HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Race Street Mixed-Use Project

## Transportation Impact Analysis

Prepared for:

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# Executive Summary

This report presents the results of the Transportation Impact Analysis (TIA) prepared for a proposed mixed-use development in San Jose, California. The project site is located on the west side of Race Street between W. San Carlos Street and Park Avenue. The project involves removing the existing uses on the site and constructing a mixed-use residential development with 206 multi-family residential units and up to 8,500 square feet (s.f.) of commercial/retail space. The existing uses to be removed include 9,000 square feet (s.f.) of office space, 7 single-family homes, 3 apartments, an 8,000 s.f. restaurant and market, a 12,000 s.f. florist, and a 250 s.f. barber shop. Access to the site would be provided via one full-access driveway on Race Street. The project would remove five existing driveways on Race Street and five existing driveways on Grand Avenue.

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. Since the project site is located outside the downtown core area, as defined by the City's 2040 General Plan, the project is subject to the City's Transportation Level of Service Policy (Council Policy 5-3). An analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) requirements was not necessary because the project would generate fewer than 100 net peak hour vehicle trips. The traffic study includes an analysis of AM and PM peak hour traffic conditions for seven (7) signalized intersections in the immediate vicinity of the project site. Project impacts on other transportation facilities, such as bicycle and pedestrian facilities, were determined based on engineering judgment.

## Project Trip Generation

The trip generation rates detailed in the *San Jose Traffic Impact Analysis Handbook* (November 2009) and the trip rates published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 10th Edition (*2017) were both used to estimate the project trip generation. After applying the appropriate trip generation rates, trip reductions, and existing use trip credits, the proposed project would generate 321 new daily vehicle trips, with 53 new trips occurring during the AM peak hour and 25 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by ITE and City of San Jose, the project would produce 5 new inbound trips and 48 new outbound trips during the AM peak hour, and 15 new inbound trips and 10 new outbound trips during the PM peak hour.

## Project Intersection Level of Service Results

The results of the intersection level of service analysis show that, based on the City of San Jose significant impact criteria, none of the signalized study intersections would be significantly impacted by the project (see Table ES-1).

**Table ES-1**
**Intersection Level of Service Summary**

| Study Number | Intersection | Peak Hour | Count Date | Existing Avg. Delay (sec.) | Existing LOS | Existing + Project Avg. Delay (sec.) | Existing + Project LOS | Background Avg. Delay (sec.) | Background LOS | Background + Project Avg. Delay (sec.) | Background + Project LOS | Incr. In Crit. Delay (sec.) | Incr. In Crit. V/C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Meridian Av & Park Av | AM | 05/18/17 | 23.4 | C | 23.4 | C | 23.8 | C | 23.8 | C | 0.0 | 0.002 |
| | | PM | 05/18/17 | 20.9 | C | 21.0 | C | 21.0 | C | 21.0 | C | 0.0 | 0.002 |
| 2 | Race St & Park Av | AM | 05/18/17 | 15.2 | B | 15.2 | B | 15.8 | B | 15.8 | B | 0.0 | 0.001 |
| | | PM | 05/18/17 | 19.4 | B | 19.6 | B | 20.1 | C | 20.3 | C | 0.3 | 0.009 |
| 3 | Sunol St & Park Av | AM | 05/18/17 | 7.8 | A | 7.7 | A | 9.3 | A | 9.3 | A | 0.0 | 0.000 |
| | | PM | 05/18/17 | 10.6 | B | 10.7 | B | 11.6 | B | 11.6 | B | 0.0 | 0.002 |
| 4 | Meridian Av & San Carlos St * | AM | 05/18/17 | 37.2 | D | 37.6 | D | 39.2 | D | 39.6 | D | 0.1 | 0.003 |
| | | PM | 05/18/17 | 47.1 | D | 47.6 | D | 53.5 | D | 54.1 | D | 0.7 | 0.005 |
| 5 | Race St & San Carlos St | AM | 05/18/17 | 36.8 | D | 36.7 | D | 37.1 | D | 36.9 | D | -0.4 | -0.005 |
| | | PM | 05/18/17 | 41.5 | D | 41.7 | D | 43.1 | D | 42.9 | D | 0.1 | -0.003 |
| 6 | Lincoln Av & San Carlos St * | AM | 05/18/17 | 31.9 | C | 32.0 | C | 34.3 | C | 34.4 | C | 0.1 | 0.001 |
| | | PM | 05/18/17 | 34.8 | C | 34.9 | C | 37.6 | D | 37.7 | D | 0.2 | 0.000 |
| 7 | Sunol St & San Carlos St | AM | 05/18/17 | 12.8 | B | 12.8 | B | 15.0 | B | 15.0 | B | 0.0 | -0.001 |
| | | PM | 05/18/17 | 13.8 | B | 13.9 | B | 16.4 | B | 16.4 | B | 0.0 | -0.002 |

Notes:
* Denotes a City of San Jose Protected Intersection

## Other Transportation Issues

The site plan shows adequate site access and no significant traffic operational issues are expected to occur as a result of the project. The project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area. Thus, no project sponsored improvements are recommended.

Hexagon has provided the following recommendations resulting from the site access and circulation evaluation.

### Project Recommendations

- Work with City staff to determine the appropriate location and size for an on-street freight loading area to serve the project. The current site plan does not identify a freight loading area.
- Remove the unsignalized mid-block crossing on Race Street. City staff have confirmed that removal of the mid-block crossing is appropriate.
- Provide at least 54 motorcycle parking spaces (52 for the residential use and 2 for the retail use) in order to meet the City's parking requirement.
- Provide at least 52 bicycle parking spaces (32 long-term spaces and 20 short-term spaces) for the residential use, and 3 short-term bicycle parking spaces (i.e., back rack) for the retail/commercial use to meet the City requirement. Providing adequate bicycle parking will encourage the use of non-auto modes of travel and allow the project to qualify for an off-street vehicle parking reduction.
- Coordinate with the City of San Jose Planning Department to determine if the project will be required to provide off-street parking for the small retail component of the project.

### Project Alternative 2 Recommendations

In addition to the recommendations listed above, the following improvements would need to be implemented should the project choose to move forward with development of alternative 2 (site access via Race Street).

- Lengthen the southbound left-turn pocket at the Race Street/San Carlos Street intersection by 50 feet, thereby providing a total of 175 feet of vehicle storage. Lengthening the turn pocket to provide additional vehicle storage would require the removal of on-street parking and restriping.
- Reduce the proposed Race Street driveway width from 32 feet to 26 feet per the City of San Jose standard for residential driveways.
- Coordinate with City staff to determine the appropriate location and size for an on-street freight loading area. The current site plan does not identify a freight loading area.

## Senior Housing Option

The project applicant is considering substituting as many as 90 of the 206 multi-family residential units with senior housing units. Senior housing generates fewer peak hour vehicle trips than typical multi-family residential housing. Thus, if the project were to substitute any number of multi-family residential units with the same number of senior housing units, the project's traffic impact would be less.

# 1. Introduction

This report presents the results of the Transportation Impact Analysis (TIA) prepared for a proposed mixed-use development in San Jose, California. The project site is located on the west side of Race Street between W. San Carlos Street and Park Avenue (see Figure 1). The project involves removing the existing uses on the site and constructing a mixed-use residential development with 206 multi-family residential units and up to 8,500 square feet (s.f.) of commercial/retail space. The existing uses to be removed include 9,000 square feet (s.f.) of office space, 7 single-family homes, 3 apartments, an 8,000 s.f. restaurant and market, a 12,000 s.f. florist, and a 250 s.f. barber shop. Access to the site would be provided via one full-access driveway on Grand Avenue. The project would remove five existing driveways on Race Street and five existing driveways on Grand Avenue.

### Project Alternatives

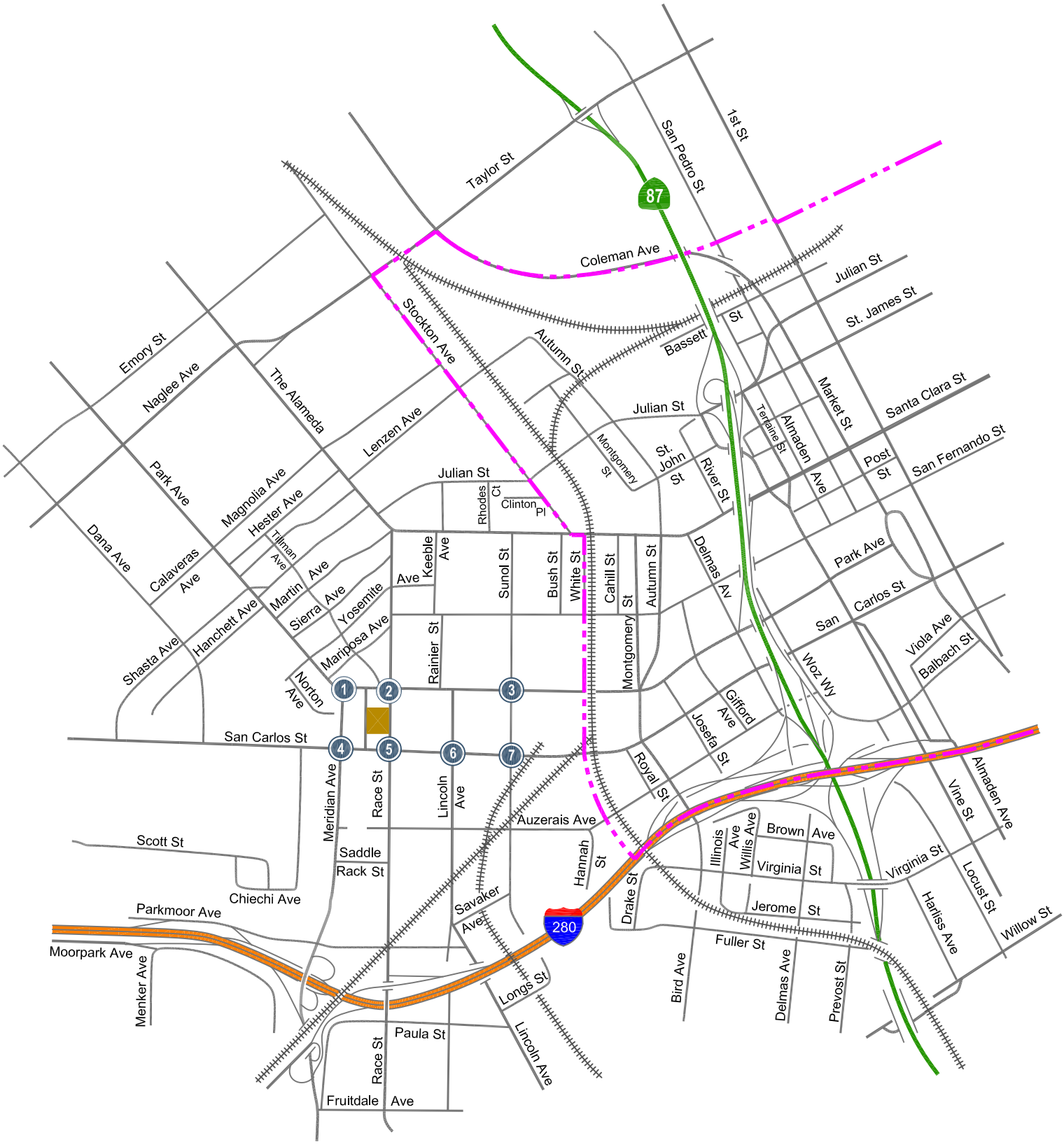
In addition to the proposed project described above, this report also presents the results of two project alternatives. Project Alternative 1, hereafter referred to as Alternative 1, would include 206 multi-family residential units, no commercial/retail space, and would have a full-access driveway on Grand Avenue. Project Alternative 2, hereafter referred to as Alternative 2, would include 206 multi-family residential units, up to 8,500 s.f. of commercial/retail space along the project frontage on Race Street, and would have a full-access driveway on Race Street.

## Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. Since the project site is located outside the downtown core area, as defined by the City's 2040 General Plan, the project is subject to the City's Transportation Level of Service Policy (Council Policy 5-3). An analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) requirements was not necessary because the project would generate fewer than 100 net peak hour vehicle trips. The traffic study includes an analysis of AM and PM peak hour traffic conditions for seven (7) signalized intersections in the immediate vicinity of the project site. Project impacts on other transportation facilities, such as bicycle and pedestrian facilities, were determined based on engineering judgment.

### Study Intersections

1. Meridian Avenue and Park Avenue
2. Race Street and Park Avenue
3. Sunol Street and Park Avenue
4. Meridian Avenue and W. San Carlos Street (Protected Intersection)




LEGEND

= Project Site Location

= Study Intersection

= Downtown Strategy Project Area

**Figure 1**

**Site Location and Study Intersections**

5. Race Street and W. San Carlos Street
6. Lincoln Avenue and W. San Carlos Street (Protected Intersection)
7. Sunol Street and W. San Carlos Street

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Traffic conditions were evaluated for the following scenarios:

**Scenario 1:** *Existing Conditions.* Existing traffic volumes at all 7 signalized study intersections were obtained from new traffic counts conducted in May of 2017. The study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology. The new intersection count data are included in Appendix A.

**Scenario 2:** *Existing plus Project Conditions.* Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

**Scenario 3:** *Background Conditions.* Background traffic volumes reflect traffic added by nearby approved projects that are not yet completed or occupied. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trip Inventory (ATI), which is included in Appendix B.

**Scenario 4:** *Background plus Project Conditions.* Projected near-term peak hour traffic volumes with the project 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 based on the City of San Jose's Level of Service Policy.

**Scenario 5:** *Background Plus Project Alternative 1 Conditions.* Projected near-term peak hour traffic volumes for project alternative 1 were estimated by adding to background traffic volumes the additional traffic generated by project alternative 1. Background plus project alternative 1 conditions were evaluated relative to background conditions to determine potential impacts due to project alternative 1.

**Scenario 6:** *Background Plus Project Alternative 2 Conditions.* Projected near-term peak hour traffic volumes for project alternative 2 were estimated by adding to background traffic volumes the additional traffic generated by project alternative 2. Background plus project alternative 2 conditions were evaluated relative to background conditions to determine potential impacts due to project alternative 2.

## City of San Jose Protected Intersections

Two of the intersections that are analyzed in this study are identified as Protected Intersections in the City's Transportation Level of Service Policy, Council Policy 5-3. Protected intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting transportation system improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will identify the specific offsetting improvements, which should be agreed upon by the community. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages.

The City of San Jose LOS Policy has established that the value of offsetting improvements should equal $2,920 per net peak hour trip generated by the project for one protected intersection impact, and $4,380 per net peak hour project trip for two or more protected intersection impacts. For the purpose of determining the Protected Intersection LOS impact value, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate credits have been applied.

## Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. 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, the City of San Jose, and field observations. The following data were collected from these sources:

- existing traffic volumes
- approved project trips
- existing intersection lane configurations
- signal timing and phasing

### Level of Service Standards and Analysis Methodologies

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 various analysis methods are described below.

#### City of San Jose Signalized Intersections

The City of San Jose level of service methodology for signalized intersection is the *2000 Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersection is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

**Table 1**
**Signalized Intersection Level of Service Definitions Based on Control 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 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 lenghts, 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) p10-16.

## General Plan Transportation Policies

The Circulation Element of the Envision San Jose 2040 General Plan includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. San Jose's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel while reducing motor vehicle trips to increase the City's share of travel by alternative transportation modes.
- Promote San Jose as a walking and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

## Report Organization

The remainder of this report is divided into eight chapters. Chapter 2 describes the existing roadway network, transit services, and pedestrian and bicycle facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions, and describes the project's impact on the near-term transportation system. Chapter 6 describes non-level of service operational issues associated with the proposed project. Chapter 7 presents the intersection operations under background plus project alternative 1 conditions, describes the impact of alternative 1 on the near-term transportation system, and reviews the alternative 1 access and traffic operations. Chapter 8 presents the intersection operations under background plus project alternative 2 conditions, describes the impact of alternative 2 on the near-term transportation system, and reviews the alternative 2 access and traffic operations. Chapter 9 presents the conclusions of the traffic study.

# 2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit service, and pedestrian and bicycle facilities.

## Existing Roadway Network

Regional access to the study area is provided by SR 87 and I-280. Local access to the study area is provided via San Carlos Street, Park Avenue, Meridian Avenue, Race Street, Lincoln Avenue, Sunol Street, and Grand Avenue. These facilities are described below.

*SR 87* is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Site access to and from SR 87 is provided via Park Avenue and Auzerais Avenue.

I-*280* extends from US 101 in San Jose to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway in the vicinity of downtown San Jose. The section of I-280 just north of the Bascom Avenue over-crossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Site access to and from I-280 is provided via freeway ramps at Parkmoor Avenue, Race Street, Meridian Avenue and Bird Avenue.

*San Carlos Street* is an east-west four-lane Main Street that extends from San Jose State University westward, ultimately becoming Stevens Creek Boulevard west of Bascom Avenue. The City of San Jose identifies Main Streets as roadways serving major commercial and residential corridors, with primary routes for public transit services. Land uses located along San Carlos Street are generally commercial, with parking provided on both sides of the street in most areas. East of Delmas Avenue, San Carlos Street is a four-lane road with light rail transit (LRT) tracks running through the median. These tracks support VTA trains 901 (Santa Teresa-Alum Rock line) and 902 (Mountain View-Winchester line). West of Delmas Avenue, San Carlos Street is a four-lane road with a raised median island and left-turn pockets at some intersections. San Carlos Street is grade separated where it passes over the Southern Pacific Railroad tracks. San Carlos Street has a posted speed limit of 35 mph within the study area and provides access to the project site via Race Street. Sidewalks are located on both sides of the street in the study area.

*Park Avenue* is a Local Connector Street in the vicinity of the project site providing direct access to SR 87. Park Avenue extends east to west from Market Street to Meridian Avenue where it bends to the north, terminating at Santa Clara University. Between Market Street and Delmas Avenue, Park Avenue

consists of four lanes. Park Avenue narrows to two lanes between Delmas Street and Montgomery Street, and widens back to four lanes from Montgomery Street to Sunol Street. Park Avenue consists of two lanes from Sunol Street to its terminus at Santa Clara University. Land uses located along Park Avenue are predominantly residential and commercial. Park Avenue has a posted speed limit of 30 mph and provides site access via Race Street. Park Avenue has Class II bike lanes west of Race Street and between Sunol Street and S. Market Street, and has sidewalks on both sides of the street.

*Meridian Avenue* is a two- to four-lane north/south City Connector Street that runs from Camden Avenue in South San Jose northward to Park Avenue, where it terminates. Automobiles, bicycles, pedestrians and trucks are prioritized equally on City Connector Streets. Within the study area, Meridian Avenue has a posted speed limit of 35 mph. Meridian Avenue provides access to and from I-280, and intersects W. San Carlos Street and Park Avenue. Sidewalks are located on both sides of the street.

*Race Street* is a two-lane Local Connector Street extending from The Alameda to just south of I-280, where it becomes Cherry Avenue. Automobiles, bicycles, pedestrians and trucks are prioritized equally on Local Connector Streets. The posted speed limit on Race Street is 25 mph north of San Carlos Street, and 30 mph south of San Carlos Street. Race Street has a partial interchange (northbound off-ramp) with I-280 and provides direct access to the site. Race Street has Class II bike lanes between Auzerais Avenue and Parkmoor Avenue, and has sidewalks on both sides of the street.

*Lincoln Avenue* is a north-south Local Connector Street surrounded by a mix of commercial, light industrial and residential land uses in the study area. South of I-280, Lincoln Avenue is a Main Street. Main Streets support many transportation modes, with significant emphasis given to pedestrian activity. Lincoln Avenue consists of four lanes and has a posted speed limit of 35 mph south of San Carlos Street. North of San Carlos Street, Lincoln Avenue consists of two lanes and has a posted speed limit of 25 mph. Sidewalks are located on both sides of Lincoln Avenue.

*Sunol Street* is a north-south two-lane Local Connector Street that extends from The Alameda south to Savaker Street near I-280. Sunol Street serves a mix of residential, commercial and light industrial land uses. Sunol Street has a posted speed limit of 25 mph and has sidewalks on both sides of the street.

*Grand Avenue* is a short north-south two-lane Local Connector Street that connects W. San Carlos Street and Park Avenue. It serves as the western boundary of the project site. Grand Avenue serves a mix of residential, commercial and light industrial land uses. Grand Avenue has a posted speed limit of 25 mph and has sidewalks on both sides of the street.

## Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the need of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

### Existing Pedestrian Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the study area. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections near the project site. Overall, the existing network of sidewalks and crosswalks in the immediate vicinity of the project site has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the study area.

Note that the nearby signalized intersection of Race Street and W. San Carlos Street does not meet the current ADA design standards, which include wheel chair ramps with truncated domes at all

corners/curb cuts. Truncated domes are the current standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. While the intersection does not meet the current ADA design standards, the existing ramps complied with ADA standards at the time they were constructed.

### Unsignalized Crosswalk on Race Street

A marked mid-block pedestrian crosswalk with standard signage is currently provided along the project frontage on Race Street. However, since curb ramps are not provided on either side, the crosswalk is not ADA compliant. Standard curb ramps with pavement markings and truncated domes should be provided at this unsignalized pedestrian crossing. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Pedestrian and bicycle crossings at the mid-block crosswalk on Race Street were counted on May 18, 2017, to determine the crosswalk usage during the AM and PM peak commute periods of traffic. Note that in the study area, the AM peak hour of traffic occurs from 7:30 - 8:30 AM, and the PM peak hour of traffic occurs from 5:00 - 6:00 PM. The counts showed that 11 pedestrians crossed Race Street at the mid-block crosswalk during the AM peak hour, and 6 pedestrians used the crosswalk on Race Street during the PM peak hour. Thus, this mid-block crosswalk experiences very low pedestrian usage during the AM and PM peak periods of traffic.

## Existing Bicycle Facilities

The following roadway segments near the project site include Class II striped bike lanes:

- Race Street between Auzerais Avenue and Parkmoor Avenue (¼ mile south of the project site),
- Park Avenue west of Race Street, and between Sunol Street and S. Market Street, and
- Auzerais Avenue between Bird Avenue and Drake Street (westbound only).

Shared bike routes, or Sharrows, are present on Auzerais Avenue between Race Street and Delmas Avenue. Sharrows are painted shared lane markings on a road that indicate to motorists that bicyclists may use the full travel lane. According to the City of San Jose Bike Master Plan bike lanes are planned on Auzerais Avenue between Woz Way and Meridian Avenue.

A connection to the northern segment of the Los Gatos Creek Trail system is located approximately ½ mile east of the project site, with access provided via Auzerais Avenue. The off-street trail begins at San Carlos Street and extends south. From San Carlos Street, the Guadalupe River multi-use trail system can be accessed. The Guadalupe River trail is an 11-mile trail that runs through San Jose along the Guadalupe River and is shared with pedestrians and separated from motor vehicle traffic. The Guadalupe River trail is a continuous Class I bikeway from Curtner Avenue in the south to SR 237 in the north.

## Existing Transit Services

Existing transit services in the study area are provided by the VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. These transit services are described below. The transit stations and local VTA bus lines near the project site are shown on Figure 2.

### VTA Bus Service

The VTA bus lines that operate within the study area are listed in Table 2, including their terminus points, closest scheduled stop, and commute hour headways. Local route 63 stops on Race Street just south of the project site. Local routes 23 and 81, as well as limited stop route 323, all stop on San Carlos Street south of the project site.

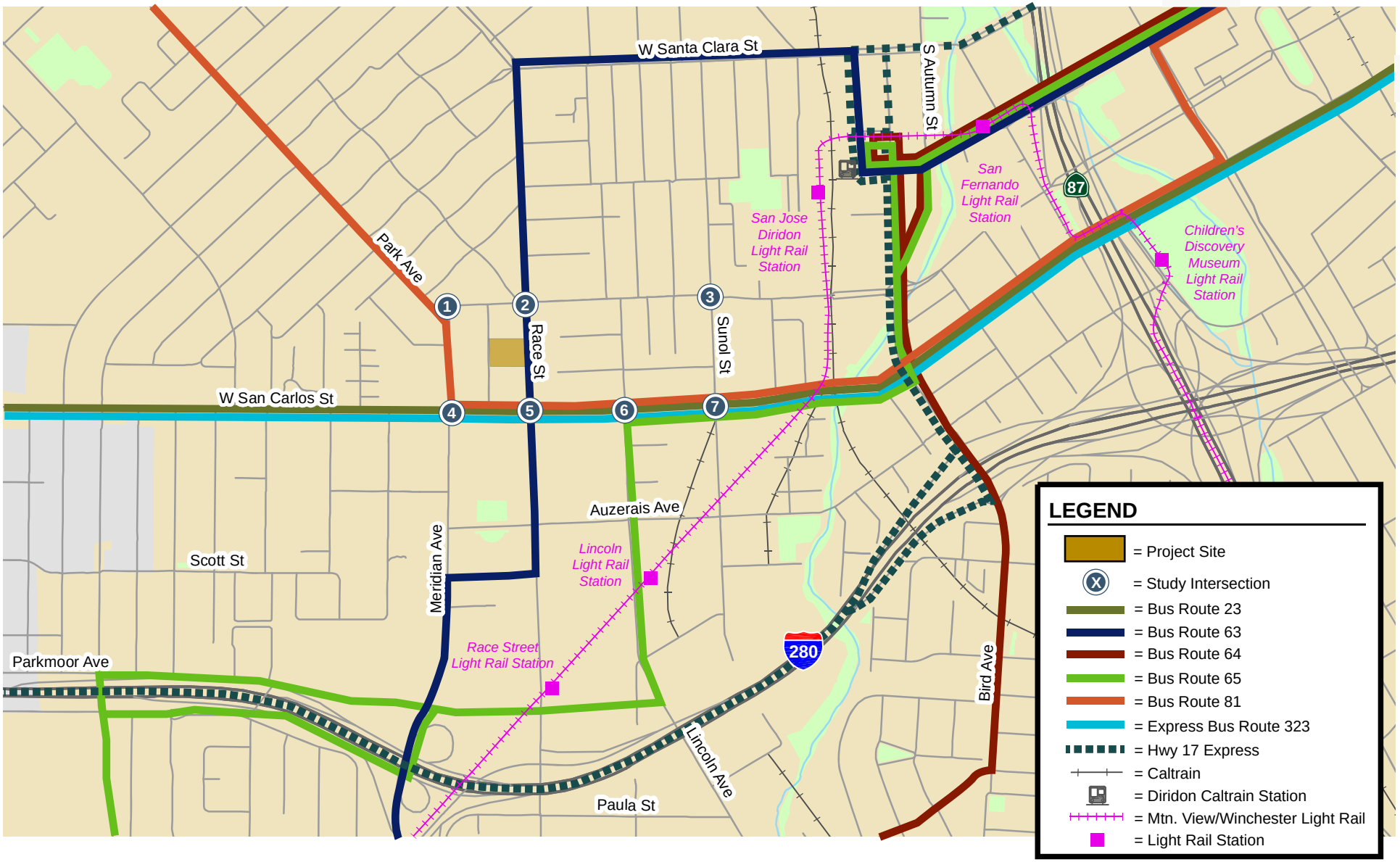



**Figure 2**
**Existing Transit Services**



NORTH
Not to Scale

**Table 2**
**Existing VTA Bus Service**

| Bus Route | Route Description | Closest Stop | Weekday Hours of Operation | Headway[1] |
|---|---|---|---|---|
| Local Route 23 | DeAnza College to Alum Rock Transit Center | Race/San Carlos | 5:30am - 1:30am | 10 - 15 min |
| Local Route 63 | Almaden Expwy & Camden Ave to SJSU | Race/San Carlos | 6:15am - 10:25pm | 30 min |
| Local Route 64 | Almaden LRT Station to McKee & White via Downtown | Bird/San Carlos | 5:30am - 11:20pm | 15 - 30 min |
| Local Route 65 | Kooser Rd/Meridian Ave to 13th St/Hedding St | Lincoln/San Carlos | 6:10am - 7:15pm | 45 min |
| Local Route 81 | San Jose State University to Vallco Shopping Center | Race/San Carlos | 6:15am - 9:00pm | 30 min |
| Limited Stop Route 323 | Downtown San Jose to De Anza College | Race/San Carlos | 6:20am - 7:20pm | 10 - 15 min |
| Hwy 17 Express | Downtown Santa Cruz/Scotts Valley to Downtown SJ | Bird/San Carlos | 4:45am - 11:35pm | 10 - 30 min |

Notes:
[1] Approximate headways during commute periods.

## VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

The Mountain View-Winchester LRT line (route 902) and Santa Teresa-Alum Rock LRT line (route 901) stop at the San Jose Diridon Station, located approximately ½ mile from the project site. The San Jose Diridon Station is also served by Caltrain, ACE, and Amtrak. These rail services are described below.

## Caltrain Service

The San Jose Diridon Station is served by Caltrain. Caltrain provides commuter rail service between San Francisco and Gilroy, and currently operates 92 weekday trains that carry about 58,500 riders on an average weekday. The Diridon station provides 581 parking spaces, as well as 16 bike racks and 48 bike lockers. Trains stop frequently at the Diridon station between 4:30 AM and 10:30 PM in the northbound direction, and between 6:28 AM and 1:34 AM in the southbound direction. Caltrain provides passenger train service seven days a week, and provides extended service to Morgan Hill and Gilroy during commute hours.

## Altamont Commuter Express Service

The Altamont Commuter Express (ACE) provides commuter passenger train service across the Altamont between Stockton and San Jose, including stops in Tracy and Pleasanton, during the weekdays. ACE stops at the San Jose Diridon station four times during both the morning and evening commute hours. ACE trains stop at the Diridon station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

### Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon station seven times during the weekdays between 6:40 AM and 7:15 PM.

### Bus Rapid Transit (BRT)

A BRT project is currently under construction and consists of improvements in technology and infrastructure, as well as new specialized vehicles, that will allow transit riders on the Rapid 522 and Limited 323 routes to travel faster and more comfortably with more frequent service and better on-time reliability. The Stevens Creek BRT project will upgrade the Limited 323 service that currently travels along Stevens Creek Boulevard and San Carlos Street between De Anza College in Cupertino and the Downtown San Jose Transit Mall. The BRT vehicles will also travel east to the Eastridge Transit Center along the Santa Clara-Alum Rock corridor. The BRT project includes a combination of dedicated bus lanes with median platforms along Alum Rock Avenue, shared bus lanes with curbside platform bulb outs along Santa Clara Street, and transit signal priority at all intersections within the system. A BRT stop will be provided just 400 feet south of the project site on W. San Carlos Street at Race Street. BRT lines will provide service at each stop every 10 minutes during the weekday commute periods.

## Future Transit Services

### Bay Area Rapid Transit (BART) Phase II Project

Phase II of VTA's BART Silicon Valley Extension project will include a 6-mile-long subway tunnel through downtown San Jose, and will extend the BART system from the Berryessa Extension terminus (Phase I). The Phase II project includes the addition of four BART stations including the Alum Rock, Downtown San Jose, Diridon, and Santa Clara stations. The BART extension will travel through downtown beneath Santa Clara Street, and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Passenger service for the Phase II Project is planned to begin in 2025.

The Diridon BART Station would be located in the area of the Diridon Caltrain Station. The proposed Diridon BART Station would be located underground between Los Gatos Creek (to the east) and the Diridon Caltrain Station (to the west) and south of/parallel to West Santa Clara Street. The existing VTA bus transit center at the Diridon Station would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. A kiss-and-ride facility would be located at the Diridon Station along Cahill Street.

Access to the Diridon BART Station would be provided from W. Santa Clara Street at Cahill and Autumn Streets from the north. Access from the south would be provided via W. San Fernando Street. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center.

### California High-Speed Rail (HSR) Phase I Project

Phase I of the California HSR project will provide passenger high-speed rail service connecting San Jose to the state's major cities in the Bay Area, Central Valley, and Los Angeles Basin. Functioning as the Silicon Valley stop, the HSR project will travel through downtown San Jose and include a HSR stop at Diridon Station. Passenger service operations between Silicon Valley and the Central Valley is planned to begin in 2025.

## Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 3.

## Existing Traffic Volumes

Existing traffic volumes were obtained from new peak hour turning movement counts conducted in May of 2017. The existing peak hour intersection volumes are shown on Figure 4.

New intersection turning-movement counts conducted for this analysis are included in Appendix A.

## Existing Intersection Levels of Service

The results of the intersection level of service analysis show that, measured against the City of San Jose level of service standards, all the signalized study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic (see Table 3).

The intersection level of service calculation sheets are included in Appendix D.

**Table 3**
**Existing Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Count Date | Avg. Delay (sec.) | LOS |
|---|---|---|---|---|---|
| 1 | Meridian Av & Park Av | AM | 05/18/17 | 23.4 | C |
| | | PM | 05/18/17 | 20.9 | C |
| 2 | Race St & Park Av | AM | 05/18/17 | 15.2 | B |
| | | PM | 05/18/17 | 19.4 | B |
| 3 | Sunol St & Park Av | AM | 05/18/17 | 7.8 | A |
| | | PM | 05/18/17 | 10.6 | B |
| 4 | Meridian Av & San Carlos St * | AM | 05/18/17 | 37.2 | D |
| | | PM | 05/18/17 | 47.1 | D |
| 5 | Race St & San Carlos St | AM | 05/18/17 | 36.8 | D |
| | | PM | 05/18/17 | 41.5 | D |
| 6 | Lincoln Av & San Carlos St * | AM | 05/18/17 | 31.9 | C |
| | | PM | 05/18/17 | 34.8 | C |
| 7 | Sunol St & San Carlos St | AM | 05/18/17 | 12.8 | B |
| | | PM | 05/18/17 | 13.8 | B |

Notes:
* Denotes a City of San Jose Protected Intersection

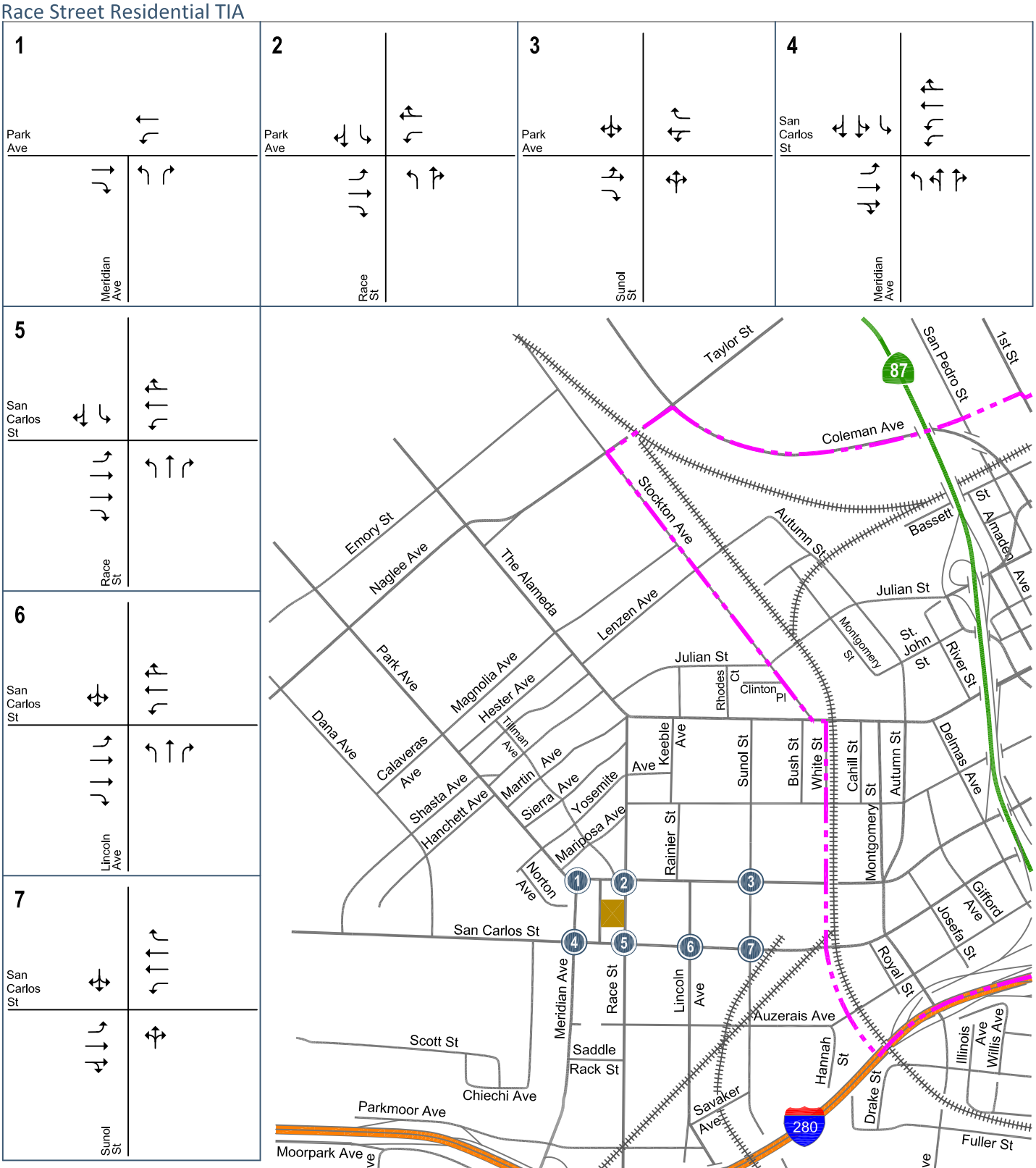



**Figure 3**
**Existing Lane Configurations**

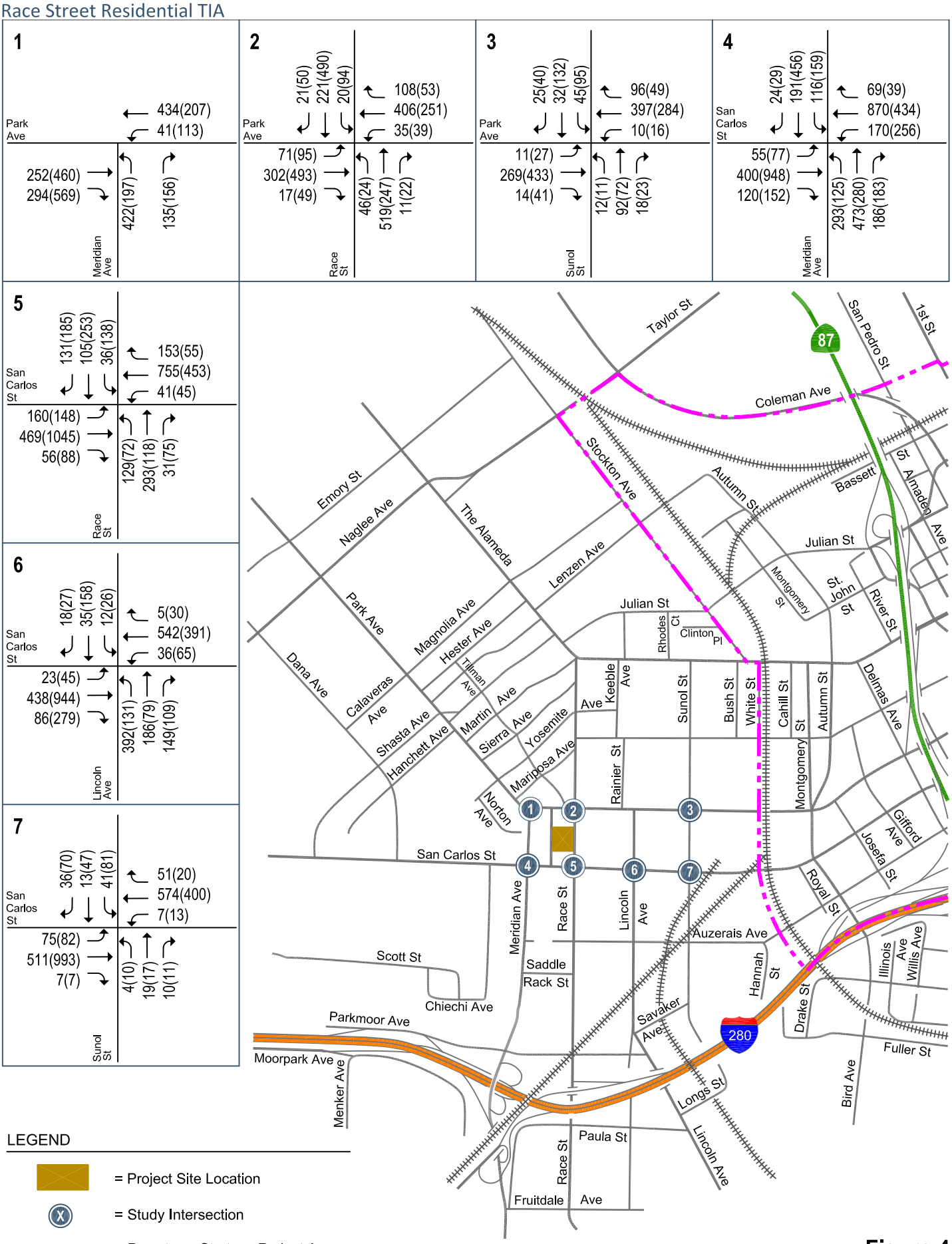



**Figure 4**
**Existing Traffic Volumes**

## Observed Existing Traffic Conditions

Traffic conditions were observed in the field at each study intersection 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 level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect actual existing traffic conditions. The field observations occurred on Thursday, June 22, 2017 during the AM peak period (7:00-9:00 AM) and during the PM peak period (4:00-6:00 PM). Note that the field observations occurred during the summer when schools were not in session.

AM and PM field observations revealed that overall the study intersections operate well, and the level of service calculations accurately reflect existing conditions. However, field observations revealed that some minor operational problems currently occur during the AM and/or PM peak hours that may not be reflected in the intersection level of service calculations, as indicated below.

### Race Street and Park Avenue

There were no traffic operational deficiencies observed during the AM peak hour.

During the PM peak hour, the vehicles that queued within the shared through/right-turn lanes on each approach would often block access to the left-turn pockets. However, the queues would clear with each signal cycle and the left-turn vehicles were able to complete their movement due to the permitted left-turn phasing for each approach.

### Sunol Street and San Carlos Street

There were no traffic operational deficiencies observed during the AM peak hour.

During the PM peak hour, the eastbound through movement vehicle queue would frequently fail to clear the intersection in one signal cycle length. Eastbound vehicles queues extended approximately 400 feet, and it usually took vehicles two or three cycles to clear the intersection. The signal cycle failures that occurred were due to the long eastbound vehicle queues that developed at the downstream Bird Avenue/San Carlos Street intersection and extended back over the San Carlos Street bridge toward Sunol Street.

### Race Street and San Carlos Street

There were no traffic operational deficiencies observed during the AM peak hour.

During the PM peak hour observation period, the long southbound vehicle queues on Race Street would often fail to clear the intersection in one signal cycle length. The southbound left-turn pocket is short, and many vehicles are unable to enter the left-turn pocket due to the long vehicle queues that develop within the single southbound travel lane on Race Street.

There were no traffic operational deficiencies observed during either the AM or PM peak hours at any of the other study intersections.

# 3.
# Existing Plus Project Conditions

This chapter describes the existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other 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 process.

## Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

## Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were 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 traveling to and from the project site was estimated for the AM and PM peak hours. As part of the trip distribution, the directions to and from which the project trips would travel were estimated. In the trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

### Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. 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. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation resulting from new development proposed within the City of San Jose typically are estimated using either the trip rates detailed in the *San Jose Traffic Impact Analysis Handbook* (November 2009), or the trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). Both sources for trip generation rates were utilized in this traffic study.

#### Trip Reductions

A mixed-use development with complementary land uses such as residential and retail will generate and attract trips internally between the uses. Thus, the number of vehicle trips generated for each use may be reduced, since a portion of the trips would not require entering or exiting the site. The VTA's *Congestion Management Program Transportation Impact Analysis Guidelines* (October 2014) indicates

a trip reduction of up to 15 percent is allowed for residential and retail mixed-use developments. The reduction is first applied to the smaller of the two complimentary trip generators (retail use), and the same number of trips is then subtracted from the larger trip generator (residential use) to account for both trip ends.

A retail pass-by trip reduction of 25 percent (typical for Santa Clara County) also can be applied to the net peak hour trip generation estimates for the retail space. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the background 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 uses, but is already part of the ambient traffic levels.

## Existing Trip Credits

Trips that are generated by existing occupied uses can be subtracted from the gross project trip generation estimates. Accordingly, trip credits were applied to account for the mix of land uses that would be removed as part of the project. The trip credits are based on trip generation counts of the existing occupied uses conducted on May 31, 2017.

## Net Project Trips

After applying the ITE and City of San Jose trip rates to the proposed residential and retail uses, and applying the trip credits associated with the existing occupied uses, the project would generate 1,097 new daily vehicle trips, with 61 new trips occurring during the AM peak hour and 87 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual* and the *San Jose Traffic Impact Analysis Handbook*, the project would produce 12 new inbound and 49 new outbound trips during the AM peak hour, and 58 new inbound and 29 new outbound trips during the PM peak hour (see Table 4).

**Table 4**
**Project Trip Generation Estimates Under Existing Plus Project Conditions**

| | | | | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Size | | Daily Rate | Daily Trips | Pk-Hr Rate | In | Out | Total | Pk-Hr Rate | In | Out | Total |
| **Proposed Uses** | | | | | | | | | | | | |
| Apartments [1] | 206 | units | 5.44 | 1,121 | 0.36 | 19 | 55 | 74 | 0.44 | 56 | 35 | 91 |
| *Residential & Retail Internal Capture (15%)* [3] | | | | *(51)* | | *(1)* | *(1)* | *(2)* | | *(2)* | *(2)* | *(4)* |
| Strip Retail / Commercial [2] | 8,500 | s.f. | 40.00 | 340 | 1.20 | 8 | 3 | 11 | 3.60 | 15 | 15 | 30 |
| *Residential & Retail Internal Capture (15%)* [3] | | | | *(51)* | | *(1)* | *(1)* | *(2)* | | *(2)* | *(2)* | *(4)* |
| *Retail Pass-By Reduction (25%)* [4] | | | | *(72)* | | *(1)* | *(1)* | *(2)* | | *(3)* | *(3)* | *(6)* |
| Project Subtotal: | | | | 1,287 | | 24 | 55 | 79 | | 64 | 43 | 107 |
| **Existing Occupied Uses** | | | | | | | | | | | | |
| SF Homes, Foster Care Facility, Barber Shop, Warehouse [5] | | | -- | (190) | -- | (12) | (6) | (18) | -- | (6) | (14) | (20) |
| **Net New Trips:** | | | | **1,097** | | **12** | **49** | **61** | | **58** | **29** | **87** |

Notes:
[1] Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition* , for Multifamily Housing Mid-Rise (Land Use 221) located in a General Urban/Suburban setting. Rates are expressed in trips per unit.
[2] Trip generation based on "Specialty Retail/Strip Commercial" rates contained in the *San Jose Traffic Impact Analysis Handbook, November 2009* . Rates are expressed in trips per 1,000 square feet (s.f.)
[3] A 15% residential/retail mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller generator (retail). The same number of trips were subtracted from the larger generator (residential) to account for both trip ends.
[4] A typical 25% pass-by trip reduction was applied to the retail component of the project.
[5] Trips generated by existing occupied uses are based on counts conducted on Wednesday, May 31, 2017. Existing occupied uses include 7 single-family homes, a barber shop, a foster care facility currently operating in a 9,000 s.f. office building, and a 12,000 s.f. warehouse.

### Trip Distribution

The trip distribution patterns for the project were developed based on existing travel patterns on the surrounding roadway system, trip distributions developed for projects with similar uses in the study area, and the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 5.

### Trip Assignment

The net peak hour vehicle trips associated with the proposed project (see Figure 6) were added to the transportation network in accordance with the distribution pattern. The peak hour trips shown in Figure 6 represent trips generated by the project minus trips generated by the existing occupied uses to be removed. Note that although Race Street serves as the eastern boundary of the site, Race Street would not provide vehicular access to the site. The site plan shows that all project-generated trips would enter and exit the project site via a single full-access driveway on Grand Avenue. Note that since there is a raised center median on West San Carlos Street, left turns to and from Grand Avenue are not possible. The trip assignment reflects these turn restrictions.

