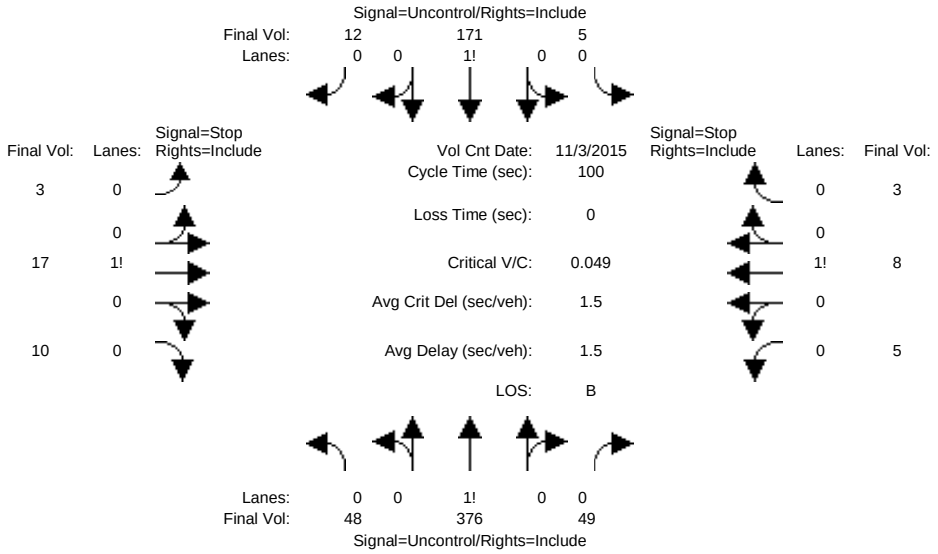
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  240   31    8  415    0    0   0    0   18   0    9
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           694
Minor Approach Volume:          27
Minor Approach Volume Threshold: 317
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #15: N.24th St and San Fernando St




```
Street Name:          N.24th St                    San Fernando St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:     48  376   49    5  171   12    3   17   10    5   8    3
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  48  376   49    5  171   12    3   17   10    5   8    3
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  48  376   49    5  171   12    3   17   10    5   8    3
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:   48  376   49    5  171   12    3   17   10    5   8    3
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:  48  376   49    5  171   12    3   17   10    5   8    3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  183 xxxx xxxxx   425 xxxx xxxxx   689  708   177   697  690   401
Potent Cap.: 1404 xxxx xxxxx  1145 xxxx xxxxx   363  362   871   358  371   654
Move Cap.:   1404 xxxx xxxxx  1145 xxxx xxxxx   344  348   871   331  356   654
Volume/Cap:  0.03 xxxx  xxxx  0.00 xxxx  xxxx  0.01 0.05  0.01  0.02 0.02  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  434 xxxxx  xxxx  380 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.9 xxxxx xxxxx 14.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    B     *
ApproachDel:    xxxxxx          xxxxxx           13.9           14.9
ApproachLOS:         *               *            B              B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 N.24th St and San Fernando St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	376	49	5	171	12	3	17	10	5	8	3
ApproachDel:	xxxxxx			xxxxxx			13.9			14.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=707]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=707]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	376	49	5	171	12	3	17	10	5	8	3

Major Street Volume: 661
Minor Approach Volume: 30
Minor Approach Volume Threshold: 330

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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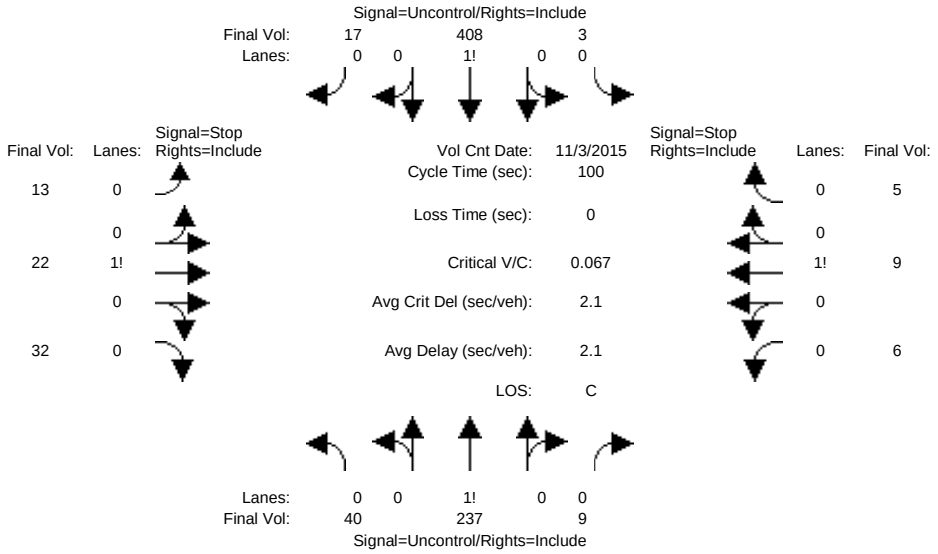
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #15: N.24th St and San Fernando St




```
Street Name:          N.24th St                    San Fernando St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:     40  237    9    3  408   17   13   22   32    6   9    5
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:  40  237    9    3  408   17   13   22   32    6   9    5
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  40  237    9    3  408   17   13   22   32    6   9    5
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:   40  237    9    3  408   17   13   22   32    6   9    5
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:  40  237    9    3  408   17   13   22   32    6   9    5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  425 xxxx xxxxx   246 xxxx xxxxx   751  749   417   771  753   242
Potent Cap.: 1145 xxxx xxxxx  1332 xxxx xxxxx   330  343   641   320  341   802
Move Cap.:   1145 xxxx xxxxx  1332 xxxx xxxxx   311  330   641   280  328   802
Volume/Cap:  0.03 xxxx  xxxx  0.00 xxxx  xxxx  0.04 0.07  0.05  0.02 0.03  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.3 xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  423 xxxxx  xxxx  363 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.1 xxxxx xxxxx 15.5 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx          xxxxxx           15.1           15.5
ApproachLOS:         *               *             C              C
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	40	237	9	3	408	17	13	22	32	6	9	5
ApproachDel:	xxxxxx			xxxxxx			15.1			15.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=67]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=801]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=801]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	40	237	9	3	408	17	13	22	32	6	9	5

Major Street Volume: 714
Minor Approach Volume: 67
Minor Approach Volume Threshold: 309

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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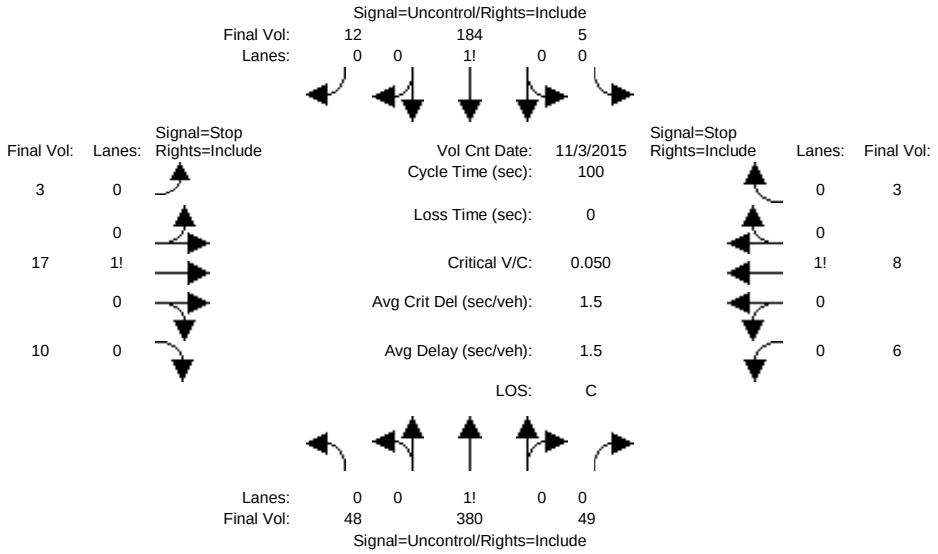
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P AM

Intersection #15: N.24th St and San Fernando St



Street Name:	N.24th St						San Fernando St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	48	376	49	5	171	12	3	17	10	5	8	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	376	49	5	171	12	3	17	10	5	8	3
Added Vol:	0	4	0	0	13	0	0	0	0	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	380	49	5	184	12	3	17	10	6	8	3
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:	48	380	49	5	184	12	3	17	10	6	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	380	49	5	184	12	3	17	10	6	8	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	196	xxxx	xxxxx	429	xxxx	xxxxx	706	725	190	714	707	405
Potent Cap.:	1389	xxxx	xxxxx	1141	xxxx	xxxxx	353	354	857	349	363	651
Move Cap.:	1389	xxxx	xxxxx	1141	xxxx	xxxxx	335	340	857	322	348	651
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.05	0.01	0.02	0.02	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	425	xxxxx	xxxx	368	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	15.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.1			15.3		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	380	49	5	184	12	3	17	10	6	8	3
ApproachDel:	xxxxxx			xxxxxx			14.1			15.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=725]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=725]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	380	49	5	184	12	3	17	10	6	8	3

Major Street Volume: 678
Minor Approach Volume: 30
Minor Approach Volume Threshold: 323

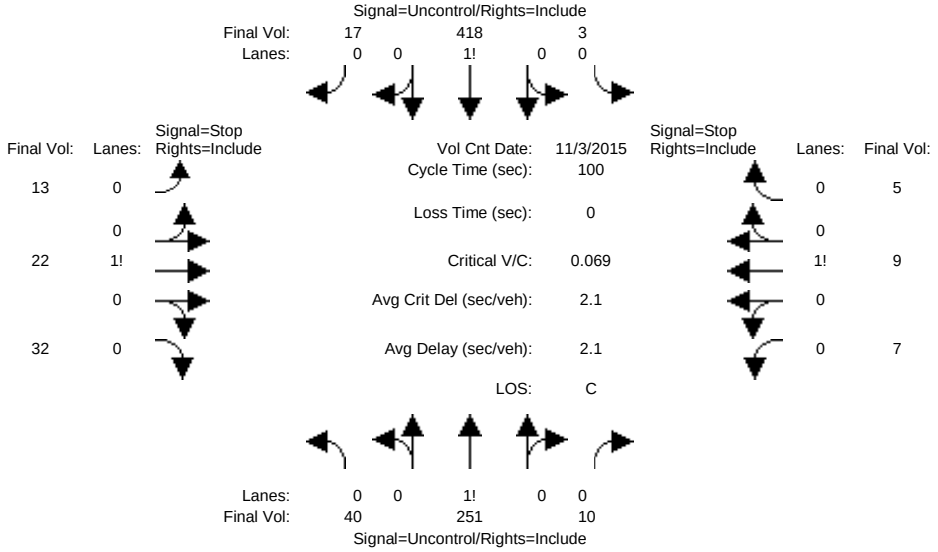
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

Intersection #15: N.24th St and San Fernando St



Street Name:	N.24th St						San Fernando St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	40	237	9	3	408	17	13	22	32	6	9	5
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:	40	237	9	3	408	17	13	22	32	6	9	5
Added Vol:	0	14	1	0	10	0	0	0	0	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	251	10	3	418	17	13	22	32	7	9	5
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:	40	251	10	3	418	17	13	22	32	7	9	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	251	10	3	418	17	13	22	32	7	9	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	435	xxxx	xxxxx	261	xxxx	xxxxx	776	774	427	796	777	256
Potent Cap.:	1135	xxxx	xxxxx	1315	xxxx	xxxxx	317	332	632	308	330	788
Move Cap.:	1135	xxxx	xxxxx	1315	xxxx	xxxxx	300	319	632	269	318	788
Volume/Cap:	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.07	0.05	0.03	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	411	xxxxx	xxxx	346	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx	xxxxx	16.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.5			16.1		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	40	251	10	3	418	17	13	22	32	7	9	5
ApproachDel:	xxxxxx			xxxxxx			15.5			16.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=67]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=827]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=827]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	40	251	10	3	418	17	13	22	32	7	9	5

Major Street Volume: 739
Minor Approach Volume: 67
Minor Approach Volume Threshold: 300

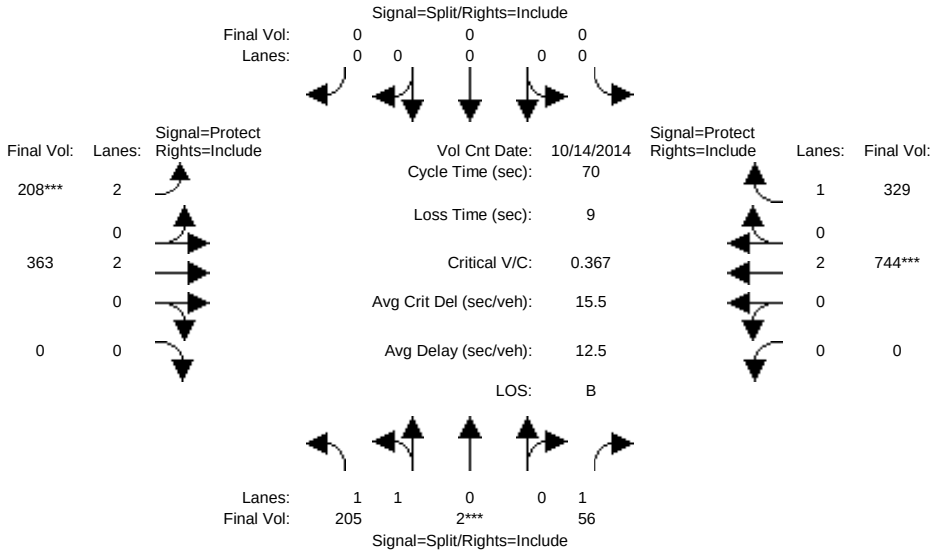
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3016: 101/ALUM ROCK



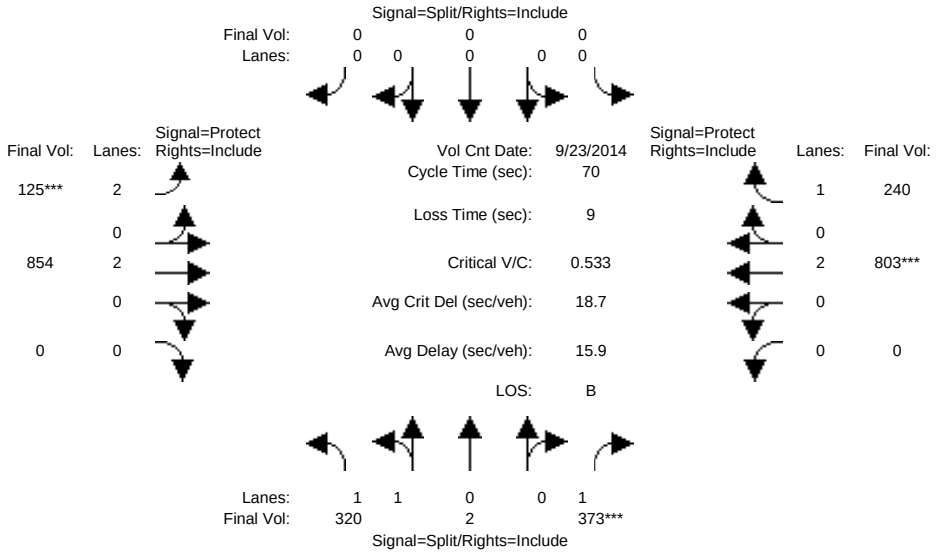
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:20-8:20AM												
Base Vol:	205	2	56	0	0	0	208	363	0	0	744	329
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:	205	2	56	0	0	0	208	363	0	0	744	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	2	56	0	0	0	208	363	0	0	744	329
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:	205	2	56	0	0	0	208	363	0	0	744	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2	56	0	0	0	208	363	0	0	744	329
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:	205	2	56	0	0	0	208	363	0	0	744	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3516	34	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.07	0.10	0.00	0.00	0.20	0.19
Crit Moves:	****						****				****	
Green Time:	11.1	11.1	11.1	0.0	0.0	0.0	12.6	49.9	0.0	0.0	37.3	37.3
Volume/Cap:	0.37	0.37	0.20	0.00	0.00	0.00	0.37	0.13	0.00	0.00	0.37	0.35
Delay/Veh:	26.7	26.7	25.9	0.0	0.0	0.0	25.6	3.2	0.0	0.0	9.6	9.6
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:	26.7	26.7	25.9	0.0	0.0	0.0	25.6	3.2	0.0	0.0	9.6	9.6
LOS by Move:	C	C	C	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	5	5	3	0	0	0	5	3	0	0	9	9

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3016: 101/ALUM ROCK



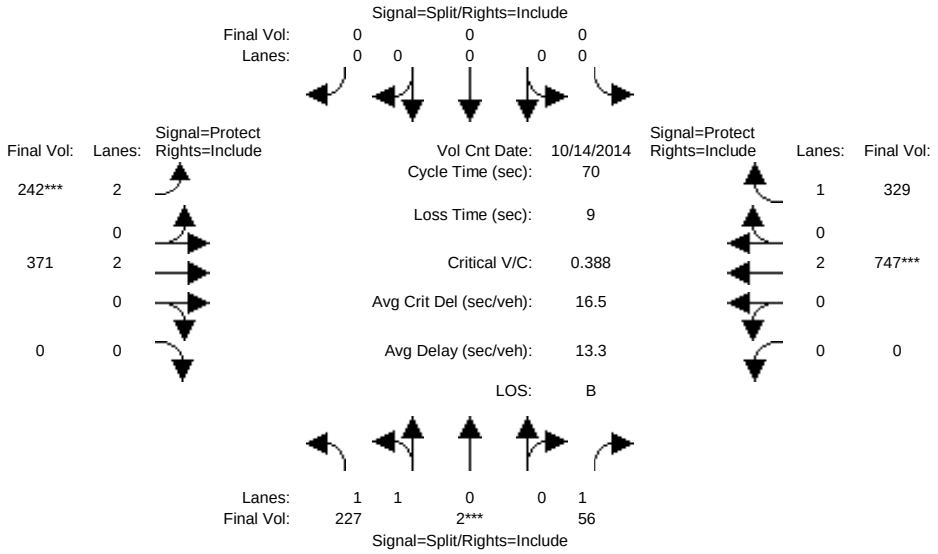
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2014 << 4:45-5:45PM												
Base Vol:	320	2	373	0	0	0	125	854	0	0	803	240
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:	320	2	373	0	0	0	125	854	0	0	803	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2	373	0	0	0	125	854	0	0	803	240
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:	320	2	373	0	0	0	125	854	0	0	803	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2	373	0	0	0	125	854	0	0	803	240
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:	320	2	373	0	0	0	125	854	0	0	803	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3528	22	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.21	0.00	0.00	0.00	0.04	0.22	0.00	0.00	0.21	0.14
Crit Moves:			****				****				****	
Green Time:	27.1	27.1	27.1	0.0	0.0	0.0	7.0	33.9	0.0	0.0	26.9	26.9
Volume/Cap:	0.23	0.23	0.55	0.00	0.00	0.00	0.40	0.46	0.00	0.00	0.55	0.36
Delay/Veh:	14.5	14.5	17.7	0.0	0.0	0.0	30.3	12.2	0.0	0.0	17.3	15.7
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:	14.5	14.5	17.7	0.0	0.0	0.0	30.3	12.2	0.0	0.0	17.3	15.7
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2k95thQ:	5	5	14	0	0	0	3	12	0	0	14	8

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3016: 101/ALUM ROCK



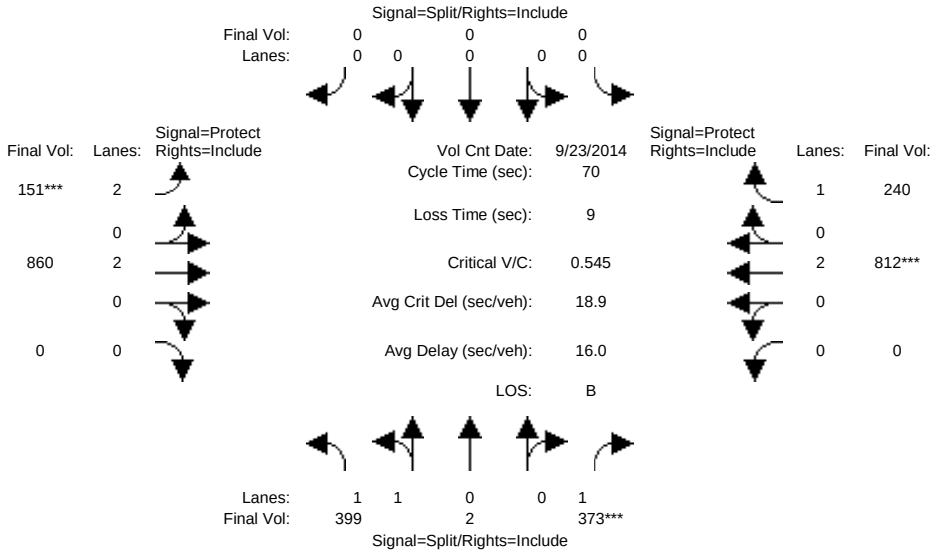
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:20-8:20AM												
Base Vol:	205	2	56	0	0	0	208	363	0	0	744	329
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:	205	2	56	0	0	0	208	363	0	0	744	329
Added Vol:	22	0	0	0	0	0	34	8	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	2	56	0	0	0	242	371	0	0	747	329
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:	227	2	56	0	0	0	242	371	0	0	747	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2	56	0	0	0	242	371	0	0	747	329
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:	227	2	56	0	0	0	242	371	0	0	747	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3519	31	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.08	0.10	0.00	0.00	0.20	0.19
Crit Moves:	****						****				****	
Green Time:	11.6	11.6	11.6	0.0	0.0	0.0	13.9	49.4	0.0	0.0	35.5	35.5
Volume/Cap:	0.39	0.39	0.19	0.00	0.00	0.00	0.39	0.14	0.00	0.00	0.39	0.37
Delay/Veh:	26.4	26.4	25.5	0.0	0.0	0.0	24.8	3.4	0.0	0.0	10.7	10.7
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:	26.4	26.4	25.5	0.0	0.0	0.0	24.8	3.4	0.0	0.0	10.7	10.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B	B
HCM2k95thQ:	6	6	3	0	0	0	5	3	0	0	10	9

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3016: 101/ALUM ROCK



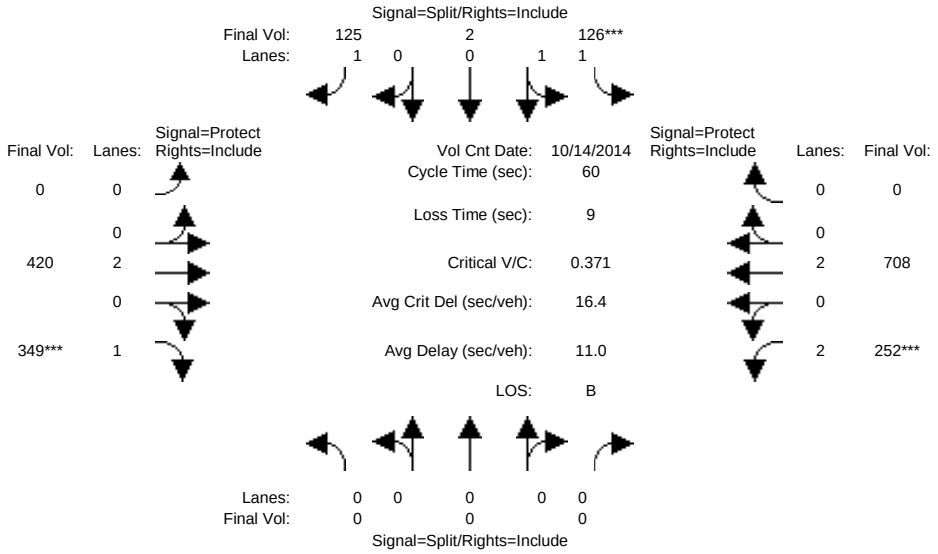
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2014 << 4:45-5:45PM												
Base Vol:	320	2	373	0	0	0	125	854	0	0	803	240
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:	320	2	373	0	0	0	125	854	0	0	803	240
Added Vol:	79	0	0	0	0	0	26	6	0	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	2	373	0	0	0	151	860	0	0	812	240
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:	399	2	373	0	0	0	151	860	0	0	812	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2	373	0	0	0	151	860	0	0	812	240
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:	399	2	373	0	0	0	151	860	0	0	812	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.21	0.00	0.00	0.00	0.05	0.23	0.00	0.00	0.21	0.14
Crit Moves:			****				****				****	
Green Time:	27.0	27.0	27.0	0.0	0.0	0.0	7.0	34.0	0.0	0.0	27.0	27.0
Volume/Cap:	0.29	0.29	0.55	0.00	0.00	0.00	0.48	0.47	0.00	0.00	0.55	0.36
Delay/Veh:	15.0	15.0	17.8	0.0	0.0	0.0	30.9	12.1	0.0	0.0	17.2	15.6
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:	15.0	15.0	17.8	0.0	0.0	0.0	30.9	12.1	0.0	0.0	17.2	15.6
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2k95thQ:	7	7	14	0	0	0	4	12	0	0	14	8

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3023: 101/SANTA CLARA



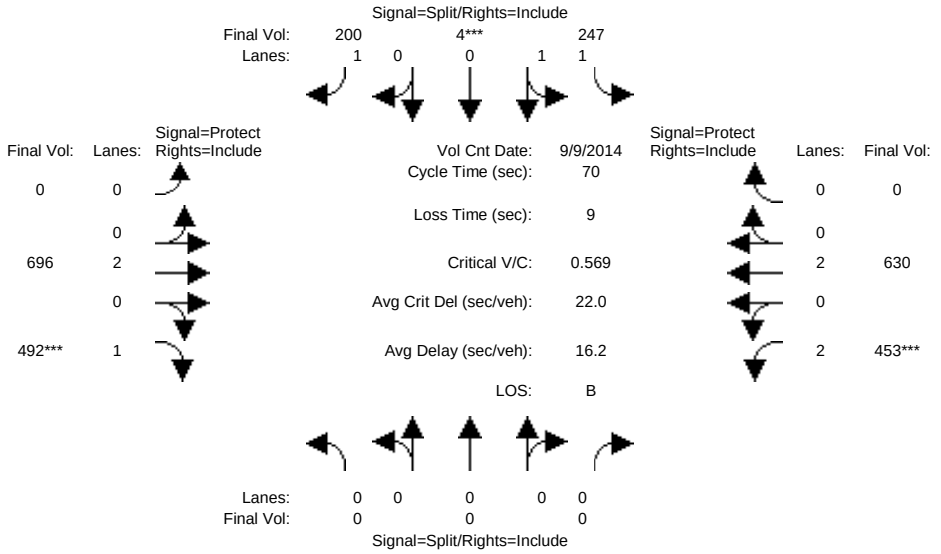
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:15-8:15AM												
Base Vol:	0	0	0	126	2	125	0	420	349	252	708	0
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:	0	0	0	126	2	125	0	420	349	252	708	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	126	2	125	0	420	349	252	708	0
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:	0	0	0	126	2	125	0	420	349	252	708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	2	125	0	420	349	252	708	0
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:	0	0	0	126	2	125	0	420	349	252	708	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3495	55	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.07	0.00	0.11	0.20	0.08	0.19	0.00
Crit Moves:				****						****	****	
Green Time:	0.0	0.0	0.0	11.5	11.5	11.5	0.0	28.2	28.2	11.3	39.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	0.37	0.00	0.24	0.42	0.42	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	20.4	20.4	21.8	0.0	9.6	10.9	22.0	4.4	0.0
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:	0.0	0.0	0.0	20.4	20.4	21.8	0.0	9.6	10.9	22.0	4.4	0.0
LOS by Move:	A	A	A	C	C	C	A	A	B	C	A	A
HCM2k95thQ:	0	0	0	2	2	5	0	5	9	5	5	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3023: 101/SANTA CLARA



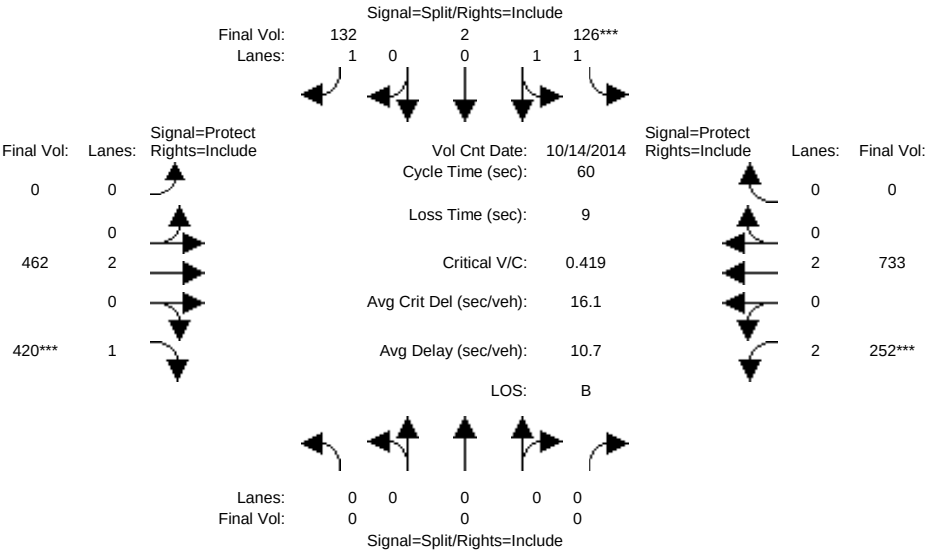
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	247	4	200	0	696	492	453	630	0
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:	0	0	0	247	4	200	0	696	492	453	630	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	247	4	200	0	696	492	453	630	0
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:	0	0	0	247	4	200	0	696	492	453	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	4	200	0	696	492	453	630	0
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:	0	0	0	247	4	200	0	696	492	453	630	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3493	57	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.11	0.00	0.18	0.28	0.14	0.17	0.00
Crit Moves:				****				****	****			
Green Time:	0.0	0.0	0.0	14.1	14.1	14.1	0.0	31.1	31.1	15.9	46.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.57	0.00	0.41	0.63	0.63	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	24.3	24.3	27.4	0.0	13.4	16.8	26.3	4.6	0.0
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:	0.0	0.0	0.0	24.3	24.3	27.4	0.0	13.4	16.8	26.3	4.6	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	6	6	10	0	10	16	10	5	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3023: 101/SANTA CLARA



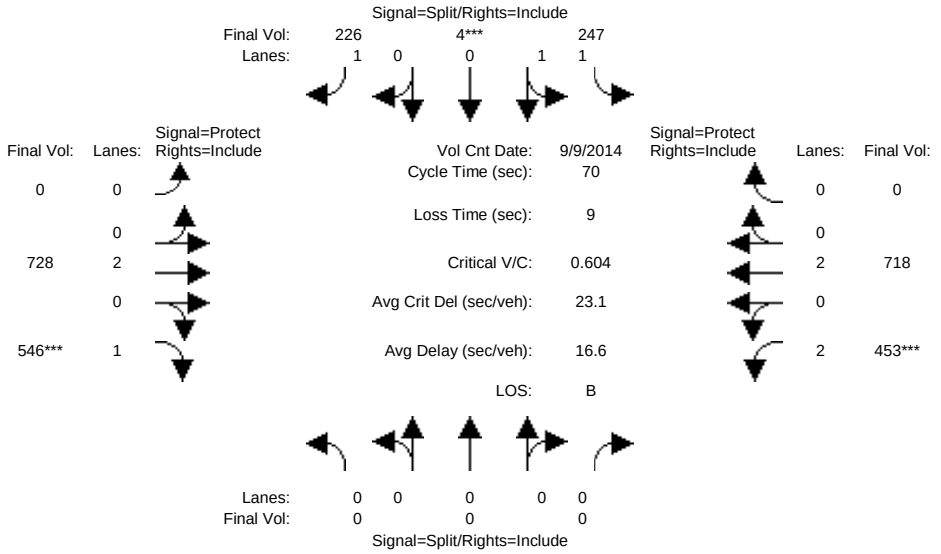
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:15-8:15AM												
Base Vol:	0	0	0	126	2	125	0	420	349	252	708	0
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:	0	0	0	126	2	125	0	420	349	252	708	0
Added Vol:	0	0	0	0	0	7	0	42	71	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	126	2	132	0	462	420	252	733	0
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:	0	0	0	126	2	132	0	462	420	252	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	2	132	0	462	420	252	733	0
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:	0	0	0	126	2	132	0	462	420	252	733	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3495	55	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.08	0.00	0.12	0.24	0.08	0.19	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.8	10.8	10.8	0.0	30.1	30.1	10.0	40.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.42	0.00	0.24	0.48	0.48	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	21.1	21.1	22.7	0.0	8.5	10.2	23.3	4.1	0.0
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:	0.0	0.0	0.0	21.1	21.1	22.7	0.0	8.5	10.2	23.3	4.1	0.0
LOS by Move:	A	A	A	C	C	C	A	A	B	C	A	A
HCM2k95thQ:	0	0	0	3	3	6	0	5	10	5	6	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3023: 101/SANTA CLARA



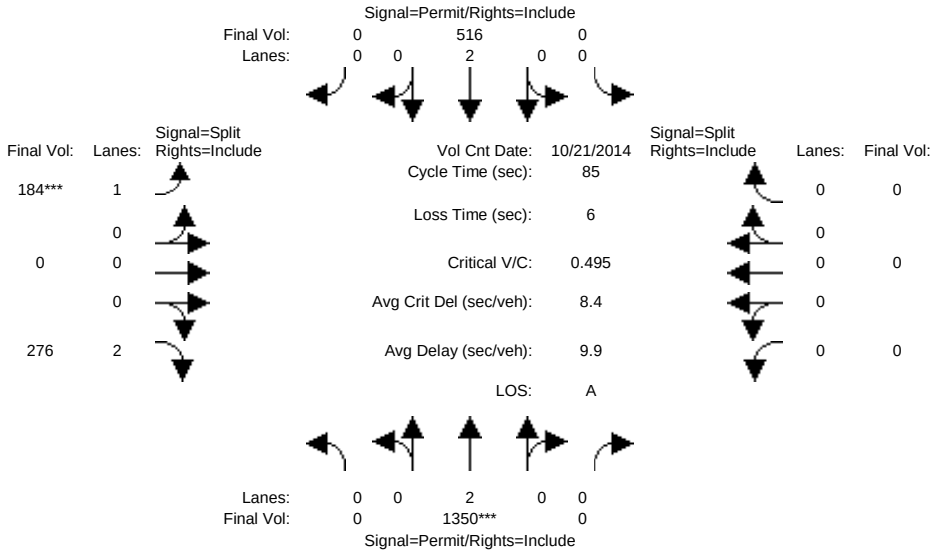
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	247	4	200	0	696	492	453	630	0
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:	0	0	0	247	4	200	0	696	492	453	630	0
Added Vol:	0	0	0	0	0	26	0	32	54	0	88	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	247	4	226	0	728	546	453	718	0
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:	0	0	0	247	4	226	0	728	546	453	718	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	4	226	0	728	546	453	718	0
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:	0	0	0	247	4	226	0	728	546	453	718	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3493	57	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.13	0.00	0.19	0.31	0.14	0.19	0.00
Crit Moves:				****				****	****			
Green Time:	0.0	0.0	0.0	15.0	15.0	15.0	0.0	31.5	31.5	14.5	46.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.60	0.00	0.43	0.69	0.69	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	23.5	27.6	0.0	13.3	18.1	28.9	5.1	0.0
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:	0.0	0.0	0.0	23.5	23.5	27.6	0.0	13.3	18.1	28.9	5.1	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	5	5	11	0	10	19	11	6	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3036: 280/MCLAUGHLIN



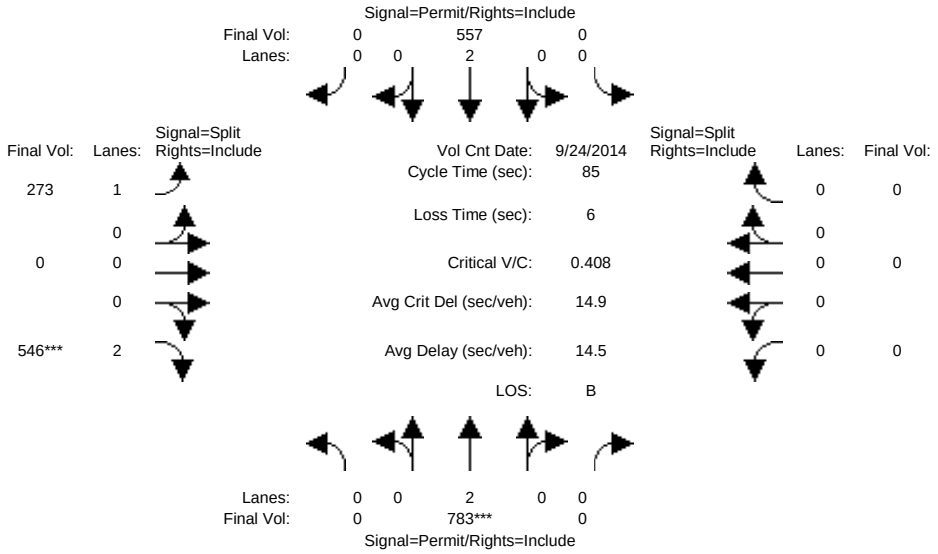
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:30-8:30AM												
Base Vol:	0	1350	0	0	516	0	184	0	276	0	0	0
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:	0	1350	0	0	516	0	184	0	276	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1350	0	0	516	0	184	0	276	0	0	0
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:	0	1350	0	0	516	0	184	0	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1350	0	0	516	0	184	0	276	0	0	0
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:	0	1350	0	0	516	0	184	0	276	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.14	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.0	0.0	0.0	61.0	0.0	18.0	0.0	18.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.19	0.00	0.50	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	5.4	0.0	0.0	4.0	0.0	30.5	0.0	29.3	0.0	0.0	0.0
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:	0.0	5.4	0.0	0.0	4.0	0.0	30.5	0.0	29.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	15	0	0	5	0	10	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3036: 280/MCLAUGHLIN



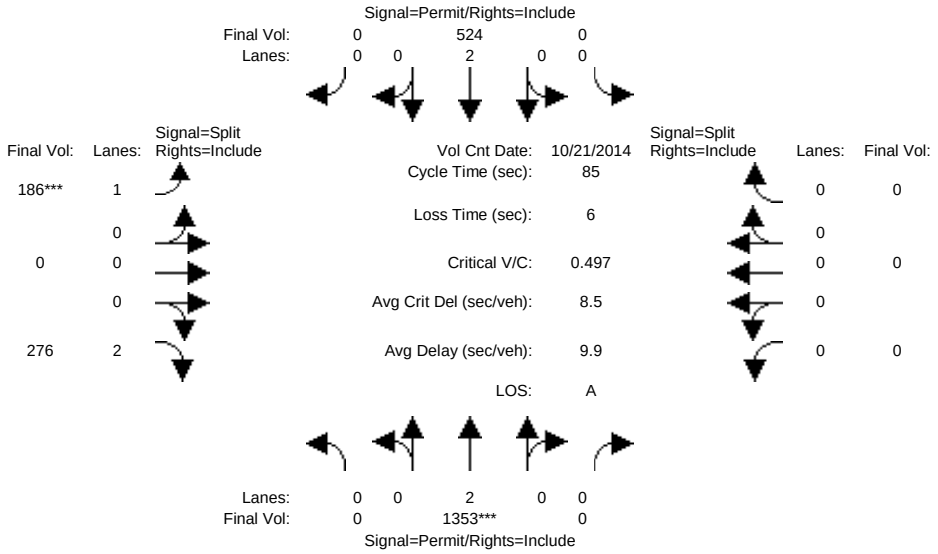
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	783	0	0	557	0	273	0	546	0	0	0
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:	0	783	0	0	557	0	273	0	546	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	783	0	0	557	0	273	0	546	0	0	0
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:	0	783	0	0	557	0	273	0	546	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	783	0	0	557	0	273	0	546	0	0	0
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:	0	783	0	0	557	0	273	0	546	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.15	0.00	0.16	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	42.9	0.0	0.0	42.9	0.0	36.1	0.0	36.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.29	0.00	0.37	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	0.0	0.0	12.3	0.0	17.0	0.0	17.2	0.0	0.0	0.0
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:	0.0	13.3	0.0	0.0	12.3	0.0	17.0	0.0	17.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	12	0	0	8	0	10	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3036: 280/MCLAUGHLIN



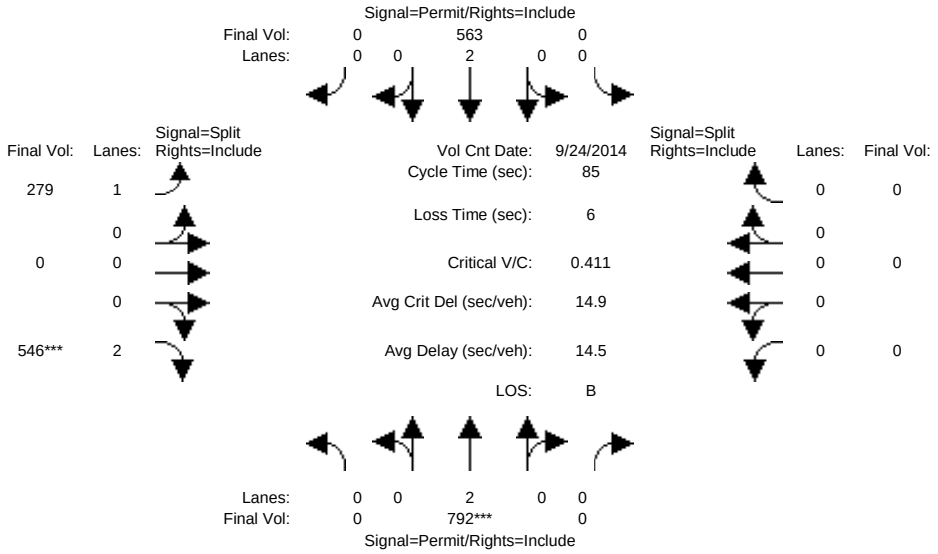
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:30-8:30AM												
Base Vol:	0	1350	0	0	516	0	184	0	276	0	0	0
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:	0	1350	0	0	516	0	184	0	276	0	0	0
Added Vol:	0	3	0	0	8	0	2	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1353	0	0	524	0	186	0	276	0	0	0
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:	0	1353	0	0	524	0	186	0	276	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1353	0	0	524	0	186	0	276	0	0	0
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:	0	1353	0	0	524	0	186	0	276	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.14	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	60.8	0.0	0.0	60.8	0.0	18.2	0.0	18.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.19	0.00	0.50	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	5.5	0.0	0.0	4.0	0.0	30.4	0.0	29.2	0.0	0.0	0.0
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:	0.0	5.5	0.0	0.0	4.0	0.0	30.4	0.0	29.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	0	15	0	0	5	0	10	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3036: 280/MCLAUGHLIN



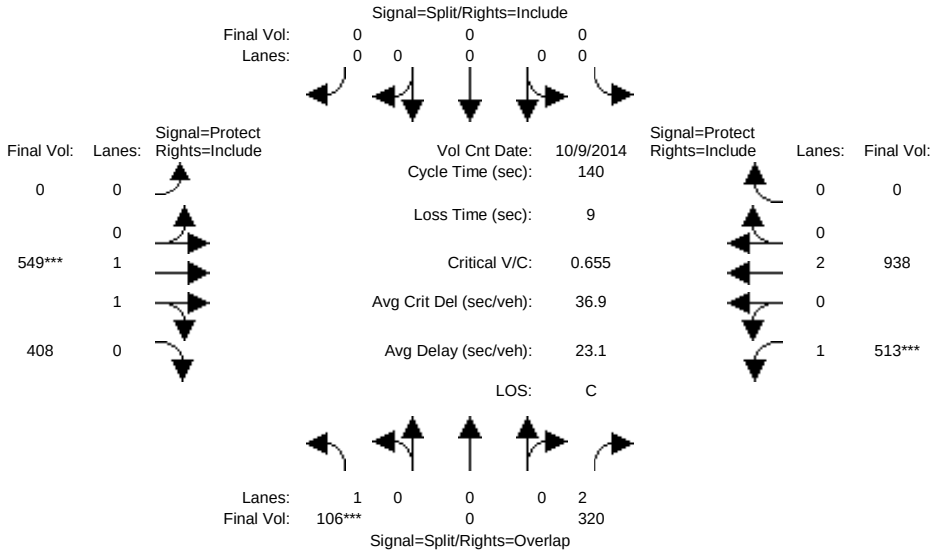
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	783	0	0	557	0	273	0	546	0	0	0
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:	0	783	0	0	557	0	273	0	546	0	0	0
Added Vol:	0	9	0	0	6	0	6	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	792	0	0	563	0	279	0	546	0	0	0
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:	0	792	0	0	563	0	279	0	546	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	792	0	0	563	0	279	0	546	0	0	0
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:	0	792	0	0	563	0	279	0	546	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.15	0.00	0.16	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	43.1	0.0	0.0	43.1	0.0	35.9	0.0	35.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.29	0.00	0.38	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	13.2	0.0	0.0	12.2	0.0	17.2	0.0	17.4	0.0	0.0	0.0
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:	0.0	13.2	0.0	0.0	12.2	0.0	17.2	0.0	17.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2k95thQ:	0	12	0	0	8	0	11	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3210: 101/JULIAN



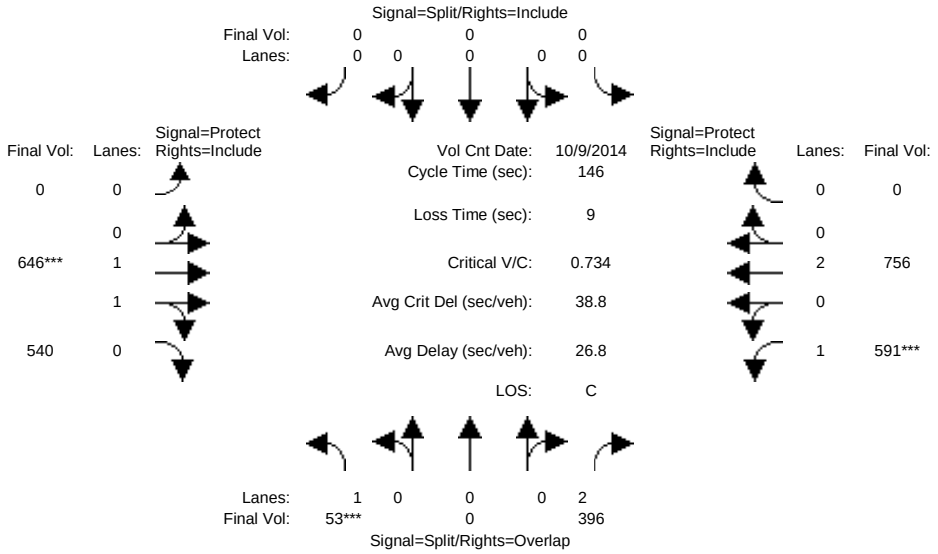
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	106	0	320	0	0	0	0	549	408	513	938	0
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:	106	0	320	0	0	0	0	549	408	513	938	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	320	0	0	0	0	549	408	513	938	0
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:	106	0	320	0	0	0	0	549	408	513	938	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	320	0	0	0	0	549	408	513	938	0
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:	106	0	320	0	0	0	0	549	408	513	938	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.12	0.88	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2121	1577	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.26	0.26	0.29	0.25	0.00
Crit Moves:	****						****		****			
Green Time:	13.0	0.0	75.7	0.0	0.0	0.0	0.0	55.3	55.3	62.7	118	0.0
Volume/Cap:	0.65	0.00	0.19	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.29	0.00
Delay/Veh:	70.7	0.0	16.5	0.0	0.0	0.0	0.0	35.6	35.6	32.2	2.3	0.0
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:	70.7	0.0	16.5	0.0	0.0	0.0	0.0	35.6	35.6	32.2	2.3	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	C	A	A
HCM2k95thQ:	11	0	8	0	0	0	0	29	29	31	8	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3210: 101/JULIAN



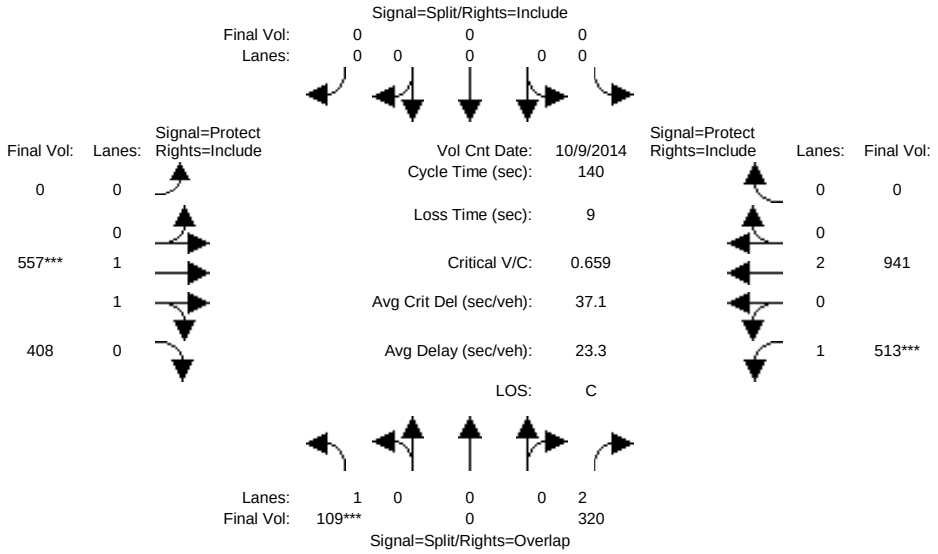
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	53	0	396	0	0	0	0	646	540	591	756	0
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:	53	0	396	0	0	0	0	646	540	591	756	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	0	396	0	0	0	0	646	540	591	756	0
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	0	396	0	0	0	0	646	540	591	756	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	396	0	0	0	0	646	540	591	756	0
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	0	396	0	0	0	0	646	540	591	756	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.06	0.94	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2014	1684	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.13	0.00	0.00	0.00	0.00	0.32	0.32	0.34	0.20	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	75.1	0.0	0.0	0.0	0.0	61.9	61.9	65.1	127	0.0
Volume/Cap:	0.44	0.00	0.24	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.23	0.00
Delay/Veh:	67.9	0.0	19.7	0.0	0.0	0.0	0.0	37.9	37.9	38.1	1.6	0.0
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:	67.9	0.0	19.7	0.0	0.0	0.0	0.0	37.9	37.9	38.1	1.6	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	6	0	11	0	0	0	0	39	39	39	6	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3210: 101/JULIAN



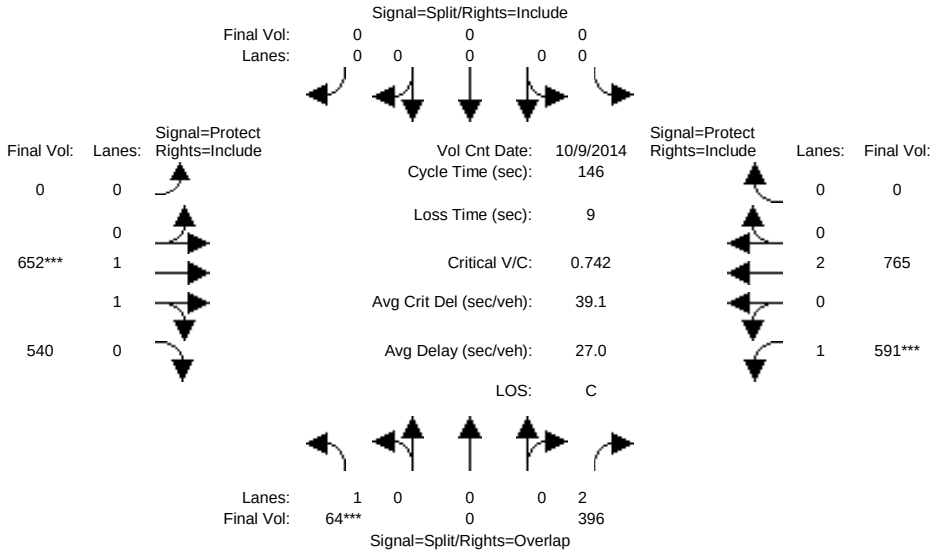
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	106	0	320	0	0	0	0	549	408	513	938	0
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:	106	0	320	0	0	0	0	549	408	513	938	0
Added Vol:	3	0	0	0	0	0	0	8	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	0	320	0	0	0	0	557	408	513	941	0
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:	109	0	320	0	0	0	0	557	408	513	941	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	320	0	0	0	0	557	408	513	941	0
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:	109	0	320	0	0	0	0	557	408	513	941	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.13	0.87	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2134	1564	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.26	0.26	0.29	0.25	0.00
Crit Moves:	****						****		****			
Green Time:	13.2	0.0	75.5	0.0	0.0	0.0	0.0	55.5	55.5	62.3	118	0.0
Volume/Cap:	0.66	0.00	0.19	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.29	0.00
Delay/Veh:	70.6	0.0	16.6	0.0	0.0	0.0	0.0	35.7	35.7	32.6	2.4	0.0
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:	70.6	0.0	16.6	0.0	0.0	0.0	0.0	35.7	35.7	32.6	2.4	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	C	A	A
HCM2k95thQ:	12	0	8	0	0	0	0	29	29	31	8	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3210: 101/JULIAN



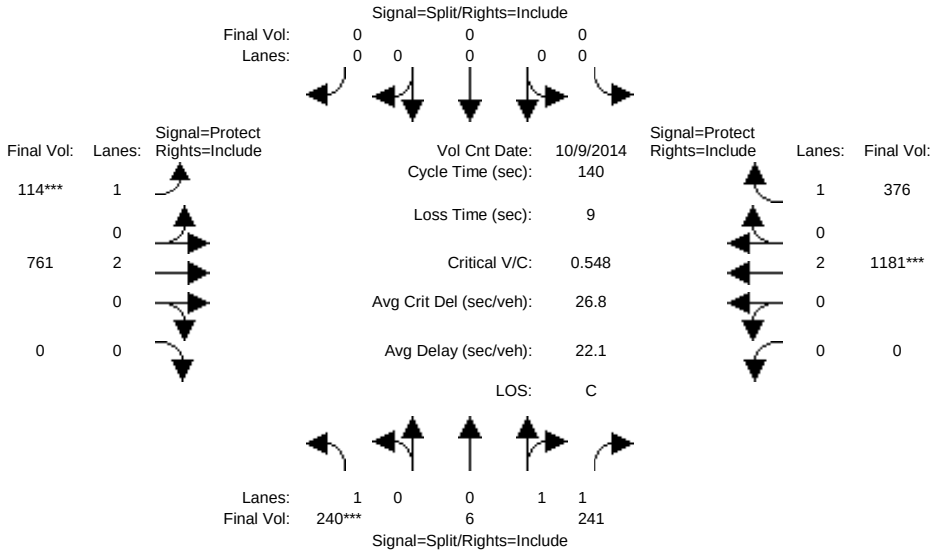
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	53	0	396	0	0	0	0	646	540	591	756	0
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:	53	0	396	0	0	0	0	646	540	591	756	0
Added Vol:	11	0	0	0	0	0	0	6	0	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	0	396	0	0	0	0	652	540	591	765	0
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:	64	0	396	0	0	0	0	652	540	591	765	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	396	0	0	0	0	652	540	591	765	0
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:	64	0	396	0	0	0	0	652	540	591	765	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.07	0.93	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2023	1675	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.13	0.00	0.00	0.00	0.00	0.32	0.32	0.34	0.20	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	75.0	0.0	0.0	0.0	0.0	62.0	62.0	65.0	127	0.0
Volume/Cap:	0.53	0.00	0.24	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.23	0.00
Delay/Veh:	70.4	0.0	19.8	0.0	0.0	0.0	0.0	37.8	37.8	38.3	1.6	0.0
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:	70.4	0.0	19.8	0.0	0.0	0.0	0.0	37.8	37.8	38.3	1.6	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	7	0	11	0	0	0	0	39	39	40	6	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3211: 101/McKEE(E)



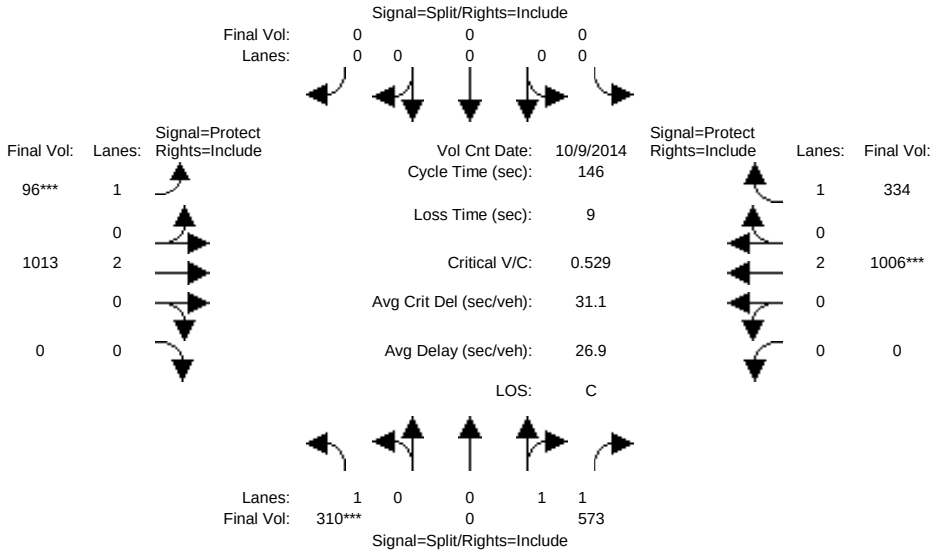
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	1.95	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	87	3513	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.07	0.00	0.00	0.00	0.07	0.20	0.00	0.00	0.31	0.21
Crit Moves:	****						****				****	
Green Time:	35.0	35.0	35.0	0.0	0.0	0.0	16.6	96.0	0.0	0.0	79.4	79.4
Volume/Cap:	0.55	0.27	0.27	0.00	0.00	0.00	0.55	0.29	0.00	0.00	0.55	0.38
Delay/Veh:	47.1	42.4	42.4	0.0	0.0	0.0	61.2	8.7	0.0	0.0	19.4	17.0
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:	47.1	42.4	42.4	0.0	0.0	0.0	61.2	8.7	0.0	0.0	19.4	17.0
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	18	9	9	0	0	0	9	12	0	0	27	17

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3211: 101/McKEE(E)



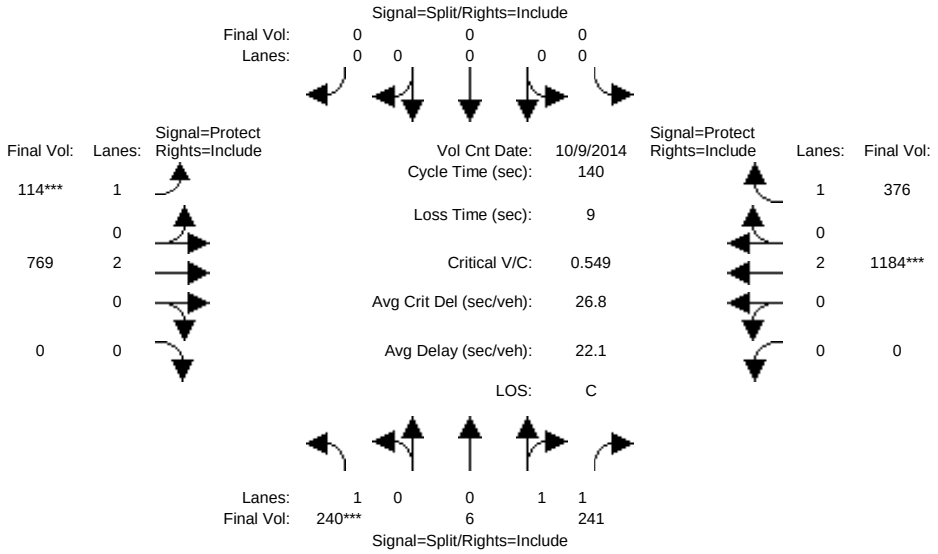
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
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:	310	0	573	0	0	0	96	1013	0	0	1006	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	573	0	0	0	96	1013	0	0	1006	334
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	0	573	0	0	0	96	1013	0	0	1006	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
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	0	573	0	0	0	96	1013	0	0	1006	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.16	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.26	0.19
Crit Moves:	****						****				****	
Green Time:	48.9	0.0	48.9	0.0	0.0	0.0	15.1	88.1	0.0	0.0	73.0	73.0
Volume/Cap:	0.53	0.00	0.48	0.00	0.00	0.00	0.53	0.44	0.00	0.00	0.53	0.38
Delay/Veh:	40.2	0.0	38.7	0.0	0.0	0.0	65.0	15.8	0.0	0.0	25.1	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:	40.2	0.0	38.7	0.0	0.0	0.0	65.0	15.8	0.0	0.0	25.1	22.8
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	22	0	19	0	0	0	8	21	0	0	26	18

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3211: 101/McKEE(E)



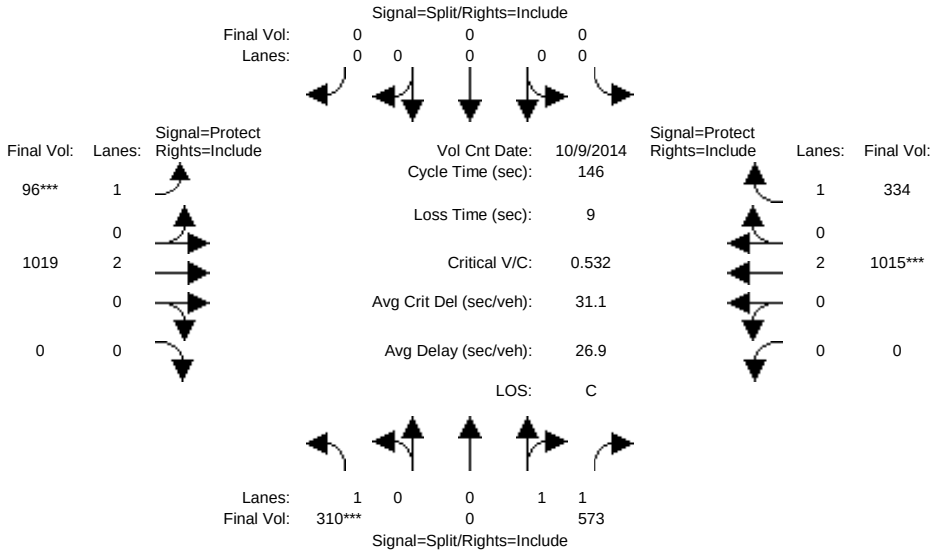
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	0	0	0	0	0	0	0	8	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	6	241	0	0	0	114	769	0	0	1184	376
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:	240	6	241	0	0	0	114	769	0	0	1184	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	6	241	0	0	0	114	769	0	0	1184	376
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:	240	6	241	0	0	0	114	769	0	0	1184	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	1.95	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	87	3513	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.07	0.00	0.00	0.00	0.07	0.20	0.00	0.00	0.31	0.21
Crit Moves:	****						****				****	
Green Time:	35.0	35.0	35.0	0.0	0.0	0.0	16.6	96.0	0.0	0.0	79.4	79.4
Volume/Cap:	0.55	0.27	0.27	0.00	0.00	0.00	0.55	0.30	0.00	0.00	0.55	0.38
Delay/Veh:	47.2	42.5	42.5	0.0	0.0	0.0	61.3	8.7	0.0	0.0	19.3	16.9
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:	47.2	42.5	42.5	0.0	0.0	0.0	61.3	8.7	0.0	0.0	19.3	16.9
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	18	9	9	0	0	0	9	12	0	0	27	17

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3211: 101/McKEE(E)



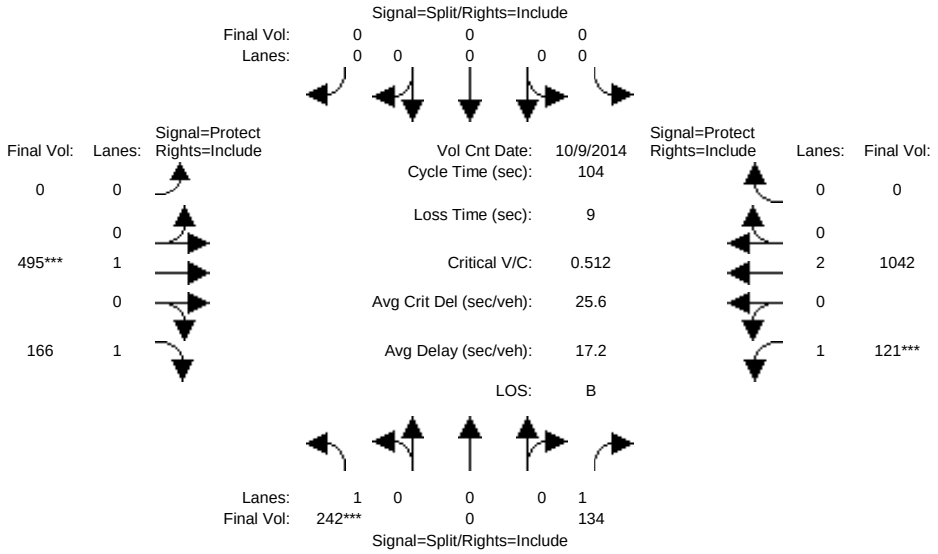
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
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:	310	0	573	0	0	0	96	1013	0	0	1006	334
Added Vol:	0	0	0	0	0	0	0	6	0	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	573	0	0	0	96	1019	0	0	1015	334
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	0	573	0	0	0	96	1019	0	0	1015	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	573	0	0	0	96	1019	0	0	1015	334
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	0	573	0	0	0	96	1019	0	0	1015	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.16	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.27	0.19
Crit Moves:	****						****			****		
Green Time:	48.6	0.0	48.6	0.0	0.0	0.0	15.1	88.4	0.0	0.0	73.3	73.3
Volume/Cap:	0.53	0.00	0.48	0.00	0.00	0.00	0.53	0.44	0.00	0.00	0.53	0.38
Delay/Veh:	40.4	0.0	38.9	0.0	0.0	0.0	65.2	15.7	0.0	0.0	25.0	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	0.0	38.9	0.0	0.0	0.0	65.2	15.7	0.0	0.0	25.0	22.6
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	22	0	19	0	0	0	8	21	0	0	27	18

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3613: JULIAN/24TH



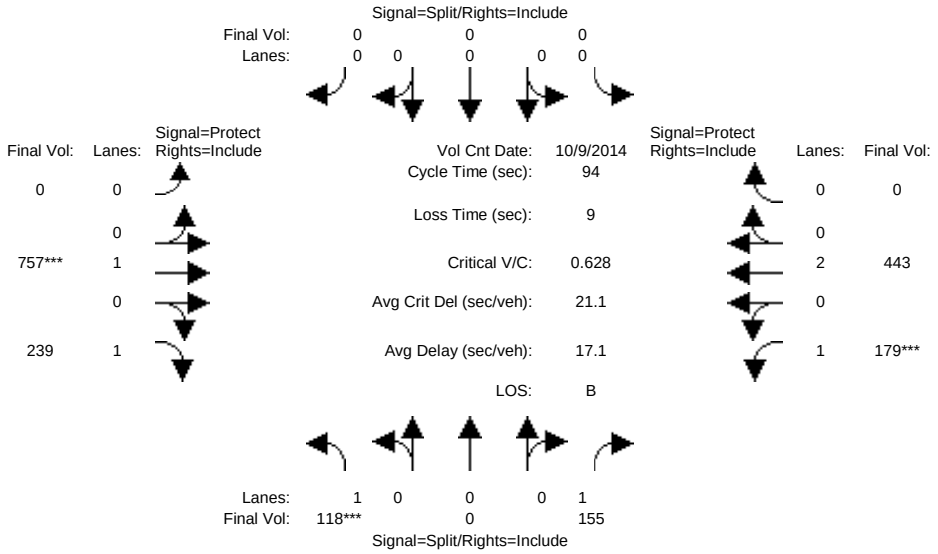
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
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:	242	0	134	0	0	0	0	495	166	121	1042	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	0	134	0	0	0	0	495	166	121	1042	0
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:	242	0	134	0	0	0	0	495	166	121	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
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:	242	0	134	0	0	0	0	495	166	121	1042	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.09	0.07	0.27	0.00
Crit Moves:	****						****		****			
Green Time:	28.1	0.0	28.1	0.0	0.0	0.0	0.0	52.9	52.9	14.0	66.9	0.0
Volume/Cap:	0.51	0.00	0.28	0.00	0.00	0.00	0.00	0.51	0.19	0.51	0.43	0.00
Delay/Veh:	33.1	0.0	30.3	0.0	0.0	0.0	0.0	17.5	14.0	43.7	9.2	0.0
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:	33.1	0.0	30.3	0.0	0.0	0.0	0.0	17.5	14.0	43.7	9.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	13	0	7	0	0	0	0	19	6	8	15	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3613: JULIAN/24TH



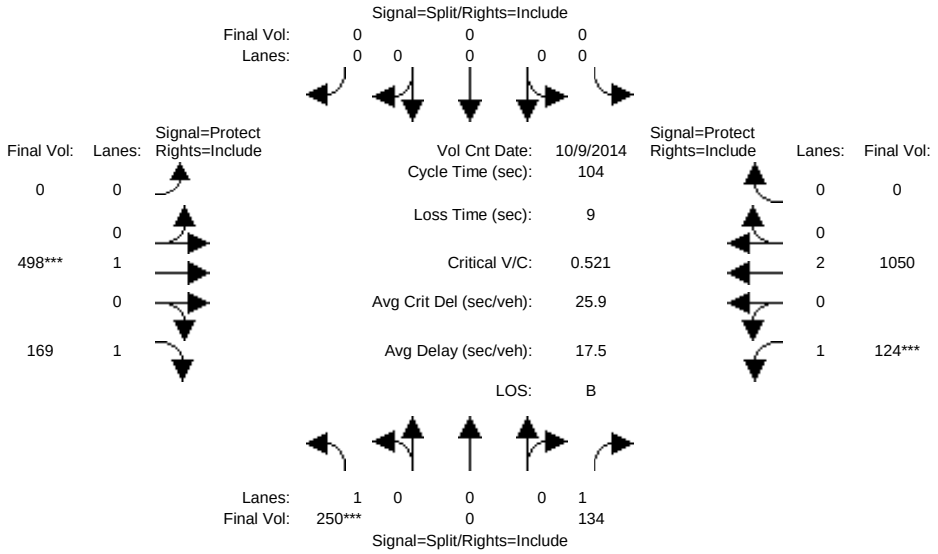
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	118	0	155	0	0	0	0	757	239	179	443	0
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:	118	0	155	0	0	0	0	757	239	179	443	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	0	155	0	0	0	0	757	239	179	443	0
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	0	155	0	0	0	0	757	239	179	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	0	155	0	0	0	0	757	239	179	443	0
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	0	155	0	0	0	0	757	239	179	443	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.10	0.12	0.00
Crit Moves:	****						****		****			
Green Time:	12.8	0.0	12.8	0.0	0.0	0.0	0.0	57.5	57.5	14.8	72.2	0.0
Volume/Cap:	0.50	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.22	0.65	0.15	0.00
Delay/Veh:	39.3	0.0	44.8	0.0	0.0	0.0	0.0	13.1	8.3	42.7	2.9	0.0
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:	39.3	0.0	44.8	0.0	0.0	0.0	0.0	13.1	8.3	42.7	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	7	0	9	0	0	0	0	26	7	10	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3613: JULIAN/24TH



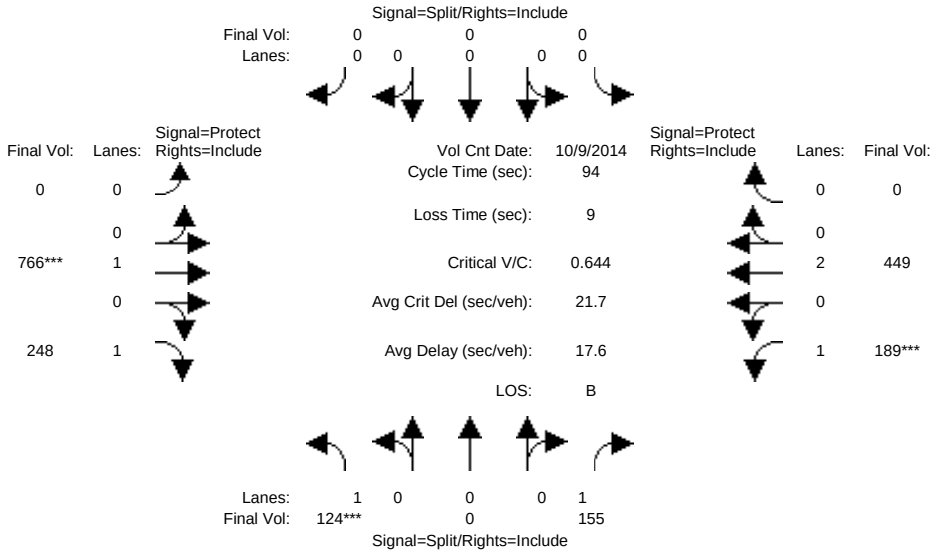
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
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:	242	0	134	0	0	0	0	495	166	121	1042	0
Added Vol:	8	0	0	0	0	0	0	3	3	3	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	134	0	0	0	0	498	169	124	1050	0
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:	250	0	134	0	0	0	0	498	169	124	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	134	0	0	0	0	498	169	124	1050	0
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:	250	0	134	0	0	0	0	498	169	124	1050	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.10	0.07	0.28	0.00
Crit Moves:	****						****			****		
Green Time:	28.5	0.0	28.5	0.0	0.0	0.0	0.0	52.3	52.3	14.1	66.5	0.0
Volume/Cap:	0.52	0.00	0.28	0.00	0.00	0.00	0.00	0.52	0.19	0.52	0.43	0.00
Delay/Veh:	33.0	0.0	30.0	0.0	0.0	0.0	0.0	17.9	14.3	43.8	9.5	0.0
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:	33.0	0.0	30.0	0.0	0.0	0.0	0.0	17.9	14.3	43.8	9.5	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	14	0	7	0	0	0	0	20	6	8	15	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3613: JULIAN/24TH



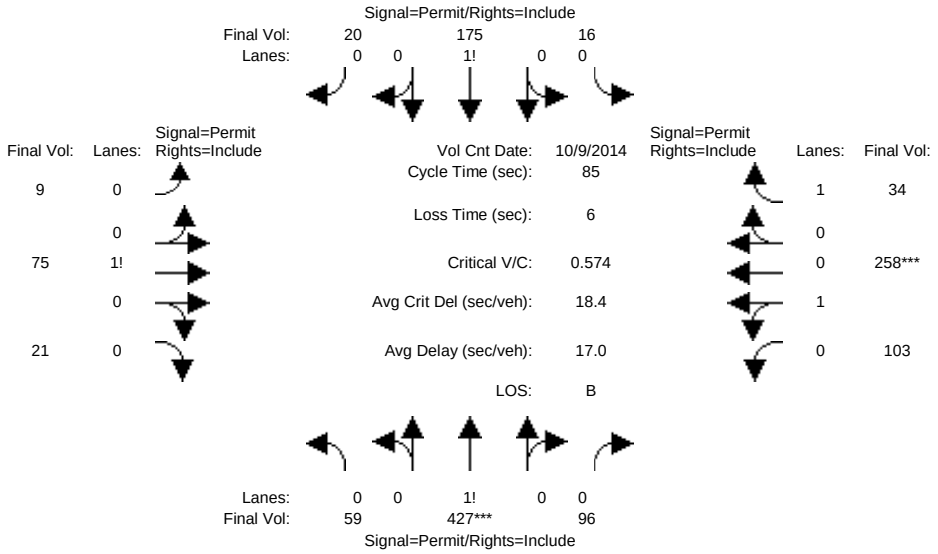
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	118	0	155	0	0	0	0	757	239	179	443	0
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:	118	0	155	0	0	0	0	757	239	179	443	0
Added Vol:	6	0	0	0	0	0	0	9	9	10	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	0	155	0	0	0	0	766	248	189	449	0
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:	124	0	155	0	0	0	0	766	248	189	449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	155	0	0	0	0	766	248	189	449	0
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:	124	0	155	0	0	0	0	766	248	189	449	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.11	0.12	0.00
Crit Moves:	****						****			****		
Green Time:	12.6	0.0	12.6	0.0	0.0	0.0	0.0	57.1	57.1	15.3	72.4	0.0
Volume/Cap:	0.53	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.23	0.66	0.15	0.00
Delay/Veh:	40.3	0.0	45.7	0.0	0.0	0.0	0.0	13.6	8.5	42.7	2.8	0.0
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:	40.3	0.0	45.7	0.0	0.0	0.0	0.0	13.6	8.5	42.7	2.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	7	0	9	0	0	0	0	26	7	11	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3762: SAN ANTONIO/24TH



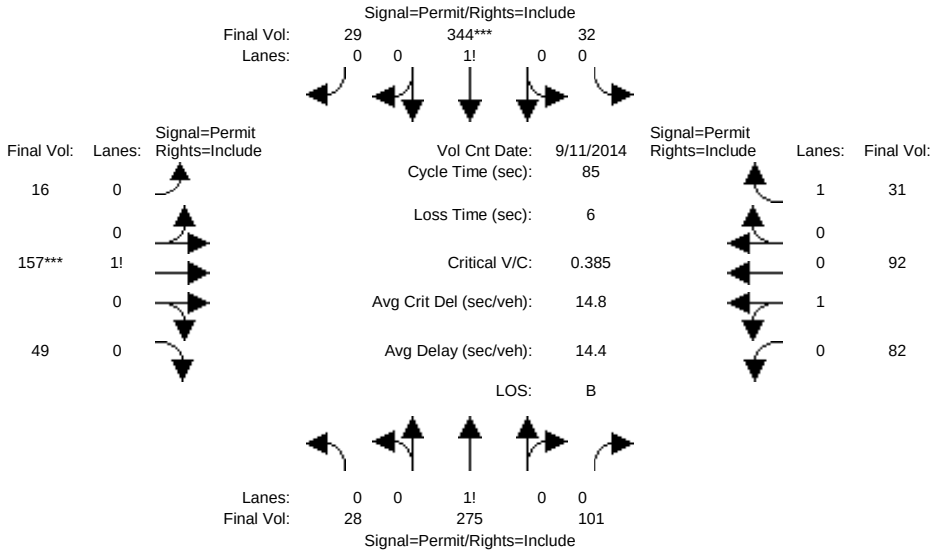
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	59	427	96	16	175	20	9	75	21	103	258	34
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:	59	427	96	16	175	20	9	75	21	103	258	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	427	96	16	175	20	9	75	21	103	258	34
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:	59	427	96	16	175	20	9	75	21	103	258	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	427	96	16	175	20	9	75	21	103	258	34
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:	59	427	96	16	175	20	9	75	21	103	258	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.10	0.74	0.16	0.08	0.83	0.09	0.09	0.71	0.20	0.29	0.71	1.00
Final Sat.:	177	1284	289	133	1451	166	150	1250	350	514	1286	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.12	0.12	0.12	0.06	0.06	0.06	0.20	0.20	0.02
Crit Moves:		****									****	
Green Time:	49.3	49.3	49.3	49.3	49.3	49.3	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.57	0.57	0.57	0.21	0.21	0.21	0.17	0.17	0.17	0.57	0.57	0.06
Delay/Veh:	13.6	13.6	13.6	9.0	9.0	9.0	19.7	19.7	19.7	26.3	26.3	18.5
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:	13.6	13.6	13.6	9.0	9.0	9.0	19.7	19.7	19.7	26.3	26.3	18.5
LOS by Move:	B	B	B	A	A	A	B	B	B	C	C	B
HCM2k95thQ:	18	18	18	6	6	6	5	5	5	15	15	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3762: SAN ANTONIO/24TH



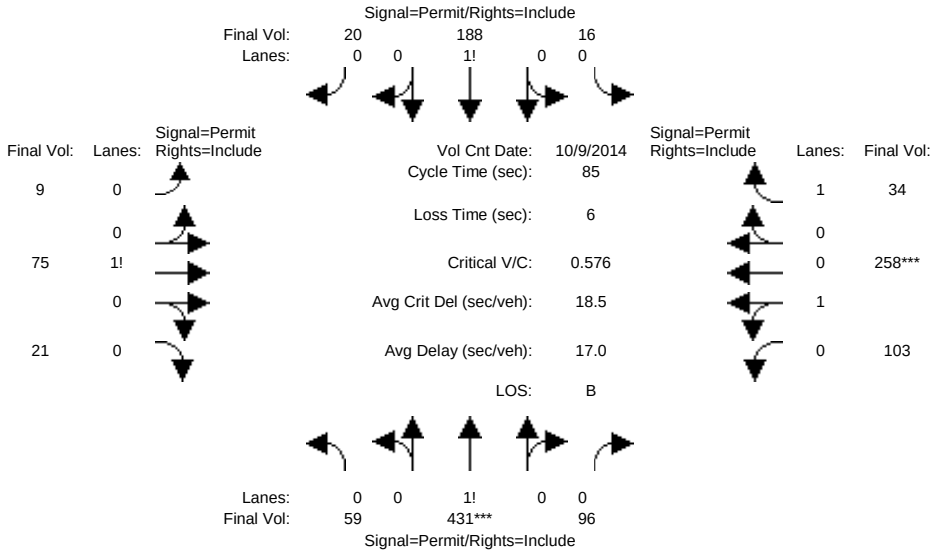
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	28	275	101	32	344	29	16	157	49	82	92	31
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:	28	275	101	32	344	29	16	157	49	82	92	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	275	101	32	344	29	16	157	49	82	92	31
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:	28	275	101	32	344	29	16	157	49	82	92	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	275	101	32	344	29	16	157	49	82	92	31
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:	28	275	101	32	344	29	16	157	49	82	92	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.07	0.68	0.25	0.08	0.85	0.07	0.07	0.71	0.22	0.47	0.53	1.00
Final Sat.:	121	1191	438	138	1486	125	126	1238	386	848	952	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.13	0.13	0.10	0.10	0.02
Crit Moves:				****			****					
Green Time:	51.0	51.0	51.0	51.0	51.0	51.0	28.0	28.0	28.0	28.0	28.0	28.0
Volume/Cap:	0.38	0.38	0.38	0.39	0.39	0.39	0.39	0.39	0.39	0.29	0.29	0.05
Delay/Veh:	9.9	9.9	9.9	9.9	9.9	9.9	23.9	23.9	23.9	22.4	22.4	19.7
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:	9.9	9.9	9.9	9.9	9.9	9.9	23.9	23.9	23.9	22.4	22.4	19.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	B
HCM2k95thQ:	12	12	12	11	11	11	10	10	10	8	8	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3762: SAN ANTONIO/24TH



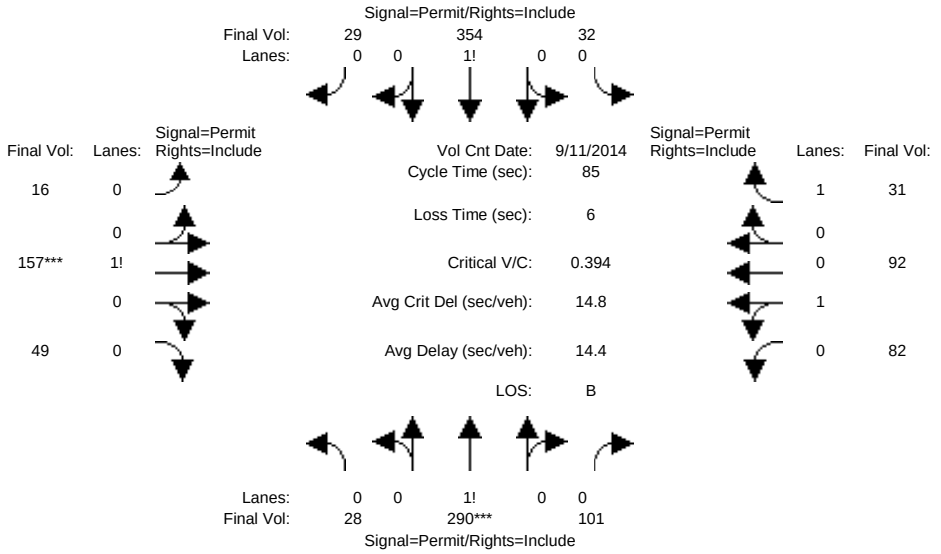
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	59	427	96	16	175	20	9	75	21	103	258	34
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:	59	427	96	16	175	20	9	75	21	103	258	34
Added Vol:	0	4	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	431	96	16	188	20	9	75	21	103	258	34
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:	59	431	96	16	188	20	9	75	21	103	258	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	431	96	16	188	20	9	75	21	103	258	34
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:	59	431	96	16	188	20	9	75	21	103	258	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.10	0.74	0.16	0.07	0.84	0.09	0.09	0.71	0.20	0.29	0.71	1.00
Final Sat.:	176	1287	287	125	1469	156	150	1250	350	514	1286	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.13	0.13	0.13	0.06	0.06	0.06	0.20	0.20	0.02
Crit Moves:		****									****	
Green Time:	49.4	49.4	49.4	49.4	49.4	49.4	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.58	0.58	0.58	0.22	0.22	0.22	0.17	0.17	0.17	0.58	0.58	0.06
Delay/Veh:	13.6	13.6	13.6	9.0	9.0	9.0	19.8	19.8	19.8	26.4	26.4	18.6
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:	13.6	13.6	13.6	9.0	9.0	9.0	19.8	19.8	19.8	26.4	26.4	18.6
LOS by Move:	B	B	B	A	A	A	B	B	B	C	C	B
HCM2k95thQ:	19	19	19	7	7	7	5	5	5	15	15	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3762: SAN ANTONIO/24TH



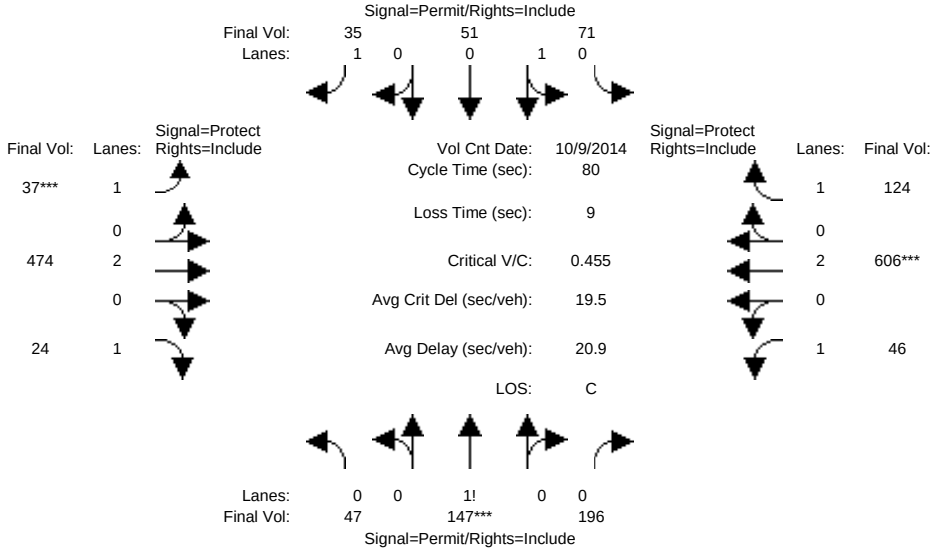
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	28	275	101	32	344	29	16	157	49	82	92	31
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:	28	275	101	32	344	29	16	157	49	82	92	31
Added Vol:	0	15	0	0	10	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	290	101	32	354	29	16	157	49	82	92	31
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:	28	290	101	32	354	29	16	157	49	82	92	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	290	101	32	354	29	16	157	49	82	92	31
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:	28	290	101	32	354	29	16	157	49	82	92	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.07	0.69	0.24	0.08	0.85	0.07	0.07	0.71	0.22	0.47	0.53	1.00
Final Sat.:	117	1211	422	135	1493	122	126	1238	386	848	952	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.24	0.24	0.24	0.13	0.13	0.13	0.10	0.10	0.02
Crit Moves:		****						****				
Green Time:	51.6	51.6	51.6	51.6	51.6	51.6	27.4	27.4	27.4	27.4	27.4	27.4
Volume/Cap:	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.30	0.30	0.06
Delay/Veh:	9.7	9.7	9.7	9.7	9.7	9.7	24.4	24.4	24.4	23.0	23.0	20.1
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:	9.7	9.7	9.7	9.7	9.7	9.7	24.4	24.4	24.4	23.0	23.0	20.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	12	12	12	11	11	11	10	10	10	8	8	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3788: SANTA CLARA/28TH



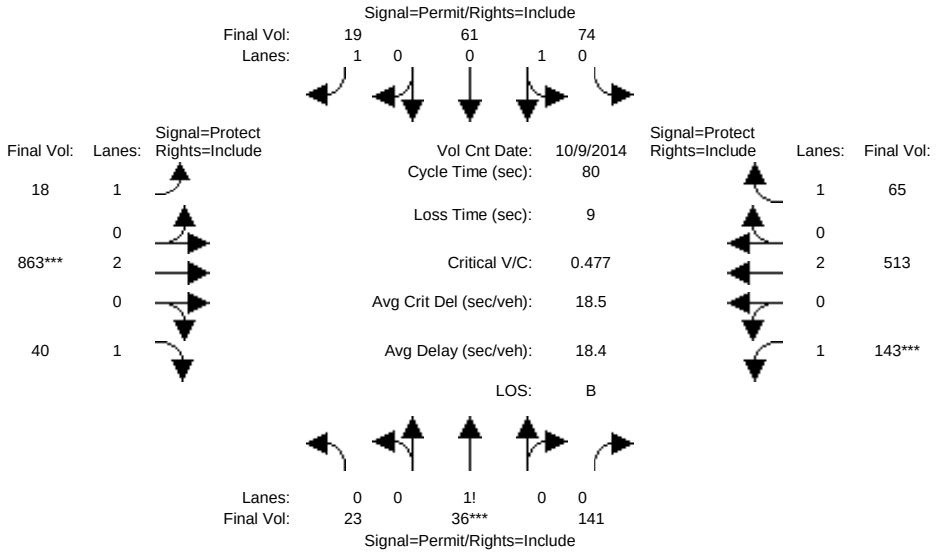
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	47	147	196	71	51	35	37	474	24	46	606	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	71	51	35	37	474	24	46	606	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	147	196	71	51	35	37	474	24	46	606	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	147	196	71	51	35	37	474	24	46	606	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	147	196	71	51	35	37	474	24	46	606	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	147	196	71	51	35	37	474	24	46	606	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.38	0.50	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	660	879	1048	752	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.02	0.02	0.12	0.01	0.03	0.16	0.07
Crit Moves:	****					****				****		
Green Time:	37.3	37.3	37.3	37.3	37.3	37.3	7.0	19.8	19.8	13.9	26.7	26.7
Volume/Cap:	0.48	0.48	0.48	0.15	0.15	0.04	0.24	0.50	0.06	0.15	0.48	0.21
Delay/Veh:	15.1	15.1	15.1	12.3	12.3	11.6	34.8	26.3	23.0	28.3	21.4	19.3
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:	15.1	15.1	15.1	12.3	12.3	11.6	34.8	26.3	23.0	28.3	21.4	19.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	B
HCM2k95thQ:	14	14	14	4	4	1	2	10	1	2	11	5

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3788: SANTA CLARA/28TH



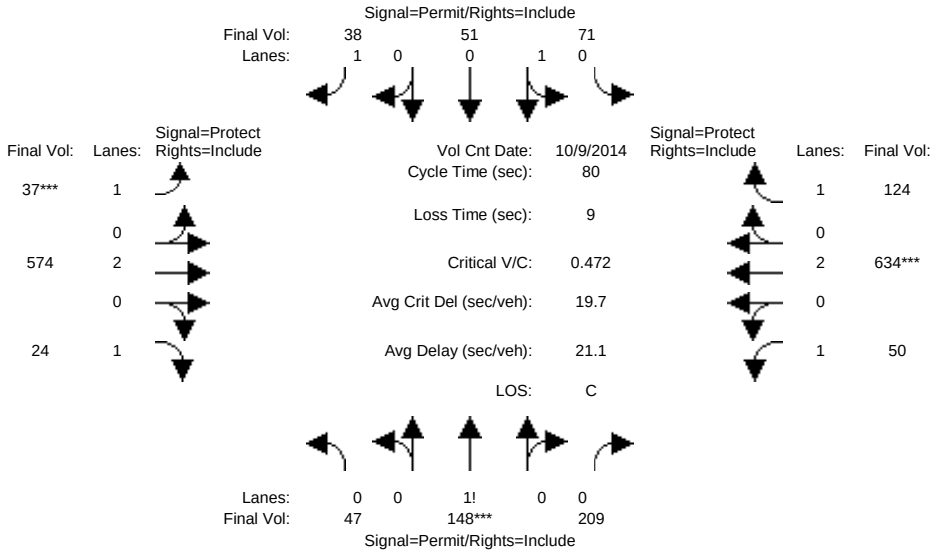
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 4:15-5:45PM												
Base Vol:	23	36	141	74	61	19	18	863	40	143	513	65
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:	23	36	141	74	61	19	18	863	40	143	513	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	36	141	74	61	19	18	863	40	143	513	65
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:	23	36	141	74	61	19	18	863	40	143	513	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	36	141	74	61	19	18	863	40	143	513	65
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:	23	36	141	74	61	19	18	863	40	143	513	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.18	0.71	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	201	315	1234	987	813	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.08	0.08	0.01	0.01	0.23	0.02	0.08	0.14	0.04
Crit Moves:	****						****		****			
Green Time:	19.2	19.2	19.2	19.2	19.2	19.2	20.4	38.1	38.1	13.7	31.4	31.4
Volume/Cap:	0.48	0.48	0.48	0.31	0.31	0.05	0.04	0.48	0.05	0.48	0.34	0.09
Delay/Veh:	27.0	27.0	27.0	25.4	25.4	23.4	22.5	14.4	11.2	31.1	17.2	15.4
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:	27.0	27.0	27.0	25.4	25.4	23.4	22.5	14.4	11.2	31.1	17.2	15.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	10	10	10	6	6	1	1	13	1	7	8	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3788: SANTA CLARA/28TH



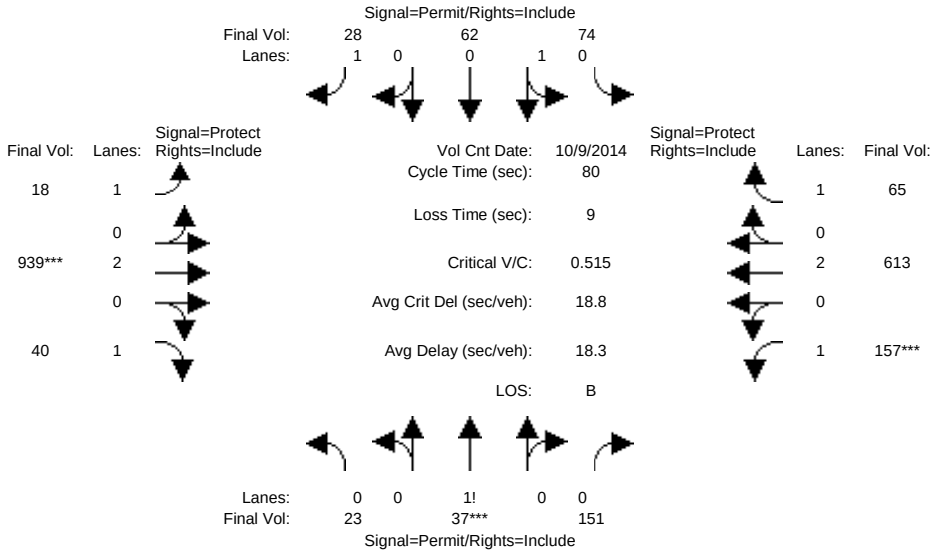
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	47	147	196	71	51	35	37	474	24	46	606	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	71	51	35	37	474	24	46	606	124
Added Vol:	0	1	13	0	0	3	0	100	0	4	28	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	148	209	71	51	38	37	574	24	50	634	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	148	209	71	51	38	37	574	24	50	634	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	148	209	71	51	38	37	574	24	50	634	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	148	209	71	51	38	37	574	24	50	634	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.37	0.52	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	204	641	905	1048	752	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.07	0.07	0.02	0.02	0.15	0.01	0.03	0.17	0.07
Crit Moves:		****					****				****	
Green Time:	37.2	37.2	37.2	37.2	37.2	37.2	7.0	21.4	21.4	12.4	26.8	26.8
Volume/Cap:	0.50	0.50	0.50	0.15	0.15	0.05	0.24	0.56	0.05	0.18	0.50	0.21
Delay/Veh:	15.4	15.4	15.4	12.4	12.4	11.8	34.8	26.0	21.8	29.7	21.5	19.2
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:	15.4	15.4	15.4	12.4	12.4	11.8	34.8	26.0	21.8	29.7	21.5	19.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	B
HCM2k95thQ:	15	15	15	4	4	1	2	12	1	2	12	5

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3788: SANTA CLARA/28TH



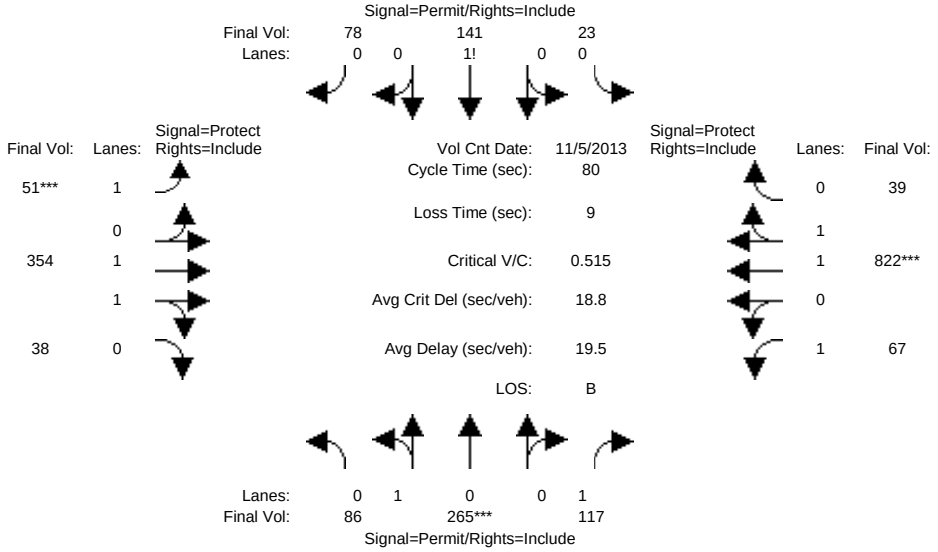
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 4:15-5:45PM												
Base Vol:	23	36	141	74	61	19	18	863	40	143	513	65
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:	23	36	141	74	61	19	18	863	40	143	513	65
Added Vol:	0	1	10	0	1	9	0	76	0	14	100	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	37	151	74	62	28	18	939	40	157	613	65
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:	23	37	151	74	62	28	18	939	40	157	613	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	37	151	74	62	28	18	939	40	157	613	65
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:	23	37	151	74	62	28	18	939	40	157	613	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.17	0.72	0.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	191	307	1252	979	821	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.02	0.01	0.25	0.02	0.09	0.16	0.04
Crit Moves:	****						****		****			
Green Time:	18.7	18.7	18.7	18.7	18.7	18.7	18.4	38.4	38.4	13.9	33.9	33.9
Volume/Cap:	0.52	0.52	0.52	0.32	0.32	0.07	0.04	0.52	0.05	0.52	0.38	0.09
Delay/Veh:	27.8	27.8	27.8	25.8	25.8	23.9	24.0	14.7	11.1	31.5	16.0	13.8
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:	27.8	27.8	27.8	25.8	25.8	23.9	24.0	14.7	11.1	31.5	16.0	13.8
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	11	11	11	6	6	1	1	15	1	7	10	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3790: SANTA CLARA/24TH



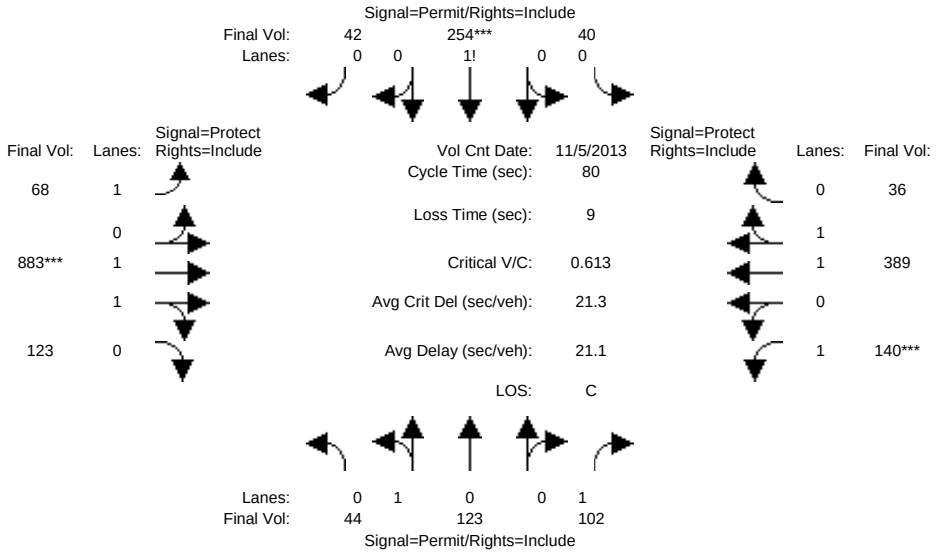
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 << 7:30-8:30AM												
Base Vol:	86	265	117	23	141	78	51	354	38	67	822	39
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:	86	265	117	23	141	78	51	354	38	67	822	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	265	117	23	141	78	51	354	38	67	822	39
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:	86	265	117	23	141	78	51	354	38	67	822	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	265	117	23	141	78	51	354	38	67	822	39
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:	86	265	117	23	141	78	51	354	38	67	822	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.25	0.75	1.00	0.10	0.58	0.32	1.00	1.80	0.20	1.00	1.91	0.09
Final Sat.:	441	1359	1750	166	1020	564	1750	3341	359	1750	3532	168
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.14	0.14	0.14	0.03	0.11	0.11	0.04	0.23	0.23
Crit Moves:		****				****				****		
Green Time:	29.2	29.2	29.2	29.2	29.2	29.2	7.0	24.6	24.6	17.2	34.8	34.8
Volume/Cap:	0.53	0.53	0.18	0.38	0.38	0.38	0.33	0.34	0.34	0.18	0.53	0.53
Delay/Veh:	20.9	20.9	17.4	19.1	19.1	19.1	35.6	21.6	21.6	25.8	17.0	17.0
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:	20.9	20.9	17.4	19.1	19.1	19.1	35.6	21.6	21.6	25.8	17.0	17.0
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	13	13	4	9	9	9	3	8	8	3	15	15

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3790: SANTA CLARA/24TH



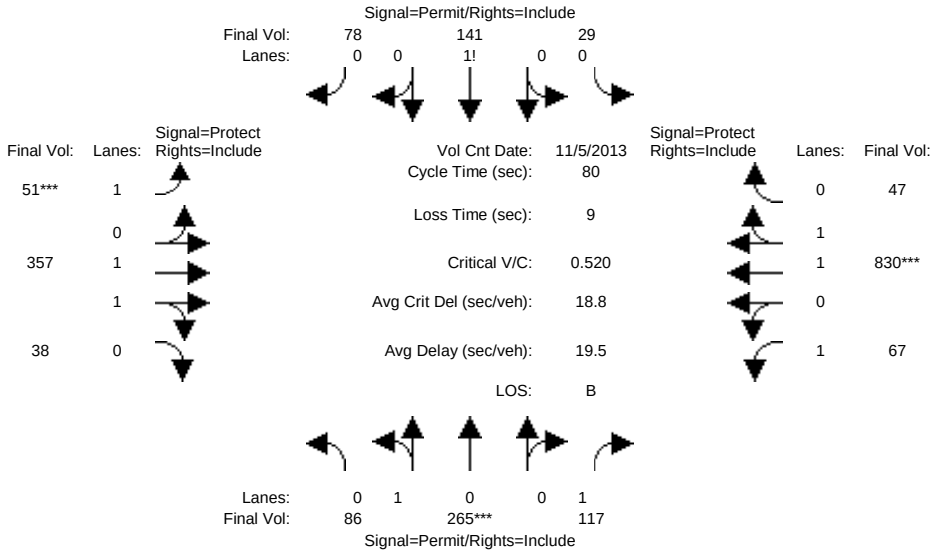
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 << 4:30-5:30PM												
Base Vol:	44	123	102	40	254	42	68	883	123	140	389	36
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:	44	123	102	40	254	42	68	883	123	140	389	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	123	102	40	254	42	68	883	123	140	389	36
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:	44	123	102	40	254	42	68	883	123	140	389	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	123	102	40	254	42	68	883	123	140	389	36
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:	44	123	102	40	254	42	68	883	123	140	389	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.12	0.76	0.12	1.00	1.75	0.25	1.00	1.83	0.17
Final Sat.:	474	1326	1750	208	1323	219	1750	3247	452	1750	3386	313
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.19	0.19	0.19	0.04	0.27	0.27	0.08	0.11	0.11
Crit Moves:				****			****		****			
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	18.9	35.5	35.5	10.4	27.0	27.0
Volume/Cap:	0.30	0.30	0.19	0.61	0.61	0.61	0.16	0.61	0.61	0.61	0.34	0.34
Delay/Veh:	21.1	21.1	20.2	25.4	25.4	25.4	24.5	17.7	17.7	37.7	20.0	20.0
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:	21.1	21.1	20.2	25.4	25.4	25.4	24.5	17.7	17.7	37.7	20.0	20.0
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	6	6	4	14	14	14	3	19	19	7	8	8

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3790: SANTA CLARA/24TH



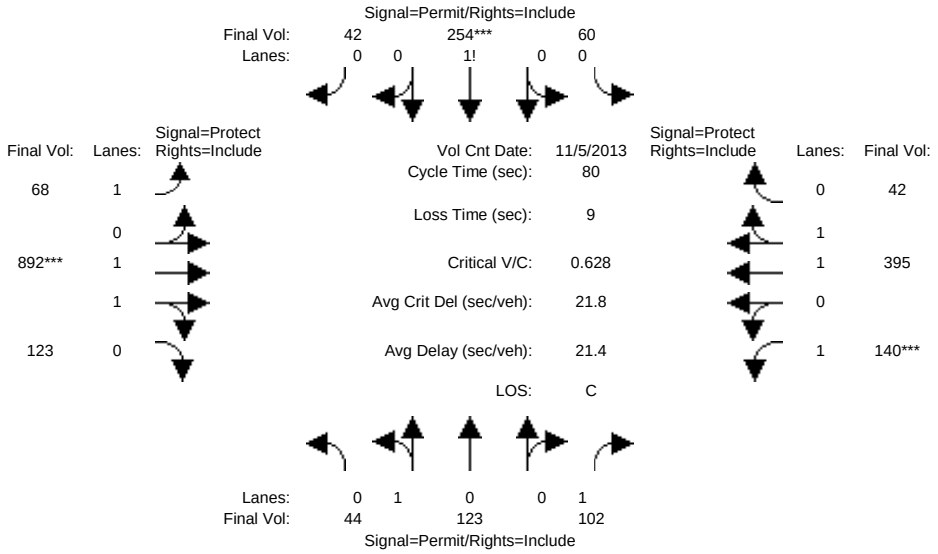
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 << 7:30-8:30AM												
Base Vol:	86	265	117	23	141	78	51	354	38	67	822	39
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:	86	265	117	23	141	78	51	354	38	67	822	39
Added Vol:	0	0	0	6	0	0	0	3	0	0	8	8
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	265	117	29	141	78	51	357	38	67	830	47
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:	86	265	117	29	141	78	51	357	38	67	830	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	265	117	29	141	78	51	357	38	67	830	47
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:	86	265	117	29	141	78	51	357	38	67	830	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.25	0.75	1.00	0.12	0.57	0.31	1.00	1.80	0.20	1.00	1.89	0.11
Final Sat.:	441	1359	1750	205	995	550	1750	3344	356	1750	3502	198
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.14	0.14	0.14	0.03	0.11	0.11	0.04	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	28.9	28.9	28.9	28.9	28.9	28.9	7.0	24.8	24.8	17.3	35.1	35.1
Volume/Cap:	0.54	0.54	0.19	0.39	0.39	0.39	0.33	0.34	0.34	0.18	0.54	0.54
Delay/Veh:	21.2	21.2	17.6	19.4	19.4	19.4	35.6	21.5	21.5	25.7	16.9	16.9
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:	21.2	21.2	17.6	19.4	19.4	19.4	35.6	21.5	21.5	25.7	16.9	16.9
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	13	13	4	9	9	9	3	8	8	3	15	15

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3790: SANTA CLARA/24TH



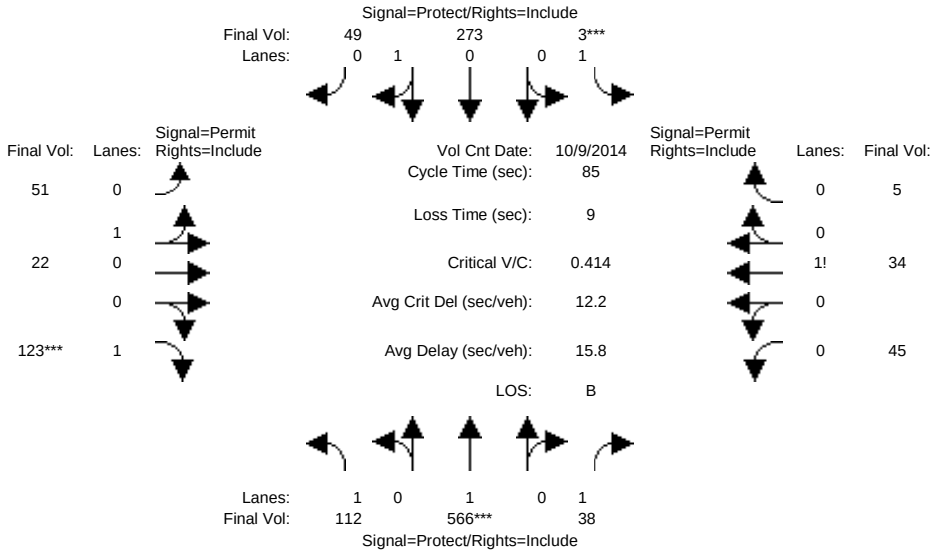
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 << 4:30-5:30PM												
Base Vol:	44	123	102	40	254	42	68	883	123	140	389	36
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:	44	123	102	40	254	42	68	883	123	140	389	36
Added Vol:	0	0	0	20	0	0	0	9	0	0	6	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	123	102	60	254	42	68	892	123	140	395	42
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:	44	123	102	60	254	42	68	892	123	140	395	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	123	102	60	254	42	68	892	123	140	395	42
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:	44	123	102	60	254	42	68	892	123	140	395	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.17	0.71	0.12	1.00	1.75	0.25	1.00	1.80	0.20
Final Sat.:	474	1326	1750	295	1249	206	1750	3251	448	1750	3344	356
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.20	0.20	0.20	0.04	0.27	0.27	0.08	0.12	0.12
Crit Moves:				****			****		****			
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	18.6	34.9	34.9	10.2	26.5	26.5
Volume/Cap:	0.29	0.29	0.18	0.63	0.63	0.63	0.17	0.63	0.63	0.63	0.36	0.36
Delay/Veh:	20.4	20.4	19.6	25.2	25.2	25.2	24.7	18.3	18.3	38.7	20.4	20.4
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:	20.4	20.4	19.6	25.2	25.2	25.2	24.7	18.3	18.3	38.7	20.4	20.4
LOS by Move:	C	C	B	C	C	C	C	B	B	D	C	C
HCM2k95thQ:	6	6	4	15	15	15	3	19	19	7	8	8

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3832: 24TH/WILLIAM



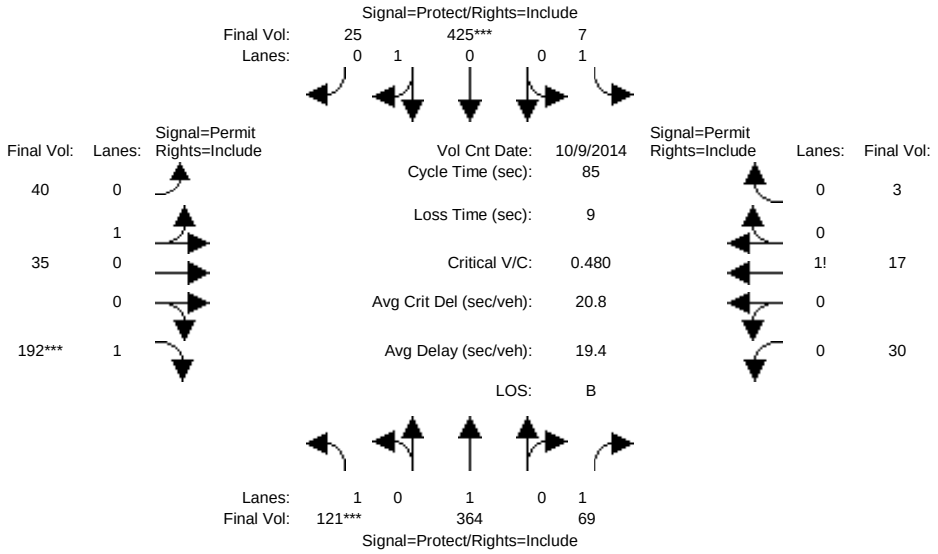
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:30-8:30AM												
Base Vol:	112	566	38	3	273	49	51	22	123	45	34	5
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:	112	566	38	3	273	49	51	22	123	45	34	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	566	38	3	273	49	51	22	123	45	34	5
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:	112	566	38	3	273	49	51	22	123	45	34	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	566	38	3	273	49	51	22	123	45	34	5
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:	112	566	38	3	273	49	51	22	123	45	34	5
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.54	0.40	0.06
Final Sat.:	1750	1900	1750	1750	1526	274	1258	542	1750	938	708	104
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.05	0.05	0.05
Crit Moves:		****			****				****			
Green Time:	19.8	55.8	55.8	7.0	43.0	43.0	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.27	0.45	0.03	0.02	0.35	0.35	0.26	0.26	0.45	0.31	0.31	0.31
Delay/Veh:	27.1	7.4	5.1	35.9	12.9	12.9	32.1	32.1	33.8	32.5	32.5	32.5
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:	27.1	7.4	5.1	35.9	12.9	12.9	32.1	32.1	33.8	32.5	32.5	32.5
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	14	1	0	10	10	4	4	7	5	5	5

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3832: 24TH/WILLIAM



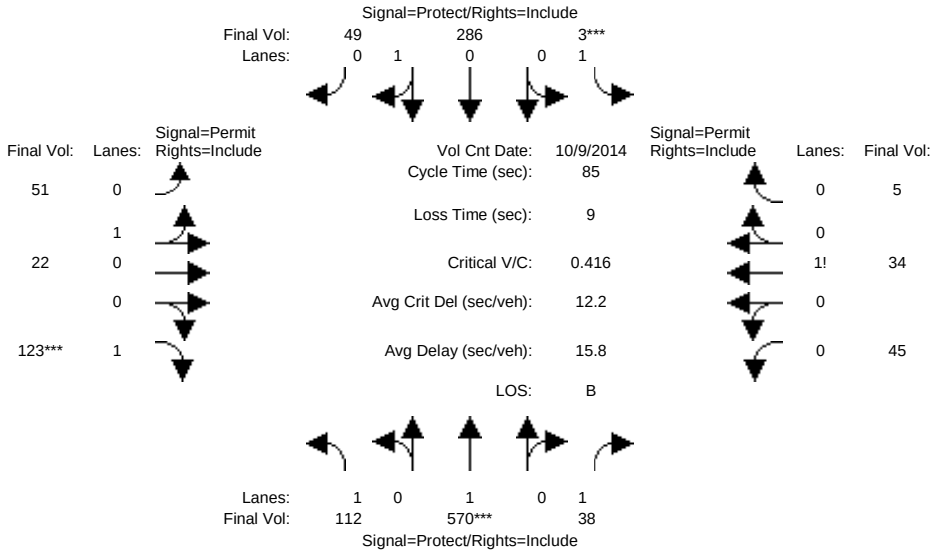
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	121	364	69	7	425	25	40	35	192	30	17	3
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:	121	364	69	7	425	25	40	35	192	30	17	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	364	69	7	425	25	40	35	192	30	17	3
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:	121	364	69	7	425	25	40	35	192	30	17	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	364	69	7	425	25	40	35	192	30	17	3
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:	121	364	69	7	425	25	40	35	192	30	17	3
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	0.53	0.47	1.00	0.60	0.34	0.06
Final Sat.:	1750	1900	1750	1750	1700	100	960	840	1750	1050	595	105
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.04	0.00	0.25	0.25	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	12.3	39.6	39.6	17.0	44.3	44.3	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.48	0.41	0.08	0.02	0.48	0.48	0.18	0.18	0.48	0.12	0.12	0.12
Delay/Veh:	34.9	15.3	12.7	27.3	13.4	13.4	26.6	26.6	29.3	26.2	26.2	26.2
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:	34.9	15.3	12.7	27.3	13.4	13.4	26.6	26.6	29.3	26.2	26.2	26.2
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	7	12	2	0	15	15	4	4	10	2	2	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3832: 24TH/WILLIAM



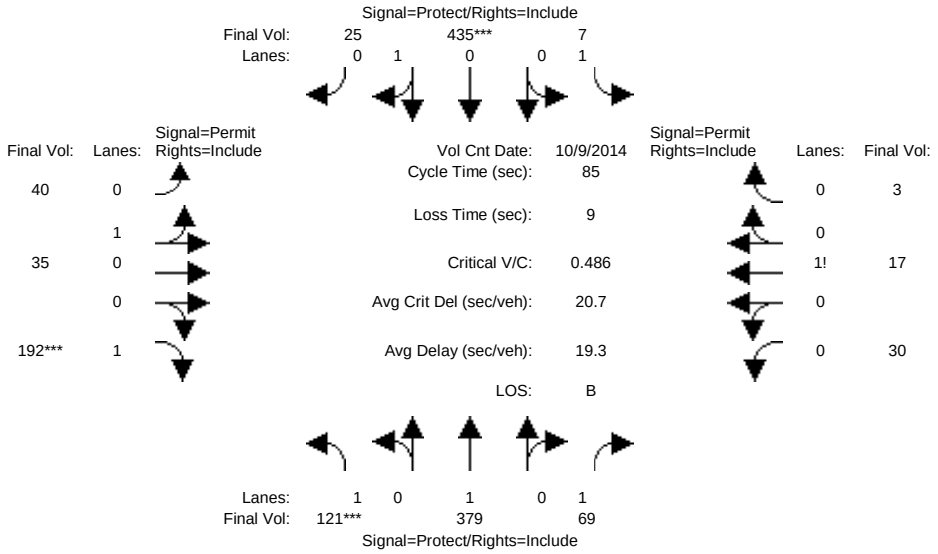
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:30-8:30AM												
Base Vol:	112	566	38	3	273	49	51	22	123	45	34	5
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:	112	566	38	3	273	49	51	22	123	45	34	5
Added Vol:	0	4	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	570	38	3	286	49	51	22	123	45	34	5
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:	112	570	38	3	286	49	51	22	123	45	34	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	570	38	3	286	49	51	22	123	45	34	5
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:	112	570	38	3	286	49	51	22	123	45	34	5
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.54	0.40	0.06
Final Sat.:	1750	1900	1750	1750	1537	263	1258	542	1750	938	708	104
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.00	0.19	0.19	0.04	0.04	0.07	0.05	0.05	0.05
Crit Moves:		****			****				****			
Green Time:	19.3	55.9	55.9	7.0	43.6	43.6	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.28	0.46	0.03	0.02	0.36	0.36	0.26	0.26	0.46	0.31	0.31	0.31
Delay/Veh:	27.5	7.4	5.1	35.9	12.6	12.6	32.2	32.2	33.9	32.6	32.6	32.6
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:	27.5	7.4	5.1	35.9	12.6	12.6	32.2	32.2	33.9	32.6	32.6	32.6
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	6	14	1	0	10	10	4	4	7	5	5	5

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3832: 24TH/WILLIAM



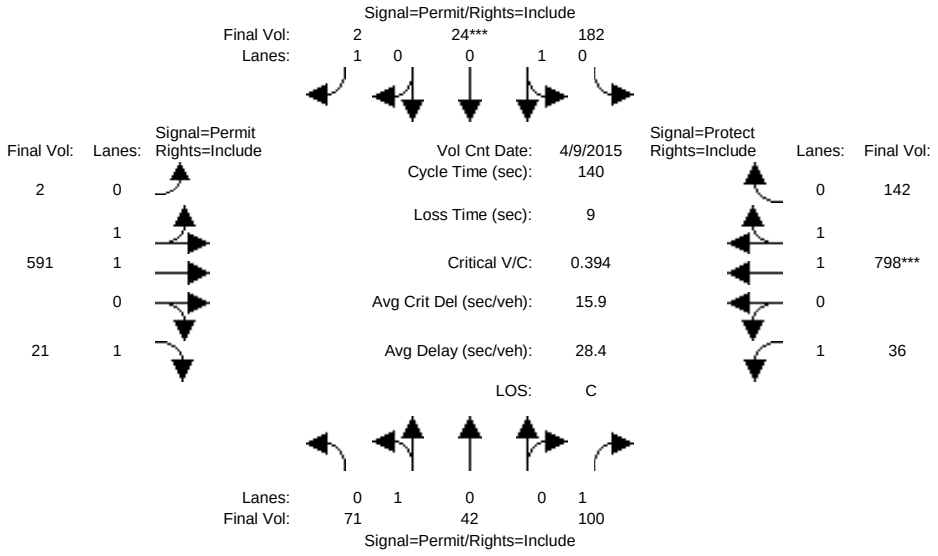
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	121	364	69	7	425	25	40	35	192	30	17	3
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:	121	364	69	7	425	25	40	35	192	30	17	3
Added Vol:	0	15	0	0	10	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	379	69	7	435	25	40	35	192	30	17	3
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:	121	379	69	7	435	25	40	35	192	30	17	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	379	69	7	435	25	40	35	192	30	17	3
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:	121	379	69	7	435	25	40	35	192	30	17	3
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.53	0.47	1.00	0.60	0.34	0.06
Final Sat.:	1750	1900	1750	1750	1702	98	960	840	1750	1050	595	105
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.04	0.00	0.26	0.26	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green Time:	12.1	40.2	40.2	16.6	44.7	44.7	19.2	19.2	19.2	19.2	19.2	19.2
Volume/Cap:	0.49	0.42	0.08	0.02	0.49	0.49	0.18	0.18	0.49	0.13	0.13	0.13
Delay/Veh:	35.1	15.1	12.3	27.7	13.2	13.2	26.8	26.8	29.6	26.4	26.4	26.4
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:	35.1	15.1	12.3	27.7	13.2	13.2	26.8	26.8	29.6	26.4	26.4	26.4
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	7	13	2	0	15	15	4	4	10	2	2	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4005: JULIAN/28TH



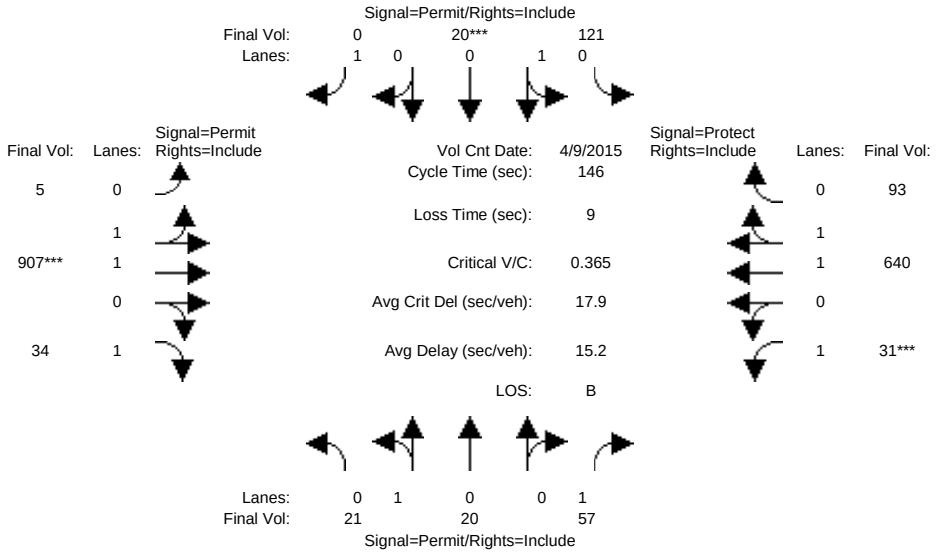
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1590	210	1750	12	3688	1750	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.16	0.16	0.01	0.02	0.25	0.25
Crit Moves:				****						****		
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	39.7	39.7	39.7	62.9	103	102.6
Volume/Cap:	0.31	0.31	0.28	0.57	0.57	0.01	0.57	0.57	0.04	0.05	0.35	0.35
Delay/Veh:	49.7	49.7	49.2	56.5	56.5	44.6	45.0	45.0	36.5	21.8	7.0	7.0
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:	49.7	49.7	49.2	56.5	56.5	44.6	45.0	45.0	36.5	21.8	7.0	7.0
LOS by Move:	D	D	D	E	E	D	D	D	D	C	A	A
HCM2k95thQ:	9	9	8	16	16	0	19	19	2	2	14	14

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4005: JULIAN/28TH



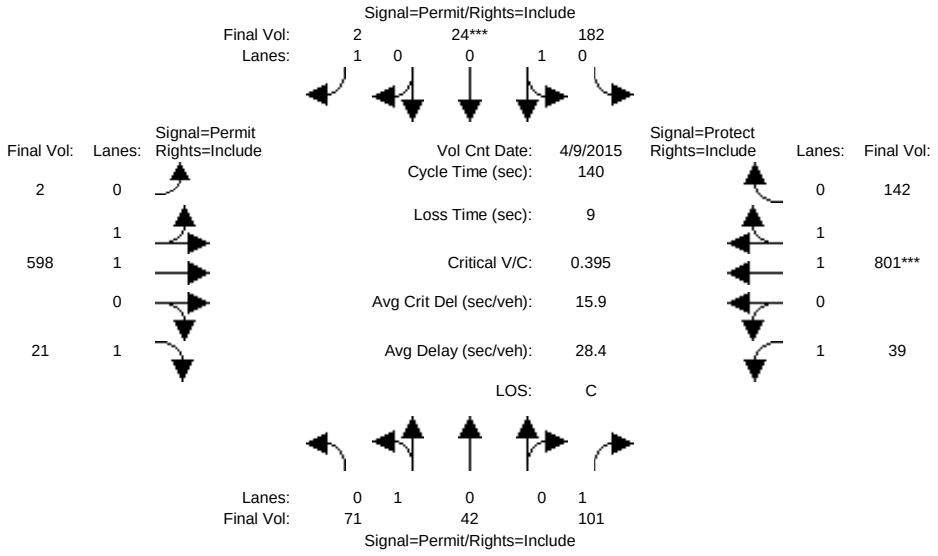
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	1.00	0.01	1.99	1.00	1.00	1.74	0.26
Final Sat.:	922	878	1750	1545	255	1750	20	3680	1750	1750	3230	469
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.25	0.25	0.02	0.02	0.20	0.20
Crit Moves:				****			****		****			
Green Time:	31.3	31.3	31.3	31.3	31.3	0.0	98.6	98.6	98.6	7.1	106	105.7
Volume/Cap:	0.11	0.11	0.15	0.37	0.37	0.00	0.37	0.37	0.03	0.37	0.27	0.27
Delay/Veh:	46.6	46.6	47.4	51.5	51.5	0.0	10.6	10.6	7.9	79.0	7.2	7.2
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:	46.6	46.6	47.4	51.5	51.5	0.0	10.6	10.6	7.9	79.0	7.2	7.2
LOS by Move:	D	D	D	D	D	A	B	B	A	E	A	A
HCM2k95thQ:	4	4	5	11	11	0	16	16	1	3	11	11

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4005: JULIAN/28TH



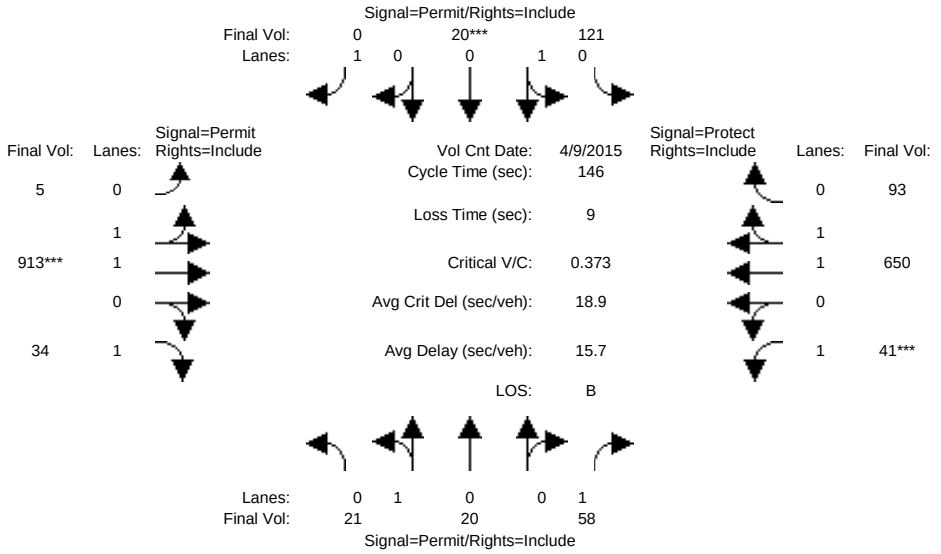
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	1	0	0	0	0	7	0	3	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	101	182	24	2	2	598	21	39	801	142
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:	71	42	101	182	24	2	2	598	21	39	801	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	101	182	24	2	2	598	21	39	801	142
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:	71	42	101	182	24	2	2	598	21	39	801	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1590	210	1750	12	3688	1750	1750	3142	557
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.16	0.16	0.01	0.02	0.25	0.25
Crit Moves:				****						****		
Green Time:	28.2	28.2	28.2	28.2	28.2	28.2	40.0	40.0	40.0	62.8	103	102.8
Volume/Cap:	0.31	0.31	0.29	0.57	0.57	0.01	0.57	0.57	0.04	0.05	0.35	0.35
Delay/Veh:	49.9	49.9	49.4	56.7	56.7	44.7	44.9	44.9	36.3	21.9	7.0	7.0
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:	49.9	49.9	49.4	56.7	56.7	44.7	44.9	44.9	36.3	21.9	7.0	7.0
LOS by Move:	D	D	D	E	E	D	D	D	D	C	A	A
HCM2k95thQ:	9	9	8	16	16	0	19	19	2	2	14	14