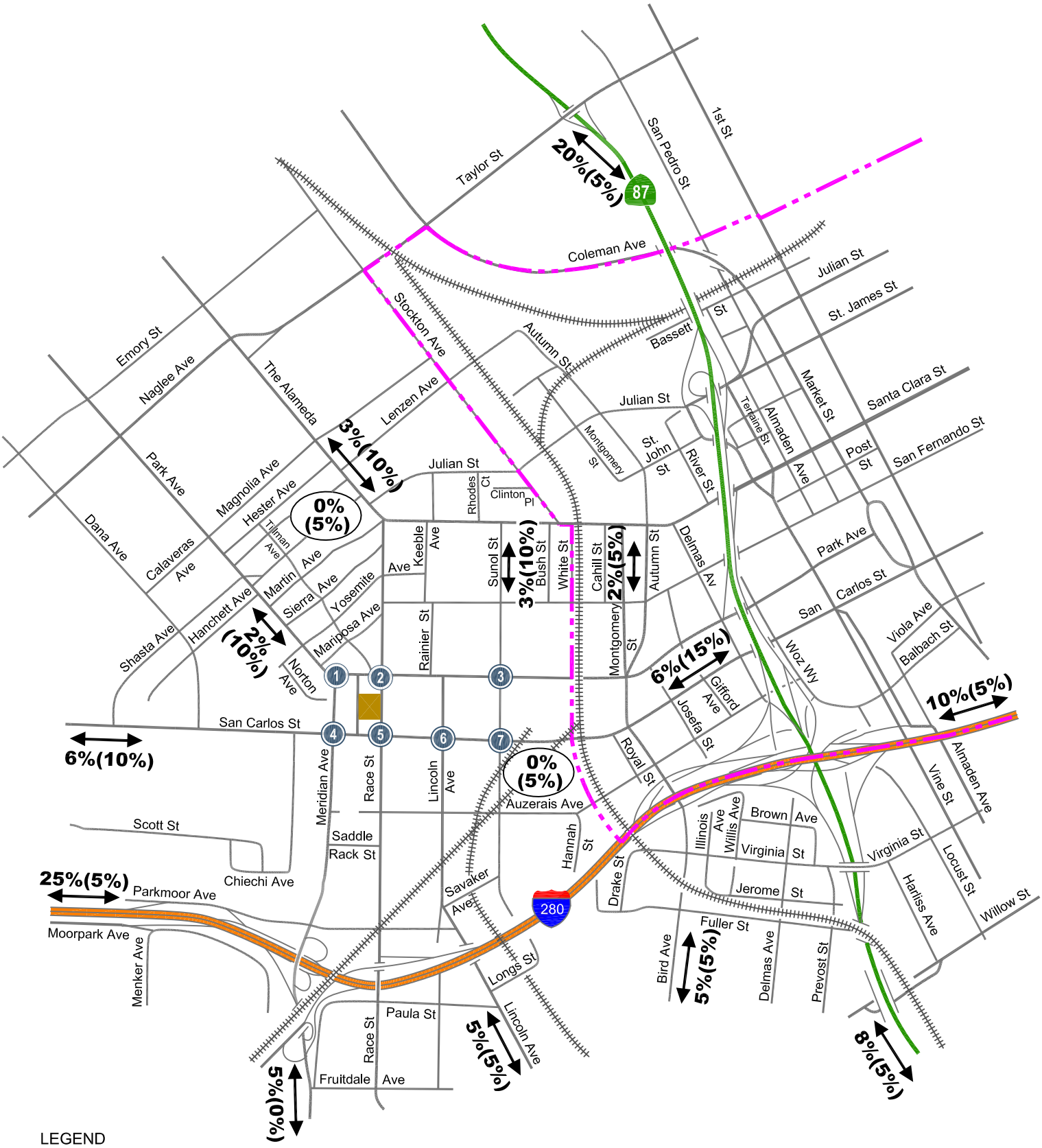
## Existing Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 7). Traffic volumes for all components of traffic are tabulated in Appendix C.

## Existing Plus Project Intersection Analysis

The results of the intersection level of service analysis under existing plus project conditions show that, measured against the City of San Jose level of service standards, all the signalized study intersections would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic (see Table 5). The intersection level of service calculation sheets are included in Appendix D.

Note that the existing plus project condition intersection analysis is provided for informational purposes only. The City of San Jose's Transportation Level of Service Policy (Council Policy 5-3) does not include impact criteria for the existing plus project traffic scenario. Based on the Policy, traffic related impacts in the City of San Jose are determined based on comparing background plus project traffic conditions to background (baseline) traffic conditions.




LEGEND

= Project Site Location

= Study Intersection

= Downtown Strategy Project Area

XX%(XX%) = Residential (Retail) Project Trip Distribution Patterns

**Figure 5**
**Project Trip Distribution Patterns**

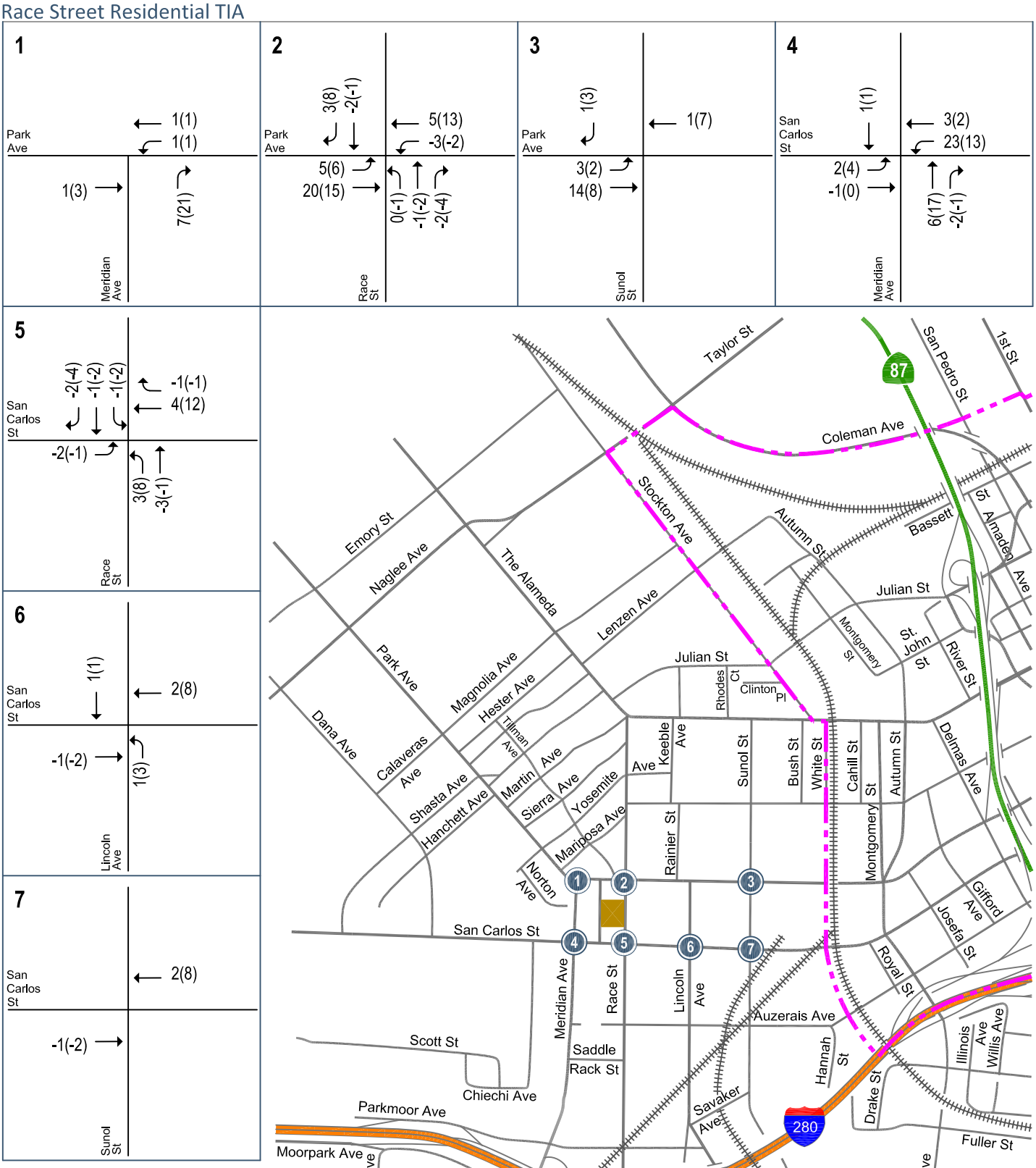
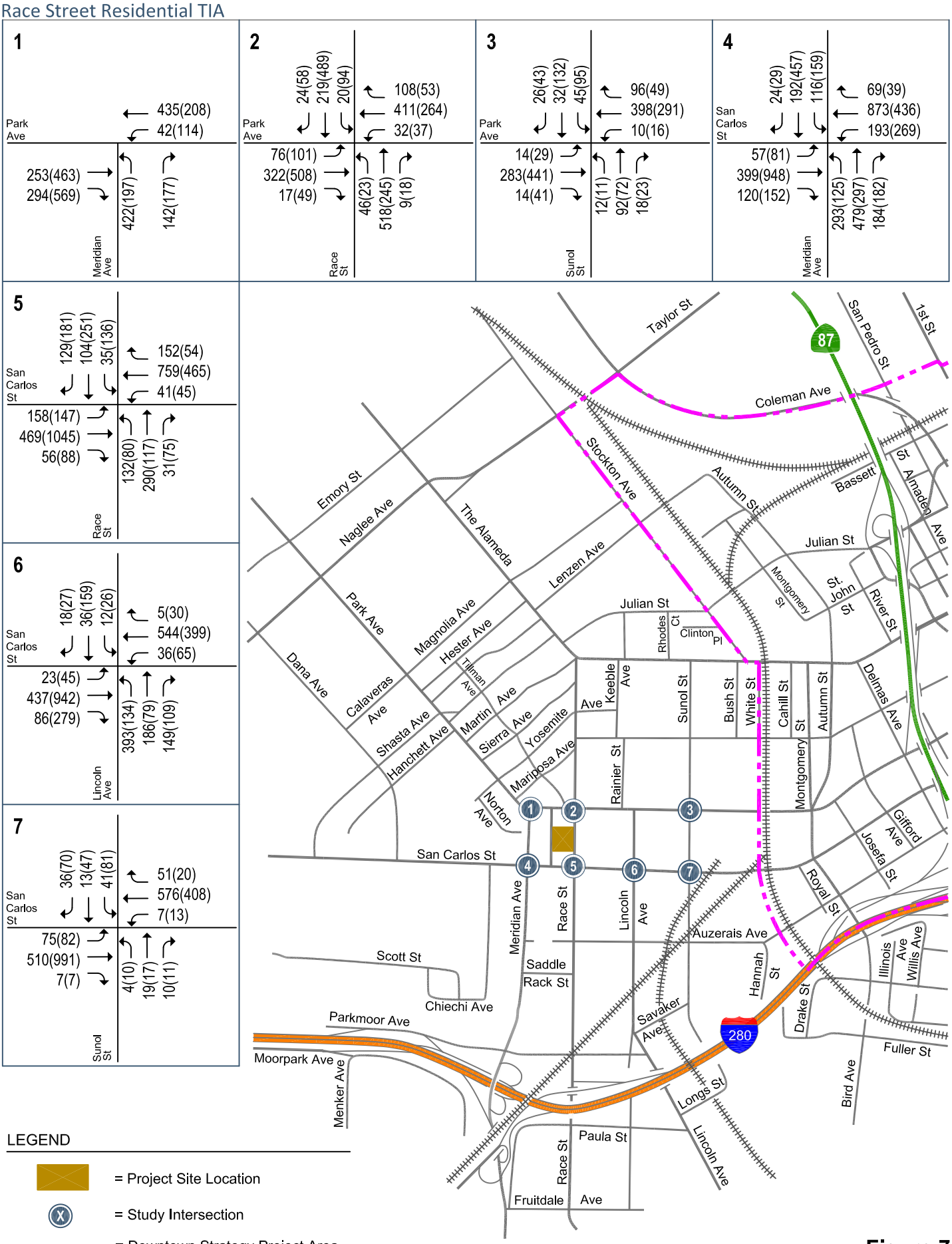



**Figure 6**
**Net Project Trip Assignment under Existing Plus Project Conditions**




LEGEND

= Project Site Location

= Study Intersection

= Downtown Strategy Project Area

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 7**
**Existing Plus Project Traffic Volumes**

**Table 5**
**Existing Plus Project Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Existing | | Existing + Project | |
|---|---|---|---|---|---|---|
| | | | Avg. Delay (sec.) | LOS | Avg. Delay (sec.) | LOS |
| 1 | Meridian Av & Park Av | AM | 23.4 | C | 23.4 | C |
| | | PM | 20.9 | C | 21.0 | C |
| 2 | Race St & Park Av | AM | 15.2 | B | 15.2 | B |
| | | PM | 19.4 | B | 19.6 | B |
| 3 | Sunol St & Park Av | AM | 7.8 | A | 7.7 | A |
| | | PM | 10.6 | B | 10.7 | B |
| 4 | Meridian Av & San Carlos St * | AM | 37.2 | D | 37.6 | D |
| | | PM | 47.1 | D | 47.6 | D |
| 5 | Race St & San Carlos St | AM | 36.8 | D | 36.7 | D |
| | | PM | 41.5 | D | 41.7 | D |
| 6 | Lincoln Av & San Carlos St * | AM | 31.9 | C | 32.0 | C |
| | | PM | 34.8 | C | 34.9 | C |
| 7 | Sunol St & San Carlos St | AM | 12.8 | B | 12.8 | B |
| | | PM | 13.8 | B | 13.9 | B |

Notes:
* Denotes a City of San Jose Protected Intersection

# 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 volumes plus traffic generated by other approved developments in the vicinity of the site. This chapter describes 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 development gets built and occupied.

## Transportation Network Under Background Conditions

It was assumed in this analysis that the transportation network under background conditions would be the same as the existing network.

## Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing peak hour volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments in the City of San Jose was obtained from the City's Approved Trip Inventory (ATI). The ATI is contained in Appendix B.

In addition to the City's ATI, trips that could potentially be generated by re-occupancy of the existing vacant restaurant and market were estimated and added to the background traffic volumes. The potential trips were estimated based on applying standard ITE rates to the size of the vacant building (8,000 s.f.). The existing vacant space has the potential to generate 8 AM peak hour trips (7 inbound and 1 outbound) and 62 PM peak hour trips (43 inbound and 19 outbound). These trips are calculated in Chapter 5 of this traffic study (see Table 7).

Background traffic volumes are shown graphically on Figure 8. Traffic volumes for all components of traffic are tabulated in Appendix C.

## Background Intersection Analysis

The results of the intersection level of service analysis under background conditions show that, measured against the City of San Jose level of service standards, all the signalized study intersections would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic (see Table 6).

The intersection level of service calculation sheets are included in Appendix D.

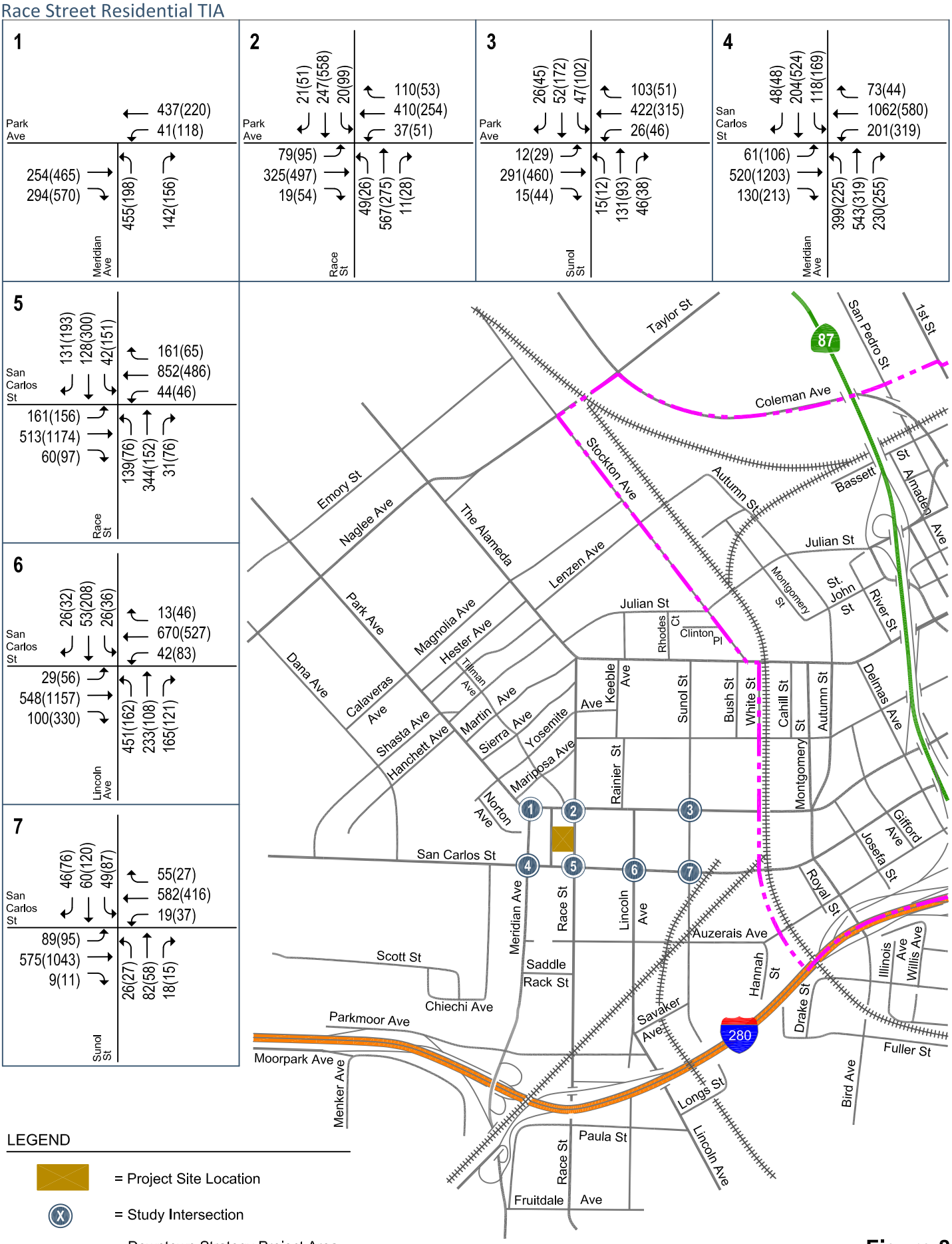



**Figure 8**
**Background Traffic Volumes**

**Table 6**
**Background Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Existing Avg. Delay (sec.) | Existing LOS | Background Avg. Delay (sec.) | Background LOS |
|---|---|---|---|---|---|---|
| 1 | Meridian Av & Park Av | AM | 23.4 | C | 23.8 | C |
| | | PM | 20.9 | C | 21.0 | C |
| 2 | Race St & Park Av | AM | 15.2 | B | 15.8 | B |
| | | PM | 19.4 | B | 20.1 | C |
| 3 | Sunol St & Park Av | AM | 7.8 | A | 9.3 | A |
| | | PM | 10.6 | B | 11.6 | B |
| 4 | Meridian Av & San Carlos St * | AM | 37.2 | D | 39.2 | D |
| | | PM | 47.1 | D | 53.5 | D |
| 5 | Race St & San Carlos St | AM | 36.8 | D | 37.1 | D |
| | | PM | 41.5 | D | 43.1 | D |
| 6 | Lincoln Av & San Carlos St * | AM | 31.9 | C | 34.3 | C |
| | | PM | 34.8 | C | 37.6 | D |
| 7 | Sunol St & San Carlos St | AM | 12.8 | B | 15.0 | B |
| | | PM | 13.8 | B | 16.4 | B |

Notes:
* Denotes a City of San Jose Protected Intersection

# 5.
# Background Plus Project Conditions

This chapter describes the near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the City of San Jose significance criteria used to establish what constitutes a project impact, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

## Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of San Jose Level of Service standards. The City of San Jose LOS Policy is the adopted threshold for CEQA.

### City of San Jose Definition of Significant Intersection Impacts

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 form 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 cause 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, or
3. The level of service at a designated Protected 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 two (2) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more.

An exception to rule #2 above applies when the addition of project trips reduces the amount of average delay for critical movements (i.e., the change in average 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.

## Transportation Network Under Background Plus Project Conditions

It was assumed in this analysis that the transportation network under background plus project conditions would be the same as the existing transportation network.

## Project Trip Estimates

As described in Chapter 3, the trip rates detailed in the *San Jose Traffic Impact Analysis Handbook* (November 2009) and the trip rates published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation Manual, 10th Edition (*2017) were both used to estimate the project trip generation. According to City of San Jose policy, trip credits can be given under background plus project conditions for existing buildings to be removed, whether or not they are occupied, so as not to underestimate an existing site's potential for generating trips. The trip credits for the existing occupied uses are based on trip generation counts of the site conducted on May 31, 2017. The potential trips associated with the vacant 8,000 s.f. restaurant and market were estimated using standard ITE rates.

After applying the appropriate trip generation rates and existing trip credits, the proposed project would generate 321 new daily vehicle trips, with 53 new trips occurring during the AM peak hour and 25 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by ITE and the City of San Jose, the project would produce 5 new inbound trips and 48 new outbound trips during the AM peak hour, and 15 new inbound trips and 10 new outbound trips during the PM peak hour compared to the existing uses on the site to be removed (see Table 7).

**Table 7**
**Project Trip Generation Estimates Under Background Plus Project Conditions**

| | | | | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Size | | Daily Rate | Daily Trips | Pk-Hr Rate | In | Out | Total | Pk-Hr Rate | In | Out | Total |
| **Proposed Uses** | | | | | | | | | | | | |
| Apartments [1] | 206 | units | 5.44 | 1,121 | 0.36 | 19 | 55 | 74 | 0.44 | 56 | 35 | 91 |
| *Residential & Retail Internal Capture (15%)* [3] | | | | *(51)* | | *(1)* | *(1)* | *(2)* | | *(2)* | *(2)* | *(4)* |
| Strip Retail / Commercial [2] | 8,500 | s.f. | 40.00 | 340 | 1.20 | 8 | 3 | 11 | 3.60 | 15 | 15 | 30 |
| *Residential & Retail Internal Capture (15%)* [3] | | | | *(51)* | | *(1)* | *(1)* | *(2)* | | *(2)* | *(2)* | *(4)* |
| *Retail Pass-By Reduction (25%)* [4] | | | | *(72)* | | *(1)* | *(1)* | *(2)* | | *(3)* | *(3)* | *(6)* |
| Project Subtotal: | | | | 1,287 | | 24 | 55 | 79 | | 64 | 43 | 107 |
| **Existing Occupied Uses** | | | | | | | | | | | | |
| SF Homes, Foster Care Facility, Barber Shop, Warehouse [5] | | | -- | (190) | -- | (12) | (6) | (18) | -- | (6) | (14) | (20) |
| **Existing Vacant Uses** | | | | | | | | | | | | |
| Restaurant and Market [6] | 8,000 | s.f. | 97.00 | (776) | 0.97 | (7) | (1) | (8) | 7.76 | (43) | (19) | (62) |
| Existing Uses Subtotal: | | | | (966) | | (19) | (7) | (26) | | (49) | (33) | (82) |
| **Net New Trips:** | | | | **321** | | **5** | **48** | **53** | | **15** | **10** | **25** |

Notes:
[1] Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition* , for Multifamily Housing Mid-Rise (Land Use 221) located in a General Urban/Suburban setting. Rates are expressed in trips per unit.
[2] Trip generation based on "Specialty Retail/Strip Commercial" rates contained in the *San Jose Traffic Impact Analysis Handbook, November 2009* . Rates are expressed in trips per 1,000 square feet (s.f.).
[3] A 15% residential/retail mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller generator (retail). The same number of trips were subtracted from the larger generator (residential) to account for both trip ends.
[4] A typical 25% pass-by trip reduction was applied to the retail component of the project.
[5] Trips generated by existing occupied uses are based on counts conducted on Wednesday, May 31, 2017. Existing occupied uses include 7 single-family homes, a barber shop, a foster care facility currently operating in a 9,000 s.f. office building, and a 12,000 s.f. warehouse.
[6] Trip generation based on Quality Restaurant rates contained in the *San Jose Traffic Impact Analysis Handbook, November 2009* . Rates are expressed in trips per 1,000 s.f.

## Background Plus Project Traffic Volumes

The net peak hour vehicle trips generated by the project (see Figure 9) were assigned to the roadway network in accordance with the trip distribution patterns as described in Chapter 3. Note that the peak hour trips shown in Figure 9 represent trips generated by the project minus trips generated by both the existing occupied uses to be removed and the existing vacant uses to be removed. This differs from the net project trip assignment figure contained in Chapter 3, which includes trip credits for the existing occupied uses only.

The net peak hour project trips shown in Figure 9 were added to the background traffic volumes to obtain background plus project traffic volumes (see Figure 10). Traffic volumes for all components of traffic are tabulated in Appendix C.

## Background Plus Project Intersection Analysis

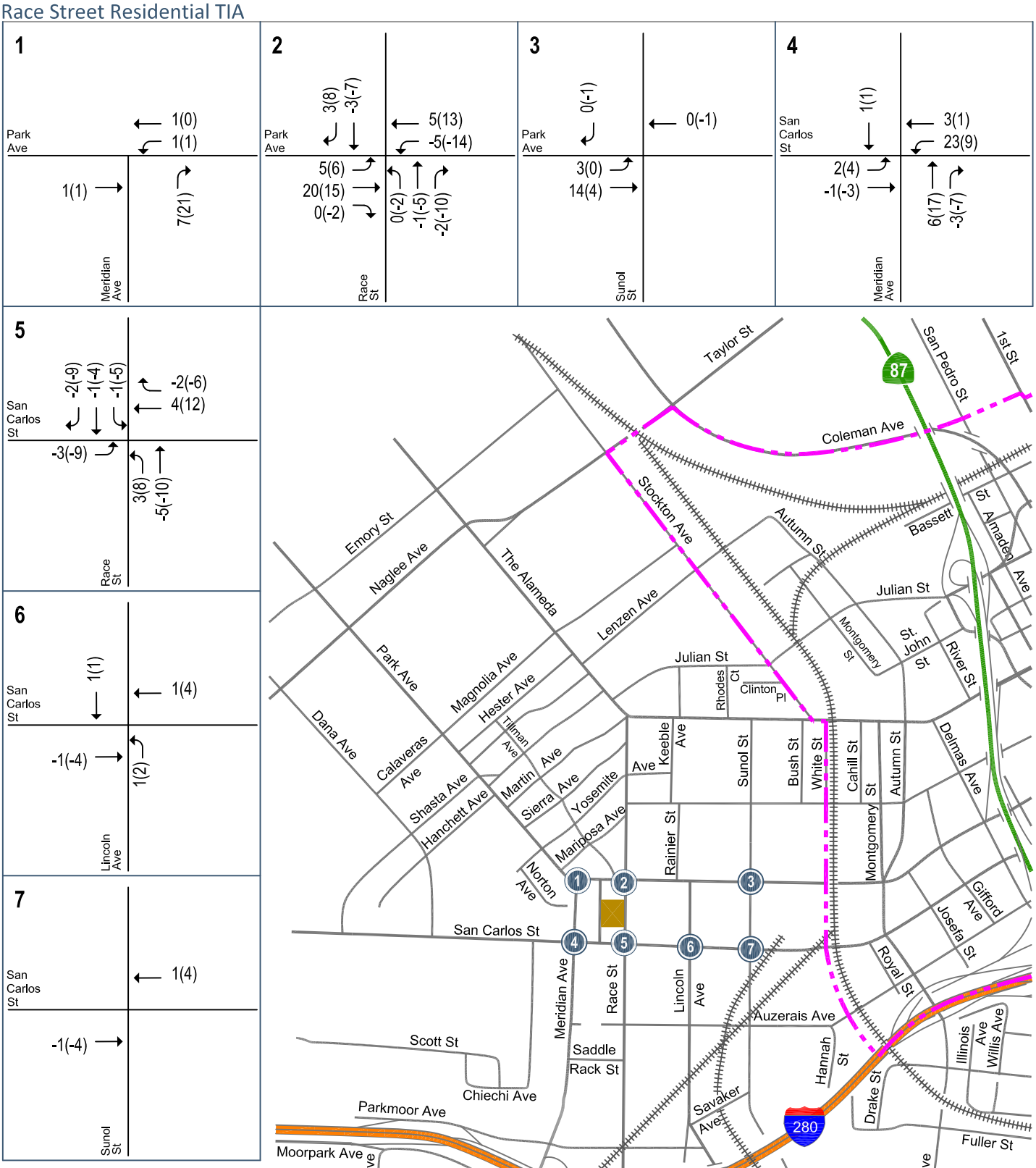
The results of the intersection level of service analysis under background plus project conditions show that, measured against the City of San Jose level of service standards, all the signalized study intersections would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic (see Table 8). Therefore, none of the study intersections would be significantly impacted by the project.

The intersection level of service calculation sheets are included in Appendix D.

**Table 8**
**Background Plus Project Intersection Levels of Service**

| | | | Existing | | Background | | Background + Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Study Number | Intersection | Peak Hour | Avg Delay (sec.) | LOS | Avg. Delay (sec.) | LOS | Avg. Delay (sec.) | LOS | Incr. In Crit. Delay (sec.) | Incr. In Crit. V/C |
| 1 | Meridian Av & Park Av | AM | 23.4 | C | 23.8 | C | 23.8 | C | 0.0 | 0.002 |
| | | PM | 20.9 | C | 21.0 | C | 21.0 | C | 0.0 | 0.002 |
| 2 | Race St & Park Av | AM | 15.2 | B | 15.8 | B | 15.8 | B | 0.0 | 0.001 |
| | | PM | 19.4 | B | 20.1 | C | 20.3 | C | 0.3 | 0.009 |
| 3 | Sunol St & Park Av | AM | 7.8 | A | 9.3 | A | 9.3 | A | 0.0 | 0.000 |
| | | PM | 10.6 | B | 11.6 | B | 11.6 | B | 0.0 | 0.002 |
| 4 | Meridian Av & San Carlos St * | AM | 37.2 | D | 39.2 | D | 39.6 | D | 0.1 | 0.003 |
| | | PM | 47.1 | D | 53.5 | D | 54.1 | D | 0.7 | 0.005 |
| 5 | Race St & San Carlos St | AM | 36.8 | D | 37.1 | D | 36.9 | D | -0.4 | -0.005 |
| | | PM | 41.5 | D | 43.1 | D | 42.9 | D | 0.1 | -0.003 |
| 6 | Lincoln Av & San Carlos St * | AM | 31.9 | C | 34.3 | C | 34.4 | C | 0.1 | 0.001 |
| | | PM | 34.8 | C | 37.6 | D | 37.7 | D | 0.2 | 0.000 |
| 7 | Sunol St & San Carlos St | AM | 12.8 | B | 15.0 | B | 15.0 | B | 0.0 | -0.001 |
| | | PM | 13.8 | B | 16.4 | B | 16.4 | B | 0.0 | -0.002 |

Notes:
* Denotes a City of San Jose Protected Intersection




LEGEND

= Project Site Location

= Study Intersection

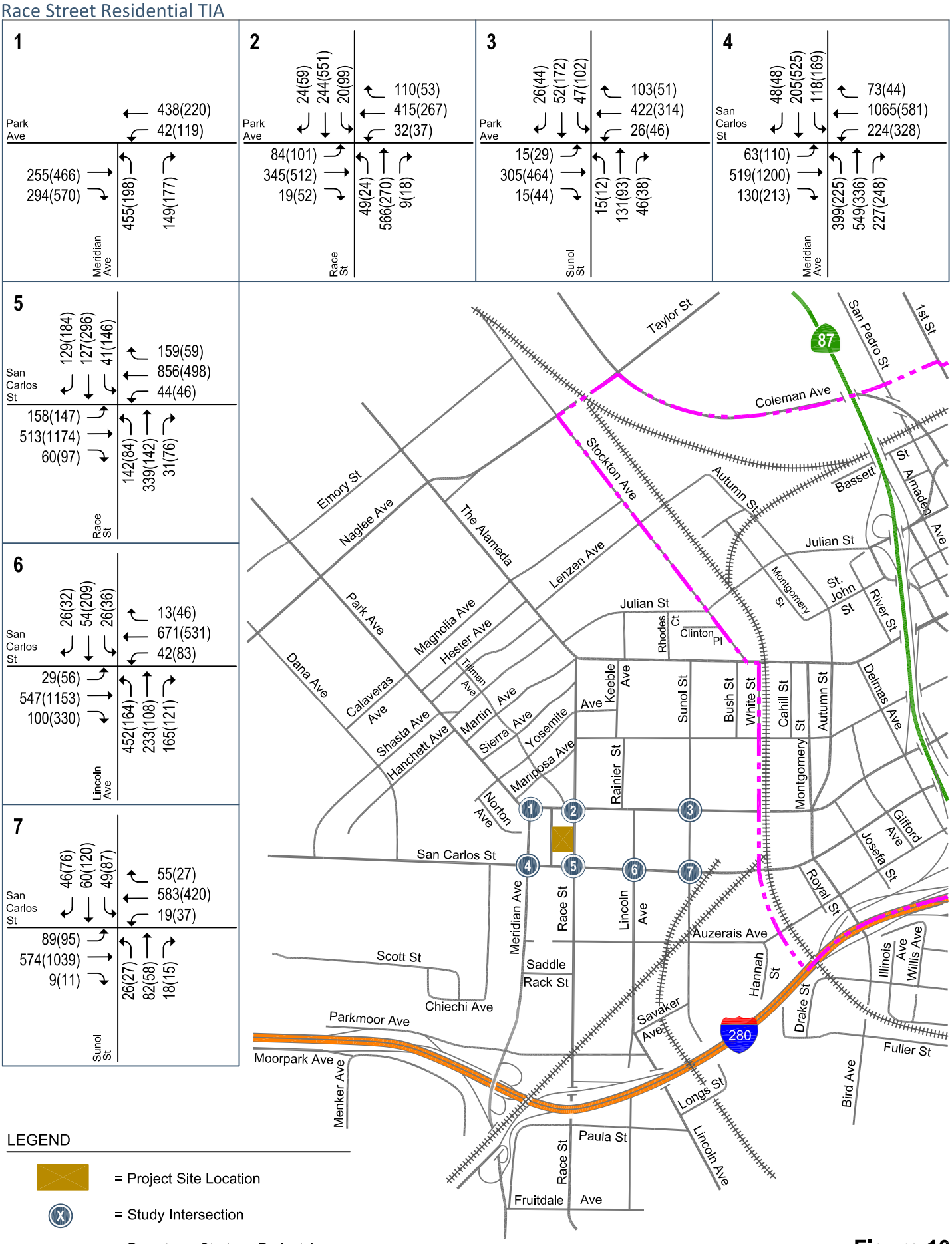
= Downtown Strategy Project Area

XX(XX) = AM(PM) Peak-Hour Trips

**Figure 9**
**Net Project Trip Assignment Under Background Plus Project Conditions**



NORTH
Not to Scale




LEGEND

= Project Site Location

= Study Intersection

= Downtown Strategy Project Area

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 10**
**Background Plus Project Traffic Volumes**

# 6. Other Transportation Issues

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

- Intersection operations analysis – vehicle queuing at selected intersections
- Site access, on-site circulation and parking
- Potential impacts to transit, bicycle and pedestrian facilities
- Unsignalized pedestrian crossing evaluation

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgement in accordance with the standards and methods employed by the traffic engineering community.

## Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add a significant number of left turns (defined as 5 trips or more for this traffic study). The operations analysis is based on vehicle queuing for high-demand turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
$\lambda$ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95$^{th}$ percentile maximum number of queued vehicles for a particular turn 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 turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95$^{th}$ 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 95$^{th}$ 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). Thus, turn pocket storage designs based on the 95$^{th}$ percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement.

The queuing analysis is based on vehicle queuing for the four left-turn movements listed below.

- Eastbound left turn at Race Street and Park Avenue
- Eastbound left turn at Meridian Avenue and San Carlos Street
- Westbound left turn at Meridian Avenue and San Carlos Street
- Northbound left turn at Race Street and San Carlos Street

The estimated left-turn queue lengths were compared to the lengths of the existing turn pockets. The results of the queuing analysis are discussed below and shown in Table 9.

### Race Street and Park Avenue

No queuing issues were observed at this intersection during either the AM or PM peak hour observation periods. However, the queuing analysis indicates that the maximum vehicle queue for the eastbound left-turn movement on Park Avenue currently exceeds the turn pocket storage capacity by one vehicle during the PM peak hour, and the addition of project-generated trips would increase the eastbound left-turn maximum vehicle queue by one vehicle. The PM peak hour observations at the study intersection show the vehicle queues for the eastbound left-turn movement do not actually exceed the turn pocket storage. Therefore, the calculated maximum eastbound left-turn vehicle queue length during the PM peak hour is a conservative estimate, and the left-turn pocket is expected to provide adequate vehicle storage under all traffic scenarios.

### Merdian Avenue and San Carlos Street

No queuing issues currently occur at this intersection during either the AM or PM peak hour. The queuing analysis indicates that the maximum vehicle queue for the westbound left-turn movement on San Carlos Street would exceed the turn pocket storage capacity by one vehicle during the PM peak hour under background conditions due to trips generated by approved projects in the area. Although the project would add vehicles to this left-turn movement, the project would not increase the 95$^{th}$ percentile queue length.

### Race Street and San Carlos Street

During the AM peak hour, the queuing analysis shows the northbound left-turn vehicle queue on Race Street currently exceeds the turn pocket storage by approximately three vehicles. The queue calculations also show the maximum queue would increase by one vehicle under background conditions as a result of approved projects in the area. Although the project would add vehicles to this left-turn movement, the project would not increase the 95$^{th}$ percentile queue length. Note that the AM peak hour field observations show that vehicle queues for the northbound left-turn movement at this study intersection do not actually exceed the turn pocket storage. Therefore, the calculated maximum northbound left-turn vehicle queue length during the AM peak hour is a conservative estimate, and the left-turn pocket is expected to provide adequate vehicle storage under all traffic scenarios.

During the PM peak hour, the queuing analysis shows the northbound left-turn vehicle queue on Race Street currently exceeds the turn pocket storage by approximately one vehicle. The queue calculations also show the addition of project-generated trips would increase the northbound left-turn maximum vehicle queue by one vehicle during the PM peak hour under existing plus project and background plus project conditions. However, similar to the AM peak hour, the PM peak hour field observations show that vehicle queues for the northbound left-turn movement at this study intersection do not actually exceed the turn pocket storage. Therefore, the calculated maximum northbound left-turn vehicle queue length during the AM peak hour is a conservative estimate, and the left-turn pocket is expected to provide adequate vehicle storage under all traffic scenarios.

## Table 9
## Intersection Queuing Analysis Results

| Intersection | Race St & Park Av | | Meridian Av & San Carlos St | | | | Race St & San Carlos St | |
|---|---|---|---|---|---|---|---|---|
| Movement | EB LT | | EB LT | | WB LT | | NB LT | |
| Peak Hour Period | AM | PM | AM | PM | AM | PM | AM | PM |
| ***Existing*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 65 | 96 | 130 | 150 | 130 | 150 | 130 | 150 |
| Lanes | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 |
| Volume (vph) | 71 | 95 | 55 | 77 | 170 | 256 | 129 | 72 |
| Volume (vphpl) | 71 | 95 | 55 | 77 | 85 | 128 | 129 | 72 |
| Avg. Queue (veh/ln) | 1.3 | 2.5 | 2.0 | 3.2 | 3.1 | 5.3 | 4.7 | 3.0 |
| Avg. Queue[2] (ft/ln) | 32 | 63 | 50 | 80 | 77 | 133 | 116 | 75 |
| 95th% Queue (veh/ln) | 3 | 5 | 5 | 6 | 6 | 9 | 8 | 6 |
| 95th% Queue[2] (ft/ln) | 75 | 125 | 125 | 150 | 150 | 225 | 200 | 150 |
| Storage (ft/ ln) | 100 | 100 | 325 | 325 | 250 | 250 | 125 | 125 |
| Adequate (Y/N) | Y | ***N*** | Y | Y | Y | Y | ***N*** | ***N*** |
| ***Existing Plus Project*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 65 | 96 | 130 | 150 | 130 | 150 | 130 | 150 |
| Lanes | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 |
| Volume (vph) | 76 | 101 | 57 | 81 | 193 | 269 | 132 | 80 |
| Volume (vphpl) | 76 | 101 | 57 | 81 | 97 | 135 | 132 | 80 |
| Avg. Queue (veh/ln) | 1.4 | 2.7 | 2.1 | 3.4 | 3.5 | 5.6 | 4.8 | 3.3 |
| Avg. Queue[2] (ft/ln) | 34 | 67 | 51 | 84 | 88 | 141 | 119 | 83 |
| 95th% Queue (veh/ln) | 4 | 6 | 5 | 7 | 7 | 10 | 9 | 7 |
| 95th% Queue[2] (ft/ln) | 100 | 150 | 125 | 175 | 175 | 250 | 225 | 175 |
| Storage (ft/ ln) | 100 | 100 | 325 | 325 | 250 | 250 | 125 | 125 |
| Adequate (Y/N) | Y | ***N*** | Y | Y | Y | Y | ***N*** | ***N*** |
| ***Background*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 65 | 96 | 130 | 150 | 130 | 150 | 130 | 150 |
| Lanes | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 |
| Volume (vph) | 79 | 95 | 61 | 106 | 201 | 319 | 139 | 76 |
| Volume (vphpl) | 79 | 95 | 61 | 106 | 101 | 160 | 139 | 76 |
| Avg. Queue (veh/ln) | 1.4 | 2.5 | 2.2 | 4.4 | 3.6 | 6.7 | 5.0 | 3.2 |
| Avg. Queue[2] (ft/ln) | 36 | 63 | 55 | 110 | 91 | 167 | 125 | 79 |
| 95th% Queue (veh/ln) | 4 | 5 | 5 | 8 | 7 | 11 | 9 | 6 |
| 95th% Queue[2] (ft/ln) | 100 | 125 | 125 | 200 | 175 | 275 | 225 | 150 |
| Storage (ft/ ln) | 100 | 100 | 325 | 325 | 250 | 250 | 125 | 125 |
| Adequate (Y/N) | Y | ***N*** | Y | Y | Y | ***N*** | ***N*** | ***N*** |
| ***Background Plus Project*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 65 | 96 | 130 | 150 | 130 | 150 | 130 | 150 |
| Lanes | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 |
| Volume (vph) | 84 | 101 | 63 | 110 | 224 | 328 | 142 | 84 |
| Volume (vphpl) | 84 | 101 | 63 | 110 | 112 | 164 | 142 | 84 |
| Avg. Queue (veh/ln) | 1.5 | 2.7 | 2.3 | 4.6 | 4.0 | 6.8 | 5.1 | 3.5 |
| Avg. Queue[2] (ft/ln) | 38 | 67 | 57 | 115 | 101 | 171 | 128 | 88 |
| 95th% Queue (veh/ln) | 4 | 6 | 5 | 8 | 8 | 11 | 9 | 7 |
| 95th% Queue[2] (ft/ln) | 100 | 150 | 125 | 200 | 200 | 275 | 225 | 175 |
| Storage (ft/ ln) | 100 | 100 | 325 | 325 | 250 | 250 | 125 | 125 |
| Adequate (Y/N) | Y | ***N*** | Y | Y | Y | ***N*** | ***N*** | ***N*** |

Notes:
NB = northbound; EB = eastbound; WB = westbound; LT = left turn movement
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued.

# Vehicular Site Access and Circulation

The evaluation of site access and circulation is based on the September 26, 2017 site plan prepared by OJK Architecture and Planning (see Figure 11). The site plan shows the retail component of the project would be located on Race Street within the area labeled Community Gym & Great Hall. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards.

## Site Access

According to the site plan, the project would remove five existing driveways on Race Street and five existing driveways on Grand Avenue, and construct one new full-access driveway on Grand Avenue. The new project driveway is shown to be 26 feet wide, measured at the throat, and would provide access to two above-grade parking levels to serve residents. The north and south portions of the development, would each have access to the above-grade parking garage levels via separate ground floor entrances. The north and south parking garage entrances would be located on the west side of the site, adjacent to the Grand Avenue driveway. The project is not proposing to provide on-site parking for the retail component of the project. It is assumed that retail users would park on Race Street.

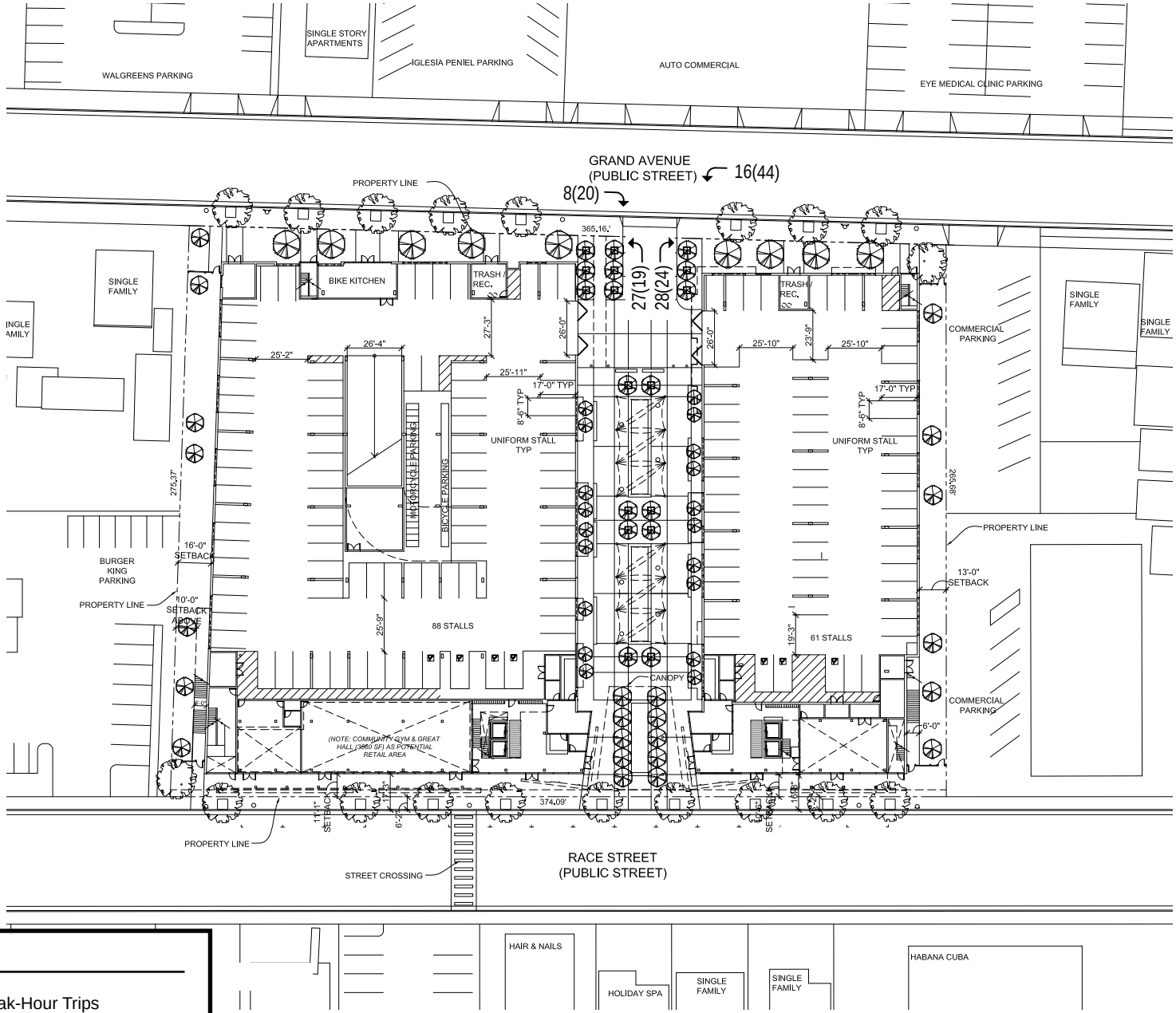
According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a two-way driveway that serves a multi-family residential development is 26 feet wide. This provides adequate width for vehicular ingress and egress, and provides a reasonably short crossing distance for pedestrians. The proposed driveway on Grand Avenue would meet the City's guideline.

The project-generated trips that are estimated to occur at the project driveway are 24 inbound trips and 55 outbound trips during the AM peak hour, and 64 inbound trips and 43 outbound trips during the PM peak hour (see Figure 11). Due to the low traffic volumes and travel speeds on Grand Avenue, characteristic of a residential street, the project-generated traffic is not expected to create operational issues related to vehicle queueing at the project driveway.

## Sight Distance

Based on the site plan provided, it appears the project driveway would be free and clear of obstructions, thereby ensuring that vehicles can see pedestrians on the sidewalk, as well as vehicles and bicycles travelling along Grand Avenue. The project is proposing to add trees along Grand Avenue. Based on the projects landscaping plans, the trees along Grand Avenue would have high canopy, thus, sight distance at the project driveway would not be obstructed.

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 standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the project driveway on Grand Avenue, which has a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). This means that a driver must be able to see 200 feet down Grand Avenue, in both directions, to locate a sufficient gap to turn out of the project driveway. There are no roadway curves or landscaping features (existing or proposed) that would obstruct the vision of exiting drivers. However, street parking is allowed on Grand Avenue and could obstruct the vision of exiting drivers if there were cars parked next the driveway. No parking zones generally should be established adjacent to driveways to ensure adequate sight distance.