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4005: JULIAN/28TH



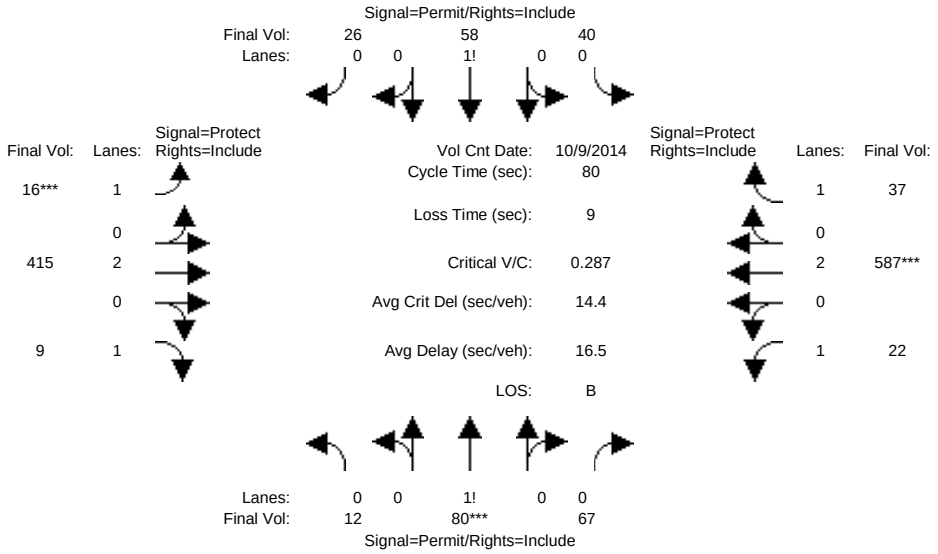
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	93
Added Vol:	0	0	1	0	0	0	0	6	0	10	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	20	58	121	20	0	5	913	34	41	650	93
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:	21	20	58	121	20	0	5	913	34	41	650	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	58	121	20	0	5	913	34	41	650	93
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:	21	20	58	121	20	0	5	913	34	41	650	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	1.00	0.01	1.99	1.00	1.00	1.74	0.26
Final Sat.:	922	878	1750	1545	255	1750	20	3680	1750	1750	3237	463
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.25	0.25	0.02	0.02	0.20	0.20
Crit Moves:				****			****			****		
Green Time:	30.7	30.7	30.7	30.7	30.7	0.0	97.2	97.2	97.2	9.2	106	106.3
Volume/Cap:	0.11	0.11	0.16	0.37	0.37	0.00	0.37	0.37	0.03	0.37	0.28	0.28
Delay/Veh:	47.2	47.2	48.0	52.2	52.2	0.0	11.3	11.3	8.4	75.1	7.0	7.0
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:	47.2	47.2	48.0	52.2	52.2	0.0	11.3	11.3	8.4	75.1	7.0	7.0
LOS by Move:	D	D	D	D	D	A	B	B	A	E	A	A
HCM2k95thQ:	4	4	5	11	11	0	16	16	1	4	11	11

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4022: SANTA CLARA/26TH



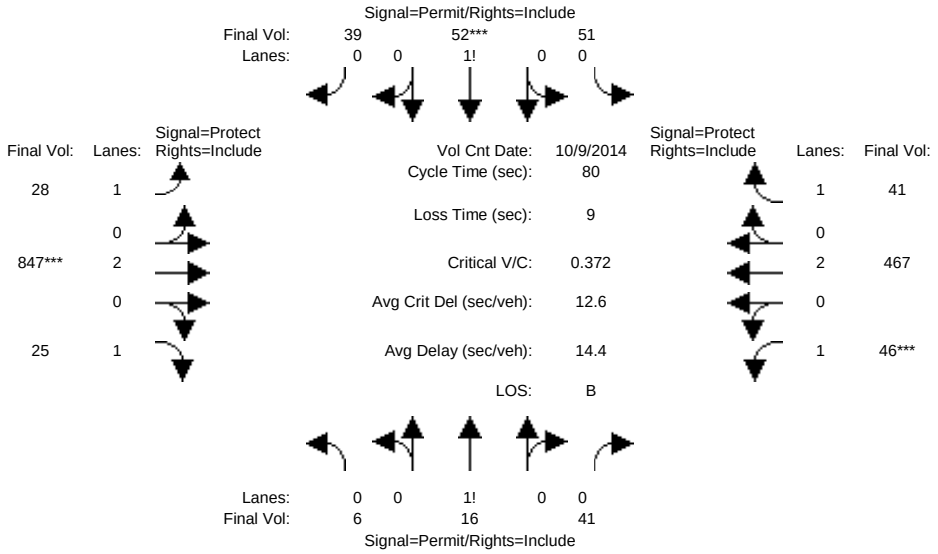
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:30-8:30AM												
Base Vol:	12	80	67	40	58	26	16	415	9	22	587	37
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:	12	80	67	40	58	26	16	415	9	22	587	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	67	40	58	26	16	415	9	22	587	37
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:	12	80	67	40	58	26	16	415	9	22	587	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	415	9	22	587	37
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:	12	80	67	40	58	26	16	415	9	22	587	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.11	0.01	0.01	0.15	0.02
Crit Moves:	****						****			****		
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	7.0	27.8	27.8	19.5	40.3	40.3
Volume/Cap:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.31	0.01	0.05	0.31	0.04
Delay/Veh:	22.1	22.1	22.1	21.6	21.6	21.6	33.9	19.2	17.1	23.2	11.7	10.1
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:	22.1	22.1	22.1	21.6	21.6	21.6	33.9	19.2	17.1	23.2	11.7	10.1
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	7	7	7	5	5	5	1	7	0	1	8	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4022: SANTA CLARA/26TH



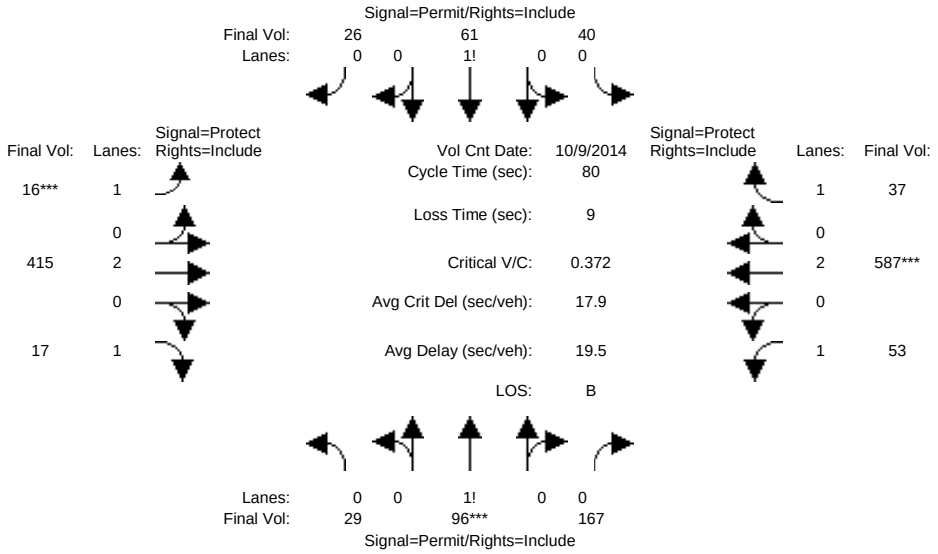
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 4:45-5:45PM												
Base Vol:	6	16	41	51	52	39	28	847	25	46	467	41
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:	6	16	41	51	52	39	28	847	25	46	467	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	16	41	51	52	39	28	847	25	46	467	41
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:	6	16	41	51	52	39	28	847	25	46	467	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	16	41	51	52	39	28	847	25	46	467	41
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:	6	16	41	51	52	39	28	847	25	46	467	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.25	0.65	0.36	0.37	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	167	444	1139	629	641	481	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.02	0.22	0.01	0.03	0.12	0.02
Crit Moves:				****			****		****			
Green Time:	17.1	17.1	17.1	17.1	17.1	17.1	22.2	46.9	46.9	7.0	31.7	31.7
Volume/Cap:	0.17	0.17	0.17	0.38	0.38	0.38	0.06	0.38	0.02	0.30	0.31	0.06
Delay/Veh:	25.9	25.9	25.9	27.6	27.6	27.6	21.3	8.9	6.9	35.3	16.7	15.0
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:	25.9	25.9	25.9	27.6	27.6	27.6	21.3	8.9	6.9	35.3	16.7	15.0
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	7	7	7	1	10	1	2	8	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4022: SANTA CLARA/26TH



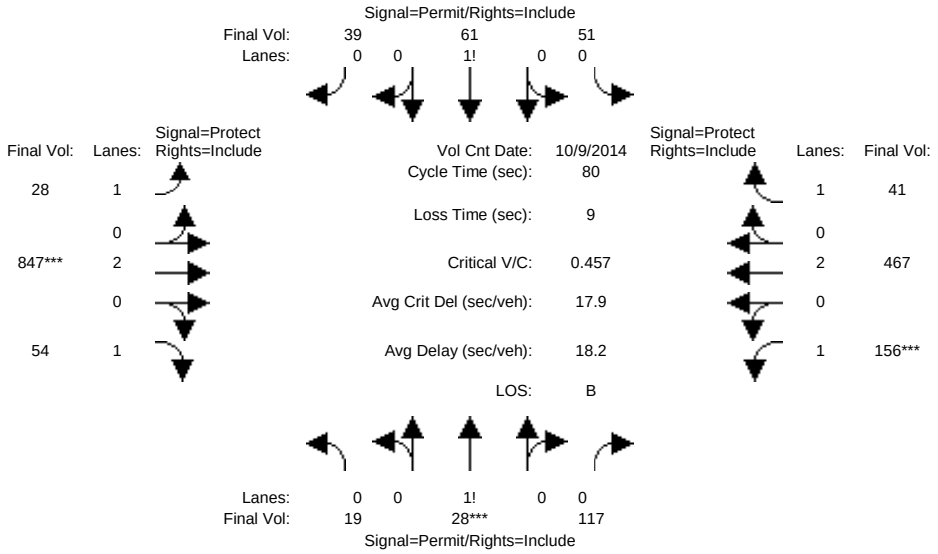
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:30-8:30AM												
Base Vol:	12	80	67	40	58	26	16	415	9	22	587	37
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:	12	80	67	40	58	26	16	415	9	22	587	37
Added Vol:	17	16	100	0	3	0	0	0	8	31	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	96	167	40	61	26	16	415	17	53	587	37
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:	29	96	167	40	61	26	16	415	17	53	587	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	96	167	40	61	26	16	415	17	53	587	37
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:	29	96	167	40	61	26	16	415	17	53	587	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.33	0.57	0.31	0.49	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	174	575	1001	551	841	358	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.07	0.07	0.07	0.01	0.11	0.01	0.03	0.15	0.02
Crit Moves:	****					****				****		
Green Time:	33.2	33.2	33.2	33.2	33.2	33.2	7.0	22.2	22.2	15.6	30.8	30.8
Volume/Cap:	0.40	0.40	0.40	0.17	0.17	0.17	0.10	0.39	0.03	0.16	0.40	0.05
Delay/Veh:	16.8	16.8	16.8	14.9	14.9	14.9	33.9	23.7	21.1	27.0	18.1	15.5
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:	16.8	16.8	16.8	14.9	14.9	14.9	33.9	23.7	21.1	27.0	18.1	15.5
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2k95thQ:	11	11	11	4	4	4	1	8	1	2	10	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4022: SANTA CLARA/26TH



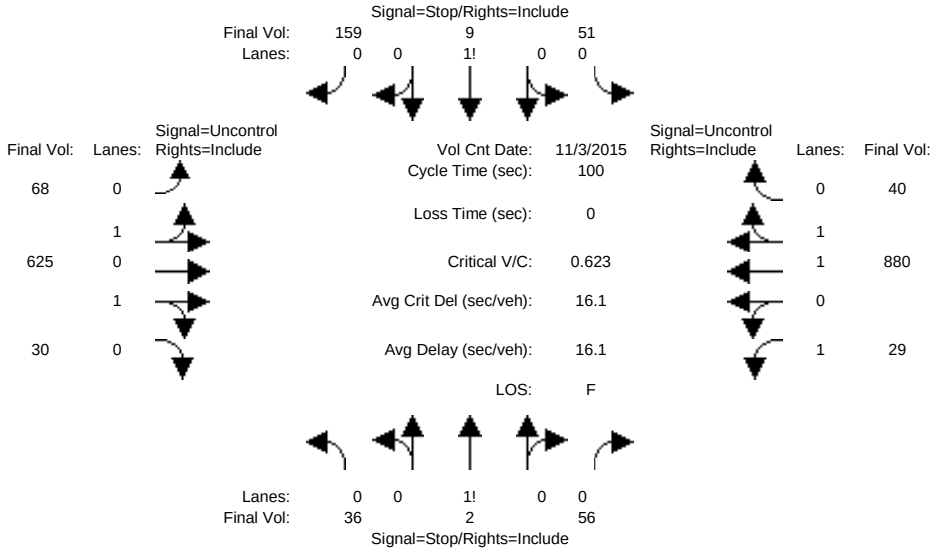
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 4:45-5:45PM												
Base Vol:	6	16	41	51	52	39	28	847	25	46	467	41
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:	6	16	41	51	52	39	28	847	25	46	467	41
Added Vol:	13	12	76	0	9	0	0	0	29	110	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	28	117	51	61	39	28	847	54	156	467	41
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:	19	28	117	51	61	39	28	847	54	156	467	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	28	117	51	61	39	28	847	54	156	467	41
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:	19	28	117	51	61	39	28	847	54	156	467	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.17	0.71	0.34	0.40	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	203	299	1248	591	707	452	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.22	0.03	0.09	0.12	0.02
Crit Moves:	****						****		****			
Green Time:	16.4	16.4	16.4	16.4	16.4	16.4	22.5	39.0	39.0	15.6	32.1	32.1
Volume/Cap:	0.46	0.46	0.46	0.42	0.42	0.42	0.06	0.46	0.06	0.46	0.31	0.06
Delay/Veh:	28.8	28.8	28.8	28.5	28.5	28.5	21.1	13.7	10.9	29.4	16.5	14.7
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:	28.8	28.8	28.8	28.5	28.5	28.5	21.1	13.7	10.9	29.4	16.5	14.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	8	8	8	8	8	8	1	13	1	7	7	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #6: N.26th St and E. Julian St



Street Name:	N.26th St					E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	36	2	56	51	9	159	68	625	30	29	880	40
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:	36	2	56	51	9	159	68	625	30	29	880	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2	56	51	9	159	68	625	30	29	880	40
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:	36	2	56	51	9	159	68	625	30	29	880	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	2	56	51	9	159	68	625	30	29	880	40
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1279	1754	328	1408	1749	460	920	xxxx	xxxxx	655	xxxx	xxxxx
Potent Cap.:	125	86	674	101	87	554	750	xxxx	xxxxx	942	xxxx	xxxxx
Move Cap.:	74	76	674	82	76	554	750	xxxx	xxxxx	942	xxxx	xxxxx
Volume/Cap:	0.49	0.03	0.08	0.62	0.12	0.29	0.09	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	157	xxxxx	xxxx	213	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.2	xxxxx	xxxxx	9.5	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	57.3	xxxxx	xxxxx	117	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	B	*	*	*	*	*
ApproachDel:	57.3			117.1			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	1 0 1	0	1	0 1	1 0
Initial Vol:	36	2	56	51	9	159	68	625	30	29	880	40
ApproachDel:	57.3			117.1			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=94]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1985]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=219]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1985]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	1 0 1	0	1	0 1	1 0
Initial Vol:	36	2	56	51	9	159	68	625	30	29	880	40

Major Street Volume: 1672
Minor Approach Volume: 219
Minor Approach Volume Threshold: 108

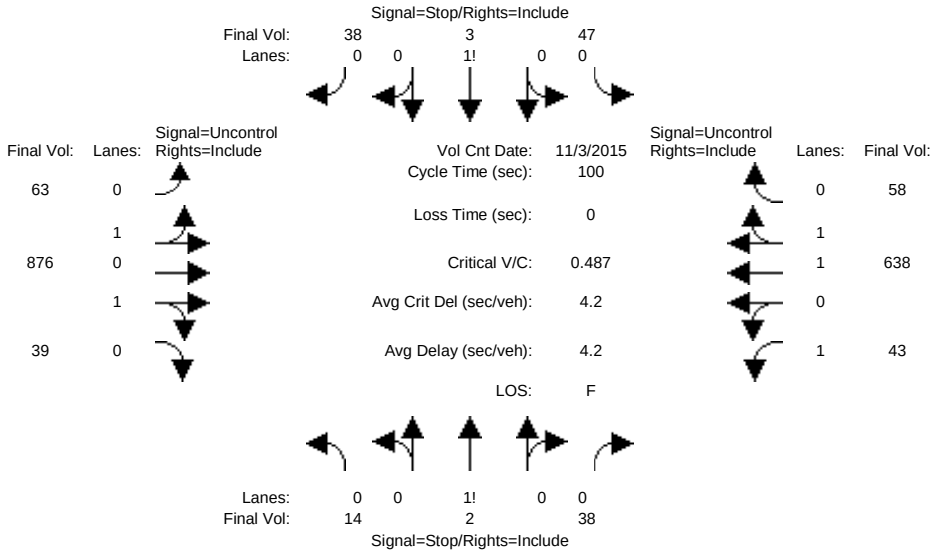
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #6: N.26th St and E. Julian St



Street Name:	N.26th St					E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	14	2	38	47	3	38	63	876	39	43	638	58
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:	14	2	38	47	3	38	63	876	39	43	638	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	2	38	47	3	38	63	876	39	43	638	58
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:	14	2	38	47	3	38	63	876	39	43	638	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	2	38	47	3	38	63	876	39	43	638	58
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1428	1804	458	1318	1794	348	696	xxxx	xxxxx	915	xxxx	xxxxx
Potent Cap.:	97	80	556	117	81	654	909	xxxx	xxxxx	754	xxxx	xxxxx
Move Cap.:	80	70	556	96	71	654	909	xxxx	xxxxx	754	xxxx	xxxxx
Volume/Cap:	0.17	0.03	0.07	0.49	0.04	0.06	0.07	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	199	xxxxx	xxxx	150	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	3.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	29.8	xxxxx	xxxxx	58.6	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	A	*	*	*	*	*
ApproachDel:	29.8			58.6			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	1 0 1	0	1	0 1	1 0
Initial Vol:	14	2	38	47	3	38	63	876	39	43	638	58
ApproachDel:	29.8			58.6			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1859]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1859]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	1 0 1	0	1	0 1	1 0
Initial Vol:	14	2	38	47	3	38	63	876	39	43	638	58

Major Street Volume: 1717
Minor Approach Volume: 88
Minor Approach Volume Threshold: 99 [less than minimum of 100]

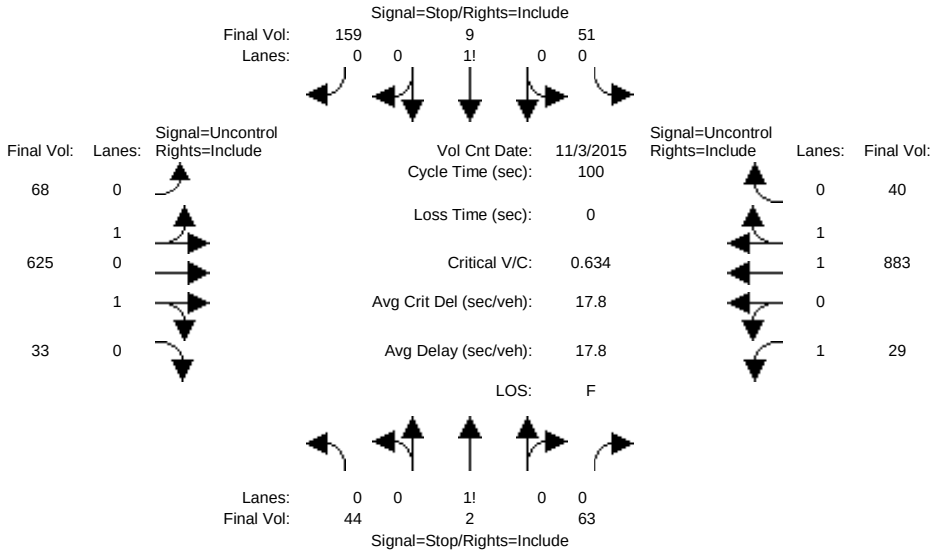
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #6: N.26th St and E. Julian St




```
Street Name:          N.26th St                    E. Julian St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:     36    2    56    51    9   159    68  625    30    29  880    40
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:   36    2    56    51    9   159    68  625    30    29  880    40
Added Vol:      8    0     7     0    0     0     0    0     3     0    3     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   44    2    63    51    9   159    68  625    33    29  883    40
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:    44    2    63    51    9   159    68  625    33    29  883    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   44    2    63    51    9   159    68  625    33    29  883    40
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1282 1759   329  1411 1755   462   923 xxxx xxxxx   658 xxxx xxxxx
Potent Cap.:  125   86   673   100   86   552   748 xxxx xxxxx   939 xxxx xxxxx
Move Cap.:     73   75   673    80   75   552   748 xxxx xxxxx   939 xxxx xxxxx
Volume/Cap:  0.60 0.03  0.09  0.63 0.12  0.29  0.09 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx   9.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  151 xxxxx  xxxx  210 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  4.3 xxxxx xxxxx  9.6 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 74.3 xxxxx xxxxx  121 xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    F     *     B    *     *     *    *     *
ApproachDel:      74.3           121.5          xxxxxx          xxxxxx
ApproachLOS:         F              F              *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 N.26th St and E. Julian St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	44	2	63	51	9	159	68	625	33	29	883	40
ApproachDel:	74.3			121.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=109]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2006]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=219]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2006]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	44	2	63	51	9	159	68	625	33	29	883	40

Major Street Volume: 1678
Minor Approach Volume: 219
Minor Approach Volume Threshold: 107

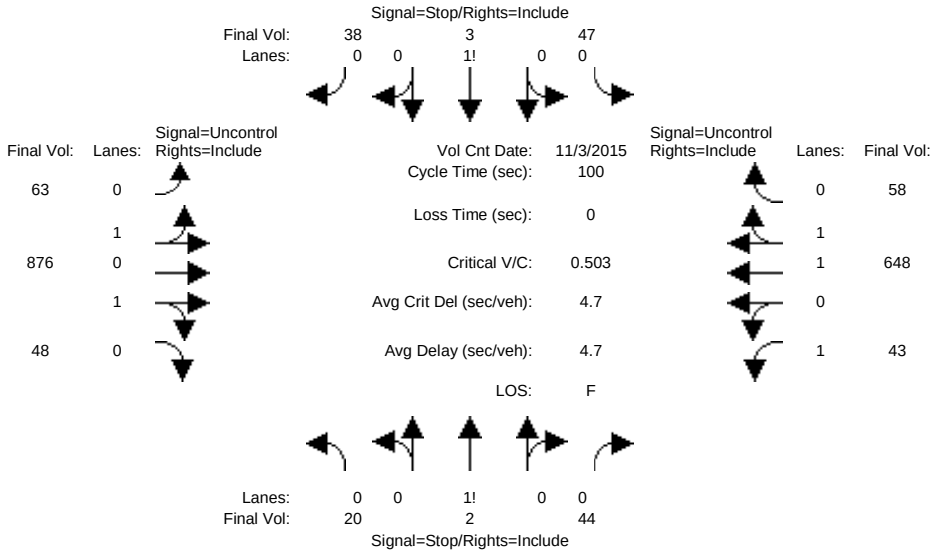
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #6: N.26th St and E. Julian St




```
Street Name:          N.26th St                    E. Julian St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:     14    2   38   47    3   38   63  876   39   43  638   58
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:  14    2   38   47    3   38   63  876   39   43  638   58
Added Vol:     6    0    6    0    0    0    0    0    9    0   10    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  20    2   44   47    3   38   63  876   48   43  648   58
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:   20    2   44   47    3   38   63  876   48   43  648   58
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:  20    2   44   47    3   38   63  876   48   43  648   58
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1438 1818   462  1328 1813   353   706 xxxx xxxxx   924 xxxx xxxxx
Potent Cap.:   96   79   552   115   79   649   902 xxxx xxxxx   748 xxxx xxxxx
Move Cap.:     79   69   552    94   69   649   902 xxxx xxxxx   748 xxxx xxxxx
Volume/Cap:  0.25 0.03  0.08  0.50 0.04  0.06  0.07 xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx  10.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  182 xxxxx  xxxx  146 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.5 xxxxx xxxxx  3.2 xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 35.7 xxxxx xxxxx 61.8 xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    F     *     A    *     *     *    *     *
ApproachDel:      35.7            61.8          xxxxxx          xxxxxx
ApproachLOS:         E               F               *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 N.26th St and E. Julian St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	20	2	44	47	3	38	63	876	48	43	648	58
ApproachDel:	35.7			61.8			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=66]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1890]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1890]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	20	2	44	47	3	38	63	876	48	43	648	58

Major Street Volume: 1736
Minor Approach Volume: 88
Minor Approach Volume Threshold: 95 [less than minimum of 100]

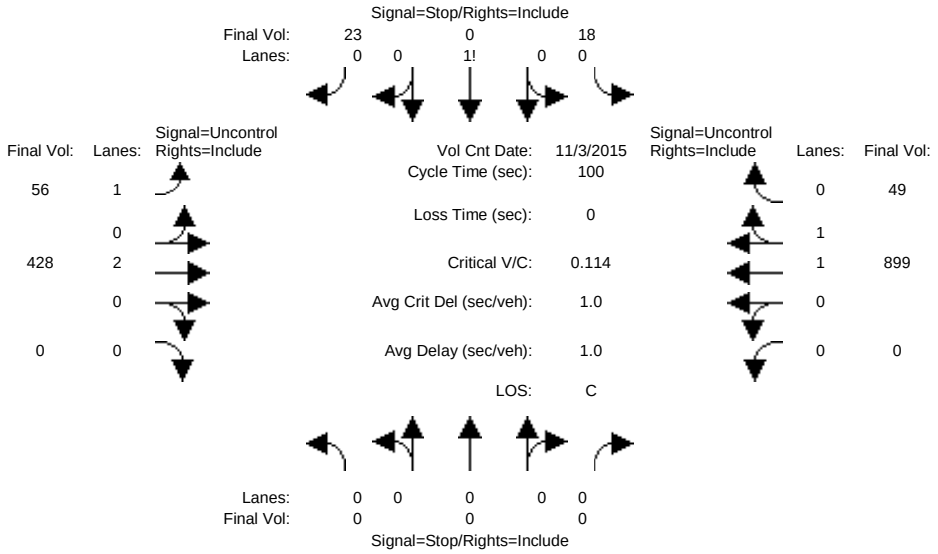
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                  E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0    0    0   18    0   23   56  428    0    0  899   49
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:   0    0    0   18    0   23   56  428    0    0  899   49
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   18    0   23   56  428    0    0  899   49
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:    0    0    0   18    0   23   56  428    0    0  899   49
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   18    0   23   56  428    0    0  899   49
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1250 1464   474   948 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   168  130   542   732 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   158  120   542   732 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 0.00  0.04  0.08 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     B    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  262 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 21.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    C    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           21.3          xxxxxx          xxxxxx
ApproachLOS:         *             C             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	18	0	23	56	428	0	0	899	49
ApproachDel:	xxxxxx			21.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1473]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 27th St and E. Santa Clara St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Initial Vol:	0	0	0	18	0	23	56	428	0	0	899	49

Major Street Volume: 1432
Minor Approach Volume: 41
Minor Approach Volume Threshold: 161

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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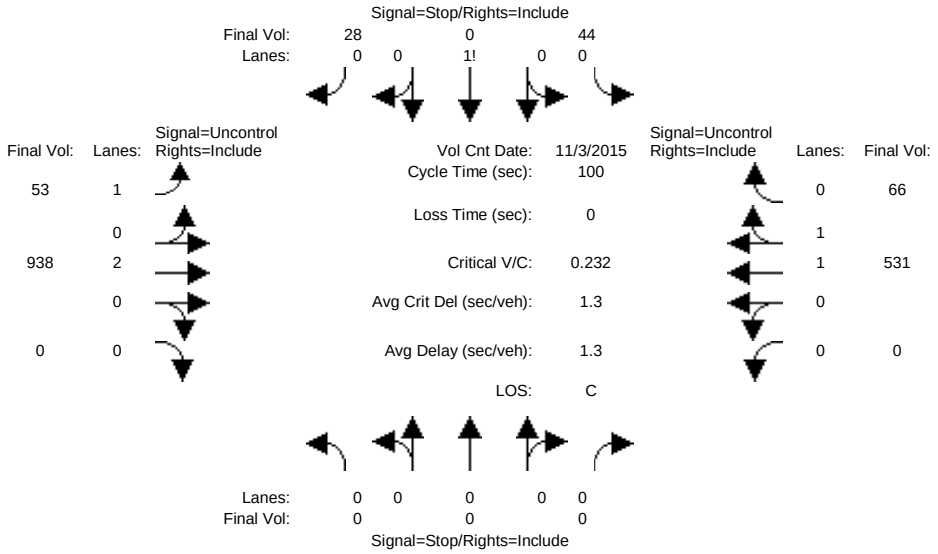
1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                  E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0    0    0   44    0   28   53  938    0    0  531   66
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:   0    0    0   44    0   28   53  938    0    0  531   66
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   44    0   28   53  938    0    0  531   66
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:    0    0    0   44    0   28   53  938    0    0  531   66
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   44    0   28   53  938    0    0  531   66
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1139 1608   299   597 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   198  106   704   989 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   190  100   704   989 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.23 0.00  0.04  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     A    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  265 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 23.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    C    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           23.6          xxxxxx          xxxxxx
ApproachLOS:         *             C             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```



```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0    0   44    0   28    53  938    0    0  531   66
ApproachDel:    xxxxxx           23.6          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=72]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1660]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

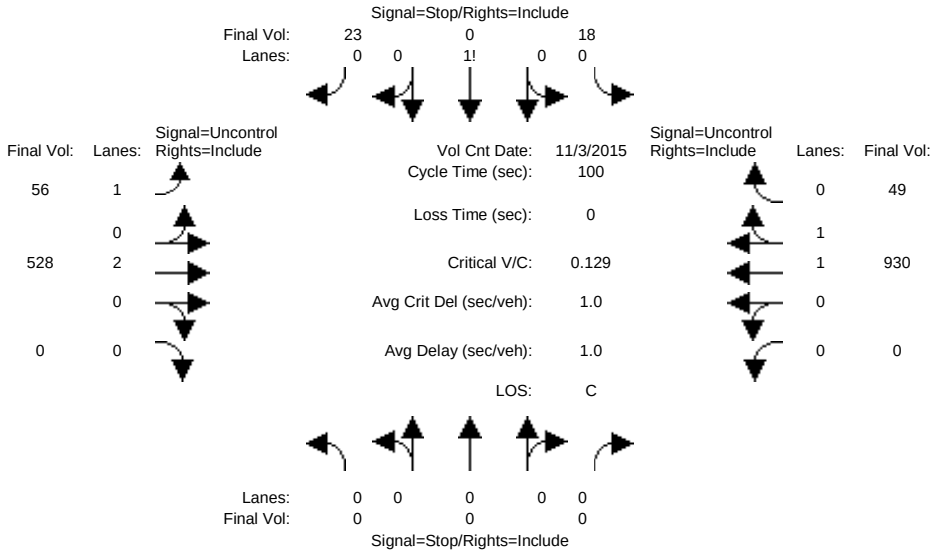
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0    0   44    0   28    53  938    0    0  531   66
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           1588
Minor Approach Volume:          72
Minor Approach Volume Threshold: 126
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                    E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0    0    0   18    0   23   56  428    0    0  899   49
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:   0    0    0   18    0   23   56  428    0    0  899   49
Added Vol:     0    0    0    0    0    0    0  100    0    0   31    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   18    0   23   56  528    0    0  930   49
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:    0    0    0   18    0   23   56  528    0    0  930   49
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   18    0   23   56  528    0    0  930   49
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1331 1595   490   979 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   149  108   530   713 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   140   99   530   713 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.13 0.00  0.04  0.08 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     B    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  238 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 23.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    C    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           23.3          xxxxxx          xxxxxx
ApproachLOS:         *             C             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	18	0	23	56	528	0	0	930	49
ApproachDel:	xxxxxx			23.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1604]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 27th St and E. Santa Clara St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Initial Vol:	0	0	0	18	0	23	56	528	0	0	930	49

Major Street Volume: 1563
Minor Approach Volume: 41
Minor Approach Volume Threshold: 131

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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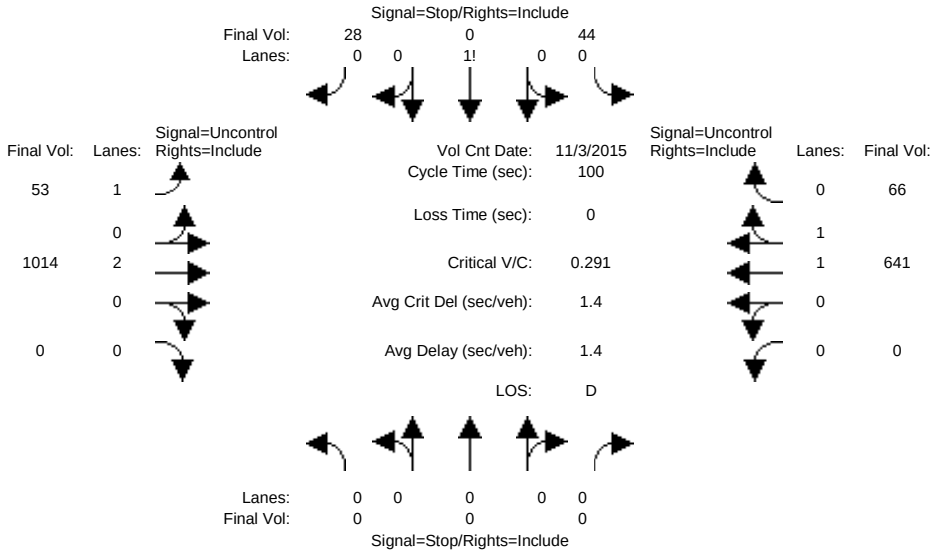
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                  E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0    0    0   44    0   28   53  938    0    0  531   66
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:   0    0    0   44    0   28   53  938    0    0  531   66
Added Vol:     0    0    0    0    0    0    0   76    0    0  110    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   44    0   28   53 1014    0    0  641   66
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:    0    0    0   44    0   28   53 1014    0    0  641   66
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   44    0   28   53 1014    0    0  641   66
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1287 1794   354   707 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   159   81   649   901 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   151   77   649   901 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.29 0.00  0.04  0.06 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     A    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  216 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 29.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    D    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           29.8          xxxxxx          xxxxxx
ApproachLOS:         *             D             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0	0 0	0	0 1!	0 0	1 0	2	0 0	0	0 1	1 0
Initial Vol:	0	0	0	44	0	28	53	1014	0	0	641	66
ApproachDel:	xxxxxx			29.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=72]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1846]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 27th St and E. Santa Clara St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0	0 0	0	0 1!	0 0	1 0	2	0 0	0	0 1	1 0
Initial Vol:	0	0	0	44	0	28	53	1014	0	0	641	66

Major Street Volume: 1774
Minor Approach Volume: 72
Minor Approach Volume Threshold: 87 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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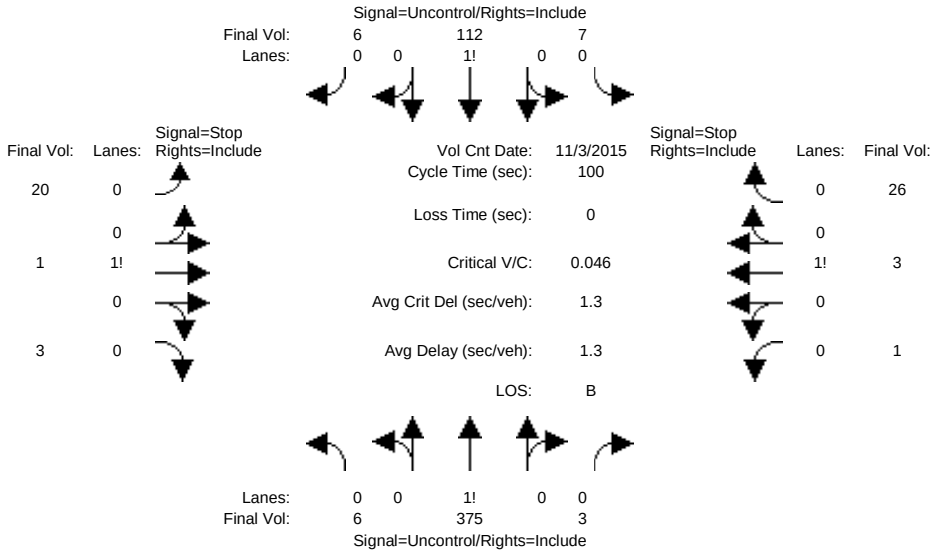
1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #12: N.28th St and Shortridge Ave




```
Street Name:          N.28th St                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      6  375    3     7  112    6    20    1    3     1    3    26
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:   6  375    3     7  112    6    20    1    3     1    3    26
Added Vol:     0    0    0     0    0    0     0    0    0     0    0     0
ATI:           0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:   6  375    3     7  112    6    20    1    3     1    3    26
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:    6  375    3     7  112    6    20    1    3     1    3    26
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0     0
FinalVolume:   6  375    3     7  112    6    20    1    3     1    3    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  118 xxxx xxxxx   378 xxxx xxxxx   532  519   115   520  521   377
Potent Cap.: 1483 xxxx xxxxx  1192 xxxx xxxxx   461  464   943   470  463   674
Move Cap.:   1483 xxxx xxxxx  1192 xxxx xxxxx   438  459   943   464  458   674
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.05 0.00  0.00  0.00 0.01  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  470 xxxxx  xxxx  635 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.1 xxxxx xxxxx 11.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    B     *
ApproachDel:    xxxxxx          xxxxxx           13.1           11.0
ApproachLOS:         *               *            B              B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #12 N.28th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	6	20	1	3	1	3	26
ApproachDel:	xxxxxx			xxxxxx			13.1			11.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=563]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=563]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	6	20	1	3	1	3	26

Major Street Volume: 509
Minor Approach Volume: 30
Minor Approach Volume Threshold: 400

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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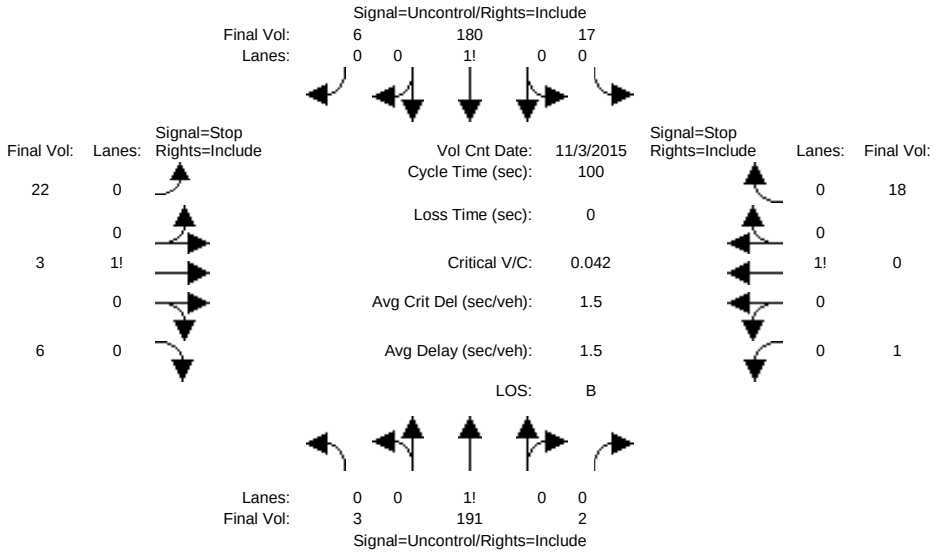
1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #12: N.28th St and Shortridge Ave




```
Street Name:          N.28th St                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      3  191    2    17  180    6    22    3    6    1    0    18
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:   3  191    2    17  180    6    22    3    6    1    0    18
Added Vol:     0    0    0     0    0    0     0    0    0    0    0     0
ATI:           0    0    0     0    0    0     0    0    0    0    0     0
Initial Fut:   3  191    2    17  180    6    22    3    6    1    0    18
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:    3  191    2    17  180    6    22    3    6    1    0    18
Reduct Vol:    0    0    0     0    0    0     0    0    0    0    0     0
FinalVolume:   3  191    2    17  180    6    22    3    6    1    0    18
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  186 xxxx xxxxx   193 xxxx xxxxx   424  416   183   420  418   192
Potent Cap.: 1401 xxxx xxxxx  1392 xxxx xxxxx   544  530   865   548  529   855
Move Cap.:   1401 xxxx xxxxx  1392 xxxx xxxxx   527  523   865   535  521   855
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.04 0.01  0.01  0.00 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  569 xxxxx  xxxx  829 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.7 xxxxx xxxxx  9.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    A     *
ApproachDel:    xxxxxx          xxxxxx           11.7            9.4
ApproachLOS:         *               *             B              A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #12 N.28th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	191	2	17	180	6	22	3	6	1	0	18
ApproachDel:	xxxxxx			xxxxxx			11.7			9.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=449]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=449]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	3	191	2	17	180	6	22	3	6	1	0	18

Major Street Volume: 399
Minor Approach Volume: 31
Minor Approach Volume Threshold: 464

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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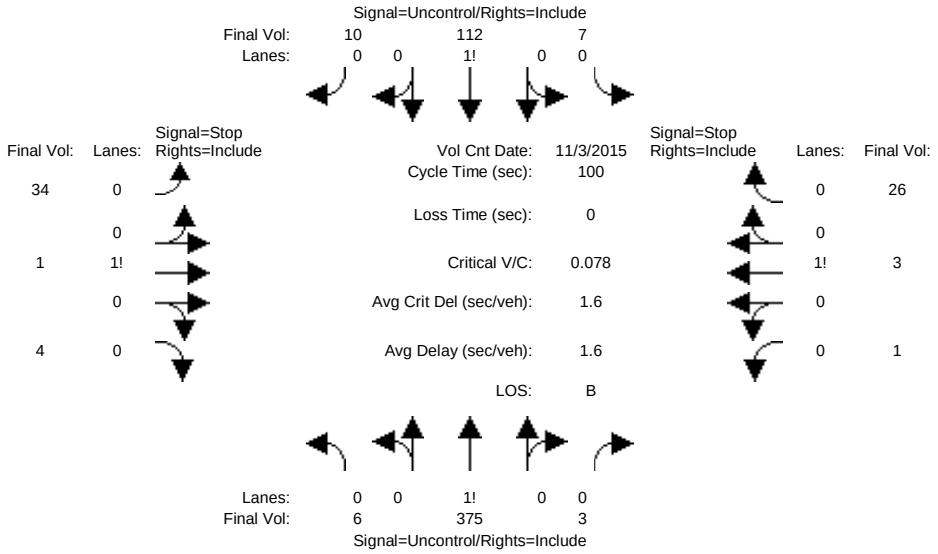
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #12: N.28th St and Shortridge Ave




```
Street Name:          N.28th St                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      6  375    3    7  112    6   20    1    3    1    3   26
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:   6  375    3    7  112    6   20    1    3    1    3   26
Added Vol:     0    0    0    0    0    4   14    0    1    0    0    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   6  375    3    7  112   10   34    1    4    1    3   26
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:    6  375    3    7  112   10   34    1    4    1    3   26
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   6  375    3    7  112   10   34    1    4    1    3   26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  122 xxxx xxxxx   378 xxxx xxxxx   534  521   117   522  525   377
Potent Cap.: 1478 xxxx xxxxx  1192 xxxx xxxxx   460  463   941   468  461   674
Move Cap.:   1478 xxxx xxxxx  1192 xxxx xxxxx   437  458   941   462  456   674
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.08 0.00  0.00  0.00 0.01  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *    A    *     *    *    *     *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  463 xxxxx  xxxx  634 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.5 xxxxx xxxxx 11.0 xxxxx
Shared LOS:     *    *     *    *    *     *    *    B     *    *    B     *
ApproachDel:    xxxxxx          xxxxxx           13.5           11.0
ApproachLOS:         *               *            B              B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #12 N.28th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	10	34	1	4	1	3	26
ApproachDel:	xxxxxx			xxxxxx			13.5			11.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=582]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=582]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	10	34	1	4	1	3	26

Major Street Volume: 513
Minor Approach Volume: 39
Minor Approach Volume Threshold: 397

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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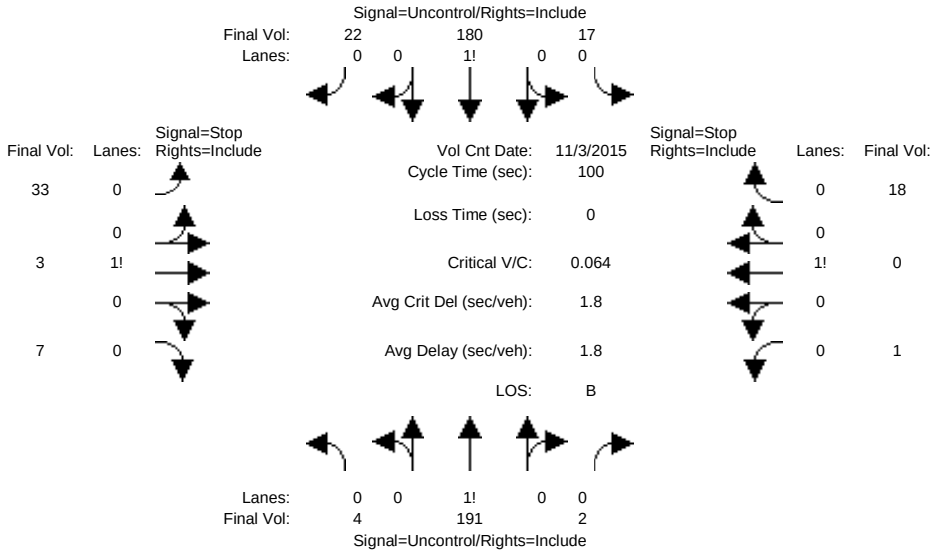
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #12: N.28th St and Shortridge Ave



Street Name:	N.28th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	3	191	2	17	180	6	22	3	6	1	0	18
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:	3	191	2	17	180	6	22	3	6	1	0	18
Added Vol:	1	0	0	0	0	16	11	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	191	2	17	180	22	33	3	7	1	0	18
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:	4	191	2	17	180	22	33	3	7	1	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	191	2	17	180	22	33	3	7	1	0	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	202	xxxx	xxxxx	193	xxxx	xxxxx	434	426	191	430	436	192
Potent Cap.:	1382	xxxx	xxxxx	1392	xxxx	xxxxx	536	524	856	539	517	855
Move Cap.:	1382	xxxx	xxxxx	1392	xxxx	xxxxx	518	516	856	526	509	855
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.01	0.01	0.00	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	554	xxxxx	xxxx	828	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			12.0			9.5		
ApproachLOS:	*			*			B			A		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	4	191	2	17	180	22	33	3	7	1	0	18
ApproachDel:	xxxxxx			xxxxxx			12.0			9.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=478]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=478]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	4	191	2	17	180	22	33	3	7	1	0	18

Major Street Volume: 416
Minor Approach Volume: 43
Minor Approach Volume Threshold: 453

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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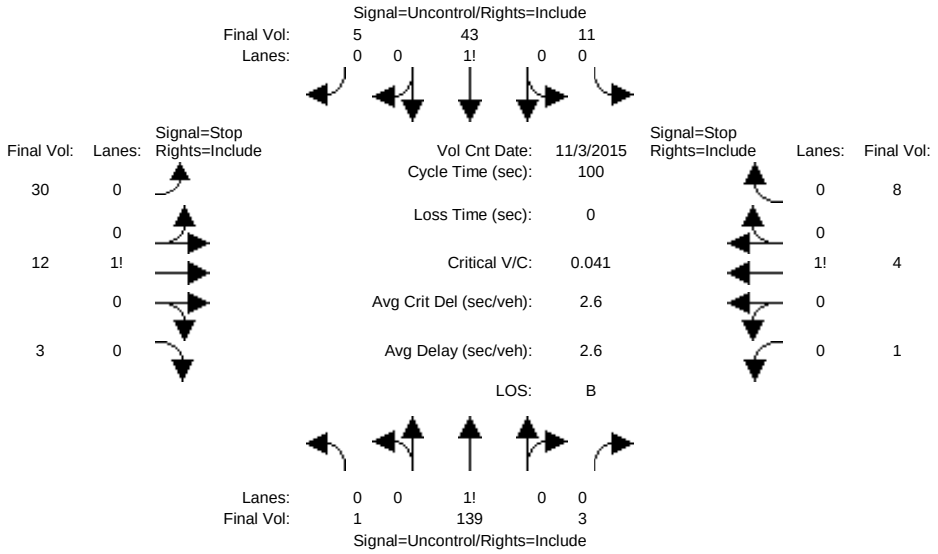
1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #13: N.26th St and Shortridge Ave




```
Street Name:            N.26th                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      1  139    3    11   43    5   30   12    3    1   4    8
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:   1  139    3    11   43    5   30   12    3    1   4    8
Added Vol:     0   0     0    0    0     0    0    0    0    0   0    0
ATI:           0   0     0    0    0     0    0    0    0    0   0    0
Initial Fut:   1  139    3    11   43    5   30   12    3    1   4    8
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:    1  139    3    11   43    5   30   12    3    1   4    8
Reduct Vol:    0   0     0    0    0     0    0    0    0    0   0    0
FinalVolume:   1  139    3    11   43    5   30   12    3    1   4    8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   48 xxxx xxxxx   142 xxxx xxxxx   216  212    46   218  213   141
Potent Cap.: 1572 xxxx xxxxx  1453 xxxx xxxxx   745  689  1030   743  688   913
Move Cap.:   1572 xxxx xxxxx  1453 xxxx xxxxx   730  684  1030   726  683   913
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.04 0.02  0.00  0.00 0.01  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  731 xxxxx  xxxx  813 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.2 xxxxx xxxxx  9.5 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    A     *
ApproachDel:    xxxxxx          xxxxxx           10.2            9.5
ApproachLOS:         *               *             B              A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #13 N.26th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	1	139	3	11	43	5	30	12	3	1	4	8
ApproachDel:	xxxxxx			xxxxxx			10.2			9.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=260]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=13]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=260]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	1	139	3	11	43	5	30	12	3	1	4	8

Major Street Volume: 202
Minor Approach Volume: 45
Minor Approach Volume Threshold: 646

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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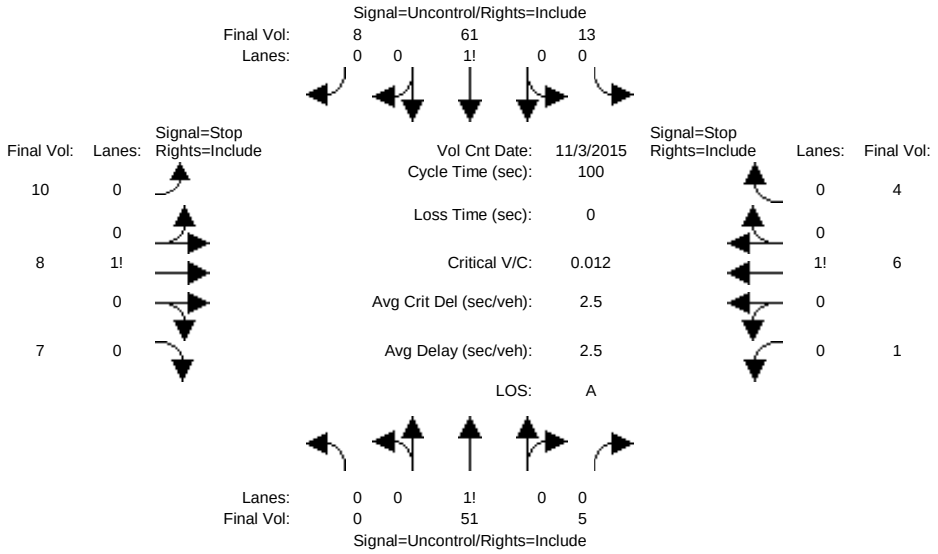
1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #13: N.26th St and Shortridge Ave




```
Street Name:            N.26th                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0   51    5   13   61    8   10    8    7    1    6    4
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:   0   51    5   13   61    8   10    8    7    1    6    4
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0   51    5   13   61    8   10    8    7    1    6    4
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:    0   51    5   13   61    8   10    8    7    1    6    4
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0   51    5   13   61    8   10    8    7    1    6    4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    56 xxxx xxxxx   150  147    65   152  149    54
Potent Cap.: xxxx xxxx xxxxx  1562 xxxx xxxxx   823  748  1005   820  747  1019
Move Cap.:   xxxx xxxx xxxxx  1562 xxxx xxxxx   809  742  1005   802  740  1019
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  0.01 0.01  0.01  0.00 0.01  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  830 xxxxx  xxxx  829 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.5 xxxxx xxxxx  9.4 xxxxx
Shared LOS:     *    *    *    *    *    *    *    A    *    *    A    *
ApproachDel:    xxxxxx          xxxxxx            9.5            9.4
ApproachLOS:         *               *            A              A
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #13 N.26th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	51	5	13	61	8	10	8	7	1	6	4
ApproachDel:	xxxxxx			xxxxxx			9.5			9.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=174]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=174]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	51	5	13	61	8	10	8	7	1	6	4

Major Street Volume: 138
Minor Approach Volume: 25
Minor Approach Volume Threshold: 748

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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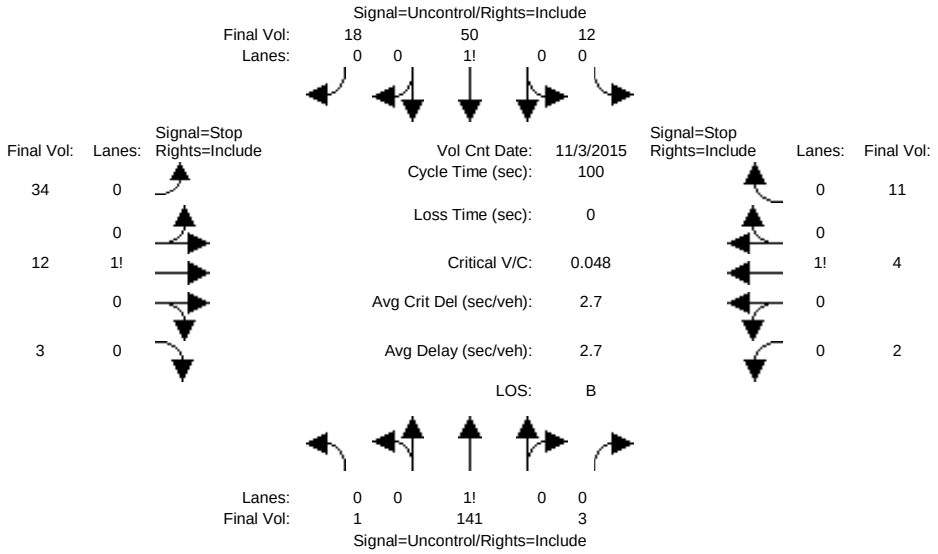
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #13: N.26th St and Shortridge Ave




```
Street Name:            N.26th                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      1  139    3    11   43    5    30   12    3    1    4    8
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:   1  139    3    11   43    5    30   12    3    1    4    8
Added Vol:     0    2    0    1    7   13    4    0    0    1    0    3
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   1  141    3    12   50   18    34   12    3    2    4   11
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:    1  141    3    12   50   18    34   12    3    2    4   11
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   1  141    3    12   50   18    34   12    3    2    4   11
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   68 xxxx xxxxx   144 xxxx xxxxx   235  229    59   235  237   143
Potent Cap.: 1546 xxxx xxxxx  1451 xxxx xxxxx   724  674  1012   724  668   910
Move Cap.:   1546 xxxx xxxxx  1451 xxxx xxxxx   707  668  1012   707  662   910
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.05 0.02  0.00  0.00 0.01  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *    A    *     *    *    *     *    *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  710 xxxxx  xxxx  811 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.4 xxxxx xxxxx  9.5 xxxxx
Shared LOS:     *    *     *    *    *     *    *    B     *    *    A     *
ApproachDel:    xxxxxx          xxxxxx           10.4            9.5
ApproachLOS:         *               *             B              A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #13 N.26th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```



```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:    1  141    3   12   50   18   34   12    3    2   4   11
ApproachDel:    xxxxxx          xxxxxx           10.4            9.5
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=291]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=291]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

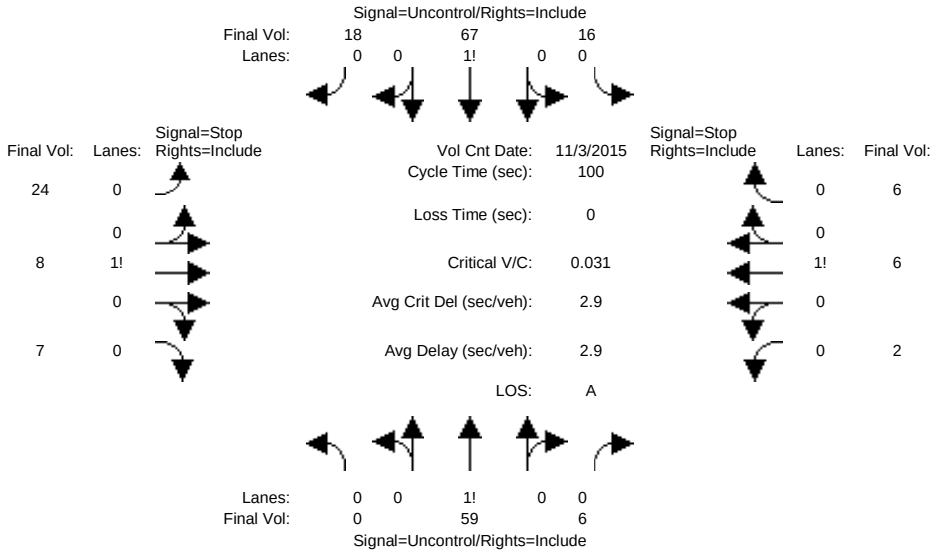
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #13 N.26th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:    1  141    3   12   50   18   34   12    3    2   4   11
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          225
Minor Approach Volume:         49
Minor Approach Volume Threshold: 617
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #13: N.26th St and Shortridge Ave




```
Street Name:            N.26th                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0   51    5   13   61    8   10    8    7    1    6    4
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:   0   51    5   13   61    8   10    8    7    1    6    4
Added Vol:     0    8    1    3    6   10   14    0    0    1    0    2
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0   59    6   16   67   18   24    8    7    2    6    6
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:    0   59    6   16   67   18   24    8    7    2    6    6
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0   59    6   16   67   18   24    8    7    2    6    6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    65 xxxx xxxxx   176  173    76   178  179    62
Potent Cap.: xxxx xxxx xxxxx  1550 xxxx xxxxx   791  724   991   789  718  1009
Move Cap.:   xxxx xxxx xxxxx  1550 xxxx xxxxx   775  716   991   771  711  1009
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  0.03 0.01  0.01  0.00 0.01  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  793 xxxxx  xxxx  824 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.8 xxxxx xxxxx  9.4 xxxxx
Shared LOS:     *    *    *    *    *    *    *    A    *    *    A    *
ApproachDel:    xxxxxx          xxxxxx            9.8            9.4
ApproachLOS:         *               *            A              A
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #13 N.26th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	59	6	16	67	18	24	8	7	2	6	6
ApproachDel:	xxxxxx			xxxxxx			9.8			9.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=219]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=219]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	59	6	16	67	18	24	8	7	2	6	6

Major Street Volume: 166
Minor Approach Volume: 39
Minor Approach Volume Threshold: 698

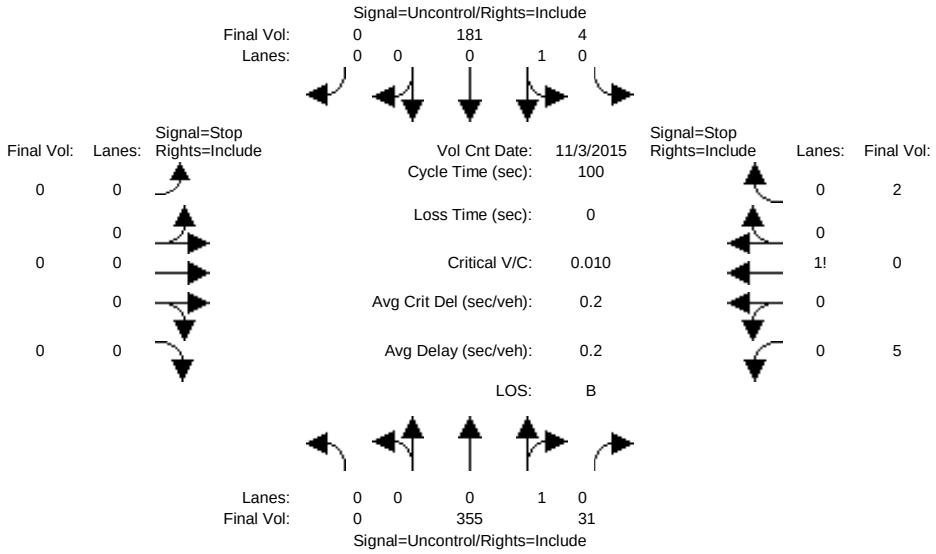
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #14: N.24th St and Shortridge Ave




```
Street Name:          N.24th St                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0  355   31    4  181    0    0   0    0    5   0    2
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:   0  355   31    4  181    0    0   0    0    5   0    2
Added Vol:     0    0    0    0    0    0    0   0    0    0   0    0
ATI:           0    0    0    0    0    0    0   0    0    0   0    0
Initial Fut:   0  355   31    4  181    0    0   0    0    5   0    2
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:    0  355   31    4  181    0    0   0    0    5   0    2
Reduct Vol:    0    0    0    0    0    0    0   0    0    0   0    0
FinalVolume:   0  355   31    4  181    0    0   0    0    5   0    2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   386 xxxx xxxxx  xxxx xxxx xxxxx   560  560   371
Potent Cap.: xxxx xxxx xxxxx  1184 xxxx xxxxx  xxxx xxxx xxxxx   493  440   680
Move Cap.:   xxxx xxxx xxxxx  1184 xxxx xxxxx  xxxx xxxx xxxxx   492  439   680
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  534 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.8 xxxxx
Shared LOS:     *    *    *    A    *    *    *    *    *    *    B    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          11.8
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```



```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  355   31    4  181    0    0   0    0    5   0    2
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          11.8
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=7]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=578]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

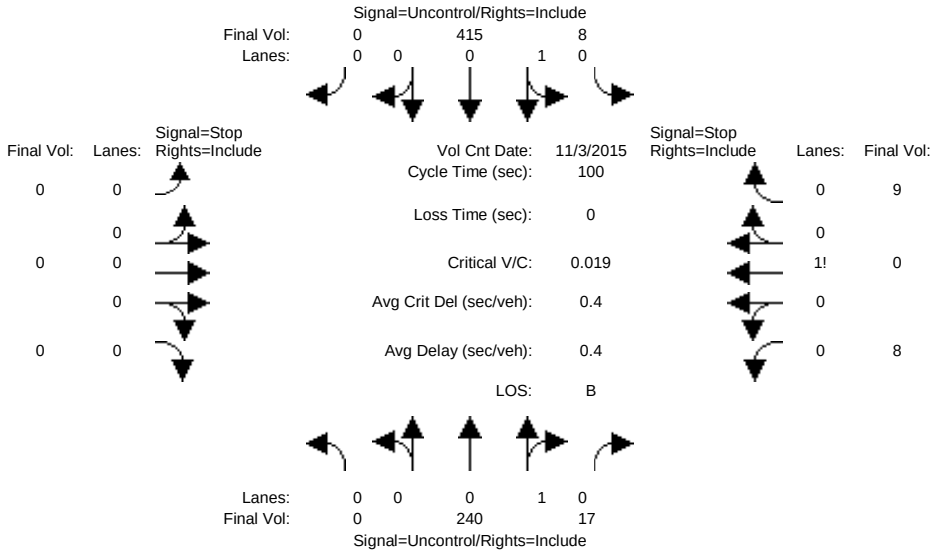
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
          Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  355   31    4  181    0    0   0    0    5   0    2
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           571
Minor Approach Volume:          7
Minor Approach Volume Threshold: 369
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #14: N.24th St and Shortridge Ave




```
Street Name:          N.24th St                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0  240   17    8  415    0    0   0    0    8   0    9
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:   0  240   17    8  415    0    0   0    0    8   0    9
Added Vol:     0    0    0    0    0    0    0   0    0    0   0    0
ATI:           0    0    0    0    0    0    0   0    0    0   0    0
Initial Fut:   0  240   17    8  415    0    0   0    0    8   0    9
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:    0  240   17    8  415    0    0   0    0    8   0    9
Reduct Vol:    0    0    0    0    0    0    0   0    0    0   0    0
FinalVolume:   0  240   17    8  415    0    0   0    0    8   0    9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   257 xxxx xxxxx  xxxx xxxx xxxxx   680  680   249
Potent Cap.: xxxx xxxx xxxxx  1320 xxxx xxxxx  xxxx xxxx xxxxx   420  376   795
Move Cap.:   xxxx xxxx xxxxx  1320 xxxx xxxxx  xxxx xxxx xxxxx   418  374   795
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.02 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  558 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.7 xxxxx
Shared LOS:     *    *    *    A    *    *    *    *    *    *    B    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          11.7
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Initial Vol:	0 240	17		8	415	0	0	0	0	8	0	9
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=697]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Initial Vol:	0 240	17		8	415	0	0	0	0	8	0	9

Major Street Volume: 680
Minor Approach Volume: 17
Minor Approach Volume Threshold: 322

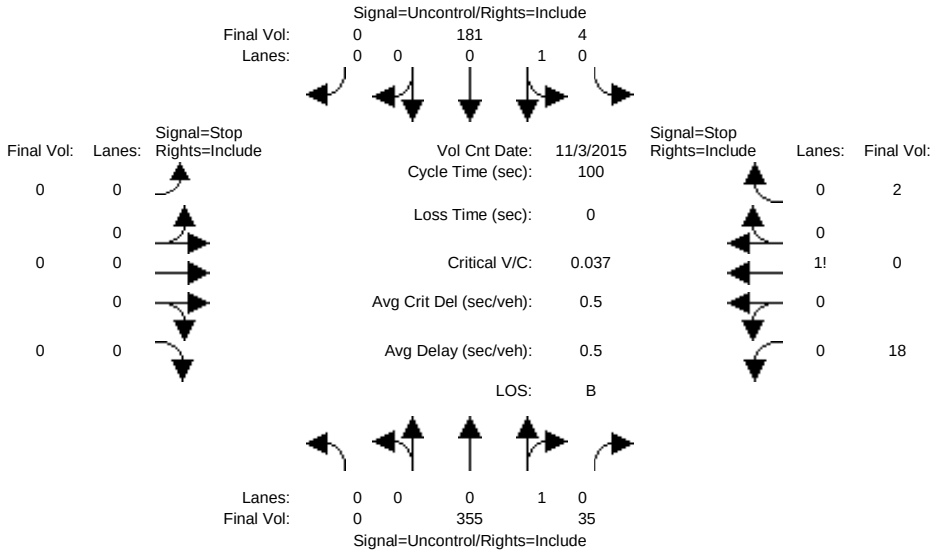
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #14: N.24th St and Shortridge Ave




```
Street Name:          N.24th St                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Nov 2015 <<
Base Vol:      0  355   31    4  181    0    0   0    0    5   0    2
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:   0  355   31    4  181    0    0   0    0    5   0    2
Added Vol:     0    0    4    0    0    0    0   0    0   13   0    0
ATI:           0    0    0    0    0    0    0   0    0    0   0    0
Initial Fut:   0  355   35    4  181    0    0   0    0   18   0    2
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:    0  355   35    4  181    0    0   0    0   18   0    2
Reduct Vol:    0    0    0    0    0    0    0   0    0    0   0    0
FinalVolume:   0  355   35    4  181    0    0   0    0   18   0    2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   390 xxxx xxxxx  xxxx xxxx xxxxx   562  562   373
Potent Cap.: xxxx xxxx xxxxx  1180 xxxx xxxxx  xxxx xxxx xxxxx   492  439   678
Move Cap.:   xxxx xxxx xxxxx  1180 xxxx xxxxx  xxxx xxxx xxxxx   491  437   678
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  505 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.4 xxxxx
Shared LOS:     *    *    *    A    *    *    *    *    *    *    B    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          12.4
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```



```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  355   35    4  181    0    0   0    0   18   0    2
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          12.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=595]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

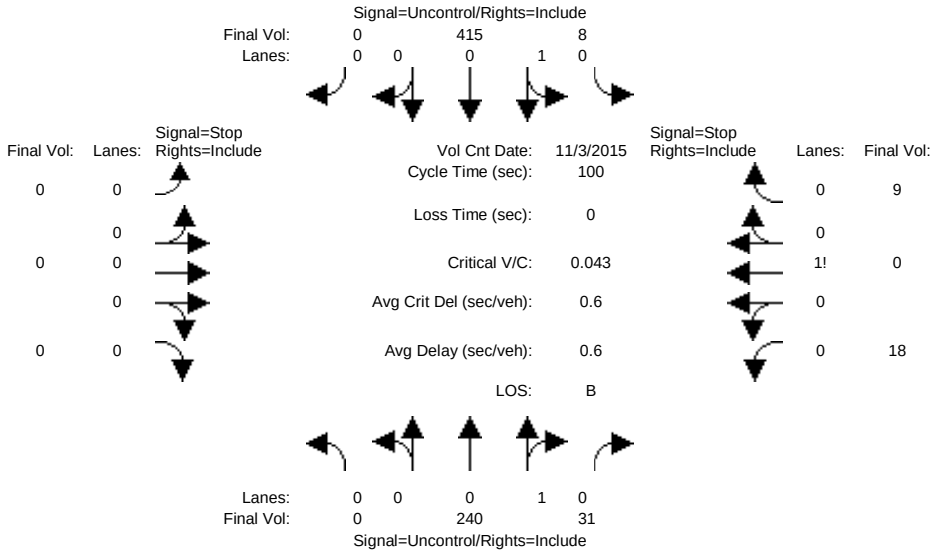
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  355   35    4  181    0    0   0    0   18   0    2
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           575
Minor Approach Volume:          20
Minor Approach Volume Threshold: 367
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #14: N.24th St and Shortridge Ave