**LEGEND**

XX(XX) = AM(PM) Peak-Hour Trips

**Figure 11**
**Conceptual Site Plan with Driveway Trips**

### On-Site Circulation

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards. The south parking garage would provide two parking levels, an at-grade parking level and an above-grade parking level, and the north parking garage would provide one at-grade parking level. Vehicular circulation within the two parking garages is described in more detail below.

#### South Parking Garage

The project would provide 90-degree uniform parking stalls throughout the two-level south garage. All two-way drive aisles are shown to be between 25 feet and 26 feet wide, which would be adequate to allow vehicles to navigate through the garage and maneuver in and out of parking spaces. The garage ramp measures 26 feet, 4 inches wide, which would be adequate to serve two-way traffic. The site plan shows efficient circulation throughout the south parking garage, with no dead-end drive aisles.

#### North Parking Garage

The project would provide 90-degree uniform parking stalls within the single-level north garage. The east-west (main) drive aisles measure 25 feet, 10 inches wide, which would be adequate to allow vehicles to navigate through the garage and maneuver in and out of parking spaces. The two north-south drive aisles measure 19 feet, 3 inches wide and 23 feet, 9 inches wide. These narrower drive aisles contain no parking stalls. The site plan shows efficient circulation throughout the north parking garage, with no dead-end drive aisles.

## Truck Access and Circulation

The current site plan does not indicate a freight loading area for moving and delivery vehicles. Based on the locations of the elevators and lobbies, it is assumed that loading activities would occur along Race Street. The project should coordinate with City staff to determine the appropriate location and size for an on-street freight loading area. Note that the City of San Jose typically prefers that freight loading areas be provided on-site and not within the public right-of-way.

### Garbage Collection

Two trash rooms would be located on the west end of each parking garage. The trash bins would be wheeled out to Grand Avenue on garbage collection days, and all garbage trucks would perform their operations outside of the development at the curb. The trash bins would need be removed from the public right-of-way after trash pickup and returned to the on-site trash rooms.

### Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings are within 150 feet of a fire department access road, and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. All areas of the proposed buildings would be within 150 feet of either Race Street or Grand Avenue (east and west site boundaries), and the site plan shows a 13-foot setback on the north side and a 16-foot setback on the south side of the property. Thus, the project would meet the fire access requirements.

## Pedestrian Site Access and Circulation

Pedestrian access to the project site would be provided via sidewalks on both Race Street and Grand Avenue. Race Street would provide primary pedestrian access to each residential building, including the project lobbies, elevators, staircases, community rooms, gym, leasing office, and 60-foot wide pedestrian promenade that would connect Race Street and Grand Avenue. The bicycle parking area, located in the south parking garage, could be accessed via either Race Street or Grand Avenue, as well as from the lobby spaces.

Both residential buildings would have podium courtyards supporting resident activities. Exterior egress staircases on both podiums would provide pedestrian access to Race Street and Grand Avenue. Residents could also enter the courtyards via the third floor of the south building and the 2nd floor of the north building. A direct connection to the pedestrian promenade from the residential buildings would not be provided.

## Pedestrian, Bicycle and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

### Pedestrian Circulation in the Study Area

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at the nearby signalized intersections in the study area. Overall, the network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to various points of interest in the study area, including nearby bus stops on Race Street (route 63) and San Carlos Street (routes 23, 81 and 323).

Note that the nearby signalized intersection of Race Street and W. San Carlos Street does not meet the current ADA design standards, which include wheel chair ramps with truncated domes at all corners/ curb cuts. Truncated domes are the current standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. While the intersection does not meet the current ADA design standards, the existing ramps complied with ADA standards at the time they were constructed. Pedestrian and bicycle improvements are planned for this intersection as described below.

#### West San Carlos Streetscape Project

The intersection of Race Street and West San Carlos Street is part of the West San Carlos Urban Village Streetscape Improvements plan (see Figure 12). The conceptual streetscape plan for this intersection was provided by the City of San Jose and shows curb extensions on all four corners of the intersection. Curb extensions visually and physically narrow the roadway, thereby slowing vehicle speeds and creating safer and shorter crossings for pedestrians, while also increasing space for street furniture (e.g., benches) and landscaping. The streetscape plan shows that the westbound right-turn lane on West San Carlos Street will be removed to install the proposed curb extension on the northeast corner of the intersection with low planting. The streetscape plan also shows a 10-foot wide parking lane with 20-foot long parking stalls will be added along the north side of West San Carlos Street. This parking lane will be aligned with the curb extension on the northeast corner of the intersection to increase the overall visibility of pedestrians. An 8-foot wide parking lane is shown on the northbound leg of the intersection (Race Street). The streetscape plan shows that the northbound and southbound through lanes on Race Street will be striped as 14-foot wide Sharrow lanes. Sharrows are painted shared lane markings on a road that indicate to motorists that bicyclists may use the full travel lane. Sharrows are most often used on roadways that are too narrow to install a standard striped bike lane. The southbound right-turn lane will be removed to install a curb extension on the northwest corner of the intersection and to accommodate the wide Sharrow lane on southbound Race Street.

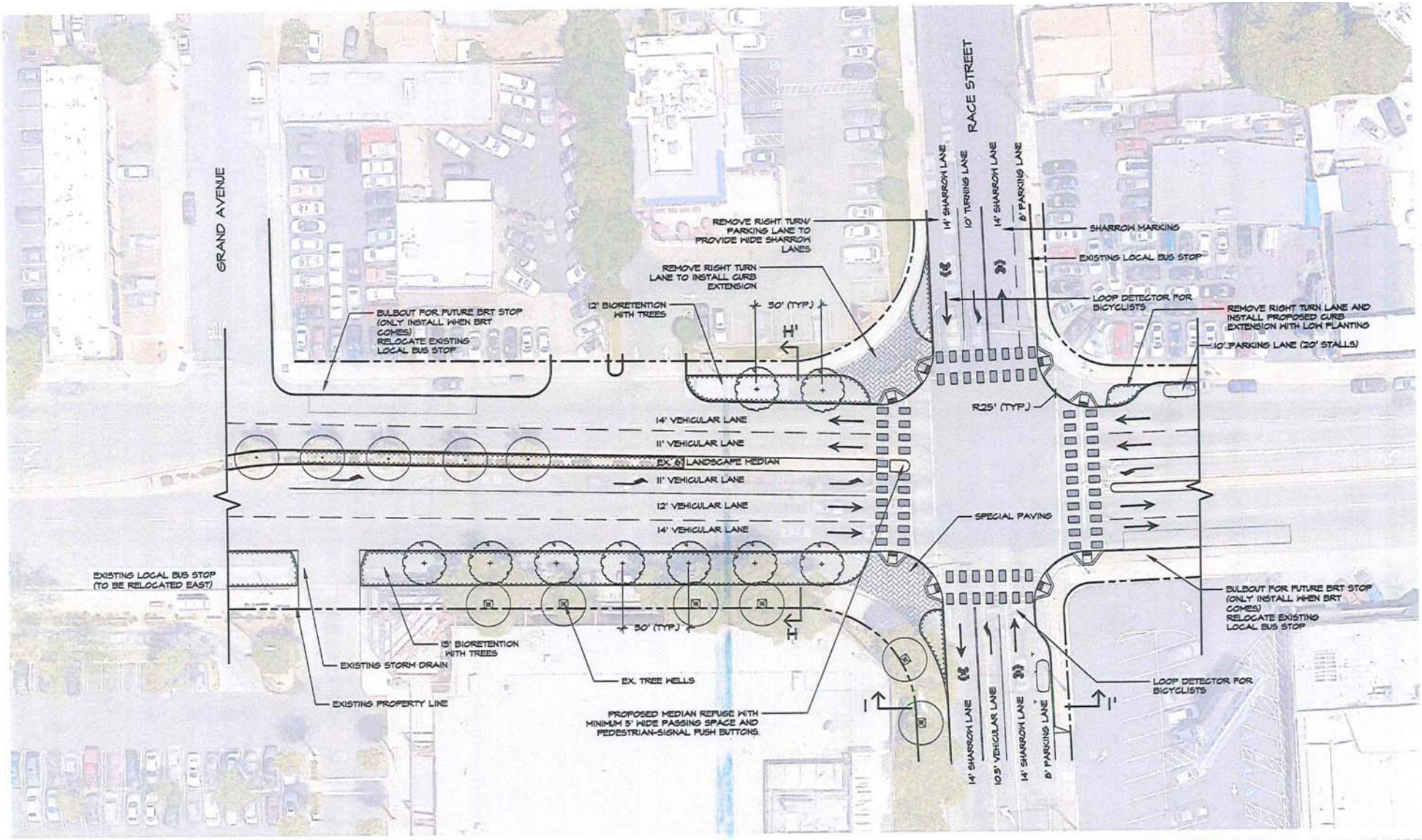



**Figure 12**
**West San Carlos Streetscape Project**

## Project Improvements

The project would construct new 10-foot wide sidewalks along its frontages on Race Street and Grand Avenue. The sidewalks would include the installation of new palm trees and other streetscape elements along Race Street, and additional streetscape improvements along Grand Avenue. Pedestrian access to the project lobbies, community rooms, leasing office, and pedestrian promenade that would run along the project driveway, would be provided via the new sidewalk on Race Street. The project is proposing to remove the existing unsignalized pedestrian crossing on Race Street, as described below.

### Unsignalized Mid-Block Crosswalk on Race Street

A marked mid-block pedestrian crosswalk with standard signage is currently provided along the project frontage on Race Street, though no curb ramps are provided. Pedestrian and bicycle crossings were counted on May 18, 2017, to determine the crosswalk usage during the AM and PM peak commute periods of traffic. Note that in the study area, the AM peak hour of traffic occurs from 7:30 - 8:30 AM, and the PM peak hour of traffic occurs from 5:00 - 6:00 PM. The counts showed that 11 pedestrians crossed Race Street at the mid-block crosswalk during the AM peak hour, and 6 pedestrians used the crosswalk during the PM peak hour. Thus, the unsignalized mid-block crosswalk currently experiences very low pedestrian usage. Based on its current underutilization, the project is not likely to noticeably increase the demand for mid-block crossings.

According to Appendix A (Guidelines for Pedestrian Crossing Treatments, Figure A-2, Worksheet 1) of the Transportation Research Board (TRB) study entitled *Improving Pedestrian Safety at Unsignalized Crossings,* 2006, the mid-block crosswalk on Race Street does not currently meet the minimum pedestrian crossing volume to be considered for an enhanced traffic control device type of treatment, such as a Rapid Rectangular Flashing Beacon (RRFB). If this mid-block crosswalk were to remain with the proposed project, standard curb ramps with pavement markings and truncated domes would need to be installed. Other traffic calming features, such as curb extensions, should also be considered if the crosswalk were to remain. According to the site plan, however, the project is proposing to remove the existing crosswalk striping. City staff have confirmed that removal of the unsignalized mid-block crossing is appropriate.

## Pedestrian Access to Schools

There are four public schools located just under one-mile walking distance from the project site. Lincoln High School, Hoover Middle School, and Trace Elementary School are all part of the San Jose Unified School District (SJUSD) and are located northwest of the project site. Luther Burbank School, which makes up the one-school-district Luther Burbank School District (LBSD), is located directly west of the site. Safe and direct pedestrian access to all four schools would be provided via a continuous network of sidewalks in the surrounding area. Crosswalks are provided at all signalized intersections and at many unsignalized intersections, and wheel chair ramps are provided at all corners of the intersections, though some do not meet the current ADA design standards.

Students who choose to walk to these nearby schools would use Park Avenue, San Carlos Street, and/or Dana Avenue. These pedestrian routes contain adequate sidewalks and wheel chair ramps are provided at all corners of the intersections. Crosswalks with push buttons and pedestrian signal heads are provided at all signalized intersections along these routes. Crosswalks are also provided at many unsignalized intersections. Park Avenue contains buffered bike lanes and, therefore, would be the best option to access Lincoln High School, Hoover Middle School and Trace Elementary School if traveling by bicycle.

The project should consider working with these nearby schools to implement a Safe Routes to Schools program, if one does not already exist, since the project would add traffic to the area and some students attending these schools may reside at the project site. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The

program promotes walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A comprehensive Safe Routes to Schools program should identify a focused area surrounding the school, provide a map with the routes that children can take to and from school, and recommend improvements to routes if necessary. It should address such pedestrian safety issues as dangerous intersections and missing or ineffective crosswalks and sidewalks.

### Bicycle Access and Circulation

Bike lanes are present on Race Street south of the site between Auzerais Avenue and Parkmoor Avenue, on Park Avenue west of Race Street and between Sunol Street and Market Street, and on Auzerais Avenue between Bird Avenue and Drake Street (westbound only). In addition, Auzerais Avenue contains Sharrows between Race Street and Delmas Avenue.

A connection to the northern segment of the Los Gatos Creek Trail system is located approximately ½ mile east of the project site, with access provided via Auzerais Avenue. The off-street trail begins at San Carlos Street and extends south. From San Carlos Street, the Guadalupe River multi-use trail system can be accessed. The Guadalupe River trail is an 11-mile trail that runs through San Jose along the Guadalupe River and is shared with pedestrians and separated from motor vehicle traffic.

#### Planned Bicycle Facilities

According to the City of San Jose 2020 Bike Plan, bike lanes are planned for Race Street between Auzerais Avenue and San Carlos Street, and on Auzerais Avenue between Woz Way and Meridian Avenue. In addition, a Class III bike route (Sharrows) is planned for the segment of Race Street between The Alameda and San Carlos Street. According to the West San Carlos Streetscape Project conceptual plan, bicycle detection loops will be installed on Race Street at the West San Carlos Street intersection. All these bicycle improvements would benefit the project considerably.

### Transit Services

There are several VTA local bus lines that serve the project area. Bus stops within walking distance of the project site are served by routes 23, 63, 81 and 323. It is estimated that the small increase in transit demand generated by the proposed project could be accommodated by the current available ridership capacity of the bus service in the study area, and no project-sponsored transit related improvements would be necessary.

## Parking Analysis

The on-site parking was evaluated based on the City of San Jose parking standards (*San Jose Municipal Code Chapter 20.90).*

### Vehicular Parking Requirement

The City of San Jose vehicle parking requirements for multiple residential dwellings are as follows:

- 1.25 spaces per one-bedroom unit
- 1.7 spaces per two-bedroom unit
- 2.0 spaces per three-bedroom unit

The City of San Jose vehicle parking requirement for retail/commercial uses located within Urban Villages was applied to the project and is as follows:

- 1 space per 400 s.f.

It is our understanding that the project is proposing 138 one-bedroom units, 38 two-bedroom units, 30 three-bedroom units, and up to 8,500 s.f. of retail space. Based on this breakdown, the project is required to provide a total of 320 vehicle parking spaces: 298 spaces to serve the residential use and 22 spaces to serve the retail use.

Note that since the project is located within 2,000 feet of an existing bus rapid transit (BRT) station, and if the project provides adequate bicycle parking per the City's requirement, the project would be eligible for a 20 percent reduction in off-street vehicle parking *(San Jose Municipal Code Section 20.90.220).* With this 20 percent reduction, the project would be required to provide a total of 256 vehicle parking spaces: 238 spaces for the residential use and 18 spaces for the retail use.

In addition, the project would be required to designate eight percent of the required parking supply as clean air vehicle parking. Clean air vehicle parking spaces can be any combination of low-emitting, fuel efficient, and carpool/vanpool designated parking spaces. To meet the City's vehicle parking requirement, the project should designate 21 spaces for clean air vehicles.

The project is proposing to provide a total of 242 parking stalls, which would be adequate to serve the residential component of the project (after the 20 percent parking reduction is applied). The project is not proposing to provide off-street parking for the retail use, which would require City Planning staff approval.

## Motorcycle and Bicycle Parking Requirement

The City requires one motorcycle parking space for every four residential units and one motorcycle parking space per 20 code required auto parking spaces for commercial uses. Thus, the project should provide a total of 53 motorcycle parking spaces: 52 for the residential use and 1 for the retail use.

The site plan shows 23 motorcycle parking stalls on the at-grade level of the south parking garage, which falls short of the motorcycle parking requirement by 30 stalls. It is not known whether motorcycle parking would be provided on the above-grade parking level, however, since the level two garage plan was not provided. Thus, the evaluation of motorcycle parking supply could not be completed. The project applicant should coordinate with the City of San Jose Planning Department to determine how much motorcycle parking is required.

The City requires one bicycle parking space for every four residential units and one bicycle parking space for every 4,000 s.f. of retail/commercial space. For residential uses a minimum of 60 percent of bicycle parking should be long-term spaces, and for retail uses a minimum of 80 percent of bicycle parking should be short-term spaces. To meet the City's requirements, the project should provide 32 long-term and 20 short-term bicycle parking spaces for the residential use, and 2 short-term bicycle parking spaces (i.e., back rack) for the retail/commercial use.

The site plan does not show any bike racks (short-term bicycle parking) on Race Street or Grand Avenue. The site plan does show long-term bicycle parking on the at-grade level of the south parking garage, but does not indicate how many bicycle spaces would be provided. Thus, bicycle parking supply could not be evaluated. It is recommended that the project provide bicycle parking that meets the City requirement to encourage the use of non-auto modes of travel and to qualify for an off-street vehicle parking reduction.

# 7.
# Project Alternative 1 Conditions

This chapter describes Project Alternative 1 traffic conditions. This alternative project scenario would eliminate the retail/commercial component of the project. The analysis methodology, project trip distribution pattern, and site access under alternative 1 conditions are the same as that described under background plus project conditions. Elimination of the retail/commercial component of the project would reduce the trip generation and parking requirement compared to the proposed project. Therefore, under project alternative 1 conditions, traffic volumes would be slightly lower and intersection operations would be equal to or better than background plus project conditions.

## Alternative 1 Trip Generation

After applying the appropriate trip generation rates and existing trip credits, the proposed project alternative 1 would generate 155 new daily vehicle trips, with 48 new trips occurring during the AM peak hour and 9 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by ITE and the City of San Jose, the project would produce no new inbound trips and 48 new outbound trips during the AM peak hour, and 7 new inbound trips and 2 new outbound trips during the PM peak hour compared to the existing uses on the site to be removed (see Table 10).

**Table 10**
**Trip Generation Estimates Under Background Plus Project Alternative 1 Conditions**

| | | | | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Size | | Daily Rate | Daily Trips | Pk-Hr Rate | In | Out | Total | Pk-Hr Rate | In | Out | Total |
| **Proposed Uses** | | | | | | | | | | | | |
| Apartments [1] | 206 | units | 5.44 | 1,121 | 0.36 | 19 | 55 | 74 | 0.44 | 56 | 35 | 91 |
| **Existing Occupied Uses** | | | | | | | | | | | | |
| SF Homes, Foster Care Facility, Barber Shop, Warehouse [2] | | | -- | (190) | -- | (12) | (6) | (18) | -- | (6) | (14) | (20) |
| **Existing Vacant Uses** | | | | | | | | | | | | |
| Restaurant and Market [3] | 8,000 | s.f. | 97.00 | (776) | 0.97 | (7) | (1) | (8) | 7.76 | (43) | (19) | (62) |
| Existing Uses Subtotal: | | | | (966) | | (19) | (7) | (26) | | (49) | (33) | (82) |
| **Net New Trips:** | | | | **155** | | **0** | **48** | **48** | | **7** | **2** | **9** |

Notes:
[1] Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition* , for Multifamily Housing Mid-Rise (Land Use 221) located in a General Urban/Suburban setting. Rates are expressed in trips per unit.
[2] Trips generated by existing occupied uses are based on counts conducted on Wednesday, May 31, 2017. Existing occupied uses include 7 single-family homes, a barber shop, a foster care facility currently operating in a 9,000 s.f. office building, and a 12,000 s.f. warehouse.
[3] Trip generation based on Quality Restaurant rates contained in the *San Jose Traffic Impact Analysis Handbook, November 2009* . Rates are expressed in trips per 1,000 s.f.

# Alternative 1 Parking Analysis

## Vehicle Parking Requirements

Based on the City's parking requirements (*San Jose Municipal Code Chapter 20.90)*, project alternative 1 would be required to provide on-site parking for the 206 residential units as follows:

- 1.25 spaces per one-bedroom unit
- 1.7 spaces per two-bedroom unit
- 2.0 spaces per three-bedroom unit

It is our understanding that alternative 1 would include 138 one-bedroom units, 38 two-bedroom units, and 30 three-bedroom units. Based on this breakdown, the project is required to provide a total of 298 vehicle parking spaces.

Note that since the project is located within 2,000 feet of an existing bus rapid transit (BRT) station, and if the project provides adequate bicycle parking per the City's requirement, the project would be eligible for a 20 percent reduction in off-street vehicle parking *(San Jose Municipal Code Section 20.90.220).* With this 20 percent reduction, the project would be required to provide a total of 238 parking spaces.

In addition, the project would be required to designate eight percent of the required parking supply as clean air vehicle parking. Clean air vehicle parking spaces can be any combination of low-emitting, fuel efficient, and carpool/vanpool designated parking spaces. To meet the City's vehicle parking requirement, alternative 1 should designate 19 spaces for clean air vehicles.

The project is proposing to provide a total of 242 parking stalls, which would be adequate to serve the 206 residential units (after the 20 percent parking reduction is applied).

## Motorcycle and Bicycle Parking Requirements

The City requires one motorcycle parking space and one bicycle parking space for every four residential units. In addition, for residential uses, a minimum of 60 percent of bicycle parking should be long-term spaces. Thus, to meet the City's requirements, alternative 1 should provide 52 motorcycle parking spaces and 52 bicycle parking spaces (32 long-term bicycle parking spaces and 20 short term bicycle parking space).

The site plan shows 23 motorcycle parking stalls on the at-grade level of the south parking garage, which falls short of the motorcycle parking requirement by 29 stalls. It is not known whether motorcycle parking would be provided on the above-grade parking level, however, since the level two garage plan was not provided. Thus, the evaluation of motorcycle parking supply could not be completed. The project applicant should coordinate with the City of San Jose Planning Department to determine how much motorcycle parking is required.

The site plan does not show any bike racks (short-term bicycle parking) on Race Street or Grand Avenue. The site plan does show long-term bicycle parking on the at-grade level of the south parking garage, but does not indicate how many bicycle spaces would be provided. Thus, bicycle parking supply could not be evaluated. It is recommended that the project provide bicycle parking that meets the City requirement to encourage the use of non-auto modes of travel and to qualify for an off-street vehicle parking reduction.

# Alternative 1 Conclusions

Project alternative 1 would generate fewer vehicle trips compared to the proposed project. And like the proposed project, no significant traffic operational issues are expected to occur as a result of this project alternative. Alternative 1 would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area. Thus, no project sponsored improvements would be necessary.

# 8.
# Project Alternative 2 Conditions

This chapter describes Project Alternative 2 traffic conditions. Like the proposed project, project alternative 2 would include 206 residential units and up to 8,500 s.f. of commercial/retail space. However, alternative 2 would include a full-access driveway on Race Street instead of Grand Avenue.

Background plus project alternative 2 conditions were evaluated relative to background conditions to determine potential alternative 2 impacts based on the City of San Jose's Level of Service Policy.

## Alternative 2 Trip Estimates

Although project alternative 2 would consist of the same amount of development as the proposed project and, thus, would generate the same number of vehicle trips (see Table 7 in Chapter 5), the trips under alternative 2 would access the site via Race Street instead of Grand Avenue. For this reason, the trip assignment for alternative 2 (see Figure 13) varies from the proposed project trip assignment (Figure 9 in Chapter 5). The net peak hour vehicle trips shown in Figure 13 represent trips generated by alternative 2 minus trips generated by the existing occupied and vacant uses to be removed.

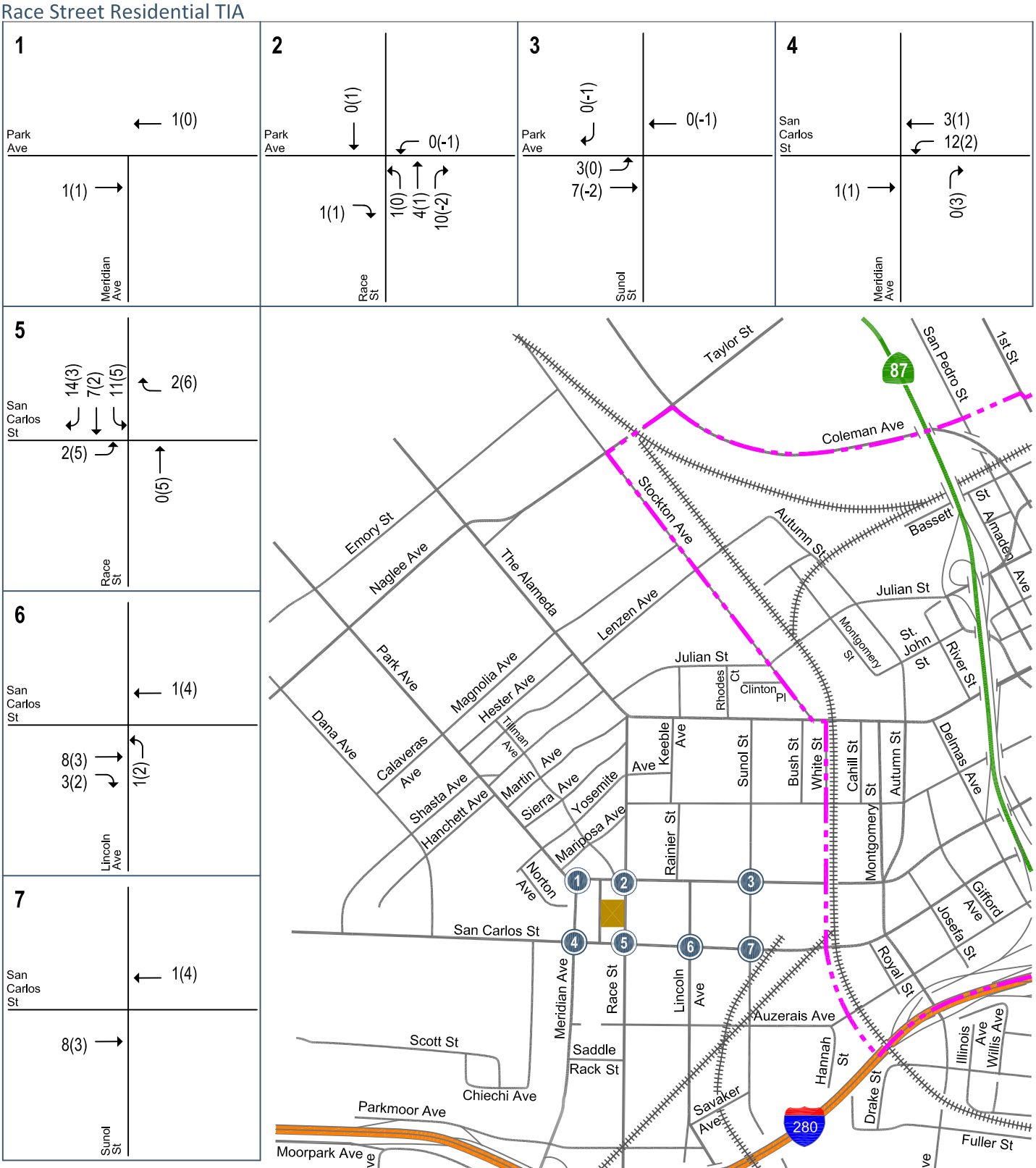
## Background Plus Project Alternative 2 Traffic Volumes

The net peak hour alternative 2 trips were added to the background traffic volumes to obtain background plus project alternative 2 traffic volumes (see Figure 14).

## Background Plus Project Alternative 2 Intersection Analysis

The results of the intersection level of service analysis under background plus project alternative 2 conditions show that, measured against the City of San Jose level of service standards, all the signalized study intersections would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic (see Table 11). Therefore, none of the study intersections would be significantly impacted by project alternative 2.

The intersection level of service calculation sheets for project alternative 2 are included in Appendix E.




LEGEND

= Project Site Location

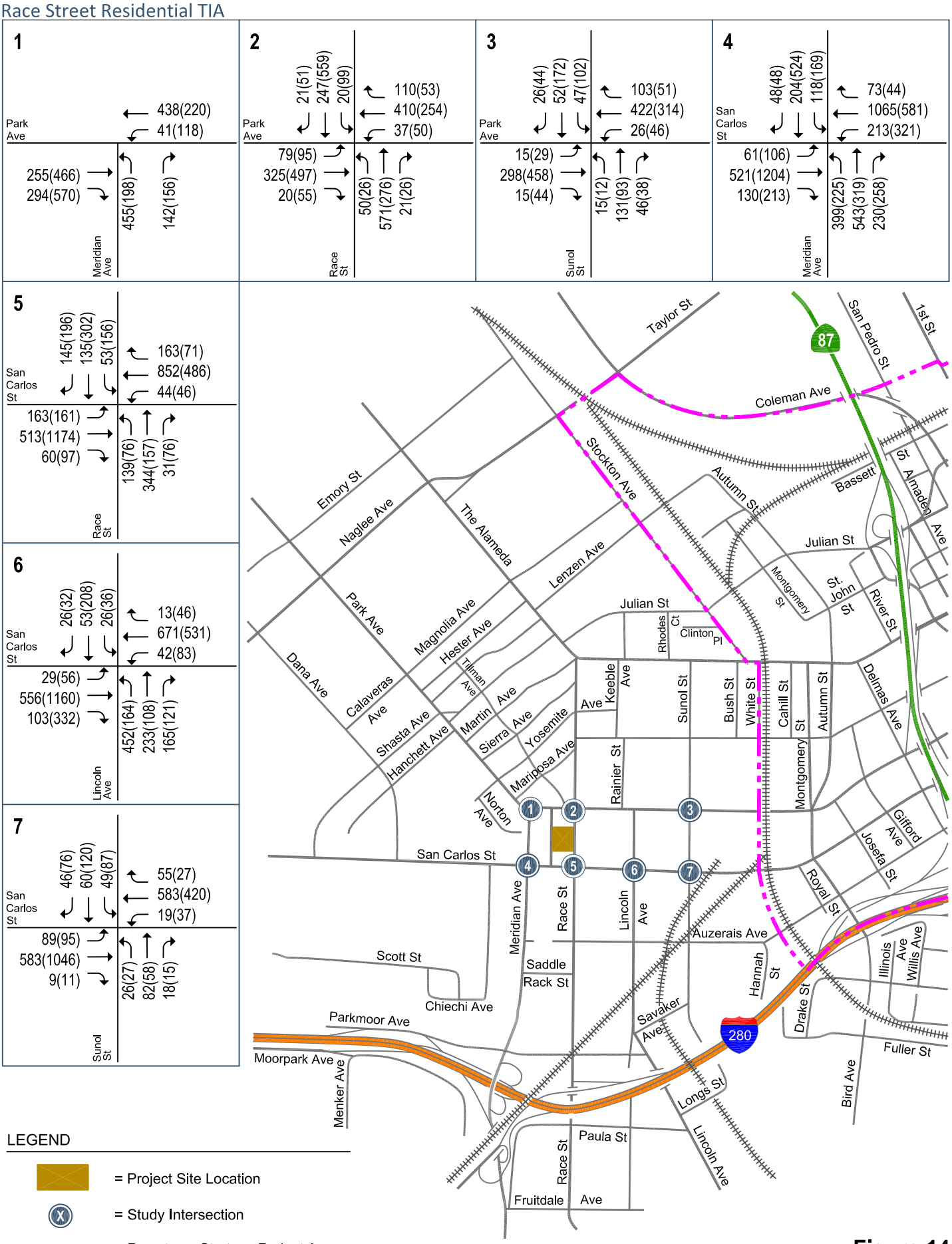
= Study Intersection

= Downtown Strategy Project Area

XX(XX) = AM(PM) Peak-Hour Trips

**Figure 13**
**Net Alternative 2 Trip Assignment Under Background Plus Project Conditions**

NORTH
Not to Scale




LEGEND

= Project Site Location

= Study Intersection

= Downtown Strategy Project Area

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 14**

**Background Plus Project Alternative 2 Traffic Volumes**

**Table 11**
**Background Plus Project Alternative 2 Intersection Levels of Service**

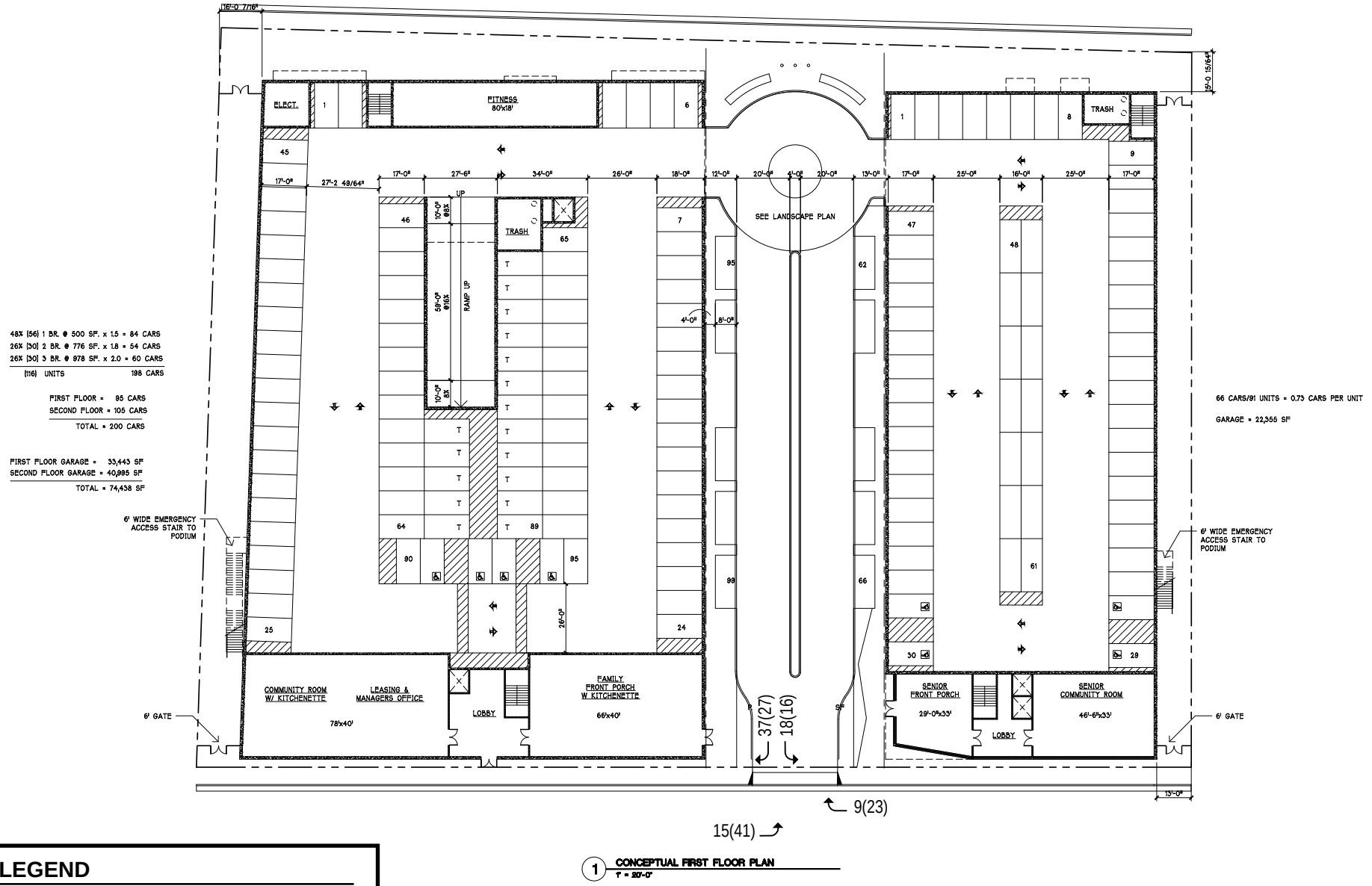
| Study Number | Intersection | Peak Hour | Existing Avg Delay (sec.) | Existing LOS | Background Avg. Delay (sec.) | Background LOS | Background + Project Alternative 2 Avg. Delay (sec.) | Background + Project Alternative 2 LOS | Incr. In Crit. Delay (sec.) | Incr. In Crit. V/C |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Meridian Av & Park Av | AM | 23.4 | C | 23.8 | C | 23.8 | C | 0.0 | 0.001 |
| | | PM | 20.9 | C | 21.0 | C | 21.0 | C | 0.0 | 0.001 |
| 2 | Race St & Park Av | AM | 15.2 | B | 15.8 | B | 15.9 | B | 0.2 | 0.009 |
| | | PM | 19.4 | B | 20.1 | C | 20.1 | C | 0.0 | 0.000 |
| 3 | Sunol St & Park Av | AM | 7.8 | A | 9.3 | A | 9.3 | A | 0.0 | 0.000 |
| | | PM | 10.6 | B | 11.6 | B | 11.6 | B | -0.1 | -0.002 |
| 4 | Meridian Av & San Carlos St * | AM | 37.2 | D | 39.2 | D | 39.3 | D | 0.0 | 0.001 |
| | | PM | 47.1 | D | 53.5 | D | 53.6 | D | 0.2 | 0.002 |
| 5 | Race St & San Carlos St | AM | 36.8 | D | 37.1 | D | 38.3 | D | 3.5 | 0.035 |
| | | PM | 41.5 | D | 43.1 | D | 43.4 | D | 0.2 | 0.003 |
| 6 | Lincoln Av & San Carlos St * | AM | 31.9 | C | 34.3 | C | 34.4 | C | 0.1 | 0.001 |
| | | PM | 34.8 | C | 37.6 | D | 37.6 | D | 0.1 | 0.002 |
| 7 | Sunol St & San Carlos St | AM | 12.8 | B | 15.0 | B | 15.0 | B | -0.1 | 0.002 |
| | | PM | 13.8 | B | 16.4 | B | 16.4 | B | 0.0 | 0.001 |

Notes:
* Denotes a City of San Jose Protected Intersection

## Alternative 2 Site Access and Circulation

As previously described, project alternative 2 would provide site access via one full-access driveway on Race Street. The February 6, 2017 site plan prepared by LPMD Architects shows the Race Street driveway to be 32 feet wide, measured at the throat, and would provide access to the on-site parking levels. The parking garage entrances would be located at the rear of the site, near the end of the approximately 250-foot driveway. According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a two-way driveway that serves a multi-family residential development is 26 feet wide. This provides adequate width for vehicular ingress and egress, and provides a reasonably short crossing distance for pedestrians. The proposed driveway width should be reduced to 26 feet.

The project-generated trips that are estimated to occur at the Race Street driveway under alternative 2 conditions are 24 inbound trips and 55 outbound trips during the AM peak hour, and 64 inbound trips and 43 outbound trips during the PM peak hour (see Figure 15). New trips generated by alternative 2 would not be expected to create any operational issues related to vehicle queuing at the project site driveway on Race Street. Northbound traffic on Race Street could be blocked momentarily by vehicles waiting to turn left into the driveway, particularly during the PM peak hour when opposing traffic volumes on southbound Race Street are highest. However, this potential delay would not be expected to adversely affect traffic operations on Race Street. Using TRAFFIX software it is estimated that the average vehicle delay for drivers turning left into the Race Street driveway would be less than 10 seconds per vehicle (8 seconds during the AM peak hour and 9 seconds during the PM peak hour).




1 CONCEPTUAL FIRST FLOOR PLAN
1" = 20'-0"

**LEGEND**

XX(XX) = AM(PM) Peak-Hour Trips

**Figure 15**
**Alternative 2 Conceptual Site Plan with Driveway Trips**

## Sight Distance

Based on the alternative 2 site plan provided, the Race Street driveway would be free and clear of obstructions, thereby ensuring that vehicles can see pedestrians on the sidewalk, as well as vehicles and bicycles travelling along Race Street.

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 standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the project driveway on Race Street, which has a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). This means that a driver must be able to see 200 feet down Race Street to locate a sufficient gap to turn out of the driveway. There are no roadway curves or landscaping features (existing or proposed) that would obstruct the vision of exiting drivers. However, street parking is allowed on Race Street and could obstruct the vision of exiting drivers if there were cars parked next the driveway. No parking zones (red curb) generally should be established adjacent to driveways to ensure adequate sight distance.

## On-Site Circulation

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards. The Race Street driveway would provide adequate vehicular access. Two separate parking garage entrances would be located at the rear of the site, near the end of the approximately 250-foot driveway. The south parking garage would provide two parking levels, and the north parking garage would provide one parking level. Vehicular circulation within the two parking garages is described in more detail below.

### South Parking Garage

The site plan shows 90-degree parking throughout the two-level south garage, including some tandem parking. The drive aisles and garage ramp measure at least 26 feet wide, which would be adequate for two-way internal circulation of vehicular traffic and would provide sufficient room for vehicles to back out of parking spaces. The site plan shows good circulation throughout the south parking garage, with no dead-end drive aisles.

### North Parking Garage

The site plan shows 90-degree parking and parallel parking within the single-level north garage. The drive aisles measure 25 feet wide, which would be adequate for two-way internal circulation of vehicular traffic and would provide sufficient room for vehicles to maneuver in and out of parking spaces. The site plan shows good circulation throughout the north parking garage, with no dead-end drive aisles.

## Truck Access and Circulation

The current site plan does not indicate a freight loading area. The project should coordinate with City staff to determine the appropriate location and size for an on-street freight loading area to serve the project. Note that the City of San Jose typically prefers that freight loading areas be provided on-site and not within the public right-of-way.

### Garbage Collection

A trash room would be located on the west end of each parking garage. Due to access limitations under this project alternative, it is presumed that trash bins would be wheeled out to Race Street via the project driveway, and that all garbage trucks would perform their operations outside of the development

at the curb along Race Street. The trash bins would need be removed from the public right-of-way after trash pickup and returned to the two on-site trash rooms.

### Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings are within 150 feet of a fire department access road, and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. All areas of the proposed buildings would be within 150 feet of either Race Street or Grand Avenue (east and west site boundaries), and the site plan shows a 13-foot setback on the north side and a 16-foot setback on the south side of the property. Thus, the project would meet the fire access requirements.

## Alternative 2 Queuing Analysis

The analysis of intersection level of service was supplemented with an analysis of queuing for selected movements at the study intersections based on the same methodology described in Chapter 6. The project alternative 2 queuing analysis is based on vehicle queuing for the four left-turn movements listed below.

- Westbound left turn at Race Street and Park Avenue
- Westbound left turn at Meridian Avenue and San Carlos Street
- Southbound left turn at Race Street and San Carlos Street
- Eastbound left turn at Race Street and San Carlos Street

The left-turn estimated queue lengths were compared to the lengths of the existing turn pockets. The results of the queuing analysis are discussed below and shown in Table 12.

### Meridian Avenue and San Carlos Street

No queuing issues were observed at this intersection during either the AM or PM peak hour observation periods. However, the queuing analysis indicates that the maximum vehicle queue for the westbound left-turn movement on San Carlos Street would exceed the turn pocket storage capacity by one vehicle during the PM peak hour under background conditions due to trips generated by approved projects in the area. Although, the project would add vehicles to this left-turn movement, the project would not increase the 95$^{th}$ percentile queue length.

### Race Street and San Carlos Street

During the PM peak hour observation period, the long southbound vehicle queues on Race Street would often fail to clear the intersection in one signal cycle length. The southbound left-turn pocket is short, and many vehicles are unable to enter the left-turn pocket due to the long vehicle queues that develop within the single southbound travel lane on Race Street. The queuing analysis confirms that the maximum vehicle queue for the southbound left-turn lane at the Race Street/San Carlos Street intersection currently exceeds the existing vehicle storage capacity during the PM peak hour. The maximum vehicle queue length calculates to approximately twice the length of the left-turn pocket. The queuing analysis also indicates that this overflow condition would continue to occur under background and background plus project conditions. City staff have indicated that the project will be required to lengthen the southbound left-turn pocket by 50 feet, thereby providing a total of 175 feet of vehicle storage. Lengthening the turn pocket to provide additional vehicle storage would require the removal of on-street parking and restriping.

**Table 12**
**Alternative 2 Intersection Queuing Analysis Results**

| Intersection | Race St & Park Av | | Meridian Av & San Carlos St | | Race Street & San Carlos St | | | |
|---|---|---|---|---|---|---|---|---|
| Movement | WB LT | | WB LT | | SB LT | | EB LT | |
| Peak Hour Period | AM | PM | AM | PM | AM | PM | AM | PM |
| ***Existing*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 65 | 96 | 130 | 150 | 130 | 150 | 130 | 150 |
| Lanes | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 |
| Volume (vph) | 35 | 39 | 170 | 256 | 36 | 138 | 160 | 148 |
| Volume (vphpl) | 35 | 39 | 85 | 128 | 36 | 138 | 160 | 148 |
| Avg. Queue (veh/ln) | 0.6 | 1.0 | 3.1 | 5.3 | 1.3 | 5.8 | 5.8 | 6.2 |
| Avg. Queue[2] (ft/ln) | 16 | 26 | 77 | 133 | 33 | 144 | 144 | 154 |
| 95th% Queue (veh/ln) | 2 | 3 | 6 | 9 | 3 | 10 | 10 | 10 |
| 95th% Queue[2] (ft/ln) | 50 | 75 | 150 | 225 | 75 | 250 | 250 | 250 |
| Storage (ft/ ln) | 125 | 125 | 250 | 250 | 125 | 125 | 300 | 300 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | ***N*** | Y | Y |
| ***Background*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 65 | 96 | 130 | 150 | 130 | 150 | 130 | 150 |
| Lanes | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 |
| Volume (vph) | 37 | 51 | 201 | 319 | 42 | 151 | 161 | 156 |
| Volume (vphpl) | 37 | 51 | 101 | 160 | 42 | 151 | 161 | 156 |
| Avg. Queue (veh/ln) | 0.7 | 1.4 | 3.6 | 6.7 | 1.5 | 6.3 | 5.8 | 6.5 |
| Avg. Queue[2] (ft/ln) | 17 | 34 | 91 | 167 | 38 | 157 | 145 | 163 |
| 95th% Queue (veh/ln) | 2 | 3 | 7 | 11 | 4 | 11 | 10 | 11 |
| 95th% Queue[2] (ft/ln) | 50 | 75 | 175 | 275 | 100 | 275 | 250 | 275 |
| Storage (ft/ ln) | 125 | 125 | 250 | 250 | 125 | 125 | 300 | 300 |
| Adequate (Y/N) | Y | Y | Y | ***N*** | Y | ***N*** | Y | Y |
| ***Background Plus Project*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 65 | 96 | 130 | 150 | 130 | 150 | 130 | 150 |
| Lanes | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 |
| Volume (vph) | 37 | 50 | 213 | 321 | 53 | 156 | 163 | 161 |
| Volume (vphpl) | 37 | 50 | 107 | 161 | 53 | 156 | 163 | 161 |
| Avg. Queue (veh/ln) | 0.7 | 1.3 | 3.9 | 6.7 | 1.9 | 6.5 | 5.9 | 6.7 |
| Avg. Queue[2] (ft/ln) | 17 | 33 | 97 | 168 | 48 | 163 | 147 | 168 |
| 95th% Queue (veh/ln) | 2 | 3 | 7 | 11 | 4 | 11 | 10 | 11 |
| 95th% Queue[2] (ft/ln) | 50 | 75 | 175 | 275 | 100 | 275 | 250 | 275 |
| Storage (ft/ ln) | 125 | 125 | 250 | 250 | 125 | 125 | 300 | 300 |
| Adequate (Y/N) | Y | Y | Y | ***N*** | Y | ***N*** | Y | Y |

Notes:
WB = westbound; EB = eastbound; SB = southbound; LT = left turn movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued.

## Alternative 2 Parking Requirements

The City parking requirements for alternative 2 would be the same as described for the proposed project in Chapter 6.

## Alternative 2 Conclusions

The results of the intersection level of service analysis under background plus project alternative 2 conditions show that, based on the City of San Jose significant impact criteria, none of the signalized study intersections would be significantly impacted by the project.

### Recommendations

- Lengthen the southbound left-turn pocket at the Race Street/San Carlos Street intersection by 50 feet, thereby providing a total of 175 feet of vehicle storage. Lengthening the turn pocket to provide additional vehicle storage would require the removal of on-street parking and restriping.
- Reduce the proposed Race Street driveway width from 32 feet to 26 feet per the City of San Jose standard for residential driveways.
- Coordinate with City staff to determine the appropriate location and size for an on-street freight loading area to serve the project. The current site plan does not identify a freight loading area.

# 9. Conclusions

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. Since the project site is located outside the downtown core area, as defined by the City's 2040 General Plan, the project is subject to the City's Transportation Level of Service Policy (Council Policy 5-3). An analysis in accordance with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) requirements was not necessary because the project would generate fewer than 100 net peak hour vehicle trips. The traffic study includes an analysis of AM and PM peak hour traffic conditions for seven (7) signalized intersections in the immediate vicinity of the project site. Project impacts on other transportation facilities, such as bicycle and pedestrian facilities, were determined based on engineering judgment.