Street Name:	N.24th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	0	240	17	8	415	0	0	0	0	8	0	9
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:	0	240	17	8	415	0	0	0	0	8	0	9
Added Vol:	0	0	14	0	0	0	0	0	0	10	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	31	8	415	0	0	0	0	18	0	9
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:	0	240	31	8	415	0	0	0	0	18	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	240	31	8	415	0	0	0	0	18	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	271	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	687	256
Potent Cap.:	xxxx	xxxx	xxxxx	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	416	372	788
Move Cap.:	xxxx	xxxx	xxxxx	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	370	788
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	492	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  240   31    8  415    0    0   0    0   18   0    9
ApproachDel:    xxxxxx         xxxxxx         xxxxxx          12.7
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=721]
   SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0  240   31    8  415    0    0   0    0   18   0    9
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           694
Minor Approach Volume:          27
Minor Approach Volume Threshold: 317
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
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signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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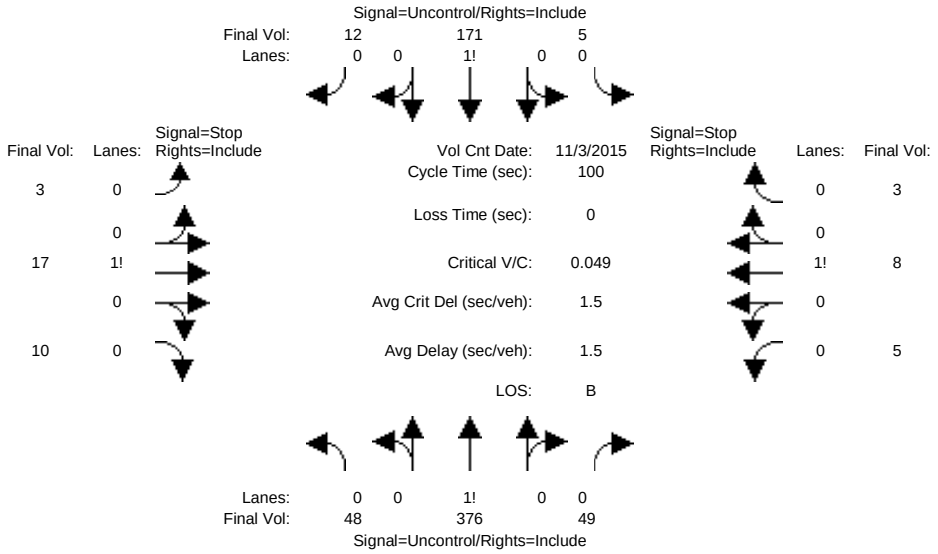
```


1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #15: N.24th St and San Fernando St



Street Name:	N.24th St						San Fernando St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	48	376	49	5	171	12	3	17	10	5	8	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	376	49	5	171	12	3	17	10	5	8	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	376	49	5	171	12	3	17	10	5	8	3
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:	48	376	49	5	171	12	3	17	10	5	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	376	49	5	171	12	3	17	10	5	8	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	183	xxxx	xxxxx	425	xxxx	xxxxx	689	708	177	697	690	401
Potent Cap.:	1404	xxxx	xxxxx	1145	xxxx	xxxxx	363	362	871	358	371	654
Move Cap.:	1404	xxxx	xxxxx	1145	xxxx	xxxxx	344	348	871	331	356	654
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.05	0.01	0.02	0.02	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	434	xxxxx	xxxx	380	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	14.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.9			14.9		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	376	49	5	171	12	3	17	10	5	8	3
ApproachDel:	xxxxxx			xxxxxx			13.9			14.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=707]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=707]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	376	49	5	171	12	3	17	10	5	8	3

Major Street Volume: 661
Minor Approach Volume: 30
Minor Approach Volume Threshold: 330

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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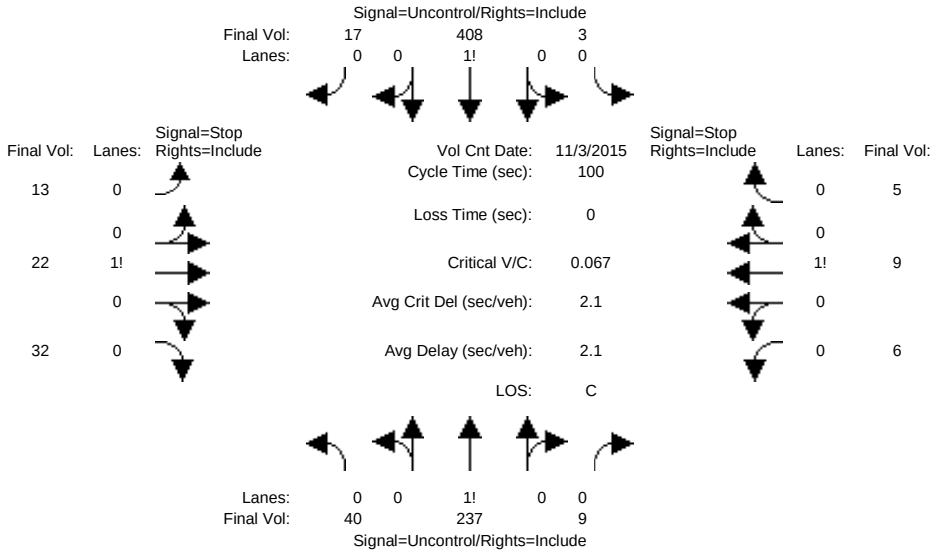
1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #15: N.24th St and San Fernando St



Street Name:	N.24th St						San Fernando St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	40	237	9	3	408	17	13	22	32	6	9	5
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:	40	237	9	3	408	17	13	22	32	6	9	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	237	9	3	408	17	13	22	32	6	9	5
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:	40	237	9	3	408	17	13	22	32	6	9	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	237	9	3	408	17	13	22	32	6	9	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	425	xxxx	xxxxx	246	xxxx	xxxxx	751	749	417	771	753	242
Potent Cap.:	1145	xxxx	xxxxx	1332	xxxx	xxxxx	330	343	641	320	341	802
Move Cap.:	1145	xxxx	xxxxx	1332	xxxx	xxxxx	311	330	641	280	328	802
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.07	0.05	0.02	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	423	xxxxx	xxxx	363	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx	xxxxx	15.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.1			15.5		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	40	237	9	3	408	17	13	22	32	6	9	5
ApproachDel:	xxxxxx			xxxxxx			15.1			15.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=67]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=801]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=801]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	40	237	9	3	408	17	13	22	32	6	9	5

Major Street Volume: 714
Minor Approach Volume: 67
Minor Approach Volume Threshold: 309

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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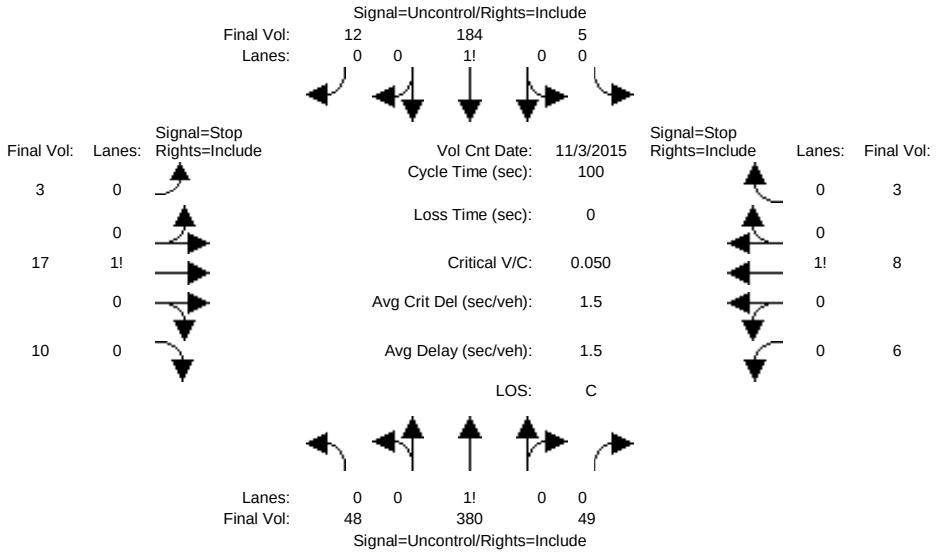
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #15: N.24th St and San Fernando St



Street Name:	N.24th St						San Fernando St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	48	376	49	5	171	12	3	17	10	5	8	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	376	49	5	171	12	3	17	10	5	8	3
Added Vol:	0	4	0	0	13	0	0	0	0	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	380	49	5	184	12	3	17	10	6	8	3
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:	48	380	49	5	184	12	3	17	10	6	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	380	49	5	184	12	3	17	10	6	8	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	196	xxxx	xxxxx	429	xxxx	xxxxx	706	725	190	714	707	405
Potent Cap.:	1389	xxxx	xxxxx	1141	xxxx	xxxxx	353	354	857	349	363	651
Move Cap.:	1389	xxxx	xxxxx	1141	xxxx	xxxxx	335	340	857	322	348	651
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.05	0.01	0.02	0.02	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	425	xxxxx	xxxx	368	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	15.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.1			15.3		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	380	49	5	184	12	3	17	10	6	8	3
ApproachDel:	xxxxxx			xxxxxx			14.1			15.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=725]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=725]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	380	49	5	184	12	3	17	10	6	8	3

Major Street Volume: 678
Minor Approach Volume: 30
Minor Approach Volume Threshold: 323

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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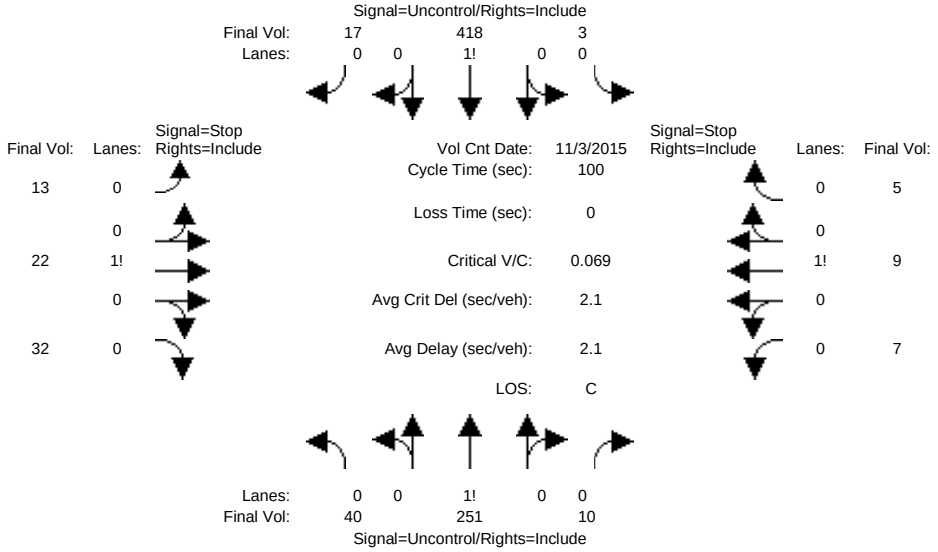
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #15: N.24th St and San Fernando St



Street Name:	N.24th St						San Fernando St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Nov 2015 <<												
Base Vol:	40	237	9	3	408	17	13	22	32	6	9	5
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:	40	237	9	3	408	17	13	22	32	6	9	5
Added Vol:	0	14	1	0	10	0	0	0	0	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	251	10	3	418	17	13	22	32	7	9	5
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:	40	251	10	3	418	17	13	22	32	7	9	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	251	10	3	418	17	13	22	32	7	9	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	435	xxxx	xxxxx	261	xxxx	xxxxx	776	774	427	796	777	256
Potent Cap.:	1135	xxxx	xxxxx	1315	xxxx	xxxxx	317	332	632	308	330	788
Move Cap.:	1135	xxxx	xxxxx	1315	xxxx	xxxxx	300	319	632	269	318	788
Volume/Cap:	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.07	0.05	0.03	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	411	xxxxx	xxxx	346	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx	xxxxx	16.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.5			16.1		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	40	251	10	3	418	17	13	22	32	7	9	5
ApproachDel:	xxxxxx			xxxxxx			15.5			16.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=67]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=827]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=827]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	40	251	10	3	418	17	13	22	32	7	9	5

Major Street Volume: 739
Minor Approach Volume: 67
Minor Approach Volume Threshold: 300

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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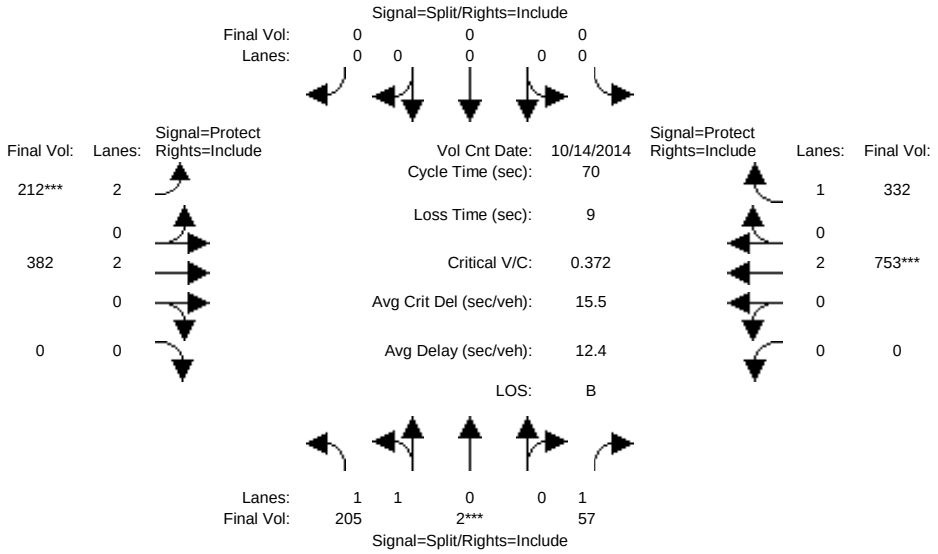
1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3016: 101/ALUM ROCK



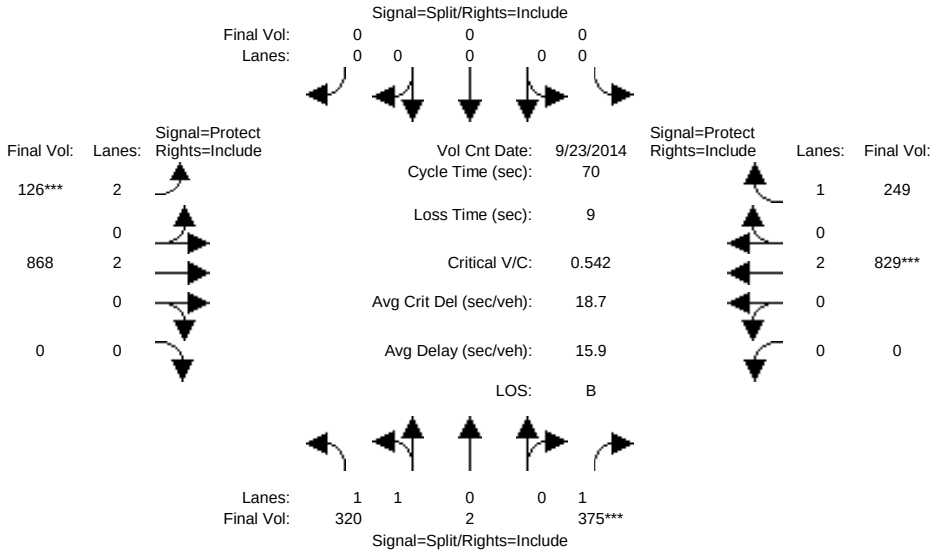
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:20-8:20AM												
Base Vol:	205	2	56	0	0	0	208	363	0	0	744	329
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:	205	2	56	0	0	0	208	363	0	0	744	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	1	0	0	0	4	19	0	0	9	3
Initial Fut:	205	2	57	0	0	0	212	382	0	0	753	332
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:	205	2	57	0	0	0	212	382	0	0	753	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2	57	0	0	0	212	382	0	0	753	332
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:	205	2	57	0	0	0	212	382	0	0	753	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3516	34	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.07	0.10	0.00	0.00	0.20	0.19
Crit Moves:	****						****				****	
Green Time:	11.0	11.0	11.0	0.0	0.0	0.0	12.7	50.0	0.0	0.0	37.3	37.3
Volume/Cap:	0.37	0.37	0.21	0.00	0.00	0.00	0.37	0.14	0.00	0.00	0.37	0.36
Delay/Veh:	26.8	26.8	26.1	0.0	0.0	0.0	25.6	3.2	0.0	0.0	9.6	9.6
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:	26.8	26.8	26.1	0.0	0.0	0.0	25.6	3.2	0.0	0.0	9.6	9.6
LOS by Move:	C	C	C	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	3	3	1	0	0	0	2	1	0	0	5	5

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3016: 101/ALUM ROCK



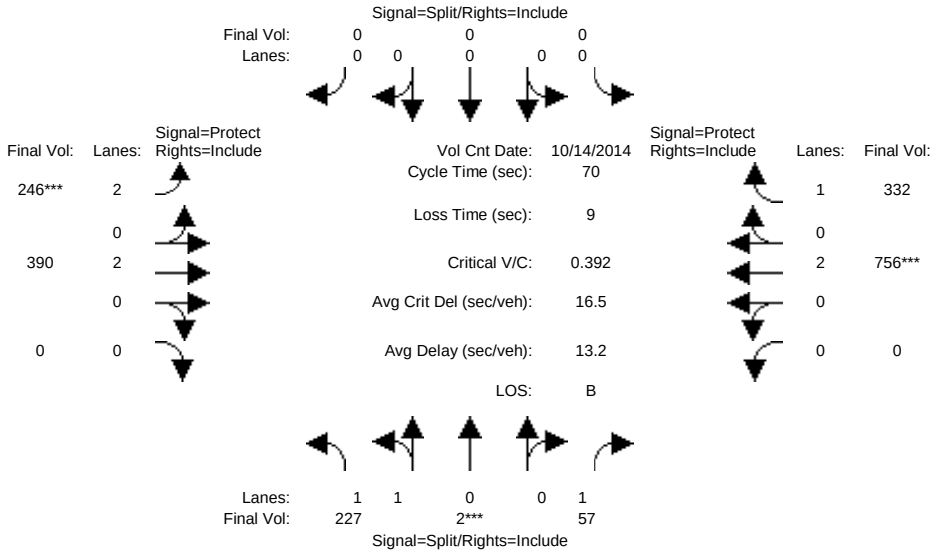
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2014 << 4:45-5:45PM												
Base Vol:	320	2	373	0	0	0	125	854	0	0	803	240
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:	320	2	373	0	0	0	125	854	0	0	803	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	2	0	0	0	1	14	0	0	26	9
Initial Fut:	320	2	375	0	0	0	126	868	0	0	829	249
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:	320	2	375	0	0	0	126	868	0	0	829	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2	375	0	0	0	126	868	0	0	829	249
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:	320	2	375	0	0	0	126	868	0	0	829	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3528	22	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.21	0.00	0.00	0.00	0.04	0.23	0.00	0.00	0.22	0.14
Crit Moves:			****				****				****	
Green Time:	26.8	26.8	26.8	0.0	0.0	0.0	7.0	34.2	0.0	0.0	27.2	27.2
Volume/Cap:	0.24	0.24	0.56	0.00	0.00	0.00	0.40	0.47	0.00	0.00	0.56	0.37
Delay/Veh:	14.8	14.8	18.1	0.0	0.0	0.0	30.4	12.0	0.0	0.0	17.2	15.6
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:	14.8	14.8	18.1	0.0	0.0	0.0	30.4	12.0	0.0	0.0	17.2	15.6
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2kAvgQ:	3	3	7	0	0	0	2	6	0	0	8	4

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3016: 101/ALUM ROCK



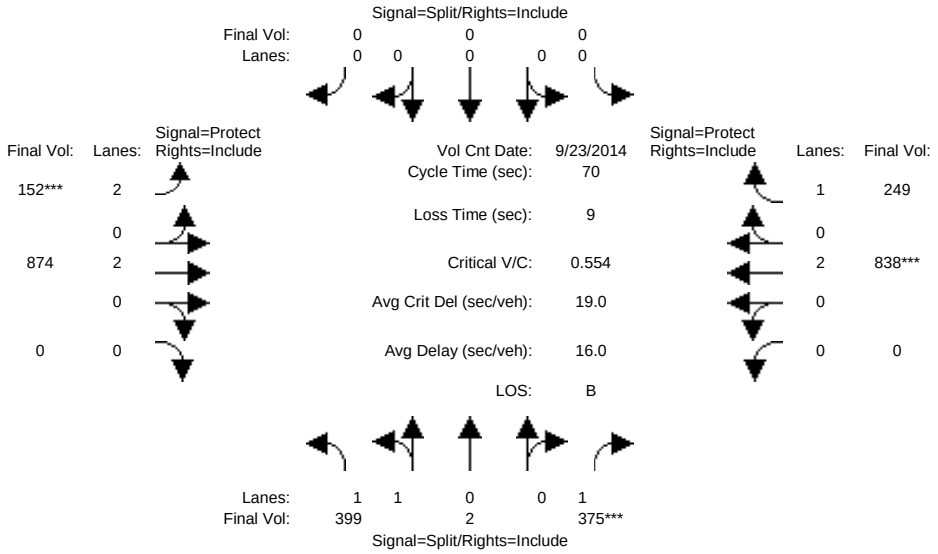
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:20-8:20AM												
Base Vol:	205	2	56	0	0	0	208	363	0	0	744	329
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:	205	2	56	0	0	0	208	363	0	0	744	329
Added Vol:	22	0	0	0	0	0	34	8	0	0	3	0
ATI:	0	0	1	0	0	0	4	19	0	0	9	3
Initial Fut:	227	2	57	0	0	0	246	390	0	0	756	332
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:	227	2	57	0	0	0	246	390	0	0	756	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2	57	0	0	0	246	390	0	0	756	332
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:	227	2	57	0	0	0	246	390	0	0	756	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3519	31	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.08	0.10	0.00	0.00	0.20	0.19
Crit Moves:	****						****				****	
Green Time:	11.5	11.5	11.5	0.0	0.0	0.0	13.9	49.5	0.0	0.0	35.5	35.5
Volume/Cap:	0.39	0.39	0.20	0.00	0.00	0.00	0.39	0.15	0.00	0.00	0.39	0.37
Delay/Veh:	26.5	26.5	25.6	0.0	0.0	0.0	24.7	3.4	0.0	0.0	10.7	10.7
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:	26.5	26.5	25.6	0.0	0.0	0.0	24.7	3.4	0.0	0.0	10.7	10.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	3	3	1	0	0	0	3	1	0	0	5	5

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3016: 101/ALUM ROCK



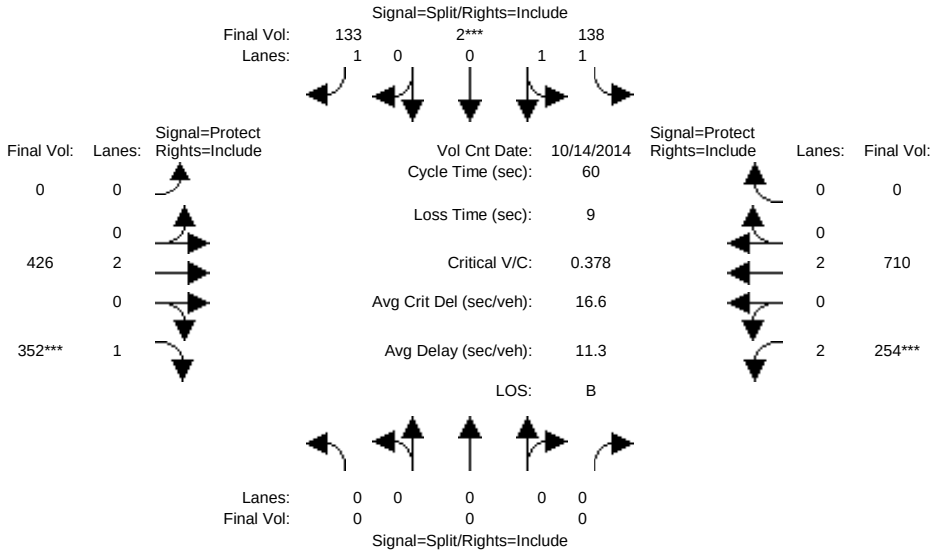
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2014 << 4:45-5:45PM												
Base Vol:	320	2	373	0	0	0	125	854	0	0	803	240
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:	320	2	373	0	0	0	125	854	0	0	803	240
Added Vol:	79	0	0	0	0	0	26	6	0	0	9	0
ATI:	0	0	2	0	0	0	1	14	0	0	26	9
Initial Fut:	399	2	375	0	0	0	152	874	0	0	838	249
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:	399	2	375	0	0	0	152	874	0	0	838	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2	375	0	0	0	152	874	0	0	838	249
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:	399	2	375	0	0	0	152	874	0	0	838	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.21	0.00	0.00	0.00	0.05	0.23	0.00	0.00	0.22	0.14
Crit Moves:			****				****				****	
Green Time:	26.6	26.6	26.6	0.0	0.0	0.0	7.0	34.4	0.0	0.0	27.4	27.4
Volume/Cap:	0.30	0.30	0.56	0.00	0.00	0.00	0.48	0.47	0.00	0.00	0.56	0.36
Delay/Veh:	15.3	15.3	18.2	0.0	0.0	0.0	31.0	12.0	0.0	0.0	17.1	15.5
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:	15.3	15.3	18.2	0.0	0.0	0.0	31.0	12.0	0.0	0.0	17.1	15.5
LOS by Move:	B	B	B	A	A	A	C	B	A	A	B	B
HCM2kAvgQ:	3	3	7	0	0	0	2	6	0	0	8	4

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3023: 101/SANTA CLARA



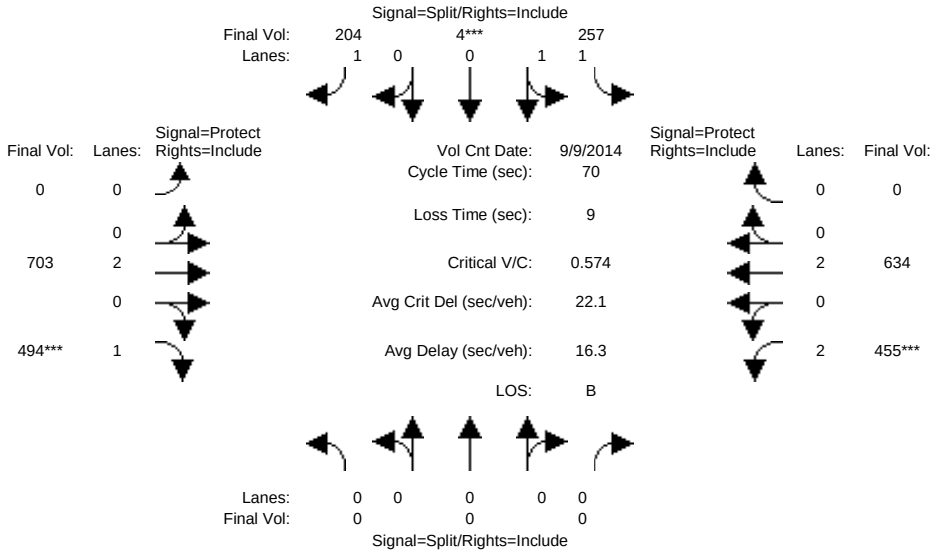
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:15-8:15AM												
Base Vol:	0	0	0	126	2	125	0	420	349	252	708	0
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:	0	0	0	126	2	125	0	420	349	252	708	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	12	0	8	0	6	3	2	2	0
Initial Fut:	0	0	0	138	2	133	0	426	352	254	710	0
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:	0	0	0	138	2	133	0	426	352	254	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	2	133	0	426	352	254	710	0
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:	0	0	0	138	2	133	0	426	352	254	710	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3499	51	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.08	0.00	0.11	0.20	0.08	0.19	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.1	12.1	12.1	0.0	27.8	27.8	11.1	38.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.38	0.00	0.24	0.43	0.43	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	20.1	20.1	21.4	0.0	9.8	11.2	22.2	4.6	0.0
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:	0.0	0.0	0.0	20.1	20.1	21.4	0.0	9.8	11.2	22.2	4.6	0.0
LOS by Move:	A	A	A	C	C	C	A	A	B	C	A	A
HCM2kAvgQ:	0	0	0	1	1	3	0	2	5	2	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3023: 101/SANTA CLARA



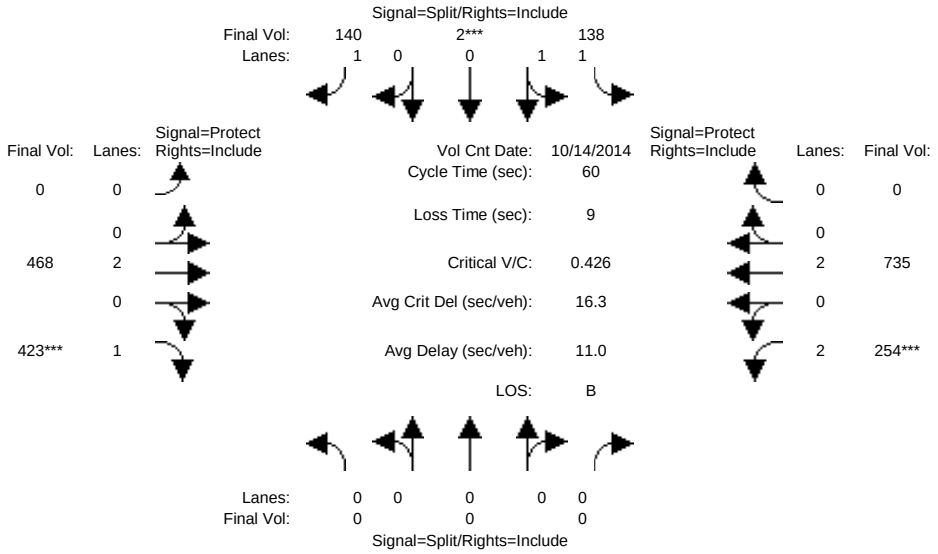
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	247	4	200	0	696	492	453	630	0
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:	0	0	0	247	4	200	0	696	492	453	630	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	10	0	4	0	7	2	2	4	0
Initial Fut:	0	0	0	257	4	204	0	703	494	455	634	0
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:	0	0	0	257	4	204	0	703	494	455	634	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	257	4	204	0	703	494	455	634	0
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:	0	0	0	257	4	204	0	703	494	455	634	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3496	54	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.12	0.00	0.19	0.28	0.14	0.17	0.00
Crit Moves:				****				****	****			
Green Time:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	30.9	30.9	15.8	46.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.57	0.00	0.42	0.64	0.64	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	24.3	24.3	27.4	0.0	13.5	17.0	26.4	4.7	0.0
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:	0.0	0.0	0.0	24.3	24.3	27.4	0.0	13.5	17.0	26.4	4.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	3	3	5	0	5	9	5	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3023: 101/SANTA CLARA



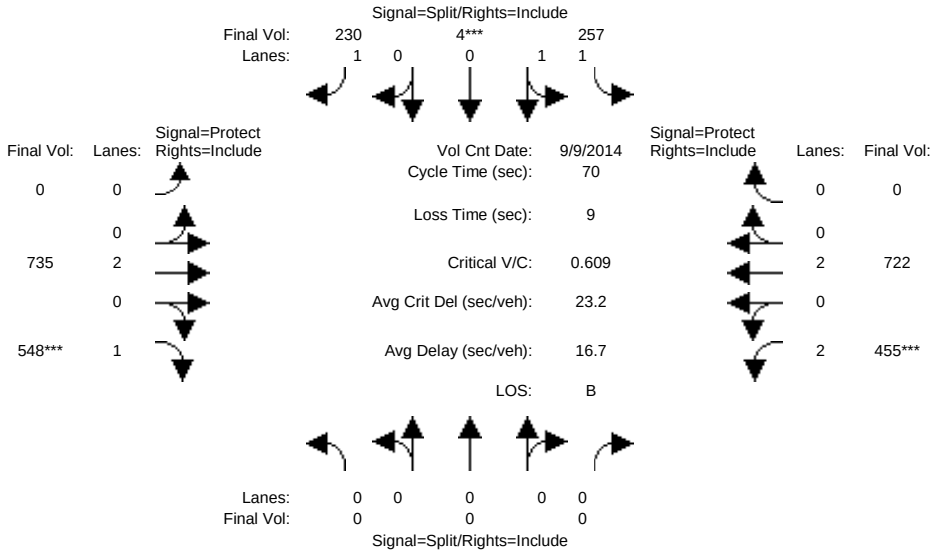
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 7:15-8:15AM												
Base Vol:	0	0	0	126	2	125	0	420	349	252	708	0
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:	0	0	0	126	2	125	0	420	349	252	708	0
Added Vol:	0	0	0	0	0	7	0	42	71	0	25	0
ATI:	0	0	0	12	0	8	0	6	3	2	2	0
Initial Fut:	0	0	0	138	2	140	0	468	423	254	735	0
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:	0	0	0	138	2	140	0	468	423	254	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	2	140	0	468	423	254	735	0
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:	0	0	0	138	2	140	0	468	423	254	735	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3499	51	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.08	0.00	0.12	0.24	0.08	0.19	0.00
Crit Moves:				****				****	****			
Green Time:	0.0	0.0	0.0	11.3	11.3	11.3	0.0	29.8	29.8	9.9	39.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.43	0.00	0.25	0.49	0.49	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	20.8	20.8	22.4	0.0	8.7	10.5	23.4	4.3	0.0
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:	0.0	0.0	0.0	20.8	20.8	22.4	0.0	8.7	10.5	23.4	4.3	0.0
LOS by Move:	A	A	A	C	C	C	A	A	B	C	A	A
HCM2kAvgQ:	0	0	0	1	1	3	0	2	5	3	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3023: 101/SANTA CLARA



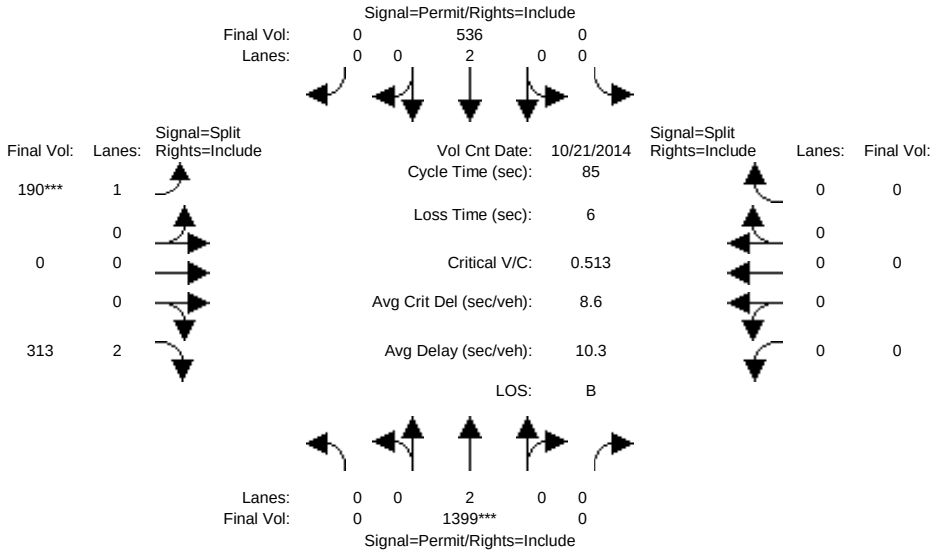
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	247	4	200	0	696	492	453	630	0
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:	0	0	0	247	4	200	0	696	492	453	630	0
Added Vol:	0	0	0	0	0	26	0	32	54	0	88	0
ATI:	0	0	0	10	0	4	0	7	2	2	4	0
Initial Fut:	0	0	0	257	4	230	0	735	548	455	722	0
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:	0	0	0	257	4	230	0	735	548	455	722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	257	4	230	0	735	548	455	722	0
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:	0	0	0	257	4	230	0	735	548	455	722	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3496	54	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.13	0.00	0.19	0.31	0.14	0.19	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	15.1	15.1	15.1	0.0	31.4	31.4	14.5	45.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.61	0.00	0.43	0.70	0.70	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	23.5	27.7	0.0	13.4	18.3	29.1	5.2	0.0
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:	0.0	0.0	0.0	23.5	23.5	27.7	0.0	13.4	18.3	29.1	5.2	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	3	3	6	0	5	10	6	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3036: 280/MCLAUGHLIN



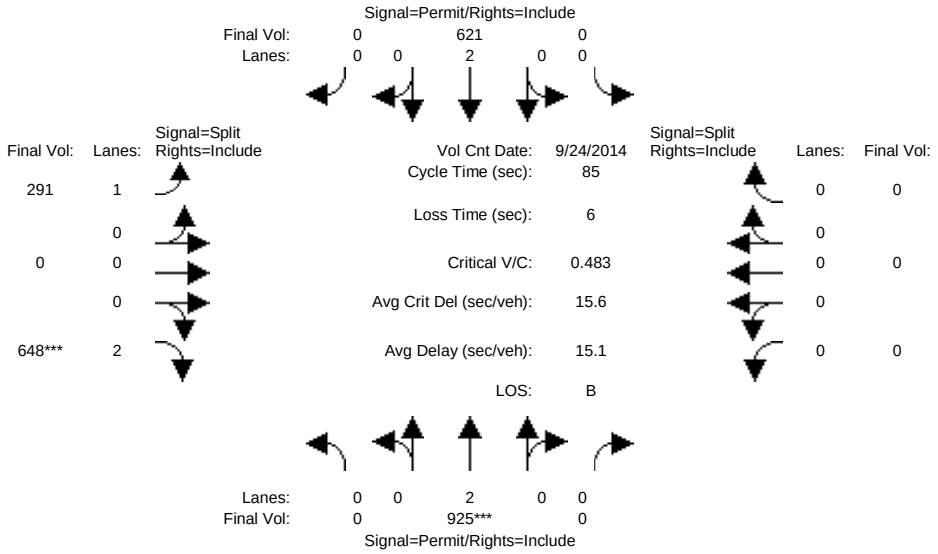
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:30-8:30AM												
Base Vol:	0	1350	0	0	516	0	184	0	276	0	0	0
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:	0	1350	0	0	516	0	184	0	276	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	49	0	0	20	0	6	0	37	0	0	0
Initial Fut:	0	1399	0	0	536	0	190	0	313	0	0	0
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:	0	1399	0	0	536	0	190	0	313	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1399	0	0	536	0	190	0	313	0	0	0
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:	0	1399	0	0	536	0	190	0	313	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.14	0.00	0.11	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.0	0.0	0.0	61.0	0.0	18.0	0.0	18.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.20	0.00	0.51	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	5.5	0.0	0.0	4.0	0.0	30.9	0.0	29.9	0.0	0.0	0.0
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:	0.0	5.5	0.0	0.0	4.0	0.0	30.9	0.0	29.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	0	0	2	0	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3036: 280/MCLAUGHLIN



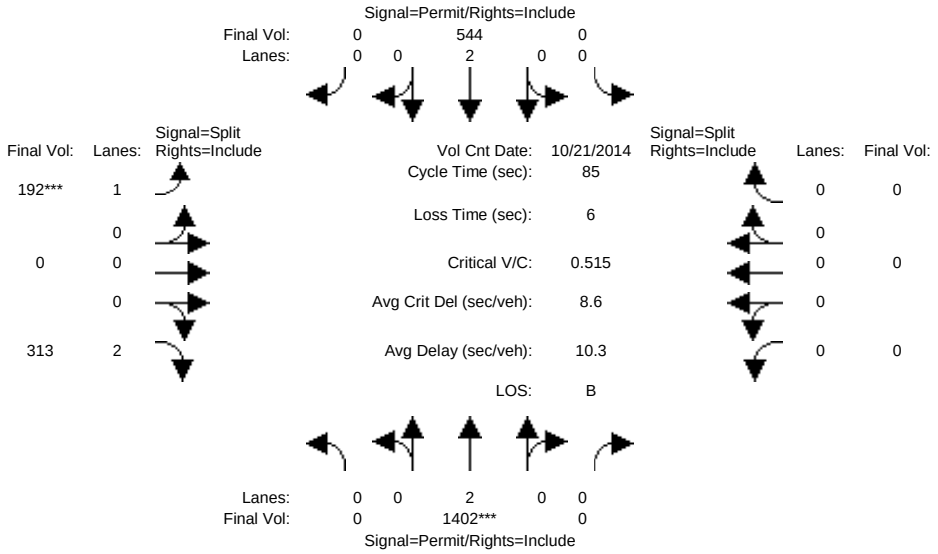
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	783	0	0	557	0	273	0	546	0	0	0
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:	0	783	0	0	557	0	273	0	546	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	142	0	0	64	0	18	0	102	0	0	0
Initial Fut:	0	925	0	0	621	0	291	0	648	0	0	0
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:	0	925	0	0	621	0	291	0	648	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	925	0	0	621	0	291	0	648	0	0	0
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:	0	925	0	0	621	0	291	0	648	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.16	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	42.8	0.0	0.0	42.8	0.0	36.2	0.0	36.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.32	0.00	0.39	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	14.0	0.0	0.0	12.6	0.0	17.2	0.0	17.9	0.0	0.0	0.0
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:	0.0	14.0	0.0	0.0	12.6	0.0	17.2	0.0	17.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	0	0	5	0	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3036: 280/MCLAUGHLIN



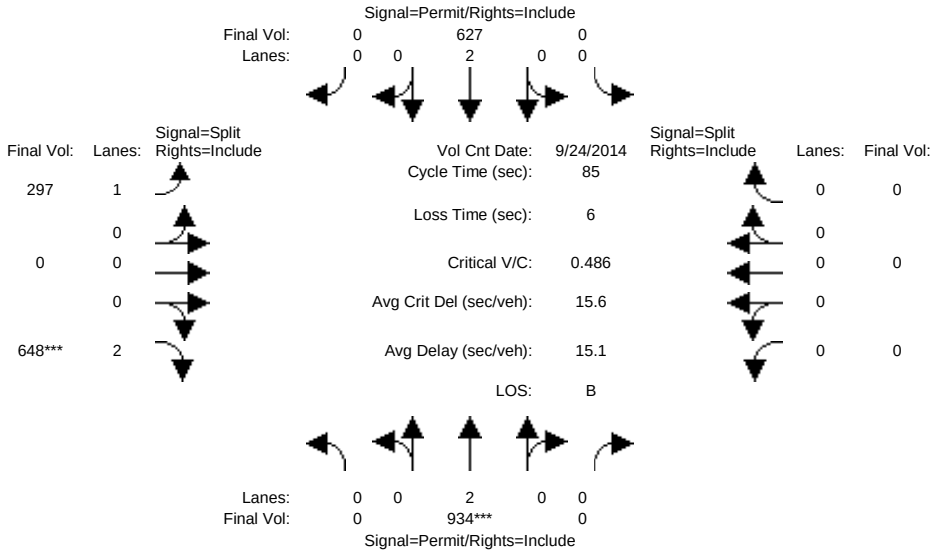
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2014 << 7:30-8:30AM												
Base Vol:	0	1350	0	0	516	0	184	0	276	0	0	0
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:	0	1350	0	0	516	0	184	0	276	0	0	0
Added Vol:	0	3	0	0	8	0	2	0	0	0	0	0
ATI:	0	49	0	0	20	0	6	0	37	0	0	0
Initial Fut:	0	1402	0	0	544	0	192	0	313	0	0	0
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:	0	1402	0	0	544	0	192	0	313	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1402	0	0	544	0	192	0	313	0	0	0
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:	0	1402	0	0	544	0	192	0	313	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.14	0.00	0.11	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	60.9	0.0	0.0	60.9	0.0	18.1	0.0	18.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.20	0.00	0.52	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	5.6	0.0	0.0	4.0	0.0	30.8	0.0	29.7	0.0	0.0	0.0
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:	0.0	5.6	0.0	0.0	4.0	0.0	30.8	0.0	29.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	0	0	2	0	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3036: 280/MCLAUGHLIN



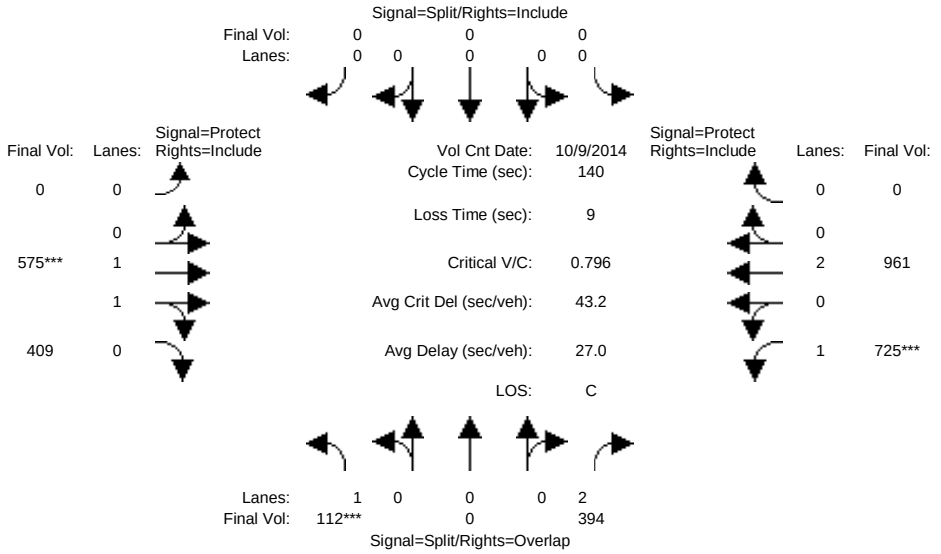
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	783	0	0	557	0	273	0	546	0	0	0
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:	0	783	0	0	557	0	273	0	546	0	0	0
Added Vol:	0	9	0	0	6	0	6	0	0	0	0	0
ATI:	0	142	0	0	64	0	18	0	102	0	0	0
Initial Fut:	0	934	0	0	627	0	297	0	648	0	0	0
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:	0	934	0	0	627	0	297	0	648	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	934	0	0	627	0	297	0	648	0	0	0
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:	0	934	0	0	627	0	297	0	648	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.17	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	43.0	0.0	0.0	43.0	0.0	36.0	0.0	36.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.33	0.00	0.40	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	13.9	0.0	0.0	12.5	0.0	17.4	0.0	18.1	0.0	0.0	0.0
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:	0.0	13.9	0.0	0.0	12.5	0.0	17.4	0.0	18.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	0	0	5	0	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3210: 101/JULIAN



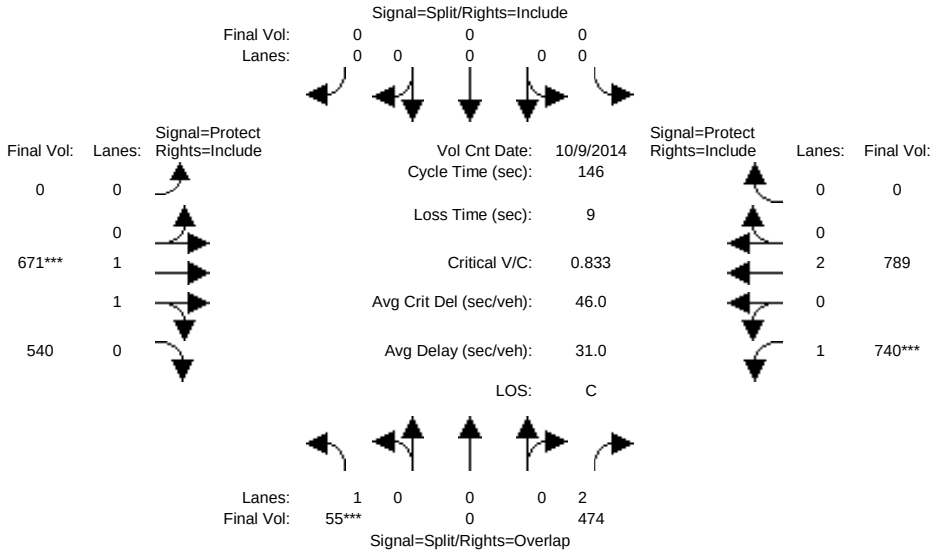
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	106	0	320	0	0	0	0	549	408	513	938	0
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:	106	0	320	0	0	0	0	549	408	513	938	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	0	74	0	0	0	0	26	1	212	23	0
Initial Fut:	112	0	394	0	0	0	0	575	409	725	961	0
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:	112	0	394	0	0	0	0	575	409	725	961	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	394	0	0	0	0	575	409	725	961	0
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:	112	0	394	0	0	0	0	575	409	725	961	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.15	0.85	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2161	1537	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.27	0.41	0.25	0.00
Crit Moves:	****						****		****			
Green Time:	11.3	0.0	84.2	0.0	0.0	0.0	0.0	46.8	46.8	72.9	120	0.0
Volume/Cap:	0.80	0.00	0.21	0.00	0.00	0.00	0.00	0.80	0.80	0.80	0.30	0.00
Delay/Veh:	89.3	0.0	12.8	0.0	0.0	0.0	0.0	45.9	45.9	32.4	2.0	0.0
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:	89.3	0.0	12.8	0.0	0.0	0.0	0.0	45.9	45.9	32.4	2.0	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	C	A	A
HCM2kAvgQ:	7	0	4	0	0	0	0	20	20	27	4	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3210: 101/JULIAN



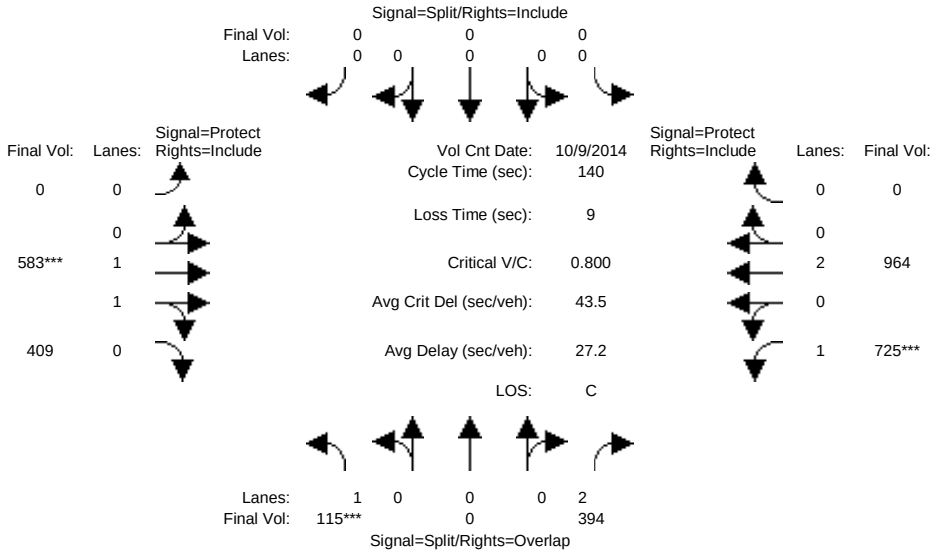
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	53	0	396	0	0	0	0	646	540	591	756	0
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:	53	0	396	0	0	0	0	646	540	591	756	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	78	0	0	0	0	25	0	149	33	0
Initial Fut:	55	0	474	0	0	0	0	671	540	740	789	0
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	0	474	0	0	0	0	671	540	740	789	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	474	0	0	0	0	671	540	740	789	0
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	0	474	0	0	0	0	671	540	740	789	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.08	0.92	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2049	1649	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.33	0.33	0.42	0.21	0.00
Crit Moves:	****						****		****			
Green Time:	10.0	0.0	81.6	0.0	0.0	0.0	0.0	55.4	55.4	71.6	127	0.0
Volume/Cap:	0.46	0.00	0.27	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.24	0.00
Delay/Veh:	68.2	0.0	16.8	0.0	0.0	0.0	0.0	47.5	47.5	41.8	1.6	0.0
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:	68.2	0.0	16.8	0.0	0.0	0.0	0.0	47.5	47.5	41.8	1.6	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2kAvgQ:	3	0	6	0	0	0	0	27	27	32	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3210: 101/JULIAN



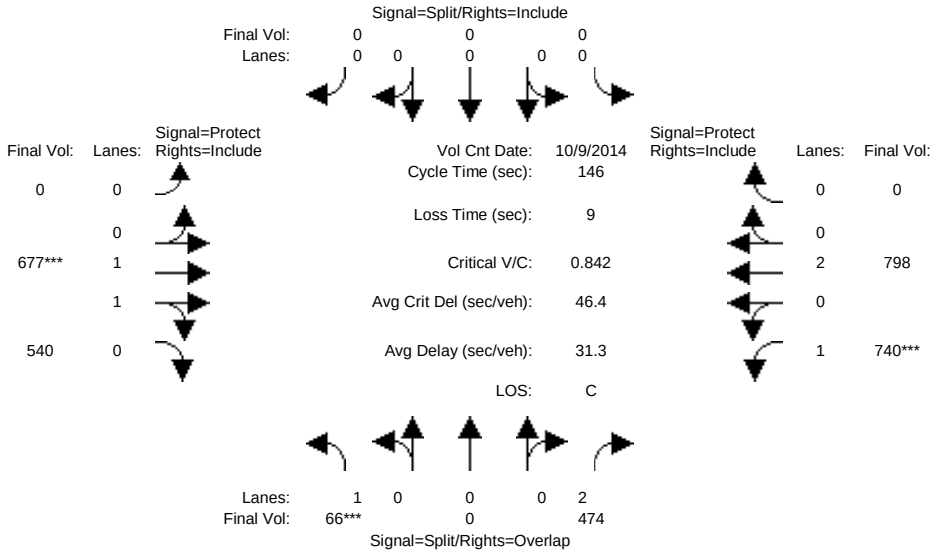
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	106	0	320	0	0	0	0	549	408	513	938	0
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:	106	0	320	0	0	0	0	549	408	513	938	0
Added Vol:	3	0	0	0	0	0	0	8	0	0	3	0
ATI:	6	0	74	0	0	0	0	26	1	212	23	0
Initial Fut:	115	0	394	0	0	0	0	583	409	725	964	0
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:	115	0	394	0	0	0	0	583	409	725	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	394	0	0	0	0	583	409	725	964	0
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:	115	0	394	0	0	0	0	583	409	725	964	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.15	0.85	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2173	1525	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.27	0.41	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	11.5	0.0	84.0	0.0	0.0	0.0	0.0	47.0	47.0	72.5	119	0.0
Volume/Cap:	0.80	0.00	0.21	0.00	0.00	0.00	0.00	0.80	0.80	0.80	0.30	0.00
Delay/Veh:	89.4	0.0	12.8	0.0	0.0	0.0	0.0	46.0	46.0	32.9	2.1	0.0
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:	89.4	0.0	12.8	0.0	0.0	0.0	0.0	46.0	46.0	32.9	2.1	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	C	A	A
HCM2kAvgQ:	7	0	4	0	0	0	0	20	20	28	4	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3210: 101/JULIAN



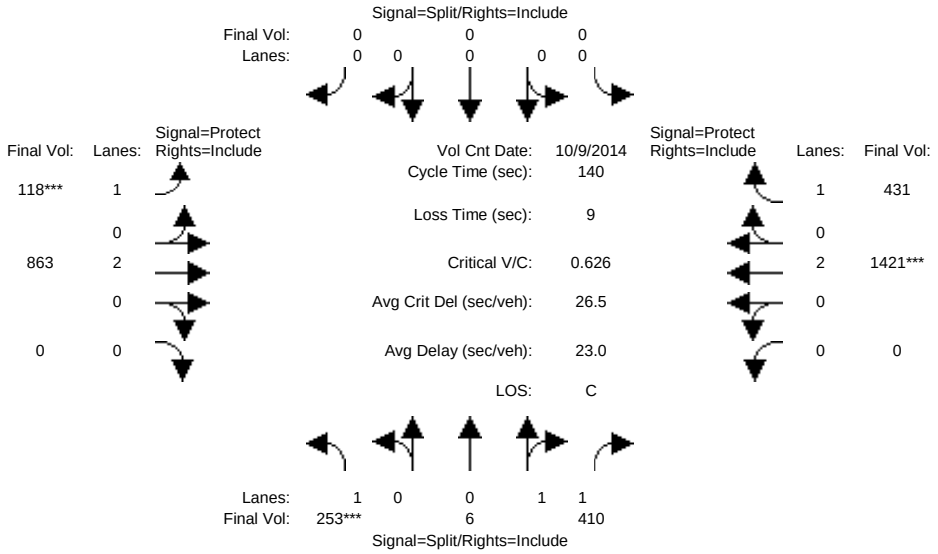
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	53	0	396	0	0	0	0	646	540	591	756	0
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:	53	0	396	0	0	0	0	646	540	591	756	0
Added Vol:	11	0	0	0	0	0	0	6	0	0	9	0
ATI:	2	0	78	0	0	0	0	25	0	149	33	0
Initial Fut:	66	0	474	0	0	0	0	677	540	740	798	0
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:	66	0	474	0	0	0	0	677	540	740	798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	474	0	0	0	0	677	540	740	798	0
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:	66	0	474	0	0	0	0	677	540	740	798	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.09	0.91	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2057	1641	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.15	0.00	0.00	0.00	0.00	0.33	0.33	0.42	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	81.4	0.0	0.0	0.0	0.0	55.6	55.6	71.4	127	0.0
Volume/Cap:	0.55	0.00	0.27	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.24	0.00
Delay/Veh:	71.2	0.0	16.9	0.0	0.0	0.0	0.0	47.6	47.6	42.1	1.6	0.0
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:	71.2	0.0	16.9	0.0	0.0	0.0	0.0	47.6	47.6	42.1	1.6	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2kAvgQ:	4	0	6	0	0	0	0	27	27	32	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3211: 101/McKEE(E)



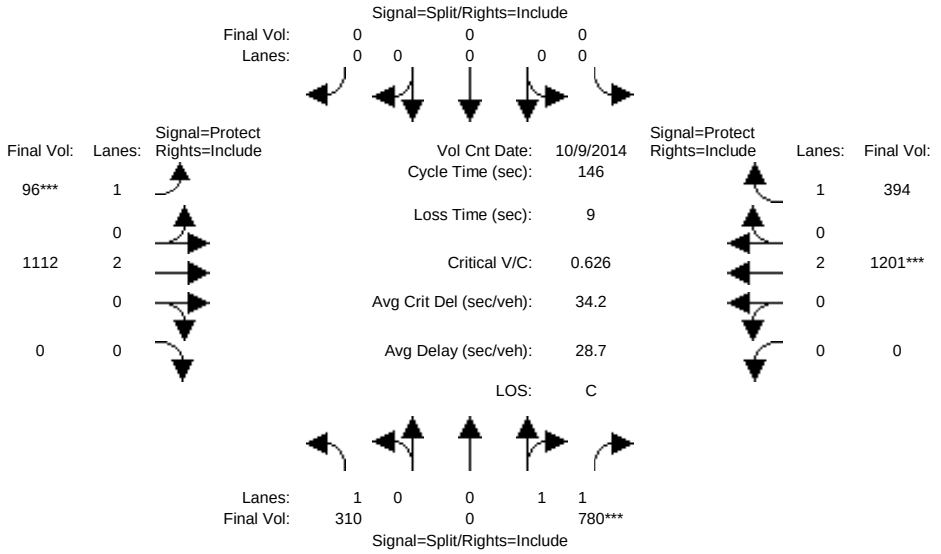
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	13	0	169	0	0	0	4	102	0	0	240	55
Initial Fut:	253	6	410	0	0	0	118	863	0	0	1421	431
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	6	410	0	0	0	118	863	0	0	1421	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	6	410	0	0	0	118	863	0	0	1421	431
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	6	410	0	0	0	118	863	0	0	1421	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	1.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	52	3548	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.37	0.25
Crit Moves:	****						****			****		
Green Time:	32.3	32.3	32.3	0.0	0.0	0.0	15.1	98.7	0.0	0.0	83.6	83.6
Volume/Cap:	0.63	0.50	0.50	0.00	0.00	0.00	0.63	0.32	0.00	0.00	0.63	0.41
Delay/Veh:	51.5	47.3	47.3	0.0	0.0	0.0	66.3	8.0	0.0	0.0	18.7	15.3
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:	51.5	47.3	47.3	0.0	0.0	0.0	66.3	8.0	0.0	0.0	18.7	15.3
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2kAvgQ:	11	8	8	0	0	0	5	7	0	0	19	10

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3211: 101/McKEE(E)



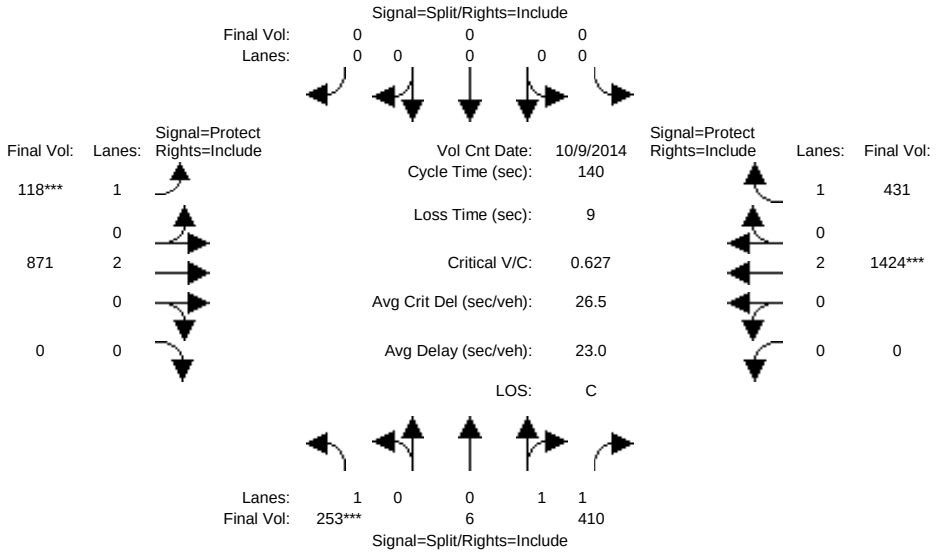
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
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:	310	0	573	0	0	0	96	1013	0	0	1006	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	207	0	0	0	0	99	0	0	195	60
Initial Fut:	310	0	780	0	0	0	96	1112	0	0	1201	394
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	0	780	0	0	0	96	1112	0	0	1201	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	780	0	0	0	96	1112	0	0	1201	394
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	0	780	0	0	0	96	1112	0	0	1201	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.22	0.00	0.00	0.00	0.05	0.29	0.00	0.00	0.32	0.23
Crit Moves:			****				****				****	
Green Time:	50.5	0.0	50.5	0.0	0.0	0.0	12.8	86.5	0.0	0.0	73.7	73.7
Volume/Cap:	0.51	0.00	0.63	0.00	0.00	0.00	0.63	0.49	0.00	0.00	0.63	0.45
Delay/Veh:	38.7	0.0	40.9	0.0	0.0	0.0	72.2	17.3	0.0	0.0	26.8	23.5
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:	38.7	0.0	40.9	0.0	0.0	0.0	72.2	17.3	0.0	0.0	26.8	23.5
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2kAvgQ:	12	0	16	0	0	0	4	13	0	0	19	12

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3211: 101/McKEE(E)



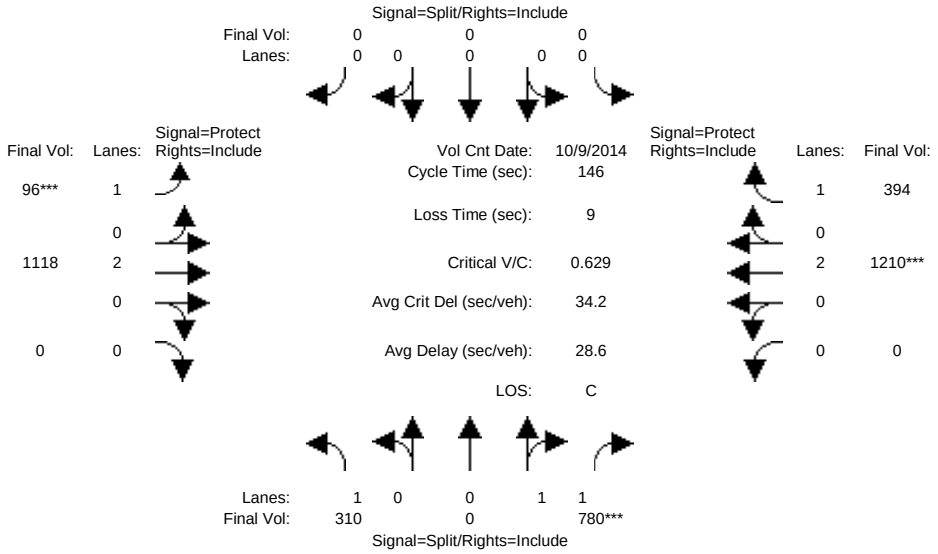
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	0	0	0	0	0	0	0	8	0	0	3	0
ATI:	13	0	169	0	0	0	4	102	0	0	240	55
Initial Fut:	253	6	410	0	0	0	118	871	0	0	1424	431
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	6	410	0	0	0	118	871	0	0	1424	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	6	410	0	0	0	118	871	0	0	1424	431
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	6	410	0	0	0	118	871	0	0	1424	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	1.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	52	3548	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.37	0.25
Crit Moves:	****						****			****		
Green Time:	32.3	32.3	32.3	0.0	0.0	0.0	15.1	98.7	0.0	0.0	83.7	83.7
Volume/Cap:	0.63	0.50	0.50	0.00	0.00	0.00	0.63	0.33	0.00	0.00	0.63	0.41
Delay/Veh:	51.6	47.3	47.3	0.0	0.0	0.0	66.3	8.0	0.0	0.0	18.7	15.3
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:	51.6	47.3	47.3	0.0	0.0	0.0	66.3	8.0	0.0	0.0	18.7	15.3
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2kAvgQ:	11	8	8	0	0	0	5	7	0	0	19	10

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3211: 101/McKEE(E)



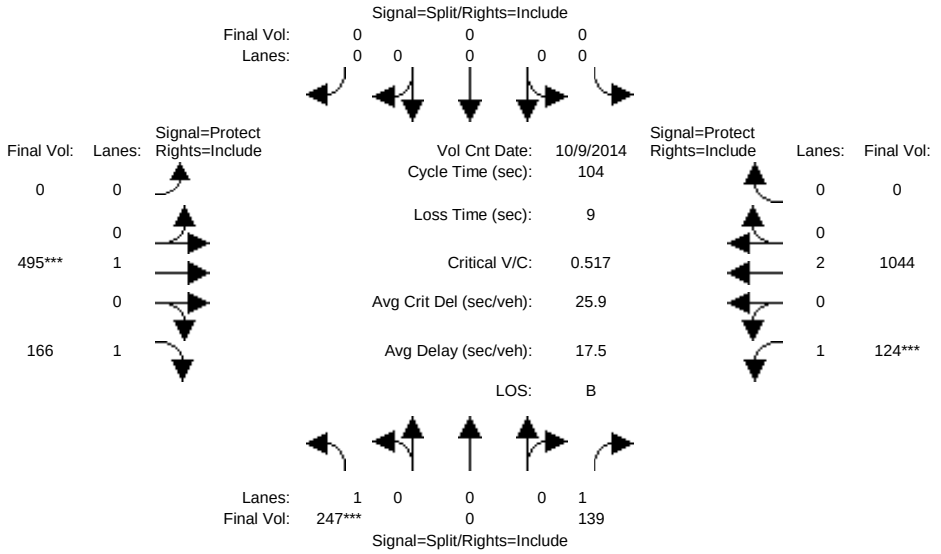
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
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:	310	0	573	0	0	0	96	1013	0	0	1006	334
Added Vol:	0	0	0	0	0	0	0	6	0	0	9	0
ATI:	0	0	207	0	0	0	0	99	0	0	195	60
Initial Fut:	310	0	780	0	0	0	96	1118	0	0	1210	394
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	0	780	0	0	0	96	1118	0	0	1210	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	780	0	0	0	96	1118	0	0	1210	394
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	0	780	0	0	0	96	1118	0	0	1210	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.22	0.00	0.00	0.00	0.05	0.29	0.00	0.00	0.32	0.23
Crit Moves:			****				****				****	
Green Time:	50.3	0.0	50.3	0.0	0.0	0.0	12.7	86.7	0.0	0.0	73.9	73.9
Volume/Cap:	0.51	0.00	0.63	0.00	0.00	0.00	0.63	0.50	0.00	0.00	0.63	0.44
Delay/Veh:	38.9	0.0	41.1	0.0	0.0	0.0	72.5	17.2	0.0	0.0	26.8	23.3
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:	38.9	0.0	41.1	0.0	0.0	0.0	72.5	17.2	0.0	0.0	26.8	23.3
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2kAvgQ:	12	0	16	0	0	0	4	13	0	0	19	12

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3613: JULIAN/24TH



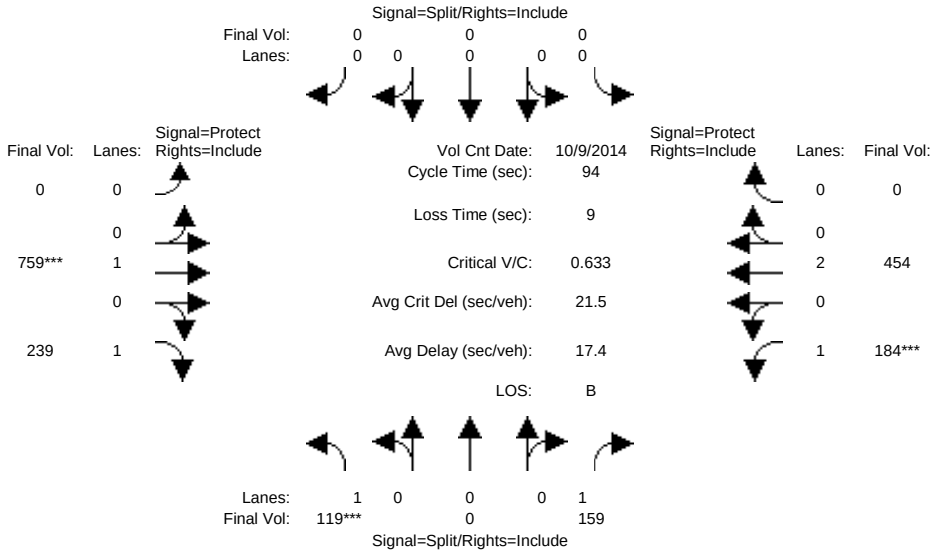
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
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:	242	0	134	0	0	0	0	495	166	121	1042	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	0	5	0	0	0	0	0	0	3	2	0
Initial Fut:	247	0	139	0	0	0	0	495	166	124	1044	0
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:	247	0	139	0	0	0	0	495	166	124	1044	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	0	139	0	0	0	0	495	166	124	1044	0
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:	247	0	139	0	0	0	0	495	166	124	1044	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.09	0.07	0.27	0.00
Crit Moves:	****						****		****			
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	52.4	52.4	14.2	66.6	0.0
Volume/Cap:	0.52	0.00	0.29	0.00	0.00	0.00	0.00	0.52	0.19	0.52	0.43	0.00
Delay/Veh:	33.0	0.0	30.2	0.0	0.0	0.0	0.0	17.8	14.3	43.7	9.4	0.0
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:	33.0	0.0	30.2	0.0	0.0	0.0	0.0	17.8	14.3	43.7	9.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	7	0	4	0	0	0	0	11	3	4	8	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3613: JULIAN/24TH



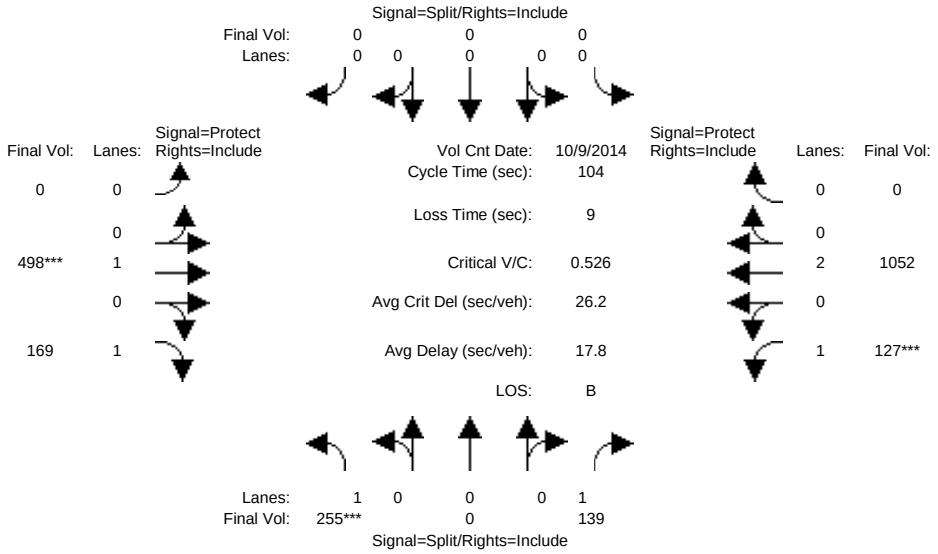
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	118	0	155	0	0	0	0	757	239	179	443	0
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:	118	0	155	0	0	0	0	757	239	179	443	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	0	4	0	0	0	0	2	0	5	11	0
Initial Fut:	119	0	159	0	0	0	0	759	239	184	454	0
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:	119	0	159	0	0	0	0	759	239	184	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	159	0	0	0	0	759	239	184	454	0
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:	119	0	159	0	0	0	0	759	239	184	454	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.11	0.12	0.00
Crit Moves:	****						****		****			
Green Time:	13.0	0.0	13.0	0.0	0.0	0.0	0.0	57.0	57.0	15.0	72.0	0.0
Volume/Cap:	0.49	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.23	0.66	0.16	0.00
Delay/Veh:	39.1	0.0	44.9	0.0	0.0	0.0	0.0	13.5	8.5	42.8	2.9	0.0
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:	39.1	0.0	44.9	0.0	0.0	0.0	0.0	13.5	8.5	42.8	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	3	0	5	0	0	0	0	15	3	6	2	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3613: JULIAN/24TH



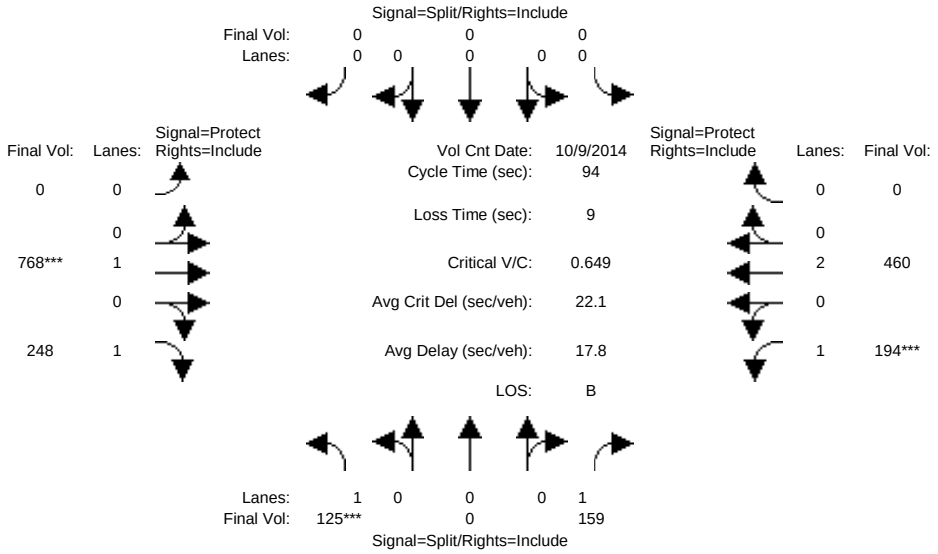
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	242	0	134	0	0	0	0	495	166	121	1042	0
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:	242	0	134	0	0	0	0	495	166	121	1042	0
Added Vol:	8	0	0	0	0	0	0	3	3	3	8	0
ATI:	5	0	5	0	0	0	0	0	0	3	2	0
Initial Fut:	255	0	139	0	0	0	0	498	169	127	1052	0
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:	255	0	139	0	0	0	0	498	169	127	1052	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	0	139	0	0	0	0	498	169	127	1052	0
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:	255	0	139	0	0	0	0	498	169	127	1052	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.10	0.07	0.28	0.00
Crit Moves:	****						****		****			
Green Time:	28.8	0.0	28.8	0.0	0.0	0.0	0.0	51.8	51.8	14.4	66.2	0.0
Volume/Cap:	0.53	0.00	0.29	0.00	0.00	0.00	0.00	0.53	0.19	0.53	0.44	0.00
Delay/Veh:	32.9	0.0	29.8	0.0	0.0	0.0	0.0	18.3	14.6	43.8	9.6	0.0
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:	32.9	0.0	29.8	0.0	0.0	0.0	0.0	18.3	14.6	43.8	9.6	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	7	0	4	0	0	0	0	11	3	4	8	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3613: JULIAN/24TH



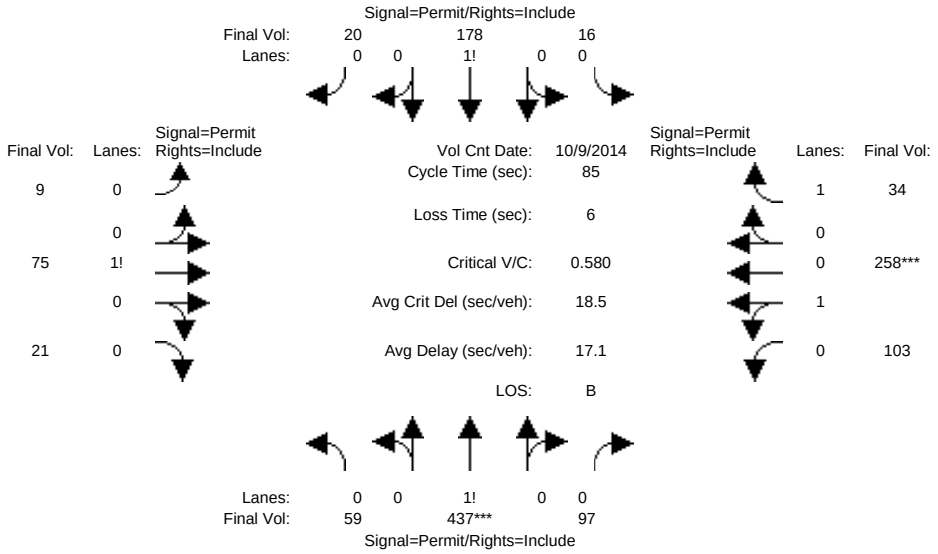
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	118	0	155	0	0	0	0	757	239	179	443	0
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:	118	0	155	0	0	0	0	757	239	179	443	0
Added Vol:	6	0	0	0	0	0	0	9	9	10	6	0
ATI:	1	0	4	0	0	0	0	2	0	5	11	0
Initial Fut:	125	0	159	0	0	0	0	768	248	194	460	0
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:	125	0	159	0	0	0	0	768	248	194	460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	159	0	0	0	0	768	248	194	460	0
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:	125	0	159	0	0	0	0	768	248	194	460	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.40	0.14	0.11	0.12	0.00
Crit Moves:	****						****			****		
Green Time:	12.7	0.0	12.7	0.0	0.0	0.0	0.0	56.7	56.7	15.6	72.3	0.0
Volume/Cap:	0.53	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.23	0.67	0.16	0.00
Delay/Veh:	40.0	0.0	45.9	0.0	0.0	0.0	0.0	14.0	8.7	42.8	2.9	0.0
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:	40.0	0.0	45.9	0.0	0.0	0.0	0.0	14.0	8.7	42.8	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	4	0	5	0	0	0	0	15	4	6	2	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3762: SAN ANTONIO/24TH



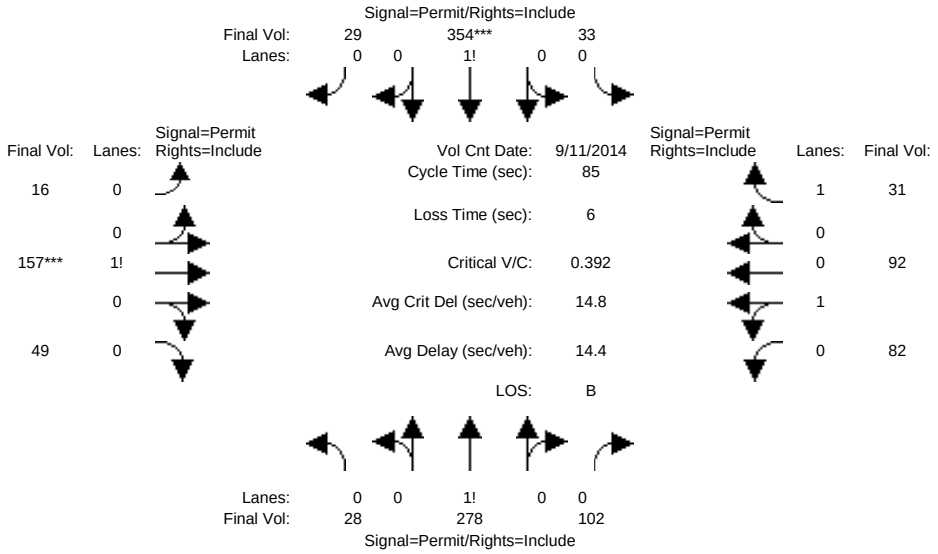
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	59	427	96	16	175	20	9	75	21	103	258	34
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:	59	427	96	16	175	20	9	75	21	103	258	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	10	1	0	3	0	0	0	0	0	0	0
Initial Fut:	59	437	97	16	178	20	9	75	21	103	258	34
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:	59	437	97	16	178	20	9	75	21	103	258	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	437	97	16	178	20	9	75	21	103	258	34
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:	59	437	97	16	178	20	9	75	21	103	258	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.10	0.74	0.16	0.07	0.84	0.09	0.09	0.71	0.20	0.29	0.71	1.00
Final Sat.:	174	1290	286	131	1456	164	150	1250	350	514	1286	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.12	0.12	0.12	0.06	0.06	0.06	0.20	0.20	0.02
Crit Moves:		****									****	
Green Time:	49.6	49.6	49.6	49.6	49.6	49.6	29.4	29.4	29.4	29.4	29.4	29.4
Volume/Cap:	0.58	0.58	0.58	0.21	0.21	0.21	0.17	0.17	0.17	0.58	0.58	0.06
Delay/Veh:	13.5	13.5	13.5	8.9	8.9	8.9	20.0	20.0	20.0	26.7	26.7	18.7
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:	13.5	13.5	13.5	8.9	8.9	8.9	20.0	20.0	20.0	26.7	26.7	18.7
LOS by Move:	B	B	B	A	A	A	B	B	B	C	C	B
HCM2kAvgQ:	11	11	11	3	3	3	2	2	2	9	9	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3762: SAN ANTONIO/24TH



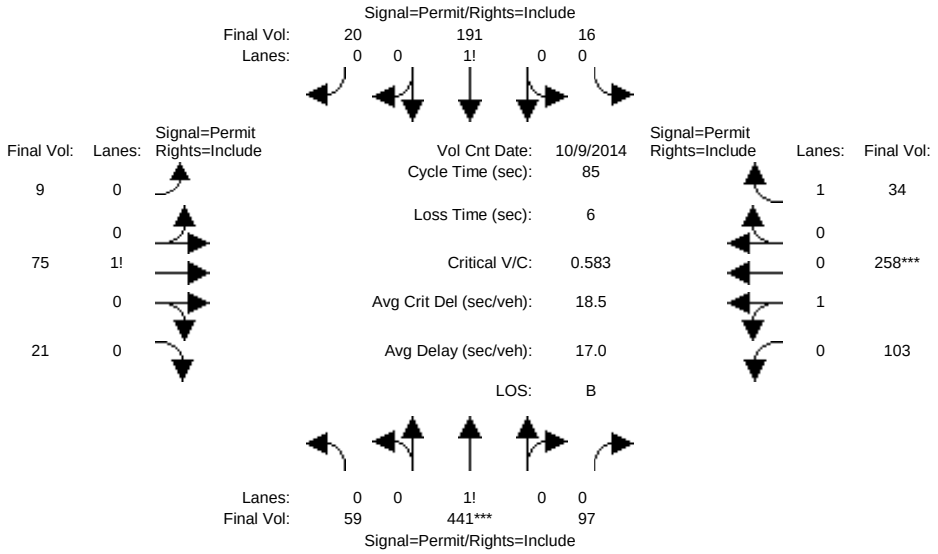
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	28	275	101	32	344	29	16	157	49	82	92	31
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:	28	275	101	32	344	29	16	157	49	82	92	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	3	1	1	10	0	0	0	0	0	0	0
Initial Fut:	28	278	102	33	354	29	16	157	49	82	92	31
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:	28	278	102	33	354	29	16	157	49	82	92	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	278	102	33	354	29	16	157	49	82	92	31
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:	28	278	102	33	354	29	16	157	49	82	92	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.07	0.68	0.25	0.08	0.85	0.07	0.07	0.71	0.22	0.47	0.53	1.00
Final Sat.:	120	1192	438	139	1489	122	126	1238	386	848	952	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.24	0.24	0.24	0.13	0.13	0.13	0.10	0.10	0.02
Crit Moves:				****			****					
Green Time:	51.5	51.5	51.5	51.5	51.5	51.5	27.5	27.5	27.5	27.5	27.5	27.5
Volume/Cap:	0.38	0.38	0.38	0.39	0.39	0.39	0.39	0.39	0.39	0.30	0.30	0.05
Delay/Veh:	9.7	9.7	9.7	9.7	9.7	9.7	24.3	24.3	24.3	22.9	22.9	20.0
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:	9.7	9.7	9.7	9.7	9.7	9.7	24.3	24.3	24.3	22.9	22.9	20.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	B
HCM2kAvgQ:	6	6	6	6	6	6	5	5	5	4	4	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3762: SAN ANTONIO/24TH



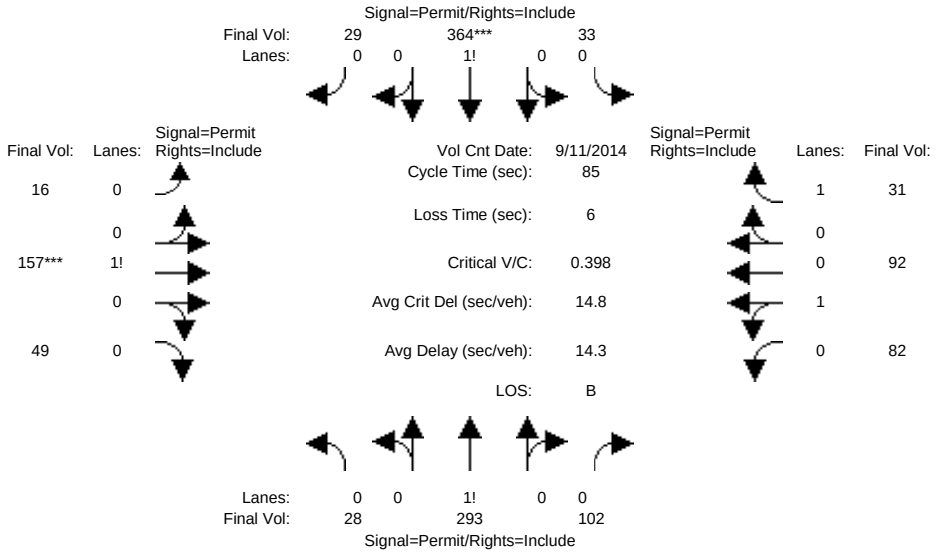
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	59	427	96	16	175	20	9	75	21	103	258	34
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:	59	427	96	16	175	20	9	75	21	103	258	34
Added Vol:	0	4	0	0	13	0	0	0	0	0	0	0
ATI:	0	10	1	0	3	0	0	0	0	0	0	0
Initial Fut:	59	441	97	16	191	20	9	75	21	103	258	34
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:	59	441	97	16	191	20	9	75	21	103	258	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	441	97	16	191	20	9	75	21	103	258	34
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:	59	441	97	16	191	20	9	75	21	103	258	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.10	0.74	0.16	0.07	0.84	0.09	0.09	0.71	0.20	0.29	0.71	1.00
Final Sat.:	173	1293	284	123	1472	154	150	1250	350	514	1286	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.13	0.13	0.13	0.06	0.06	0.06	0.20	0.20	0.02
Crit Moves:		****									****	
Green Time:	49.8	49.8	49.8	49.8	49.8	49.8	29.2	29.2	29.2	29.2	29.2	29.2
Volume/Cap:	0.58	0.58	0.58	0.22	0.22	0.22	0.17	0.17	0.17	0.58	0.58	0.06
Delay/Veh:	13.5	13.5	13.5	8.9	8.9	8.9	20.1	20.1	20.1	26.8	26.8	18.8
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:	13.5	13.5	13.5	8.9	8.9	8.9	20.1	20.1	20.1	26.8	26.8	18.8
LOS by Move:	B	B	B	A	A	A	C	C	C	C	C	B
HCM2kAvgQ:	11	11	11	3	3	3	2	2	2	9	9	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3762: SAN ANTONIO/24TH



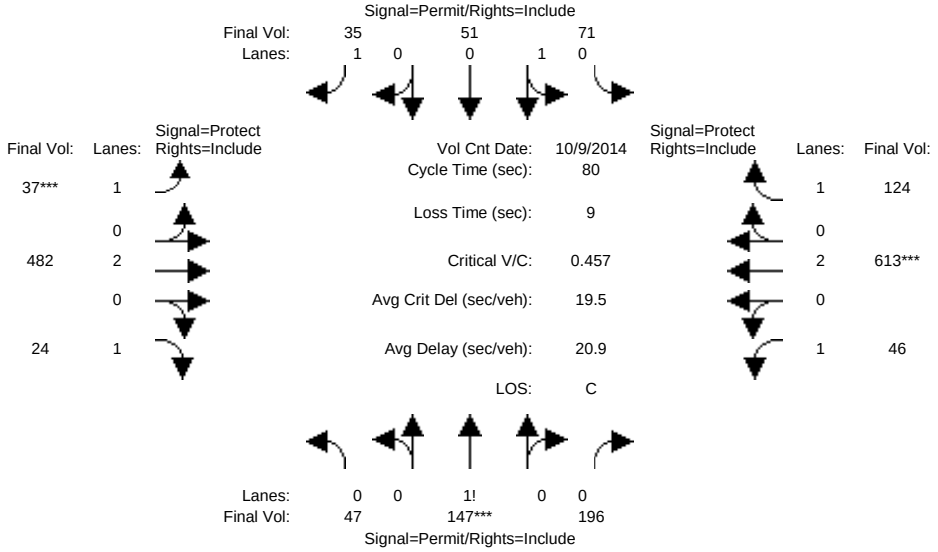
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	28	275	101	32	344	29	16	157	49	82	92	31
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:	28	275	101	32	344	29	16	157	49	82	92	31
Added Vol:	0	15	0	0	10	0	0	0	0	0	0	0
ATI:	0	3	1	1	10	0	0	0	0	0	0	0
Initial Fut:	28	293	102	33	364	29	16	157	49	82	92	31
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:	28	293	102	33	364	29	16	157	49	82	92	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	293	102	33	364	29	16	157	49	82	92	31
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:	28	293	102	33	364	29	16	157	49	82	92	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.07	0.69	0.24	0.08	0.85	0.07	0.07	0.71	0.22	0.47	0.53	1.00
Final Sat.:	116	1212	422	136	1495	119	126	1238	386	848	952	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.24	0.24	0.24	0.13	0.13	0.13	0.10	0.10	0.02
Crit Moves:				****			****					
Green Time:	51.9	51.9	51.9	51.9	51.9	51.9	27.1	27.1	27.1	27.1	27.1	27.1
Volume/Cap:	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.30	0.30	0.06
Delay/Veh:	9.6	9.6	9.6	9.6	9.6	9.6	24.7	24.7	24.7	23.2	23.2	20.3
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:	9.6	9.6	9.6	9.6	9.6	9.6	24.7	24.7	24.7	23.2	23.2	20.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	6	6	6	5	5	5	4	4	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3788: SANTA CLARA/28TH



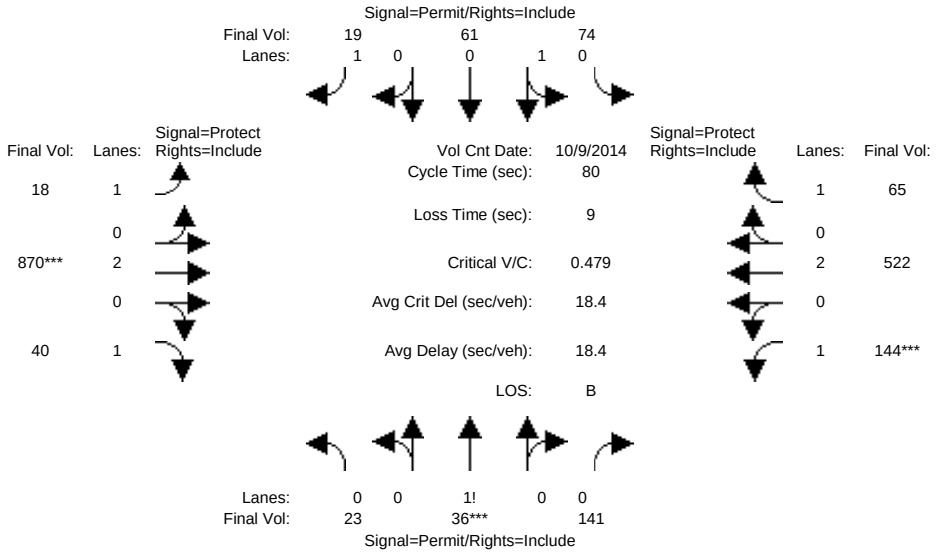
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	47	147	196	71	51	35	37	474	24	46	606	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	71	51	35	37	474	24	46	606	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	8	0	0	7	0
Initial Fut:	47	147	196	71	51	35	37	482	24	46	613	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	147	196	71	51	35	37	482	24	46	613	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	147	196	71	51	35	37	482	24	46	613	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	147	196	71	51	35	37	482	24	46	613	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.38	0.50	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	660	879	1048	752	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.02	0.02	0.13	0.01	0.03	0.16	0.07
Crit Moves:	****					****				****		
Green Time:	37.1	37.1	37.1	37.1	37.1	37.1	7.0	20.0	20.0	13.8	26.9	26.9
Volume/Cap:	0.48	0.48	0.48	0.15	0.15	0.04	0.24	0.51	0.05	0.15	0.48	0.21
Delay/Veh:	15.2	15.2	15.2	12.4	12.4	11.7	34.8	26.2	22.8	28.3	21.3	19.2
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:	15.2	15.2	15.2	12.4	12.4	11.7	34.8	26.2	22.8	28.3	21.3	19.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	B
HCM2kAvgQ:	7	7	7	2	2	0	1	5	0	1	6	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3788: SANTA CLARA/28TH



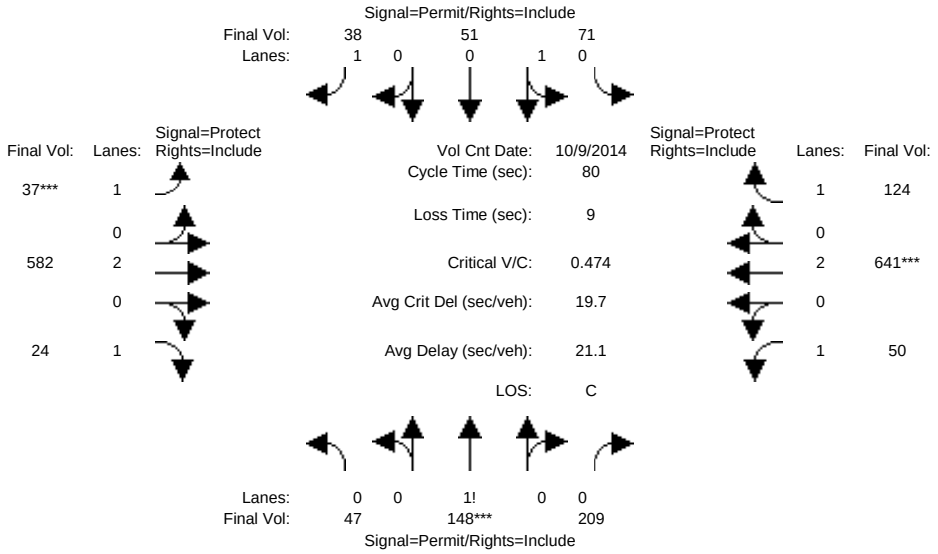
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 4:15-5:45PM												
Base Vol:	23	36	141	74	61	19	18	863	40	143	513	65
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:	23	36	141	74	61	19	18	863	40	143	513	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	7	0	1	9	0
Initial Fut:	23	36	141	74	61	19	18	870	40	144	522	65
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:	23	36	141	74	61	19	18	870	40	144	522	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	36	141	74	61	19	18	870	40	144	522	65
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:	23	36	141	74	61	19	18	870	40	144	522	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.18	0.71	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	201	315	1234	987	813	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.08	0.08	0.01	0.01	0.23	0.02	0.08	0.14	0.04
Crit Moves:	****						****		****			
Green Time:	19.1	19.1	19.1	19.1	19.1	19.1	20.2	38.2	38.2	13.7	31.7	31.7
Volume/Cap:	0.48	0.48	0.48	0.31	0.31	0.05	0.04	0.48	0.05	0.48	0.35	0.09
Delay/Veh:	27.1	27.1	27.1	25.5	25.5	23.5	22.6	14.4	11.2	31.1	17.0	15.2
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:	27.1	27.1	27.1	25.5	25.5	23.5	22.6	14.4	11.2	31.1	17.0	15.2
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	5	5	3	3	0	0	7	1	3	4	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3788: SANTA CLARA/28TH



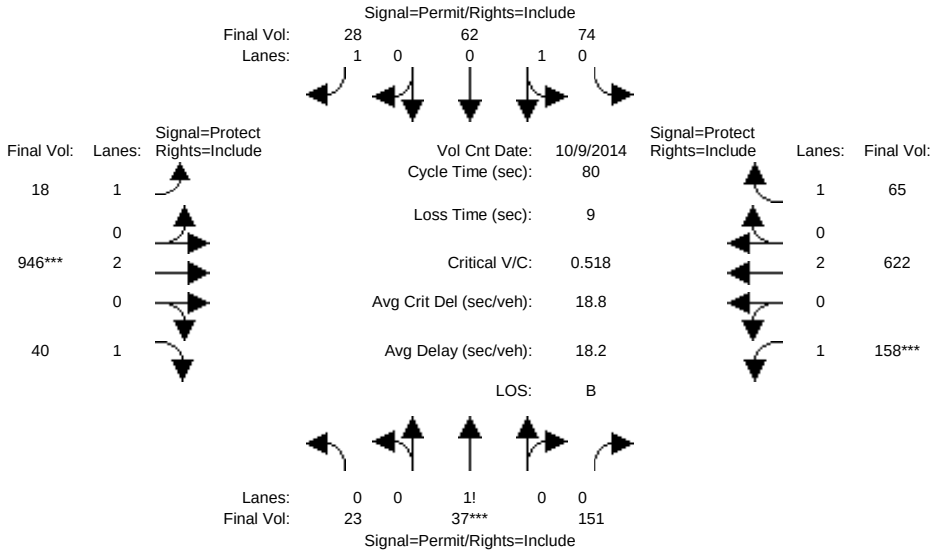
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15AM												
Base Vol:	47	147	196	71	51	35	37	474	24	46	606	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	71	51	35	37	474	24	46	606	124
Added Vol:	0	1	13	0	0	3	0	100	0	4	28	0
ATI:	0	0	0	0	0	0	0	8	0	0	7	0
Initial Fut:	47	148	209	71	51	38	37	582	24	50	641	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	148	209	71	51	38	37	582	24	50	641	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	148	209	71	51	38	37	582	24	50	641	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	148	209	71	51	38	37	582	24	50	641	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.37	0.52	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	204	641	905	1048	752	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.07	0.07	0.02	0.02	0.15	0.01	0.03	0.17	0.07
Crit Moves:		****					****				****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	7.0	21.7	21.7	12.4	27.0	27.0
Volume/Cap:	0.50	0.50	0.50	0.15	0.15	0.05	0.24	0.57	0.05	0.18	0.50	0.21
Delay/Veh:	15.5	15.5	15.5	12.5	12.5	11.8	34.8	25.9	21.6	29.8	21.4	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:	15.5	15.5	15.5	12.5	12.5	11.8	34.8	25.9	21.6	29.8	21.4	19.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	B
HCM2kAvgQ:	8	8	8	2	2	1	1	6	0	1	6	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3788: SANTA CLARA/28TH



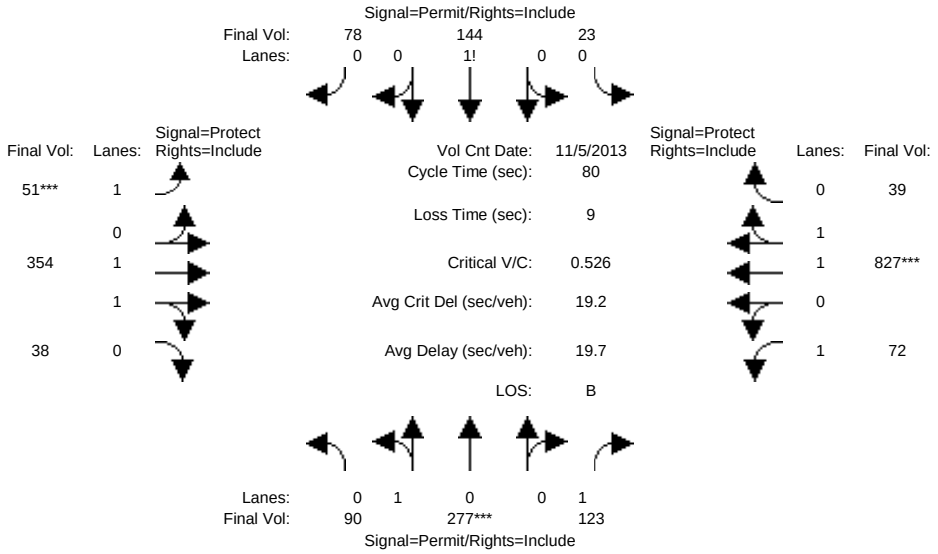
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 4:15-5:45PM												
Base Vol:	23	36	141	74	61	19	18	863	40	143	513	65
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:	23	36	141	74	61	19	18	863	40	143	513	65
Added Vol:	0	1	10	0	1	9	0	76	0	14	100	0
ATI:	0	0	0	0	0	0	0	7	0	1	9	0
Initial Fut:	23	37	151	74	62	28	18	946	40	158	622	65
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:	23	37	151	74	62	28	18	946	40	158	622	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	37	151	74	62	28	18	946	40	158	622	65
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:	23	37	151	74	62	28	18	946	40	158	622	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.17	0.72	0.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	191	307	1252	979	821	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.02	0.01	0.25	0.02	0.09	0.16	0.04
Crit Moves:	****						****		****			
Green Time:	18.6	18.6	18.6	18.6	18.6	18.6	18.2	38.4	38.4	13.9	34.1	34.1
Volume/Cap:	0.52	0.52	0.52	0.32	0.32	0.07	0.05	0.52	0.05	0.52	0.38	0.09
Delay/Veh:	28.0	28.0	28.0	25.9	25.9	24.0	24.1	14.6	11.1	31.5	15.9	13.7
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:	28.0	28.0	28.0	25.9	25.9	24.0	24.1	14.6	11.1	31.5	15.9	13.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	5	5	3	3	1	0	8	1	4	5	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3790: SANTA CLARA/24TH



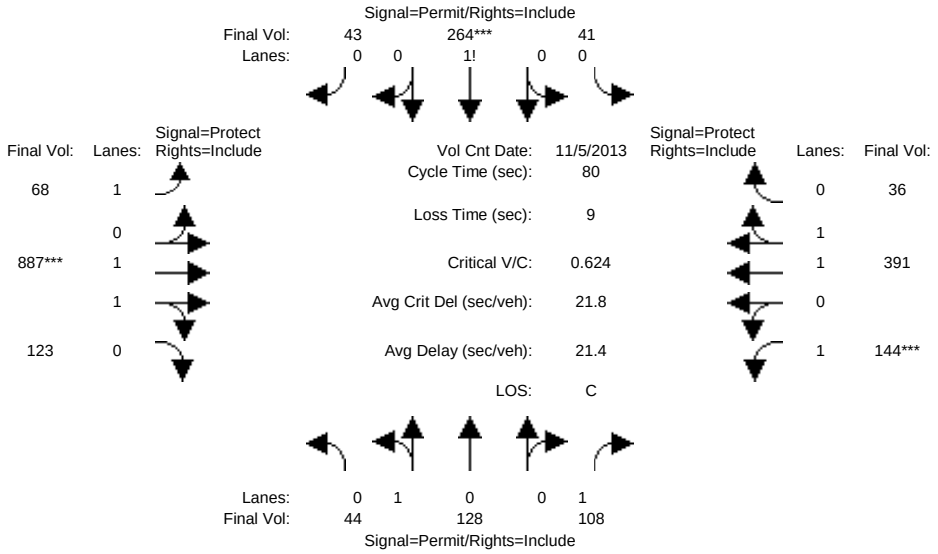
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 << 7:30-8:30AM												
Base Vol:	86	265	117	23	141	78	51	354	38	67	822	39
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:	86	265	117	23	141	78	51	354	38	67	822	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	12	6	0	3	0	0	0	0	5	5	0
Initial Fut:	90	277	123	23	144	78	51	354	38	72	827	39
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:	90	277	123	23	144	78	51	354	38	72	827	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	277	123	23	144	78	51	354	38	72	827	39
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:	90	277	123	23	144	78	51	354	38	72	827	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.25	0.75	1.00	0.09	0.59	0.32	1.00	1.80	0.20	1.00	1.91	0.09
Final Sat.:	441	1359	1750	164	1029	557	1750	3341	359	1750	3533	167
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.14	0.14	0.14	0.03	0.11	0.11	0.04	0.23	0.23
Crit Moves:		****				****				****		
Green Time:	29.8	29.8	29.8	29.8	29.8	29.8	7.0	24.2	24.2	17.0	34.2	34.2
Volume/Cap:	0.55	0.55	0.19	0.38	0.38	0.38	0.33	0.35	0.35	0.19	0.55	0.55
Delay/Veh:	20.7	20.7	17.1	18.7	18.7	18.7	35.6	21.9	21.9	26.2	17.5	17.5
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:	20.7	20.7	17.1	18.7	18.7	18.7	35.6	21.9	21.9	26.2	17.5	17.5
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2kAvgQ:	7	7	2	5	5	5	2	4	4	2	8	8

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3790: SANTA CLARA/24TH



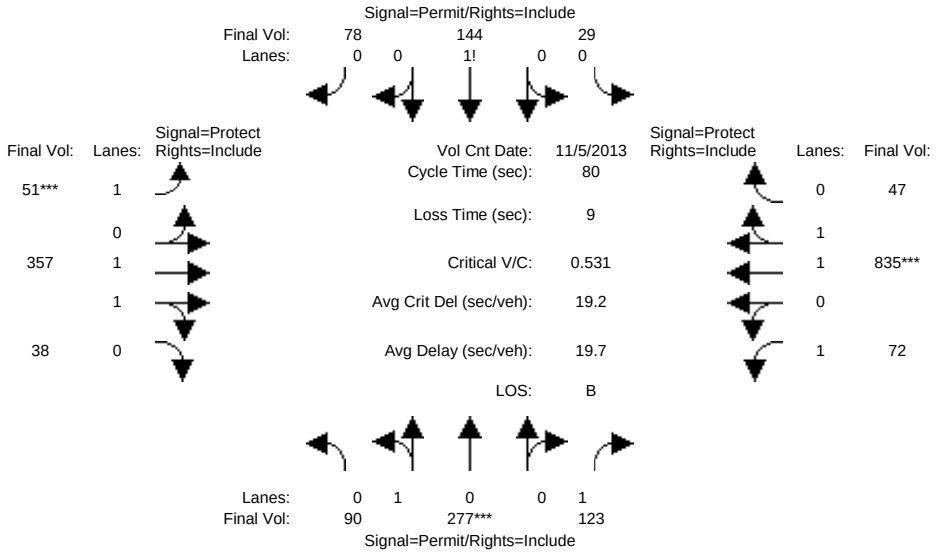
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 << 4:30-5:30PM												
Base Vol:	44	123	102	40	254	42	68	883	123	140	389	36
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:	44	123	102	40	254	42	68	883	123	140	389	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	5	6	1	10	1	0	4	0	4	2	0
Initial Fut:	44	128	108	41	264	43	68	887	123	144	391	36
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:	44	128	108	41	264	43	68	887	123	144	391	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	128	108	41	264	43	68	887	123	144	391	36
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:	44	128	108	41	264	43	68	887	123	144	391	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.12	0.76	0.12	1.00	1.75	0.25	1.00	1.83	0.17
Final Sat.:	460	1340	1750	206	1328	216	1750	3249	451	1750	3388	312
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.20	0.20	0.20	0.04	0.27	0.27	0.08	0.12	0.12
Crit Moves:				****			****		****			
Green Time:	25.5	25.5	25.5	25.5	25.5	25.5	18.7	35.0	35.0	10.5	26.8	26.8
Volume/Cap:	0.30	0.30	0.19	0.62	0.62	0.62	0.17	0.62	0.62	0.62	0.34	0.34
Delay/Veh:	20.8	20.8	20.0	25.4	25.4	25.4	24.6	18.2	18.2	38.1	20.2	20.2
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:	20.8	20.8	20.0	25.4	25.4	25.4	24.6	18.2	18.2	38.1	20.2	20.2
LOS by Move:	C	C	B	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	3	3	2	8	8	8	2	11	11	4	4	4

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3790: SANTA CLARA/24TH



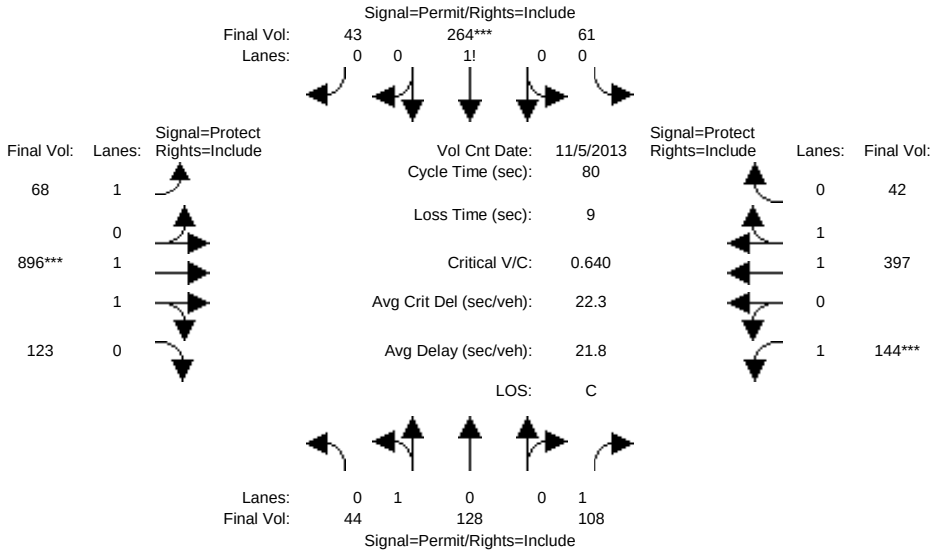
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 << 7:30-8:30AM												
Base Vol:	86	265	117	23	141	78	51	354	38	67	822	39
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:	86	265	117	23	141	78	51	354	38	67	822	39
Added Vol:	0	0	0	6	0	0	0	3	0	0	8	8
ATI:	4	12	6	0	3	0	0	0	0	5	5	0
Initial Fut:	90	277	123	29	144	78	51	357	38	72	835	47
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:	90	277	123	29	144	78	51	357	38	72	835	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	277	123	29	144	78	51	357	38	72	835	47
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:	90	277	123	29	144	78	51	357	38	72	835	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.25	0.75	1.00	0.12	0.57	0.31	1.00	1.80	0.20	1.00	1.89	0.11
Final Sat.:	441	1359	1750	202	1004	544	1750	3344	356	1750	3503	197
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.14	0.14	0.14	0.03	0.11	0.11	0.04	0.24	0.24
Crit Moves:		****				****			****			
Green Time:	29.5	29.5	29.5	29.5	29.5	29.5	7.0	24.4	24.4	17.1	34.5	34.5
Volume/Cap:	0.55	0.55	0.19	0.39	0.39	0.39	0.33	0.35	0.35	0.19	0.55	0.55
Delay/Veh:	21.0	21.0	17.3	19.0	19.0	19.0	35.6	21.8	21.8	26.1	17.4	17.4
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:	21.0	21.0	17.3	19.0	19.0	19.0	35.6	21.8	21.8	26.1	17.4	17.4
LOS by Move:	C	C	B	B	B	B	D	C	C	C	B	B
HCM2kAvgQ:	7	7	2	5	5	5	2	4	4	2	8	8

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3790: SANTA CLARA/24TH



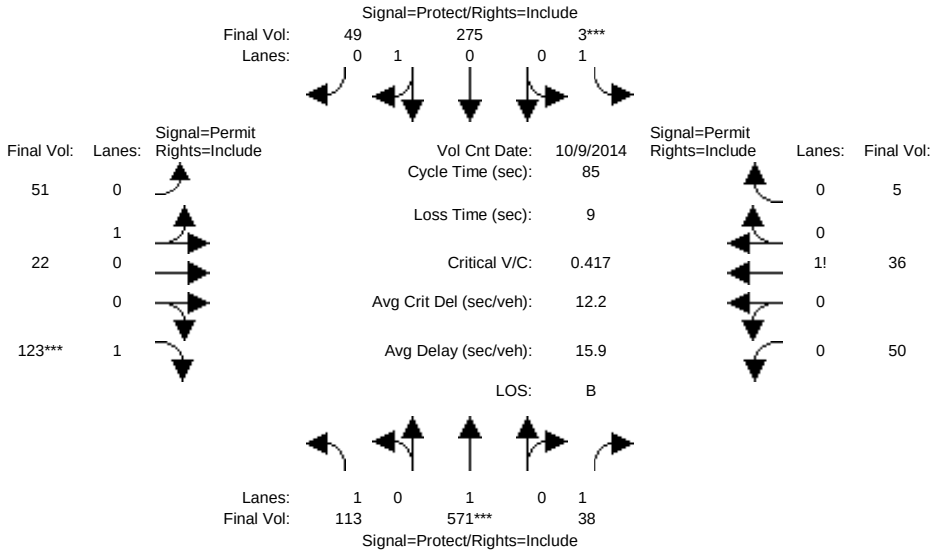
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2013 << 4:30-5:30PM												
Base Vol:	44	123	102	40	254	42	68	883	123	140	389	36
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:	44	123	102	40	254	42	68	883	123	140	389	36
Added Vol:	0	0	0	20	0	0	0	9	0	0	6	6
ATI:	0	5	6	1	10	1	0	4	0	4	2	0
Initial Fut:	44	128	108	61	264	43	68	896	123	144	397	42
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:	44	128	108	61	264	43	68	896	123	144	397	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	128	108	61	264	43	68	896	123	144	397	42
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:	44	128	108	61	264	43	68	896	123	144	397	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.16	0.72	0.12	1.00	1.75	0.25	1.00	1.80	0.20
Final Sat.:	460	1340	1750	290	1255	204	1750	3253	447	1750	3346	354
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.21	0.21	0.21	0.04	0.28	0.28	0.08	0.12	0.12
Crit Moves:				****			****		****			
Green Time:	26.3	26.3	26.3	26.3	26.3	26.3	18.4	34.4	34.4	10.3	26.3	26.3
Volume/Cap:	0.29	0.29	0.19	0.64	0.64	0.64	0.17	0.64	0.64	0.64	0.36	0.36
Delay/Veh:	20.2	20.2	19.4	25.3	25.3	25.3	24.9	18.8	18.8	39.2	20.6	20.6
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:	20.2	20.2	19.4	25.3	25.3	25.3	24.9	18.8	18.8	39.2	20.6	20.6
LOS by Move:	C	C	B	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	3	3	2	8	8	8	2	11	11	4	4	4

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3832: 24TH/WILLIAM



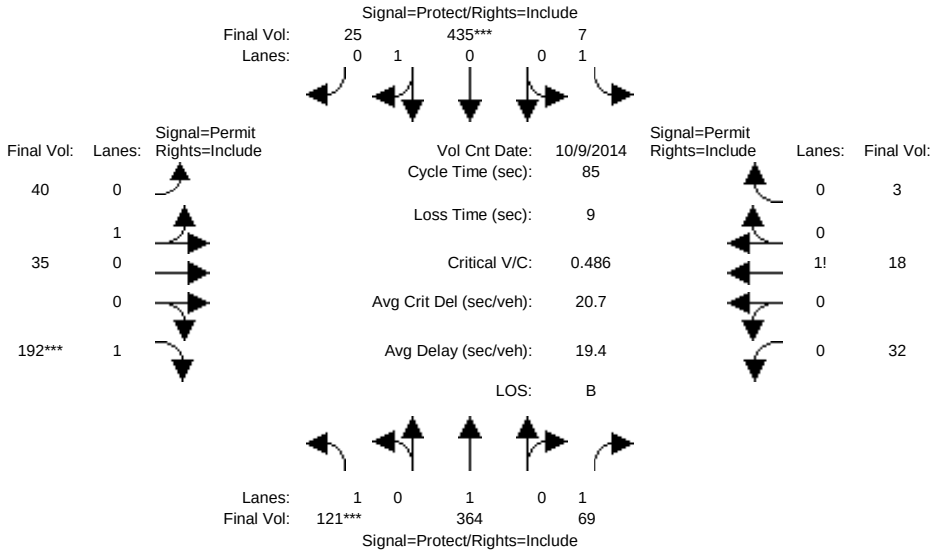
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:30-8:30AM												
Base Vol:	112	566	38	3	273	49	51	22	123	45	34	5
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:	112	566	38	3	273	49	51	22	123	45	34	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	5	0	0	2	0	0	0	0	5	2	0
Initial Fut:	113	571	38	3	275	49	51	22	123	50	36	5
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:	113	571	38	3	275	49	51	22	123	50	36	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	571	38	3	275	49	51	22	123	50	36	5
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:	113	571	38	3	275	49	51	22	123	50	36	5
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.55	0.40	0.05
Final Sat.:	1750	1900	1750	1750	1528	272	1258	542	1750	962	692	96
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.00	0.18	0.18	0.04	0.04	0.07	0.05	0.05	0.05
Crit Moves:		****			****				****			
Green Time:	19.8	55.9	55.9	7.0	43.2	43.2	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.28	0.46	0.03	0.02	0.35	0.35	0.26	0.26	0.46	0.34	0.34	0.34
Delay/Veh:	27.1	7.4	5.1	35.9	12.8	12.8	32.2	32.2	34.0	32.8	32.8	32.8
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:	27.1	7.4	5.1	35.9	12.8	12.8	32.2	32.2	34.0	32.8	32.8	32.8
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	7	0	0	5	5	2	2	4	3	3	3

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3832: 24TH/WILLIAM



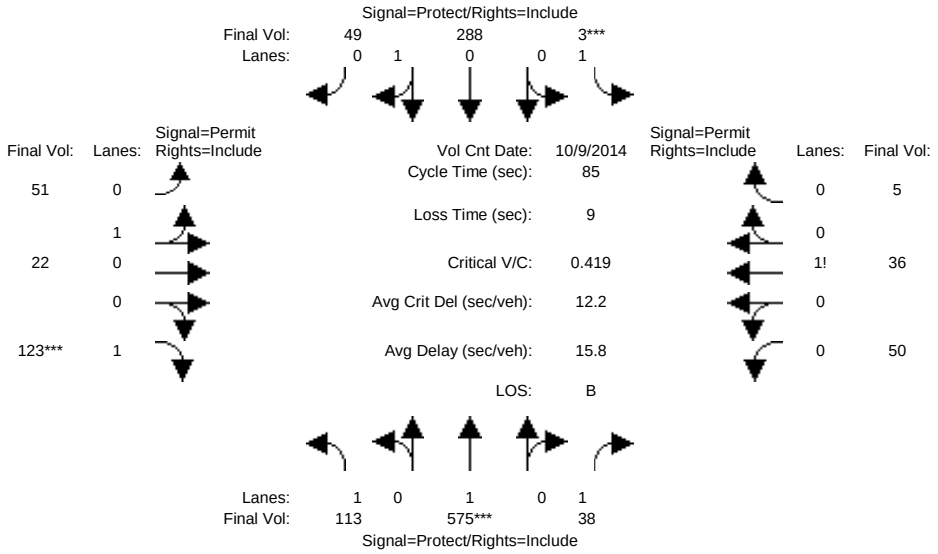
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	121	364	69	7	425	25	40	35	192	30	17	3
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:	121	364	69	7	425	25	40	35	192	30	17	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	10	0	0	0	0	2	1	0
Initial Fut:	121	364	69	7	435	25	40	35	192	32	18	3
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:	121	364	69	7	435	25	40	35	192	32	18	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	364	69	7	435	25	40	35	192	32	18	3
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:	121	364	69	7	435	25	40	35	192	32	18	3
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.53	0.47	1.00	0.60	0.34	0.06
Final Sat.:	1750	1900	1750	1750	1702	98	960	840	1750	1057	594	99
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.04	0.00	0.26	0.26	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green Time:	12.1	39.7	39.7	17.1	44.7	44.7	19.2	19.2	19.2	19.2	19.2	19.2
Volume/Cap:	0.49	0.41	0.08	0.02	0.49	0.49	0.18	0.18	0.49	0.13	0.13	0.13
Delay/Veh:	35.1	15.2	12.6	27.3	13.2	13.2	26.8	26.8	29.6	26.4	26.4	26.4
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:	35.1	15.2	12.6	27.3	13.2	13.2	26.8	26.8	29.6	26.4	26.4	26.4
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	6	1	0	8	8	2	2	5	1	1	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3832: 24TH/WILLIAM



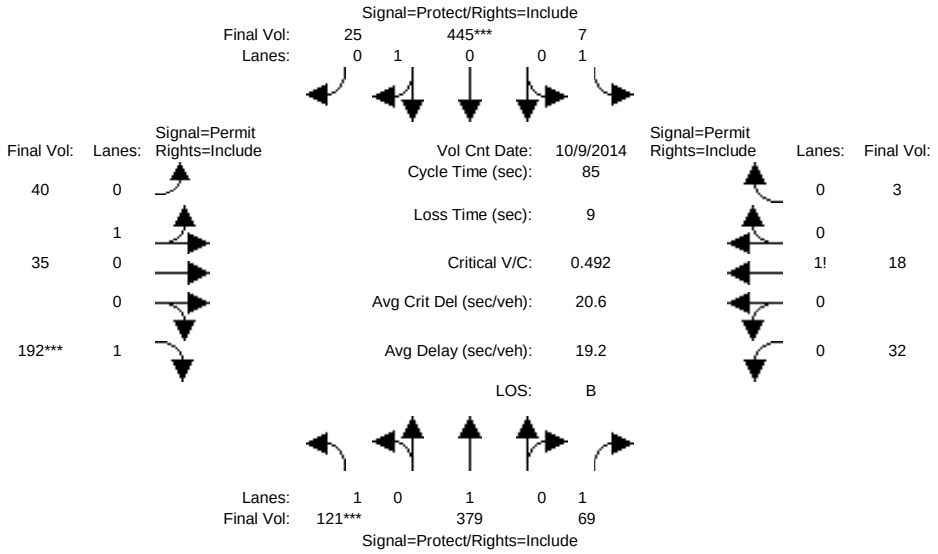
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:30-8:30AM												
Base Vol:	112	566	38	3	273	49	51	22	123	45	34	5
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:	112	566	38	3	273	49	51	22	123	45	34	5
Added Vol:	0	4	0	0	13	0	0	0	0	0	0	0
ATI:	1	5	0	0	2	0	0	0	0	5	2	0
Initial Fut:	113	575	38	3	288	49	51	22	123	50	36	5
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:	113	575	38	3	288	49	51	22	123	50	36	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	575	38	3	288	49	51	22	123	50	36	5
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:	113	575	38	3	288	49	51	22	123	50	36	5
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.55	0.40	0.05
Final Sat.:	1750	1900	1750	1750	1538	262	1258	542	1750	962	692	96
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.00	0.19	0.19	0.04	0.04	0.07	0.05	0.05	0.05
Crit Moves:		****			****				****			
Green Time:	19.2	56.0	56.0	7.0	43.8	43.8	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.29	0.46	0.03	0.02	0.36	0.36	0.27	0.27	0.46	0.34	0.34	0.34
Delay/Veh:	27.6	7.4	5.1	35.9	12.6	12.6	32.3	32.3	34.0	32.9	32.9	32.9
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:	27.6	7.4	5.1	35.9	12.6	12.6	32.3	32.3	34.0	32.9	32.9	32.9
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	7	0	0	5	5	2	2	4	3	3	3

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #3832: 24TH/WILLIAM



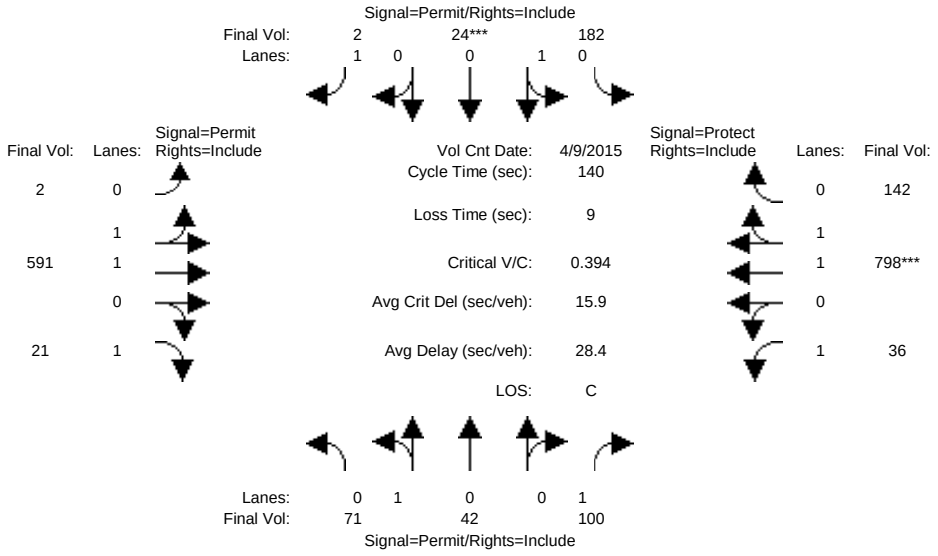
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	121	364	69	7	425	25	40	35	192	30	17	3
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:	121	364	69	7	425	25	40	35	192	30	17	3
Added Vol:	0	15	0	0	10	0	0	0	0	0	0	0
ATI:	0	0	0	0	10	0	0	0	0	2	1	0
Initial Fut:	121	379	69	7	445	25	40	35	192	32	18	3
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:	121	379	69	7	445	25	40	35	192	32	18	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	379	69	7	445	25	40	35	192	32	18	3
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:	121	379	69	7	445	25	40	35	192	32	18	3
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.53	0.47	1.00	0.60	0.34	0.06
Final Sat.:	1750	1900	1750	1750	1704	96	960	840	1750	1057	594	99
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.04	0.00	0.26	0.26	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green Time:	11.9	40.4	40.4	16.7	45.1	45.1	19.0	19.0	19.0	19.0	19.0	19.0
Volume/Cap:	0.49	0.42	0.08	0.02	0.49	0.49	0.19	0.19	0.49	0.14	0.14	0.14
Delay/Veh:	35.3	14.9	12.2	27.6	13.1	13.1	27.0	27.0	29.8	26.6	26.6	26.6
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:	35.3	14.9	12.2	27.6	13.1	13.1	27.0	27.0	29.8	26.6	26.6	26.6
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	7	1	0	8	8	2	2	5	1	1	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4005: JULIAN/28TH



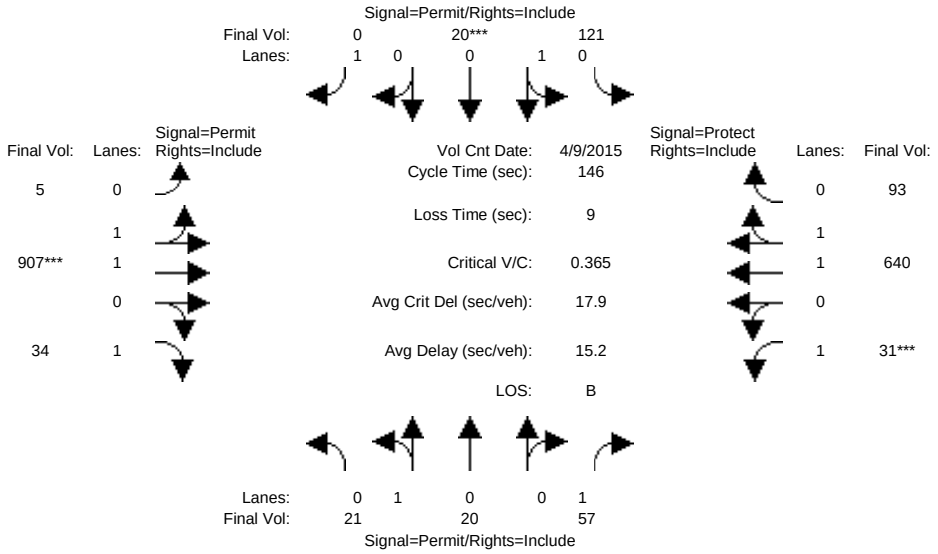
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1590	210	1750	12	3688	1750	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.16	0.16	0.01	0.02	0.25	0.25
Crit Moves:				****						****		
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	39.7	39.7	39.7	62.9	103	102.6
Volume/Cap:	0.31	0.31	0.28	0.57	0.57	0.01	0.57	0.57	0.04	0.05	0.35	0.35
Delay/Veh:	49.7	49.7	49.2	56.5	56.5	44.6	45.0	45.0	36.5	21.8	7.0	7.0
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:	49.7	49.7	49.2	56.5	56.5	44.6	45.0	45.0	36.5	21.8	7.0	7.0
LOS by Move:	D	D	D	E	E	D	D	D	D	C	A	A
HCM2kAvgQ:	4	4	4	9	9	0	11	11	1	1	8	8

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4005: JULIAN/28TH



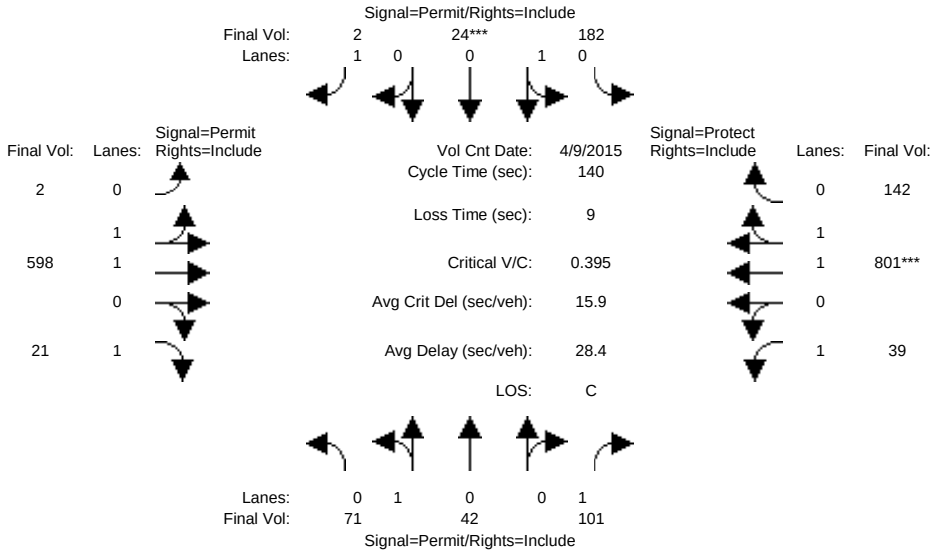
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	1.00	0.01	1.99	1.00	1.00	1.74	0.26
Final Sat.:	922	878	1750	1545	255	1750	20	3680	1750	1750	3230	469
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.25	0.25	0.02	0.02	0.20	0.20
Crit Moves:				****			****		****			
Green Time:	31.3	31.3	31.3	31.3	31.3	0.0	98.6	98.6	98.6	7.1	106	105.7
Volume/Cap:	0.11	0.11	0.15	0.37	0.37	0.00	0.37	0.37	0.03	0.37	0.27	0.27
Delay/Veh:	46.6	46.6	47.4	51.5	51.5	0.0	10.6	10.6	7.9	79.0	7.2	7.2
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:	46.6	46.6	47.4	51.5	51.5	0.0	10.6	10.6	7.9	79.0	7.2	7.2
LOS by Move:	D	D	D	D	D	A	B	B	A	E	A	A
HCM2kAvgQ:	1	1	2	6	6	0	9	9	1	1	6	6

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4005: JULIAN/28TH



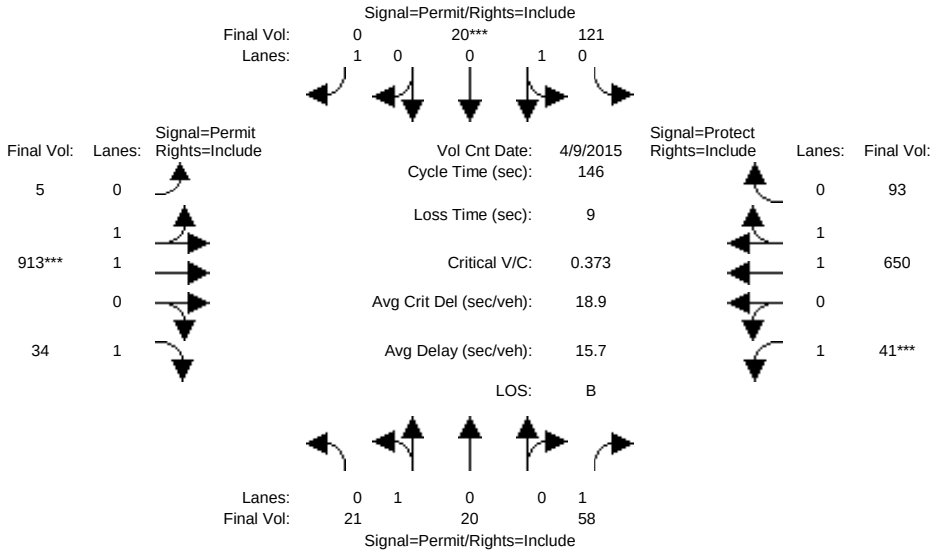
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	1	0	0	0	0	7	0	3	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	101	182	24	2	2	598	21	39	801	142
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:	71	42	101	182	24	2	2	598	21	39	801	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	101	182	24	2	2	598	21	39	801	142
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:	71	42	101	182	24	2	2	598	21	39	801	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1590	210	1750	12	3688	1750	1750	3142	557
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.16	0.16	0.01	0.02	0.25	0.25
Crit Moves:				****						****		
Green Time:	28.2	28.2	28.2	28.2	28.2	28.2	40.0	40.0	40.0	62.8	103	102.8
Volume/Cap:	0.31	0.31	0.29	0.57	0.57	0.01	0.57	0.57	0.04	0.05	0.35	0.35
Delay/Veh:	49.9	49.9	49.4	56.7	56.7	44.7	44.9	44.9	36.3	21.9	7.0	7.0
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:	49.9	49.9	49.4	56.7	56.7	44.7	44.9	44.9	36.3	21.9	7.0	7.0
LOS by Move:	D	D	D	E	E	D	D	D	D	C	A	A
HCM2kAvgQ:	4	4	4	9	9	0	11	11	1	1	8	8

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4005: JULIAN/28TH



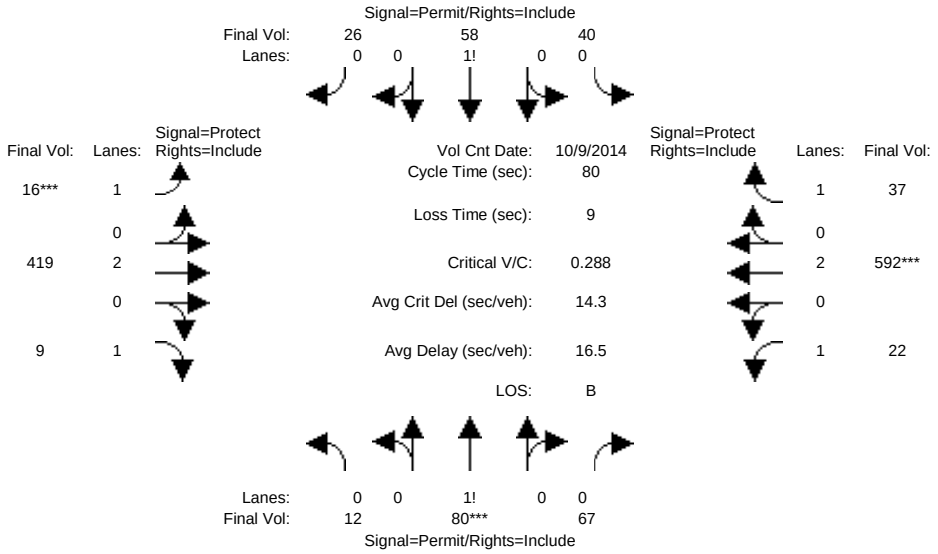
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	93
Added Vol:	0	0	1	0	0	0	0	6	0	10	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	20	58	121	20	0	5	913	34	41	650	93
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:	21	20	58	121	20	0	5	913	34	41	650	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	58	121	20	0	5	913	34	41	650	93
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:	21	20	58	121	20	0	5	913	34	41	650	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	1.00	0.01	1.99	1.00	1.00	1.74	0.26
Final Sat.:	922	878	1750	1545	255	1750	20	3680	1750	1750	3237	463
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.25	0.25	0.02	0.02	0.20	0.20
Crit Moves:				****			****			****		
Green Time:	30.7	30.7	30.7	30.7	30.7	0.0	97.2	97.2	97.2	9.2	106	106.3
Volume/Cap:	0.11	0.11	0.16	0.37	0.37	0.00	0.37	0.37	0.03	0.37	0.28	0.28
Delay/Veh:	47.2	47.2	48.0	52.2	52.2	0.0	11.3	11.3	8.4	75.1	7.0	7.0
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:	47.2	47.2	48.0	52.2	52.2	0.0	11.3	11.3	8.4	75.1	7.0	7.0
LOS by Move:	D	D	D	D	D	A	B	B	A	E	A	A
HCM2kAvgQ:	2	2	2	6	6	0	9	9	1	2	6	6

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4022: SANTA CLARA/26TH



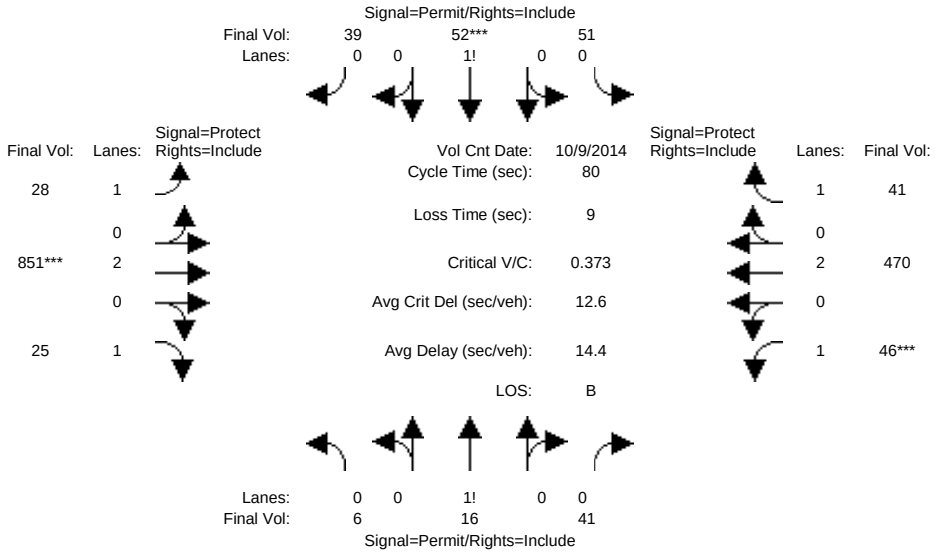
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:30-8:30AM												
Base Vol:	12	80	67	40	58	26	16	415	9	22	587	37
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:	12	80	67	40	58	26	16	415	9	22	587	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	4	0	0	5	0
Initial Fut:	12	80	67	40	58	26	16	419	9	22	592	37
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:	12	80	67	40	58	26	16	419	9	22	592	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	67	40	58	26	16	419	9	22	592	37
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:	12	80	67	40	58	26	16	419	9	22	592	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.50	0.42	0.32	0.47	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	881	737	565	819	367	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.01	0.11	0.01	0.01	0.16	0.02
Crit Moves:	****					****				****		
Green Time:	23.6	23.6	23.6	23.6	23.6	23.6	7.0	27.9	27.9	19.5	40.4	40.4
Volume/Cap:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.32	0.01	0.05	0.31	0.04
Delay/Veh:	22.2	22.2	22.2	21.7	21.7	21.7	33.9	19.2	17.1	23.2	11.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	22.2	21.7	21.7	21.7	33.9	19.2	17.1	23.2	11.7	10.0
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	3	3	3	3	3	3	0	4	0	0	4	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4022: SANTA CLARA/26TH



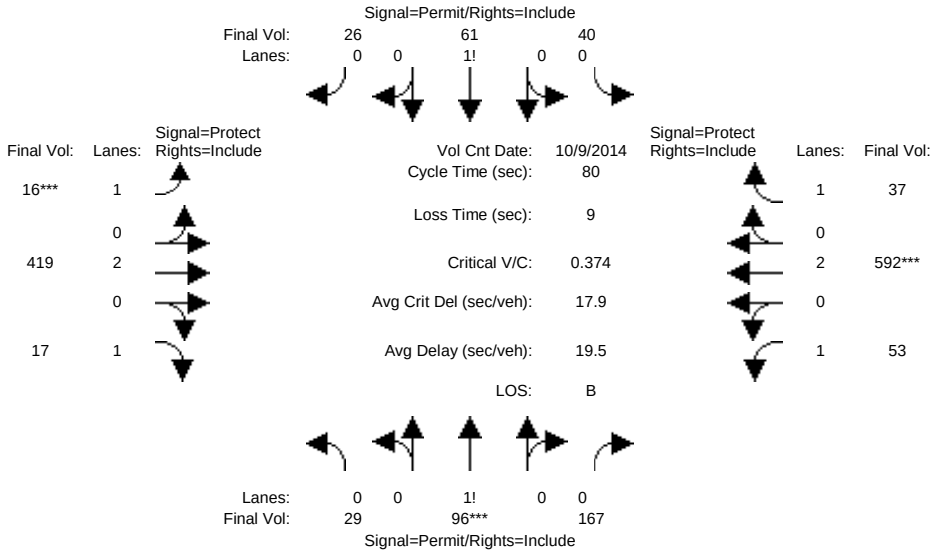
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 4:45-5:45PM												
Base Vol:	6	16	41	51	52	39	28	847	25	46	467	41
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:	6	16	41	51	52	39	28	847	25	46	467	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	4	0	0	3	0
Initial Fut:	6	16	41	51	52	39	28	851	25	46	470	41
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:	6	16	41	51	52	39	28	851	25	46	470	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	16	41	51	52	39	28	851	25	46	470	41
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:	6	16	41	51	52	39	28	851	25	46	470	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.25	0.65	0.36	0.37	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	167	444	1139	629	641	481	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.02	0.22	0.01	0.03	0.12	0.02
Crit Moves:				****			****		****			
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	22.2	47.0	47.0	7.0	31.8	31.8
Volume/Cap:	0.17	0.17	0.17	0.38	0.38	0.38	0.06	0.38	0.02	0.30	0.31	0.06
Delay/Veh:	25.9	25.9	25.9	27.6	27.6	27.6	21.3	8.9	6.9	35.3	16.7	14.9
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:	25.9	25.9	25.9	27.6	27.6	27.6	21.3	8.9	6.9	35.3	16.7	14.9
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	4	4	4	1	5	0	1	4	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4022: SANTA CLARA/26TH



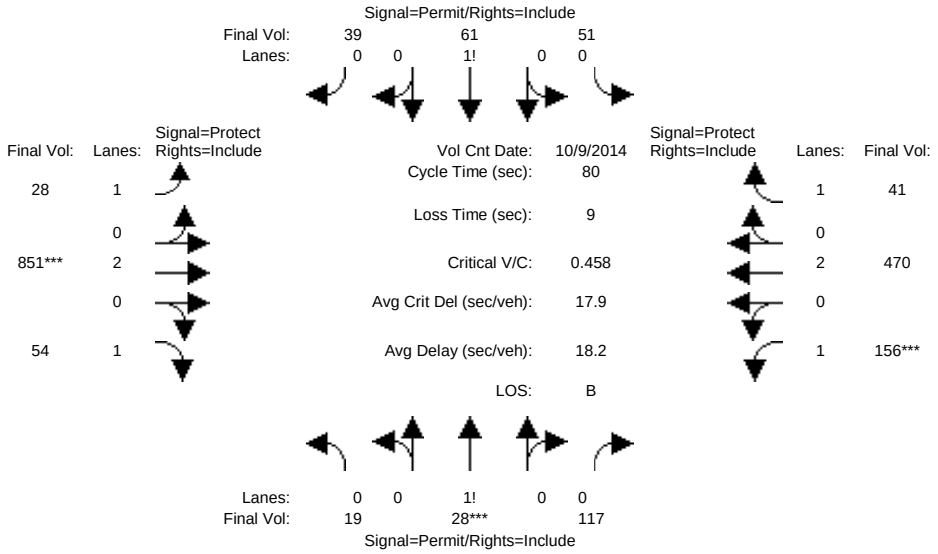
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:30-8:30AM												
Base Vol:	12	80	67	40	58	26	16	415	9	22	587	37
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:	12	80	67	40	58	26	16	415	9	22	587	37
Added Vol:	17	16	100	0	3	0	0	0	8	31	0	0
ATI:	0	0	0	0	0	0	0	4	0	0	5	0
Initial Fut:	29	96	167	40	61	26	16	419	17	53	592	37
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:	29	96	167	40	61	26	16	419	17	53	592	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	96	167	40	61	26	16	419	17	53	592	37
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:	29	96	167	40	61	26	16	419	17	53	592	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.33	0.57	0.31	0.49	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	174	575	1001	551	841	358	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.07	0.07	0.07	0.01	0.11	0.01	0.03	0.16	0.02
Crit Moves:	****					****				****		
Green Time:	33.1	33.1	33.1	33.1	33.1	33.1	7.0	22.3	22.3	15.6	30.9	30.9
Volume/Cap:	0.40	0.40	0.40	0.18	0.18	0.18	0.10	0.40	0.03	0.16	0.40	0.05
Delay/Veh:	16.9	16.9	16.9	14.9	14.9	14.9	33.9	23.6	21.0	26.9	18.0	15.4
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:	16.9	16.9	16.9	14.9	14.9	14.9	33.9	23.6	21.0	26.9	18.0	15.4
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	6	6	6	2	2	2	0	4	0	1	5	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

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

Intersection #4022: SANTA CLARA/26TH



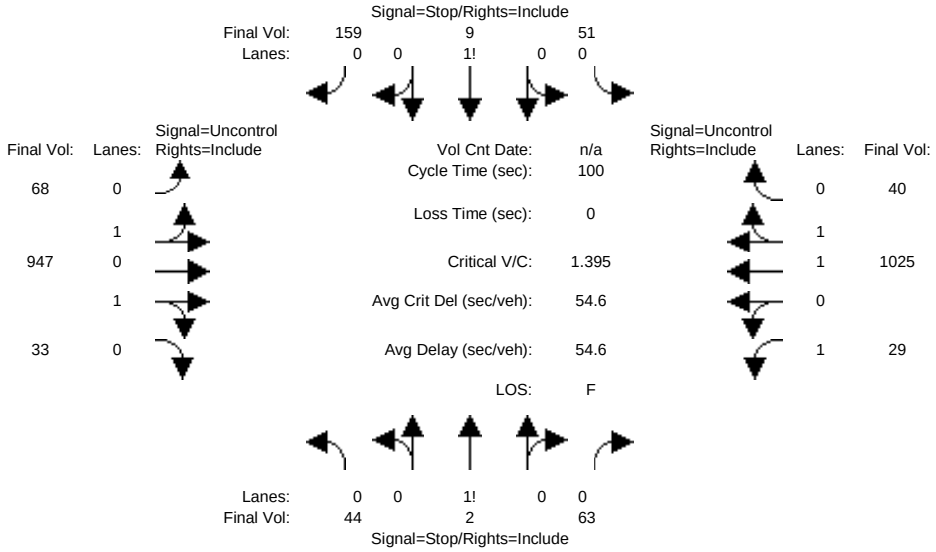
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 4:45-5:45PM												
Base Vol:	6	16	41	51	52	39	28	847	25	46	467	41
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:	6	16	41	51	52	39	28	847	25	46	467	41
Added Vol:	13	12	76	0	9	0	0	0	29	110	0	0
ATI:	0	0	0	0	0	0	0	4	0	0	3	0
Initial Fut:	19	28	117	51	61	39	28	851	54	156	470	41
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:	19	28	117	51	61	39	28	851	54	156	470	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	28	117	51	61	39	28	851	54	156	470	41
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:	19	28	117	51	61	39	28	851	54	156	470	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.17	0.71	0.34	0.40	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	203	299	1248	591	707	452	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.22	0.03	0.09	0.12	0.02
Crit Moves:	****						****		****			
Green Time:	16.4	16.4	16.4	16.4	16.4	16.4	22.5	39.1	39.1	15.6	32.1	32.1
Volume/Cap:	0.46	0.46	0.46	0.42	0.42	0.42	0.06	0.46	0.06	0.46	0.31	0.06
Delay/Veh:	28.9	28.9	28.9	28.5	28.5	28.5	21.0	13.7	10.8	29.5	16.4	14.7
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:	28.9	28.9	28.9	28.5	28.5	28.5	21.0	13.7	10.8	29.5	16.4	14.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	4	4	4	4	4	4	1	7	1	4	4	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (AM)

Intersection #6: N.26th St and E. Julian St