## Project Intersection Level of Service Results

The results of the intersection level of service analysis show that, based on the City of San Jose significant impact criteria, none of the signalized study intersections would be significantly impacted by the project or the project alternatives.

## Other Transportation Issues

The site plan shows adequate site access and no significant traffic operational issues are expected to occur as a result of the project. The project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area. Thus, no project sponsored improvements are recommended.

Hexagon has provided the following recommendations resulting from the site access and circulation evaluation.

### Project Recommendations

- Work with City staff to determine the appropriate location and size for an on-street freight loading area. The current site plan does not identify a freight loading area.
- Remove the unsignalized mid-block crossing on Race Street. City staff have confirmed that removal of the mid-block crossing is appropriate.
- Provide at least 53 motorcycle parking spaces (52 for the residential use and 1 for the retail use) in order to meet the City's parking requirement.
- Provide at least 52 bicycle parking spaces (32 long-term spaces and 20 short-term spaces) for the residential use, and 2 short-term bicycle parking spaces (i.e., back rack) for the

retail/commercial use to meet the City requirement. Providing adequate bicycle parking will encourage the use of non-auto modes of travel and allow the project to qualify for an off-street vehicle parking reduction.

- Coordinate with the City of San Jose Planning Department to determine if the project will be required to provide off-street parking for the small retail component of the project.

### Project Alternative 2 Recommendations

In addition to the recommendations listed above, the following improvements would need to be implemented should the project choose to move forward with development of alternative 2 (site access via Race Street).

- Lengthen the southbound left-turn pocket at the Race Street/San Carlos Street intersection by 50 feet, thereby providing a total of 175 feet of vehicle storage. Lengthening the turn pocket to provide additional vehicle storage would require the removal of on-street parking and restriping.
- Reduce the proposed Race Street driveway width from 32 feet to 26 feet per the City of San Jose standard for residential driveways.
- Coordinate with City staff to determine the appropriate location and size for an on-street freight loading area. The current site plan does not identify a freight loading area.

## Senior Housing Option

The project applicant is considering substituting as many as 90 of the 206 multi-family residential units with senior housing units. Senior housing generates fewer vehicle trips than typical multi-family residential housing. For this reason, if the project were to substitute any number of multi-family residential units with the same number of senior housing units, the project's traffic impact would be less.

# Race Street Residential TIA

## Technical Appendices

December 7, 2017

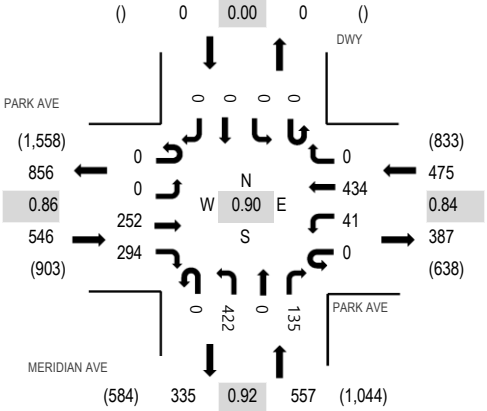
# Appendix A

## Traffic Counts

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

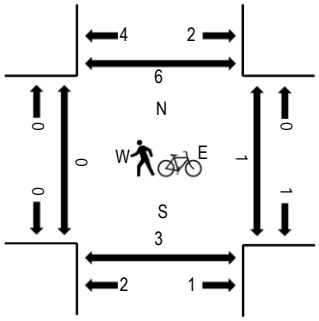
**Location:** 1 MERIDIAN AVE & PARK AVE AM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | PARK AVE Eastbound | | | | PARK AVE Westbound | | | | MERIDIAN AVE Northbound | | | | DWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 21 | 37 | 0 | 11 | 86 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 0 | 256 | 1,437 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 0 | 44 | 66 | 0 | 11 | 111 | 0 | 0 | 88 | 0 | 18 | 0 | 0 | 0 | 0 | 338 | 1,548 | 0 | 0 | 3 | 1 |
| 7:30 AM | 0 | 0 | 67 | 63 | 0 | 7 | 142 | 0 | 0 | 105 | 0 | 23 | 0 | 0 | 0 | 0 | 407 | 1,578 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 0 | 76 | 82 | 0 | 11 | 114 | 0 | 0 | 107 | 0 | 46 | 0 | 0 | 0 | 0 | 436 | 1,490 | 0 | 0 | 1 | 1 |
| 8:00 AM | 0 | 0 | 54 | 70 | 0 | 14 | 89 | 0 | 0 | 106 | 0 | 34 | 0 | 0 | 0 | 0 | 367 | 1,343 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 55 | 79 | 0 | 9 | 89 | 0 | 0 | 104 | 0 | 32 | 0 | 0 | 0 | 0 | 368 | | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 56 | 65 | 0 | 12 | 53 | 0 | 0 | 102 | 0 | 31 | 0 | 0 | 0 | 0 | 319 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 36 | 32 | 0 | 15 | 59 | 0 | 0 | 115 | 0 | 32 | 0 | 0 | 0 | 0 | 289 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

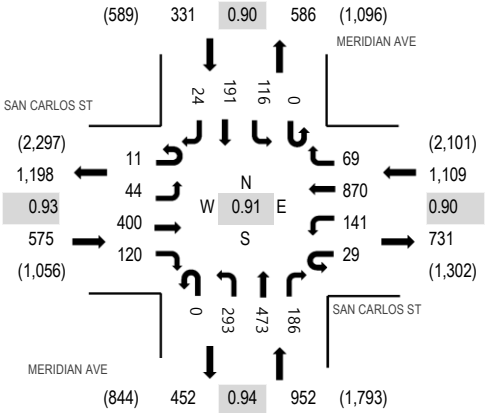
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 250 | 287 | 0 | 41 | 427 | 0 | 0 | 416 | 0 | 133 | 0 | 0 | 0 | 0 | 1,554 |
| Mediums | 0 | 0 | 2 | 7 | 0 | 0 | 7 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 24 |
| Total | 0 | 0 | 252 | 294 | 0 | 41 | 434 | 0 | 0 | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 1,578 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

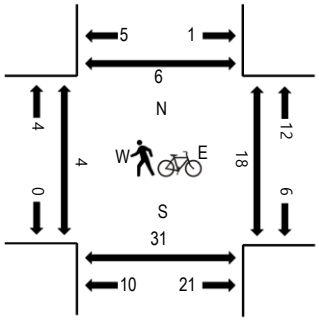
**Location:** 2 MERIDIAN AVE & SAN CARLOS ST AM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:30 AM - 07:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | MERIDIAN AVE Northbound | | | | MERIDIAN AVE 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 AM | 4 | 8 | 51 | 11 | 9 | 26 | 222 | 13 | 0 | 50 | 86 | 23 | 0 | 10 | 41 | 4 | 558 | 2,791 | 3 | 1 | 6 | 3 |
| 7:15 AM | 4 | 4 | 69 | 26 | 6 | 28 | 256 | 10 | 0 | 69 | 82 | 35 | 0 | 21 | 53 | 7 | 670 | 2,962 | 7 | 2 | 12 | 4 |
| 7:30 AM | 3 | 11 | 115 | 25 | 7 | 30 | 275 | 22 | 0 | 82 | 111 | 44 | 0 | 29 | 48 | 9 | 811 | 2,967 | 2 | 4 | 6 | 1 |
| 7:45 AM | 1 | 8 | 90 | 27 | 9 | 45 | 237 | 13 | 0 | 73 | 105 | 50 | 0 | 32 | 54 | 8 | 752 | 2,836 | 1 | 4 | 8 | 0 |
| 8:00 AM | 6 | 14 | 99 | 38 | 9 | 32 | 177 | 16 | 0 | 77 | 139 | 46 | 0 | 28 | 45 | 3 | 729 | 2,748 | 1 | 2 | 7 | 1 |
| 8:15 AM | 1 | 11 | 96 | 30 | 4 | 34 | 181 | 18 | 0 | 61 | 118 | 46 | 0 | 27 | 44 | 4 | 675 | | 0 | 6 | 4 | 1 |
| 8:30 AM | 3 | 9 | 98 | 33 | 1 | 38 | 160 | 9 | 0 | 73 | 140 | 44 | 0 | 18 | 49 | 5 | 680 | | 0 | 0 | 4 | 1 |
| 8:45 AM | 5 | 10 | 116 | 30 | 8 | 25 | 168 | 13 | 0 | 64 | 126 | 49 | 0 | 13 | 32 | 5 | 664 | | 1 | 4 | 17 | 5 |

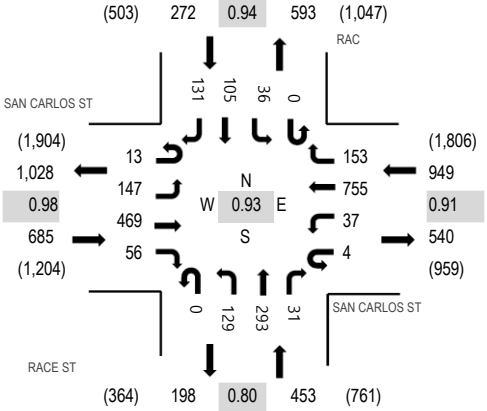
## Peak Rolling Hour Flow Rates

| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| Lights | 11 | 44 | 379 | 119 | 29 | 139 | 840 | 65 | 0 | 287 | 470 | 179 | 0 | 112 | 191 | 24 | 2,889 |
| Mediums | 0 | 0 | 20 | 1 | 0 | 2 | 30 | 4 | 0 | 5 | 2 | 6 | 0 | 4 | 0 | 0 | 74 |
| Total | 11 | 44 | 400 | 120 | 29 | 141 | 870 | 69 | 0 | 293 | 473 | 186 | 0 | 116 | 191 | 24 | 2,967 |

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

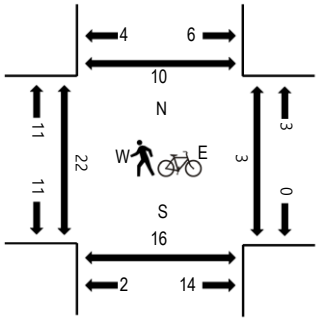
**Location:** 3 RACE ST & SAN CARLOS ST AM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | RACE ST Northbound | | | | RAC Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 3 | 15 | 58 | 5 | 0 | 9 | 129 | 26 | 0 | 28 | 50 | 3 | 0 | 2 | 11 | 17 | 356 | 2,155 | 1 | 3 | 4 | 1 |
| 7:15 AM | 4 | 33 | 73 | 5 | 1 | 7 | 233 | 45 | 0 | 24 | 60 | 3 | 0 | 7 | 26 | 21 | 542 | 2,356 | 5 | 2 | 4 | 10 |
| 7:30 AM | 0 | 40 | 105 | 4 | 1 | 9 | 212 | 36 | 0 | 50 | 87 | 5 | 0 | 10 | 22 | 39 | 620 | 2,359 | 4 | 3 | 3 | 0 |
| 7:45 AM | 4 | 39 | 126 | 15 | 1 | 12 | 207 | 45 | 0 | 29 | 82 | 11 | 0 | 9 | 27 | 30 | 637 | 2,280 | 2 | 0 | 4 | 4 |
| 8:00 AM | 4 | 35 | 124 | 21 | 0 | 9 | 183 | 35 | 0 | 22 | 49 | 7 | 0 | 9 | 29 | 30 | 557 | 2,119 | 7 | 0 | 3 | 2 |
| 8:15 AM | 5 | 33 | 114 | 16 | 2 | 7 | 153 | 37 | 0 | 28 | 75 | 8 | 0 | 8 | 27 | 32 | 545 | | 7 | 0 | 1 | 4 |
| 8:30 AM | 1 | 46 | 125 | 11 | 0 | 10 | 174 | 32 | 0 | 21 | 37 | 12 | 0 | 16 | 24 | 32 | 541 | | 3 | 0 | 2 | 1 |
| 8:45 AM | 3 | 27 | 101 | 9 | 1 | 9 | 144 | 37 | 0 | 15 | 46 | 9 | 0 | 8 | 40 | 27 | 476 | | 4 | 0 | 5 | 2 |

## 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 | 3 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 14 |
| Lights | 13 | 143 | 445 | 54 | 4 | 33 | 723 | 151 | 0 | 129 | 287 | 28 | 0 | 31 | 99 | 126 | 2,266 |
| Mediums | 0 | 4 | 21 | 2 | 0 | 3 | 27 | 2 | 0 | 0 | 5 | 2 | 0 | 3 | 6 | 4 | 79 |
| Total | 13 | 147 | 469 | 56 | 4 | 37 | 755 | 153 | 0 | 129 | 293 | 31 | 0 | 36 | 105 | 131 | 2,359 |

All Traffic Data Services Inc.

(303) 216-2439
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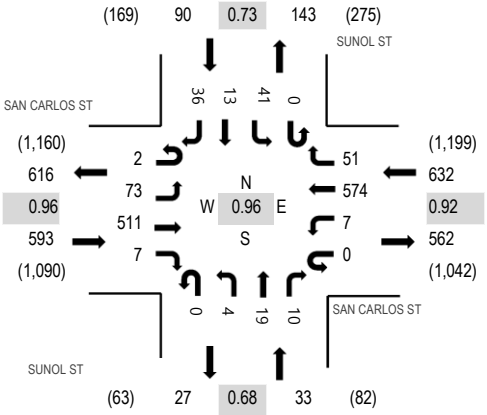
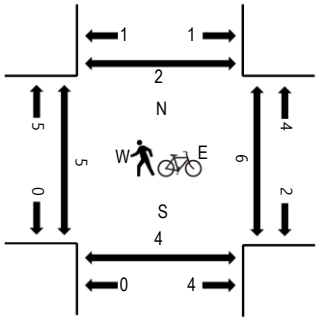
**Location:** 4 SUNOL ST & SAN CARLOS ST AM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 07:15 AM - 08:15 AM
**Peak 15-Minutes:** 07:30 AM - 07:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | SUNOL ST Northbound | | | | SUNOL 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 AM | 0 | 11 | 65 | 1 | 1 | 8 | 146 | 9 | 0 | 4 | 8 | 5 | 0 | 6 | 3 | 7 | 274 | 1,299 | 1 | 1 | 0 | 1 |
| 7:15 AM | 1 | 11 | 101 | 2 | 0 | 2 | 173 | 9 | 0 | 1 | 6 | 4 | 0 | 7 | 5 | 8 | 330 | 1,348 | 2 | 1 | 0 | 0 |
| 7:30 AM | 1 | 24 | 128 | 2 | 0 | 1 | 152 | 15 | 0 | 1 | 2 | 5 | 0 | 11 | 4 | 6 | 352 | 1,345 | 1 | 0 | 1 | 0 |
| 7:45 AM | 0 | 17 | 139 | 3 | 0 | 2 | 142 | 14 | 0 | 2 | 8 | 0 | 0 | 7 | 2 | 7 | 343 | 1,299 | 0 | 1 | 2 | 0 |
| 8:00 AM | 0 | 21 | 143 | 0 | 0 | 2 | 107 | 13 | 0 | 0 | 3 | 1 | 0 | 16 | 2 | 15 | 323 | 1,241 | 0 | 0 | 1 | 1 |
| 8:15 AM | 0 | 14 | 138 | 1 | 0 | 3 | 136 | 13 | 0 | 0 | 7 | 5 | 0 | 5 | 1 | 4 | 327 | | 1 | 2 | 3 | 3 |
| 8:30 AM | 0 | 19 | 119 | 1 | 0 | 2 | 115 | 15 | 0 | 1 | 4 | 2 | 0 | 11 | 3 | 14 | 306 | | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 17 | 107 | 4 | 1 | 5 | 105 | 8 | 0 | 1 | 7 | 5 | 0 | 10 | 4 | 11 | 285 | | 0 | 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 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| Lights | 2 | 72 | 469 | 7 | 0 | 5 | 547 | 49 | 0 | 4 | 19 | 5 | 0 | 37 | 9 | 35 | 1,260 |
| Mediums | 0 | 1 | 40 | 0 | 0 | 2 | 23 | 2 | 0 | 0 | 0 | 5 | 0 | 4 | 3 | 1 | 81 |
| Total | 2 | 73 | 511 | 7 | 0 | 7 | 574 | 51 | 0 | 4 | 19 | 10 | 0 | 41 | 13 | 36 | 1,348 |

All Traffic Data Services Inc.
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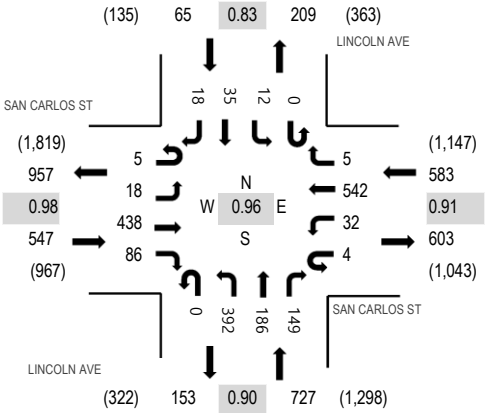
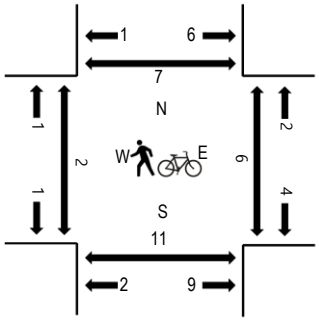
**Location:** 5 LINCOLN AVE & SAN CARLOS ST AM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | LINCOLN AVE Northbound | | | | LINCOLN AVE 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 AM | 0 | 2 | 47 | 14 | 2 | 8 | 122 | 1 | 0 | 57 | 25 | 22 | 0 | 2 | 7 | 5 | 314 | 1,731 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 64 | 19 | 0 | 11 | 164 | 1 | 0 | 101 | 28 | 28 | 0 | 5 | 8 | 5 | 434 | 1,915 | 0 | 2 | 2 | 3 |
| 7:30 AM | 1 | 2 | 100 | 16 | 2 | 11 | 160 | 1 | 0 | 103 | 34 | 37 | 0 | 7 | 2 | 7 | 483 | 1,922 | 0 | 0 | 1 | 0 |
| 7:45 AM | 2 | 3 | 119 | 20 | 0 | 6 | 125 | 1 | 0 | 108 | 59 | 36 | 0 | 3 | 11 | 7 | 500 | 1,890 | 0 | 1 | 1 | 2 |
| 8:00 AM | 0 | 4 | 106 | 28 | 2 | 13 | 142 | 0 | 0 | 101 | 52 | 35 | 0 | 1 | 11 | 3 | 498 | 1,816 | 0 | 1 | 1 | 1 |
| 8:15 AM | 2 | 9 | 113 | 22 | 0 | 2 | 115 | 3 | 0 | 80 | 41 | 41 | 0 | 1 | 11 | 1 | 441 | | 0 | 2 | 6 | 4 |
| 8:30 AM | 2 | 3 | 104 | 34 | 2 | 12 | 116 | 3 | 0 | 90 | 40 | 28 | 0 | 0 | 13 | 4 | 451 | | 0 | 1 | 0 | 1 |
| 8:45 AM | 4 | 3 | 106 | 18 | 2 | 10 | 105 | 5 | 0 | 85 | 43 | 24 | 0 | 4 | 15 | 2 | 426 | | 0 | 3 | 1 | 2 |

## 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 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Lights | 5 | 18 | 409 | 82 | 4 | 30 | 515 | 5 | 0 | 382 | 186 | 145 | 0 | 12 | 35 | 18 | 1,846 |
| Mediums | 0 | 0 | 25 | 4 | 0 | 2 | 23 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 67 |
| Total | 5 | 18 | 438 | 86 | 4 | 32 | 542 | 5 | 0 | 392 | 186 | 149 | 0 | 12 | 35 | 18 | 1,922 |

All Traffic Data Services Inc.
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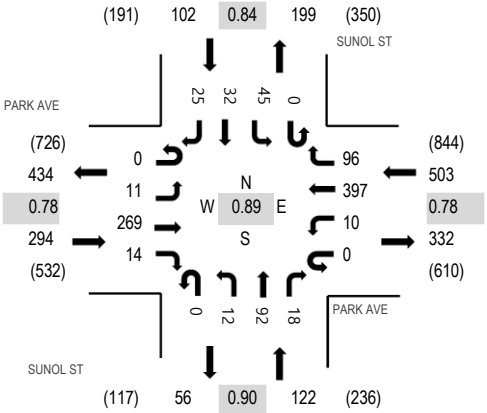
www.alltrafficdata.net

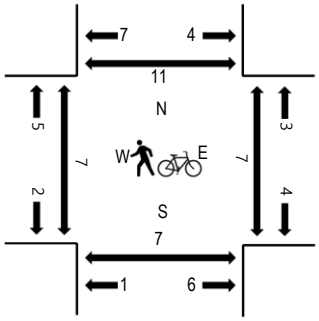
**Location:** 6 SUNOL ST & PARK AVE AM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 07:15 AM - 08:15 AM
**Peak 15-Minutes:** 07:30 AM - 07:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | PARK AVE Eastbound | | | | PARK AVE Westbound | | | | SUNOL ST Northbound | | | | SUNOL 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 AM | 0 | 1 | 49 | 2 | 0 | 3 | 97 | 5 | 0 | 4 | 17 | 2 | 0 | 9 | 4 | 3 | 196 | 987 | 1 | 1 | 0 | 0 |
| 7:15 AM | 0 | 2 | 54 | 5 | 0 | 0 | 106 | 11 | 0 | 2 | 17 | 9 | 0 | 9 | 10 | 8 | 233 | 1,021 | 3 | 0 | 0 | 1 |
| 7:30 AM | 0 | 4 | 70 | 0 | 0 | 0 | 125 | 37 | 0 | 4 | 24 | 6 | 0 | 9 | 4 | 3 | 286 | 980 | 2 | 1 | 3 | 1 |
| 7:45 AM | 0 | 3 | 86 | 7 | 0 | 3 | 83 | 33 | 0 | 1 | 28 | 1 | 0 | 14 | 8 | 5 | 272 | 920 | 1 | 5 | 3 | 3 |
| 8:00 AM | 0 | 2 | 59 | 2 | 0 | 7 | 83 | 15 | 0 | 5 | 23 | 2 | 0 | 13 | 10 | 9 | 230 | 816 | 1 | 1 | 0 | 1 |
| 8:15 AM | 0 | 4 | 62 | 0 | 1 | 2 | 62 | 12 | 0 | 2 | 18 | 8 | 0 | 12 | 5 | 4 | 192 | | 2 | 1 | 1 | 0 |
| 8:30 AM | 0 | 6 | 65 | 2 | 1 | 5 | 62 | 20 | 0 | 2 | 25 | 4 | 0 | 13 | 16 | 5 | 226 | | 0 | 6 | 1 | 2 |
| 8:45 AM | 0 | 3 | 40 | 4 | 2 | 9 | 46 | 14 | 0 | 2 | 26 | 4 | 0 | 6 | 9 | 3 | 168 | | 2 | 0 | 1 | 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 | 1 | 0 | 1 |
| Lights | 0 | 11 | 267 | 13 | 0 | 9 | 389 | 95 | 0 | 12 | 90 | 18 | 0 | 45 | 30 | 25 | 1,004 |
| Mediums | 0 | 0 | 2 | 1 | 0 | 1 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 16 |
| Total | 0 | 11 | 269 | 14 | 0 | 10 | 397 | 96 | 0 | 12 | 92 | 18 | 0 | 45 | 32 | 25 | 1,021 |

All Traffic Data Services Inc.
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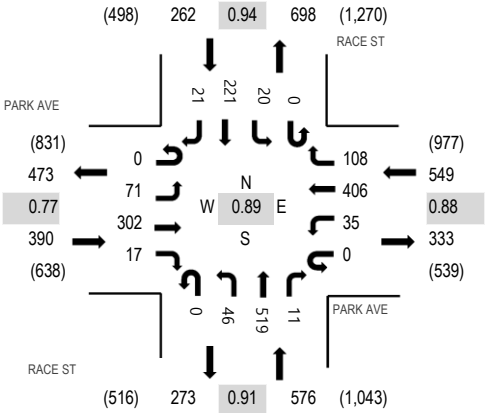
www.alltrafficdata.net

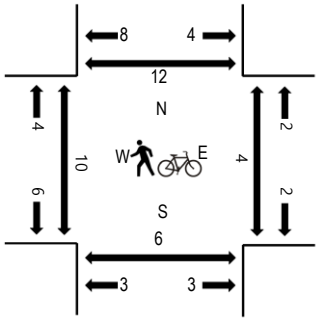
**Location:** 7 RACE ST & PARK AVE AM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | PARK AVE Eastbound | | | | PARK AVE Westbound | | | | RACE ST Northbound | | | | RACE ST Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 9 | 13 | 2 | 0 | 9 | 88 | 13 | 0 | 3 | 71 | 4 | 0 | 5 | 35 | 2 | 254 | 1,604 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 13 | 49 | 2 | 0 | 10 | 99 | 18 | 0 | 15 | 129 | 1 | 0 | 5 | 44 | 4 | 389 | 1,754 | 4 | 4 | 3 | 0 |
| 7:30 AM | 0 | 12 | 66 | 4 | 0 | 14 | 126 | 16 | 0 | 13 | 146 | 2 | 0 | 5 | 56 | 3 | 463 | 1,777 | 3 | 2 | 1 | 6 |
| 7:45 AM | 0 | 20 | 102 | 4 | 0 | 5 | 102 | 33 | 0 | 18 | 138 | 5 | 0 | 3 | 62 | 6 | 498 | 1,679 | 2 | 1 | 1 | 4 |
| 8:00 AM | 0 | 19 | 72 | 5 | 0 | 10 | 88 | 27 | 0 | 4 | 112 | 3 | 0 | 5 | 51 | 8 | 404 | 1,552 | 3 | 0 | 2 | 0 |
| 8:15 AM | 0 | 20 | 62 | 4 | 0 | 6 | 90 | 32 | 0 | 11 | 123 | 1 | 0 | 7 | 52 | 4 | 412 | | 1 | 1 | 2 | 2 |
| 8:30 AM | 0 | 22 | 53 | 6 | 0 | 9 | 52 | 25 | 0 | 4 | 115 | 7 | 0 | 5 | 60 | 7 | 365 | | 1 | 1 | 2 | 2 |
| 8:45 AM | 0 | 26 | 46 | 7 | 0 | 10 | 69 | 26 | 0 | 8 | 105 | 5 | 0 | 13 | 49 | 7 | 371 | | 3 | 3 | 3 | 2 |

## 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 | 1 | 0 | 0 | 0 | 3 | 0 | 4 |
| Lights | 0 | 70 | 299 | 16 | 0 | 35 | 400 | 107 | 0 | 46 | 507 | 11 | 0 | 19 | 209 | 20 | 1,739 |
| Mediums | 0 | 1 | 3 | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 11 | 0 | 0 | 1 | 9 | 1 | 34 |
| Total | 0 | 71 | 302 | 17 | 0 | 35 | 406 | 108 | 0 | 46 | 519 | 11 | 0 | 20 | 221 | 21 | 1,777 |

All Traffic Data Services Inc.
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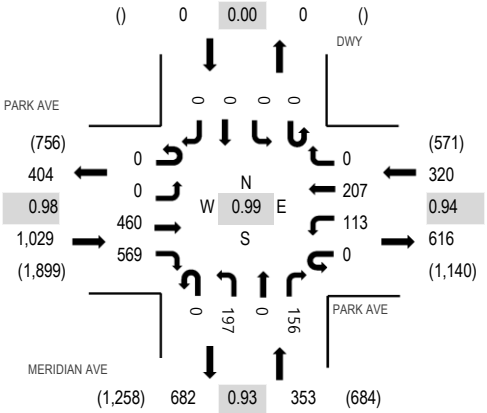
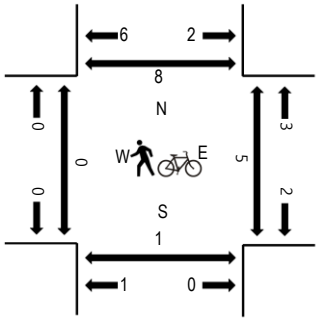
**Location:** 1 MERIDIAN AVE & PARK AVE PM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | PARK AVE Eastbound | | | | PARK AVE Westbound | | | | MERIDIAN AVE Northbound | | | | DWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 77 | 113 | 0 | 16 | 54 | 0 | 0 | 44 | 0 | 39 | 0 | 0 | 0 | 0 | 343 | 1,452 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 95 | 119 | 0 | 12 | 30 | 0 | 0 | 38 | 0 | 44 | 0 | 0 | 0 | 0 | 338 | 1,539 | 0 | 3 | 3 | 1 |
| 4:30 PM | 0 | 0 | 84 | 132 | 0 | 23 | 52 | 0 | 0 | 48 | 0 | 34 | 0 | 0 | 0 | 0 | 373 | 1,623 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 115 | 135 | 0 | 26 | 38 | 0 | 0 | 48 | 0 | 36 | 0 | 0 | 0 | 0 | 398 | 1,679 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 120 | 139 | 0 | 33 | 48 | 0 | 0 | 54 | 0 | 36 | 0 | 0 | 0 | 0 | 430 | 1,702 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 105 | 149 | 0 | 26 | 56 | 0 | 0 | 48 | 0 | 38 | 0 | 0 | 0 | 0 | 422 | | 0 | 1 | 0 | 2 |
| 5:30 PM | 0 | 0 | 128 | 134 | 0 | 26 | 46 | 0 | 0 | 53 | 0 | 42 | 0 | 0 | 0 | 0 | 429 | | 0 | 2 | 1 | 2 |
| 5:45 PM | 0 | 0 | 107 | 147 | 0 | 28 | 57 | 0 | 0 | 42 | 0 | 40 | 0 | 0 | 0 | 0 | 421 | | 0 | 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 | 0 | 457 | 564 | 0 | 112 | 206 | 0 | 0 | 194 | 0 | 153 | 0 | 0 | 0 | 0 | 1,686 |
| Mediums | 0 | 0 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 0 | 460 | 569 | 0 | 113 | 207 | 0 | 0 | 197 | 0 | 156 | 0 | 0 | 0 | 0 | 1,702 |

All Traffic Data Services Inc.
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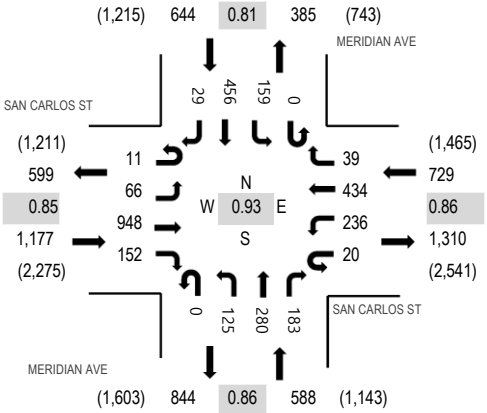
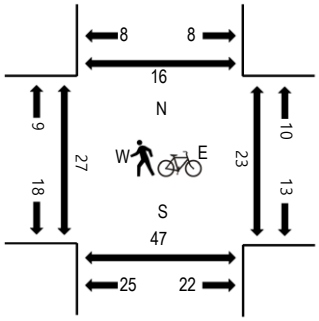
**Location:** 2 MERIDIAN AVE & SAN CARLOS ST PM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | MERIDIAN AVE Northbound | | | | MERIDIAN AVE 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 PM | 4 | 18 | 209 | 46 | 4 | 46 | 120 | 14 | 0 | 33 | 63 | 50 | 0 | 32 | 88 | 10 | 737 | 2,960 | 5 | 10 | 8 | 4 |
| 4:15 PM | 7 | 19 | 191 | 36 | 4 | 70 | 106 | 11 | 0 | 25 | 49 | 46 | 0 | 48 | 96 | 12 | 720 | 2,955 | 7 | 7 | 11 | 6 |
| 4:30 PM | 0 | 21 | 233 | 31 | 9 | 56 | 101 | 12 | 1 | 35 | 81 | 58 | 0 | 32 | 97 | 8 | 775 | 3,080 | 6 | 10 | 9 | 9 |
| 4:45 PM | 3 | 17 | 236 | 27 | 11 | 59 | 107 | 6 | 0 | 26 | 47 | 41 | 0 | 27 | 106 | 15 | 728 | 3,106 | 5 | 7 | 0 | 7 |
| 5:00 PM | 3 | 11 | 200 | 34 | 5 | 61 | 100 | 10 | 0 | 36 | 79 | 46 | 0 | 35 | 103 | 9 | 732 | 3,138 | 5 | 7 | 13 | 4 |
| 5:15 PM | 1 | 17 | 256 | 38 | 6 | 72 | 128 | 15 | 0 | 34 | 69 | 48 | 0 | 37 | 115 | 9 | 845 | | 4 | 5 | 7 | 4 |
| 5:30 PM | 6 | 16 | 222 | 25 | 7 | 56 | 98 | 7 | 0 | 29 | 76 | 54 | 0 | 54 | 144 | 7 | 801 | | 12 | 4 | 12 | 5 |
| 5:45 PM | 1 | 22 | 270 | 55 | 2 | 47 | 108 | 7 | 0 | 26 | 56 | 35 | 0 | 33 | 94 | 4 | 760 | | 6 | 4 | 15 | 3 |

## 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 | 11 | 66 | 937 | 151 | 20 | 235 | 421 | 38 | 0 | 125 | 279 | 181 | 0 | 157 | 456 | 29 | 3,106 |
| Mediums | 0 | 0 | 11 | 1 | 0 | 1 | 12 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 31 |
| Total | 11 | 66 | 948 | 152 | 20 | 236 | 434 | 39 | 0 | 125 | 280 | 183 | 0 | 159 | 456 | 29 | 3,138 |

All Traffic Data Services Inc.
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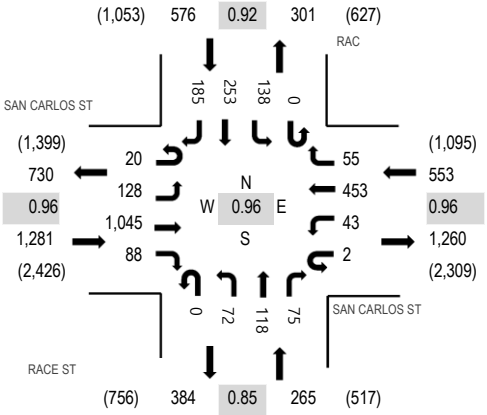
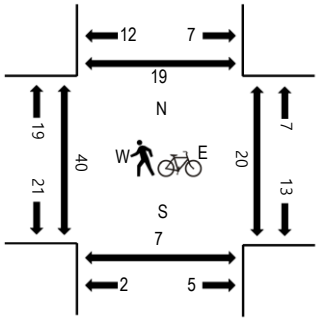
**Location:** 3 RACE ST & SAN CARLOS ST PM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | RACE ST Northbound | | | | RAC Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 2 | 32 | 216 | 30 | 3 | 4 | 102 | 14 | 0 | 15 | 36 | 16 | 0 | 24 | 57 | 46 | 597 | 2,416 | 8 | 0 | 9 | 3 |
| 4:15 PM | 2 | 35 | 248 | 33 | 2 | 15 | 116 | 12 | 0 | 18 | 29 | 11 | 0 | 21 | 50 | 37 | 629 | 2,478 | 6 | 0 | 6 | 6 |
| 4:30 PM | 3 | 28 | 196 | 23 | 2 | 13 | 98 | 17 | 0 | 20 | 37 | 17 | 0 | 26 | 62 | 38 | 580 | 2,522 | 16 | 4 | 12 | 7 |
| 4:45 PM | 2 | 44 | 226 | 25 | 1 | 13 | 111 | 19 | 0 | 16 | 23 | 14 | 0 | 26 | 47 | 43 | 610 | 2,637 | 4 | 0 | 0 | 1 |
| 5:00 PM | 7 | 31 | 265 | 15 | 1 | 9 | 116 | 14 | 0 | 20 | 25 | 16 | 0 | 32 | 64 | 44 | 659 | 2,675 | 11 | 0 | 2 | 5 |
| 5:15 PM | 7 | 39 | 235 | 16 | 0 | 12 | 117 | 13 | 0 | 22 | 35 | 21 | 0 | 37 | 66 | 53 | 673 | | 13 | 13 | 3 | 2 |
| 5:30 PM | 3 | 32 | 274 | 25 | 1 | 15 | 119 | 15 | 0 | 15 | 30 | 20 | 0 | 31 | 65 | 50 | 695 | | 3 | 1 | 1 | 4 |
| 5:45 PM | 3 | 26 | 271 | 32 | 0 | 7 | 101 | 13 | 0 | 15 | 28 | 18 | 0 | 38 | 58 | 38 | 648 | | 7 | 2 | 0 | 3 |

## 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 | 20 | 128 | 1,029 | 88 | 2 | 42 | 438 | 54 | 0 | 72 | 116 | 74 | 0 | 138 | 250 | 185 | 2,636 |
| Mediums | 0 | 0 | 16 | 0 | 0 | 1 | 14 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 38 |
| Total | 20 | 128 | 1,045 | 88 | 2 | 43 | 453 | 55 | 0 | 72 | 118 | 75 | 0 | 138 | 253 | 185 | 2,675 |

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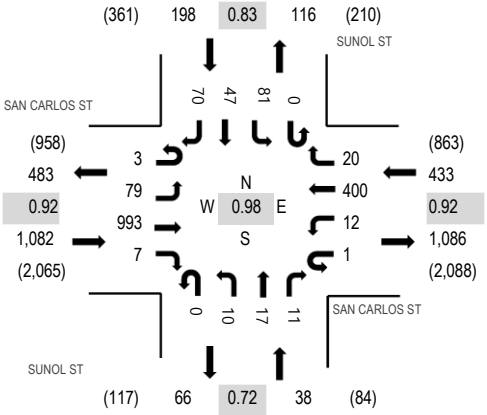
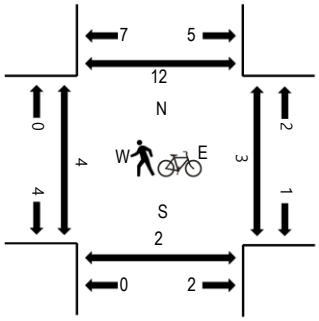
**Location:** 4 SUNOL ST & SAN CARLOS ST PM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | SUNOL ST Northbound | | | | SUNOL 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 PM | 1 | 10 | 268 | 2 | 0 | 1 | 100 | 8 | 0 | 5 | 6 | 5 | 0 | 12 | 8 | 18 | 444 | 1,622 | 1 | 0 | 1 | 1 |
| 4:15 PM | 1 | 13 | 208 | 6 | 0 | 1 | 100 | 6 | 0 | 0 | 8 | 3 | 0 | 19 | 12 | 12 | 389 | 1,616 | 1 | 0 | 1 | 1 |
| 4:30 PM | 0 | 14 | 222 | 1 | 1 | 1 | 91 | 2 | 0 | 3 | 4 | 2 | 0 | 14 | 8 | 19 | 382 | 1,656 | 1 | 0 | 0 | 1 |
| 4:45 PM | 0 | 13 | 219 | 5 | 0 | 2 | 110 | 7 | 0 | 2 | 3 | 5 | 0 | 24 | 4 | 13 | 407 | 1,720 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 18 | 238 | 1 | 0 | 3 | 115 | 6 | 0 | 1 | 8 | 3 | 0 | 19 | 11 | 15 | 438 | 1,751 | 1 | 0 | 0 | 2 |
| 5:15 PM | 2 | 17 | 243 | 4 | 1 | 4 | 93 | 3 | 0 | 2 | 2 | 4 | 0 | 24 | 9 | 21 | 429 | | 0 | 0 | 0 | 1 |
| 5:30 PM | 1 | 30 | 261 | 1 | 0 | 3 | 103 | 4 | 0 | 3 | 0 | 1 | 0 | 13 | 10 | 16 | 446 | | 0 | 0 | 1 | 6 |
| 5:45 PM | 0 | 14 | 251 | 1 | 0 | 2 | 89 | 7 | 0 | 4 | 7 | 3 | 0 | 25 | 17 | 18 | 438 | | 1 | 0 | 1 | 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 | 3 | 78 | 968 | 6 | 1 | 11 | 387 | 20 | 0 | 9 | 17 | 10 | 0 | 80 | 47 | 70 | 1,707 |
| Mediums | 0 | 1 | 25 | 1 | 0 | 1 | 13 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 44 |
| Total | 3 | 79 | 993 | 7 | 1 | 12 | 400 | 20 | 0 | 10 | 17 | 11 | 0 | 81 | 47 | 70 | 1,751 |

All Traffic Data Services Inc.

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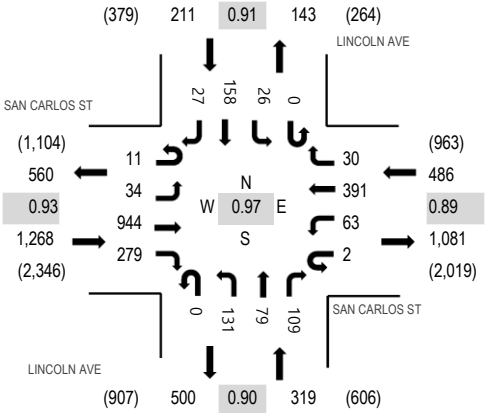
www.alltrafficdata.net

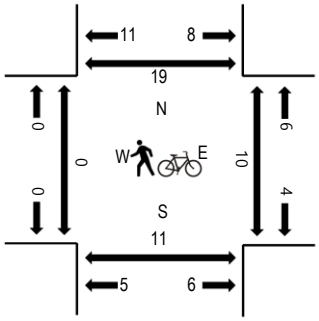
**Location:** 5 LINCOLN AVE & SAN CARLOS ST PM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | LINCOLN AVE Northbound | | | | LINCOLN AVE 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 PM | 6 | 8 | 206 | 49 | 0 | 25 | 86 | 9 | 0 | 39 | 16 | 30 | 0 | 1 | 35 | 4 | 514 | 2,010 | 0 | 1 | 3 | 4 |
| 4:15 PM | 5 | 5 | 225 | 54 | 0 | 11 | 99 | 5 | 0 | 22 | 15 | 19 | 0 | 1 | 30 | 14 | 505 | 2,053 | 1 | 0 | 3 | 2 |
| 4:30 PM | 3 | 10 | 180 | 46 | 3 | 14 | 82 | 3 | 0 | 40 | 24 | 23 | 0 | 5 | 30 | 4 | 467 | 2,139 | 0 | 1 | 2 | 0 |
| 4:45 PM | 2 | 7 | 213 | 59 | 7 | 18 | 110 | 5 | 0 | 25 | 14 | 20 | 0 | 5 | 36 | 3 | 524 | 2,221 | 0 | 2 | 2 | 4 |
| 5:00 PM | 1 | 7 | 227 | 72 | 0 | 7 | 95 | 7 | 0 | 45 | 27 | 17 | 0 | 6 | 42 | 4 | 557 | 2,284 | 0 | 5 | 2 | 6 |
| 5:15 PM | 3 | 14 | 219 | 79 | 1 | 20 | 114 | 8 | 0 | 27 | 15 | 33 | 0 | 6 | 43 | 9 | 591 | | 0 | 1 | 1 | 5 |
| 5:30 PM | 1 | 3 | 242 | 59 | 1 | 16 | 94 | 5 | 0 | 29 | 16 | 31 | 0 | 7 | 39 | 6 | 549 | | 0 | 0 | 1 | 0 |
| 5:45 PM | 6 | 10 | 256 | 69 | 0 | 20 | 88 | 10 | 0 | 30 | 21 | 28 | 0 | 7 | 34 | 8 | 587 | | 0 | 1 | 4 | 3 |

## 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 11 | 34 | 928 | 277 | 2 | 62 | 379 | 30 | 0 | 128 | 78 | 105 | 0 | 26 | 158 | 27 | 2,245 |
| Mediums | 0 | 0 | 16 | 2 | 0 | 1 | 12 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 38 |
| Total | 11 | 34 | 944 | 279 | 2 | 63 | 391 | 30 | 0 | 131 | 79 | 109 | 0 | 26 | 158 | 27 | 2,284 |

All Traffic Data Services Inc.

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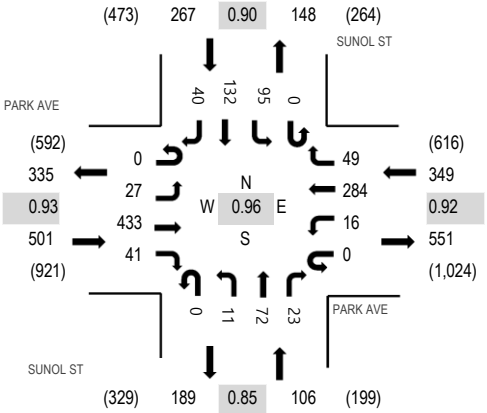
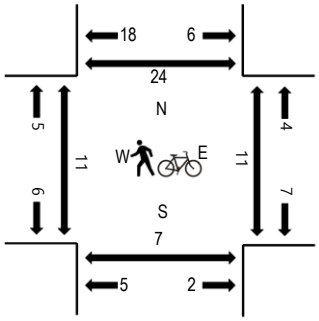
**Location:** 6 SUNOL ST & PARK AVE PM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | PARK AVE Eastbound | | | | PARK AVE Westbound | | | | SUNOL ST Northbound | | | | SUNOL 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 PM | 0 | 4 | 81 | 4 | 0 | 3 | 54 | 8 | 0 | 2 | 17 | 7 | 0 | 12 | 23 | 9 | 224 | 986 | 0 | 1 | 1 | 3 |
| 4:15 PM | 0 | 8 | 95 | 7 | 0 | 2 | 46 | 8 | 0 | 5 | 14 | 5 | 0 | 16 | 28 | 2 | 236 | 1,079 | 4 | 0 | 0 | 1 |
| 4:30 PM | 0 | 4 | 85 | 8 | 0 | 3 | 68 | 6 | 0 | 2 | 16 | 4 | 0 | 24 | 27 | 4 | 251 | 1,127 | 1 | 1 | 0 | 0 |
| 4:45 PM | 0 | 12 | 107 | 5 | 0 | 3 | 59 | 7 | 0 | 1 | 12 | 8 | 0 | 29 | 27 | 5 | 275 | 1,187 | 1 | 1 | 0 | 2 |
| 5:00 PM | 0 | 4 | 122 | 8 | 0 | 3 | 72 | 10 | 0 | 3 | 18 | 8 | 0 | 25 | 34 | 10 | 317 | 1,223 | 1 | 1 | 2 | 3 |
| 5:15 PM | 0 | 8 | 86 | 14 | 0 | 6 | 68 | 16 | 0 | 2 | 14 | 5 | 0 | 24 | 32 | 9 | 284 | | 4 | 6 | 0 | 7 |
| 5:30 PM | 0 | 4 | 113 | 9 | 0 | 2 | 83 | 10 | 0 | 2 | 25 | 4 | 0 | 21 | 31 | 7 | 311 | | 4 | 1 | 0 | 10 |
| 5:45 PM | 0 | 11 | 112 | 10 | 0 | 5 | 61 | 13 | 0 | 4 | 15 | 6 | 0 | 25 | 35 | 14 | 311 | | 1 | 0 | 1 | 3 |

## 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 | 26 | 429 | 40 | 0 | 16 | 284 | 48 | 0 | 11 | 72 | 23 | 0 | 95 | 132 | 40 | 1,216 |
| Mediums | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 27 | 433 | 41 | 0 | 16 | 284 | 49 | 0 | 11 | 72 | 23 | 0 | 95 | 132 | 40 | 1,223 |

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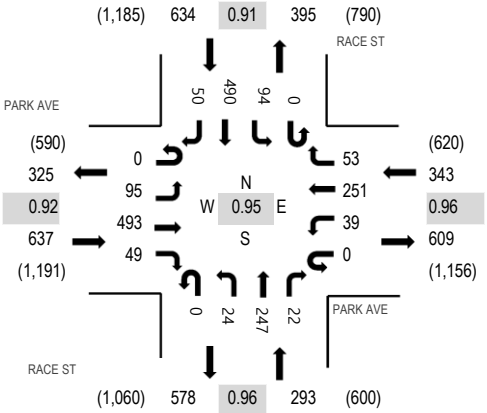
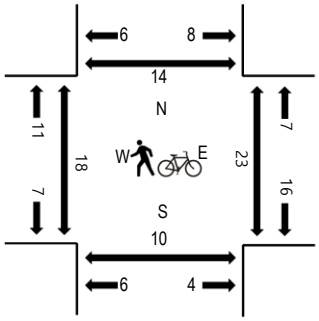
**Location:** 7 RACE ST & PARK AVE PM
**Date and Start Time:** Thursday, May 18, 2017
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | PARK AVE Eastbound | | | | PARK AVE Westbound | | | | RACE ST Northbound | | | | RACE 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 PM | 0 | 23 | 87 | 10 | 0 | 7 | 56 | 14 | 0 | 12 | 59 | 9 | 0 | 24 | 112 | 7 | 420 | 1,689 | 2 | 0 | 3 | 2 |
| 4:15 PM | 0 | 29 | 110 | 9 | 0 | 5 | 40 | 16 | 0 | 4 | 64 | 6 | 0 | 18 | 100 | 3 | 404 | 1,770 | 3 | 0 | 3 | 3 |
| 4:30 PM | 0 | 26 | 96 | 6 | 0 | 5 | 53 | 10 | 0 | 9 | 62 | 7 | 0 | 26 | 113 | 11 | 424 | 1,838 | 7 | 8 | 1 | 1 |
| 4:45 PM | 0 | 21 | 126 | 11 | 0 | 4 | 55 | 12 | 0 | 3 | 59 | 13 | 0 | 25 | 100 | 12 | 441 | 1,902 | 2 | 6 | 4 | 1 |
| 5:00 PM | 0 | 24 | 130 | 12 | 0 | 9 | 60 | 15 | 0 | 3 | 70 | 4 | 0 | 30 | 128 | 16 | 501 | 1,907 | 4 | 1 | 0 | 3 |
| 5:15 PM | 0 | 21 | 111 | 11 | 0 | 9 | 62 | 12 | 0 | 6 | 62 | 5 | 0 | 25 | 135 | 13 | 472 | | 2 | 15 | 1 | 2 |
| 5:30 PM | 0 | 30 | 130 | 15 | 0 | 11 | 62 | 16 | 0 | 8 | 64 | 9 | 0 | 18 | 115 | 10 | 488 | | 5 | 5 | 3 | 2 |
| 5:45 PM | 0 | 20 | 122 | 11 | 0 | 10 | 67 | 10 | 0 | 7 | 51 | 4 | 0 | 21 | 112 | 11 | 446 | | 6 | 1 | 3 | 4 |

## 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 | 94 | 490 | 49 | 0 | 39 | 251 | 52 | 0 | 24 | 244 | 22 | 0 | 93 | 487 | 49 | 1,894 |
| Mediums | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 13 |
| Total | 0 | 95 | 493 | 49 | 0 | 39 | 251 | 53 | 0 | 24 | 247 | 22 | 0 | 94 | 490 | 50 | 1,907 |

# Appendix B

## Approved Trips Inventory

| 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<br>DOWNTOWN STRATEGY PLAN 2000<br>DOWNTOWN CORE | 11 | 7 | 5 | 0 | 1 | 0 | 2 | 9 | 4 | 1 | 9 | 0 |
| NSJ<br>NORTH SAN JOSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD14-012 (RES)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 0 |
| PD14-012 (RET)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| PDC02-046<br>SJ WATER CO.<br>DELMAS & SAN FERNANDO | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 54 | 0 | 1 | 15 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 2 | 18 | 6 | 0 | 9 | 0 | 0 | 0 | 1 | 3 | 0 | 0 |
| PDC07-017<br><br>SW/C OF LINCOLN AND PACIFIC | 0 | 2 | 0 | 14 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 8 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 6 | 0 | 12 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| PDC12-009<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 13 | 0 |
| PDC13-021<br>BASIS INDEPENDENT SILICON VALLEY SCHOOL<br>1290 PARKMOOR AVENUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Intersection of: LINCOLN/SAN CARLOS* 

Traffix Node Number: 3653

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PDC13-046<br>505 LINCOLN AVE SAN JOSE CA 95126 | 1 | 15 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| PDC13-050<br>SANTANA ROW LOTS 9 & 17<br>SANTANA ROW PARCEL 9 & 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 17 | 0 |
| PDC14-068<br>SANTANA WEST<br>3161 OLSEN DRIVE | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 49 | 0 |
| PDC97-036 OFF<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 |
| PDC97-036 RES<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC97-036 RET<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **TOTAL:** | **59** | **47** | **16** | **14** | **18** | **8** | **6** | **110** | **14** | **6** | **127** | **8** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 14 | 18 | 8 |
| EAST | 6 | 127 | 8 |
| SOUTH | 59 | 47 | 16 |
| WEST | 6 | 110 | 14 |

| 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<br>DOWNTOWN STRATEGY PLAN 2000<br>DOWNTOWN CORE | 8 | 7 | 7 | 1 | 18 | 1 | 3 | 44 | 14 | 7 | 34 | 1 |
| NSJ<br>NORTH SAN JOSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD14-012 (RES)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 3 | 0 |
| PD14-012 (RET)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 |
| PDC02-046<br>SJ WATER CO.<br>DELMAS & SAN FERNANDO | 0 | 1 | 1 | 0 | 5 | 0 | 0 | 20 | 0 | 3 | 53 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 1 | 9 | 3 | 0 | 18 | 0 | 0 | 0 | 3 | 6 | 0 | 0 |
| PDC07-017<br><br>SW/C OF LINCOLN AND PACIFIC | 0 | 4 | 0 | 8 | 2 | 4 | 8 | 0 | 0 | 0 | 0 | 14 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 12 | 0 | 12 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 3 | 0 |
| PDC12-009<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 7 | 0 |
| PDC13-021<br>BASIS INDEPENDENT SILICON VALLEY SCHOOL<br>1290 PARKMOOR AVENUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Intersection of: LINCOLN/SAN CARLOS* 

Traffix Node Number: 3653

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PDC13-046<br>505 LINCOLN AVE SAN JOSE CA 95126 | 0 | 8 | 1 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| PDC13-050<br>SANTANA ROW LOTS 9 & 17<br>SANTANA ROW PARCEL 9 & 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 5 | 0 |
| PDC14-068<br>SANTANA WEST<br>3161 OLSEN DRIVE | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 11 | 0 | 8 | 0 |
| PDC97-036 OFF<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 |
| PDC97-036 RES<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC97-036 RET<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 |
| **TOTAL:** | **30** | **29** | **12** | **10** | **50** | **5** | **11** | **211** | **51** | **18** | **132** | **16** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 10 | 50 | 5 |
| EAST | 18 | 132 | 16 |
| SOUTH | 30 | 29 | 12 |
| WEST | 11 | 211 | 51 |

*Intersection of: SAN CARLOS/SUNOL* 

Traffix Node Number: 3906

| 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<br>NORTH SAN JOSE | 2 | 8 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 |
| PD14-012 (RES)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 7 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 0 |
| PD14-012 (RET)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 0 | 17 | 0 | 0 | 9 | 0 | 1 | 5 | 0 | 0 | 3 | 0 |
| PDC08-034<br>SUNOL COURT STUDIO APARTMENTS<br>BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN | 0 | 7 | 0 | 7 | 12 | 10 | 6 | 0 | 0 | 0 | 0 | 4 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 12 | 29 | 8 | 0 | 21 | 0 | 6 | 52 | 0 | 10 | 0 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL:** | **22** | **63** | **8** | **8** | **47** | **10** | **14** | **64** | **2** | **12** | **7** | **4** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 8 | 47 | 10 |
| EAST | 12 | 7 | 4 |
| SOUTH | 22 | 63 | 8 |
| WEST | 14 | 64 | 2 |

| 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<br>NORTH SAN JOSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 7 | 0 |
| PD14-012 (RES)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 3 | 1 | 0 | 2 | 5 | 0 | 0 | 7 | 3 | 3 | 0 | 0 |
| PD14-012 (RET)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 5 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 2 | 0 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 0 | 9 | 0 | 0 | 18 | 1 | 0 | 3 | 0 | 0 | 5 | 0 |
| PDC08-034<br>SUNOL COURT STUDIO APARTMENTS<br>BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN | 0 | 12 | 0 | 4 | 6 | 5 | 10 | 0 | 0 | 0 | 0 | 7 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 6 | 15 | 4 | 0 | 38 | 0 | 3 | 27 | 0 | 19 | 0 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 3 | 2 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| **TOTAL:** | **17** | **41** | **4** | **6** | **73** | **6** | **13** | **48** | **4** | **24** | **12** | **7** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 6 | 73 | 6 |
| EAST | 24 | 12 | 7 |
| SOUTH | 17 | 41 | 4 |
| WEST | 13 | 48 | 4 |

*Intersection of: RACE/SAN CARLOS* 

Traffix Node Number: 3748

| 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<br>NORTH SAN JOSE | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD14-012 (RES)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 1 |
| PD14-012 (RET)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 8 | 36 | 0 | 0 | 19 | 0 | 0 | 1 | 4 | 0 | 2 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 1 | 8 | 0 | 4 | 3 | 0 | 0 | 29 | 0 | 3 | 27 | 6 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| PDC13-021<br>BASIS INDEPENDENT SILICON VALLEY SCHOOL<br>1290 PARKMOOR AVENUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC13-046<br><br>505 LINCOLN AVE SAN JOSE CA 95126 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| PDC14-068<br>SANTANA WEST<br>3161 OLSEN DRIVE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 62 | 0 |
| **TOTAL:** | **10** | **49** | **0** | **6** | **23** | **0** | **0** | **44** | **4** | **3** | **97** | **7** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 6 | 23 | 0 |
| EAST | 3 | 97 | 7 |
| SOUTH | 10 | 49 | 0 |
| WEST | 0 | 44 | 4 |

| 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<br>NORTH SAN JOSE | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD14-012 (RES)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 1 |
| PD14-012 (RET)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 4 | 20 | 0 | 0 | 36 | 0 | 0 | 3 | 8 | 0 | 1 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 0 | 4 | 1 | 7 | 3 | 0 | 0 | 54 | 0 | 1 | 14 | 3 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 0 |
| PDC13-021<br>BASIS INDEPENDENT SILICON VALLEY SCHOOL<br>1290 PARKMOOR AVENUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC13-046<br><br>505 LINCOLN AVE SAN JOSE CA 95126 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| PDC14-068<br>SANTANA WEST<br>3161 OLSEN DRIVE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 11 | 0 |
| **TOTAL:** | **4** | **25** | **1** | **10** | **45** | **3** | **0** | **129** | **9** | **1** | **33** | **5** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 10 | 45 | 3 |
| EAST | 1 | 33 | 5 |
| SOUTH | 4 | 25 | 1 |
| WEST | 0 | 129 | 9 |

*Intersection of: PARK/RACE*



Traffix Node Number: 3732

| 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<br>NORTH SAN JOSE | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 22 | 1 | 0 | 0 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 2 | 33 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 1 | 13 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PRE06-187<br>MORRISON PARK RESIDENTIAL<br>CINNABAR ST ON NORTH, STOCKTON ON EAST, JULIAN ON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL:** | **3** | **48** | **0** | **0** | **25** | **0** | **8** | **23** | **2** | **0** | **4** | **2** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 0 | 25 | 0 |
| EAST | 0 | 4 | 2 |
| SOUTH | 3 | 48 | 0 |
| WEST | 8 | 23 | 2 |

*Intersection of: PARK/RACE* 

Traffix Node Number: 3732

| 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<br>NORTH SAN JOSE | 0 | 0 | 0 | 3 | 16 | 1 | 0 | 1 | 0 | 0 | 2 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 1 | 18 | 0 | 2 | 33 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 0 | 6 | 0 | 0 | 12 | 0 | 0 | 2 | 1 | 0 | 1 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PRE06-187<br>MORRISON PARK RESIDENTIAL<br>CINNABAR ST ON NORTH, STOCKTON ON EAST, JULIAN ON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL:** | **1** | **25** | **0** | **5** | **62** | **1** | **0** | **4** | **3** | **0** | **3** | **0** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 5 | 62 | 1 |
| EAST | 0 | 3 | 0 |
| SOUTH | 1 | 25 | 0 |
| WEST | 0 | 4 | 3 |

*Intersection of: PARK/SUNOL* 

Traffix Node Number: 3730

| 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<br>NORTH SAN JOSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| PDC05-037<br>PARK AVE. LOFTS<br>NE CORNER PARK AV AND LAUREL GROVE LN | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 6 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 0 | 18 | 0 | 0 | 9 | 0 | 1 | 13 | 0 | 0 | 7 | 0 |
| PDC08-034<br>SUNOL COURT STUDIO APARTMENTS<br>BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN | 2 | 3 | 12 | 0 | 2 | 0 | 0 | 0 | 1 | 6 | 0 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 1 | 18 | 15 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC13-012<br>777 PARK AVENUE RESIDENTIAL<br>777 PARK AVENUE | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 8 | 1 |
| **TOTAL:** | **3** | **39** | **28** | **2** | **20** | **0** | **1** | **22** | **1** | **16** | **24** | **7** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 2 | 20 | 0 |
| EAST | 16 | 24 | 7 |
| SOUTH | 3 | 39 | 28 |
| WEST | 1 | 22 | 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<br>NORTH SAN JOSE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| PDC05-037<br>PARK AVE. LOFTS<br>NE CORNER PARK AV AND LAUREL GROVE LN | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 3 | 2 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 0 | 9 | 0 | 0 | 18 | 1 | 0 | 6 | 0 | 0 | 13 | 0 |
| PDC08-034<br>SUNOL COURT STUDIO APARTMENTS<br>BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN | 1 | 2 | 6 | 0 | 3 | 0 | 0 | 0 | 2 | 11 | 0 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 0 | 9 | 8 | 0 | 18 | 0 | 0 | 0 | 1 | 18 | 0 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC13-012<br>777 PARK AVENUE RESIDENTIAL<br>777 PARK AVENUE | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 8 | 0 | 1 | 5 | 0 |
| **TOTAL:** | **1** | **21** | **15** | **7** | **40** | **1** | **0** | **23** | **3** | **30** | **23** | **2** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 7 | 40 | 1 |
| EAST | 30 | 23 | 2 |
| SOUTH | 1 | 21 | 15 |
| WEST | 0 | 23 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DOWNTOWN<br>DOWNTOWN STRATEGY PLAN 2000<br>DOWNTOWN CORE | 27 | 38 | 10 | 2 | 9 | 3 | 3 | 28 | 3 | 7 | 43 | 3 |
| NSJ<br>NORTH SAN JOSE | 13 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD14-012 (RES)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 |
| PD14-012 (RET)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| PDC02-046<br>SJ WATER CO.<br>DELMAS & SAN FERNANDO | 0 | 11 | 5 | 0 | 2 | 0 | 0 | 44 | 0 | 1 | 13 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 6 | 4 | 0 | 10 | 0 |
| PDC07-096<br>MERIDIAN AND SAN CARLOS DEVELOPMENT<br>S/W CORNER OF MERIDIAN AND SAN CARLOS | 37 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 10 | 0 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 8 | 0 | 12 | 15 | 1 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| PDC12-009<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 3 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 1 | 0 | 16 | 0 |
| PDC13-021<br>BASIS INDEPENDENT SILICON VALLEY SCHOOL<br>1290 PARKMOOR AVENUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PDC13-046<br>505 LINCOLN AVE SAN JOSE CA 95126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| PDC13-050<br>SANTANA ROW LOTS 9 & 17<br>SANTANA ROW PARCEL 9 & 17 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 21 | 0 |
| PDC14-068<br>SANTANA WEST<br>3161 OLSEN DRIVE | 13 | 0 | 0 | 0 | 0 | 13 | 2 | 7 | 2 | 0 | 62 | 0 |
| PDC97-036 OFF<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 0 |
| PDC97-036 RES<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC97-036 RET<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| PRE06-187<br>MORRISON PARK RESIDENTIAL<br>CINNABAR ST ON NORTH, STOCKTON ON EAST, JULIAN ON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL:** | **106** | **70** | **43** | **2** | **13** | **24** | **6** | **120** | **10** | **31** | **192** | **4** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 2 | 13 | 24 |
| EAST | 31 | 192 | 4 |
| SOUTH | 106 | 70 | 43 |
| WEST | 6 | 120 | 10 |

| 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<br>DOWNTOWN STRATEGY PLAN 2000<br>DOWNTOWN CORE | 18 | 34 | 22 | 5 | 41 | 11 | 10 | 92 | 33 | 28 | 52 | 4 |
| NSJ<br>NORTH SAN JOSE | 0 | 0 | 0 | 3 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD14-012 (RES)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| PD14-012 (RET)<br>FAIRFIELD RESIDENTIAL<br>800 W SAN CARLOS ST SAN JOSE CA 95126 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| PDC02-046<br>SJ WATER CO.<br>DELMAS & SAN FERNANDO | 0 | 4 | 1 | 0 | 10 | 0 | 0 | 16 | 0 | 5 | 43 | 0 |
| PDC06-024<br>RACE STREET RESIDENTIAL<br>RACE ST AND PARKMOOR AV | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 11 | 8 | 0 | 6 | 0 |
| PDC07-096<br>MERIDIAN AND SAN CARLOS DEVELOPMENT<br>S/W CORNER OF MERIDIAN AND SAN CARLOS | 71 | 0 | 0 | 0 | 3 | 0 | 0 | 11 | 1 | 20 | 0 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 15 | 0 | 6 | 8 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 |
| PDC12-009<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 15 | 3 | 0 | 9 | 0 |
| PDC13-021<br>BASIS INDEPENDENT SILICON VALLEY SCHOOL<br>1290 PARKMOOR AVENUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Intersection of: MERIDIAN/SAN CARLOS* 

Traffix Node Number: 3693

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PDC13-046<br>505 LINCOLN AVE SAN JOSE CA 95126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| PDC13-050<br>SANTANA ROW LOTS 9 & 17<br>SANTANA ROW PARCEL 9 & 17 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 20 | 3 | 0 | 6 | 0 |
| PDC14-068<br>SANTANA WEST<br>3161 OLSEN DRIVE | 3 | 0 | 0 | 0 | 0 | 3 | 11 | 55 | 11 | 0 | 11 | 0 |
| PDC97-036 OFF<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 0 |
| PDC97-036 RES<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC97-036 RET<br>SANTANA ROW<br>STEVENS CREEK & WINCHESTER (SE/C) | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 3 | 0 |
| PRE06-187<br>MORRISON PARK RESIDENTIAL<br>CINNABAR ST ON NORTH, STOCKTON ON EAST, JULIAN ON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL:** | **100** | **39** | **66** | **10** | **68** | **19** | **29** | **252** | **61** | **59** | **145** | **5** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 10 | 68 | 19 |
| EAST | 59 | 145 | 5 |
| SOUTH | 100 | 39 | 66 |
| WEST | 29 | 252 | 61 |

*Intersection of: MERIDIAN/PARK* 

Traffix Node Number: 3689

| 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<br>NORTH SAN JOSE | 32 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL:** | **33** | **0** | **7** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **3** | **0** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 0 | 0 | 0 |
| EAST | 0 | 3 | 0 |
| SOUTH | 33 | 0 | 7 |
| WEST | 0 | 2 | 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<br>NORTH SAN JOSE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 0 |
| PDC08-061RES<br>OHLONE<br>S/W CORNER W. SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 0 |
| PDC08-061RET<br>OHLONE<br>S/W CORNER W.SAN CARLOS AND SUNOL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL:** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **1** | **5** | **12** | **0** |

| | LEFT | THRU | RIGHT |
|---|---|---|---|
| NORTH | 0 | 0 | 0 |
| EAST | 5 | 12 | 0 |
| SOUTH | 1 | 0 | 0 |
| WEST | 0 | 3 | 1 |

# Appendix C

## Volume Summary

Race and Grand Mixed-Use TIA
Volume Sheets
October 30, 2017

Intersection Number: **1**
Traffix Node Number: **3689**
Intersection Name: Meridian Av & Park Av
Peak Hour: AM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **434** | **41** | **135** | **0** | **422** | **294** | **252** | **0** | **1578** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 33 | 0 | 2 | 0 | 45 |
| Existing Vacant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Total Approved Trips* | *0* | *0* | *0* | *0* | *3* | *0* | *7* | *0* | *33* | *0* | *2* | *0* | *45* |
| **Background Conditions** | **0** | **0** | **0** | **0** | **437** | **41** | **142** | **0** | **455** | **294** | **254** | **0** | **1623** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 10 |
| Existing Occupied Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Net Project Trips* | *0* | *0* | *0* | *0* | *1* | *1* | *7* | *0* | *0* | *0* | *1* | *0* | *10* |
| Existing + Project | 0 | 0 | 0 | 0 | 435 | 42 | 142 | 0 | 422 | 294 | 253 | 0 | 1588 |
| Background + Project | 0 | 0 | 0 | 0 | 438 | 42 | 149 | 0 | 455 | 294 | 255 | 0 | 1633 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 0 | 0 | 0 | 0 | 438 | 42 | 149 | 0 | 455 | 294 | 254 | 0 | 1632 |
| Background + Project Alt 2 | 0 | 0 | 0 | 0 | 438 | 41 | 142 | 0 | 455 | 294 | 255 | 0 | 1625 |

Intersection Number: **2**
Traffix Node Number: **3732**
Intersection Name: Race St & Park Av
Peak Hour: AM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **21** | **221** | **20** | **108** | **406** | **35** | **11** | **519** | **46** | **17** | **302** | **71** | **1777** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 0 | 25 | 0 | 2 | 4 | 0 | 0 | 48 | 3 | 2 | 23 | 8 | 115 |
| Existing Vacant Trips | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| *Total Approved Trips* | *0* | *26* | *0* | *2* | *4* | *2* | *0* | *48* | *3* | *2* | *23* | *8* | *115* |
| **Background Conditions** | **21** | **247** | **20** | **110** | **410** | **37** | **11** | **567** | **49** | **19** | **325** | **79** | **1895** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 20 | 5 | 33 |
| Existing Occupied Trips | 0 | -2 | 0 | 0 | 0 | -3 | -2 | -1 | 0 | 0 | 0 | 0 | -8 |
| *Net Project Trips* | *3* | *-3* | *0* | *0* | *5* | *-5* | *-2* | *-1* | *0* | *0* | *20* | *5* | *22* |
| Existing + Project | 24 | 219 | 20 | 108 | 411 | 32 | 9 | 518 | 46 | 17 | 322 | 76 | 1802 |
| Background + Project | 24 | 244 | 20 | 110 | 415 | 32 | 9 | 566 | 49 | 19 | 345 | 84 | 1917 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 23 | 244 | 20 | 110 | 414 | 32 | 9 | 566 | 49 | 19 | 345 | 84 | 1915 |
| Background + Project Alt 2 | 21 | 247 | 20 | 110 | 410 | 37 | 21 | 571 | 50 | 20 | 325 | 79 | 1911 |

Race and Grand Mixed-Use TIA
Volume Sheets
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Intersection Number: **3**
Traffix Node Number: **3730**
Intersection Name: Sunol St & Park Av
Peak Hour: AM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **32** | **45** | **96** | **397** | **10** | **18** | **92** | **12** | **14** | **269** | **11** | **1021** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 0 | 20 | 2 | 7 | 24 | 16 | 28 | 39 | 3 | 1 | 22 | 1 | 163 |
| Existing Vacant Trips | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| *Total Approved Trips* | *1* | *20* | *2* | *7* | *25* | *16* | *28* | *39* | *3* | *1* | *22* | *1* | *163* |
| **Background Conditions** | **26** | **52** | **47** | **103** | **422** | **26** | **46** | **131** | **15** | **15** | **291** | **12** | **1186** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 24 |
| Existing Occupied Trips | -1 | 0 | 0 | 0 | -2 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | -5 |
| *Net Project Trips* | *0* | *0* | *0* | *0* | *0* | *0* | *0* | *0* | *0* | *0* | *14* | *3* | *17* |
| Existing + Project | 26 | 32 | 45 | 96 | 398 | 10 | 18 | 92 | 12 | 14 | 283 | 14 | 1040 |
| Background + Project | 26 | 52 | 47 | 103 | 422 | 26 | 46 | 131 | 15 | 15 | 305 | 15 | 1203 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 25 | 52 | 47 | 103 | 422 | 26 | 46 | 131 | 15 | 15 | 305 | 15 | 1202 |
| Background + Project Alt 2 | 26 | 52 | 47 | 103 | 422 | 26 | 46 | 131 | 15 | 15 | 298 | 15 | 1196 |

Intersection Number: **4**
Traffix Node Number: **3693**
Intersection Name: Meridian Av & San Carlos St (Protected)
Peak Hour: AM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **24** | **191** | **116** | **69** | **870** | **170** | **186** | **473** | **293** | **120** | **400** | **55** | **2967** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 24 | 13 | 2 | 4 | 192 | 31 | 43 | 70 | 106 | 10 | 120 | 6 | 621 |
| Existing Vacant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| *Total Approved Trips* | *24* | *13* | *2* | *4* | *192* | *31* | *44* | *70* | *106* | *10* | *120* | *6* | *621* |
| **Background Conditions** | **48** | **204** | **118** | **73** | **1062** | **201** | **230** | **543** | **399** | **130** | **520** | **61** | **3589** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 1 | 0 | 0 | 3 | 24 | 0 | 6 | 0 | 0 | 0 | 2 | 36 |
| Existing Occupied Trips | 0 | 0 | 0 | 0 | 0 | -1 | -2 | 0 | 0 | 0 | -1 | 0 | -4 |
| *Net Project Trips* | *0* | *1* | *0* | *0* | *3* | *23* | *-3* | *6* | *0* | *0* | *-1* | *2* | *31* |
| Existing + Project | 24 | 192 | 116 | 69 | 873 | 193 | 184 | 479 | 293 | 120 | 399 | 57 | 2999 |
| Background + Project | 48 | 205 | 118 | 73 | 1065 | 224 | 227 | 549 | 399 | 130 | 519 | 63 | 3620 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 48 | 205 | 118 | 73 | 1065 | 224 | 227 | 549 | 399 | 130 | 519 | 62 | 3619 |
| Background + Project Alt 2 | 48 | 204 | 118 | 73 | 1065 | 213 | 230 | 543 | 399 | 130 | 521 | 61 | 3605 |

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Intersection Number: **5**
Traffix Node Number: **3748**
Intersection Name: Race St & San Carlos St
Peak Hour: AM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **131** | **105** | **36** | **153** | **755** | **41** | **31** | **293** | **129** | **56** | **469** | **160** | **2359** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 0 | 23 | 6 | 7 | 97 | 3 | 0 | 49 | 10 | 4 | 44 | 0 | 243 |
| Existing Vacant Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 4 |
| *Total Approved Trips* | *0* | *23* | *6* | *8* | *97* | *3* | *0* | *51* | *10* | *4* | *44* | *1* | *243* |
| **Background Conditions** | **131** | **128** | **42** | **161** | **852** | **44** | **31** | **344** | **139** | **60** | **513** | **161** | **2606** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 |
| Existing Occupied Trips | -2 | -1 | -1 | -1 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | -2 | -10 |
| *Net Project Trips* | *-2* | *-1* | *-1* | *-2* | *4* | *0* | *0* | *-5* | *3* | *0* | *0* | *-3* | *-7* |
| Existing + Project | 129 | 104 | 35 | 152 | 759 | 41 | 31 | 290 | 132 | 56 | 469 | 158 | 2356 |
| Background + Project | 129 | 127 | 41 | 159 | 856 | 44 | 31 | 339 | 142 | 60 | 513 | 158 | 2599 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 129 | 127 | 41 | 159 | 855 | 44 | 31 | 339 | 141 | 60 | 513 | 158 | 2597 |
| Background + Project Alt 2 | 145 | 135 | 53 | 163 | 852 | 44 | 31 | 344 | 139 | 60 | 513 | 163 | 2642 |

Intersection Number: **6**
Traffix Node Number: **3653**
Intersection Name: Lincoln Av & San Carlos St (Protected)
Peak Hour: AM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **18** | **35** | **12** | **5** | **542** | **36** | **149** | **186** | **392** | **86** | **438** | **23** | **1922** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 8 | 18 | 14 | 8 | 127 | 6 | 16 | 47 | 59 | 14 | 110 | 6 | 433 |
| Existing Vacant Trips | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *Total Approved Trips* | *8* | *18* | *14* | *8* | *128* | *6* | *16* | *47* | *59* | *14* | *110* | *6* | *433* |
| **Background Conditions** | **26** | **53** | **26** | **13** | **670** | **42** | **165** | **233** | **451** | **100** | **548** | **29** | **2356** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| Existing Occupied Trips | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | -2 |
| *Net Project Trips* | *0* | *1* | *0* | *0* | *1* | *0* | *0* | *0* | *1* | *0* | *-1* | *0* | *2* |
| Existing + Project | 18 | 36 | 12 | 5 | 544 | 36 | 149 | 186 | 393 | 86 | 437 | 23 | 1925 |
| Background + Project | 26 | 54 | 26 | 13 | 671 | 42 | 165 | 233 | 452 | 100 | 547 | 29 | 2358 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 26 | 54 | 26 | 13 | 670 | 42 | 165 | 233 | 452 | 100 | 547 | 29 | 2357 |
| Background + Project Alt 2 | 26 | 53 | 26 | 13 | 671 | 42 | 165 | 233 | 452 | 103 | 556 | 29 | 2369 |

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Intersection Number: **7**
Traffix Node Number: **3906**
Intersection Name: Sunol St & San Carlos St
Peak Hour: AM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **36** | **13** | **41** | **51** | **574** | **7** | **10** | **19** | **4** | **7** | **511** | **75** | **1348** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 10 | 47 | 8 | 4 | 7 | 12 | 8 | 63 | 22 | 2 | 64 | 14 | 261 |
| Existing Vacant Trips | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *Total Approved Trips* | *10* | *47* | *8* | *4* | *8* | *12* | *8* | *63* | *22* | *2* | *64* | *14* | *261* |
| **Background Conditions** | **46** | **60** | **49** | **55** | **582** | **19** | **18** | **82** | **26** | **9** | **575** | **89** | **1610** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Existing Occupied Trips | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | -2 |
| *Net Project Trips* | *0* | *0* | *0* | *0* | *1* | *0* | *0* | *0* | *0* | *0* | *-1* | *0* | *0* |
| Existing + Project | 36 | 13 | 41 | 51 | 576 | 7 | 10 | 19 | 4 | 7 | 510 | 75 | 1349 |
| Background + Project | 46 | 60 | 49 | 55 | 583 | 19 | 18 | 82 | 26 | 9 | 574 | 89 | 1610 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 46 | 60 | 49 | 55 | 582 | 19 | 18 | 82 | 26 | 9 | 574 | 89 | 1609 |
| Background + Project Alt 2 | 46 | 60 | 49 | 55 | 583 | 19 | 18 | 82 | 26 | 9 | 583 | 89 | 1619 |

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Intersection Number: **1**
Traffix Node Number: **3689**
Intersection Name: Meridian Av & Park Av
Peak Hour: PM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **207** | **113** | **156** | **0** | **197** | **569** | **460** | **0** | **1702** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 1 | 1 | 3 | 0 | 22 |
| Existing Vacant Trips | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| *Total Approved Trips* | *0* | *0* | *0* | *0* | *13* | *5* | *0* | *0* | *1* | *1* | *5* | *0* | *22* |
| **Background Conditions** | **0** | **0** | **0** | **0** | **220** | **118** | **156** | **0** | **198** | **570** | **465** | **0** | **1727** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 0 | 0 | 0 | 2 | 1 | 21 | 0 | 0 | 0 | 3 | 0 | 27 |
| Existing Occupied Trips | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 |
| *Net Project Trips* | *0* | *0* | *0* | *0* | *0* | *1* | *21* | *0* | *0* | *0* | *1* | *0* | *23* |
| Existing + Project | 0 | 0 | 0 | 0 | 208 | 114 | 177 | 0 | 197 | 569 | 463 | 0 | 1728 |
| Background + Project | 0 | 0 | 0 | 0 | 220 | 119 | 177 | 0 | 198 | 570 | 466 | 0 | 1750 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 0 | 0 | 0 | 0 | 219 | 119 | 176 | 0 | 198 | 570 | 464 | 0 | 1746 |
| Background + Project Alt 2 | 0 | 0 | 0 | 0 | 220 | 118 | 156 | 0 | 198 | 570 | 466 | 0 | 1728 |

Intersection Number: **2**
Traffix Node Number: **3732**
Intersection Name: Race St & Park Av
Peak Hour: PM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **50** | **490** | **94** | **53** | **251** | **39** | **22** | **247** | **24** | **49** | **493** | **95** | **1907** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 1 | 62 | 5 | 0 | 3 | 0 | 0 | 25 | 1 | 3 | 4 | 0 | 104 |
| Existing Vacant Trips | 0 | 6 | 0 | 0 | 0 | 12 | 6 | 3 | 1 | 2 | 0 | 0 | 30 |
| *Total Approved Trips* | *1* | *68* | *5* | *0* | *3* | *12* | *6* | *28* | *2* | *5* | *4* | *0* | *104* |
| **Background Conditions** | **51** | **558** | **99** | **53** | **254** | **51** | **28** | **275** | **26** | **54** | **497** | **95** | **2041** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 8 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 15 | 6 | 42 |
| Existing Occupied Trips | 0 | -1 | 0 | 0 | 0 | -2 | -4 | -2 | -1 | 0 | 0 | 0 | -10 |
| *Net Project Trips* | *8* | *-7* | *0* | *0* | *13* | *-14* | *-10* | *-5* | *-2* | *-2* | *15* | *6* | *2* |
| Existing + Project | 58 | 489 | 94 | 53 | 264 | 37 | 18 | 245 | 23 | 49 | 508 | 101 | 1939 |
| Background + Project | 59 | 551 | 99 | 53 | 267 | 37 | 18 | 270 | 24 | 52 | 512 | 101 | 2043 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 56 | 551 | 99 | 53 | 266 | 37 | 18 | 270 | 24 | 52 | 510 | 98 | 2034 |
| Background + Project Alt 2 | 51 | 559 | 99 | 53 | 254 | 50 | 26 | 276 | 26 | 55 | 497 | 95 | 2041 |

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Intersection Number: **3**
Traffix Node Number: **3730**
Intersection Name: Sunol St & Park Av
Peak Hour: PM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **40** | **132** | **95** | **49** | **284** | **16** | **23** | **72** | **11** | **41** | **433** | **27** | **1223** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 1 | 40 | 7 | 2 | 23 | 30 | 15 | 21 | 1 | 3 | 23 | 0 | 166 |
| Existing Vacant Trips | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 18 |
| *Total Approved Trips* | *5* | *40* | *7* | *2* | *31* | *30* | *15* | *21* | *1* | *3* | *27* | *2* | *166* |
| **Background Conditions** | **45** | **172** | **102** | **51** | **315** | **46** | **38** | **93** | **12** | **44** | **460** | **29** | **1407** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 26 |
| Existing Occupied Trips | -1 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -3 | -1 | -6 |
| *Net Project Trips* | *-1* | *0* | *0* | *0* | *-1* | *0* | *0* | *0* | *0* | *0* | *4* | *0* | *2* |
| Existing + Project | 43 | 132 | 95 | 49 | 291 | 16 | 23 | 72 | 11 | 41 | 441 | 29 | 1243 |
| Background + Project | 44 | 172 | 102 | 51 | 314 | 46 | 38 | 93 | 12 | 44 | 464 | 29 | 1409 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 44 | 172 | 102 | 51 | 314 | 46 | 38 | 93 | 12 | 44 | 462 | 28 | 1406 |
| Background + Project Alt 2 | 44 | 172 | 102 | 51 | 314 | 46 | 38 | 93 | 12 | 44 | 458 | 29 | 1403 |

Intersection Number: **4**
Traffix Node Number: **3693**
Intersection Name: Meridian Av & San Carlos St (Protected)
Peak Hour: PM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **456** | **159** | **39** | **434** | **256** | **183** | **280** | **125** | **152** | **948** | **77** | **3138** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 19 | 68 | 10 | 5 | 145 | 59 | 66 | 39 | 100 | 61 | 252 | 29 | 853 |
| Existing Vacant Trips | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 0 | 0 | 0 | 3 | 0 | 14 |
| *Total Approved Trips* | *19* | *68* | *10* | *5* | *146* | *63* | *72* | *39* | *100* | *61* | *255* | *29* | *853* |
| **Background Conditions** | **48** | **524** | **169** | **44** | **580** | **319** | **255** | **319** | **225** | **213** | **1203** | **106** | **4005** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 1 | 0 | 0 | 3 | 16 | 0 | 17 | 0 | 0 | 0 | 4 | 41 |
| Existing Occupied Trips | 0 | 0 | 0 | 0 | -1 | -3 | -1 | 0 | 0 | 0 | 0 | 0 | -5 |
| *Net Project Trips* | *0* | *1* | *0* | *0* | *1* | *9* | *-7* | *17* | *0* | *0* | *-3* | *4* | *22* |
| Existing + Project | 29 | 457 | 159 | 39 | 436 | 269 | 182 | 297 | 125 | 152 | 948 | 81 | 3174 |
| Background + Project | 48 | 525 | 169 | 44 | 581 | 328 | 248 | 336 | 225 | 213 | 1200 | 110 | 4027 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 48 | 525 | 169 | 44 | 580 | 327 | 248 | 336 | 225 | 213 | 1200 | 109 | 4024 |
| Background + Project Alt 2 | 48 | 524 | 169 | 44 | 581 | 321 | 258 | 319 | 225 | 213 | 1204 | 106 | 4012 |

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Intersection Number: **5**
Traffix Node Number: **3748**
Intersection Name: Race St & San Carlos St
Peak Hour: PM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **185** | **253** | **138** | **55** | **453** | **45** | **75** | **118** | **72** | **88** | **1045** | **148** | **2675** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 3 | 45 | 10 | 5 | 33 | 1 | 1 | 25 | 4 | 9 | 129 | 0 | 265 |
| Existing Vacant Trips | 5 | 2 | 3 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 8 | 32 |
| *Total Approved Trips* | *8* | *47* | *13* | *10* | *33* | *1* | *1* | *34* | *4* | *9* | *129* | *8* | *265* |
| **Background Conditions** | **193** | **300** | **151** | **65** | **486** | **46** | **76** | **152** | **76** | **97** | **1174** | **156** | **2972** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 20 |
| Existing Occupied Trips | -4 | -2 | -2 | -1 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | -1 | -11 |
| *Net Project Trips* | *-9* | *-4* | *-5* | *-6* | *12* | *0* | *0* | *-10* | *8* | *0* | *0* | *-9* | *-23* |
| Existing + Project | 181 | 251 | 136 | 54 | 465 | 45 | 75 | 117 | 80 | 88 | 1045 | 147 | 2684 |
| Background + Project | 184 | 296 | 146 | 59 | 498 | 46 | 76 | 142 | 84 | 97 | 1174 | 147 | 2949 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 184 | 296 | 146 | 59 | 496 | 46 | 76 | 142 | 83 | 97 | 1174 | 147 | 2946 |
| Background + Project Alt 2 | 196 | 302 | 156 | 71 | 486 | 46 | 76 | 157 | 76 | 97 | 1174 | 161 | 2998 |

Intersection Number: **6**
Traffix Node Number: **3653**
Intersection Name: Lincoln Av & San Carlos St (Protected)
Peak Hour: PM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **27** | **158** | **26** | **30** | **391** | **65** | **109** | **79** | **131** | **279** | **944** | **45** | **2284** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 5 | 50 | 10 | 16 | 132 | 18 | 12 | 29 | 30 | 51 | 211 | 11 | 575 |
| Existing Vacant Trips | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 7 |
| *Total Approved Trips* | *5* | *50* | *10* | *16* | *136* | *18* | *12* | *29* | *31* | *51* | *213* | *11* | *575* |
| **Background Conditions** | **32** | **208** | **36** | **46** | **527** | **83** | **121** | **108** | **162** | **330** | **1157** | **56** | **2866** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 13 |
| Existing Occupied Trips | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | -3 |
| *Net Project Trips* | *0* | *1* | *0* | *0* | *4* | *0* | *0* | *0* | *2* | *0* | *-4* | *0* | *3* |
| Existing + Project | 27 | 159 | 26 | 30 | 399 | 65 | 109 | 79 | 134 | 279 | 942 | 45 | 2294 |
| Background + Project | 32 | 209 | 36 | 46 | 531 | 83 | 121 | 108 | 164 | 330 | 1153 | 56 | 2869 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 32 | 209 | 36 | 46 | 529 | 83 | 121 | 108 | 164 | 330 | 1153 | 56 | 2867 |
| Background + Project Alt 2 | 32 | 208 | 36 | 46 | 531 | 83 | 121 | 108 | 164 | 332 | 1160 | 56 | 2877 |

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Intersection Number: **7**
Traffix Node Number: **3906**
Intersection Name: Sunol St & San Carlos St
Peak Hour: PM
Count Date: 5/18/2017
Scenario: 206 Residential Units & 8,500 SF Retail (Grand Avenue Access)

| | 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** | **70** | **47** | **81** | **20** | **400** | **13** | **11** | **17** | **10** | **7** | **993** | **82** | **1751** |
| **Approved Project Trips** | | | | | | | | | | | | | |
| CSJ ATI | 6 | 73 | 6 | 7 | 12 | 24 | 4 | 41 | 17 | 4 | 48 | 13 | 255 |
| Existing Vacant Trips | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| *Total Approved Trips* | *6* | *73* | *6* | *7* | *16* | *24* | *4* | *41* | *17* | *4* | *50* | *13* | *255* |
| **Background Conditions** | **76** | **120** | **87** | **27** | **416** | **37** | **15** | **58** | **27** | **11** | **1043** | **95** | **2012** |
| **Proposed Project Trips** | | | | | | | | | | | | | |
| Gross Project Trips | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Existing Occupied Trips | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | -3 |
| *Net Project Trips* | *0* | *0* | *0* | *0* | *4* | *0* | *0* | *0* | *0* | *0* | *-4* | *0* | *0* |
| Existing + Project | 70 | 47 | 81 | 20 | 408 | 13 | 11 | 17 | 10 | 7 | 991 | 82 | 1757 |
| Background + Project | 76 | 120 | 87 | 27 | 420 | 37 | 15 | 58 | 27 | 11 | 1039 | 95 | 2012 |
| **Alternative Conditions** | | | | | | | | | | | | | |
| Background + Project Alt 1 | 76 | 120 | 87 | 27 | 418 | 37 | 15 | 58 | 27 | 11 | 1039 | 95 | 2010 |
| Background + Project Alt 2 | 76 | 120 | 87 | 27 | 420 | 37 | 15 | 58 | 27 | 11 | 1046 | 95 | 2019 |

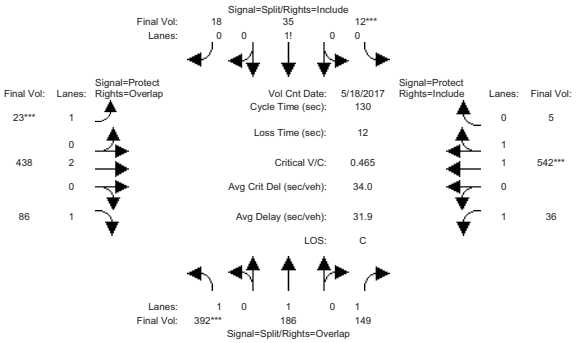
# Appendix D

## Level of Service Calculations

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3653: LINCOLN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 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: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 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: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 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: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 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 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.18 | 0.54 | 0.28 | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 1750 | 1900 | 1750 | 323 | 942 | 485 | 1750 | 3800 | 1750 | 1750 | 3666 | 34 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.10 | 0.09 | 0.04 | 0.04 | 0.04 | 0.01 | 0.12 | 0.05 | 0.02 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 60.8 | 60.8 | 75.8 | 10.1 | 10.1 | 10.1 | 7.0 | 32.1 | 92.9 | 15.0 | 40.1 | 40.1 |
| Volume/Cap: | 0.48 | 0.21 | 0.15 | 0.48 | 0.48 | 0.48 | 0.24 | 0.47 | 0.07 | 0.18 | 0.48 | 0.48 |
| Delay/Veh: | 24.2 | 20.5 | 12.4 | 60.1 | 60.1 | 60.1 | 60.3 | 42.0 | 5.6 | 52.4 | 36.8 | 36.8 |
| 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: | 24.2 | 20.5 | 12.4 | 60.1 | 60.1 | 60.1 | 60.3 | 42.0 | 5.6 | 52.4 | 36.8 | 36.8 |
| LOS by Move: | C | C | B | E | E | E | E | D | A | D | D | D |
| HCM2kAvgQ: | 11 | 4 | 3 | 3 | 3 | 3 | 1 | 8 | 1 | 1 | 9 | 9 |

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

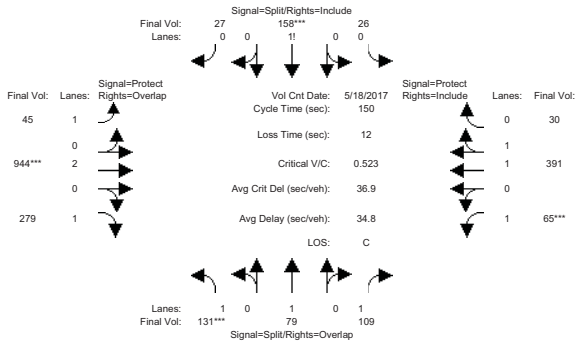
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3653: LINCOLN/SAN CARLOS




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| 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 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.12 | 0.75 | 0.13 | 1.00 | 2.00 | 1.00 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 1900 | 1750 | 216 | 1310 | 224 | 1750 | 3800 | 1750 | 1750 | 3436 | 264 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.04 | 0.06 | 0.12 | 0.12 | 0.12 | 0.03 | 0.25 | 0.16 | 0.04 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 21.5 | 21.5 | 32.1 | 34.6 | 34.6 | 34.6 | 23.8 | 71.3 | 92.8 | 10.7 | 58.1 | 58.1 |
| Volume/Cap: | 0.52 | 0.29 | 0.29 | 0.52 | 0.52 | 0.52 | 0.16 | 0.52 | 0.26 | 0.52 | 0.29 | 0.29 |
| Delay/Veh: | 61.5 | 58.0 | 49.8 | 51.7 | 51.7 | 51.7 | 54.7 | 27.8 | 13.1 | 71.2 | 31.9 | 31.9 |
| 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: | 61.5 | 58.0 | 49.8 | 51.7 | 51.7 | 51.7 | 54.7 | 27.8 | 13.1 | 71.2 | 31.9 | 31.9 |
| LOS by Move: | E | E | D | D | D | D | D | C | B | E | C | C |
| HCM2kAvgQ: | 7 | 3 | 5 | 9 | 9 | 9 | 2 | 15 | 6 | 4 | 7 | 7 |

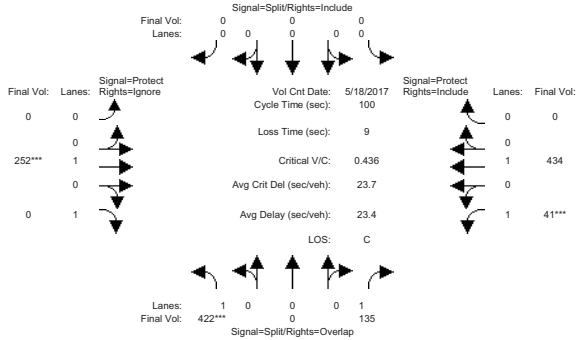
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | | 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | | | | | |
| Base Vol: | 422 | | 0 | 135 | 0 | | 0 | 0 | 0 | | 252 | 294 | 41 | | 434 | 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: | 422 | | 0 | 135 | 0 | | 0 | 0 | 0 | | 252 | 294 | 41 | | 434 | 0 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 422 | | 0 | 135 | 0 | | 0 | 0 | 0 | | 252 | 294 | 41 | | 434 | 0 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 422 | | 0 | 135 | 0 | | 0 | 0 | 0 | | 252 | 0 | 41 | | 434 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 422 | | 0 | 135 | 0 | | 0 | 0 | 0 | | 252 | 0 | 41 | | 434 | 0 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 422 | | 0 | 135 | 0 | | 0 | 0 | 0 | | 252 | 0 | 41 | | 434 | 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 | | 1.00 | 0.00 |
| Final Sat.: | 1750 | | 0 | 1750 | 0 | | 0 | 0 | 0 | | 1900 | 1750 | 1750 | | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | | 0.00 | 0.08 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.02 | | 0.23 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | |
| Green Time: | 52.3 | | 0.0 | 62.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 28.7 | 0.0 | 10.0 | | 38.7 | 0.0 |
| Volume/Cap: | 0.46 | | 0.00 | 0.12 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.46 | 0.00 | 0.23 | | 0.59 | 0.00 |
| Delay/Veh: | 16.7 | | 0.0 | 8.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 32.1 | 0.0 | 44.6 | | 27.8 | 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: | 16.7 | | 0.0 | 8.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 32.1 | 0.0 | 44.6 | | 27.8 | 0.0 |
| LOS by Move: | B | | A | A | A | | A | A | A | | C | A | D | | C | A |
| HCM2kAvgQ: | 9 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 7 | 0 | 1 | | 11 | 0 |

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



Race Street Residential
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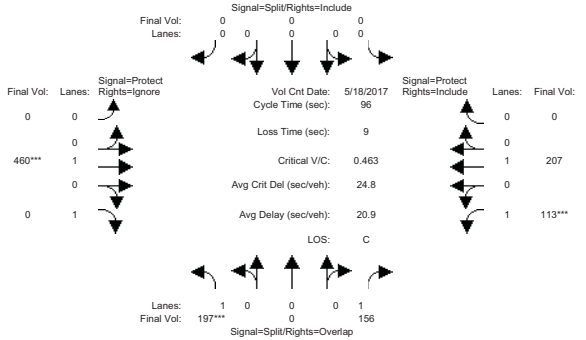
San Jose, CA