```
Street Name:          N.26th St                    E. Julian St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     36    2    56    51    9   159    68  947    30    29 1022    40
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:   36    2    56    51    9   159    68  947    30    29 1022    40
Added Vol:      8    0     7     0    0     0     0    0     3     0    3     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   44    2    63    51    9   159    68  947    33    29 1025    40
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:    44    2    63    51    9   159    68  947    33    29 1025    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   44    2    63    51    9   159    68  947    33    29 1025    40
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1675 2223   490  1714 2219   533  1065 xxxx xxxxx   980 xxxx xxxxx
Potent Cap.:   64   44   529    60   44   497   662 xxxx xxxxx   712 xxxx xxxxx
Move Cap.:     32   38   529    45   38   497   662 xxxx xxxxx   712 xxxx xxxxx
Volume/Cap:  1.39 0.05  0.12  1.14 0.24  0.32  0.10 xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx  10.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx   70 xxxxx  xxxx  129 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  9.3 xxxxx xxxxx 16.3 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  414 xxxxx xxxxx  405 xxxxx  11.1 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    F     *     B    *     *     *    *     *
ApproachDel:     414.1           404.7          xxxxxx          xxxxxx
ApproachLOS:         F               F               *               *
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #6 N.26th St and E. Julian St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	1 0 1	0	1	0 1 1	0
Initial Vol:	44	2	63	51	9	159	68	947	33	29	1025	40
ApproachDel:	414.1			404.7			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=12.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=109]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2470]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=24.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=219]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2470]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	1 0 1	0	1	0 1 1	0
Initial Vol:	44	2	63	51	9	159	68	947	33	29	1025	40

Major Street Volume: 2142
Minor Approach Volume: 219
Minor Approach Volume Threshold: 22 [less than minimum of 100]

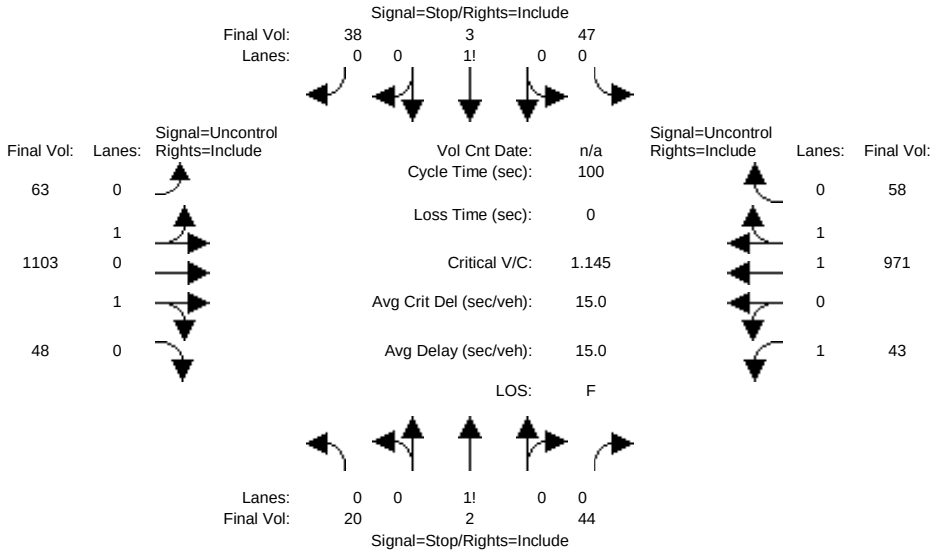
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (PM)

Intersection #6: N.26th St and E. Julian St




```
Street Name:          N.26th St                    E. Julian St
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     14    2   38    47    3   38    63 1103   39    43  961   58
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:  14    2   38    47    3   38    63 1103   39    43  961   58
Added Vol:     6    0    6     0    0    0     0    0    9     0   10    0
ATI:           0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  20    2   44    47    3   38    63 1103   48    43  971   58
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:   20    2   44    47    3   38    63 1103   48    43  971   58
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:  20    2   44    47    3   38    63 1103   48    43  971   58
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1826 2368   576  1765 2363   515  1029 xxxx xxxxx  1151 xxxx xxxxx
Potent Cap.:   49   35   466    54   36   510   683 xxxx xxxxx   614 xxxx xxxxx
Move Cap.:     37   30   466    41   30   510   683 xxxx xxxxx   614 xxxx xxxxx
Volume/Cap:  0.54 0.07  0.09  1.14 0.10  0.07  0.09 xxxx  xxxx  0.07 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.8 xxxx xxxxx  11.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   94 xxxxx  xxxx   67 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  3.5 xxxxx xxxxx  7.2 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  106 xxxxx xxxxx  324 xxxxx  10.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    F     *     B    *     *     *    *     *
ApproachDel:      106.2           323.6          xxxxxx          xxxxxx
ApproachLOS:          F               F               *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 N.26th St and E. Julian St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	20	2	44	47	3	38	63	1103	48	43	971	58
ApproachDel:	106.2			323.6			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=66]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2440]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2440]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 N.26th St and E. Julian St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0
Initial Vol:	20	2	44	47	3	38	63	1103	48	43	971	58

Major Street Volume: 2286
Minor Approach Volume: 88
Minor Approach Volume Threshold: -0 [less than minimum of 100]

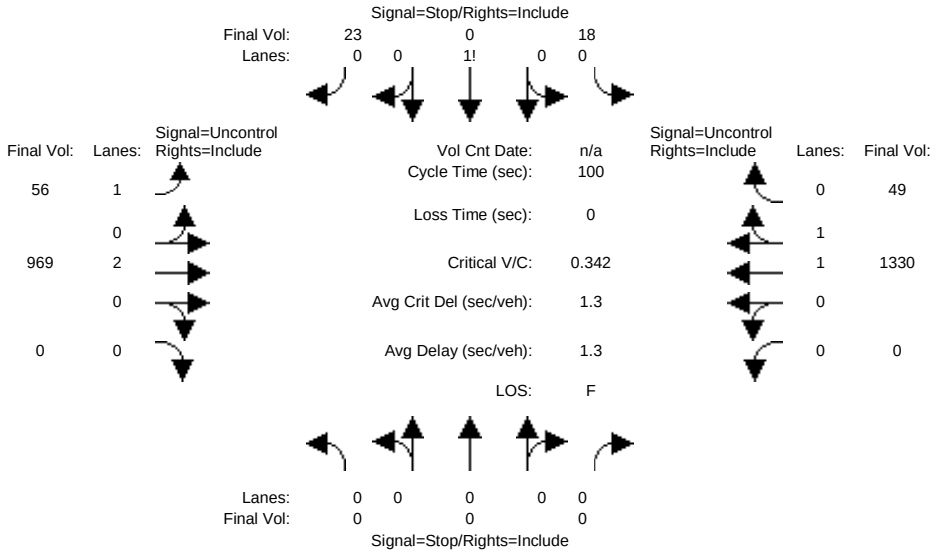
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (AM)

Intersection #8: 27th St and E. Santa Clara St




```
Street Name:           27th St                  E. Santa Clara St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0   18    0   23   56  869    0    0 1299   49
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:   0    0    0   18    0   23   56  869    0    0 1299   49
Added Vol:     0    0    0    0    0    0    0  100    0    0   31    0
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0    0   18    0   23   56  969    0    0 1330   49
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:    0    0    0   18    0   23   56  969    0    0 1330   49
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0    0   18    0   23   56  969    0    0 1330   49
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1951 2436   690  1379 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    58   32   393   504 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    53   29   393   504 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.34 0.00  0.06  0.11 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  13.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    *    *    *     B    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  102 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 61.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    F    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           61.8          xxxxxx          xxxxxx
ApproachLOS:         *             F             *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```



```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0    0   18    0   23    56  969    0    0 1330   49
ApproachDel:    xxxxxx           61.8          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2445]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

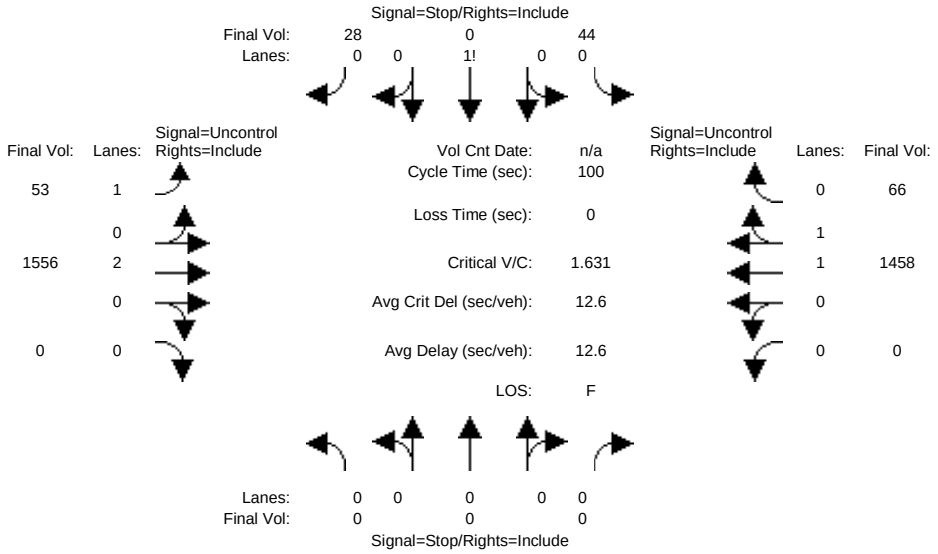
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0    0   18    0   23    56  969    0    0 1330   49
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2404
Minor Approach Volume:          41
Minor Approach Volume Threshold: -17 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (PM)

Intersection #8: 27th St and E. Santa Clara St



Street Name:	27th St							E. Santa Clara St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Volume Module:																
Base Vol:	0	0	0	44	0	28	53	1480	0	0	1348	66				
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:	0	0	0	44	0	28	53	1480	0	0	1348	66				
Added Vol:	0	0	0	0	0	0	0	76	0	0	110	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	44	0	28	53	1556	0	0	1458	66				
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:	0	0	0	44	0	28	53	1556	0	0	1458	66				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	44	0	28	53	1556	0	0	1458	66				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	2375	3153	762	1524	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	30	11	352	443	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	27	10	352	443	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	1.63	0.00	0.08	0.12	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx		42	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx		7.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx		553	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			552.5			xxxxxx			xxxxxx						
ApproachLOS:	*			F			*			*						

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 27th St and E. Santa Clara St

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0    0   44    0   28    53 1556    0    0 1458   66
ApproachDel:    xxxxxx          552.5          xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.1]
  SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=72]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3205]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

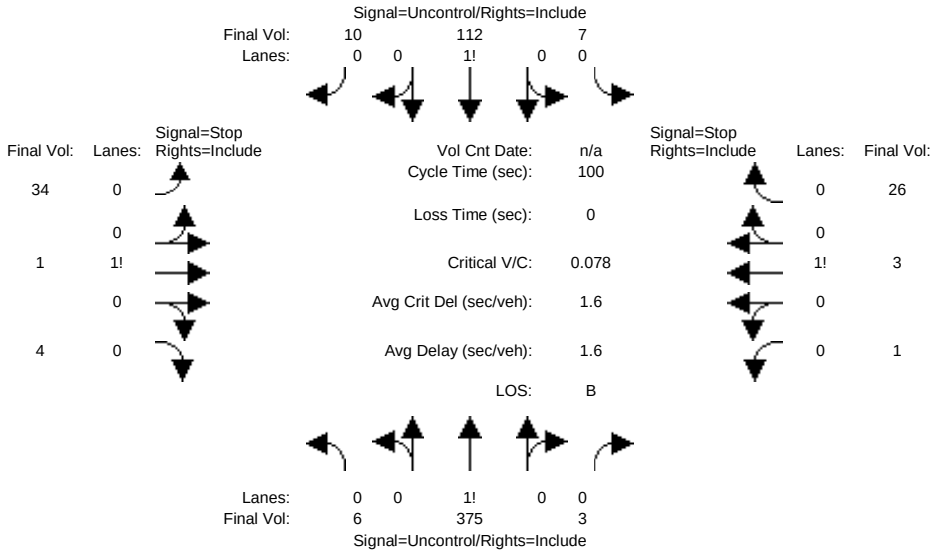
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #8 27th St and E. Santa Clara St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0    0   44    0   28    53 1556    0    0 1458   66
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           3133
Minor Approach Volume:          72
Minor Approach Volume Threshold: -109 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (AM)

Intersection #12: N.28th St and Shortridge Ave




```
Street Name:          N.28th St                    Shortridge Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      6  375    3    7  112    6   20   1    3    1   3   26
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:   6  375    3    7  112    6   20   1    3    1   3   26
Added Vol:     0    0    0    0    0    4   14   0    1    0   0    0
ATI:           0    0    0    0    0    0    0   0    0    0   0    0
Initial Fut:   6  375    3    7  112   10   34   1    4    1   3   26
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:    6  375    3    7  112   10   34   1    4    1   3   26
Reduct Vol:    0    0    0    0    0    0    0   0    0    0   0    0
FinalVolume:   6  375    3    7  112   10   34   1    4    1   3   26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  122 xxxx xxxxx   378 xxxx xxxxx   534  521   117   522  525   377
Potent Cap.: 1478 xxxx xxxxx  1192 xxxx xxxxx   460  463   941   468  461   674
Move Cap.:   1478 xxxx xxxxx  1192 xxxx xxxxx   437  458   941   462  456   674
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.08 0.00  0.00  0.00 0.01  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *    A    *     *    *    *     *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  463 xxxxx  xxxx  634 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.5 xxxxx xxxxx 11.0 xxxxx
Shared LOS:     *    *     *    *    *     *    *    B     *    *    B     *
ApproachDel:    xxxxxx          xxxxxx           13.5           11.0
ApproachLOS:         *               *             B              B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #12 N.28th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	10	34	1	4	1	3	26
ApproachDel:	xxxxxx			xxxxxx			13.5			11.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=582]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=582]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	6	375	3	7	112	10	34	1	4	1	3	26

Major Street Volume: 513
Minor Approach Volume: 39
Minor Approach Volume Threshold: 397

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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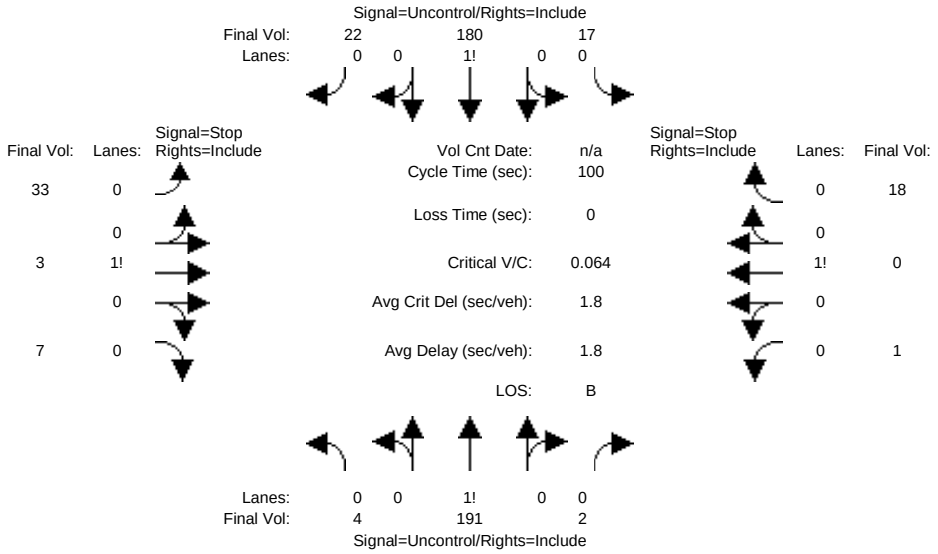
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (PM)

Intersection #12: N.28th St and Shortridge Ave



Street Name:	N.28th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	3	191	2	17	180	6	22	3	6	1	0	18
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:	3	191	2	17	180	6	22	3	6	1	0	18
Added Vol:	1	0	0	0	0	16	11	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	191	2	17	180	22	33	3	7	1	0	18
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:	4	191	2	17	180	22	33	3	7	1	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	191	2	17	180	22	33	3	7	1	0	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	202	xxxx	xxxxx	193	xxxx	xxxxx	434	426	191	430	436	192
Potent Cap.:	1382	xxxx	xxxxx	1392	xxxx	xxxxx	536	524	856	539	517	855
Move Cap.:	1382	xxxx	xxxxx	1392	xxxx	xxxxx	518	516	856	526	509	855
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.01	0.01	0.00	0.00	0.02

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	554	xxxxx	xxxx	828	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			12.0			9.5		
ApproachLOS:	*			*			B			A		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	4	191	2	17	180	22	33	3	7	1	0	18
ApproachDel:	xxxxxx			xxxxxx			12.0			9.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=478]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=478]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #12 N.28th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	4	191	2	17	180	22	33	3	7	1	0	18

Major Street Volume: 416
Minor Approach Volume: 43
Minor Approach Volume Threshold: 453

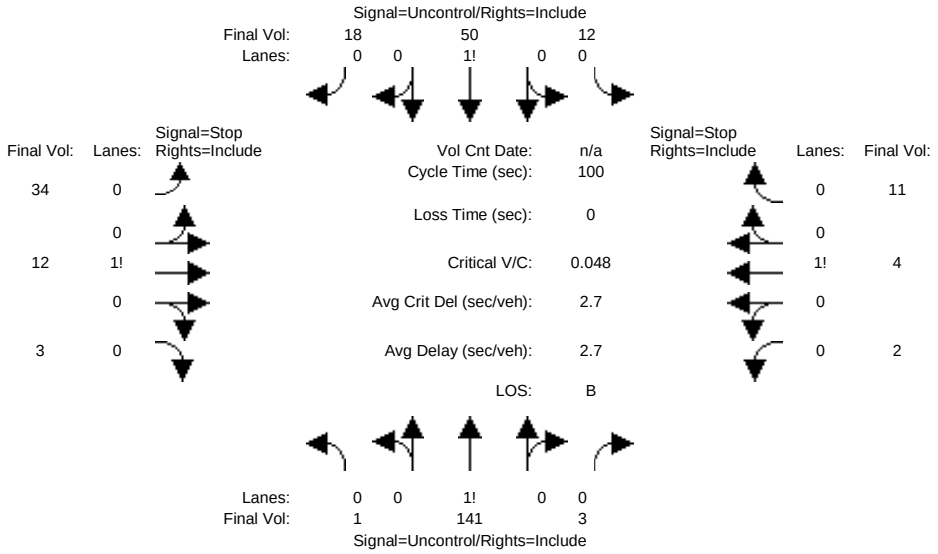
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (AM)

Intersection #13: N.26th St and Shortridge Ave




```
Street Name:            N.26th                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      1  139    3    11   43    5    30   12    3    1    4    8
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:   1  139    3    11   43    5    30   12    3    1    4    8
Added Vol:     0    2    0    1    7   13    4    0    0    1    0    3
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   1  141    3    12   50   18    34   12    3    2    4   11
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:    1  141    3    12   50   18    34   12    3    2    4   11
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   1  141    3    12   50   18    34   12    3    2    4   11
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   68 xxxx xxxxx   144 xxxx xxxxx   235  229    59   235  237   143
Potent Cap.: 1546 xxxx xxxxx  1451 xxxx xxxxx   724  674  1012   724  668   910
Move Cap.:   1546 xxxx xxxxx  1451 xxxx xxxxx   707  668  1012   707  662   910
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.05 0.02  0.00  0.00 0.01  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *    A    *     *    *    *     *    *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  710 xxxxx  xxxx  811 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.4 xxxxx xxxxx  9.5 xxxxx
Shared LOS:     *    *     *    *    *     *    *    B     *    *    A     *
ApproachDel:    xxxxxx          xxxxxx           10.4            9.5
ApproachLOS:         *               *             B              A
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	1	141	3	12	50	18	34	12	3	2	4	11
ApproachDel:	xxxxxx			xxxxxx			10.4			9.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=291]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=291]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	1	141	3	12	50	18	34	12	3	2	4	11

Major Street Volume: 225
Minor Approach Volume: 49
Minor Approach Volume Threshold: 617

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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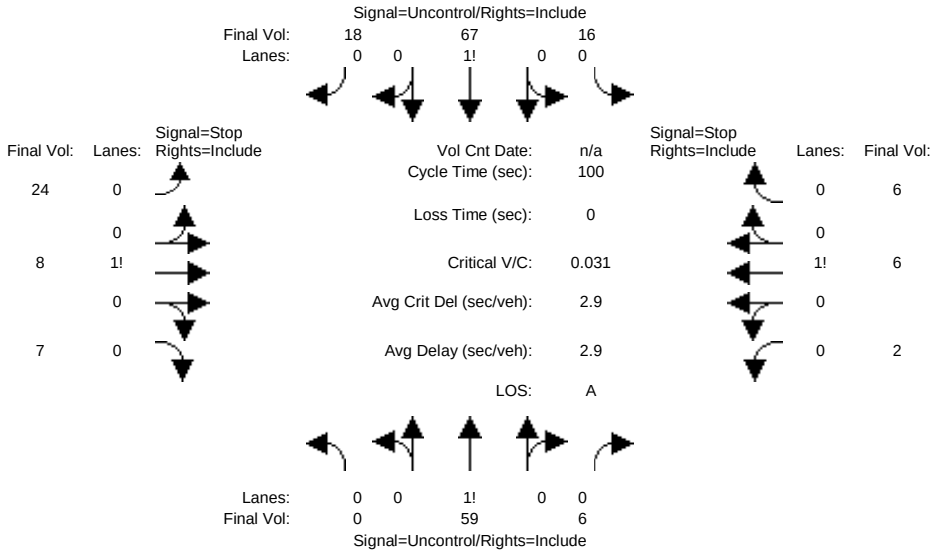
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (PM)

Intersection #13: N.26th St and Shortridge Ave




```
Street Name:            N.26th                    Shortridge Ave
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0   51    5   13   61    8   10    8    7    1    6    4
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:   0   51    5   13   61    8   10    8    7    1    6    4
Added Vol:     0    8    1    3    6   10   14    0    0    1    0    2
ATI:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0   59    6   16   67   18   24    8    7    2    6    6
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:    0   59    6   16   67   18   24    8    7    2    6    6
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0   59    6   16   67   18   24    8    7    2    6    6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    65 xxxx xxxxx   176  173    76   178  179    62
Potent Cap.: xxxx xxxx xxxxx  1550 xxxx xxxxx   791  724   991   789  718  1009
Move Cap.:   xxxx xxxx xxxxx  1550 xxxx xxxxx   775  716   991   771  711  1009
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  0.03 0.01  0.01  0.00 0.01  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  793 xxxxx  xxxx  824 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.8 xxxxx xxxxx  9.4 xxxxx
Shared LOS:     *    *    *    *    *    *    *    A    *    *    A    *
ApproachDel:    xxxxxx          xxxxxx            9.8            9.4
ApproachLOS:         *               *            A              A
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #13 N.26th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	59	6	16	67	18	24	8	7	2	6	6
ApproachDel:	xxxxxx			xxxxxx			9.8			9.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=219]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=219]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #13 N.26th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Initial Vol:	0	59	6	16	67	18	24	8	7	2	6	6

Major Street Volume: 166
Minor Approach Volume: 39
Minor Approach Volume Threshold: 698

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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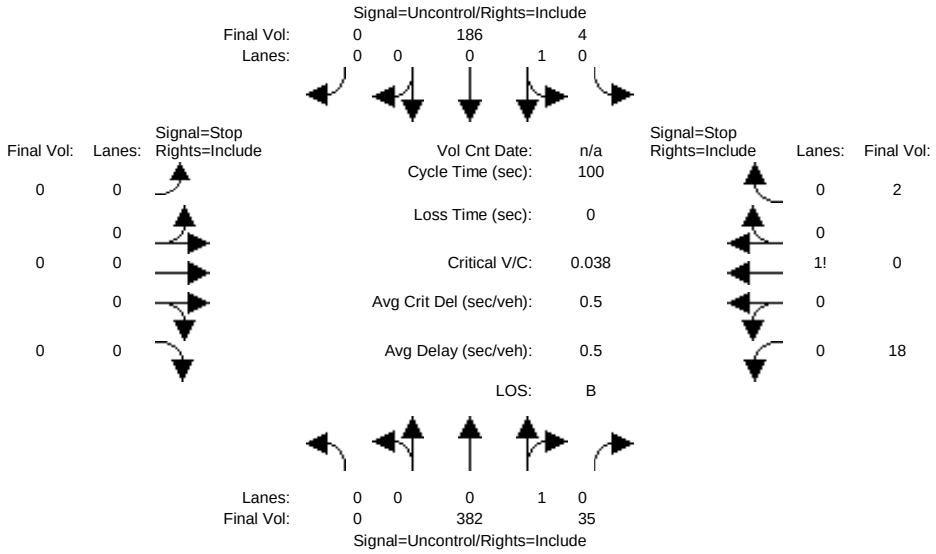
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (AM)

Intersection #14: N.24th St and Shortridge Ave



Street Name:	N.24th St						Shortridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	382	31	4	186	0	0	0	0	5	0	2
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:	0	382	31	4	186	0	0	0	0	5	0	2
Added Vol:	0	0	4	0	0	0	0	0	0	13	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	382	35	4	186	0	0	0	0	18	0	2
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:	0	382	35	4	186	0	0	0	0	18	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	382	35	4	186	0	0	0	0	18	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	417	xxxx	xxxxx	xxxx	xxxx	xxxxx	594	594	400
Potent Cap.:	xxxx	xxxx	xxxxx	1153	xxxx	xxxxx	xxxx	xxxx	xxxxx	471	421	655
Move Cap.:	xxxx	xxxx	xxxxx	1153	xxxx	xxxxx	xxxx	xxxx	xxxxx	470	419	655
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	484	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Initial Vol:	0	382	35	4	186	0	0	0	0	18	0	2
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=627]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Initial Vol:	0	382	35	4	186	0	0	0	0	18	0	2

Major Street Volume: 607
Minor Approach Volume: 20
Minor Approach Volume Threshold: 353

SIGNAL WARRANT DISCLAIMER
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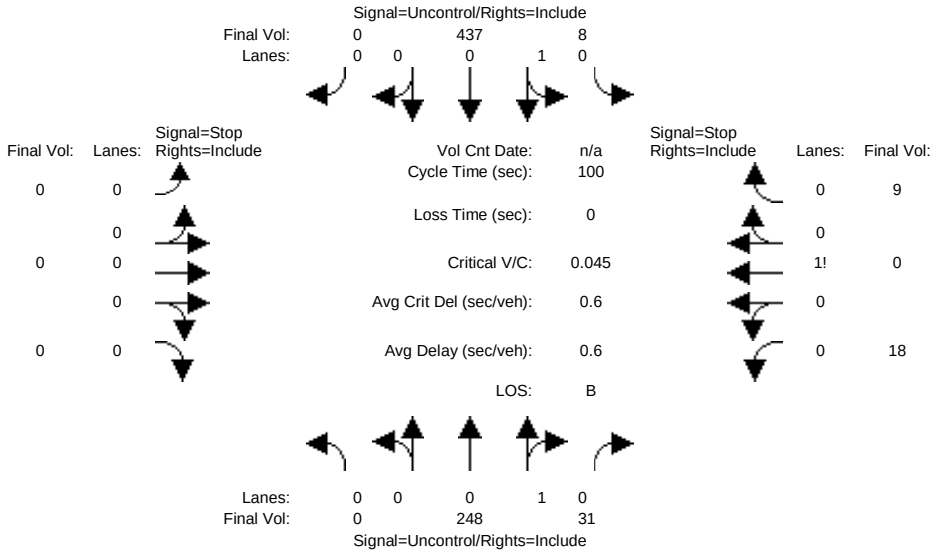
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (PM)

Intersection #14: N.24th St and Shortridge Ave




```
Street Name:          N.24th St                    Shortridge Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  248   17    8  437    0    0   0    0    8   0    9
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:   0  248   17    8  437    0    0   0    0    8   0    9
Added Vol:     0    0   14    0    0    0    0   0    0   10   0    0
ATI:           0    0    0    0    0    0    0   0    0    0   0    0
Initial Fut:   0  248   31    8  437    0    0   0    0   18   0    9
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:    0  248   31    8  437    0    0   0    0   18   0    9
Reduct Vol:    0    0    0    0    0    0    0   0    0    0   0    0
FinalVolume:   0  248   31    8  437    0    0   0    0   18   0    9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   279 xxxx xxxxx  xxxx xxxx xxxxx   717  717   264
Potent Cap.: xxxx xxxx xxxxx  1295 xxxx xxxxx  xxxx xxxx xxxxx   400  358   780
Move Cap.:   xxxx xxxx xxxxx  1295 xxxx xxxxx  xxxx xxxx xxxxx   398  356   780
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.05 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *    A    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  475 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.0 xxxxx
Shared LOS:     *    *    *    A    *    *    *    *    *    *    B    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          13.0
ApproachLOS:         *               *               *          B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #14 N.24th St and Shortridge Ave
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	248	31	8	437	0	0	0	0	18	0	9
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.0		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=751]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 N.24th St and Shortridge Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	248	31	8	437	0	0	0	0	18	0	9

Major Street Volume: 724
Minor Approach Volume: 27
Minor Approach Volume Threshold: 306

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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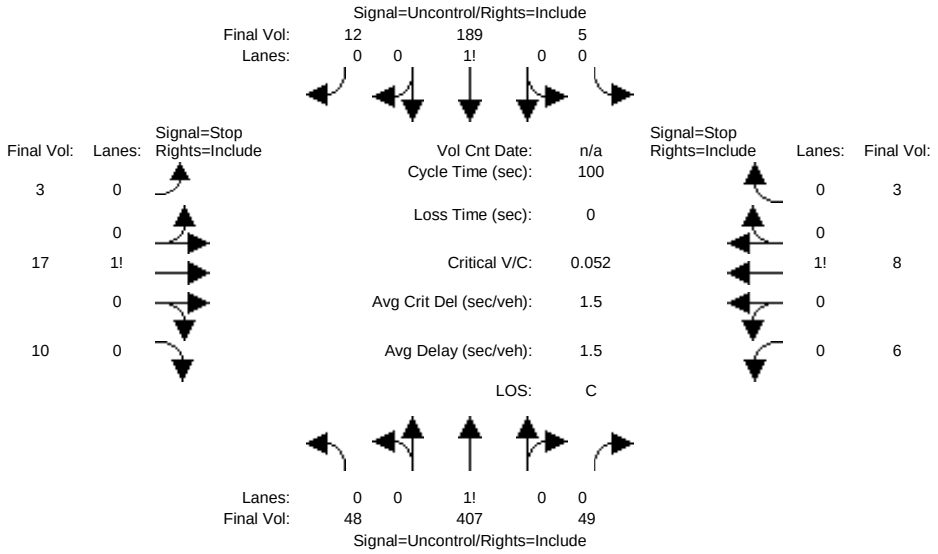
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (AM)

Intersection #15: N.24th St and San Fernando St




```
Street Name:          N.24th St                    San Fernando St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     48  403   49     5  176   12     3   17   10     5   8     3
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:  48  403   49     5  176   12     3   17   10     5   8     3
Added Vol:     0    4    0     0   13    0     0    0    0     1   0     0
ATI:           0    0    0     0    0    0     0    0    0     0   0     0
Initial Fut:  48  407   49     5  189   12     3   17   10     6   8     3
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:   48  407   49     5  189   12     3   17   10     6   8     3
Reduct Vol:    0    0    0     0    0    0     0    0    0     0   0     0
FinalVolume:  48  407   49     5  189   12     3   17   10     6   8     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  201 xxxx xxxxx   456 xxxx xxxxx   738  757   195   746  739   432
Potent Cap.: 1383 xxxx xxxxx  1115 xxxx xxxxx   336  339   851   332  348   628
Move Cap.:   1383 xxxx xxxxx  1115 xxxx xxxxx   319  326   851   306  334   628
Volume/Cap:  0.03 xxxx  xxxx  0.00 xxxx  xxxx  0.01 0.05  0.01  0.02 0.02  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  409 xxxxx  xxxx  351 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.5 xxxxx xxxxx 15.8 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    C     *
ApproachDel:    xxxxxx          xxxxxx           14.5           15.8
ApproachLOS:         *               *             B              C
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #15 N.24th St and San Fernando St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	407	49	5	189	12	3	17	10	6	8	3
ApproachDel:	xxxxxx			xxxxxx			14.5			15.8		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=757]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=757]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	48	407	49	5	189	12	3	17	10	6	8	3

Major Street Volume: 710
Minor Approach Volume: 30
Minor Approach Volume Threshold: 311

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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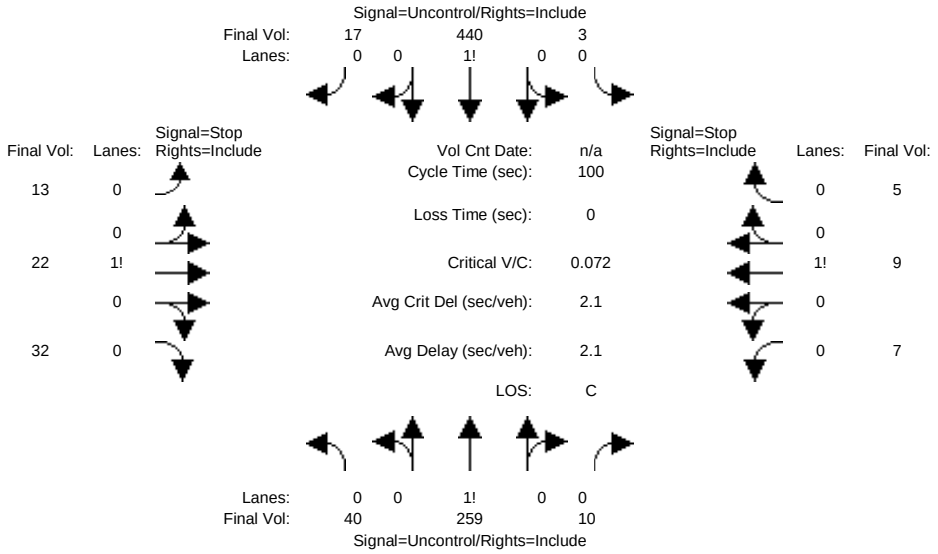
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Proj (PM)