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

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | | 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | | | | | |
| Base Vol: | 197 | | 0 | 156 | 0 | | 0 | 0 | 0 | | 460 | 569 | 113 | | 207 | 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: | 197 | | 0 | 156 | 0 | | 0 | 0 | 0 | | 460 | 569 | 113 | | 207 | 0 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| PasserByVol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 197 | | 0 | 156 | 0 | | 0 | 0 | 0 | | 460 | 569 | 113 | | 207 | 0 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 197 | | 0 | 156 | 0 | | 0 | 0 | 0 | | 460 | 0 | 113 | | 207 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 197 | | 0 | 156 | 0 | | 0 | 0 | 0 | | 460 | 0 | 113 | | 207 | 0 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 197 | | 0 | 156 | 0 | | 0 | 0 | 0 | | 460 | 0 | 113 | | 207 | 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 | | 1.00 | 0.00 |
| Final Sat.: | 1750 | | 0 | 1750 | 0 | | 0 | 0 | 0 | | 1900 | 1750 | 1750 | | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | | 0.00 | 0.09 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.06 | | 0.11 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | |
| Green Time: | 23.4 | | 0.0 | 36.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.2 | 0.0 | 13.4 | | 63.6 | 0.0 |
| Volume/Cap: | 0.46 | | 0.00 | 0.23 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.46 | 0.00 | 0.46 | | 0.16 | 0.00 |
| Delay/Veh: | 34.6 | | 0.0 | 20.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 15.9 | 0.0 | 44.2 | | 6.4 | 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: | 34.6 | | 0.0 | 20.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 15.9 | 0.0 | 44.2 | | 6.4 | 0.0 |
| LOS by Move: | C | | A | C | A | | A | A | A | | B | A | D | | A | A |
| HCM2kAvgQ: | 5 | | 0 | 3 | 0 | | 0 | 0 | 0 | | 9 | 0 | 3 | | 2 | 0 |

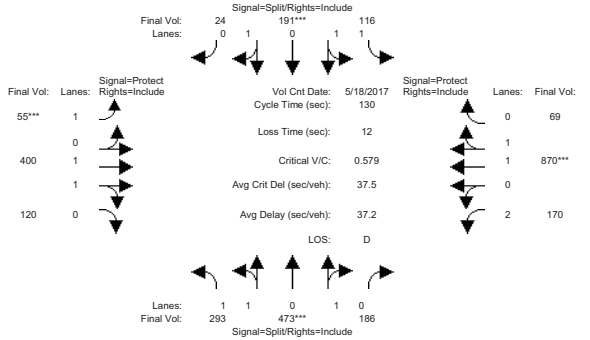
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| 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: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| 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: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| 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: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.42 | 0.58 | 1.07 | 1.71 | 0.22 | 1.00 | 1.53 | 0.47 | 2.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 2655 | 1044 | 1875 | 3087 | 388 | 1750 | 2846 | 854 | 3150 | 3428 | 272 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.18 | 0.18 | 0.06 | 0.06 | 0.06 | 0.03 | 0.14 | 0.14 | 0.05 | 0.25 | 0.25 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green Time: | 40.0 | 40.0 | 40.0 | 13.9 | 13.9 | 13.9 | 7.1 | 46.3 | 46.3 | 17.8 | 57.0 | 57.0 |
| Volume/Cap: | 0.54 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.39 | 0.39 | 0.39 | 0.58 | 0.58 |
| Delay/Veh: | 37.8 | 38.4 | 38.4 | 56.7 | 56.7 | 56.7 | 68.6 | 31.5 | 31.5 | 51.8 | 28.0 | 28.0 |
| 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: | 37.8 | 38.4 | 38.4 | 56.7 | 56.7 | 56.7 | 68.6 | 31.5 | 31.5 | 51.8 | 28.0 | 28.0 |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C |
| HCM2kAvgQ: | 10 | 11 | 11 | 4 | 4 | 4 | 2 | 8 | 8 | 4 | 14 | 14 |

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



Race Street Residential
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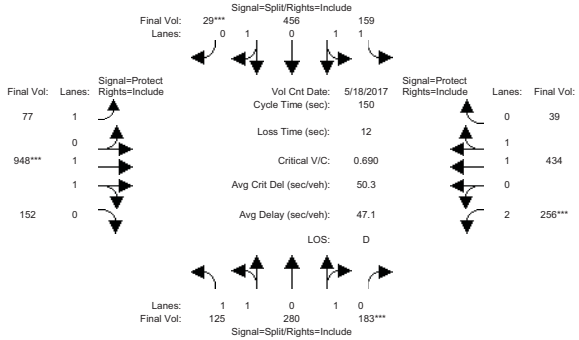
San Jose, CA

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

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 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: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 39 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 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: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 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: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.19 | 0.81 | 1.00 | 1.88 | 0.12 | 1.00 | 1.72 | 0.28 | 2.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 2237 | 1462 | 1750 | 3479 | 221 | 1750 | 3188 | 511 | 3150 | 3395 | 305 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.13 | 0.13 | 0.09 | 0.13 | 0.13 | 0.04 | 0.30 | 0.30 | 0.08 | 0.13 | 0.13 |
| Crit Moves: | | | **** | | | **** | | **** | | | **** | |
| Green Time: | 27.2 | 27.2 | 27.2 | 28.5 | 28.5 | 28.5 | 22.0 | 64.6 | 64.6 | 17.7 | 60.3 | 60.3 |
| Volume/Cap: | 0.39 | 0.69 | 0.69 | 0.48 | 0.69 | 0.69 | 0.30 | 0.69 | 0.69 | 0.69 | 0.32 | 0.32 |
| Delay/Veh: | 54.3 | 59.9 | 59.9 | 54.4 | 58.9 | 58.9 | 57.8 | 35.9 | 35.9 | 69.0 | 30.9 | 30.9 |
| 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: | 54.3 | 59.9 | 59.9 | 54.4 | 58.9 | 58.9 | 57.8 | 35.9 | 35.9 | 69.0 | 30.9 | 30.9 |
| LOS by Move: | D | E | E | E | D | E | E | D | D | E | C | C |
| HCM2kAvgQ: | 5 | 10 | 10 | 7 | 11 | 11 | 3 | 21 | 21 | 7 | 7 | 7 |

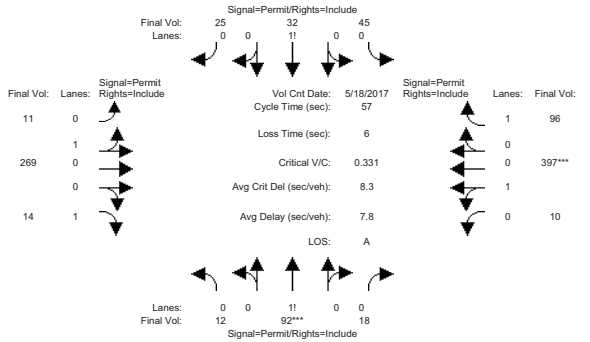
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3730: PARK/SUNOL




| 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: 18 May 2017 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 12 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| 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 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| 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 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| 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 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.10 | 0.75 | 0.15 | 0.44 | 0.31 | 0.25 | 0.04 | 0.96 | 1.00 | 0.02 | 0.98 | 1.00 |
| Final Sat.: | 172 | 1320 | 258 | 772 | 549 | 429 | 71 | 1729 | 1750 | 44 | 1756 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | 0.06 | 0.06 | 0.06 | 0.16 | 0.16 | 0.01 | 0.23 | 0.23 | 0.05 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 |
| Volume/Cap: | 0.33 | 0.33 | 0.33 | 0.28 | 0.28 | 0.28 | 0.23 | 0.23 | 0.01 | 0.33 | 0.33 | 0.08 |
| Delay/Veh: | 21.5 | 21.5 | 21.5 | 20.7 | 20.7 | 20.7 | 3.8 | 3.8 | 2.9 | 4.4 | 4.4 | 3.1 |
| 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: | 21.5 | 21.5 | 21.5 | 20.7 | 20.7 | 20.7 | 3.8 | 3.8 | 2.9 | 4.4 | 4.4 | 3.1 |
| LOS by Move: | C | C | C | C | C | C | A | A | A | A | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 3 | 3 | 1 |

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

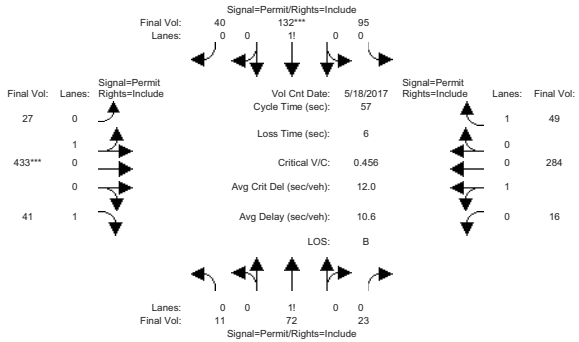
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3730: PARK/SUNOL




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 11 | 72 | 23 | 95 | 132 | 40 | 27 | 433 | 41 | 16 | 284 | 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: | 11 | 72 | 23 | 95 | 132 | 40 | 27 | 433 | 41 | 16 | 284 | 49 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 72 | 23 | 95 | 132 | 40 | 27 | 433 | 41 | 16 | 284 | 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: | 11 | 72 | 23 | 95 | 132 | 40 | 27 | 433 | 41 | 16 | 284 | 49 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 72 | 23 | 95 | 132 | 40 | 27 | 433 | 41 | 16 | 284 | 49 |
| 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: | 11 | 72 | 23 | 95 | 132 | 40 | 27 | 433 | 41 | 16 | 284 | 49 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.10 | 0.68 | 0.22 | 0.36 | 0.49 | 0.15 | 0.06 | 0.94 | 1.00 | 0.05 | 0.95 | 1.00 |
| Final Sat.: | 182 | 1189 | 380 | 623 | 865 | 262 | 106 | 1694 | 1750 | 96 | 1704 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.15 | 0.15 | 0.15 | 0.26 | 0.26 | 0.02 | 0.17 | 0.17 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 19.1 | 19.1 | 19.1 | 19.1 | 19.1 | 19.1 | 31.9 | 31.9 | 31.9 | 31.9 | 31.9 | 31.9 |
| Volume/Cap: | 0.18 | 0.18 | 0.18 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.04 | 0.30 | 0.30 | 0.05 |
| Delay/Veh: | 14.1 | 14.1 | 14.1 | 17.4 | 17.4 | 17.4 | 8.9 | 8.9 | 5.7 | 7.4 | 7.4 | 5.8 |
| 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: | 14.1 | 14.1 | 14.1 | 17.4 | 17.4 | 17.4 | 8.9 | 8.9 | 5.7 | 7.4 | 7.4 | 5.8 |
| LOS by Move: | B | B | B | B | B | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 4 | 4 | 4 | 5 | 5 | 0 | 3 | 3 | 0 |

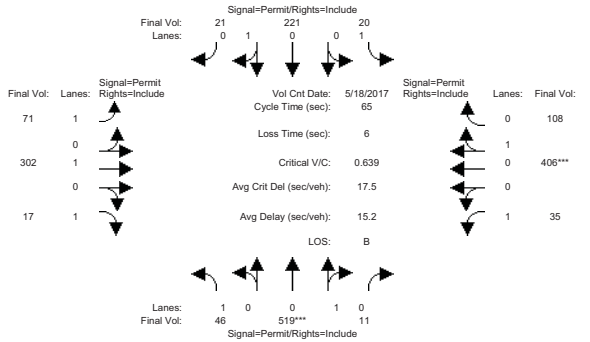
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 46 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| 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 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 46 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| 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 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| 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 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.98 | 0.02 | 1.00 | 0.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1750 | 1763 | 37 | 1750 | 1644 | 156 | 1750 | 1900 | 1750 | 1750 | 1422 | 378 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.29 | 0.29 | 0.01 | 0.13 | 0.13 | 0.04 | 0.16 | 0.01 | 0.02 | 0.29 | 0.29 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 |
| Volume/Cap: | 0.06 | 0.64 | 0.64 | 0.02 | 0.29 | 0.29 | 0.09 | 0.36 | 0.02 | 0.04 | 0.64 | 0.64 |
| Delay/Veh: | 9.8 | 17.1 | 17.1 | 9.6 | 11.8 | 11.8 | 10.6 | 13.0 | 10.1 | 10.3 | 17.8 | 17.8 |
| 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: | 9.8 | 17.1 | 17.1 | 9.6 | 11.8 | 11.8 | 10.6 | 13.0 | 10.1 | 10.3 | 17.8 | 17.8 |
| LOS by Move: | A | B | B | A | B | B | B | B | B | B | B | B |
| HCM2kAvgQ: | 1 | 9 | 9 | 0 | 3 | 3 | 1 | 4 | 0 | 0 | 9 | 9 |

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

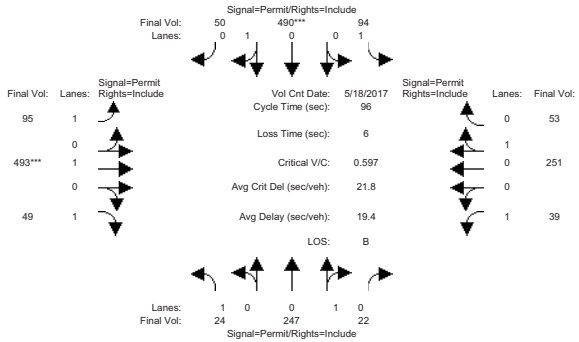
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| 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: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| 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: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| 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: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.92 | 0.08 | 1.00 | 0.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1750 | 1653 | 147 | 1750 | 1633 | 167 | 1750 | 1900 | 1750 | 1750 | 1486 | 314 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.15 | 0.15 | 0.05 | 0.30 | 0.30 | 0.05 | 0.26 | 0.03 | 0.02 | 0.17 | 0.17 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 48.3 | 48.3 | 48.3 | 48.3 | 48.3 | 48.3 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 | 41.7 |
| Volume/Cap: | 0.03 | 0.30 | 0.30 | 0.11 | 0.60 | 0.60 | 0.12 | 0.60 | 0.06 | 0.05 | 0.39 | 0.39 |
| Delay/Veh: | 12.1 | 14.8 | 14.8 | 12.8 | 19.9 | 19.9 | 16.6 | 23.9 | 15.9 | 15.8 | 19.9 | 19.9 |
| 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: | 12.1 | 14.8 | 14.8 | 12.8 | 19.9 | 19.9 | 16.6 | 23.9 | 15.9 | 15.8 | 19.9 | 19.9 |
| LOS by Move: | B | B | B | B | B | B | B | C | B | B | B | B |
| HCM2kAvgQ: | 0 | 5 | 5 | 2 | 12 | 12 | 2 | 11 | 1 | 1 | 6 | 6 |

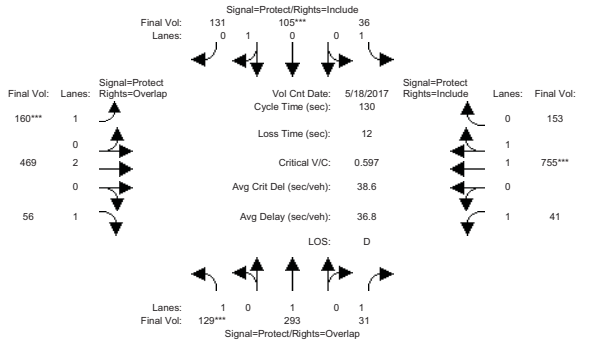
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3748: Race St / San Carlos St




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| 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: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| 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 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| 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 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.44 | 0.56 | 1.00 | 2.00 | 1.00 | 1.00 | 1.65 | 0.35 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 801 | 999 | 1750 | 3800 | 1750 | 1750 | 3076 | 623 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.15 | 0.02 | 0.02 | 0.13 | 0.13 | 0.09 | 0.12 | 0.03 | 0.02 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 16.1 | 33.1 | 55.4 | 11.5 | 28.6 | 28.6 | 19.9 | 51.1 | 67.1 | 22.3 | 53.5 | 53.5 |
| Volume/Cap: | 0.60 | 0.61 | 0.04 | 0.23 | 0.60 | 0.60 | 0.60 | 0.31 | 0.06 | 0.14 | 0.60 | 0.60 |
| Delay/Veh: | 58.4 | 44.9 | 21.8 | 55.9 | 48.0 | 48.0 | 55.0 | 27.4 | 15.7 | 45.9 | 30.5 | 30.5 |
| 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: | 58.4 | 44.9 | 21.8 | 55.9 | 48.0 | 48.0 | 55.0 | 27.4 | 15.7 | 45.9 | 30.5 | 30.5 |
| LOS by Move: | E | D | C | E | D | D | D | C | B | D | C | C |
| HCM2kAvgQ: | 6 | 11 | 1 | 2 | 9 | 9 | 6 | 6 | 1 | 2 | 15 | 15 |

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

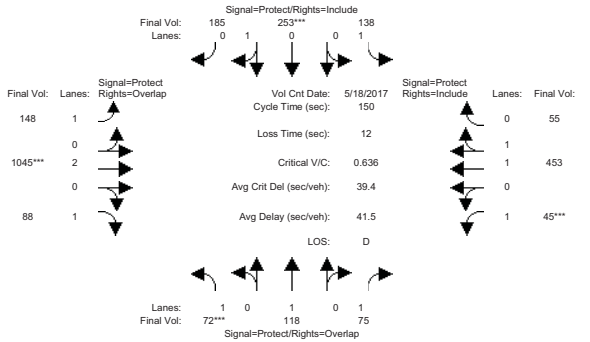
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3748: Race St / San Carlos St




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| 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: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| 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: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| 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: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 0.42 | 1.00 | 2.00 | 1.00 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1040 | 760 | 1750 | 3800 | 1750 | 1750 | 3299 | 401 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.04 | 0.08 | 0.24 | 0.24 | 0.08 | 0.28 | 0.05 | 0.03 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 9.6 | 30.5 | 37.5 | 36.1 | 57.0 | 57.0 | 27.2 | 64.4 | 74.0 | 7.0 | 44.2 | 44.2 |
| Volume/Cap: | 0.64 | 0.31 | 0.17 | 0.33 | 0.64 | 0.64 | 0.47 | 0.64 | 0.10 | 0.55 | 0.47 | 0.47 |
| Delay/Veh: | 80.3 | 51.2 | 44.3 | 47.4 | 40.2 | 40.2 | 56.0 | 34.6 | 20.3 | 77.8 | 43.6 | 43.6 |
| 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: | 80.3 | 51.2 | 44.3 | 47.4 | 40.2 | 40.2 | 56.0 | 34.6 | 20.3 | 77.8 | 43.6 | 43.6 |
| LOS by Move: | F | D | D | D | D | D | E | C | C | E | D | D |
| HCM2kAvgQ: | 5 | 5 | 3 | 6 | 17 | 17 | 6 | 18 | 2 | 3 | 10 | 10 |

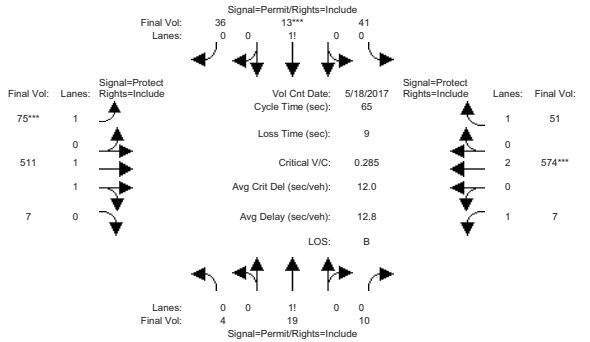
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| 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: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| 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 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| 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: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.12 | 0.58 | 0.30 | 0.46 | 0.14 | 0.40 | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 212 | 1008 | 530 | 797 | 253 | 700 | 1750 | 3650 | 50 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.05 | 0.05 | 0.05 | 0.04 | 0.14 | 0.14 | 0.00 | 0.15 | 0.03 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 9.8 | 26.0 | 26.0 | 18.2 | 34.5 | 34.5 |
| Volume/Cap: | 0.10 | 0.10 | 0.10 | 0.28 | 0.28 | 0.28 | 0.28 | 0.35 | 0.35 | 0.01 | 0.28 | 0.05 |
| Delay/Veh: | 22.4 | 22.4 | 22.4 | 23.5 | 23.5 | 23.5 | 25.1 | 13.7 | 13.7 | 16.9 | 8.5 | 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: | 22.4 | 22.4 | 22.4 | 23.5 | 23.5 | 23.5 | 25.1 | 13.7 | 13.7 | 16.9 | 8.5 | 7.4 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | B | A | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 4 | 4 | 0 | 3 | 1 |

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

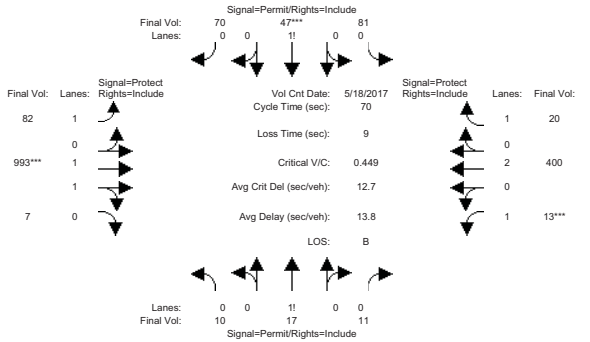
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| 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: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.26 | 0.45 | 0.29 | 0.41 | 0.24 | 0.35 | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 461 | 783 | 507 | 716 | 415 | 619 | 1750 | 3674 | 26 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.11 | 0.11 | 0.11 | 0.05 | 0.27 | 0.27 | 0.01 | 0.11 | 0.01 |
| Crit Moves: | | | | | **** | | | **** | | | **** | |
| Green Time: | 15.9 | 15.9 | 15.9 | 15.9 | 15.9 | 15.9 | 18.6 | 38.1 | 38.1 | 7.0 | 26.5 | 26.5 |
| Volume/Cap: | 0.10 | 0.10 | 0.10 | 0.50 | 0.50 | 0.50 | 0.18 | 0.50 | 0.50 | 0.07 | 0.28 | 0.03 |
| Delay/Veh: | 21.4 | 21.4 | 21.4 | 24.5 | 24.5 | 24.5 | 20.0 | 10.2 | 10.2 | 28.7 | 15.2 | 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: | 21.4 | 21.4 | 21.4 | 24.5 | 24.5 | 24.5 | 20.0 | 10.2 | 10.2 | 28.7 | 15.2 | 13.7 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 1 | 1 | 1 | 5 | 5 | 5 | 2 | 7 | 7 | 0 | 3 | 0 |

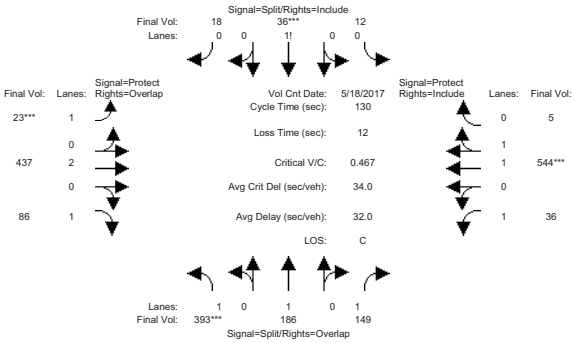
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (AM)

## Intersection #3653: LINCOLN/SAN CARLOS




| 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 | 7 | 10 | 10 | 10 | 7 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | | | | | |
| Base Vol: | 392 | 186 | 149 | | 12 | 35 | 18 | | 23 | 438 | 86 | | 36 | 542 | 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: | 392 | 186 | 149 | | 12 | 35 | 18 | | 23 | 438 | 86 | | 36 | 542 | 5 | |
| Added Vol: | 1 | 0 | 0 | | 0 | 1 | 0 | | 0 | -1 | 0 | | 0 | 2 | 0 | |
| PasserByVol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 393 | 186 | 149 | | 12 | 36 | 18 | | 23 | 437 | 86 | | 36 | 544 | 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: | 393 | 186 | 149 | | 12 | 36 | 18 | | 23 | 437 | 86 | | 36 | 544 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 393 | 186 | 149 | | 12 | 36 | 18 | | 23 | 437 | 86 | | 36 | 544 | 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: | 393 | 186 | 149 | | 12 | 36 | 18 | | 23 | 437 | 86 | | 36 | 544 | 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 | 0.92 | 0.92 | | 0.92 | 1.00 | 0.92 | | 0.92 | 0.97 | 0.95 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 0.18 | 0.55 | 0.27 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.98 | 0.02 | |
| Final Sat.: | 1750 | 1900 | 1750 | | 318 | 955 | 477 | | 1750 | 3800 | 1750 | | 1750 | 3666 | 34 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.10 | 0.09 | | 0.04 | 0.04 | 0.04 | | 0.01 | 0.12 | 0.05 | | 0.02 | 0.15 | 0.15 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green Time: | 60.7 | 60.7 | 75.7 | | 10.2 | 10.2 | 10.2 | | 7.0 | 32.1 | 92.8 | | 15.0 | 40.1 | 40.1 | |
| Volume/Cap: | 0.48 | 0.21 | 0.15 | | 0.48 | 0.48 | 0.48 | | 0.24 | 0.47 | 0.07 | | 0.18 | 0.48 | 0.48 | |
| Delay/Veh: | 24.3 | 20.6 | 12.5 | | 60.0 | 60.0 | 60.0 | | 60.3 | 42.0 | 5.6 | | 52.3 | 36.8 | 36.8 | |
| 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: | 24.3 | 20.6 | 12.5 | | 60.0 | 60.0 | 60.0 | | 60.3 | 42.0 | 5.6 | | 52.3 | 36.8 | 36.8 | |
| LOS by Move: | C | C | B | | E | E | E | | E | D | A | | D | D | D | |
| HCM2kAvgQ: | 12 | 4 | 3 | | 3 | 3 | 3 | | 1 | 8 | 1 | | 1 | 9 | 9 | |

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



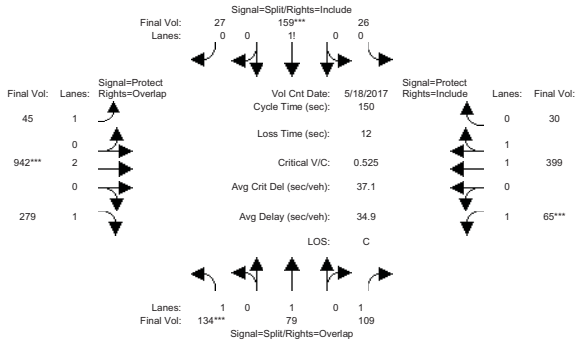




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (PM)

## Intersection #3653: LINCOLN/SAN CARLOS



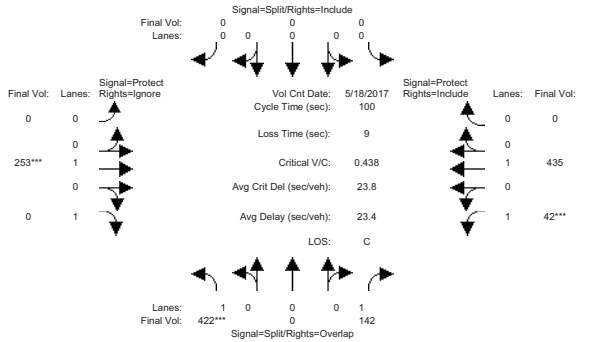

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 10 | 7 | 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | | | | | |
| Base Vol: | 131 | 79 | 109 | | 26 | 158 | 27 | | 45 | 944 | 279 | | 65 | 391 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 131 | 79 | 109 | | 26 | 158 | 27 | | 45 | 944 | 279 | | 65 | 391 | 30 | |
| Added Vol: | 3 | 0 | 0 | | 0 | 1 | 0 | | 0 | -2 | 0 | | 0 | 8 | 0 | |
| PasserByVol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 134 | 79 | 109 | | 26 | 159 | 27 | | 45 | 942 | 279 | | 65 | 399 | 30 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 134 | 79 | 109 | | 26 | 159 | 27 | | 45 | 942 | 279 | | 65 | 399 | 30 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 134 | 79 | 109 | | 26 | 159 | 27 | | 45 | 942 | 279 | | 65 | 399 | 30 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 134 | 79 | 109 | | 26 | 159 | 27 | | 45 | 942 | 279 | | 65 | 399 | 30 | |
| 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 | 0.92 | 0.92 | | 0.92 | 1.00 | 0.92 | | 0.92 | 0.98 | 0.95 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 0.12 | 0.75 | 0.13 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.86 | 0.14 | |
| Final Sat.: | 1750 | 1900 | 1750 | | 215 | 1313 | 223 | | 1750 | 3800 | 1750 | | 1750 | 3441 | 259 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.04 | 0.06 | | 0.12 | 0.12 | 0.12 | | 0.03 | 0.25 | 0.16 | | 0.04 | 0.12 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Green Time: | 21.9 | 21.9 | 32.5 | | 34.6 | 34.6 | 34.6 | | 23.4 | 70.9 | 92.8 | | 10.6 | 58.1 | 58.1 | |
| Volume/Cap: | 0.52 | 0.28 | 0.29 | | 0.52 | 0.52 | 0.52 | | 0.16 | 0.52 | 0.26 | | 0.52 | 0.30 | 0.30 | |
| Delay/Veh: | 61.2 | 57.6 | 49.5 | | 51.8 | 51.8 | 51.8 | | 55.1 | 28.0 | 13.1 | | 71.3 | 32.0 | 32.0 | |
| 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: | 61.2 | 57.6 | 49.5 | | 51.8 | 51.8 | 51.8 | | 55.1 | 28.0 | 13.1 | | 71.3 | 32.0 | 32.0 | |
| LOS by Move: | E | E | D | | D | D | D | | E | C | B | | E | C | C | |
| HCM2kAvgQ: | 7 | 3 | 5 | | 9 | 9 | 9 | | 2 | 15 | 6 | | 4 | 7 | 7 | |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (AM)

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 252 | 294 | 41 | 434 | 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: | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 252 | 294 | 41 | 434 | 0 |
| Added Vol: | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 422 | 0 | 142 | 0 | 0 | 0 | 0 | 253 | 294 | 42 | 435 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 422 | 0 | 142 | 0 | 0 | 0 | 0 | 253 | 0 | 42 | 435 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 422 | 0 | 142 | 0 | 0 | 0 | 0 | 253 | 0 | 42 | 435 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 422 | 0 | 142 | 0 | 0 | 0 | 0 | 253 | 0 | 42 | 435 | 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 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.02 | 0.23 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 52.2 | 0.0 | 62.2 | 0.0 | 0.0 | 0.0 | 0.0 | 28.8 | 0.0 | 10.0 | 38.8 | 0.0 |
| Volume/Cap: | 0.46 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.24 | 0.59 | 0.00 |
| Delay/Veh: | 16.7 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.0 | 0.0 | 44.7 | 27.7 | 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: | 16.7 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.0 | 0.0 | 44.7 | 27.7 | 0.0 |
| LOS by Move: | B | A | A | A | A | A | A | C | A | D | C | A |
| HCM2kAvgQ: | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 11 | 0 |

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



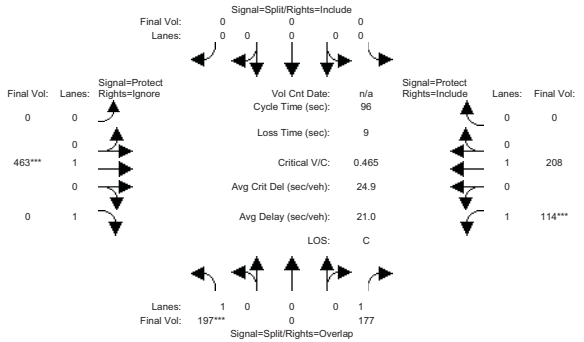




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (PM)

## Intersection #3689: MERIDIAN/PARK



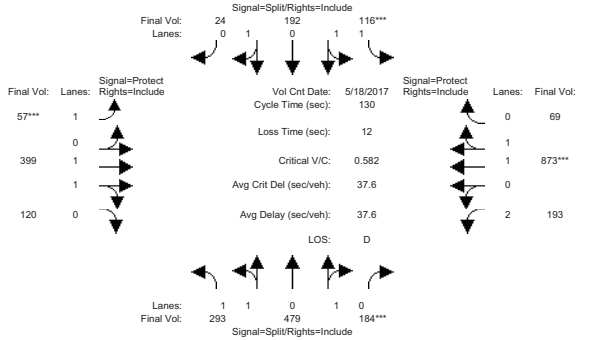

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 10 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 197 | 0 | 177 | 0 | 0 | 0 | 0 | 463 | 569 | 114 | 208 | 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: | 197 | 0 | 177 | 0 | 0 | 0 | 0 | 463 | 569 | 114 | 208 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 197 | 0 | 177 | 0 | 0 | 0 | 0 | 463 | 569 | 114 | 208 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 197 | 0 | 177 | 0 | 0 | 0 | 0 | 463 | 0 | 114 | 208 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 0 | 177 | 0 | 0 | 0 | 0 | 463 | 0 | 114 | 208 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 197 | 0 | 177 | 0 | 0 | 0 | 0 | 463 | 0 | 114 | 208 | 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 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.11 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 23.2 | 0.0 | 36.7 | 0.0 | 0.0 | 0.0 | 0.0 | 50.3 | 0.0 | 13.4 | 63.8 | 0.0 |
| Volume/Cap: | 0.46 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.46 | 0.16 | 0.00 |
| Delay/Veh: | 34.7 | 0.0 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 44.2 | 6.4 | 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: | 34.7 | 0.0 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 44.2 | 6.4 | 0.0 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | D | A | A |
| HCM2kAvgQ: | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 2 | 0 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (AM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| 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: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| Added Vol: | 0 | 6 | -2 | 0 | 1 | 0 | 2 | -1 | 0 | 23 | 3 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 293 | 479 | 184 | 116 | 192 | 24 | 57 | 399 | 120 | 193 | 873 | 69 |
| 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: | 293 | 479 | 184 | 116 | 192 | 24 | 57 | 399 | 120 | 193 | 873 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 293 | 479 | 184 | 116 | 192 | 24 | 57 | 399 | 120 | 193 | 873 | 69 |
| 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: | 293 | 479 | 184 | 116 | 192 | 24 | 57 | 399 | 120 | 193 | 873 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.43 | 0.57 | 1.07 | 1.72 | 0.21 | 1.00 | 1.52 | 0.48 | 2.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 2672 | 1027 | 1869 | 3093 | 387 | 1750 | 2844 | 855 | 3150 | 3429 | 271 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.18 | 0.18 | 0.06 | 0.06 | 0.06 | 0.03 | 0.14 | 0.14 | 0.06 | 0.25 | 0.25 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 40.0 | 40.0 | 40.0 | 13.9 | 13.9 | 13.9 | 7.3 | 44.6 | 44.6 | 19.5 | 56.8 | 56.8 |
| Volume/Cap: | 0.54 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.41 | 0.41 | 0.41 | 0.58 | 0.58 |
| Delay/Veh: | 37.8 | 38.5 | 38.5 | 56.8 | 56.8 | 56.8 | 68.5 | 32.8 | 32.8 | 50.6 | 28.2 | 28.2 |
| 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: | 37.8 | 38.5 | 38.5 | 56.8 | 56.8 | 56.8 | 68.5 | 32.8 | 32.8 | 50.6 | 28.2 | 28.2 |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C |
| HCM2kAvgQ: | 10 | 11 | 11 | 4 | 4 | 4 | 2 | 8 | 8 | 4 | 14 | 14 |

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



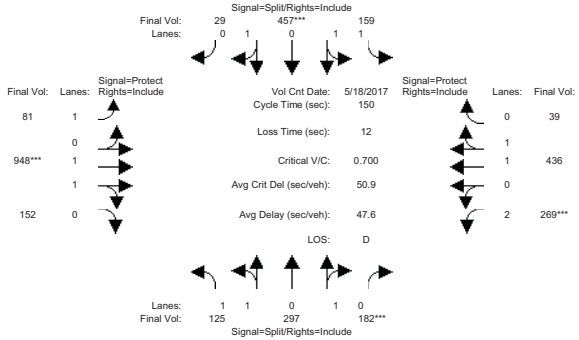




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (PM)

## Intersection #3693: MERIDIAN/SAN CARLOS



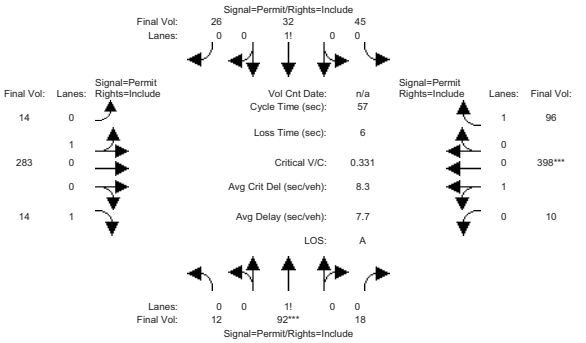

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 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: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 39 |
| Added Vol: | 0 | 17 | -1 | 0 | 1 | 0 | 4 | 0 | 0 | 13 | 2 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 125 | 297 | 182 | 159 | 457 | 29 | 81 | 948 | 152 | 269 | 436 | 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: | 125 | 297 | 182 | 159 | 457 | 29 | 81 | 948 | 152 | 269 | 436 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 125 | 297 | 182 | 159 | 457 | 29 | 81 | 948 | 152 | 269 | 436 | 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: | 125 | 297 | 182 | 159 | 457 | 29 | 81 | 948 | 152 | 269 | 436 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.22 | 0.78 | 1.00 | 1.88 | 0.12 | 1.00 | 1.72 | 0.28 | 2.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 2293 | 1405 | 1750 | 3479 | 221 | 1750 | 3188 | 511 | 3150 | 3396 | 304 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.13 | 0.13 | 0.09 | 0.13 | 0.13 | 0.05 | 0.30 | 0.30 | 0.09 | 0.13 | 0.13 |
| Crit Moves: | | | **** | | **** | | | **** | | | **** | |
| Green Time: | 27.8 | 27.8 | 27.8 | 28.2 | 28.2 | 28.2 | 21.9 | 63.8 | 63.8 | 18.3 | 60.2 | 60.2 |
| Volume/Cap: | 0.39 | 0.70 | 0.70 | 0.48 | 0.70 | 0.70 | 0.32 | 0.70 | 0.70 | 0.70 | 0.32 | 0.32 |
| Delay/Veh: | 53.8 | 59.8 | 59.8 | 54.7 | 59.4 | 59.4 | 58.1 | 36.7 | 36.7 | 68.8 | 31.0 | 31.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.8 | 59.8 | 59.8 | 54.7 | 59.4 | 59.4 | 58.1 | 36.7 | 36.7 | 68.8 | 31.0 | 31.0 |
| LOS by Move: | D | E | E | D | E | E | E | D | D | E | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 7 | 11 | 11 | 3 | 21 | 21 | 7 | 7 | 7 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (AM)

## Intersection #3730: PARK/SUNOL




| 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: | 12 | 92 | 18 | 45 | 32 | 26 | 14 | 283 | 14 | 10 | 398 | 96 |
| 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 | 92 | 18 | 45 | 32 | 26 | 14 | 283 | 14 | 10 | 398 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 92 | 18 | 45 | 32 | 26 | 14 | 283 | 14 | 10 | 398 | 96 |
| 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 | 92 | 18 | 45 | 32 | 26 | 14 | 283 | 14 | 10 | 398 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 92 | 18 | 45 | 32 | 26 | 14 | 283 | 14 | 10 | 398 | 96 |
| 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 | 92 | 18 | 45 | 32 | 26 | 14 | 283 | 14 | 10 | 398 | 96 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.10 | 0.75 | 0.15 | 0.44 | 0.31 | 0.25 | 0.05 | 0.95 | 1.00 | 0.02 | 0.98 | 1.00 |
| Final Sat.: | 172 | 1320 | 258 | 765 | 544 | 442 | 85 | 1715 | 1750 | 44 | 1756 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | 0.06 | 0.06 | 0.06 | 0.17 | 0.17 | 0.01 | 0.23 | 0.23 | 0.05 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 |
| Volume/Cap: | 0.33 | 0.33 | 0.33 | 0.28 | 0.28 | 0.28 | 0.24 | 0.24 | 0.01 | 0.33 | 0.33 | 0.08 |
| Delay/Veh: | 21.5 | 21.5 | 21.5 | 20.8 | 20.8 | 20.8 | 3.9 | 3.9 | 2.9 | 4.4 | 4.4 | 3.1 |
| 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: | 21.5 | 21.5 | 21.5 | 20.8 | 20.8 | 20.8 | 3.9 | 3.9 | 2.9 | 4.4 | 4.4 | 3.1 |
| LOS by Move: | C | C | C | C | C | C | A | A | A | A | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 3 | 3 | 1 |

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



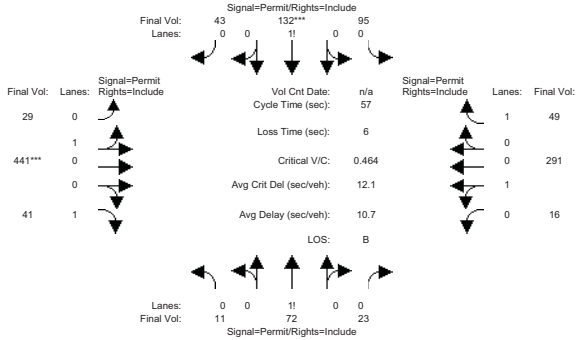




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (PM)

## Intersection #3730: PARK/SUNOL



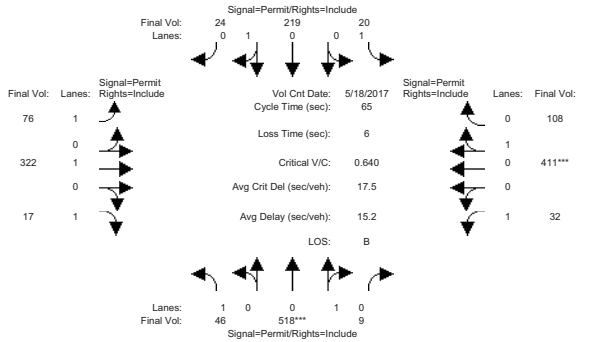

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 11 | 72 | 23 | 95 | 132 | 43 | 29 | 441 | 41 | 16 | 291 | 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: | 11 | 72 | 23 | 95 | 132 | 43 | 29 | 441 | 41 | 16 | 291 | 49 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 72 | 23 | 95 | 132 | 43 | 29 | 441 | 41 | 16 | 291 | 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: | 11 | 72 | 23 | 95 | 132 | 43 | 29 | 441 | 41 | 16 | 291 | 49 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 72 | 23 | 95 | 132 | 43 | 29 | 441 | 41 | 16 | 291 | 49 |
| 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: | 11 | 72 | 23 | 95 | 132 | 43 | 29 | 441 | 41 | 16 | 291 | 49 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.10 | 0.68 | 0.22 | 0.35 | 0.49 | 0.16 | 0.06 | 0.94 | 1.00 | 0.05 | 0.95 | 1.00 |
| Final Sat.: | 182 | 1189 | 380 | 616 | 856 | 279 | 111 | 1689 | 1750 | 94 | 1706 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.15 | 0.15 | 0.15 | 0.26 | 0.26 | 0.02 | 0.17 | 0.17 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 18.9 | 18.9 | 18.9 | 18.9 | 18.9 | 18.9 | 32.1 | 32.1 | 32.1 | 32.1 | 32.1 | 32.1 |
| Volume/Cap: | 0.18 | 0.18 | 0.18 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.04 | 0.30 | 0.30 | 0.05 |
| Delay/Veh: | 14.2 | 14.2 | 14.2 | 17.7 | 17.7 | 17.7 | 8.9 | 8.9 | 5.7 | 7.4 | 7.4 | 5.7 |
| 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: | 14.2 | 14.2 | 14.2 | 17.7 | 17.7 | 17.7 | 8.9 | 8.9 | 5.7 | 7.4 | 7.4 | 5.7 |
| LOS by Move: | B | B | B | B | B | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 5 | 5 | 5 | 6 | 6 | 0 | 3 | 3 | 0 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (AM)

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 46 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| 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 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| Added Vol: | 0 | -1 | -2 | 0 | -2 | 3 | 5 | 20 | 0 | -3 | 5 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 46 | 518 | 9 | 20 | 219 | 24 | 76 | 322 | 17 | 32 | 411 | 108 |
| 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 | 518 | 9 | 20 | 219 | 24 | 76 | 322 | 17 | 32 | 411 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 518 | 9 | 20 | 219 | 24 | 76 | 322 | 17 | 32 | 411 | 108 |
| 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 | 518 | 9 | 20 | 219 | 24 | 76 | 322 | 17 | 32 | 411 | 108 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.98 | 0.02 | 1.00 | 0.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1750 | 1769 | 31 | 1750 | 1622 | 178 | 1750 | 1900 | 1750 | 1750 | 1425 | 375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.29 | 0.29 | 0.01 | 0.14 | 0.14 | 0.04 | 0.17 | 0.01 | 0.02 | 0.29 | 0.29 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 29.7 | 29.7 | 29.7 | 29.7 | 29.7 | 29.7 | 29.3 | 29.3 | 29.3 | 29.3 | 29.3 | 29.3 |
| Volume/Cap: | 0.06 | 0.64 | 0.64 | 0.02 | 0.30 | 0.30 | 0.10 | 0.38 | 0.02 | 0.04 | 0.64 | 0.64 |
| Delay/Veh: | 10.0 | 17.3 | 17.3 | 9.7 | 12.0 | 12.0 | 10.5 | 13.1 | 10.0 | 10.1 | 17.7 | 17.7 |
| 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: | 10.0 | 17.3 | 17.3 | 9.7 | 12.0 | 12.0 | 10.5 | 13.1 | 10.0 | 10.1 | 17.7 | 17.7 |
| LOS by Move: | A | B | B | A | B | B | B | B | A | B | B | B |
| HCM2kAvgQ: | 1 | 9 | 9 | 0 | 3 | 3 | 1 | 4 | 0 | 0 | 9 | 9 |

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

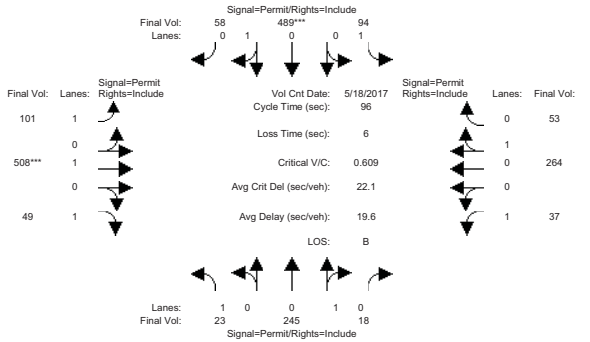
  



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (PM)

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| 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: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| Added Vol: | -1 | -2 | -4 | 0 | -1 | 8 | 6 | 15 | 0 | -2 | 13 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 23 | 245 | 18 | 94 | 489 | 58 | 101 | 508 | 49 | 37 | 264 | 53 |
| 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 | 245 | 18 | 94 | 489 | 58 | 101 | 508 | 49 | 37 | 264 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 245 | 18 | 94 | 489 | 58 | 101 | 508 | 49 | 37 | 264 | 53 |
| 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 | 245 | 18 | 94 | 489 | 58 | 101 | 508 | 49 | 37 | 264 | 53 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.93 | 0.07 | 1.00 | 0.89 | 0.11 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1750 | 1677 | 123 | 1750 | 1609 | 191 | 1750 | 1900 | 1750 | 1750 | 1499 | 301 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.15 | 0.15 | 0.05 | 0.30 | 0.30 | 0.06 | 0.27 | 0.03 | 0.02 | 0.18 | 0.18 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 47.9 | 47.9 | 47.9 | 47.9 | 47.9 | 47.9 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 |
| Volume/Cap: | 0.03 | 0.29 | 0.29 | 0.11 | 0.61 | 0.61 | 0.13 | 0.61 | 0.06 | 0.05 | 0.40 | 0.40 |
| Delay/Veh: | 12.3 | 15.0 | 15.0 | 13.0 | 20.4 | 20.4 | 16.4 | 23.9 | 15.7 | 15.6 | 19.9 | 19.9 |
| 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: | 12.3 | 15.0 | 15.0 | 13.0 | 20.4 | 20.4 | 16.4 | 23.9 | 15.7 | 15.6 | 19.9 | 19.9 |
| LOS by Move: | B | B | B | B | C | C | B | C | B | B | B | B |
| HCM2kAvgQ: | 0 | 5 | 5 | 2 | 13 | 13 | 2 | 12 | 1 | 1 | 7 | 7 |

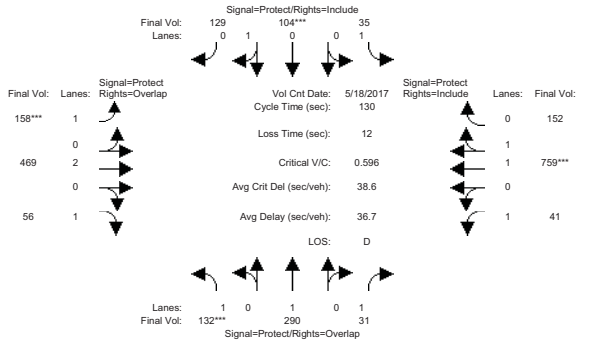
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (AM)