Intersection #15: N.24th St and San Fernando St




```
Street Name:          N.24th St                    San Fernando St
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     40  245    9    3  430   17   13   22   32    6   9    5
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:  40  245    9    3  430   17   13   22   32    6   9    5
Added Vol:     0   14    1    0   10    0    0    0    0    1   0    0
ATI:           0    0    0    0    0    0    0    0    0    0   0    0
Initial Fut:  40  259   10    3  440   17   13   22   32    7   9    5
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:   40  259   10    3  440   17   13   22   32    7   9    5
Reduct Vol:    0    0    0    0    0    0    0    0    0    0   0    0
FinalVolume:  40  259   10    3  440   17   13   22   32    7   9    5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  4.1 xxxx xxxxx  7.1  6.5  6.2  7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5  4.0  3.3  3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  457 xxxx xxxxx  269 xxxx xxxxx  806  804  449  826  807  264
Potent Cap.: 1114 xxxx xxxxx 1306 xxxx xxxxx  303  319  615  294  317  780
Move Cap.:   1114 xxxx xxxxx 1306 xxxx xxxxx  285  307  615  255  305  780
Volume/Cap:  0.04 xxxx  xxxx  0.00 xxxx  xxxx  0.05 0.07 0.05 0.03 0.03 0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.4 xxxx xxxxx  7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *    *    A    *    *    *    *    *    *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  396 xxxxx  xxxx  332 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx  0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.9 xxxxx xxxxx 16.6 xxxxx
Shared LOS:     *    *    *    *    *    *    *    C    *    *    C    *
ApproachDel:    xxxxxx          xxxxxx           15.9           16.6
ApproachLOS:         *               *             C              C
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #15 N.24th St and San Fernando St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	40	259	10	3	440	17	13	22	32	7	9	5
ApproachDel:	xxxxxx			xxxxxx			15.9			16.6		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=67]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=857]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=857]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 N.24th St and San Fernando St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	40	259	10	3	440	17	13	22	32	7	9	5

Major Street Volume: 769
Minor Approach Volume: 67
Minor Approach Volume Threshold: 289

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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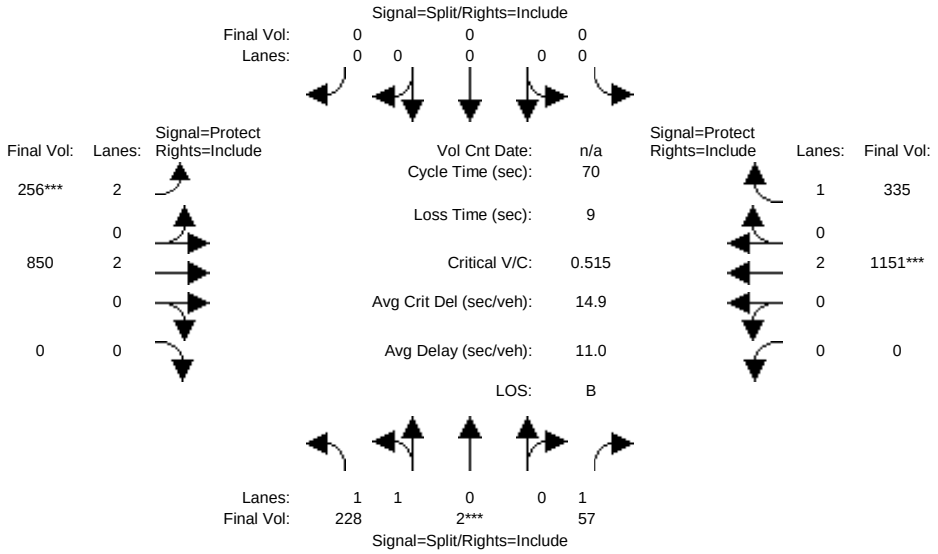
1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3016: 101/ALUM ROCK



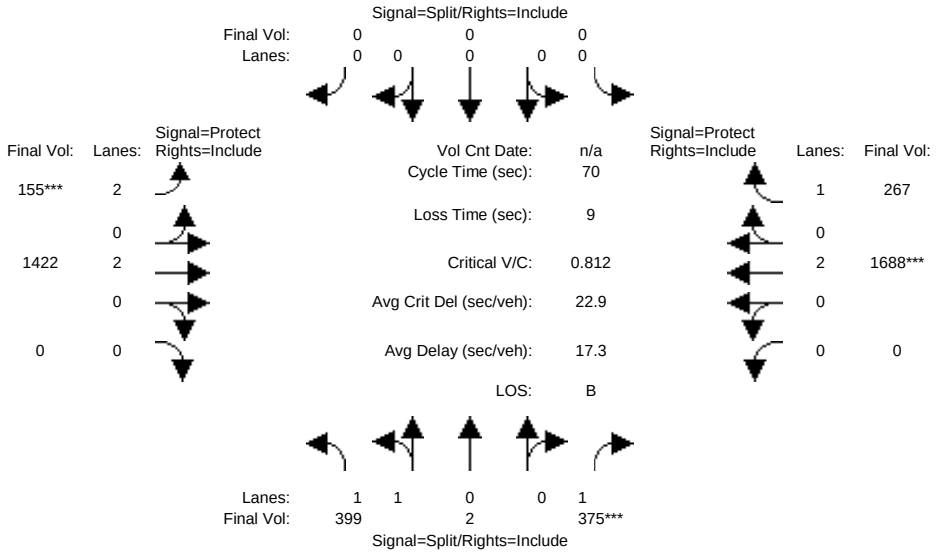
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	206	2	57	0	0	0	222	842	0	0	1148	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	2	57	0	0	0	222	842	0	0	1148	335
Added Vol:	22	0	0	0	0	0	34	8	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	2	57	0	0	0	256	850	0	0	1151	335
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:	228	2	57	0	0	0	256	850	0	0	1151	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	2	57	0	0	0	256	850	0	0	1151	335
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:	228	2	57	0	0	0	256	850	0	0	1151	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3519	31	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.00	0.00	0.00	0.08	0.22	0.00	0.00	0.30	0.19
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	10.8	51.0	0.0	0.0	40.2	40.2
Volume/Cap:	0.45	0.45	0.23	0.00	0.00	0.00	0.53	0.31	0.00	0.00	0.53	0.33
Delay/Veh:	28.1	28.1	27.0	0.0	0.0	0.0	28.3	3.4	0.0	0.0	9.3	8.0
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:	28.1	28.1	27.0	0.0	0.0	0.0	28.3	3.4	0.0	0.0	9.3	8.0
LOS by Move:	C	C	C	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	3	3	1	0	0	0	3	3	0	0	8	4

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3016: 101/ALUM ROCK



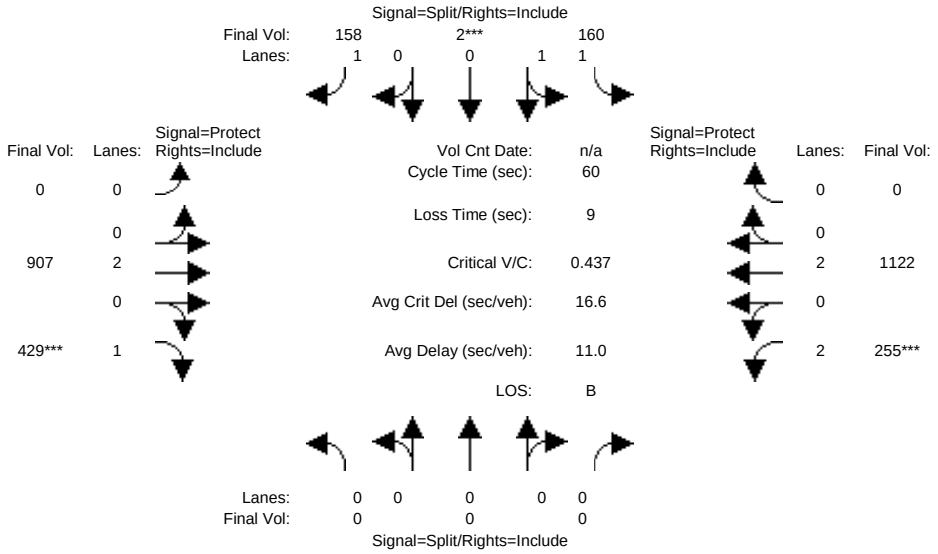
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	2	375	0	0	0	129	1416	0	0	1679	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	2	375	0	0	0	129	1416	0	0	1679	267
Added Vol:	79	0	0	0	0	0	26	6	0	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	2	375	0	0	0	155	1422	0	0	1688	267
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:	399	2	375	0	0	0	155	1422	0	0	1688	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2	375	0	0	0	155	1422	0	0	1688	267
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:	399	2	375	0	0	0	155	1422	0	0	1688	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3532	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.21	0.00	0.00	0.00	0.05	0.37	0.00	0.00	0.44	0.15
Crit Moves:		****					****				****	
Green Time:	17.6	17.6	17.6	0.0	0.0	0.0	7.0	43.4	0.0	0.0	36.4	36.4
Volume/Cap:	0.45	0.45	0.85	0.00	0.00	0.00	0.49	0.60	0.00	0.00	0.85	0.29
Delay/Veh:	22.5	22.5	39.9	0.0	0.0	0.0	31.0	8.5	0.0	0.0	18.3	9.7
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:	22.5	22.5	39.9	0.0	0.0	0.0	31.0	8.5	0.0	0.0	18.3	9.7
LOS by Move:	C	C	D	A	A	A	C	A	A	A	B	A
HCM2kAvgQ:	4	4	12	0	0	0	2	9	0	0	19	4

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3023: 101/SANTA CLARA



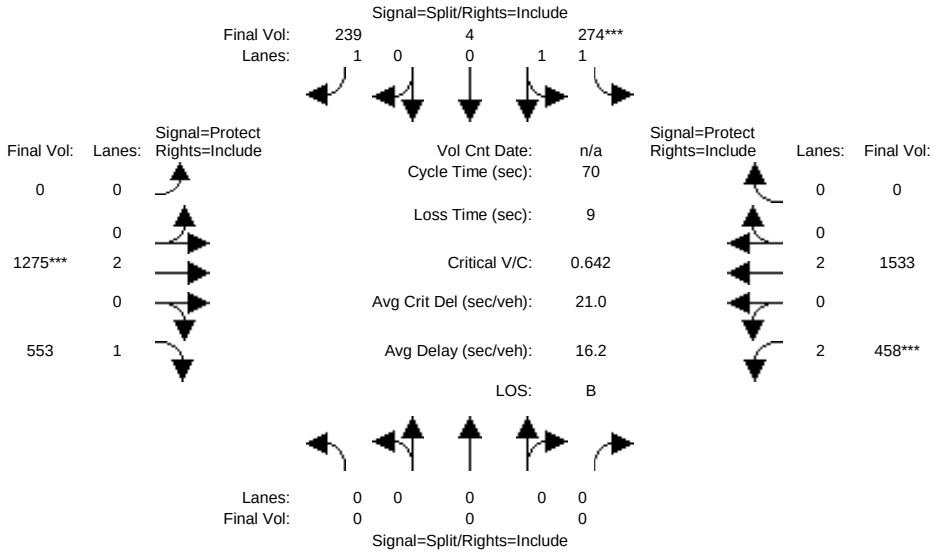
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	2	151	0	865	358	255	1097	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	2	151	0	865	358	255	1097	0
Added Vol:	0	0	0	0	0	7	0	42	71	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	2	158	0	907	429	255	1122	0
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:	0	0	0	160	2	158	0	907	429	255	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	2	158	0	907	429	255	1122	0
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:	0	0	0	160	2	158	0	907	429	255	1122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3506	44	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.09	0.00	0.24	0.25	0.08	0.30	0.00
Crit Moves:				****				****	****			
Green Time:	0.0	0.0	0.0	12.4	12.4	12.4	0.0	29.0	29.0	9.6	38.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.44	0.00	0.49	0.51	0.51	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	19.9	19.9	21.6	0.0	10.7	11.1	23.9	5.5	0.0
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:	0.0	0.0	0.0	19.9	19.9	21.6	0.0	10.7	11.1	23.9	5.5	0.0
LOS by Move:	A	A	A	B	B	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	1	1	3	0	5	6	3	5	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3023: 101/SANTA CLARA



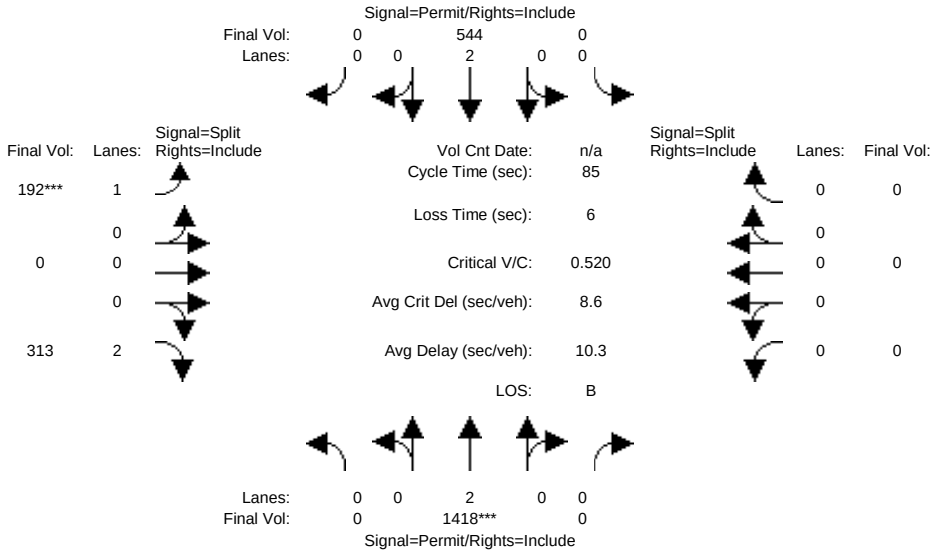
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	274	4	213	0	1243	499	458	1445	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	274	4	213	0	1243	499	458	1445	0
Added Vol:	0	0	0	0	0	26	0	32	54	0	88	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	274	4	239	0	1275	553	458	1533	0
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:	0	0	0	274	4	239	0	1275	553	458	1533	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	274	4	239	0	1275	553	458	1533	0
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:	0	0	0	274	4	239	0	1275	553	458	1533	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3499	51	1750	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.14	0.00	0.34	0.32	0.15	0.40	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	14.9	14.9	14.9	0.0	32.2	32.2	13.9	46.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.64	0.00	0.73	0.69	0.73	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	23.8	23.8	28.9	0.0	17.0	17.5	30.6	7.3	0.0
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:	0.0	0.0	0.0	23.8	23.8	28.9	0.0	17.0	17.5	30.6	7.3	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	3	3	6	0	11	10	5	9	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3036: 280/MCLAUGHLIN



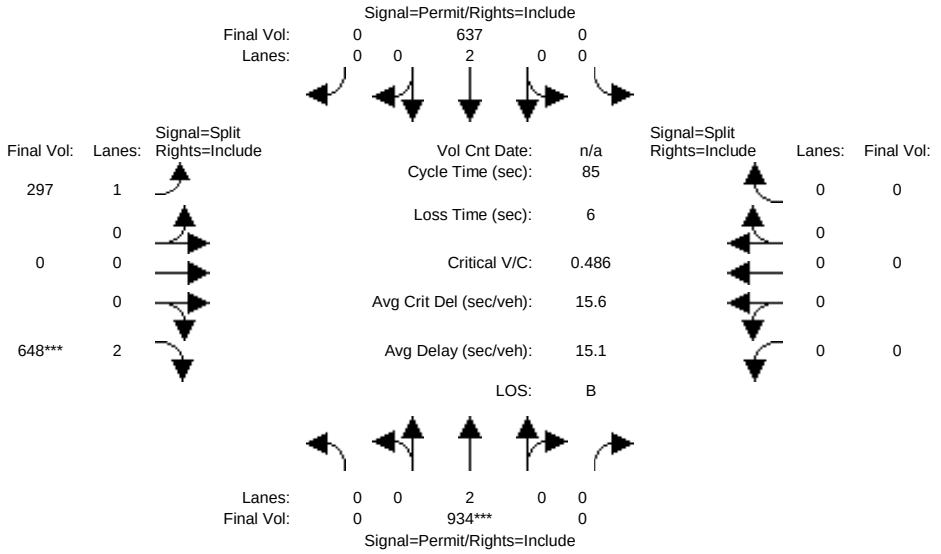
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1415	0	0	536	0	190	0	313	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1415	0	0	536	0	190	0	313	0	0	0
Added Vol:	0	3	0	0	8	0	2	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1418	0	0	544	0	192	0	313	0	0	0
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:	0	1418	0	0	544	0	192	0	313	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1418	0	0	544	0	192	0	313	0	0	0
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:	0	1418	0	0	544	0	192	0	313	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.14	0.00	0.11	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.1	0.0	0.0	61.1	0.0	17.9	0.0	17.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.20	0.00	0.52	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	5.6	0.0	0.0	4.0	0.0	31.0	0.0	29.9	0.0	0.0	0.0
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:	0.0	5.6	0.0	0.0	4.0	0.0	31.0	0.0	29.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	2	0	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3036: 280/MCLAUGHLIN



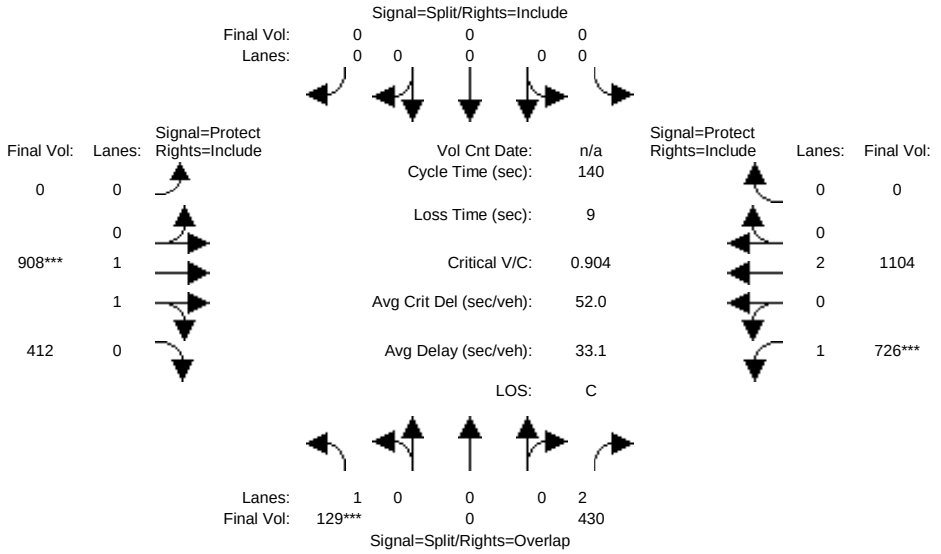
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	925	0	0	631	0	291	0	648	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	0	0	631	0	291	0	648	0	0	0
Added Vol:	0	9	0	0	6	0	6	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	934	0	0	637	0	297	0	648	0	0	0
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:	0	934	0	0	637	0	297	0	648	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	934	0	0	637	0	297	0	648	0	0	0
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:	0	934	0	0	637	0	297	0	648	0	0	0
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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.17	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	43.0	0.0	0.0	43.0	0.0	36.0	0.0	36.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.33	0.00	0.40	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	13.9	0.0	0.0	12.6	0.0	17.4	0.0	18.1	0.0	0.0	0.0
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:	0.0	13.9	0.0	0.0	12.6	0.0	17.4	0.0	18.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	0	0	5	0	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3210: 101/JULIAN



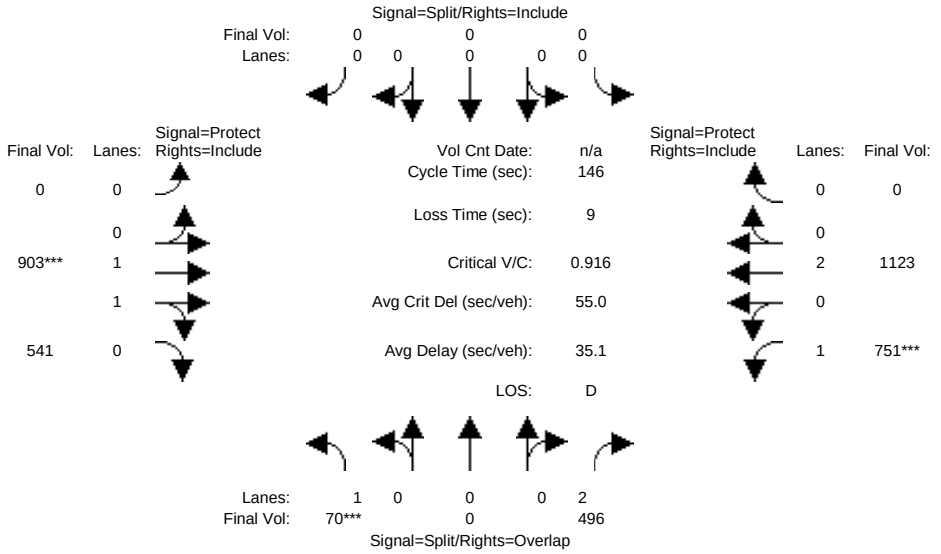
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	0	430	0	0	0	0	900	412	726	1101	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	430	0	0	0	0	900	412	726	1101	0
Added Vol:	3	0	0	0	0	0	0	8	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	0	430	0	0	0	0	908	412	726	1104	0
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:	129	0	430	0	0	0	0	908	412	726	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	0	430	0	0	0	0	908	412	726	1104	0
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:	129	0	430	0	0	0	0	908	412	726	1104	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.36	0.64	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2544	1154	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.14	0.00	0.00	0.00	0.00	0.36	0.36	0.41	0.29	0.00
Crit Moves:	****						****		****			
Green Time:	11.4	0.0	75.7	0.0	0.0	0.0	0.0	55.3	55.3	64.3	120	0.0
Volume/Cap:	0.90	0.00	0.25	0.00	0.00	0.00	0.00	0.90	0.90	0.90	0.34	0.00
Delay/Veh:	111.4	0.0	17.2	0.0	0.0	0.0	0.0	48.0	48.0	48.5	2.2	0.0
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:	111.4	0.0	17.2	0.0	0.0	0.0	0.0	48.0	48.0	48.5	2.2	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2kAvgQ:	9	0	6	0	0	0	0	29	29	32	5	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3210: 101/JULIAN



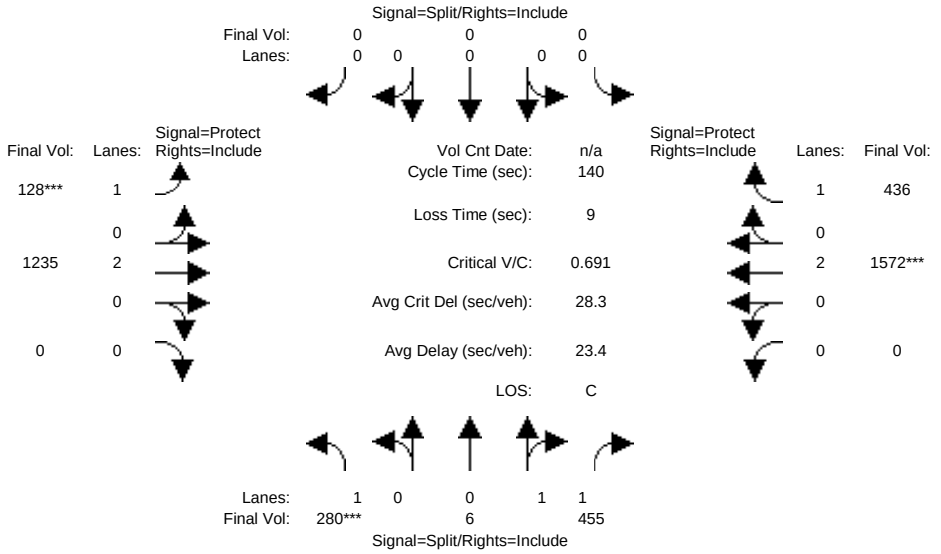
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	0	496	0	0	0	0	897	541	751	1114	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	0	496	0	0	0	0	897	541	751	1114	0
Added Vol:	11	0	0	0	0	0	0	6	0	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	496	0	0	0	0	903	541	751	1123	0
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:	70	0	496	0	0	0	0	903	541	751	1123	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	496	0	0	0	0	903	541	751	1123	0
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:	70	0	496	0	0	0	0	903	541	751	1123	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.23	0.77	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2313	1386	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.16	0.00	0.00	0.00	0.00	0.39	0.39	0.43	0.30	0.00
Crit Moves:	****						****		****			
Green Time:	10.0	0.0	76.5	0.0	0.0	0.0	0.0	60.5	60.5	66.5	127	0.0
Volume/Cap:	0.58	0.00	0.30	0.00	0.00	0.00	0.00	0.94	0.94	0.94	0.34	0.00
Delay/Veh:	73.2	0.0	19.7	0.0	0.0	0.0	0.0	53.0	53.0	57.1	1.8	0.0
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:	73.2	0.0	19.7	0.0	0.0	0.0	0.0	53.0	53.0	57.1	1.8	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	E	A	A
HCM2kAvgQ:	4	0	7	0	0	0	0	35	35	36	5	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3211: 101/McKEE(E)



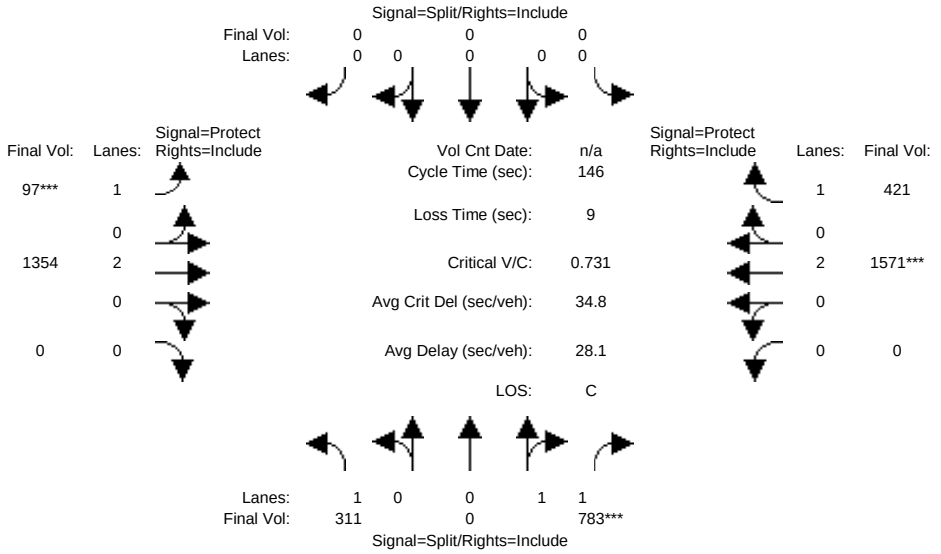
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	6	455	0	0	0	128	1227	0	0	1569	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	6	455	0	0	0	128	1227	0	0	1569	436
Added Vol:	0	0	0	0	0	0	0	8	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	6	455	0	0	0	128	1235	0	0	1572	436
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:	280	6	455	0	0	0	128	1235	0	0	1572	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	6	455	0	0	0	128	1235	0	0	1572	436
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:	280	6	455	0	0	0	128	1235	0	0	1572	436
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	1.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	47	3553	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.00	0.00	0.00	0.07	0.33	0.00	0.00	0.41	0.25
Crit Moves:	****						****			****		
Green Time:	32.4	32.4	32.4	0.0	0.0	0.0	14.8	98.6	0.0	0.0	83.8	83.8
Volume/Cap:	0.69	0.55	0.55	0.00	0.00	0.00	0.69	0.46	0.00	0.00	0.69	0.42
Delay/Veh:	54.3	48.2	48.2	0.0	0.0	0.0	71.0	9.2	0.0	0.0	20.2	15.3
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:	54.3	48.2	48.2	0.0	0.0	0.0	71.0	9.2	0.0	0.0	20.2	15.3
LOS by Move:	D	D	D	A	A	A	E	A	A	A	C	B
HCM2kAvgQ:	13	10	10	0	0	0	5	11	0	0	23	11

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3211: 101/McKEE(E)



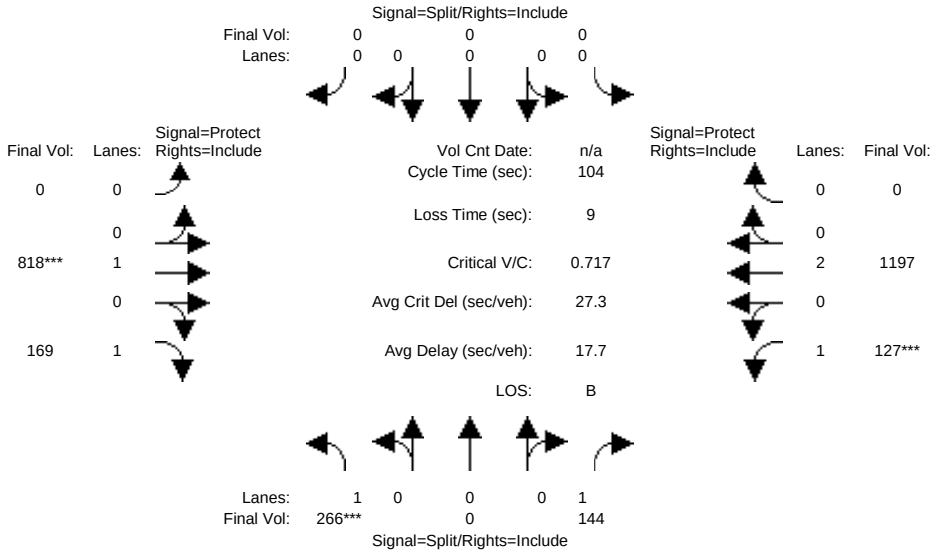
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	311	0	783	0	0	0	97	1348	0	0	1562	421
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	0	783	0	0	0	97	1348	0	0	1562	421
Added Vol:	0	0	0	0	0	0	0	6	0	0	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	0	783	0	0	0	97	1354	0	0	1571	421
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:	311	0	783	0	0	0	97	1354	0	0	1571	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	0	783	0	0	0	97	1354	0	0	1571	421
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:	311	0	783	0	0	0	97	1354	0	0	1571	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.22	0.00	0.00	0.00	0.06	0.36	0.00	0.00	0.41	0.24
Crit Moves:			****					****				****
Green Time:	43.4	0.0	43.4	0.0	0.0	0.0	11.1	93.6	0.0	0.0	82.5	82.5
Volume/Cap:	0.60	0.00	0.73	0.00	0.00	0.00	0.73	0.56	0.00	0.00	0.73	0.43
Delay/Veh:	45.7	0.0	48.7	0.0	0.0	0.0	84.7	14.9	0.0	0.0	24.8	18.5
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:	45.7	0.0	48.7	0.0	0.0	0.0	84.7	14.9	0.0	0.0	24.8	18.5
LOS by Move:	D	A	D	A	A	A	F	B	A	A	C	B
HCM2kAvgQ:	13	0	17	0	0	0	4	16	0	0	26	11

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3613: JULIAN/24TH



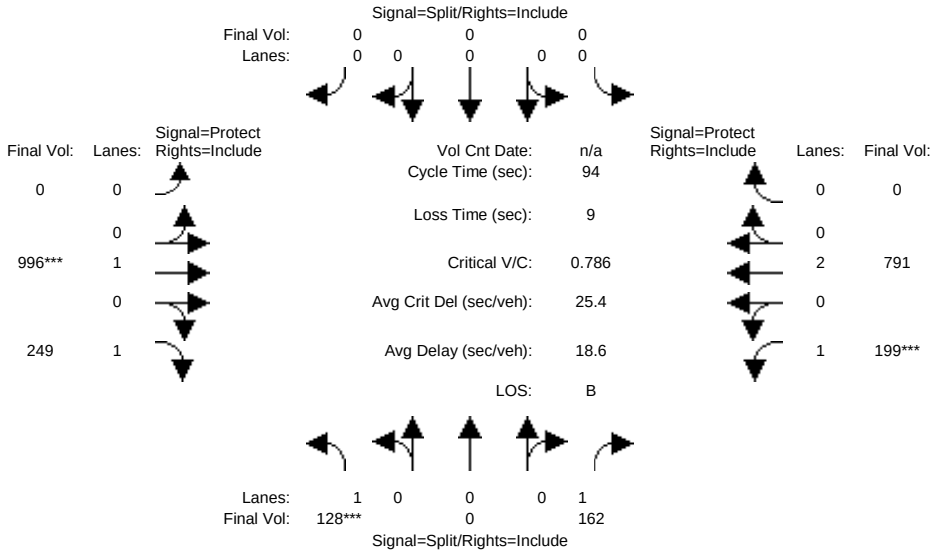
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	258	0	144	0	0	0	0	815	166	124	1189	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	0	144	0	0	0	0	815	166	124	1189	0
Added Vol:	8	0	0	0	0	0	0	3	3	3	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	0	144	0	0	0	0	818	169	127	1197	0
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:	266	0	144	0	0	0	0	818	169	127	1197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	0	144	0	0	0	0	818	169	127	1197	0
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:	266	0	144	0	0	0	0	818	169	127	1197	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.08	0.00	0.00	0.00	0.00	0.43	0.10	0.07	0.32	0.00
Crit Moves:	****							****		****		
Green Time:	22.0	0.0	22.0	0.0	0.0	0.0	0.0	62.4	62.4	10.5	73.0	0.0
Volume/Cap:	0.72	0.00	0.39	0.00	0.00	0.00	0.00	0.72	0.16	0.72	0.45	0.00
Delay/Veh:	44.7	0.0	35.9	0.0	0.0	0.0	0.0	16.8	9.3	58.5	6.9	0.0
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:	44.7	0.0	35.9	0.0	0.0	0.0	0.0	16.8	9.3	58.5	6.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	E	A	A
HCM2kAvgQ:	8	0	4	0	0	0	0	19	3	4	8	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3613: JULIAN/24TH



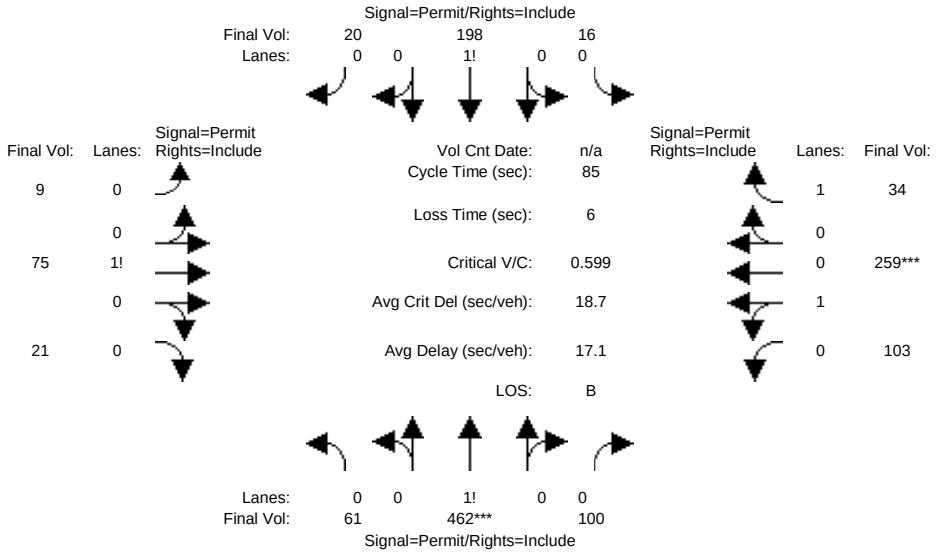
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	0	162	0	0	0	0	987	240	189	785	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	0	162	0	0	0	0	987	240	189	785	0
Added Vol:	6	0	0	0	0	0	0	9	9	10	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	0	162	0	0	0	0	996	249	199	791	0
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:	128	0	162	0	0	0	0	996	249	199	791	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	0	162	0	0	0	0	996	249	199	791	0
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:	128	0	162	0	0	0	0	996	249	199	791	0
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.52	0.14	0.11	0.21	0.00
Crit Moves:	****						****			****		
Green Time:	11.1	0.0	11.1	0.0	0.0	0.0	0.0	60.8	60.8	13.2	73.9	0.0
Volume/Cap:	0.62	0.00	0.79	0.00	0.00	0.00	0.00	0.81	0.22	0.81	0.26	0.00
Delay/Veh:	45.2	0.0	58.2	0.0	0.0	0.0	0.0	16.5	7.0	57.3	2.8	0.0
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:	45.2	0.0	58.2	0.0	0.0	0.0	0.0	16.5	7.0	57.3	2.8	0.0
LOS by Move:	D	A	E	A	A	A	A	B	A	E	A	A
HCM2kAvgQ:	4	0	5	0	0	0	0	23	3	7	3	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3762: SAN ANTONIO/24TH



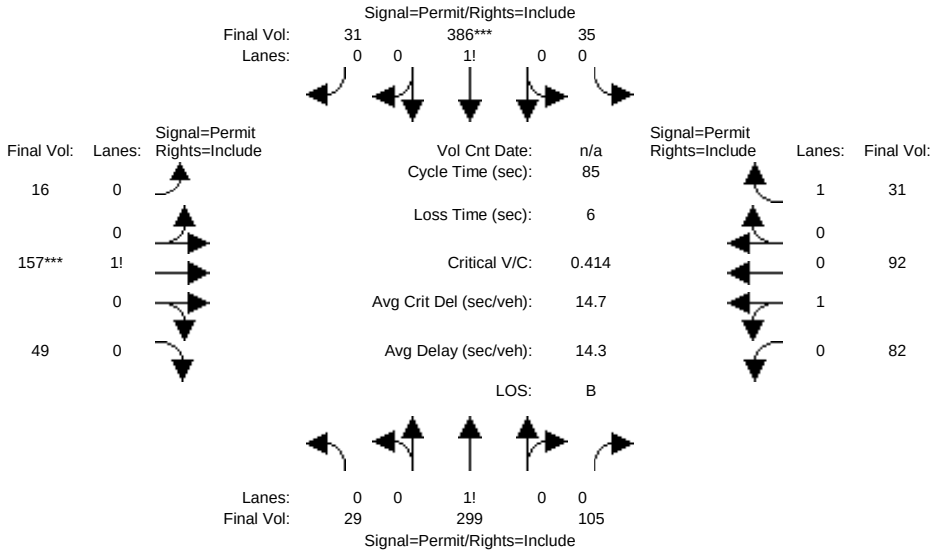
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	458	100	16	185	20	9	75	21	103	259	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	458	100	16	185	20	9	75	21	103	259	34
Added Vol:	0	4	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	462	100	16	198	20	9	75	21	103	259	34
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:	61	462	100	16	198	20	9	75	21	103	259	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	462	100	16	198	20	9	75	21	103	259	34
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:	61	462	100	16	198	20	9	75	21	103	259	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.10	0.74	0.16	0.07	0.85	0.08	0.09	0.71	0.20	0.28	0.72	1.00
Final Sat.:	171	1298	281	120	1481	150	150	1250	350	512	1288	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.13	0.13	0.13	0.06	0.06	0.06	0.20	0.20	0.02
Crit Moves:	****									****		
Green Time:	50.5	50.5	50.5	50.5	50.5	50.5	28.5	28.5	28.5	28.5	28.5	28.5
Volume/Cap:	0.60	0.60	0.60	0.23	0.23	0.23	0.18	0.18	0.18	0.60	0.60	0.06
Delay/Veh:	13.4	13.4	13.4	8.6	8.6	8.6	20.6	20.6	20.6	27.8	27.8	19.3
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:	13.4	13.4	13.4	8.6	8.6	8.6	20.6	20.6	20.6	27.8	27.8	19.3
LOS by Move:	B	B	B	A	A	A	C	C	C	C	C	B
HCM2kAvgQ:	12	12	12	3	3	3	2	2	2	9	9	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3762: SAN ANTONIO/24TH



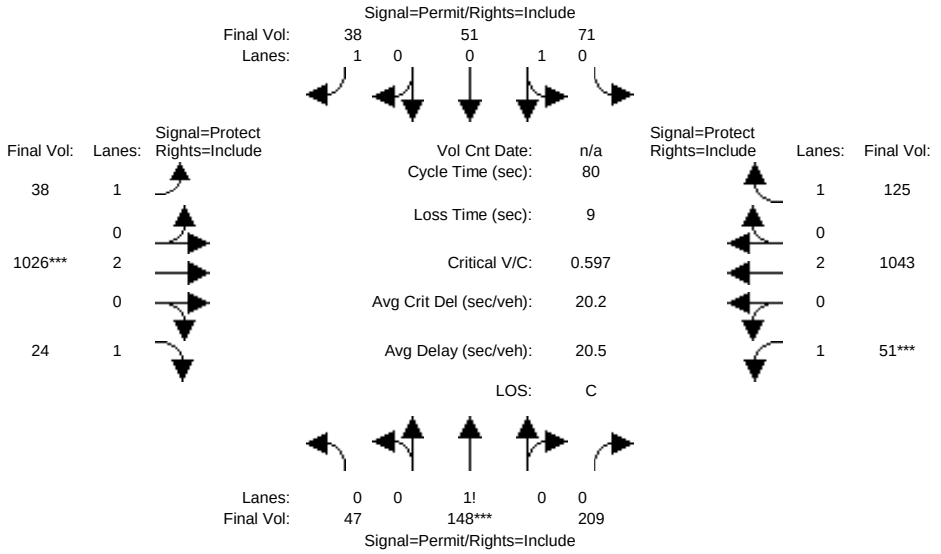
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	284	105	35	376	31	16	157	49	82	92	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	284	105	35	376	31	16	157	49	82	92	31
Added Vol:	0	15	0	0	10	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	299	105	35	386	31	16	157	49	82	92	31
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:	29	299	105	35	386	31	16	157	49	82	92	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	299	105	35	386	31	16	157	49	82	92	31
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:	29	299	105	35	386	31	16	157	49	82	92	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.07	0.69	0.24	0.08	0.85	0.07	0.07	0.71	0.22	0.47	0.53	1.00
Final Sat.:	117	1208	424	136	1494	120	126	1238	386	848	952	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.26	0.26	0.13	0.13	0.13	0.10	0.10	0.02
Crit Moves:				****			****					
Green Time:	53.0	53.0	53.0	53.0	53.0	53.0	26.0	26.0	26.0	26.0	26.0	26.0
Volume/Cap:	0.40	0.40	0.40	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32	0.06
Delay/Veh:	9.1	9.1	9.1	9.3	9.3	9.3	25.8	25.8	25.8	24.2	24.2	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:	9.1	9.1	9.1	9.3	9.3	9.3	25.8	25.8	25.8	24.2	24.2	21.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	6	6	6	5	5	5	4	4	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3788: SANTA CLARA/28TH



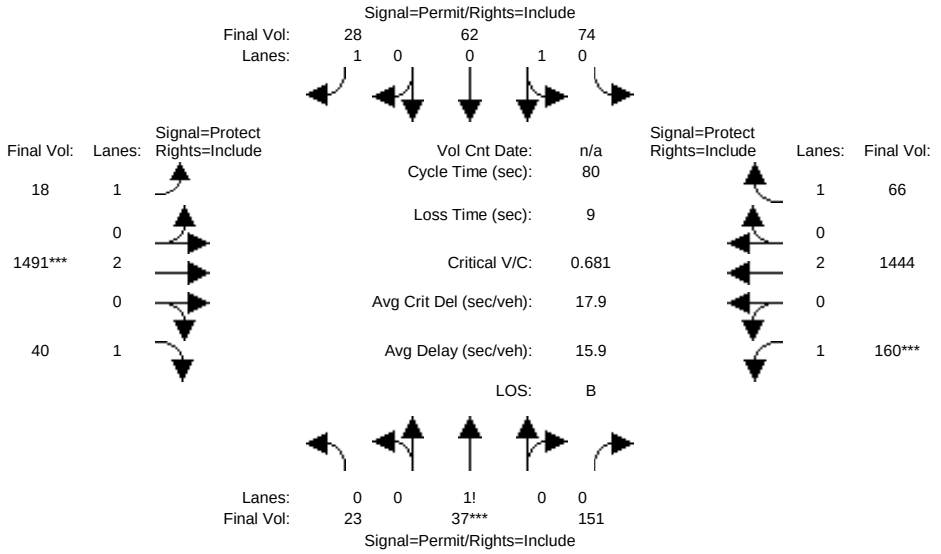
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	147	196	71	51	35	38	926	24	47	1015	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	147	196	71	51	35	38	926	24	47	1015	125
Added Vol:	0	1	13	0	0	3	0	100	0	4	28	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	148	209	71	51	38	38	1026	24	51	1043	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:	47	148	209	71	51	38	38	1026	24	51	1043	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	148	209	71	51	38	38	1026	24	51	1043	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:	47	148	209	71	51	38	38	1026	24	51	1043	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.37	0.52	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	204	641	905	1048	752	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.07	0.07	0.02	0.02	0.27	0.01	0.03	0.27	0.07
Crit Moves:		****						****		****		
Green Time:	29.5	29.5	29.5	29.5	29.5	29.5	10.0	34.5	34.5	7.0	31.5	31.5
Volume/Cap:	0.63	0.63	0.63	0.18	0.18	0.06	0.17	0.63	0.03	0.33	0.70	0.18
Delay/Veh:	22.7	22.7	22.7	17.2	17.2	16.3	31.7	18.5	13.1	35.6	21.8	16.0
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:	22.7	22.7	22.7	17.2	17.2	16.3	31.7	18.5	13.1	35.6	21.8	16.0
LOS by Move:	C	C	C	B	B	B	C	B	B	D	C	B
HCM2kAvgQ:	10	10	10	2	2	1	1	10	0	1	11	2

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3788: SANTA CLARA/28TH



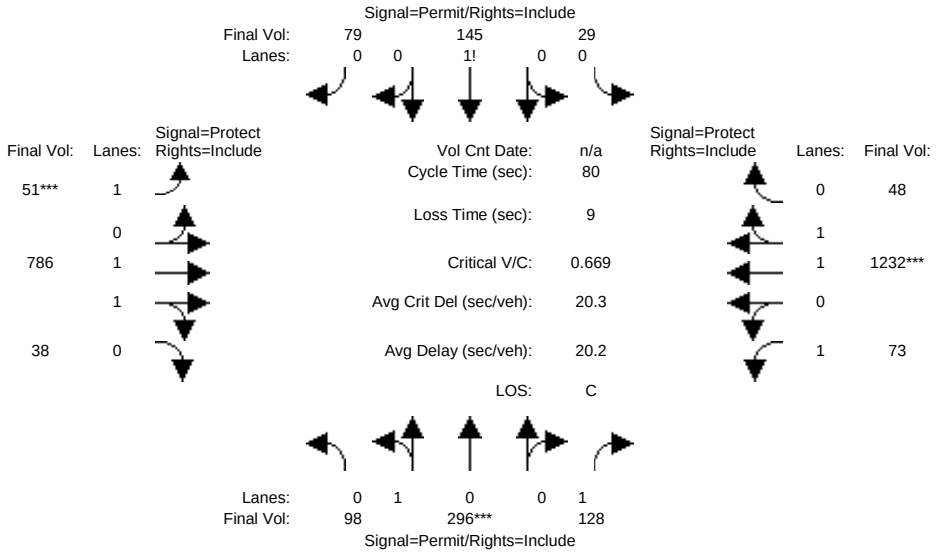
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	36	141	74	61	19	18	1415	40	146	1344	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	36	141	74	61	19	18	1415	40	146	1344	66
Added Vol:	0	1	10	0	1	9	0	76	0	14	100	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	37	151	74	62	28	18	1491	40	160	1444	66
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:	23	37	151	74	62	28	18	1491	40	160	1444	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	37	151	74	62	28	18	1491	40	160	1444	66
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:	23	37	151	74	62	28	18	1491	40	160	1444	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.17	0.72	0.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	191	307	1252	979	821	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.02	0.01	0.39	0.02	0.09	0.38	0.04
Crit Moves:	****						****		****			
Green Time:	14.2	14.2	14.2	14.2	14.2	14.2	10.6	46.1	46.1	10.7	46.2	46.2
Volume/Cap:	0.68	0.68	0.68	0.43	0.43	0.09	0.08	0.68	0.04	0.68	0.66	0.07
Delay/Veh:	36.9	36.9	36.9	30.2	30.2	27.7	30.5	12.7	7.4	40.9	12.3	7.4
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:	36.9	36.9	36.9	30.2	30.2	27.7	30.5	12.7	7.4	40.9	12.3	7.4
LOS by Move:	D	D	D	C	C	C	C	B	A	D	B	A
HCM2kAvgQ:	7	7	7	3	3	1	0	13	0	4	12	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3790: SANTA CLARA/24TH



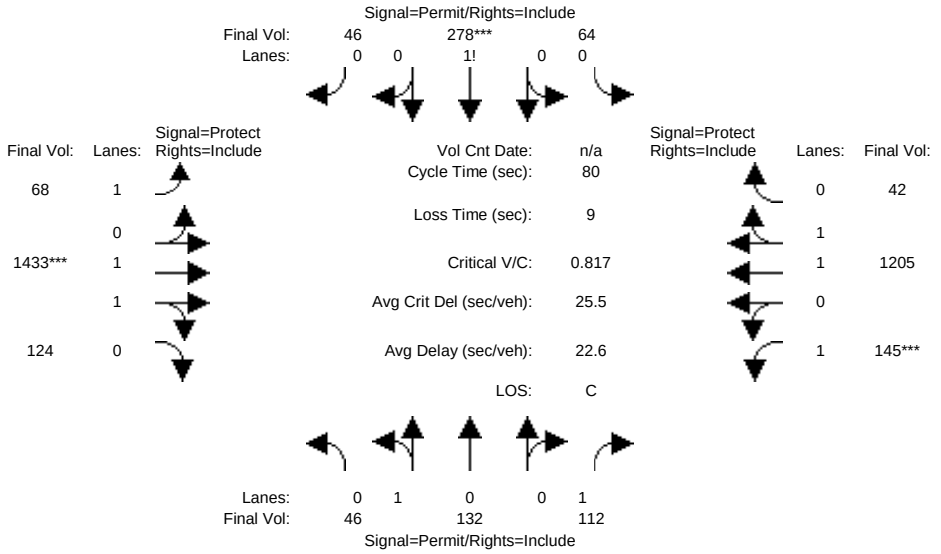
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	98	296	128	23	145	79	51	783	38	73	1224	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	296	128	23	145	79	51	783	38	73	1224	40
Added Vol:	0	0	0	6	0	0	0	3	0	0	8	8
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	296	128	29	145	79	51	786	38	73	1232	48
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:	98	296	128	29	145	79	51	786	38	73	1232	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	296	128	29	145	79	51	786	38	73	1232	48
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:	98	296	128	29	145	79	51	786	38	73	1232	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.25	0.75	1.00	0.11	0.58	0.31	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	448	1352	1750	201	1003	546	1750	3529	171	1750	3561	139
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.07	0.14	0.14	0.14	0.03	0.22	0.22	0.04	0.35	0.35
Crit Moves:		****				****				****		
Green Time:	24.8	24.8	24.8	24.8	24.8	24.8	7.0	33.2	33.2	13.0	39.2	39.2
Volume/Cap:	0.71	0.71	0.24	0.47	0.47	0.47	0.33	0.54	0.54	0.26	0.71	0.71
Delay/Veh:	28.5	28.5	20.8	22.9	22.9	22.9	35.6	18.0	18.0	29.7	17.2	17.2
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:	28.5	28.5	20.8	22.9	22.9	22.9	35.6	18.0	18.0	29.7	17.2	17.2
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2kAvgQ:	9	9	2	5	5	5	2	8	8	2	13	13

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3790: SANTA CLARA/24TH



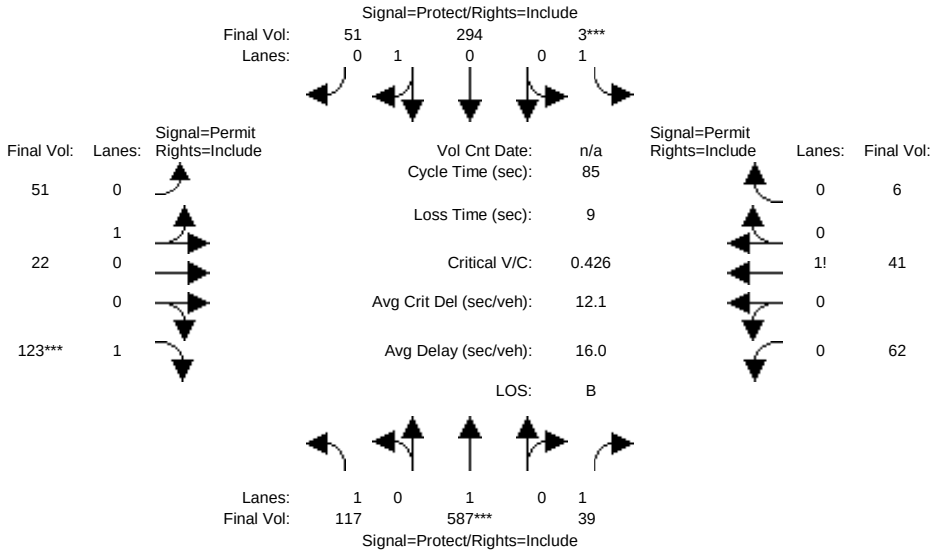
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	132	112	44	278	46	68	1424	124	145	1199	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	132	112	44	278	46	68	1424	124	145	1199	36
Added Vol:	0	0	0	20	0	0	0	9	0	0	6	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	132	112	64	278	46	68	1433	124	145	1205	42
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:	46	132	112	64	278	46	68	1433	124	145	1205	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	132	112	64	278	46	68	1433	124	145	1205	42
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:	46	132	112	64	278	46	68	1433	124	145	1205	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.26	0.74	1.00	0.16	0.72	0.12	1.00	1.84	0.16	1.00	1.93	0.07
Final Sat.:	465	1335	1750	289	1254	207	1750	3405	295	1750	3575	125
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.22	0.22	0.22	0.04	0.42	0.42	0.08	0.34	0.34
Crit Moves:				****			****		****			
Green Time:	21.7	21.7	21.7	21.7	21.7	21.7	10.2	41.2	41.2	8.1	39.1	39.1
Volume/Cap:	0.36	0.36	0.24	0.82	0.82	0.82	0.31	0.82	0.82	0.82	0.69	0.69
Delay/Veh:	24.0	24.0	23.0	37.9	37.9	37.9	32.5	19.1	19.1	59.9	16.9	16.9
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:	24.0	24.0	23.0	37.9	37.9	37.9	32.5	19.1	19.1	59.9	16.9	16.9
LOS by Move:	C	C	C	D	D	D	C	B	B	E	B	B
HCM2kAvgQ:	4	4	2	10	10	10	2	19	19	4	12	12

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #3832: 24TH/WILLIAM



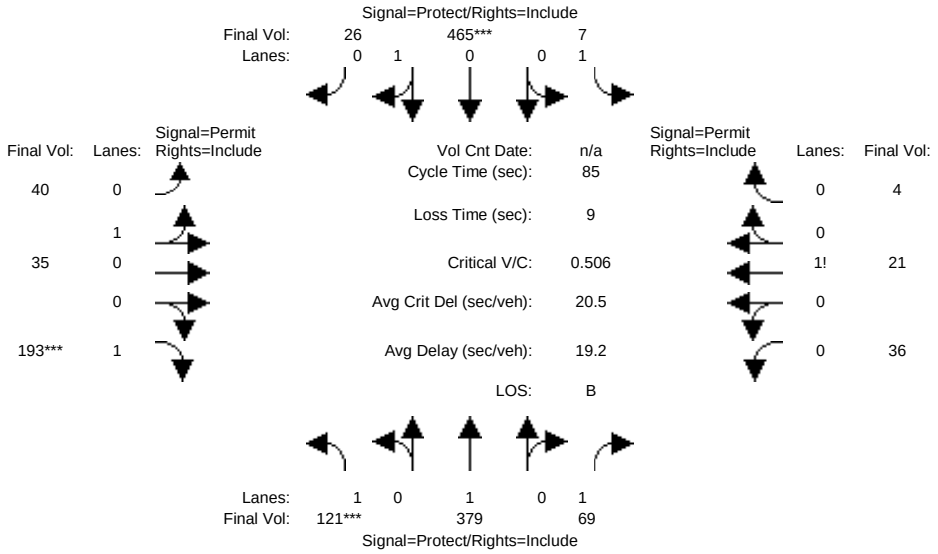
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	583	39	3	281	51	51	22	123	62	41	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	583	39	3	281	51	51	22	123	62	41	6
Added Vol:	0	4	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	587	39	3	294	51	51	22	123	62	41	6
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	587	39	3	294	51	51	22	123	62	41	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	587	39	3	294	51	51	22	123	62	41	6
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	587	39	3	294	51	51	22	123	62	41	6
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	0.70	0.30	1.00	0.57	0.38	0.05
Final Sat.:	1750	1900	1750	1750	1534	266	1258	542	1750	995	658	96
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.02	0.00	0.19	0.19	0.04	0.04	0.07	0.06	0.06	0.06
Crit Moves:		****			****				****			
Green Time:	19.0	56.2	56.2	7.0	44.2	44.2	12.8	12.8	12.8	12.8	12.8	12.8
Volume/Cap:	0.30	0.47	0.03	0.02	0.37	0.37	0.27	0.27	0.47	0.41	0.41	0.41
Delay/Veh:	27.9	7.3	5.0	35.9	12.4	12.4	32.5	32.5	34.3	33.8	33.8	33.8
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:	27.9	7.3	5.0	35.9	12.4	12.4	32.5	32.5	34.3	33.8	33.8	33.8
LOS by Move:	C	A	A	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	8	0	0	5	5	2	2	4	3	3	3

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #3832: 24TH/WILLIAM



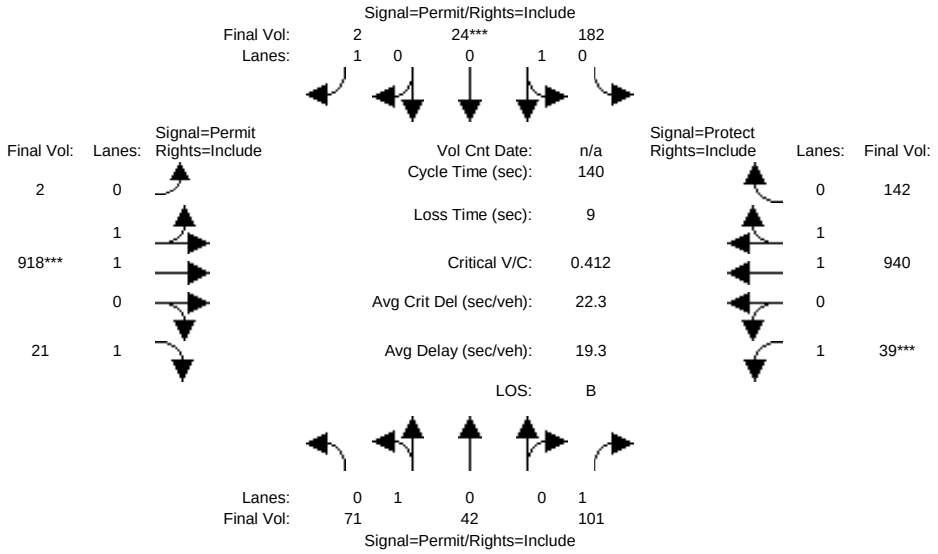
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	364	69	7	455	26	40	35	193	36	21	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	364	69	7	455	26	40	35	193	36	21	4
Added Vol:	0	15	0	0	10	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	379	69	7	465	26	40	35	193	36	21	4
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:	121	379	69	7	465	26	40	35	193	36	21	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	379	69	7	465	26	40	35	193	36	21	4
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:	121	379	69	7	465	26	40	35	193	36	21	4
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	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.53	0.47	1.00	0.59	0.34	0.07
Final Sat.:	1750	1900	1750	1750	1705	95	960	840	1750	1033	602	115
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.04	0.00	0.27	0.27	0.04	0.04	0.11	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green Time:	11.6	40.7	40.7	16.8	45.8	45.8	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	0.51	0.42	0.08	0.02	0.51	0.51	0.19	0.19	0.51	0.16	0.16	0.16
Delay/Veh:	35.8	14.7	12.1	27.5	12.8	12.8	27.4	27.4	30.3	27.1	27.1	27.1
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:	35.8	14.7	12.1	27.5	12.8	12.8	27.4	27.4	30.3	27.1	27.1	27.1
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	7	1	0	8	8	2	2	5	1	1	1

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #4005: JULIAN/28TH



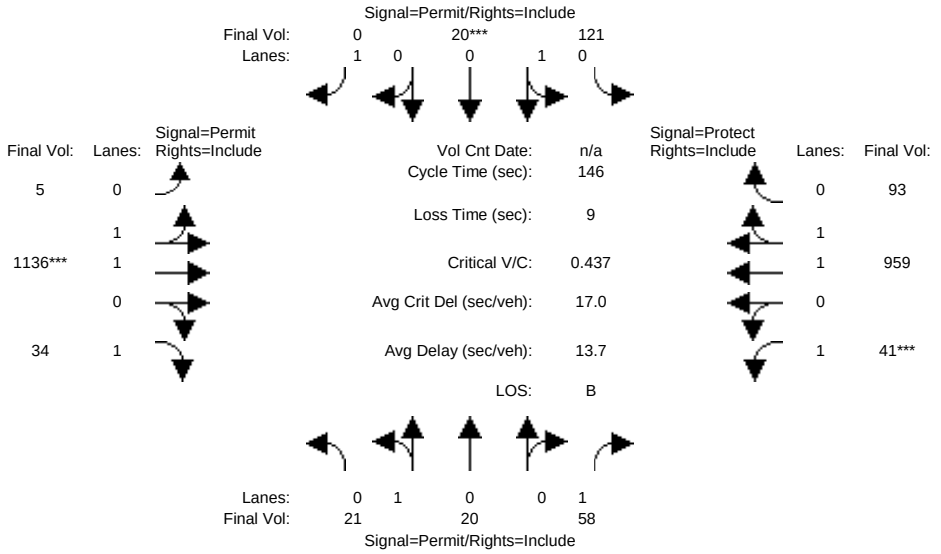
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	42	100	182	24	2	2	911	21	36	937	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	42	100	182	24	2	2	911	21	36	937	142
Added Vol:	0	0	1	0	0	0	0	7	0	3	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	101	182	24	2	2	918	21	39	940	142
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:	71	42	101	182	24	2	2	918	21	39	940	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	101	182	24	2	2	918	21	39	940	142
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:	71	42	101	182	24	2	2	918	21	39	940	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.88	0.12	1.00	0.01	1.99	1.00	1.00	1.73	0.27
Final Sat.:	1131	669	1750	1590	210	1750	8	3692	1750	1750	3214	486
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.00	0.25	0.25	0.01	0.02	0.29	0.29
Crit Moves:				****			****		****			
Green Time:	38.9	38.9	38.9	38.9	38.9	38.9	84.5	84.5	84.5	7.6	92.1	92.1
Volume/Cap:	0.23	0.23	0.21	0.41	0.41	0.00	0.41	0.41	0.02	0.41	0.44	0.44
Delay/Veh:	40.0	40.0	39.7	43.7	43.7	36.6	15.2	15.2	11.2	76.8	12.2	12.2
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:	40.0	40.0	39.7	43.7	43.7	36.6	15.2	15.2	11.2	76.8	12.2	12.2
LOS by Move:	D	D	D	D	D	D	B	B	B	E	B	B
HCM2kAvgQ:	4	4	3	8	8	0	10	10	0	2	12	12

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #4005: JULIAN/28TH



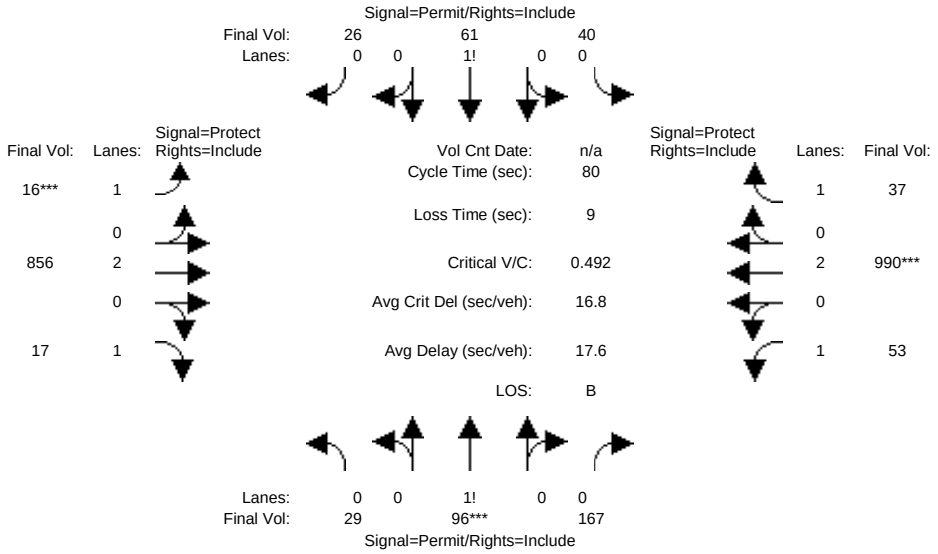
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	20	57	121	20	0	5	1130	34	31	949	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	20	57	121	20	0	5	1130	34	31	949	93
Added Vol:	0	0	1	0	0	0	0	6	0	10	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	20	58	121	20	0	5	1136	34	41	959	93
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:	21	20	58	121	20	0	5	1136	34	41	959	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	58	121	20	0	5	1136	34	41	959	93
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:	21	20	58	121	20	0	5	1136	34	41	959	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	1.00	0.01	1.99	1.00	1.00	1.82	0.18
Final Sat.:	922	878	1750	1545	255	1750	16	3684	1750	1750	3373	327
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.31	0.31	0.02	0.02	0.28	0.28
Crit Moves:				****			****			****		
Green Time:	26.2	26.2	26.2	26.2	26.2	0.0	103.0	103	103.0	7.8	111	110.8
Volume/Cap:	0.13	0.13	0.18	0.44	0.44	0.00	0.44	0.44	0.03	0.44	0.37	0.37
Delay/Veh:	51.1	51.1	52.2	57.6	57.6	0.0	9.7	9.7	6.5	81.1	6.3	6.3
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:	51.1	51.1	52.2	57.6	57.6	0.0	9.7	9.7	6.5	81.1	6.3	6.3
LOS by Move:	D	D	D	E	E	A	A	A	A	F	A	A
HCM2kAvgQ:	2	2	2	6	6	0	11	11	0	2	9	9

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (AM)

Intersection #4022: SANTA CLARA/26TH



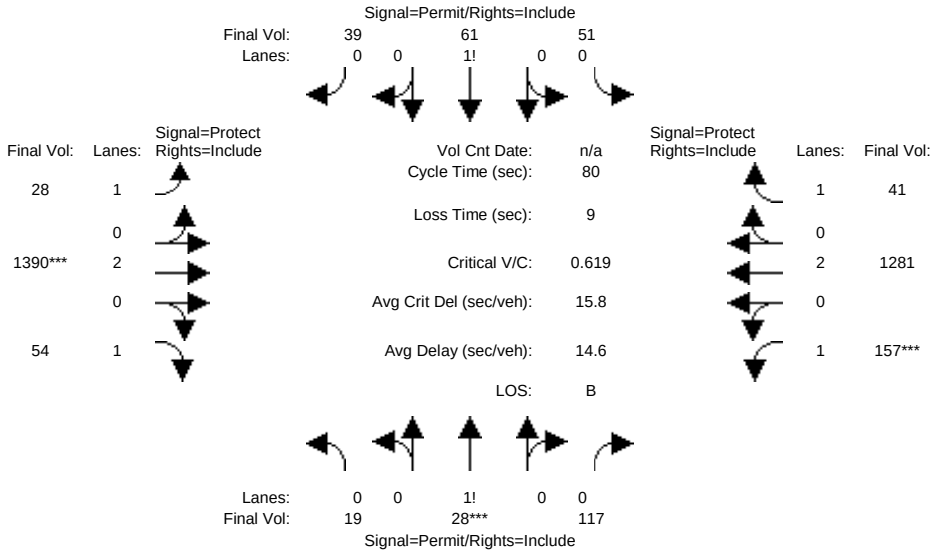
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	80	67	40	58	26	16	856	9	22	990	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	80	67	40	58	26	16	856	9	22	990	37
Added Vol:	17	16	100	0	3	0	0	0	8	31	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	96	167	40	61	26	16	856	17	53	990	37
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:	29	96	167	40	61	26	16	856	17	53	990	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	96	167	40	61	26	16	856	17	53	990	37
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:	29	96	167	40	61	26	16	856	17	53	990	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.33	0.57	0.31	0.49	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	174	575	1001	551	841	358	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.07	0.07	0.07	0.01	0.23	0.01	0.03	0.26	0.02
Crit Moves:	****					****				****		
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	7.0	33.1	33.1	12.9	39.0	39.0
Volume/Cap:	0.53	0.53	0.53	0.23	0.23	0.23	0.10	0.54	0.02	0.19	0.53	0.04
Delay/Veh:	23.7	23.7	23.7	20.6	20.6	20.6	33.9	18.1	13.9	29.4	14.5	10.7
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:	23.7	23.7	23.7	20.6	20.6	20.6	33.9	18.1	13.9	29.4	14.5	10.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	7	7	7	3	3	3	0	8	0	1	8	0

Note: Queue reported is the number of cars per lane.

1260 E. Santa Clara Mixed-Use
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Proj (PM)

Intersection #4022: SANTA CLARA/26TH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:												
Base Vol:	6	16	41	51	52	39	28	1390	25	47	1281	41
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:	6	16	41	51	52	39	28	1390	25	47	1281	41
Added Vol:	13	12	76	0	9	0	0	0	29	110	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	28	117	51	61	39	28	1390	54	157	1281	41
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:	19	28	117	51	61	39	28	1390	54	157	1281	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	28	117	51	61	39	28	1390	54	157	1281	41
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:	19	28	117	51	61	39	28	1390	54	157	1281	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.17	0.71	0.34	0.40	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	203	299	1248	591	707	452	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.37	0.03	0.09	0.34	0.02
Crit Moves:	****						****		****			
Green Time:	12.1	12.1	12.1	12.1	12.1	12.1	12.1	47.3	47.3	11.6	46.8	46.8
Volume/Cap:	0.62	0.62	0.62	0.57	0.57	0.57	0.11	0.62	0.05	0.62	0.58	0.04
Delay/Veh:	36.2	36.2	36.2	34.5	34.5	34.5	29.4	11.1	6.9	36.7	10.8	7.1
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:	36.2	36.2	36.2	34.5	34.5	34.5	29.4	11.1	6.9	36.7	10.8	7.1
LOS by Move:	D	D	D	C	C	C	C	B	A	D	B	A
HCM2kAvgQ:	5	5	5	5	5	5	1	10	1	4	10	0

Note: Queue reported is the number of cars per lane.

Appendix C

City of San Jose Approved Trip Inventory

Intersection of: JULIAN/TWENTY FOURTH

Traffix Node Number: 3613

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	5	0	2	0	0	0	0	0	0	0	2	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	1	0	0	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	2	0	0	0	0	0	0	3	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	3	2	0
SOUTH	5	0	5
WEST	0	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
NSJ NORTH SAN JOSE	1	0	1	0	0	0	0	2	0	2	11	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	1	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	3	0	0	0	0	0	0	2	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**11**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	5	11	0
SOUTH	1	0	4
WEST	0	2	0

Intersection of: SANTA CLARA/TWENTY-FOURTH

Traffix Node Number: 3790

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	4	9	2	0	0	0	0	0	0	0	5	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	1	0	0	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	2	3	0	3	0	0	0	0	5	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**12**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	**5**	**0**

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	5	5	0
SOUTH	4	12	6
WEST	0	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
NSJ NORTH SAN JOSE	0	2	1	1	7	1	0	4	0	0	2	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	1	0	0	0	0	1	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	3	5	0	2	0	0	0	0	3	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**5**	**6**	**1**	**10**	**1**	**0**	**4**	**0**	**4**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	1	10	1
EAST	4	2	0
SOUTH	0	5	6
WEST	0	4	0

AM APPROVED TRIPS 05/12/2016

Intersection of: SAN ANTONIO/TWENTY-FOURTH

Traffix Node Number: 3762

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	0	10	1	0	3	0	0	0	0	0	0	0
TOTAL:	**0**	**10**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	0	0	0
SOUTH	0	10	1
WEST	0	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
NSJ NORTH SAN JOSE	0	3	1	1	10	0	0	0	0	0	0	0
TOTAL:	**0**	**3**	**1**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	10	0
EAST	0	0	0
SOUTH	0	3	1
WEST	0	0	0

Intersection of: TWENTY-FOURTH/WILLIAM

Traffix Node Number: 3832

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	5	0	0	2	0	0	0	0	5	2	0
TOTAL:	**1**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**5**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	5	2	0
SOUTH	1	5	0
WEST	0	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
NSJ NORTH SAN JOSE	0	0	0	0	10	0	0	0	0	2	1	0
TOTAL:	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**2**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	0	10	0
EAST	2	1	0
SOUTH	0	0	0
WEST	0	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
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	5	0	0	1	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	8	0	0	0	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	2	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	4	0	0	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	36	0	0	19	0	0	0	37	0	0	0
TOTAL:	**0**	**49**	**0**	**0**	**20**	**0**	**6**	**0**	**37**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	20	0
EAST	0	0	0
SOUTH	0	49	0
WEST	6	0	37

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	27	0	0	20	0	10	0	24	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	5	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	8	0	0	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	115	0	0	39	0	0	0	78	0	0	0
TOTAL:	**0**	**142**	**0**	**0**	**64**	**0**	**18**	**0**	**102**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	64	0
EAST	0	0	0
SOUTH	0	142	0
WEST	18	0	102

Intersection of: 26TH/SANTA CLARA

Traffix Node Number: 4022

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	0	0	0	0	0	0	0	4	0	0	5	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	5	0
SOUTH	0	0	0
WEST	0	4	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
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	3	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	3	0
SOUTH	0	0	0
WEST	0	4	0

Intersection of: 28TH/JULIAN

Traffix Node Number: 4005

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	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

Intersection of: 28TH/JULIAN

Traffix Node Number: 4005

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	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

Intersection of: SANTA CLARA/TWENTY-EIGHTH

Traffix Node Number: 3788

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	0	0	0	0	0	0	0	8	0	0	7	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**7**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	0
SOUTH	0	0	0
WEST	0	8	0

Intersection of: SANTA CLARA/TWENTY-EIGHTH

Traffix Node Number: 3788

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	0	0	0	0	0	0	0	7	0	1	9	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**9**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	9	0
SOUTH	0	0	0
WEST	0	7	0

Intersection of: 101/JULIAN

Traffix Node Number: 3210

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	6	0	18	0	0	0	0	2	1	0	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	25	0	0	0	0	11	0	12	7	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	1	0	3	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	2	0	81	3	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	31	0	0	0	0	0	0	116	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	6	0	0	5	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	4	0	0	8	0
TOTAL:	**6**	**0**	**74**	**0**	**0**	**0**	**0**	**26**	**1**	**212**	**23**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	212	23	0
SOUTH	6	0	74
WEST	0	26	1

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	0	10	0	0	0	0	1	0	5	8	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	0	11	0	0	0	0	4	0	21	12	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	0	20	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	3	0	42	2	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	57	0	0	0	0	0	0	61	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	10	0	0	6	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	7	0	0	4	0
TOTAL:	**2**	**0**	**78**	**0**	**0**	**0**	**0**	**25**	**0**	**149**	**33**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	149	33	0
SOUTH	2	0	78
WEST	0	25	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
NSJ NORTH SAN JOSE	13	0	22	0	0	0	4	22	0	0	4	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	0	18	0	0	0	0	36	0	0	20	17
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	23	0	0	0	0	1	0	0	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	44	0	0	0	0	2	0	0	84	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	62	0	0	0	0	31	0	0	116	36
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	6	0	0	5	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	4	0	0	8	0

TOTAL:	**13**	**0**	**169**	**0**	**0**	**0**	**4**	**102**	**0**	**0**	**240**	**55**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	240	55
SOUTH	13	0	169
WEST	4	102	0

PM APPROVED TRIPS

05/12/2016

Intersection of: 101/MCKEE

Traffix Node Number: 3211

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	0	0	1	0	0	0	0	6	0	0	26	13
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	0	8	0	0	0	0	16	0	0	33	28
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	4	0	0	0	0	0	0	0	21	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	79	0	0	0	0	3	0	0	44	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	115	0	0	0	0	57	0	0	61	19
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	10	0	0	6	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
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	0	7	0	0	4	0
TOTAL:	**0**	**0**	**207**	**0**	**0**	**0**	**0**	**99**	**0**	**0**	**195**	**60**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	195	60
SOUTH	0	0	207
WEST	0	99	0

Intersection of: 101/SANTA CLARA

Traffix Node Number: 3023

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	0	0	0	11	0	8	0	5	3	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	1	0	0	0	1	0	2	2	0
TOTAL:	**0**	**0**	**0**	**12**	**0**	**8**	**0**	**6**	**3**	**2**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	12	0	8
EAST	2	2	0
SOUTH	0	0	0
WEST	0	6	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	0	0	0	8	0	4	0	5	2	1	3	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	0	2	0	0	0	2	0	1	1	0
TOTAL:	**0**	**0**	**0**	**10**	**0**	**4**	**0**	**7**	**2**	**2**	**4**	**0**

	LEFT	THRU	RIGHT
NORTH	10	0	4
EAST	2	4	0
SOUTH	0	0	0
WEST	0	7	2

Intersection of: 101/ALUM ROCK

Traffix Node Number: 3016

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	0	0	0	0	0	0	4	16	0	0	4	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
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	1	0	0	0	0	3	0	0	5	2
TOTAL:	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**19**	**0**	**0**	**9**	**3**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	9	3
SOUTH	0	0	1
WEST	4	19	0

Intersection of: 101/ALUM ROCK

Traffix Node Number: 3016

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	0	0	0	0	0	0	1	9	0	0	23	8
PDA97-01-004 SJ MED CENTR MCKEE RD & JACKSON AV (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-082 BLACKWELL HOUSING ALUM ROCK & MCCREERY (SW/C)	0	0	2	0	0	0	0	5	0	0	3	1
TOTAL:	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**14**	**0**	**0**	**26**	**9**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	26	9
SOUTH	0	0	2
WEST	1	14	0

Appendix D

Volume Spreadsheets

Intersection Number: 1
Traffix Node Number: 3613
Intersection Name: N. 24th Street & E. Julian Street
Peak Hour: AM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	1042	121	134	0	242	166	495	0	2200
ATI	0	0	0	0	2	3	5	0	5	0	0	0	15
Background Conditions	0	0	0	0	1044	124	139	0	247	166	495	0	2215
Project	0	0	0	0	8	3	0	0	8	3	3	0	25
Background + Project Conditions	0	0	0	0	1052	127	139	0	255	169	498	0	2240
Existing + Project Conditions	0	0	0	0	1050	124	134	0	250	169	498	0	2225
NSJ Phase II	0	0	0	0	3	0	2	0	6	0	0	0	11
Downtown Stratey Plan Phase II	0	0	0	0	139	0	0	0	0	0	320	0	459
BART Silicon Valley Phase II	0	0	0	0	3	0	2	0	6	0	0	0	11
Cumulative No Project Conditions	0	0	0	0	1189	124	144	0	258	166	815	0	2696
Cumulative + Project Conditions	0	0	0	0	1197	127	144	0	266	169	818	0	2721

Intersection Number: 2
Traffix Node Number: 3790
Intersection Name: N. 24th Street & E. Santa Clara Street
Peak Hour: AM
Count Date: 11/05/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	78	141	23	39	822	67	117	265	86	38	354	51	2081
ATI	0	3	0	0	5	5	6	12	4	0	0	0	35
Background Conditions	78	144	23	39	827	72	123	277	90	38	354	51	2116
Project	0	0	6	8	8	0	0	0	0	0	3	0	25
Background + Project Conditions	78	144	29	47	835	72	123	277	90	38	357	51	2141
Existing + Project Conditions	78	141	29	47	830	67	117	265	86	38	357	51	2106
NSJ Phase II	0	1	0	0	5	0	3	9	4	0	1	0	24
Downtown Stratey Plan Phase II	0	0	0	0	386	0	0	0	0	0	428	0	814
BART Silicon Valley Phase II	0	1	0	0	5	0	3	9	4	0	1	0	24
Cumulative No Project Conditions	79	145	23	40	1224	73	128	296	98	38	783	51	2978
Cumulative + Project Conditions	79	145	29	48	1232	73	128	296	98	38	786	51	3003

Intersection Number: 3
Traffix Node Number: 3762
Intersection Name: N. 24th Street & E. San Antoni Street
Peak Hour: AM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	20	175	16	34	258	103	96	427	59	21	75	9	1293
ATI	0	3	0	0	0	0	1	10	0	0	0	0	14
Background Conditions	20	178	16	34	258	103	97	437	59	21	75	9	1307
Project	0	13	0	0	0	0	0	4	0	0	0	0	17
Background + Project Conditions	20	191	16	34	258	103	97	441	59	21	75	9	1324
Existing + Project Conditions	20	188	16	34	258	103	96	431	59	21	75	9	1310
NSJ Phase II	0	4	0	0	1	0	2	11	1	0	0	0	18
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	4	0	0	1	0	2	11	1	0	0	0	18
Cumulative No Project Conditions	20	185	16	34	259	103	100	458	61	21	75	9	1343
Cumulative + Project Conditions	20	198	16	34	259	103	100	462	61	21	75	9	1360

Intersection Number: 4
Traffix Node Number: 3832
Intersection Name: McLaughlin Avenue & E. William Street
Peak Hour: AM
Count Date: 10/09/14

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	49	273	3	5	34	45	38	566	112	123	22	51	1321
ATI	0	2	0	0	2	5	0	5	1	0	0	0	15
Background Conditions	49	275	3	5	36	50	38	571	113	123	22	51	1336
Project	0	13	0	0	0	0	0	4	0	0	0	0	17
Background + Project Conditions	49	288	3	5	36	50	38	575	113	123	22	51	1353
Existing + Project Conditions	49	286	3	5	34	45	38	570	112	123	22	51	1338
NSJ Phase II	1	3	0	1	3	6	0	6	2	0	0	0	21
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	1	3	0	1	3	6	0	6	2	0	0	0	21
Cumulative No Project Conditions	51	281	3	6	41	62	39	583	117	123	22	51	1378
Cumulative + Project Conditions	51	294	3	6	41	62	39	587	117	123	22	51	1395

Intersection Number: 5
Traffix Node Number: 3036
Intersection Name: McLaughlin Avenue & I-280*
Peak Hour: AM
Count Date: 10/21/14

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	516	0	0	0	0	0	1350	0	276	0	184	2326
ATI	0	20	0	0	0	0	0	49	0	37	0	6	112
Background Conditions	0	536	0	0	0	0	0	1399	0	313	0	190	2438
Project	0	8	0	0	0	0	0	3	0	0	0	2	13
Background + Project Conditions	0	544	0	0	0	0	0	1402	0	313	0	192	2451
Existing + Project Conditions	0	524	0	0	0	0	0	1353	0	276	0	186	2339
NSJ Phase II	0	0	0	0	0	0	0	8	0	0	0	0	8
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	0	0	0	0	0	0	8	0	0	0	0	8
Cumulative No Project Conditions	0	536	0	0	0	0	0	1415	0	313	0	190	2454
Cumulative + Project Conditions	0	544	0	0	0	0	0	1418	0	313	0	192	2467

Intersection Number: 6
Traffix Node Number: 4022
Intersection Name: N. 26th Street & E. Santa Clara Street
Peak Hour: AM
Count Date: 10/09/14
Future Growth % Per Year: 1.200
Number of Years to Buildout: 2

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	26	58	40	37	587	22	67	80	12	9	415	16	1369
ATI	0	0	0	0	5	0	0	0	0	0	4	0	9
Background Conditions	26	58	40	37	592	22	67	80	12	9	419	16	1378
Project	0	3	0	0	0	31	100	16	17	8	0	0	175
Background + Project Conditions	26	61	40	37	592	53	167	96	29	17	419	16	1553
Existing + Project Conditions	26	61	40	37	587	53	167	96	29	17	415	16	1544
NSJ Phase II	0	0	0	0	6	0	0	0	0	0	5	0	11
Downtown Stratey Plan Phase II	0	0	0	0	386	0	0	0	0	0	428	0	814
BART Silicon Valley Phase II	0	0	0	0	6	0	0	0	0	0	5	0	11
Cumulative No Project Conditions	26	58	40	37	990	22	67	80	12	9	856	16	2214
Cumulative + Project Conditions	26	61	40	37	990	53	167	96	29	17	856	16	2389

Intersection Number: 7
Traffix Node Number: 4005
Intersection Name: N. 28th Street & Julian Street
Peak Hour: AM
Count Date: 04/09/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	2	24	182	142	798	36	100	42	71	21	591	2	2011
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	24	182	142	798	36	100	42	71	21	591	2	2011
Project	0	0	0	0	3	3	1	0	0	0	7	0	14
Background + Project Conditions	2	24	182	142	801	39	101	42	71	21	598	2	2025
Existing + Project Conditions	2	24	182	142	801	39	101	42	71	21	598	2	2025
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	139	0	0	0	0	0	320	0	459
BART Silicon Valley Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	2	24	182	142	937	36	100	42	71	21	911	2	2470
Cumulative + Project Conditions	2	24	182	142	940	39	101	42	71	21	918	2	2484

Intersection Number: 8
Traffix Node Number: 3788
Intersection Name: N. 28th Street & E. Santa Clara Street
Peak Hour: AM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	35	51	71	124	606	46	196	147	47	24	474	37	1858
ATI	0	0	0	0	7	0	0	0	0	0	8	0	15
Background Conditions	35	51	71	124	613	46	196	147	47	24	482	37	1873
Project	3	0	0	0	28	4	13	1	0	0	100	0	149
Background + Project Conditions	38	51	71	124	641	50	209	148	47	24	582	37	2022
Existing + Project Conditions	38	51	71	124	634	50	209	148	47	24	574	37	2007
NSJ Phase II	0	0	0	1	8	0	0	0	0	0	8	1	18
Downtown Stratey Plan Phase II	0	0	0	0	386	0	0	0	0	0	428	0	814
BART Silicon Valley Phase II	0	0	0	1	8	0	0	0	0	0	8	1	18
Cumulative No Project Conditions	35	51	71	125	1015	47	196	147	47	24	926	38	2723
Cumulative + Project Conditions	38	51	71	125	1043	51	209	148	47	24	1026	38	2872

Intersection Number: 9
Traffix Node Number: 3210
Intersection Name: US 101 & E. Julian Street
Peak Hour: AM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	938	513	320	0	106	408	549	0	2834
ATI	0	0	0	0	23	212	74	0	6	1	26	0	342
Background Conditions	0	0	0	0	961	725	394	0	112	409	575	0	3176
Project	0	0	0	0	3	0	0	0	3	0	8	0	14
Background + Project Conditions	0	0	0	0	964	725	394	0	115	409	583	0	3190
Existing + Project Conditions	0	0	0	0	941	513	320	0	109	408	557	0	2848
NSJ Phase II	0	0	0	0	1	0	18	0	7	2	2	0	30
Downtown Stratey Plan Phase II	0	0	0	0	139	0	0	0	0	0	320	0	459
BART Silicon Valley Phase II	0	0	0	0	1	0	18	0	7	2	2	0	30
Cumulative No Project Conditions	0	0	0	0	1101	726	430	0	126	412	900	0	3695
Cumulative + Project Conditions	0	0	0	0	1104	726	430	0	129	412	908	0	3709

Intersection Number: 10
Traffix Node Number: 3211
Intersection Name: US 101 & McKee Road
Peak Hour: AM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	376	1181	0	241	6	240	0	761	114	2919
ATI	0	0	0	55	240	0	169	0	13	0	102	4	583
Background Conditions	0	0	0	431	1421	0	410	6	253	0	863	118	3502
Project	0	0	0	0	3	0	0	0	0	0	8	0	11
Background + Project Conditions	0	0	0	431	1424	0	410	6	253	0	871	118	3513
Existing + Project Conditions	0	0	0	376	1184	0	241	6	240	0	769	114	2930
NSJ Phase II	0	0	0	3	4	0	22	0	14	0	22	5	70
Downtown Stratey Plan Phase II	0	0	0	0	139	0	0	0	0	0	320	0	459
BART Silicon Valley Phase II	0	0	0	3	4	0	22	0	14	0	22	5	70
Cumulative No Project Conditions	0	0	0	436	1569	0	455	6	280	0	1227	128	4101
Cumulative + Project Conditions	0	0	0	436	1572	0	455	6	280	0	1235	128	4112

Intersection Number: 11
Traffix Node Number: 3023
Intersection Name: US 101 & E. Santa Clara Street*
Peak Hour: AM
Count Date: 10/14/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	125	2	126	0	708	252	0	0	0	349	420	0	1982
ATI	8	0	12	0	2	2	0	0	0	3	6	0	33
Background Conditions	133	2	138	0	710	254	0	0	0	352	426	0	2015
Project	7	0	0	0	25	0	0	0	0	71	42	0	145
Background + Project Conditions	140	2	138	0	735	254	0	0	0	423	468	0	2160
Existing + Project Conditions	132	2	126	0	733	252	0	0	0	420	462	0	2127
NSJ Phase II	9	0	11	0	1	0	0	0	0	3	6	0	30
Downtown Stratey Plan Phase II	0	0	0	0	386	0	0	0	0	0	428	0	814
BART Silicon Valley Phase II	9	0	11	0	1	0	0	0	0	3	6	0	30
Cumulative No Project Conditions	151	2	160	0	1097	255	0	0	0	358	865	0	2889
Cumulative + Project Conditions	158	2	160	0	1122	255	0	0	0	429	907	0	3034

Intersection Number: 12
Traffix Node Number: 3016
Intersection Name: US 101 & Alum Rock Avenue*
Peak Hour: AM
Count Date: 10/14/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	329	744	0	56	2	205	0	363	208	1907
ATI	0	0	0	3	9	0	1	0	0	0	19	4	36
Background Conditions	0	0	0	332	753	0	57	2	205	0	382	212	1943
Project	0	0	0	0	3	0	0	0	22	0	8	34	67
Background + Project Conditions	0	0	0	332	756	0	57	2	227	0	390	246	2010
Existing + Project Conditions	0	0	0	329	747	0	56	2	227	0	371	242	1974
NSJ Phase II	0	0	0	2	4	0	0	0	1	0	16	5	28
Downtown Stratey Plan Phase II	0	0	0	0	386	0	0	0	0	0	428	0	814
BART Silicon Valley Phase II	0	0	0	2	4	0	0	0	1	0	16	5	28
Cumulative No Project Conditions	0	0	0	335	1148	0	57	2	206	0	842	222	2813
Cumulative + Project Conditions	0	0	0	335	1151	0	57	2	228	0	850	256	2880

Intersection Number: 13
Traffix Node Number: 12
Intersection Name: N. 28th Street & Shortridge Avenue
Peak Hour: AM
Count Date: 11/03/15

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	6	112	7	26	3	1	3	375	6	3	1	20	563
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	6	112	7	26	3	1	3	375	6	3	1	20	563
Project	4	0	0	0	0	0	0	0	0	1	0	14	19
Background + Project Conditions	10	112	7	26	3	1	3	375	6	4	1	34	582
Existing + Project Conditions	10	112	7	26	3	1	3	375	6	4	1	34	582
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	6	112	7	26	3	1	3	375	6	3	1	20	563
Cumulative + Project Conditions	10	112	7	26	3	1	3	375	6	4	1	34	582

Intersection Number: 14
Traffix Node Number: 8
Intersection Name: N. 27th Street & E. Santa Clara Street
Peak Hour: AM
Count Date: 11/03/15

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	23	0	18	49	899	0	0	0	0	0	428	56	1473
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	23	0	18	49	899	0	0	0	0	0	428	56	1473
Project	0	0	0	0	31	0	0	0	0	0	100	0	131
Background + Project Conditions	23	0	18	49	930	0	0	0	0	0	528	56	1604
Existing + Project Conditions	23	0	18	49	930	0	0	0	0	0	528	56	1604
NSJ Phase II	0	0	0	0	7	0	0	0	0	0	7	0	14
Downtown Stratey Plan Phase II	0	0	0	0	386	0	0	0	0	0	428	0	814
BART Silicon Valley Phase II	0	0	0	0	7	0	0	0	0	0	7	0	14
Cumulative No Project Conditions	23	0	18	49	1299	0	0	0	0	0	869	56	2314
Cumulative + Project Conditions	23	0	18	49	1330	0	0	0	0	0	969	56	2445

Intersection Number: 15
Traffix Node Number: 6
Intersection Name: N. 26th Street & E. Julian Street
Peak Hour: AM
Count Date: 11/03/15

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	159	9	51	40	880	29	56	2	36	30	625	68	1985
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	159	9	51	40	880	29	56	2	36	30	625	68	1985
Project	0	0	0	0	3	0	7	0	8	3	0	0	21
Background + Project Conditions	159	9	51	40	883	29	63	2	44	33	625	68	2006
Existing + Project Conditions	159	9	51	40	883	29	63	2	44	33	625	68	2006
NSJ Phase II	0	0	0	0	2	0	0	0	0	0	1	0	3
Downtown Stratey Plan Phase II	0	0	0	0	139	0	0	0	0	0	320	0	459
BART Silicon Valley Phase II	0	0	0	0	2	0	0	0	0	0	1	0	3
Cumulative No Project Conditions	159	9	51	40	1022	29	56	2	36	30	947	68	2449
Cumulative + Project Conditions	159	9	51	40	1025	29	63	2	44	33	947	68	2470

Intersection Number: 16
Traffix Node Number: 13
Intersection Name: N. 26th Street & Shortridge Avenue
Peak Hour: AM
Count Date: 11/03/15

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	5	43	11	8	4	1	3	139	1	3	12	30	260
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	5	43	11	8	4	1	3	139	1	3	12	30	260
Project	13	7	1	3	0	1	0	2	0	0	0	4	31
Background + Project Conditions	18	50	12	11	4	2	3	141	1	3	12	34	291
Existing + Project Conditions	18	50	12	11	4	2	3	141	1	3	12	34	291
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	5	43	11	8	4	1	3	139	1	3	12	30	260
Cumulative + Project Conditions	18	50	12	11	4	2	3	141	1	3	12	34	291

Intersection Number: 17
Traffix Node Number: 14
Intersection Name: N. 24th Street & Shortridge Avenue
Peak Hour: AM
Count Date: 11/03/15

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	181	4	2	0	5	31	355	0	0	0	0	578
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	181	4	2	0	5	31	355	0	0	0	0	578
Project	0	0	0	0	0	13	4	0	0	0	0	0	17
Background + Project Conditions	0	181	4	2	0	18	35	355	0	0	0	0	595
Existing + Project Conditions	0	181	4	2	0	18	35	355	0	0	0	0	595
NSJ Phase II	0	2	0	0	0	0	0	13	0	0	0	0	16
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	2	0	0	0	0	0	13	0	0	0	0	16
Cumulative No Project Conditions	0	186	4	2	0	5	31	382	0	0	0	0	610
Cumulative + Project Conditions	0	186	4	2	0	18	35	382	0	0	0	0	627

Intersection Number: 18
Traffix Node Number: 15
Intersection Name: N. 24th Street & E. San Fernando Street
Peak Hour: AM
Count Date: 11/03/15

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	12	171	5	3	8	5	49	376	48	10	17	3	707
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	12	171	5	3	8	5	49	376	48	10	17	3	707
Project	0	13	0	0	0	1	0	4	0	0	0	0	18
Background + Project Conditions	12	184	5	3	8	6	49	380	48	10	17	3	725
Existing + Project Conditions	12	184	5	3	8	6	49	380	48	10	17	3	725
NSJ Phase II	0	2	0	0	0	0	0	13	0	0	0	0	16
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	2	0	0	0	0	0	13	0	0	0	0	16
Cumulative No Project Conditions	12	176	5	3	8	5	49	403	48	10	17	3	739
Cumulative + Project Conditions	12	189	5	3	8	6	49	407	48	10	17	3	757

Intersection Number: 1
Traffix Node Number: 3613
Intersection Name: N. 24th Street & E. Julian Street
Peak Hour: PM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	443	179	155	0	118	239	757	0	1891
ATI	0	0	0	0	11	5	4	0	1	0	2	0	23
Background Conditions	0	0	0	0	454	184	159	0	119	239	759	0	1914
Project	0	0	0	0	6	10	0	0	6	9	9	0	40
Background + Project Conditions	0	0	0	0	460	194	159	0	125	248	768	0	1954
Existing + Project Conditions	0	0	0	0	449	189	155	0	124	248	766	0	1931
NSJ Phase II	0	0	0	0	11	3	1	0	2	1	2	0	20
Downtown Stratey Plan Phase II	0	0	0	0	309	0	0	0	0	0	223	0	532
BART Silicon Valley Phase II	0	0	0	0	11	3	1	0	2	1	2	0	20
Cumulative No Project Conditions	0	0	0	0	785	189	162	0	122	240	987	0	2486
Cumulative + Project Conditions	0	0	0	0	791	199	162	0	128	249	996	0	2526

Intersection Number: 2
Traffix Node Number: 3790
Intersection Name: N. 24th Street & E. Santa Clara Street
Peak Hour: PM
Count Date: 11/05/13

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	42	254	40	36	389	140	102	123	44	123	883	68	2244
ATI	1	10	1	0	2	4	6	5	0	0	4	0	33
Background Conditions	43	264	41	36	391	144	108	128	44	123	887	68	2277
Project	0	0	20	6	6	0	0	0	0	0	9	0	41
Background + Project Conditions	43	264	61	42	397	144	108	128	44	123	896	68	2318
Existing + Project Conditions	42	254	60	42	395	140	102	123	44	123	892	68	2285
NSJ Phase II	1	7	1	0	2	1	2	2	1	1	4	0	23
Downtown Stratey Plan Phase II	0	0	0	0	804	0	0	0	0	0	529	0	1333
BART Silicon Valley Phase II	1	7	1	0	2	1	2	2	1	1	4	0	23
Cumulative No Project Conditions	46	278	44	36	1199	145	112	132	46	124	1424	68	3656
Cumulative + Project Conditions	46	278	64	42	1205	145	112	132	46	124	1433	68	3697

Intersection Number: 3
Traffix Node Number: 3762
Intersection Name: N. 24th Street & E. San Antoni Street
Peak Hour: PM
Count Date: 09/11/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	29	344	32	31	92	82	101	275	28	49	157	16	1236
ATI	0	10	1	0	0	0	1	3	0	0	0	0	15
Background Conditions	29	354	33	31	92	82	102	278	28	49	157	16	1251
Project	0	10	0	0	0	0	0	15	0	0	0	0	25
Background + Project Conditions	29	364	33	31	92	82	102	293	28	49	157	16	1276
Existing + Project Conditions	29	354	32	31	92	82	101	290	28	49	157	16	1261
NSJ Phase II	1	11	1	0	0	0	2	3	0	0	0	0	18
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	1	11	1	0	0	0	2	3	0	0	0	0	18
Cumulative No Project Conditions	31	376	35	31	92	82	105	284	29	49	157	16	1287
Cumulative + Project Conditions	31	386	35	31	92	82	105	299	29	49	157	16	1312

Intersection Number: 4
Traffix Node Number: 3832
Intersection Name: McLaughlin Avenue & E. William Street
Peak Hour: PM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	25	425	7	3	17	30	69	364	121	192	35	40	1328
ATI	0	10	0	0	1	2	0	0	0	0	0	0	13
Background Conditions	25	435	7	3	18	32	69	364	121	192	35	40	1341
Project	0	10	0	0	0	0	0	15	0	0	0	0	25
Background + Project Conditions	25	445	7	3	18	32	69	379	121	192	35	40	1366
Existing + Project Conditions	25	435	7	3	17	30	69	379	121	192	35	40	1353
NSJ Phase II	1	10	0	0	1	2	0	0	0	1	0	0	16
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	1	10	0	0	1	2	0	0	0	1	0	0	16
Cumulative No Project Conditions	26	455	7	4	21	36	69	364	121	193	35	40	1373
Cumulative + Project Conditions	26	465	7	4	21	36	69	379	121	193	35	40	1398

Intersection Number: 5
Traffix Node Number: 3036
Intersection Name: McLaughlin Avenue & I-280*
Peak Hour: PM
Count Date: 09/24/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	557	0	0	0	0	0	783	0	546	0	273	2159
ATI	0	64	0	0	0	0	0	142	0	102	0	18	326
Background Conditions	0	621	0	0	0	0	0	925	0	648	0	291	2485
Project	0	6	0	0	0	0	0	9	0	0	0	6	21
Background + Project Conditions	0	627	0	0	0	0	0	934	0	648	0	297	2506
Existing + Project Conditions	0	563	0	0	0	0	0	792	0	546	0	279	2180
NSJ Phase II	0	5	0	0	0	0	0	0	0	0	0	0	5
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	5	0	0	0	0	0	0	0	0	0	0	5
Cumulative No Project Conditions	0	631	0	0	0	0	0	925	0	648	0	291	2495
Cumulative + Project Conditions	0	637	0	0	0	0	0	934	0	648	0	297	2516

Intersection Number: 6
Traffix Node Number: 4022
Intersection Name: N. 26th Street & E. Santa Clara Street
Peak Hour: PM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	39	52	51	41	467	46	41	16	6	25	847	28	1659
ATI	0	0	0	0	3	0	0	0	0	0	4	0	7
Background Conditions	39	52	51	41	470	46	41	16	6	25	851	28	1666
Project	0	9	0	0	0	110	76	12	13	29	0	0	249
Background + Project Conditions	39	61	51	41	470	156	117	28	19	54	851	28	1915
Existing + Project Conditions	39	61	51	41	467	156	117	28	19	54	847	28	1908
NSJ Phase II	0	0	0	0	4	0	0	0	0	0	5	0	9
Downtown Stratey Plan Phase II	0	0	0	0	804	0	0	0	0	0	529	0	1333
BART Silicon Valley Phase II	0	0	0	0	4	0	0	0	0	0	5	0	9
Cumulative No Project Conditions	39	52	51	41	1281	47	41	16	6	25	1390	28	3017
Cumulative + Project Conditions	39	61	51	41	1281	157	117	28	19	54	1390	28	3266

Intersection Number: 7
Traffix Node Number: 4005
Intersection Name: N. 28th Street & Julian Street
Peak Hour: PM
Count Date: 04/09/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	20	121	93	640	31	57	20	21	34	907	5	1949
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	20	121	93	640	31	57	20	21	34	907	5	1949
Project	0	0	0	0	10	10	1	0	0	0	6	0	27
Background + Project Conditions	0	20	121	93	650	41	58	20	21	34	913	5	1976
Existing + Project Conditions	0	20	121	93	650	41	58	20	21	34	913	5	1976
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	309	0	0	0	0	0	223	0	532
BART Silicon Valley Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	0	20	121	93	949	31	57	20	21	34	1130	5	2481
Cumulative + Project Conditions	0	20	121	93	959	41	58	20	21	34	1136	5	2508

Intersection Number: 8
Traffix Node Number: 3788
Intersection Name: N. 28th Street & E. Santa Clara Street
Peak Hour: PM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	19	61	74	65	513	143	141	36	23	40	863	18	1996
ATI	0	0	0	0	9	1	0	0	0	0	7	0	17
Background Conditions	19	61	74	65	522	144	141	36	23	40	870	18	2013
Project	9	1	0	0	100	14	10	1	0	0	76	0	211
Background + Project Conditions	28	62	74	65	622	158	151	37	23	40	946	18	2224
Existing + Project Conditions	28	62	74	65	613	157	151	37	23	40	939	18	2207
NSJ Phase II	0	0	0	1	9	1	0	0	0	0	8	0	19
Downtown Stratey Plan Phase II	0	0	0	0	804	0	0	0	0	0	529	0	1333
BART Silicon Valley Phase II	0	0	0	1	9	1	0	0	0	0	8	0	19
Cumulative No Project Conditions	19	61	74	66	1344	146	141	36	23	40	1415	18	3384
Cumulative + Project Conditions	28	62	74	66	1444	160	151	37	23	40	1491	18	3595

Intersection Number: 9
Traffix Node Number: 3210
Intersection Name: US 101 & E. Julian Street
Peak Hour: PM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	756	591	396	0	53	540	646	0	2982
ATI	0	0	0	0	33	149	78	0	2	0	25	0	287
Background Conditions	0	0	0	0	789	740	474	0	55	540	671	0	3269
Project	0	0	0	0	9	0	0	0	11	0	6	0	26
Background + Project Conditions	0	0	0	0	798	740	474	0	66	540	677	0	3295
Existing + Project Conditions	0	0	0	0	765	591	396	0	64	540	652	0	3008
NSJ Phase II	0	0	0	0	8	6	11	0	2	1	1	0	29
Downtown Stratey Plan Phase II	0	0	0	0	309	0	0	0	0	0	223	0	532
BART Silicon Valley Phase II	0	0	0	0	8	6	11	0	2	1	1	0	29
Cumulative No Project Conditions	0	0	0	0	1114	751	496	0	59	541	897	0	3859
Cumulative + Project Conditions	0	0	0	0	1123	751	496	0	70	541	903	0	3885

Intersection Number: 10
Traffix Node Number: 3211
Intersection Name: US 101 & McKee Road
Peak Hour: PM
Count Date: 10/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	334	1006	0	573	0	310	0	1013	96	3332
ATI	0	0	0	60	195	0	207	0	0	0	99	0	561
Background Conditions	0	0	0	394	1201	0	780	0	310	0	1112	96	3893
Project	0	0	0	0	9	0	0	0	0	0	6	0	15
Background + Project Conditions	0	0	0	394	1210	0	780	0	310	0	1118	96	3908
Existing + Project Conditions	0	0	0	334	1015	0	573	0	310	0	1019	96	3347
NSJ Phase II	0	0	0	14	26	0	1	0	1	0	6	1	49
Downtown Stratey Plan Phase II	0	0	0	0	309	0	0	0	0	0	223	0	532
BART Silicon Valley Phase II	0	0	0	14	26	0	1	0	1	0	6	1	49
Cumulative No Project Conditions	0	0	0	421	1562	0	783	0	311	0	1348	97	4523
Cumulative + Project Conditions	0	0	0	421	1571	0	783	0	311	0	1354	97	4538

Intersection Number: 11
Traffix Node Number: 3023
Intersection Name: US 101 & E. Santa Clara Street*
Peak Hour: PM
Count Date: 09/09/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	200	4	247	0	630	453	0	0	0	492	696	0	2722
ATI	4	0	10	0	4	2	0	0	0	2	7	0	29
Background Conditions	204	4	257	0	634	455	0	0	0	494	703	0	2751
Project	26	0	0	0	88	0	0	0	0	54	32	0	200
Background + Project Conditions	230	4	257	0	722	455	0	0	0	548	735	0	2951
Existing + Project Conditions	226	4	247	0	718	453	0	0	0	546	728	0	2922
NSJ Phase II	5	0	8	0	4	1	0	0	0	3	5	0	26
Downtown Stratey Plan Phase II	0	0	0	0	804	0	0	0	0	0	529	0	1333
BART Silicon Valley Phase II	5	0	8	0	4	1	0	0	0	3	5	0	26
Cumulative No Project Conditions	213	4	274	0	1445	458	0	0	0	499	1243	0	4136
Cumulative + Project Conditions	239	4	274	0	1533	458	0	0	0	553	1275	0	4336

Intersection Number: 12
Traffix Node Number: 3016
Intersection Name: US 101 & Alum Rock Avenue*
Peak Hour: PM
Count Date: 09/23/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	240	803	0	373	2	320	0	854	125	2717
ATI	0	0	0	9	26	0	2	0	0	0	14	1	52
Background Conditions	0	0	0	249	829	0	375	2	320	0	868	126	2769
Project	0	0	0	0	9	0	0	0	79	0	6	26	120
Background + Project Conditions	0	0	0	249	838	0	375	2	399	0	874	152	2889
Existing + Project Conditions	0	0	0	240	812	0	373	2	399	0	860	151	2837
NSJ Phase II	0	0	0	9	23	0	0	0	0	0	9	2	43
Downtown Stratey Plan Phase II	0	0	0	0	804	0	0	0	0	0	529	0	1333
BART Silicon Valley Phase II	0	0	0	9	23	0	0	0	0	0	9	2	43
Cumulative No Project Conditions	0	0	0	267	1679	0	375	2	320	0	1416	129	4188
Cumulative + Project Conditions	0	0	0	267	1688	0	375	2	399	0	1422	155	4308

Intersection Number: 13
Traffix Node Number: 12
Intersection Name: N. 28th Street & Shortridge Avenue
Peak Hour: PM
Count Date: 11/03/15

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	6	180	17	18	0	1	2	191	3	6	3	22	449
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	6	180	17	18	0	1	2	191	3	6	3	22	449
Project	16	0	0	0	0	0	0	0	1	1	0	11	29
Background + Project Conditions	22	180	17	18	0	1	2	191	4	7	3	33	478
Existing + Project Conditions	22	180	17	18	0	1	2	191	4	7	3	33	478
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	6	180	17	18	0	1	2	191	3	6	3	22	449
Cumulative + Project Conditions	22	180	17	18	0	1	2	191	4	7	3	33	478

Intersection Number: 14
Traffix Node Number: 8
Intersection Name: N. 27th Street & E. Santa Clara Street
Peak Hour: PM
Count Date: 11/03/15

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	28	0	44	66	531	0	0	0	0	0	938	53	1660
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	28	0	44	66	531	0	0	0	0	0	938	53	1660
Project	0	0	0	0	110	0	0	0	0	0	76	0	186
Background + Project Conditions	28	0	44	66	641	0	0	0	0	0	1014	53	1846
Existing + Project Conditions	28	0	44	66	641	0	0	0	0	0	1014	53	1846
NSJ Phase II	0	0	0	0	7	0	0	0	0	0	6	0	13
Downtown Stratey Plan Phase II	0	0	0	0	804	0	0	0	0	0	529	0	1333
BART Silicon Valley Phase II	0	0	0	0	7	0	0	0	0	0	6	0	13
Cumulative No Project Conditions	28	0	44	66	1348	0	0	0	0	0	1480	53	3019
Cumulative + Project Conditions	28	0	44	66	1458	0	0	0	0	0	1556	53	3205

Intersection Number: 15
Traffix Node Number: 6
Intersection Name: N. 26th Street & E. Julian Street
Peak Hour: PM
Count Date: 11/03/15

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	38	3	47	58	638	43	38	2	14	39	876	63	1859
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	38	3	47	58	638	43	38	2	14	39	876	63	1859
Project	0	0	0	0	10	0	6	0	6	9	0	0	31
Background + Project Conditions	38	3	47	58	648	43	44	2	20	48	876	63	1890
Existing + Project Conditions	38	3	47	58	648	43	44	2	20	48	876	63	1890
NSJ Phase II	0	0	0	0	7	0	0	0	0	0	2	0	9
Downtown Stratey Plan Phase II	0	0	0	0	309	0	0	0	0	0	223	0	532
BART Silicon Valley Phase II	0	0	0	0	7	0	0	0	0	0	2	0	9
Cumulative No Project Conditions	38	3	47	58	961	43	38	2	14	39	1103	63	2408
Cumulative + Project Conditions	38	3	47	58	971	43	44	2	20	48	1103	63	2439

Intersection Number: 16
Traffix Node Number: 13
Intersection Name: N. 26th Street & Shortridge Avenue
Peak Hour: PM
Count Date: 11/03/15

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	8	61	13	4	6	1	5	51	0	7	8	10	174
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	8	61	13	4	6	1	5	51	0	7	8	10	174
Project	10	6	3	2	0	1	1	8	0	0	0	14	45
Background + Project Conditions	18	67	16	6	6	2	6	59	0	7	8	24	219
Existing + Project Conditions	18	67	16	6	6	2	6	59	0	7	8	24	219
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative No Project Conditions	8	61	13	4	6	1	5	51	0	7	8	10	174
Cumulative + Project Conditions	18	67	16	6	6	2	6	59	0	7	8	24	219

Intersection Number: 17
Traffix Node Number: 14
Intersection Name: N. 24th Street & Shortridge Avenue
Peak Hour: PM
Count Date: 11/03/15

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	415	8	9	0	8	17	240	0	0	0	0	697
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	415	8	9	0	8	17	240	0	0	0	0	697
Project	0	0	0	0	0	10	14	0	0	0	0	0	24
Background + Project Conditions	0	415	8	9	0	18	31	240	0	0	0	0	721
Existing + Project Conditions	0	415	8	9	0	18	31	240	0	0	0	0	721
NSJ Phase II	0	11	0	0	0	0	0	4	0	0	0	0	15
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	11	0	0	0	0	0	4	0	0	0	0	15
Cumulative No Project Conditions	0	437	8	9	0	8	17	248	0	0	0	0	727
Cumulative + Project Conditions	0	437	8	9	0	18	31	248	0	0	0	0	751

Intersection Number: 18
Traffix Node Number: 15
Intersection Name: N. 24th Street & E. San Fernando Street
Peak Hour: PM
Count Date: 11/03/15

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	17	408	3	5	9	6	9	237	40	32	22	13	801
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	17	408	3	5	9	6	9	237	40	32	22	13	801
Project	0	10	0	0	0	1	1	14	0	0	0	0	26
Background + Project Conditions	17	418	3	5	9	7	10	251	40	32	22	13	827
Existing + Project Conditions	17	418	3	5	9	7	10	251	40	32	22	13	827
NSJ Phase II	0	11	0	0	0	0	0	4	0	0	0	0	15
Downtown Stratey Plan Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
BART Silicon Valley Phase II	0	11	0	0	0	0	0	4	0	0	0	0	15
Cumulative No Project Conditions	17	430	3	5	9	6	9	245	40	32	22	13	831
Cumulative + Project Conditions	17	440	3	5	9	7	10	259	40	32	22	13	857

Appendix E

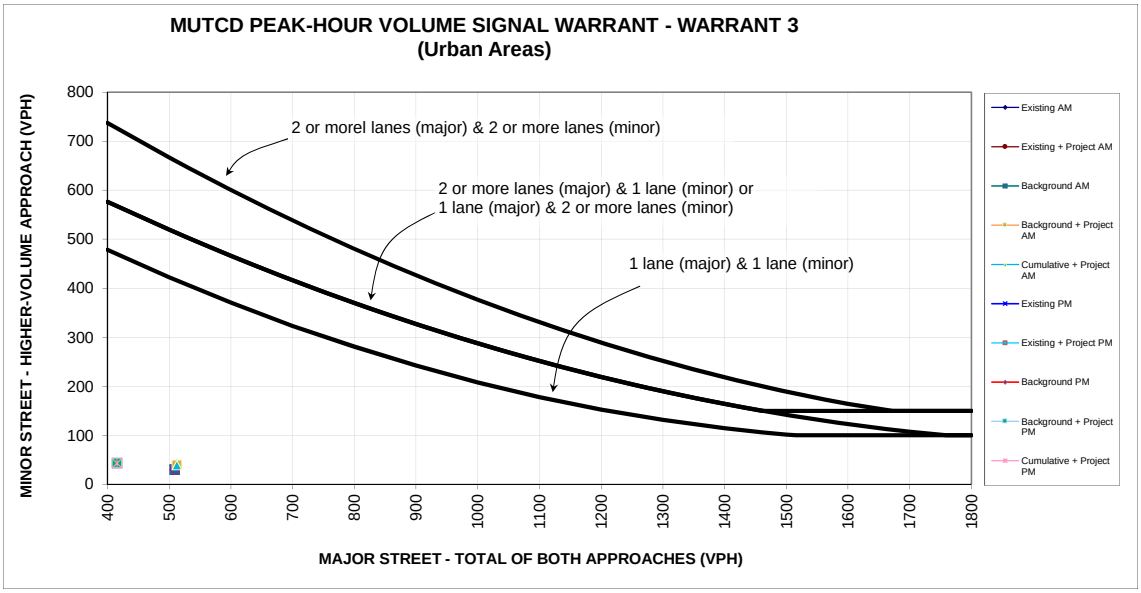
Peak-Hour Signal Warrant Analysis

Intersection Number	**13**
Traffix Node Number	**12**
What type of street?	**A**

A = 1 lane major & 1 lane minor
B = 2 lanes major & 1 lane minor
C = 1 lane major & 2 lanes minor
D = 2 lanes major and 2 lanes minor

1260 E. Santa Clara Street Mixed-Use

13 . N. 28th Street & Shortridge Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

				10000	320000	30000	210000	340000
				AM Peak Hour				
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative + Project AM
Major Street - Both Approaches	N. 28th Street	X		509	513	509	513	513
Minor Street - Highest Approach	Shortridge Avenue	X		30	39	30	39	39
Maximum warrant threshold for minor street volume				418	416	418	416	416
Difference between warrant threshold & minor street volume				388	377	388	377	377
		Warrant Met?		No	No	No	No	No

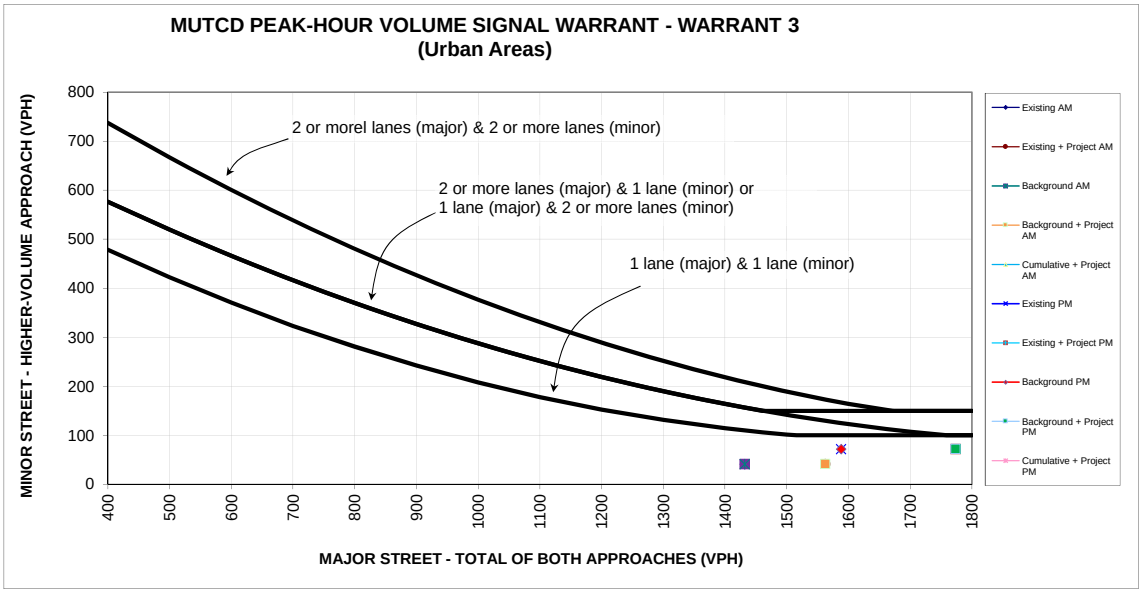
				PM Peak Hour				
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative + Project PM
Major Street - Both Approaches	N. 28th Street	X		399	416	399	416	416
Minor Street - Highest Approach	Shortridge Avenue	X		31	43	31	43	43
Maximum warrant threshold for minor street volume				479	469	479	469	469
Difference between warrant threshold & minor street volume				448	426	448	426	426
		Warrant Met?		No	No	No	No	No

Intersection Number	**14**
Traffix Node Number	**8**
What type of street?	**B**

A = 1 lane major & 1 lane minor
B = 2 lanes major & 1 lane minor
C = 1 lane major & 2 lanes minor
D = 2 lanes major and 2 lanes minor

1260 E. Santa Clara Street Mixed-Use

14 . N. 27th Street & E. Santa Clara Street



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

				10000	320000	30000	210000	340000
				AM Peak Hour				
		Existing Approach Lanes: One	2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative + Project AM
Major Street - Both Approaches	E. Santa Clara Street		X	1432	1563	1432	1563	2404
Minor Street - Highest Approach	N. 27th Street	X		41	41	41	41	41
Maximum warrant threshold for minor street volume				157	129	157	129	100
Difference between warrant threshold & minor street volume				116	88	116	88	59
		Warrant Met?		No	No	No	No	No

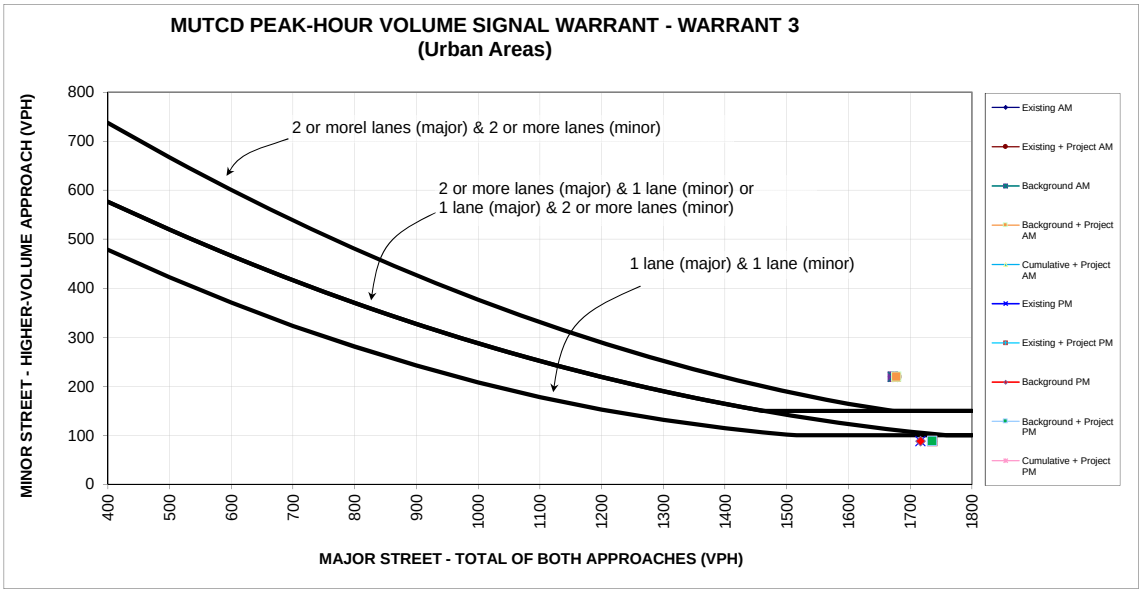
				PM Peak Hour				
		Existing Approach Lanes: One	2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative + Project PM
Major Street - Both Approaches	E. Santa Clara Street		X	1588	1774	1588	1774	3133
Minor Street - Highest Approach	N. 27th Street	X		72	72	72	72	72
Maximum warrant threshold for minor street volume				125	100	125	100	100
Difference between warrant threshold & minor street volume				53	28	53	28	28
		Warrant Met?		No	No	No	No	No

Intersection Number	**15**
Traffix Node Number	**6**
What type of street?	**B**

A = 1 lane major & 1 lane minor
B = 2 lanes major & 1 lane minor
C = 1 lane major & 2 lanes minor
D = 2 lanes major and 2 lanes minor

1260 E. Santa Clara Street Mixed-Use

15 . N. 26th Street & E. Julian Street



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

				10000	320000	30000	210000	340000
				AM Peak Hour				
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative + Project AM
Major Street - Both Approaches	E. Julian Street		X	1672	1678	1672	1678	2142
Minor Street - Highest Approach	N. 26th Street	X		219	219	219	219	219
Maximum warrant threshold for minor street volume				111	111	111	111	100
Difference between warrant threshold & minor street volume				108	108	108	108	119
		Warrant Met?		Yes	Yes	Yes	Yes	Yes

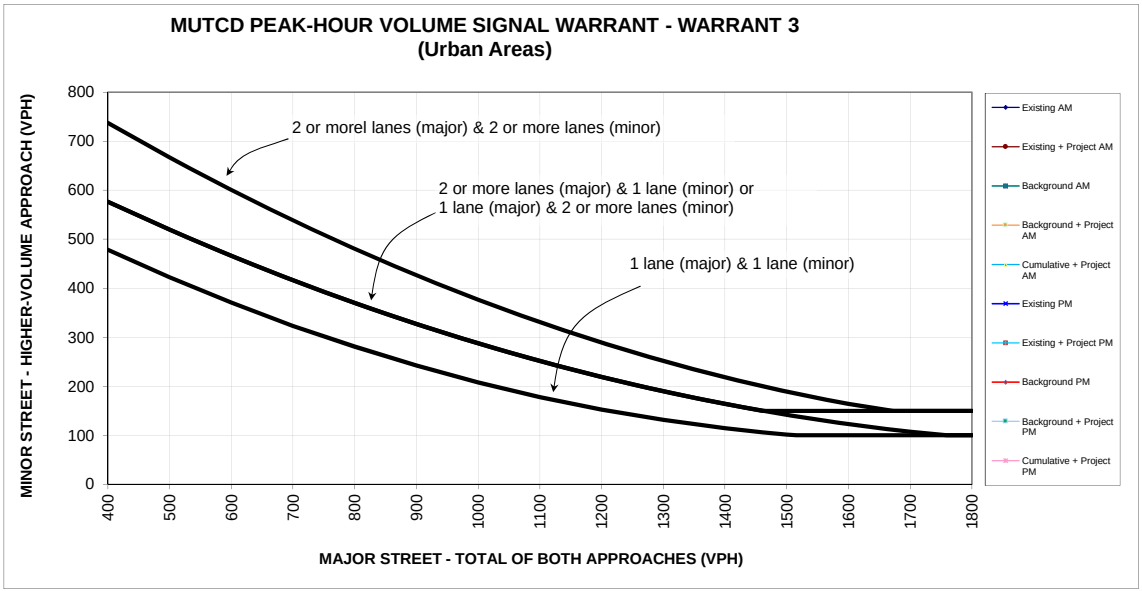
				PM Peak Hour				
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative + Project PM
Major Street - Both Approaches	E. Julian Street		X	1717	1736	1717	1736	2285
Minor Street - Highest Approach	N. 26th Street	X		88	88	88	88	88
Maximum warrant threshold for minor street volume				105	103	105	103	100
Difference between warrant threshold & minor street volume				17	15	17	15	12
		Warrant Met?		No	No	No	No	No

Intersection Number	**16**
Traffix Node Number	**13**
What type of street?	**A**

A = 1 lane major & 1 lane minor
B = 2 lanes major & 1 lane minor
C = 1 lane major & 2 lanes minor
D = 2 lanes major and 2 lanes minor

1260 E. Santa Clara Street Mixed-Use

16 . N. 26th Street & Shortridge Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

				10000	320000	30000	210000	340000
				AM Peak Hour				
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative + Project AM
Major Street - Both Approaches	N. 26th Street	X		202	225	202	225	225
Minor Street - Highest Approach	Shortridge Avenue	X		45	49	45	49	49
Maximum warrant threshold for minor street volume				602	587	602	587	587
Difference between warrant threshold & minor street volume				557	538	557	538	538
		Warrant Met?		No	No	No	No	No

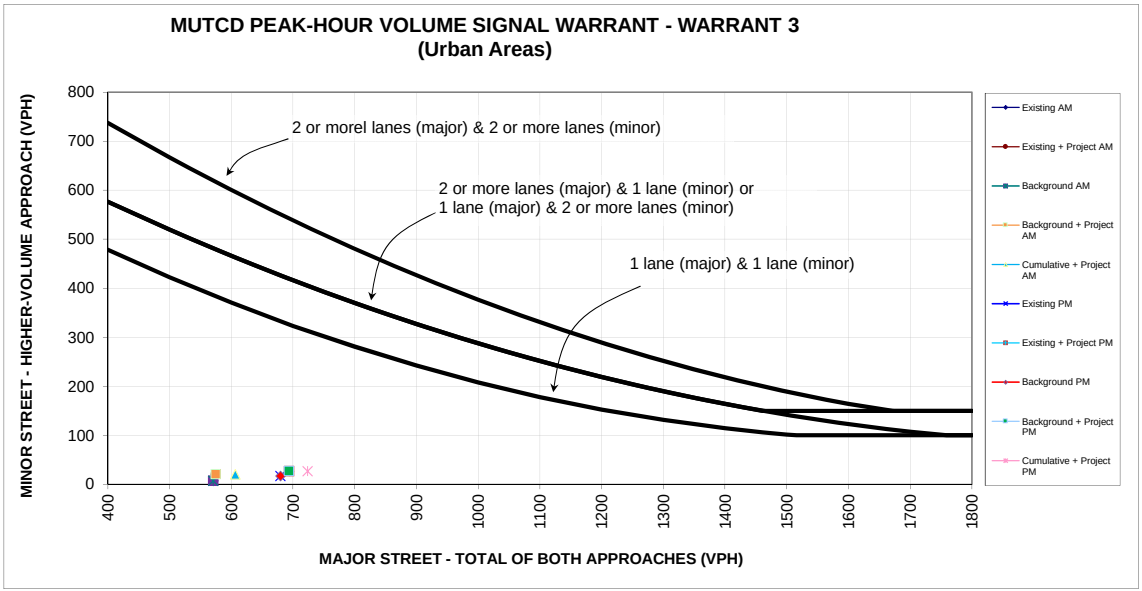
				PM Peak Hour				
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative + Project PM
Major Street - Both Approaches	N. 26th Street	X		138	166	138	166	166
Minor Street - Highest Approach	Shortridge Avenue	X		25	39	25	39	39
Maximum warrant threshold for minor street volume				646	626	646	626	626
Difference between warrant threshold & minor street volume				621	587	621	587	587
		Warrant Met?		No	No	No	No	No

Intersection Number	**17**
Traffix Node Number	**14**
What type of street?	**A**

A = 1 lane major & 1 lane minor
B = 2 lanes major & 1 lane minor
C = 1 lane major & 2 lanes minor
D = 2 lanes major and 2 lanes minor

1260 E. Santa Clara Street Mixed-Use

17 . N. 24th Street & Shortridge Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

				10000	320000	30000	210000	340000
				AM Peak Hour				
		Existing Approach Lanes: One	2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative + Project AM
Major Street - Both Approaches	N. 24th Street	X		571	575	571	575	607
Minor Street - Highest Approach	Shortridge Avenue	X		7	20	7	20	20
Maximum warrant threshold for minor street volume				385	383	385	383	368
Difference between warrant threshold & minor street volume				378	363	378	363	348
		Warrant Met?		No	No	No	No	No

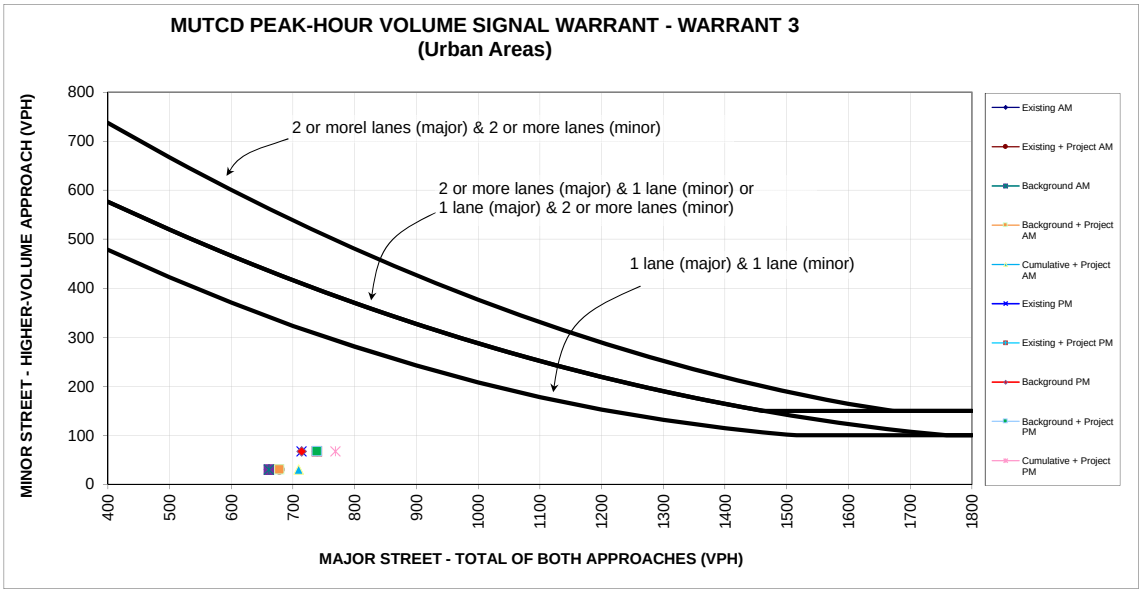
				PM Peak Hour				
		Existing Approach Lanes: One	2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative + Project PM
Major Street - Both Approaches	N. 24th Street	X		680	694	680	694	724
Minor Street - Highest Approach	Shortridge Avenue	X		17	27	17	27	27
Maximum warrant threshold for minor street volume				333	326	333	326	313
Difference between warrant threshold & minor street volume				316	299	316	299	286
		Warrant Met?		No	No	No	No	No

Intersection Number	**18**
Traffix Node Number	**15**
What type of street?	**A**

A = 1 lane major & 1 lane minor
B = 2 lanes major & 1 lane minor
C = 1 lane major & 2 lanes minor
D = 2 lanes major and 2 lanes minor

1260 E. Santa Clara Street Mixed-Use

18 . N. 24th Street & E. San Fernando Street



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* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

				10000	320000	30000	210000	340000
				AM Peak Hour				
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative + Project AM
Major Street - Both Approaches	N. 24th Street	X		661	678	661	678	710
Minor Street - Highest Approach	E. San Fernando Street	X		30	30	30	30	30
Maximum warrant threshold for minor street volume				341	334	341	334	319
Difference between warrant threshold & minor street volume				311	304	311	304	289
		Warrant Met?		No	No	No	No	No

				PM Peak Hour				
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative + Project PM
Major Street - Both Approaches	N. 24th Street	X		714	739	714	739	769
Minor Street - Highest Approach	E. San Fernando Street	X		67	67	67	67	67
Maximum warrant threshold for minor street volume				317	306	317	306	294
Difference between warrant threshold & minor street volume				250	239	250	239	227
		Warrant Met?		No	No	No	No	No

Appendix F

Auto Trip Reduction Statement (ATRS)

AUTO TRIP REDUCTION STATEMENT

UPDATED: October 2014

SANTA CLARA Valley Transportation Authority

PROJECT INFORMATION	*Relevant TIA Section:*	
Project Name: 1260 E. Santa Clara Street Mixed-Use Development		
Location: 1260 E. Santa Clara Street, San Jose, CA		
Description: The project proposes to construct up to 418 apartment units, 30,079 square feet (s.f.) of retail space, and a three level parking garage. Access to the parking garage would also be provided via two full-access driveways on S. 26th Street and Shortridge Avenue.		

Size (net new):	405	*D.U. Residential*	60,000	*Sq. Ft. Comm.*	*Acres (Gr.)*
Density:	150.9	*D.U. / Acre*	0.25		*Floor Area Ratio (FAR)*

Located within 2000 feet walking distance of an LRT, BRT, BART or Caltrain station or major bus stop? Yes

PROJECT AUTO TRIP GENERATION	*Relevant TIA Section:*	3. Existing Plus Project		
Auto Trips Generated:	221 *AM Pk Hr*	317 *PM Pk Hr*	4,182 *Total Weekday*	
Methodology (check one)	☒ **ITE**	☐ **Other** *(Please describe below)*		

AUTO TRIP REDUCTION APPROACH	*Relevant TIA Section:*	3. Existing Plus Project	
☒ **Standard** *Complete Table A below*	☒ **Peer/Study-Based** *Complete Table B below*	☐ **Target-Based** *Complete Table C below*	☐ **None Taken**

TRIP REDUCTION REQUIREMENTS	*Relevant TIA Section:*	n/a
Is the project required to meet any trip reduction requirements or targets? No	**If so, specify percent:**	
Reference code or requirement:		

TRIP REDUCTION APPROACHES

A. STANDARD APPROACH	*Relevant TIA Section:*	3. Existing Plus Project			
Type of Reduction *Specify reduction. See Table 2 in TIA Guidelines*		**% Reduction from ITE Rates**	**Total Trips Reduced (AM/PM/Daily)**	**TOTAL REDUCTION CLAIMED**	
				%	**Trips**
Transit	Proximity to a major bus stop	2	5/8/107	15.2%	AM - 17 PM - 56 Daily - 506
Mixed-Use	Residential and retail mixed-use	15	12/48/399		
Financial Incentives					
Shuttle					

B. PEER/STUDY-BASED APPROACH	*Relevant TIA Section:*	3. Existing Plus Project	
Basis of Reduction		**TOTAL REDUCTION CLAIMED**	
		%	**Trips**
A typical pass-by trip reduction of 25% for retail development within Santa Clara County was applied to the retail component of the proposed project. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances).		25% for retail development	AM - 11 PM - 41 Daily - 665

C. TARGET-BASED APPROACH			Relevant TIA Section:				
Type of Reduction (check all that apply)						TOTAL REDUCTION CLAIMED	
❒ % Trip Reduction	❒ % SOV mode share	❒ Trip Cap				%	Trips
Description							
Time period for reduction	Peak Hour		Peak Period		Full Day		
	❒ AM/PM		❒ AM/PM		❒		

OTHER TDM/REDUCTION MEASURES			
Bicycle/Pedestrian	No	Relevant TIA Section:	
Parking Management	No	Relevant TIA Section:	
Transit	No	Relevant TIA Section:	
Site Planning and Design	No	Relevant TIA Section:	
TDM Program	No	Relevant TIA Section:	

IMPLEMENTATION		Relevant TIA Section:	n/a
Have the project sponsor and Lead Agency agreed to any of the following measures?			
❒Monitoring			
❒Enforcement			
❒Data Sharing			