## Intersection #3748: Race St / San Carlos St




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| 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: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| Added Vol: | 3 | -3 | 0 | -1 | -1 | -2 | -2 | 0 | 0 | 0 | 4 | -1 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 132 | 290 | 31 | 35 | 104 | 129 | 158 | 469 | 56 | 41 | 759 | 152 |
| 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: | 132 | 290 | 31 | 35 | 104 | 129 | 158 | 469 | 56 | 41 | 759 | 152 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 290 | 31 | 35 | 104 | 129 | 158 | 469 | 56 | 41 | 759 | 152 |
| 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: | 132 | 290 | 31 | 35 | 104 | 129 | 158 | 469 | 56 | 41 | 759 | 152 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.45 | 0.55 | 1.00 | 2.00 | 1.00 | 1.00 | 1.66 | 0.34 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 803 | 997 | 1750 | 3800 | 1750 | 1750 | 3082 | 617 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.15 | 0.02 | 0.02 | 0.13 | 0.13 | 0.09 | 0.12 | 0.03 | 0.02 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 16.4 | 33.0 | 55.3 | 11.6 | 28.2 | 28.2 | 19.7 | 51.1 | 67.5 | 22.3 | 53.7 | 53.7 |
| Volume/Cap: | 0.60 | 0.60 | 0.04 | 0.22 | 0.60 | 0.60 | 0.60 | 0.31 | 0.06 | 0.14 | 0.60 | 0.60 |
| Delay/Veh: | 58.0 | 44.8 | 21.9 | 55.7 | 48.3 | 48.3 | 55.1 | 27.5 | 15.5 | 45.9 | 30.4 | 30.4 |
| 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: | 58.0 | 44.8 | 21.9 | 55.7 | 48.3 | 48.3 | 55.1 | 27.5 | 15.5 | 45.9 | 30.4 | 30.4 |
| LOS by Move: | E | D | C | E | D | D | E | C | B | D | C | C |
| HCM2kAvgQ: | 6 | 11 | 1 | 2 | 9 | 9 | 6 | 6 | 1 | 2 | 15 | 15 |

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



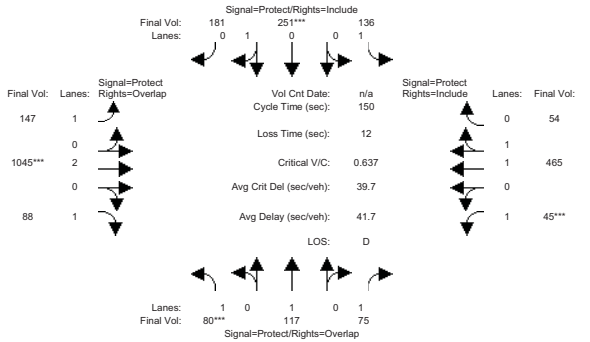




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (PM)

## Intersection #3748: Race St / San Carlos St



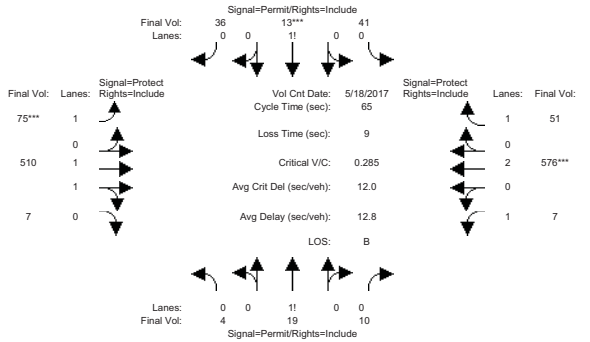

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 80 | 117 | 75 | 136 | 251 | 181 | 147 | 1045 | 88 | 45 | 465 | 54 |
| 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: | 80 | 117 | 75 | 136 | 251 | 181 | 147 | 1045 | 88 | 45 | 465 | 54 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 80 | 117 | 75 | 136 | 251 | 181 | 147 | 1045 | 88 | 45 | 465 | 54 |
| 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: | 80 | 117 | 75 | 136 | 251 | 181 | 147 | 1045 | 88 | 45 | 465 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 117 | 75 | 136 | 251 | 181 | 147 | 1045 | 88 | 45 | 465 | 54 |
| 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: | 80 | 117 | 75 | 136 | 251 | 181 | 147 | 1045 | 88 | 45 | 465 | 54 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 0.42 | 1.00 | 2.00 | 1.00 | 1.00 | 1.79 | 0.21 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1046 | 754 | 1750 | 3800 | 1750 | 1750 | 3315 | 385 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.06 | 0.04 | 0.08 | 0.24 | 0.24 | 0.08 | 0.28 | 0.05 | 0.03 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 10.7 | 30.8 | 37.8 | 35.9 | 56.1 | 56.1 | 26.7 | 64.2 | 74.9 | 7.0 | 44.6 | 44.6 |
| Volume/Cap: | 0.64 | 0.30 | 0.17 | 0.32 | 0.64 | 0.64 | 0.47 | 0.64 | 0.10 | 0.55 | 0.47 | 0.47 |
| Delay/Veh: | 78.7 | 50.9 | 44.0 | 47.5 | 40.8 | 40.8 | 56.5 | 34.7 | 19.8 | 77.8 | 43.4 | 43.4 |
| 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: | 78.7 | 50.9 | 44.0 | 47.5 | 40.8 | 40.8 | 56.5 | 34.7 | 19.8 | 77.8 | 43.4 | 43.4 |
| LOS by Move: | E | D | D | D | D | D | E | C | B | E | D | D |
| HCM2kAvgQ: | 5 | 5 | 3 | 6 | 17 | 17 | 6 | 18 | 2 | 3 | 10 | 10 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (AM)

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| 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: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 2 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 510 | 7 | 7 | 576 | 51 |
| 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 | 19 | 10 | 41 | 13 | 36 | 75 | 510 | 7 | 7 | 576 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 510 | 7 | 7 | 576 | 51 |
| 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: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 510 | 7 | 7 | 576 | 51 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.12 | 0.58 | 0.30 | 0.46 | 0.14 | 0.40 | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 212 | 1008 | 530 | 797 | 253 | 700 | 1750 | 3650 | 50 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.05 | 0.05 | 0.05 | 0.04 | 0.14 | 0.14 | 0.00 | 0.15 | 0.03 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 9.8 | 26.1 | 26.1 | 18.2 | 34.5 | 34.5 |
| Volume/Cap: | 0.10 | 0.10 | 0.10 | 0.29 | 0.29 | 0.29 | 0.29 | 0.35 | 0.35 | 0.01 | 0.29 | 0.05 |
| Delay/Veh: | 22.4 | 22.4 | 22.4 | 23.5 | 23.5 | 23.5 | 25.1 | 13.7 | 13.7 | 16.9 | 8.5 | 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: | 22.4 | 22.4 | 22.4 | 23.5 | 23.5 | 23.5 | 25.1 | 13.7 | 13.7 | 16.9 | 8.5 | 7.4 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | B | A | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 4 | 4 | 0 | 3 | 1 |

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

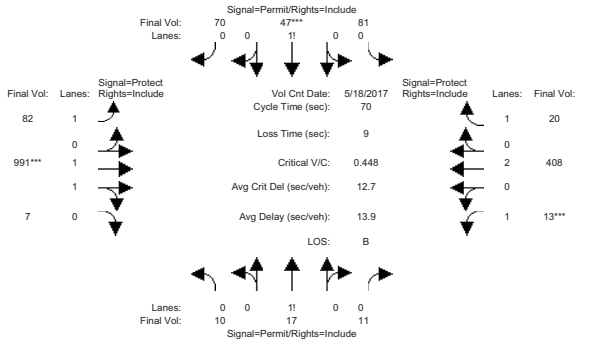
  



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj (PM)

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 8 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 991 | 7 | 13 | 408 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 991 | 7 | 13 | 408 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 991 | 7 | 13 | 408 | 20 |
| 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: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 991 | 7 | 13 | 408 | 20 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.26 | 0.45 | 0.29 | 0.41 | 0.24 | 0.35 | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 461 | 783 | 507 | 716 | 415 | 619 | 1750 | 3674 | 26 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.11 | 0.11 | 0.11 | 0.05 | 0.27 | 0.27 | 0.01 | 0.11 | 0.01 |
| Crit Moves: | | | | | **** | | | **** | | | **** | |
| Green Time: | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 18.5 | 38.0 | 38.0 | 7.0 | 26.5 | 26.5 |
| Volume/Cap: | 0.10 | 0.10 | 0.10 | 0.50 | 0.50 | 0.50 | 0.18 | 0.50 | 0.50 | 0.07 | 0.28 | 0.03 |
| Delay/Veh: | 21.4 | 21.4 | 21.4 | 24.5 | 24.5 | 24.5 | 20.0 | 10.2 | 10.2 | 28.7 | 15.3 | 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: | 21.4 | 21.4 | 21.4 | 24.5 | 24.5 | 24.5 | 20.0 | 10.2 | 10.2 | 28.7 | 15.3 | 13.7 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 1 | 1 | 1 | 5 | 5 | 5 | 2 | 7 | 7 | 0 | 3 | 0 |

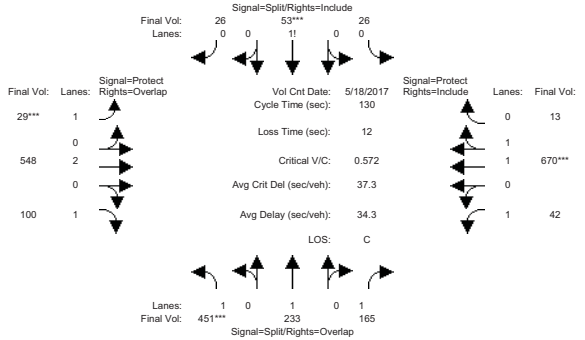
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3653: LINCOLN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 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: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| ATI: | 59 | 47 | 16 | 14 | 18 | 8 | 6 | 110 | 14 | 6 | 127 | 8 |
| Initial Fut: | 451 | 233 | 165 | 26 | 53 | 26 | 29 | 548 | 100 | 42 | 670 | 13 |
| 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: | 451 | 233 | 165 | 26 | 53 | 26 | 29 | 548 | 100 | 42 | 670 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 451 | 233 | 165 | 26 | 53 | 26 | 29 | 548 | 100 | 42 | 670 | 13 |
| 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: | 451 | 233 | 165 | 26 | 53 | 26 | 29 | 548 | 100 | 42 | 670 | 13 |
| 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 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.25 | 0.50 | 0.25 | 1.00 | 2.00 | 1.00 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1750 | 1900 | 1750 | 433 | 883 | 433 | 1750 | 3800 | 1750 | 1750 | 3630 | 70 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.12 | 0.09 | 0.06 | 0.06 | 0.06 | 0.02 | 0.14 | 0.06 | 0.02 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 56.9 | 56.9 | 69.9 | 13.3 | 13.3 | 13.3 | 7.0 | 34.8 | 91.7 | 13.0 | 40.8 | 40.8 |
| Volume/Cap: | 0.59 | 0.28 | 0.18 | 0.59 | 0.59 | 0.59 | 0.31 | 0.54 | 0.08 | 0.24 | 0.59 | 0.59 |
| Delay/Veh: | 28.9 | 23.6 | 15.4 | 60.8 | 60.8 | 60.8 | 61.0 | 41.3 | 6.0 | 54.7 | 38.3 | 38.3 |
| 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: | 28.9 | 23.6 | 15.4 | 60.8 | 60.8 | 60.8 | 61.0 | 41.3 | 6.0 | 54.7 | 38.3 | 38.3 |
| LOS by Move: | C | C | B | E | E | E | E | D | A | D | D | D |
| HCM2kAvgQ: | 15 | 6 | 4 | 5 | 5 | 5 | 2 | 10 | 1 | 2 | 12 | 12 |

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

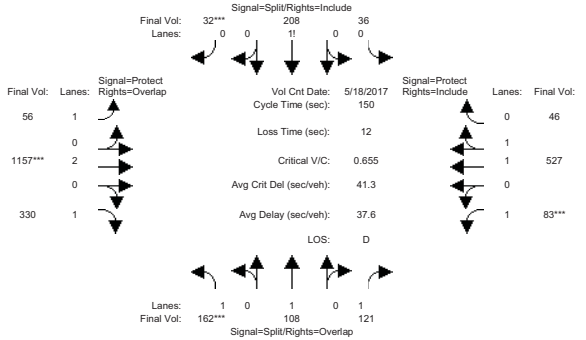
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3653: LINCOLN/SAN CARLOS




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| Added Vol: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 |
| ATI: | 30 | 29 | 12 | 10 | 50 | 5 | 11 | 211 | 51 | 18 | 132 | 16 |
| Initial Fut: | 162 | 108 | 121 | 36 | 208 | 32 | 56 | 1157 | 330 | 83 | 527 | 46 |
| 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: | 162 | 108 | 121 | 36 | 208 | 32 | 56 | 1157 | 330 | 83 | 527 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 108 | 121 | 36 | 208 | 32 | 56 | 1157 | 330 | 83 | 527 | 46 |
| 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: | 162 | 108 | 121 | 36 | 208 | 32 | 56 | 1157 | 330 | 83 | 527 | 46 |
| 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 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.13 | 0.75 | 0.12 | 1.00 | 2.00 | 1.00 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 1900 | 1750 | 228 | 1319 | 203 | 1750 | 3800 | 1750 | 1750 | 3403 | 297 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.06 | 0.07 | 0.16 | 0.16 | 0.16 | 0.03 | 0.30 | 0.19 | 0.05 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | | **** | | **** | | | **** | |
| Green Time: | 21.2 | 21.2 | 32.1 | 36.1 | 36.1 | 36.1 | 18.7 | 69.8 | 91.0 | 10.9 | 62.0 | 62.0 |
| Volume/Cap: | 0.65 | 0.40 | 0.32 | 0.65 | 0.65 | 0.65 | 0.26 | 0.65 | 0.31 | 0.65 | 0.37 | 0.37 |
| Delay/Veh: | 67.1 | 59.6 | 50.3 | 55.0 | 55.0 | 55.0 | 60.0 | 31.7 | 14.5 | 79.4 | 30.7 | 30.7 |
| 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: | 67.1 | 59.6 | 50.3 | 55.0 | 55.0 | 55.0 | 60.0 | 31.7 | 14.5 | 79.4 | 30.7 | 30.7 |
| LOS by Move: | E | E | D | D | D | D | E | C | B | E | C | C |
| HCM2kAvgQ: | 9 | 5 | 5 | 13 | 13 | 13 | 3 | 20 | 8 | 5 | 9 | 9 |

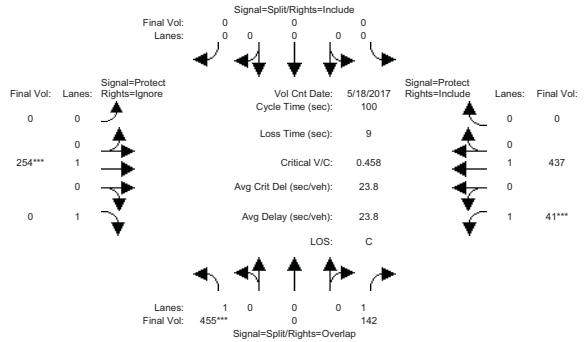
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 252 | 294 | 41 | 434 | 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: | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 252 | 294 | 41 | 434 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 33 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Initial Fut: | 455 | 0 | 142 | 0 | 0 | 0 | 0 | 254 | 294 | 41 | 437 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 455 | 0 | 142 | 0 | 0 | 0 | 0 | 254 | 0 | 41 | 437 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 455 | 0 | 142 | 0 | 0 | 0 | 0 | 254 | 0 | 41 | 437 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 455 | 0 | 142 | 0 | 0 | 0 | 0 | 254 | 0 | 41 | 437 | 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 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.02 | 0.23 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 53.5 | 0.0 | 63.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27.5 | 0.0 | 10.0 | 37.5 | 0.0 |
| Volume/Cap: | 0.49 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.00 | 0.23 | 0.61 | 0.00 |
| Delay/Veh: | 16.4 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 33.5 | 0.0 | 44.6 | 29.3 | 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: | 16.4 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 33.5 | 0.0 | 44.6 | 29.3 | 0.0 |
| LOS by Move: | B | A | A | A | A | A | A | C | A | D | C | A |
| HCM2kAvgQ: | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 11 | 0 |

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

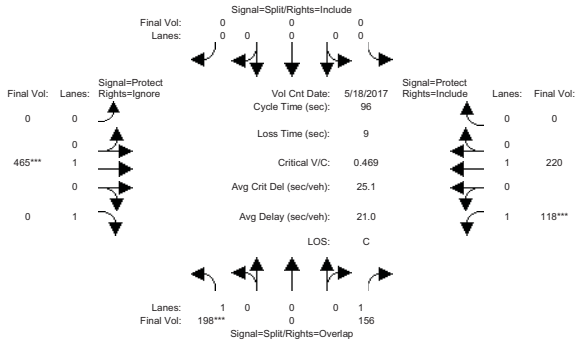
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 197 | 0 | 156 | 0 | 0 | 0 | 0 | 460 | 569 | 113 | 207 | 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: | 197 | 0 | 156 | 0 | 0 | 0 | 0 | 460 | 569 | 113 | 207 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| ATI: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 12 | 0 |
| Initial Fut: | 198 | 0 | 156 | 0 | 0 | 0 | 0 | 465 | 570 | 118 | 220 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 198 | 0 | 156 | 0 | 0 | 0 | 0 | 465 | 0 | 118 | 220 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 198 | 0 | 156 | 0 | 0 | 0 | 0 | 465 | 0 | 118 | 220 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 198 | 0 | 156 | 0 | 0 | 0 | 0 | 465 | 0 | 118 | 220 | 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 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.12 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 23.1 | 0.0 | 36.9 | 0.0 | 0.0 | 0.0 | 0.0 | 50.1 | 0.0 | 13.8 | 63.9 | 0.0 |
| Volume/Cap: | 0.47 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.47 | 0.17 | 0.00 |
| Delay/Veh: | 34.9 | 0.0 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 0.0 | 43.9 | 6.4 | 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: | 34.9 | 0.0 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 0.0 | 43.9 | 6.4 | 0.0 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | D | A | A |
| HCM2kAvgQ: | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 2 | 0 |

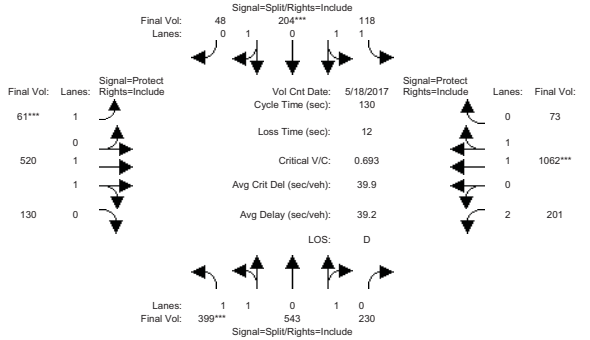
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| 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: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| Added Vol: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 106 | 70 | 43 | 2 | 13 | 24 | 6 | 120 | 10 | 31 | 192 | 4 |
| Initial Fut: | 399 | 543 | 230 | 118 | 204 | 48 | 61 | 520 | 130 | 201 | 1062 | 73 |
| 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 | 543 | 230 | 118 | 204 | 48 | 61 | 520 | 130 | 201 | 1062 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 543 | 230 | 118 | 204 | 48 | 61 | 520 | 130 | 201 | 1062 | 73 |
| 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 | 543 | 230 | 118 | 204 | 48 | 61 | 520 | 130 | 201 | 1062 | 73 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.04 | 1.38 | 0.58 | 1.00 | 1.61 | 0.39 | 1.00 | 1.59 | 0.41 | 2.00 | 1.87 | 0.13 |
| Final Sat.: | 1821 | 2478 | 1050 | 1750 | 2995 | 705 | 1750 | 2959 | 740 | 3150 | 3462 | 238 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.22 | 0.07 | 0.07 | 0.07 | 0.03 | 0.18 | 0.18 | 0.06 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 40.9 | 40.9 | 40.9 | 12.7 | 12.7 | 12.7 | 7.0 | 47.2 | 47.2 | 17.1 | 57.3 | 57.3 |
| Volume/Cap: | 0.70 | 0.70 | 0.70 | 0.69 | 0.70 | 0.70 | 0.65 | 0.48 | 0.48 | 0.48 | 0.70 | 0.70 |
| Delay/Veh: | 40.4 | 40.4 | 40.4 | 60.5 | 60.8 | 60.8 | 74.9 | 32.3 | 32.3 | 53.2 | 30.6 | 30.6 |
| 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 | 40.4 | 40.4 | 60.5 | 60.8 | 60.8 | 74.9 | 32.3 | 32.3 | 53.2 | 30.6 | 30.6 |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C |
| HCM2kAvgQ: | 14 | 14 | 14 | 5 | 5 | 5 | 3 | 10 | 10 | 4 | 18 | 18 |

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

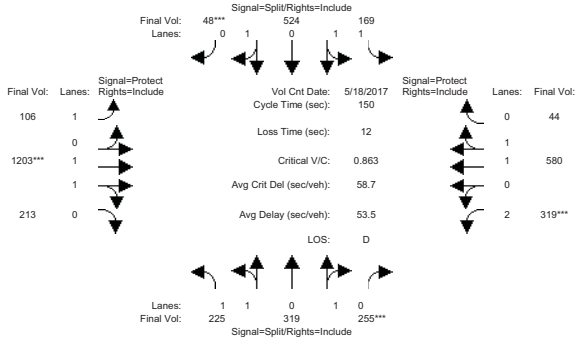
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 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: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 39 |
| Added Vol: | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 | 0 |
| ATI: | 100 | 39 | 66 | 10 | 68 | 19 | 29 | 252 | 61 | 59 | 145 | 5 |
| Initial Fut: | 225 | 319 | 255 | 169 | 524 | 48 | 106 | 1203 | 213 | 319 | 580 | 44 |
| 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: | 225 | 319 | 255 | 169 | 524 | 48 | 106 | 1203 | 213 | 319 | 580 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 319 | 255 | 169 | 524 | 48 | 106 | 1203 | 213 | 319 | 580 | 44 |
| 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: | 225 | 319 | 255 | 169 | 524 | 48 | 106 | 1203 | 213 | 319 | 580 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.09 | 0.91 | 1.00 | 1.83 | 0.17 | 1.00 | 1.69 | 0.31 | 2.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 2055 | 1643 | 1750 | 3389 | 310 | 1750 | 3143 | 556 | 3150 | 3439 | 261 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.16 | 0.16 | 0.10 | 0.15 | 0.15 | 0.06 | 0.38 | 0.38 | 0.10 | 0.17 | 0.17 |
| Crit Moves: | | | **** | | | **** | | **** | | | **** | |
| Green Time: | 27.0 | 27.0 | 27.0 | 26.9 | 26.9 | 26.9 | 22.2 | 66.5 | 66.5 | 17.6 | 61.9 | 61.9 |
| Volume/Cap: | 0.71 | 0.86 | 0.86 | 0.54 | 0.86 | 0.86 | 0.41 | 0.86 | 0.86 | 0.86 | 0.41 | 0.41 |
| Delay/Veh: | 60.1 | 68.1 | 68.1 | 56.4 | 68.8 | 68.8 | 59.0 | 42.6 | 42.6 | 83.4 | 31.3 | 31.3 |
| 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: | 60.1 | 68.1 | 68.1 | 56.4 | 68.8 | 68.8 | 59.0 | 42.6 | 42.6 | 83.4 | 31.3 | 31.3 |
| LOS by Move: | E | E | E | E | E | E | E | D | D | F | C | C |
| HCM2kAvgQ: | 11 | 14 | 14 | 8 | 14 | 14 | 5 | 31 | 31 | 9 | 10 | 10 |

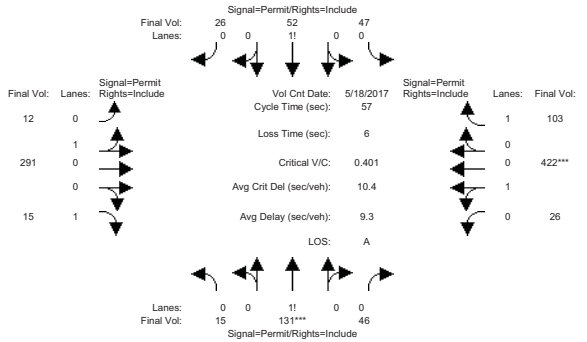
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3730: PARK/SUNOL




| 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: 18 May 2017 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 12 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| 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 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| ATI: | 3 | 39 | 28 | 2 | 20 | 0 | 1 | 22 | 1 | 16 | 24 | 7 |
| Initial Fut: | 15 | 131 | 46 | 47 | 52 | 26 | 12 | 291 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 12 | 291 | 15 | 26 | 422 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 131 | 46 | 47 | 52 | 26 | 12 | 291 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 12 | 291 | 15 | 26 | 422 | 103 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.08 | 0.68 | 0.24 | 0.38 | 0.41 | 0.21 | 0.04 | 0.96 | 1.00 | 0.06 | 0.94 | 1.00 |
| Final Sat.: | 137 | 1194 | 419 | 658 | 728 | 364 | 71 | 1729 | 1750 | 104 | 1696 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.07 | 0.07 | 0.07 | 0.17 | 0.17 | 0.01 | 0.25 | 0.25 | 0.06 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 35.4 | 35.4 | 35.4 | 35.4 | 35.4 | 35.4 |
| Volume/Cap: | 0.40 | 0.40 | 0.40 | 0.26 | 0.26 | 0.26 | 0.27 | 0.27 | 0.01 | 0.40 | 0.40 | 0.09 |
| Delay/Veh: | 19.4 | 19.4 | 19.4 | 17.5 | 17.5 | 17.5 | 5.5 | 5.5 | 4.2 | 6.5 | 6.5 | 4.5 |
| 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: | 19.4 | 19.4 | 19.4 | 17.5 | 17.5 | 17.5 | 5.5 | 5.5 | 4.2 | 6.5 | 6.5 | 4.5 |
| LOS by Move: | B | B | B | B | B | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 0 | 4 | 4 | 1 |

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

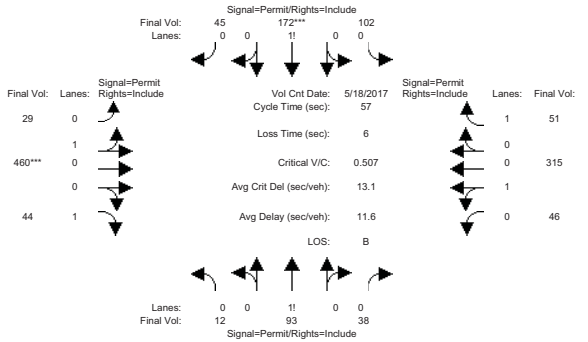
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3730: PARK/SUNOL




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 11 | 72 | 23 | 95 | 132 | 40 | 27 | 433 | 41 | 16 | 284 | 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: | 11 | 72 | 23 | 95 | 132 | 40 | 27 | 433 | 41 | 16 | 284 | 49 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 4 | 0 | 0 | 8 | 0 |
| ATI: | 1 | 21 | 15 | 7 | 40 | 1 | 0 | 23 | 3 | 30 | 23 | 2 |
| Initial Fut: | 12 | 93 | 38 | 102 | 172 | 45 | 29 | 460 | 44 | 46 | 315 | 51 |
| 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 | 93 | 38 | 102 | 172 | 45 | 29 | 460 | 44 | 46 | 315 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 93 | 38 | 102 | 172 | 45 | 29 | 460 | 44 | 46 | 315 | 51 |
| 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 | 93 | 38 | 102 | 172 | 45 | 29 | 460 | 44 | 46 | 315 | 51 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.08 | 0.65 | 0.27 | 0.32 | 0.54 | 0.14 | 0.06 | 0.94 | 1.00 | 0.13 | 0.87 | 1.00 |
| Final Sat.: | 147 | 1138 | 465 | 560 | 944 | 247 | 107 | 1693 | 1750 | 229 | 1571 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.18 | 0.18 | 0.18 | 0.27 | 0.27 | 0.03 | 0.20 | 0.20 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 | 30.5 | 30.5 | 30.5 | 30.5 | 30.5 | 30.5 |
| Volume/Cap: | 0.23 | 0.23 | 0.23 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.05 | 0.37 | 0.37 | 0.05 |
| Delay/Veh: | 13.6 | 13.6 | 13.6 | 17.2 | 17.2 | 17.2 | 10.4 | 10.4 | 6.4 | 8.8 | 8.8 | 6.4 |
| 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: | 13.6 | 13.6 | 13.6 | 17.2 | 17.2 | 17.2 | 10.4 | 10.4 | 6.4 | 8.8 | 8.8 | 6.4 |
| LOS by Move: | B | B | B | B | B | B | B | B | A | A | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 5 | 5 | 5 | 6 | 6 | 0 | 4 | 4 | 0 |

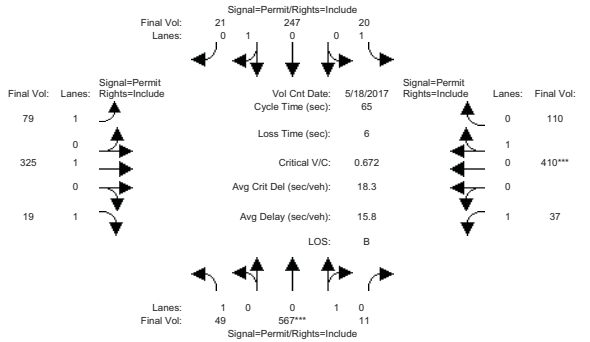
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 46 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| 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 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| Added Vol: | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| ATI: | 3 | 48 | 0 | 0 | 25 | 0 | 8 | 23 | 2 | 0 | 4 | 2 |
| Initial Fut: | 49 | 567 | 11 | 20 | 247 | 21 | 79 | 325 | 19 | 37 | 410 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 567 | 11 | 20 | 247 | 21 | 79 | 325 | 19 | 37 | 410 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 567 | 11 | 20 | 247 | 21 | 79 | 325 | 19 | 37 | 410 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 567 | 11 | 20 | 247 | 21 | 79 | 325 | 19 | 37 | 410 | 110 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.98 | 0.02 | 1.00 | 0.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1750 | 1766 | 34 | 1750 | 1659 | 141 | 1750 | 1900 | 1750 | 1750 | 1419 | 381 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.32 | 0.32 | 0.01 | 0.15 | 0.15 | 0.05 | 0.17 | 0.01 | 0.02 | 0.29 | 0.29 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 31.1 | 31.1 | 31.1 | 31.1 | 31.1 | 31.1 | 27.9 | 27.9 | 27.9 | 27.9 | 27.9 | 27.9 |
| Volume/Cap: | 0.06 | 0.67 | 0.67 | 0.02 | 0.31 | 0.31 | 0.11 | 0.40 | 0.03 | 0.05 | 0.67 | 0.67 |
| Delay/Veh: | 9.3 | 17.2 | 17.2 | 9.0 | 11.4 | 11.4 | 11.3 | 14.2 | 10.7 | 10.9 | 19.5 | 19.5 |
| 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: | 9.3 | 17.2 | 17.2 | 9.0 | 11.4 | 11.4 | 11.3 | 14.2 | 10.7 | 10.9 | 19.5 | 19.5 |
| LOS by Move: | A | B | B | A | B | B | B | B | B | B | B | B |
| HCM2kAvgQ: | 1 | 10 | 10 | 0 | 4 | 4 | 1 | 4 | 0 | 0 | 10 | 10 |

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

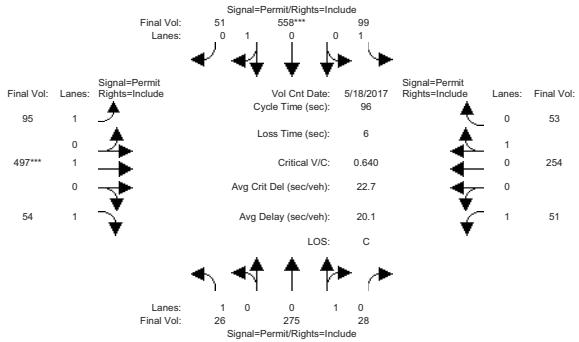
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| 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: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| Added Vol: | 1 | 3 | 6 | 0 | 6 | 0 | 0 | 0 | 2 | 12 | 0 | 0 |
| ATI: | 1 | 25 | 0 | 5 | 62 | 1 | 0 | 4 | 3 | 0 | 3 | 0 |
| Initial Fut: | 26 | 275 | 28 | 99 | 558 | 51 | 95 | 497 | 54 | 51 | 254 | 53 |
| 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: | 26 | 275 | 28 | 99 | 558 | 51 | 95 | 497 | 54 | 51 | 254 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 275 | 28 | 99 | 558 | 51 | 95 | 497 | 54 | 51 | 254 | 53 |
| 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: | 26 | 275 | 28 | 99 | 558 | 51 | 95 | 497 | 54 | 51 | 254 | 53 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.91 | 0.09 | 1.00 | 0.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1750 | 1634 | 166 | 1750 | 1649 | 151 | 1750 | 1900 | 1750 | 1750 | 1489 | 311 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.17 | 0.06 | 0.34 | 0.34 | 0.05 | 0.26 | 0.03 | 0.03 | 0.17 | 0.17 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 50.8 | 50.8 | 50.8 | 50.8 | 50.8 | 50.8 | 39.2 | 39.2 | 39.2 | 39.2 | 39.2 | 39.2 |
| Volume/Cap: | 0.03 | 0.32 | 0.32 | 0.11 | 0.64 | 0.64 | 0.13 | 0.64 | 0.08 | 0.07 | 0.42 | 0.42 |
| Delay/Veh: | 10.9 | 13.7 | 13.7 | 11.5 | 19.4 | 19.4 | 18.1 | 26.7 | 17.5 | 17.5 | 22.0 | 22.0 |
| 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: | 10.9 | 13.7 | 13.7 | 11.5 | 19.4 | 19.4 | 18.1 | 26.7 | 17.5 | 17.5 | 22.0 | 22.0 |
| LOS by Move: | B | B | B | B | B | B | B | C | B | B | C | C |
| HCM2kAvgQ: | 0 | 5 | 5 | 2 | 14 | 14 | 2 | 12 | 1 | 1 | 7 | 7 |

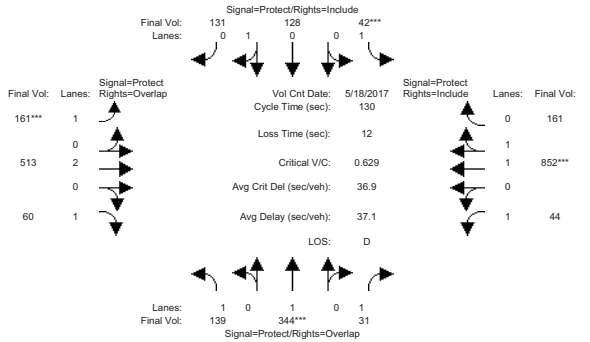
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3748: Race St / San Carlos St




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| 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: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| Added Vol: | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| ATI: | 10 | 49 | 0 | 6 | 23 | 0 | 0 | 44 | 4 | 3 | 97 | 7 |
| Initial Fut: | 139 | 344 | 31 | 42 | 128 | 131 | 161 | 513 | 60 | 44 | 852 | 161 |
| 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: | 139 | 344 | 31 | 42 | 128 | 131 | 161 | 513 | 60 | 44 | 852 | 161 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 344 | 31 | 42 | 128 | 131 | 161 | 513 | 60 | 44 | 852 | 161 |
| 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: | 139 | 344 | 31 | 42 | 128 | 131 | 161 | 513 | 60 | 44 | 852 | 161 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.49 | 0.51 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 890 | 910 | 1750 | 3800 | 1750 | 1750 | 3112 | 588 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.18 | 0.02 | 0.02 | 0.14 | 0.14 | 0.09 | 0.14 | 0.03 | 0.03 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 15.6 | 36.7 | 57.9 | 7.0 | 28.2 | 28.2 | 18.7 | 53.1 | 68.6 | 21.2 | 55.6 | 55.6 |
| Volume/Cap: | 0.66 | 0.64 | 0.04 | 0.45 | 0.66 | 0.66 | 0.64 | 0.33 | 0.06 | 0.15 | 0.64 | 0.64 |
| Delay/Veh: | 62.5 | 43.5 | 20.4 | 63.0 | 50.8 | 50.8 | 58.0 | 26.4 | 15.0 | 47.0 | 30.2 | 30.2 |
| 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: | 62.5 | 43.5 | 20.4 | 63.0 | 50.8 | 50.8 | 58.0 | 26.4 | 15.0 | 47.0 | 30.2 | 30.2 |
| LOS by Move: | E | D | C | E | D | D | E | C | B | D | C | C |
| HCM2kAvgQ: | 7 | 13 | 1 | 2 | 11 | 11 | 7 | 7 | 1 | 2 | 17 | 17 |

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

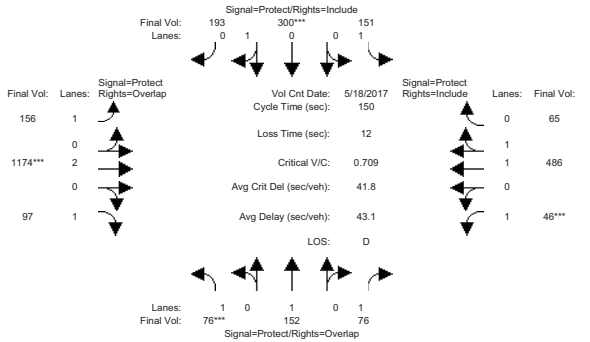
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3748: Race St / San Carlos St




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| 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: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| Added Vol: | 0 | 9 | 0 | 3 | 2 | 5 | 8 | 0 | 0 | 0 | 0 | 5 |
| ATI: | 4 | 25 | 1 | 10 | 45 | 3 | 0 | 129 | 9 | 1 | 33 | 5 |
| Initial Fut: | 76 | 152 | 76 | 151 | 300 | 193 | 156 | 1174 | 97 | 46 | 486 | 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: | 76 | 152 | 76 | 151 | 300 | 193 | 156 | 1174 | 97 | 46 | 486 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 152 | 76 | 151 | 300 | 193 | 156 | 1174 | 97 | 46 | 486 | 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: | 76 | 152 | 76 | 151 | 300 | 193 | 156 | 1174 | 97 | 46 | 486 | 65 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.61 | 0.39 | 1.00 | 2.00 | 1.00 | 1.00 | 1.76 | 0.24 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1095 | 705 | 1750 | 3800 | 1750 | 1750 | 3263 | 436 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.08 | 0.04 | 0.09 | 0.27 | 0.27 | 0.09 | 0.31 | 0.06 | 0.03 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 9.1 | 31.9 | 38.9 | 34.4 | 57.3 | 57.3 | 26.8 | 64.6 | 73.7 | 7.0 | 44.8 | 44.8 |
| Volume/Cap: | 0.72 | 0.38 | 0.17 | 0.38 | 0.72 | 0.72 | 0.50 | 0.72 | 0.11 | 0.56 | 0.50 | 0.50 |
| Delay/Veh: | 90.1 | 51.1 | 43.2 | 49.3 | 43.1 | 43.1 | 56.8 | 36.7 | 20.6 | 78.7 | 43.7 | 43.7 |
| 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: | 90.1 | 51.1 | 43.2 | 49.3 | 43.1 | 43.1 | 56.8 | 36.7 | 20.6 | 78.7 | 43.7 | 43.7 |
| LOS by Move: | F | D | D | D | D | D | E | D | C | E | D | D |
| HCM2kAvgQ: | 5 | 6 | 3 | 6 | 21 | 21 | 7 | 21 | 2 | 3 | 11 | 11 |

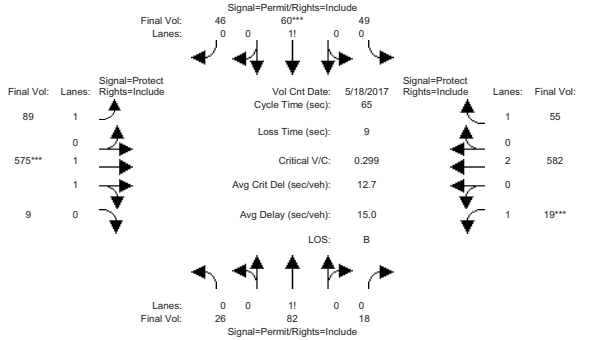
Note: Queue reported is the number of cars per lane.

Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| 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: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| ATI: | 22 | 63 | 8 | 8 | 47 | 10 | 14 | 64 | 2 | 12 | 7 | 4 |
| Initial Fut: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 575 | 9 | 19 | 582 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 575 | 9 | 19 | 582 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 575 | 9 | 19 | 582 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 575 | 9 | 19 | 582 | 55 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.21 | 0.65 | 0.14 | 0.31 | 0.39 | 0.30 | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 361 | 1139 | 250 | 553 | 677 | 519 | 1750 | 3643 | 57 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | 0.09 | 0.09 | 0.09 | 0.05 | 0.16 | 0.16 | 0.01 | 0.15 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 17.6 | 17.6 | 17.6 | 17.6 | 17.6 | 17.6 | 15.8 | 31.4 | 31.4 | 7.0 | 22.6 | 22.6 |
| Volume/Cap: | 0.27 | 0.27 | 0.27 | 0.33 | 0.33 | 0.33 | 0.21 | 0.33 | 0.33 | 0.10 | 0.44 | 0.09 |
| Delay/Veh: | 18.9 | 18.9 | 18.9 | 19.4 | 19.4 | 19.4 | 19.9 | 10.4 | 10.4 | 26.4 | 16.6 | 14.4 |
| 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: | 18.9 | 18.9 | 18.9 | 19.4 | 19.4 | 19.4 | 19.9 | 10.4 | 10.4 | 26.4 | 16.6 | 14.4 |
| LOS by Move: | B | B | B | B | B | B | B | B | B | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 4 | 4 | 0 | 5 | 1 |

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

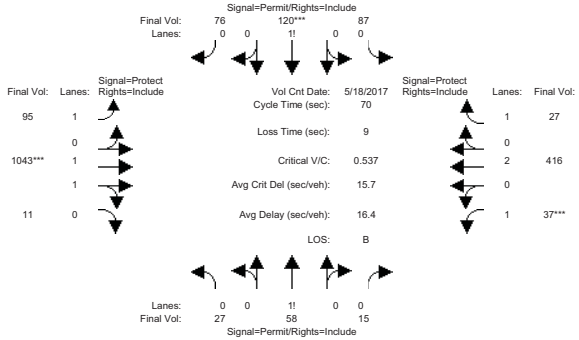
  



Race Street Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

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

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 |
| ATI: | 17 | 41 | 4 | 6 | 73 | 6 | 13 | 48 | 4 | 24 | 12 | 7 |
| Initial Fut: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1043 | 11 | 37 | 416 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1043 | 11 | 37 | 416 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1043 | 11 | 37 | 416 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1043 | 11 | 37 | 416 | 27 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.27 | 0.58 | 0.15 | 0.31 | 0.42 | 0.27 | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 473 | 1015 | 263 | 538 | 742 | 470 | 1750 | 3661 | 39 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.16 | 0.16 | 0.16 | 0.05 | 0.28 | 0.28 | 0.02 | 0.11 | 0.02 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 17.1 | 34.4 | 34.4 | 7.0 | 24.4 | 24.4 |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.58 | 0.58 | 0.58 | 0.22 | 0.58 | 0.58 | 0.21 | 0.31 | 0.04 |
| Delay/Veh: | 19.5 | 19.5 | 19.5 | 23.4 | 23.4 | 23.4 | 21.4 | 13.1 | 13.1 | 29.6 | 16.8 | 15.1 |
| 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: | 19.5 | 19.5 | 19.5 | 23.4 | 23.4 | 23.4 | 21.4 | 13.1 | 13.1 | 29.6 | 16.8 | 15.1 |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 6 | 6 | 6 | 2 | 9 | 9 | 1 | 3 | 0 |

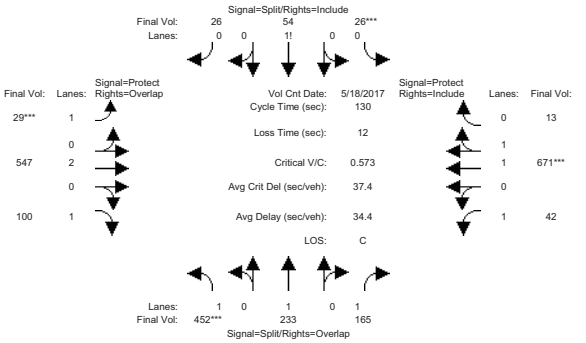
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3653: LINCOLN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 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: | 392 | 186 | 149 | 12 | 35 | 18 | 23 | 438 | 86 | 36 | 542 | 5 |
| Added Vol: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | -1 | 0 | 0 | 2 | 0 |
| ATI: | 59 | 47 | 16 | 14 | 18 | 8 | 6 | 110 | 14 | 6 | 127 | 8 |
| Initial Fut: | 452 | 233 | 165 | 26 | 54 | 26 | 29 | 547 | 100 | 42 | 671 | 13 |
| 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: | 452 | 233 | 165 | 26 | 54 | 26 | 29 | 547 | 100 | 42 | 671 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 452 | 233 | 165 | 26 | 54 | 26 | 29 | 547 | 100 | 42 | 671 | 13 |
| 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: | 452 | 233 | 165 | 26 | 54 | 26 | 29 | 547 | 100 | 42 | 671 | 13 |
| 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 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.25 | 0.51 | 0.24 | 1.00 | 2.00 | 1.00 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1750 | 1900 | 1750 | 429 | 892 | 429 | 1750 | 3800 | 1750 | 1750 | 3630 | 70 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.12 | 0.09 | 0.06 | 0.06 | 0.06 | 0.02 | 0.14 | 0.06 | 0.02 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 56.9 | 56.9 | 69.9 | 13.3 | 13.3 | 13.3 | 7.0 | 34.7 | 91.7 | 13.0 | 40.7 | 40.7 |
| Volume/Cap: | 0.59 | 0.28 | 0.18 | 0.59 | 0.59 | 0.59 | 0.31 | 0.54 | 0.08 | 0.24 | 0.59 | 0.59 |
| Delay/Veh: | 28.9 | 23.6 | 15.4 | 60.8 | 60.8 | 60.8 | 61.0 | 41.4 | 6.0 | 54.7 | 38.4 | 38.4 |
| 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: | 28.9 | 23.6 | 15.4 | 60.8 | 60.8 | 60.8 | 61.0 | 41.4 | 6.0 | 54.7 | 38.4 | 38.4 |
| LOS by Move: | C | C | B | E | E | E | E | D | A | D | D | D |
| HCM2kAvgQ: | 15 | 6 | 4 | 5 | 5 | 5 | 2 | 10 | 1 | 2 | 12 | 12 |

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



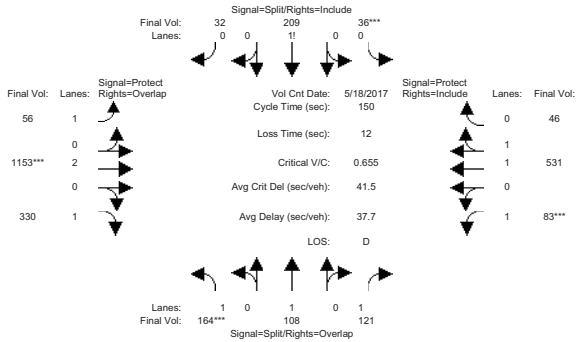




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3653: LINCOLN/SAN CARLOS



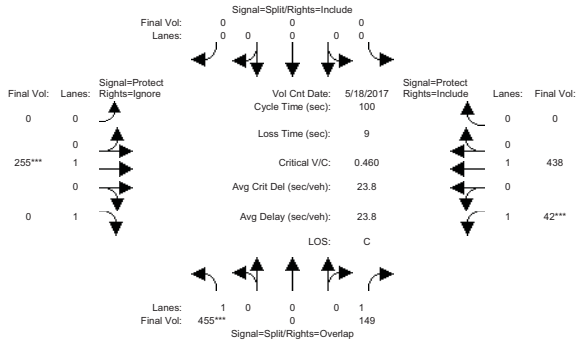

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 131 | 79 | 109 | 26 | 158 | 27 | 45 | 944 | 279 | 65 | 391 | 30 |
| Added Vol: | 3 | 0 | 0 | 0 | 1 | 0 | 0 | -2 | 0 | 0 | 8 | 0 |
| ATI: | 30 | 29 | 12 | 10 | 50 | 5 | 11 | 211 | 51 | 18 | 132 | 16 |
| Initial Fut: | 164 | 108 | 121 | 36 | 209 | 32 | 56 | 1153 | 330 | 83 | 531 | 46 |
| 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: | 164 | 108 | 121 | 36 | 209 | 32 | 56 | 1153 | 330 | 83 | 531 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 108 | 121 | 36 | 209 | 32 | 56 | 1153 | 330 | 83 | 531 | 46 |
| 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: | 164 | 108 | 121 | 36 | 209 | 32 | 56 | 1153 | 330 | 83 | 531 | 46 |
| 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 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.13 | 0.75 | 0.12 | 1.00 | 2.00 | 1.00 | 1.00 | 1.84 | 0.16 |
| Final Sat.: | 1750 | 1900 | 1750 | 227 | 1320 | 202 | 1750 | 3800 | 1750 | 1750 | 3405 | 295 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.06 | 0.07 | 0.16 | 0.16 | 0.16 | 0.03 | 0.30 | 0.19 | 0.05 | 0.16 | 0.16 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 21.5 | 21.5 | 32.3 | 36.2 | 36.2 | 36.2 | 18.5 | 69.5 | 90.9 | 10.9 | 61.8 | 61.8 |
| Volume/Cap: | 0.66 | 0.40 | 0.32 | 0.66 | 0.66 | 0.66 | 0.26 | 0.66 | 0.31 | 0.66 | 0.38 | 0.38 |
| Delay/Veh: | 66.9 | 59.4 | 50.1 | 55.0 | 55.0 | 55.0 | 60.2 | 31.9 | 14.5 | 79.5 | 30.9 | 30.9 |
| 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: | 66.9 | 59.4 | 50.1 | 55.0 | 55.0 | 55.0 | 60.2 | 31.9 | 14.5 | 79.5 | 30.9 | 30.9 |
| LOS by Move: | E | E | D | D | D | D | E | C | B | E | C | C |
| HCM2kAvgQ: | 9 | 5 | 5 | 13 | 13 | 13 | 3 | 20 | 8 | 5 | 9 | 9 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 252 | 294 | 41 | 434 | 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: | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 252 | 294 | 41 | 434 | 0 |
| Added Vol: | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| ATI: | 33 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Initial Fut: | 455 | 0 | 149 | 0 | 0 | 0 | 0 | 255 | 294 | 42 | 438 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 455 | 0 | 149 | 0 | 0 | 0 | 0 | 255 | 0 | 42 | 438 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 455 | 0 | 149 | 0 | 0 | 0 | 0 | 255 | 0 | 42 | 438 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 455 | 0 | 149 | 0 | 0 | 0 | 0 | 255 | 0 | 42 | 438 | 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 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.02 | 0.23 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 53.4 | 0.0 | 63.4 | 0.0 | 0.0 | 0.0 | 0.0 | 27.6 | 0.0 | 10.0 | 37.6 | 0.0 |
| Volume/Cap: | 0.49 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.00 | 0.24 | 0.61 | 0.00 |
| Delay/Veh: | 16.5 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 33.5 | 0.0 | 44.7 | 29.2 | 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: | 16.5 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 33.5 | 0.0 | 44.7 | 29.2 | 0.0 |
| LOS by Move: | B | A | A | A | A | A | A | C | A | D | C | A |
| HCM2kAvgQ: | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 11 | 0 |

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

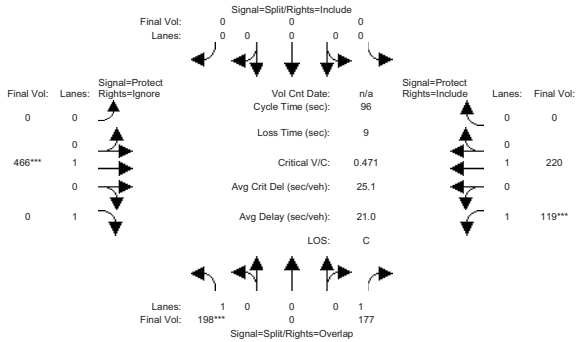
  



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | 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: | 198 | 0 | 177 | 0 | 0 | 0 | 0 | 466 | 570 | 119 | 220 | 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: | 198 | 0 | 177 | 0 | 0 | 0 | 0 | 466 | 570 | 119 | 220 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 198 | 0 | 177 | 0 | 0 | 0 | 0 | 466 | 570 | 119 | 220 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 198 | 0 | 177 | 0 | 0 | 0 | 0 | 466 | 0 | 119 | 220 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 198 | 0 | 177 | 0 | 0 | 0 | 0 | 466 | 0 | 119 | 220 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 198 | 0 | 177 | 0 | 0 | 0 | 0 | 466 | 0 | 119 | 220 | 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 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.07 | 0.12 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 23.1 | 0.0 | 37.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 13.9 | 63.9 | 0.0 |
| Volume/Cap: | 0.47 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.47 | 0.17 | 0.00 |
| Delay/Veh: | 35.0 | 0.0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 | 0.0 | 43.9 | 6.4 | 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: | 35.0 | 0.0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 | 0.0 | 43.9 | 6.4 | 0.0 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | D | A | A |
| HCM2kAvgQ: | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 2 | 0 |

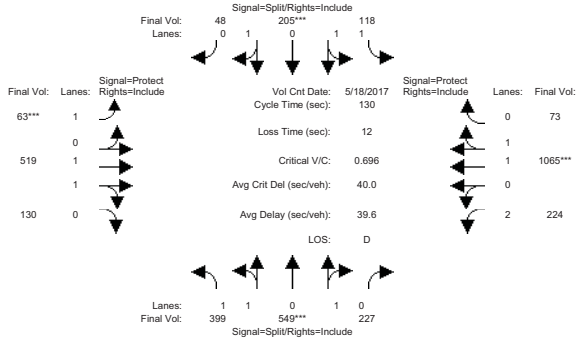
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| 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: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| Added Vol: | 0 | 6 | -2 | 0 | 1 | 0 | 2 | -1 | 0 | 23 | 3 | 0 |
| ATI: | 106 | 70 | 43 | 2 | 13 | 24 | 6 | 120 | 10 | 31 | 192 | 4 |
| Initial Fut: | 399 | 549 | 227 | 118 | 205 | 48 | 63 | 519 | 130 | 224 | 1065 | 73 |
| 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 | 549 | 227 | 118 | 205 | 48 | 63 | 519 | 130 | 224 | 1065 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 549 | 227 | 118 | 205 | 48 | 63 | 519 | 130 | 224 | 1065 | 73 |
| 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 | 549 | 227 | 118 | 205 | 48 | 63 | 519 | 130 | 224 | 1065 | 73 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.04 | 1.39 | 0.57 | 1.00 | 1.61 | 0.39 | 1.00 | 1.59 | 0.41 | 2.00 | 1.87 | 0.13 |
| Final Sat.: | 1816 | 2499 | 1033 | 1750 | 2997 | 702 | 1750 | 2958 | 741 | 3150 | 3462 | 237 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.22 | 0.07 | 0.07 | 0.07 | 0.04 | 0.18 | 0.18 | 0.07 | 0.31 | 0.31 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green Time: | 40.9 | 40.9 | 40.9 | 12.7 | 12.7 | 12.7 | 7.0 | 45.8 | 45.8 | 18.6 | 57.3 | 57.3 |
| Volume/Cap: | 0.70 | 0.70 | 0.70 | 0.69 | 0.70 | 0.70 | 0.67 | 0.50 | 0.50 | 0.50 | 0.70 | 0.70 |
| Delay/Veh: | 40.4 | 40.4 | 40.4 | 60.4 | 60.8 | 60.8 | 77.3 | 33.4 | 33.4 | 52.3 | 30.7 | 30.7 |
| 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: | 40.4 | 40.4 | 40.4 | 60.4 | 60.8 | 60.8 | 77.3 | 33.4 | 33.4 | 52.3 | 30.7 | 30.7 |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C |
| HCM2kAvgQ: | 15 | 15 | 15 | 5 | 5 | 5 | 3 | 10 | 10 | 5 | 18 | 18 |

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



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
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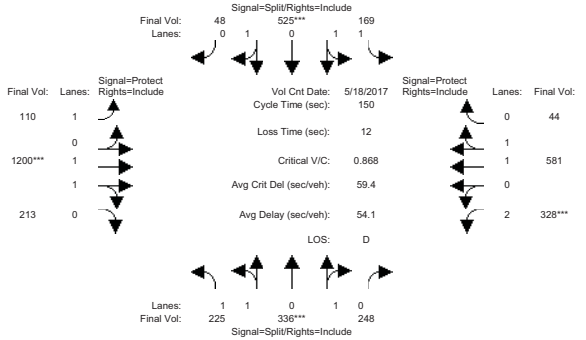
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 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: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 39 |
| Added Vol: | 0 | 17 | -1 | 0 | 1 | 0 | 4 | 0 | 0 | 13 | 2 | 0 |
| ATI: | 100 | 39 | 66 | 10 | 68 | 19 | 29 | 252 | 61 | 59 | 145 | 5 |
| Initial Fut: | 225 | 336 | 248 | 169 | 525 | 48 | 110 | 1200 | 213 | 328 | 581 | 44 |
| 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: | 225 | 336 | 248 | 169 | 525 | 48 | 110 | 1200 | 213 | 328 | 581 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 336 | 248 | 169 | 525 | 48 | 110 | 1200 | 213 | 328 | 581 | 44 |
| 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: | 225 | 336 | 248 | 169 | 525 | 48 | 110 | 1200 | 213 | 328 | 581 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.13 | 0.87 | 1.00 | 1.83 | 0.17 | 1.00 | 1.69 | 0.31 | 2.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 2128 | 1570 | 1750 | 3390 | 310 | 1750 | 3142 | 558 | 3150 | 3439 | 260 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.16 | 0.16 | 0.10 | 0.15 | 0.15 | 0.06 | 0.38 | 0.38 | 0.10 | 0.17 | 0.17 |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |
| Green Time: | 27.3 | 27.3 | 27.3 | 26.8 | 26.8 | 26.8 | 22.8 | 66.0 | 66.0 | 18.0 | 61.2 | 61.2 |
| Volume/Cap: | 0.71 | 0.87 | 0.87 | 0.54 | 0.87 | 0.87 | 0.41 | 0.87 | 0.87 | 0.87 | 0.41 | 0.41 |
| Delay/Veh: | 59.7 | 68.4 | 68.4 | 56.5 | 69.4 | 69.4 | 58.6 | 43.4 | 43.4 | 83.7 | 31.8 | 31.8 |
| 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: | 59.7 | 68.4 | 68.4 | 56.5 | 69.4 | 69.4 | 58.6 | 43.4 | 43.4 | 83.7 | 31.8 | 31.8 |
| LOS by Move: | E | E | E | E | E | E | E | D | D | F | C | C |
| HCM2kAvgQ: | 11 | 14 | 14 | 8 | 14 | 14 | 5 | 31 | 31 | 10 | 10 | 10 |

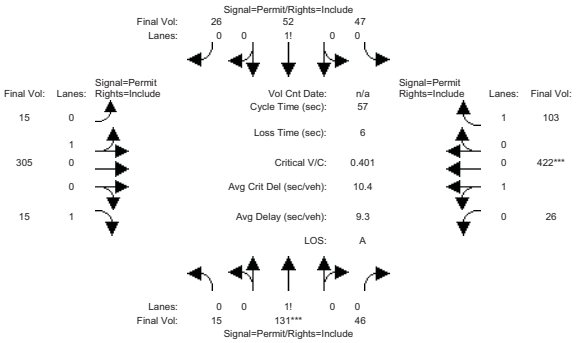
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3730: PARK/SUNOL




| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 305 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 305 | 15 | 26 | 422 | 103 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 305 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 305 | 15 | 26 | 422 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 305 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 305 | 15 | 26 | 422 | 103 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.08 | 0.68 | 0.24 | 0.38 | 0.41 | 0.21 | 0.05 | 0.95 | 1.00 | 0.06 | 0.94 | 1.00 |
| Final Sat.: | 137 | 1194 | 419 | 658 | 728 | 364 | 84 | 1716 | 1750 | 104 | 1696 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.07 | 0.07 | 0.07 | 0.18 | 0.18 | 0.01 | 0.25 | 0.25 | 0.06 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 35.4 | 35.4 | 35.4 | 35.4 | 35.4 | 35.4 |
| Volume/Cap: | 0.40 | 0.40 | 0.40 | 0.26 | 0.26 | 0.26 | 0.29 | 0.29 | 0.01 | 0.40 | 0.40 | 0.09 |
| Delay/Veh: | 19.4 | 19.4 | 19.4 | 17.5 | 17.5 | 17.5 | 5.6 | 5.6 | 4.2 | 6.5 | 6.5 | 4.5 |
| 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: | 19.4 | 19.4 | 19.4 | 17.5 | 17.5 | 17.5 | 5.6 | 5.6 | 4.2 | 6.5 | 6.5 | 4.5 |
| LOS by Move: | B | B | B | B | B | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 0 | 4 | 4 | 1 |

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



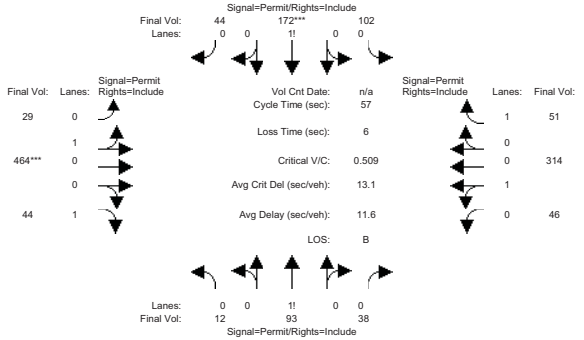




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3730: PARK/SUNOL



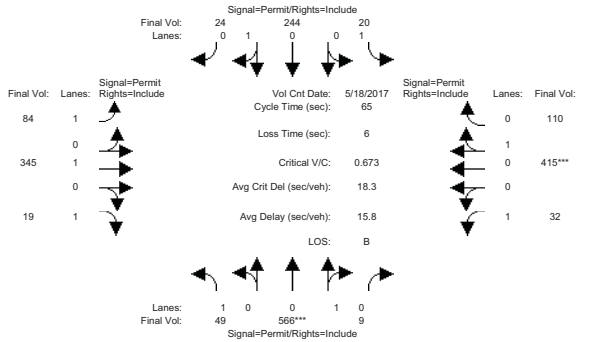

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 12 | 93 | 38 | 102 | 172 | 44 | 29 | 464 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 29 | 464 | 44 | 46 | 314 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 93 | 38 | 102 | 172 | 44 | 29 | 464 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 29 | 464 | 44 | 46 | 314 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 93 | 38 | 102 | 172 | 44 | 29 | 464 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 29 | 464 | 44 | 46 | 314 | 51 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.08 | 0.65 | 0.27 | 0.32 | 0.54 | 0.14 | 0.06 | 0.94 | 1.00 | 0.13 | 0.87 | 1.00 |
| Final Sat.: | 147 | 1138 | 465 | 561 | 947 | 242 | 106 | 1694 | 1750 | 230 | 1570 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.18 | 0.18 | 0.18 | 0.27 | 0.27 | 0.03 | 0.20 | 0.20 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 20.3 | 20.3 | 20.3 | 20.3 | 20.3 | 20.3 | 30.7 | 30.7 | 30.7 | 30.7 | 30.7 | 30.7 |
| Volume/Cap: | 0.23 | 0.23 | 0.23 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.05 | 0.37 | 0.37 | 0.05 |
| Delay/Veh: | 13.7 | 13.7 | 13.7 | 17.4 | 17.4 | 17.4 | 10.3 | 10.3 | 6.3 | 8.7 | 8.7 | 6.4 |
| 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: | 13.7 | 13.7 | 13.7 | 17.4 | 17.4 | 17.4 | 10.3 | 10.3 | 6.3 | 8.7 | 8.7 | 6.4 |
| LOS by Move: | B | B | B | B | B | B | B | B | A | A | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 5 | 5 | 5 | 6 | 6 | 0 | 4 | 4 | 0 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 46 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| 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 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| Added Vol: | 0 | -1 | -2 | 0 | -2 | 3 | 5 | 20 | 0 | -3 | 5 | 0 |
| ATI: | 3 | 48 | 0 | 0 | 25 | 0 | 8 | 23 | 2 | 0 | 4 | 2 |
| Initial Fut: | 49 | 566 | 9 | 20 | 244 | 24 | 84 | 345 | 19 | 32 | 415 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 566 | 9 | 20 | 244 | 24 | 84 | 345 | 19 | 32 | 415 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 566 | 9 | 20 | 244 | 24 | 84 | 345 | 19 | 32 | 415 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 566 | 9 | 20 | 244 | 24 | 84 | 345 | 19 | 32 | 415 | 110 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.98 | 0.02 | 1.00 | 0.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1750 | 1772 | 28 | 1750 | 1639 | 161 | 1750 | 1900 | 1750 | 1750 | 1423 | 377 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.32 | 0.32 | 0.01 | 0.15 | 0.15 | 0.05 | 0.18 | 0.01 | 0.02 | 0.29 | 0.29 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 30.8 | 30.8 | 30.8 | 30.8 | 30.8 | 30.8 | 28.2 | 28.2 | 28.2 | 28.2 | 28.2 | 28.2 |
| Volume/Cap: | 0.06 | 0.67 | 0.67 | 0.02 | 0.31 | 0.31 | 0.11 | 0.42 | 0.03 | 0.04 | 0.67 | 0.67 |
| Delay/Veh: | 9.4 | 17.4 | 17.4 | 9.1 | 11.5 | 11.5 | 11.3 | 14.3 | 10.6 | 10.7 | 19.4 | 19.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.4 | 17.4 | 17.4 | 9.1 | 11.5 | 11.5 | 11.3 | 14.3 | 10.6 | 10.7 | 19.4 | 19.4 |
| LOS by Move: | A | B | B | A | B | B | B | B | B | B | B | B |
| HCM2kAvgQ: | 1 | 10 | 10 | 0 | 4 | 4 | 1 | 5 | 0 | 0 | 10 | 10 |

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



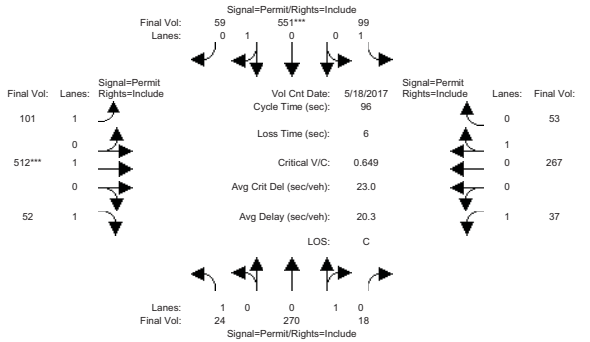




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3732: Race St / Park Av



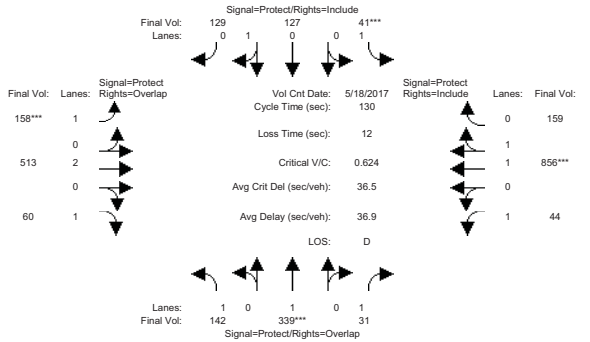

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| 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: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| Added Vol: | -1 | -2 | -4 | 0 | -1 | 8 | 6 | 15 | 0 | -2 | 13 | 0 |
| ATI: | 1 | 25 | 0 | 5 | 62 | 1 | 0 | 4 | 3 | 0 | 3 | 0 |
| Initial Fut: | 24 | 270 | 18 | 99 | 551 | 59 | 101 | 512 | 52 | 37 | 267 | 53 |
| 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: | 24 | 270 | 18 | 99 | 551 | 59 | 101 | 512 | 52 | 37 | 267 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 270 | 18 | 99 | 551 | 59 | 101 | 512 | 52 | 37 | 267 | 53 |
| 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: | 24 | 270 | 18 | 99 | 551 | 59 | 101 | 512 | 52 | 37 | 267 | 53 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.94 | 0.06 | 1.00 | 0.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1750 | 1687 | 112 | 1750 | 1626 | 174 | 1750 | 1900 | 1750 | 1750 | 1502 | 298 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.16 | 0.16 | 0.06 | 0.34 | 0.34 | 0.06 | 0.27 | 0.03 | 0.02 | 0.18 | 0.18 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 50.1 | 50.1 | 50.1 | 50.1 | 50.1 | 50.1 | 39.9 | 39.9 | 39.9 | 39.9 | 39.9 | 39.9 |
| Volume/Cap: | 0.03 | 0.31 | 0.31 | 0.11 | 0.65 | 0.65 | 0.14 | 0.65 | 0.07 | 0.05 | 0.43 | 0.43 |
| Delay/Veh: | 11.2 | 13.9 | 13.9 | 11.9 | 20.0 | 20.0 | 17.8 | 26.6 | 17.1 | 16.9 | 21.8 | 21.8 |
| 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: | 11.2 | 13.9 | 13.9 | 11.9 | 20.0 | 20.0 | 17.8 | 26.6 | 17.1 | 16.9 | 21.8 | 21.8 |
| LOS by Move: | B | B | B | B | C | C | B | C | B | B | C | C |
| HCM2kAvgQ: | 0 | 5 | 5 | 2 | 14 | 14 | 2 | 13 | 1 | 1 | 7 | 7 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3748: Race St / San Carlos St




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| 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: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| Added Vol: | 3 | -3 | 0 | -1 | -1 | -2 | -2 | 0 | 0 | 0 | 4 | -1 |
| ATI: | 10 | 49 | 0 | 6 | 23 | 0 | 0 | 44 | 4 | 3 | 97 | 7 |
| Initial Fut: | 142 | 339 | 31 | 41 | 127 | 129 | 158 | 513 | 60 | 44 | 856 | 159 |
| 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: | 142 | 339 | 31 | 41 | 127 | 129 | 158 | 513 | 60 | 44 | 856 | 159 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 142 | 339 | 31 | 41 | 127 | 129 | 158 | 513 | 60 | 44 | 856 | 159 |
| 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: | 142 | 339 | 31 | 41 | 127 | 129 | 158 | 513 | 60 | 44 | 856 | 159 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 | 1.00 | 2.00 | 1.00 | 1.00 | 1.68 | 0.32 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 893 | 907 | 1750 | 3800 | 1750 | 1750 | 3120 | 580 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.18 | 0.02 | 0.02 | 0.14 | 0.14 | 0.09 | 0.14 | 0.03 | 0.03 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 15.8 | 36.5 | 57.7 | 7.0 | 27.7 | 27.7 | 18.5 | 53.3 | 69.1 | 21.3 | 56.1 | 56.1 |
| Volume/Cap: | 0.67 | 0.64 | 0.04 | 0.44 | 0.67 | 0.67 | 0.64 | 0.33 | 0.06 | 0.15 | 0.64 | 0.64 |
| Delay/Veh: | 62.5 | 43.5 | 20.5 | 62.8 | 51.4 | 51.4 | 58.0 | 26.3 | 14.8 | 46.9 | 29.8 | 29.8 |
| 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: | 62.5 | 43.5 | 20.5 | 62.8 | 51.4 | 51.4 | 58.0 | 26.3 | 14.8 | 46.9 | 29.8 | 29.8 |
| LOS by Move: | E | D | C | E | D | D | E | C | B | D | C | C |
| HCM2kAvgQ: | 7 | 12 | 1 | 2 | 10 | 10 | 6 | 7 | 1 | 2 | 16 | 16 |

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



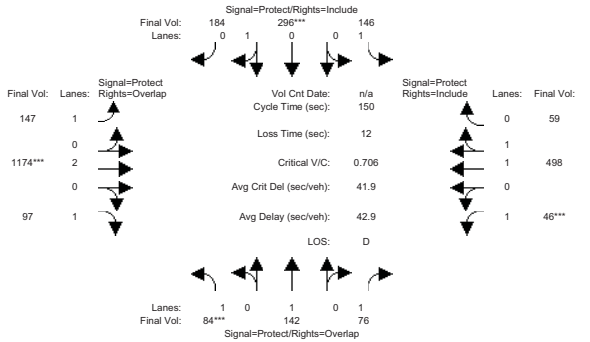




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3748: Race St / San Carlos St



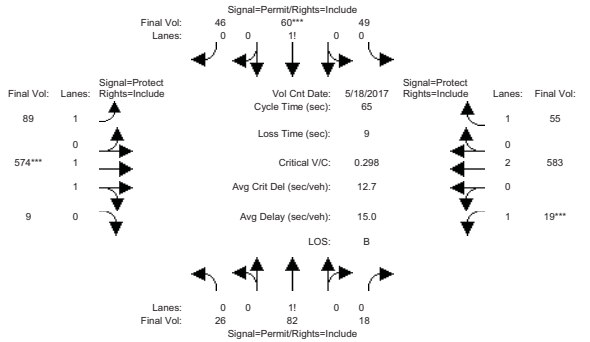

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 84 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 498 | 59 |
| 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: | 84 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 498 | 59 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 84 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 498 | 59 |
| 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: | 84 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 498 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 498 | 59 |
| 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: | 84 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 498 | 59 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.62 | 0.38 | 1.00 | 2.00 | 1.00 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1110 | 690 | 1750 | 3800 | 1750 | 1750 | 3308 | 392 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.07 | 0.04 | 0.08 | 0.27 | 0.27 | 0.08 | 0.31 | 0.06 | 0.03 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 10.1 | 31.2 | 38.2 | 34.9 | 56.0 | 56.0 | 25.7 | 64.9 | 75.0 | 7.0 | 46.2 | 46.2 |
| Volume/Cap: | 0.71 | 0.36 | 0.17 | 0.36 | 0.71 | 0.71 | 0.49 | 0.71 | 0.11 | 0.56 | 0.49 | 0.49 |
| Delay/Veh: | 87.2 | 51.4 | 43.7 | 48.8 | 43.8 | 43.8 | 57.4 | 36.4 | 19.9 | 78.7 | 42.7 | 42.7 |
| 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: | 87.2 | 51.4 | 43.7 | 48.8 | 43.8 | 43.8 | 57.4 | 36.4 | 19.9 | 78.7 | 42.7 | 42.7 |
| LOS by Move: | F | D | D | D | D | D | E | D | B | E | D | D |
| HCM2kAvgQ: | 6 | 6 | 3 | 6 | 20 | 20 | 6 | 21 | 2 | 3 | 11 | 11 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| 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: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 2 | 0 |
| ATI: | 22 | 63 | 8 | 8 | 47 | 10 | 14 | 64 | 2 | 12 | 7 | 4 |
| Initial Fut: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 574 | 9 | 19 | 583 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 574 | 9 | 19 | 583 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 574 | 9 | 19 | 583 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 574 | 9 | 19 | 583 | 55 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.21 | 0.65 | 0.14 | 0.31 | 0.39 | 0.30 | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 361 | 1139 | 250 | 553 | 677 | 519 | 1750 | 3643 | 57 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | 0.09 | 0.09 | 0.09 | 0.05 | 0.16 | 0.16 | 0.01 | 0.15 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 17.6 | 17.6 | 17.6 | 17.6 | 17.6 | 17.6 | 15.8 | 31.4 | 31.4 | 7.0 | 22.6 | 22.6 |
| Volume/Cap: | 0.27 | 0.27 | 0.27 | 0.33 | 0.33 | 0.33 | 0.21 | 0.33 | 0.33 | 0.10 | 0.44 | 0.09 |
| Delay/Veh: | 18.9 | 18.9 | 18.9 | 19.3 | 19.3 | 19.3 | 19.9 | 10.4 | 10.4 | 26.4 | 16.6 | 14.4 |
| 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: | 18.9 | 18.9 | 18.9 | 19.3 | 19.3 | 19.3 | 19.9 | 10.4 | 10.4 | 26.4 | 16.6 | 14.4 |
| LOS by Move: | B | B | B | B | B | B | B | B | B | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 4 | 4 | 0 | 5 | 1 |

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

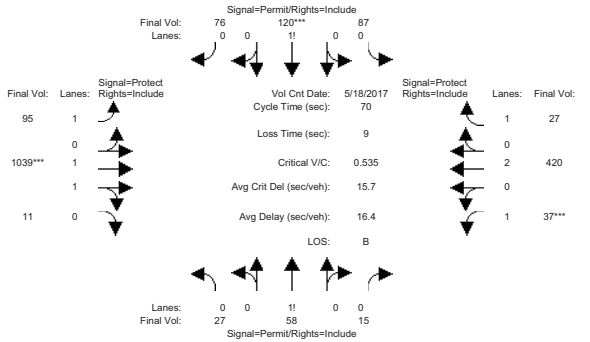
  



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Grand Avenue Access)
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 17 | 11 | 81 | 47 | 70 | 82 | 993 | 7 | 13 | 400 | 20 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 8 | 0 |
| ATI: | 17 | 41 | 4 | 6 | 73 | 6 | 13 | 48 | 4 | 24 | 12 | 7 |
| Initial Fut: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 420 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 420 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 420 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 420 | 27 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.27 | 0.58 | 0.15 | 0.31 | 0.42 | 0.27 | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 473 | 1015 | 263 | 538 | 742 | 470 | 1750 | 3661 | 39 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.16 | 0.16 | 0.16 | 0.05 | 0.28 | 0.28 | 0.02 | 0.11 | 0.02 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 17.0 | 34.4 | 34.4 | 7.0 | 24.4 | 24.4 |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.58 | 0.58 | 0.58 | 0.22 | 0.58 | 0.58 | 0.21 | 0.32 | 0.04 |
| Delay/Veh: | 19.4 | 19.4 | 19.4 | 23.4 | 23.4 | 23.4 | 21.4 | 13.1 | 13.1 | 29.6 | 16.9 | 15.1 |
| 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: | 19.4 | 19.4 | 19.4 | 23.4 | 23.4 | 23.4 | 21.4 | 13.1 | 13.1 | 29.6 | 16.9 | 15.1 |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 6 | 6 | 6 | 2 | 9 | 9 | 1 | 3 | 0 |

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

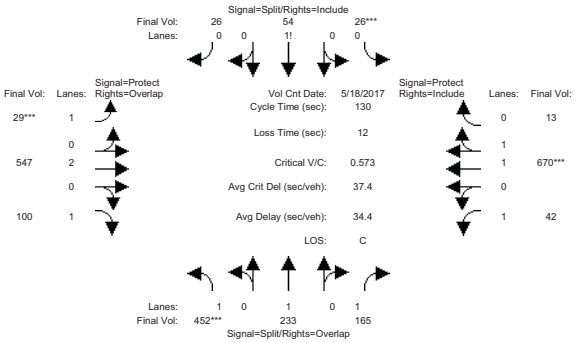
# Appendix E

## Level of Service Calculations
## (Alternative 1 and Alternative 2)

Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3653: LINCOLN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | | | | | |
| Base Vol: | 392 | 186 | 149 | | 12 | 35 | 18 | | 23 | 438 | 86 | | 36 | 542 | 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: | 392 | 186 | 149 | | 12 | 35 | 18 | | 23 | 438 | 86 | | 36 | 542 | 5 | |
| Added Vol: | 1 | 0 | 0 | | 0 | 1 | 0 | | 0 | -1 | 0 | | 0 | 1 | 0 | |
| ATI: | 59 | 47 | 16 | | 14 | 18 | 8 | | 6 | 110 | 14 | | 6 | 127 | 8 | |
| Initial Fut: | 452 | 233 | 165 | | 26 | 54 | 26 | | 29 | 547 | 100 | | 42 | 670 | 13 | |
| 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: | 452 | 233 | 165 | | 26 | 54 | 26 | | 29 | 547 | 100 | | 42 | 670 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 452 | 233 | 165 | | 26 | 54 | 26 | | 29 | 547 | 100 | | 42 | 670 | 13 | |
| 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: | 452 | 233 | 165 | | 26 | 54 | 26 | | 29 | 547 | 100 | | 42 | 670 | 13 | |
| 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 | 0.92 | 0.92 | | 0.92 | 1.00 | 0.92 | | 0.92 | 0.97 | 0.95 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 0.25 | 0.51 | 0.24 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.96 | 0.04 | |
| Final Sat.: | 1750 | 1900 | 1750 | | 429 | 892 | 429 | | 1750 | 3800 | 1750 | | 1750 | 3630 | 70 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.12 | 0.09 | | 0.06 | 0.06 | 0.06 | | 0.02 | 0.14 | 0.06 | | 0.02 | 0.18 | 0.18 | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | **** | | |
| Green Time: | 56.9 | 56.9 | 69.9 | | 13.4 | 13.4 | 13.4 | | 7.0 | 34.7 | 91.7 | | 13.0 | 40.7 | 40.7 | |
| Volume/Cap: | 0.59 | 0.28 | 0.18 | | 0.59 | 0.59 | 0.59 | | 0.31 | 0.54 | 0.08 | | 0.24 | 0.59 | 0.59 | |
| Delay/Veh: | 28.9 | 23.6 | 15.4 | | 60.8 | 60.8 | 60.8 | | 61.0 | 41.4 | 6.0 | | 54.7 | 38.4 | 38.4 | |
| 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: | 28.9 | 23.6 | 15.4 | | 60.8 | 60.8 | 60.8 | | 61.0 | 41.4 | 6.0 | | 54.7 | 38.4 | 38.4 | |
| LOS by Move: | C | C | B | | E | E | E | | E | D | A | | D | D | D | |
| HCM2kAvgQ: | 15 | 6 | 4 | | 5 | 5 | 5 | | 2 | 10 | 1 | | 2 | 12 | 12 | |

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



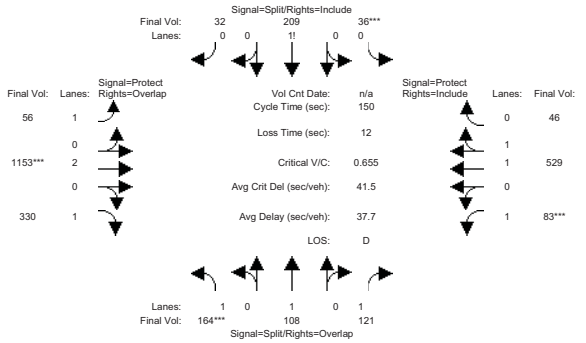




Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3653: LINCOLN/SAN CARLOS



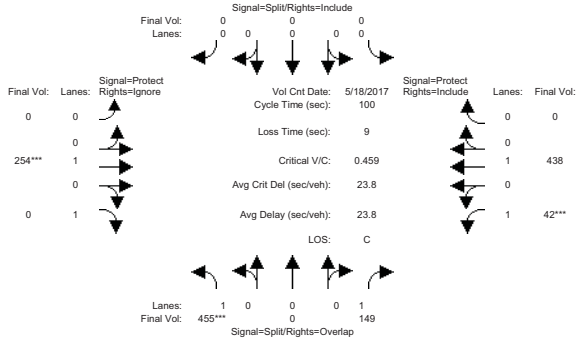

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | 10 | 10 | | 10 | 10 | 10 | | 7 | 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: | 164 | 108 | 121 | | 36 | 209 | 32 | | 56 | 1153 | 330 | | 83 | 529 | 46 | |
| 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: | 164 | 108 | 121 | | 36 | 209 | 32 | | 56 | 1153 | 330 | | 83 | 529 | 46 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PasserByVol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 164 | 108 | 121 | | 36 | 209 | 32 | | 56 | 1153 | 330 | | 83 | 529 | 46 | |
| 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: | 164 | 108 | 121 | | 36 | 209 | 32 | | 56 | 1153 | 330 | | 83 | 529 | 46 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 164 | 108 | 121 | | 36 | 209 | 32 | | 56 | 1153 | 330 | | 83 | 529 | 46 | |
| 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: | 164 | 108 | 121 | | 36 | 209 | 32 | | 56 | 1153 | 330 | | 83 | 529 | 46 | |
| 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 | 0.92 | 0.92 | | 0.92 | 1.00 | 0.92 | | 0.92 | 0.98 | 0.95 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 0.13 | 0.75 | 0.12 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.84 | 0.16 | |
| Final Sat.: | 1750 | 1900 | 1750 | | 227 | 1320 | 202 | | 1750 | 3800 | 1750 | | 1750 | 3404 | 296 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.06 | 0.07 | | 0.16 | 0.16 | 0.16 | | 0.03 | 0.30 | 0.19 | | 0.05 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green Time: | 21.5 | 21.5 | 32.3 | | 36.2 | 36.2 | 36.2 | | 18.5 | 69.5 | 90.9 | | 10.9 | 61.8 | 61.8 | |
| Volume/Cap: | 0.66 | 0.40 | 0.32 | | 0.66 | 0.66 | 0.66 | | 0.26 | 0.66 | 0.31 | | 0.66 | 0.38 | 0.38 | |
| Delay/Veh: | 66.9 | 59.4 | 50.1 | | 55.0 | 55.0 | 55.0 | | 60.1 | 31.9 | 14.5 | | 79.5 | 30.9 | 30.9 | |
| 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: | 66.9 | 59.4 | 50.1 | | 55.0 | 55.0 | 55.0 | | 60.1 | 31.9 | 14.5 | | 79.5 | 30.9 | 30.9 | |
| LOS by Move: | E | E | D | | D | D | D | | E | C | B | | E | C | C | |
| HCM2kAvgQ: | 9 | 5 | 5 | | 13 | 13 | 13 | | 3 | 20 | 8 | | 5 | 9 | 9 | |

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

Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 252 | 294 | 41 | 434 | 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: | 422 | 0 | 135 | 0 | 0 | 0 | 0 | 252 | 294 | 41 | 434 | 0 |
| Added Vol: | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| ATI: | 33 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Initial Fut: | 455 | 0 | 149 | 0 | 0 | 0 | 0 | 254 | 294 | 42 | 438 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 455 | 0 | 149 | 0 | 0 | 0 | 0 | 254 | 0 | 42 | 438 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 455 | 0 | 149 | 0 | 0 | 0 | 0 | 254 | 0 | 42 | 438 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 455 | 0 | 149 | 0 | 0 | 0 | 0 | 254 | 0 | 42 | 438 | 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 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.02 | 0.23 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 53.5 | 0.0 | 63.5 | 0.0 | 0.0 | 0.0 | 0.0 | 27.5 | 0.0 | 10.0 | 37.5 | 0.0 |
| Volume/Cap: | 0.49 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.00 | 0.24 | 0.61 | 0.00 |
| Delay/Veh: | 16.4 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 33.5 | 0.0 | 44.7 | 29.3 | 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: | 16.4 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 33.5 | 0.0 | 44.7 | 29.3 | 0.0 |
| LOS by Move: | B | A | A | A | A | A | A | C | A | D | C | A |
| HCM2kAvgQ: | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 11 | 0 |

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

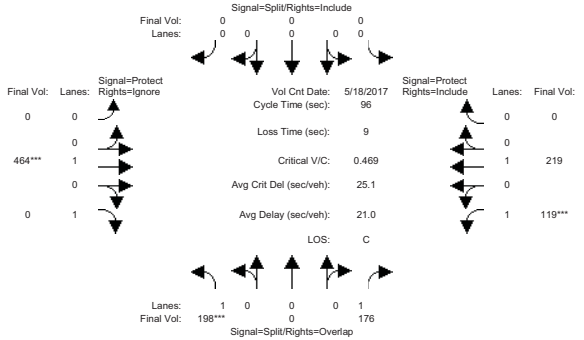
  



Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3689: MERIDIAN/PARK




| 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 | 10 | 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 197 | 0 | 156 | 0 | 0 | 0 | 0 | 460 | 569 | 113 | 207 | 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: | 197 | 0 | 156 | 0 | 0 | 0 | 0 | 460 | 569 | 113 | 207 | 0 |
| Added Vol: | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| ATI: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 12 | 0 |
| Initial Fut: | 198 | 0 | 176 | 0 | 0 | 0 | 0 | 464 | 570 | 119 | 219 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 198 | 0 | 176 | 0 | 0 | 0 | 0 | 464 | 0 | 119 | 219 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 198 | 0 | 176 | 0 | 0 | 0 | 0 | 464 | 0 | 119 | 219 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 198 | 0 | 176 | 0 | 0 | 0 | 0 | 464 | 0 | 119 | 219 | 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 | 1.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 1900 | 1750 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.07 | 0.12 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 23.1 | 0.0 | 37.1 | 0.0 | 0.0 | 0.0 | 0.0 | 49.9 | 0.0 | 13.9 | 63.9 | 0.0 |
| Volume/Cap: | 0.47 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.47 | 0.17 | 0.00 |
| Delay/Veh: | 34.9 | 0.0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 | 0.0 | 43.8 | 6.4 | 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: | 34.9 | 0.0 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 | 0.0 | 43.8 | 6.4 | 0.0 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | D | A | A |
| HCM2kAvgQ: | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 2 | 0 |

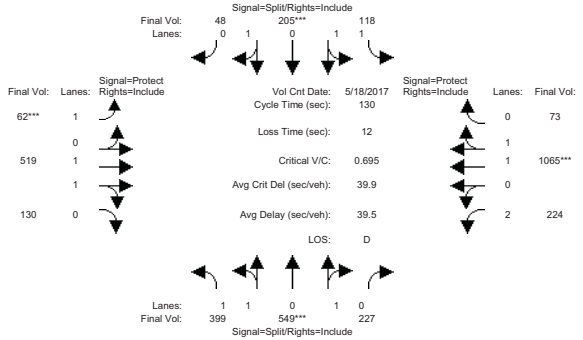
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| 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: | 293 | 473 | 186 | 116 | 191 | 24 | 55 | 400 | 120 | 170 | 870 | 69 |
| Added Vol: | 0 | 6 | -2 | 0 | 1 | 0 | 1 | -1 | 0 | 23 | 3 | 0 |
| ATI: | 106 | 70 | 43 | 2 | 13 | 24 | 6 | 120 | 10 | 31 | 192 | 4 |
| Initial Fut: | 399 | 549 | 227 | 118 | 205 | 48 | 62 | 519 | 130 | 224 | 1065 | 73 |
| 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 | 549 | 227 | 118 | 205 | 48 | 62 | 519 | 130 | 224 | 1065 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 549 | 227 | 118 | 205 | 48 | 62 | 519 | 130 | 224 | 1065 | 73 |
| 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 | 549 | 227 | 118 | 205 | 48 | 62 | 519 | 130 | 224 | 1065 | 73 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.04 | 1.39 | 0.57 | 1.00 | 1.61 | 0.39 | 1.00 | 1.59 | 0.41 | 2.00 | 1.87 | 0.13 |
| Final Sat.: | 1816 | 2499 | 1033 | 1750 | 2997 | 702 | 1750 | 2958 | 741 | 3150 | 3462 | 237 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.22 | 0.07 | 0.07 | 0.07 | 0.04 | 0.18 | 0.18 | 0.07 | 0.31 | 0.31 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green Time: | 40.9 | 40.9 | 40.9 | 12.7 | 12.7 | 12.7 | 7.0 | 45.8 | 45.8 | 18.6 | 57.3 | 57.3 |
| Volume/Cap: | 0.70 | 0.70 | 0.70 | 0.69 | 0.70 | 0.70 | 0.66 | 0.50 | 0.50 | 0.50 | 0.70 | 0.70 |
| Delay/Veh: | 40.4 | 40.4 | 40.4 | 60.4 | 60.8 | 60.8 | 76.1 | 33.4 | 33.4 | 52.3 | 30.7 | 30.7 |
| 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: | 40.4 | 40.4 | 40.4 | 60.4 | 60.8 | 60.8 | 76.1 | 33.4 | 33.4 | 52.3 | 30.7 | 30.7 |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C |
| HCM2kAvgQ: | 15 | 15 | 15 | 5 | 5 | 5 | 3 | 10 | 10 | 5 | 18 | 18 |

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

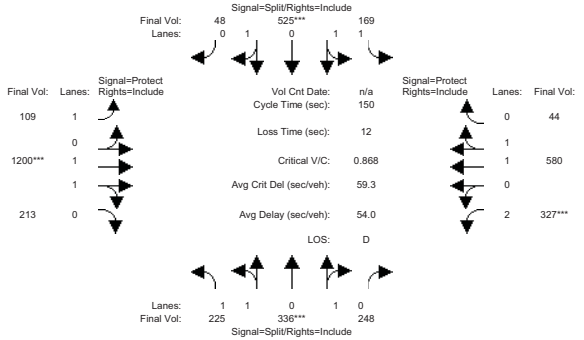
  



Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: | 225 | 336 | 248 | 169 | 525 | 48 | 109 | 1200 | 213 | 327 | 580 | 44 |
| 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: | 225 | 336 | 248 | 169 | 525 | 48 | 109 | 1200 | 213 | 327 | 580 | 44 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 225 | 336 | 248 | 169 | 525 | 48 | 109 | 1200 | 213 | 327 | 580 | 44 |
| 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: | 225 | 336 | 248 | 169 | 525 | 48 | 109 | 1200 | 213 | 327 | 580 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 336 | 248 | 169 | 525 | 48 | 109 | 1200 | 213 | 327 | 580 | 44 |
| 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: | 225 | 336 | 248 | 169 | 525 | 48 | 109 | 1200 | 213 | 327 | 580 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.13 | 0.87 | 1.00 | 1.83 | 0.17 | 1.00 | 1.69 | 0.31 | 2.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 2128 | 1570 | 1750 | 3390 | 310 | 1750 | 3142 | 558 | 3150 | 3439 | 261 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.16 | 0.16 | 0.10 | 0.15 | 0.15 | 0.06 | 0.38 | 0.38 | 0.10 | 0.17 | 0.17 |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |
| Green Time: | 27.3 | 27.3 | 27.3 | 26.8 | 26.8 | 26.8 | 22.6 | 66.0 | 66.0 | 17.9 | 61.3 | 61.3 |
| Volume/Cap: | 0.71 | 0.87 | 0.87 | 0.54 | 0.87 | 0.87 | 0.41 | 0.87 | 0.87 | 0.87 | 0.41 | 0.41 |
| Delay/Veh: | 59.6 | 68.3 | 68.3 | 56.5 | 69.3 | 69.3 | 58.7 | 43.3 | 43.3 | 83.7 | 31.7 | 31.7 |
| 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: | 59.6 | 68.3 | 68.3 | 56.5 | 69.3 | 69.3 | 58.7 | 43.3 | 43.3 | 83.7 | 31.7 | 31.7 |
| LOS by Move: | E | E | E | E | E | E | E | D | D | F | C | C |
| HCM2kAvgQ: | 11 | 14 | 14 | 8 | 14 | 14 | 5 | 31 | 31 | 10 | 10 | 10 |

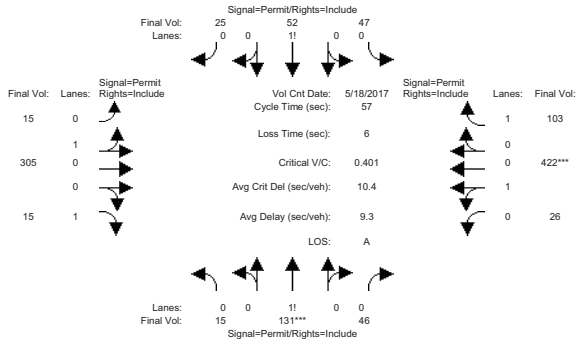
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3730: PARK/SUNOL




| 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: 18 May 2017 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 12 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| 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 | 92 | 18 | 45 | 32 | 25 | 11 | 269 | 14 | 10 | 397 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 0 | 0 | 1 | 0 |
| ATI: | 3 | 39 | 28 | 2 | 20 | 0 | 1 | 22 | 1 | 16 | 24 | 7 |
| Initial Fut: | 15 | 131 | 46 | 47 | 52 | 25 | 15 | 305 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 25 | 15 | 305 | 15 | 26 | 422 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 131 | 46 | 47 | 52 | 25 | 15 | 305 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 25 | 15 | 305 | 15 | 26 | 422 | 103 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.08 | 0.68 | 0.24 | 0.38 | 0.42 | 0.20 | 0.05 | 0.95 | 1.00 | 0.06 | 0.94 | 1.00 |
| Final Sat.: | 137 | 1194 | 419 | 663 | 734 | 353 | 84 | 1716 | 1750 | 104 | 1696 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.07 | 0.07 | 0.07 | 0.18 | 0.18 | 0.01 | 0.25 | 0.25 | 0.06 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 35.4 | 35.4 | 35.4 | 35.4 | 35.4 | 35.4 |
| Volume/Cap: | 0.40 | 0.40 | 0.40 | 0.26 | 0.26 | 0.26 | 0.29 | 0.29 | 0.01 | 0.40 | 0.40 | 0.09 |
| Delay/Veh: | 19.4 | 19.4 | 19.4 | 17.5 | 17.5 | 17.5 | 5.6 | 5.6 | 4.2 | 6.5 | 6.5 | 4.5 |
| 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: | 19.4 | 19.4 | 19.4 | 17.5 | 17.5 | 17.5 | 5.6 | 5.6 | 4.2 | 6.5 | 6.5 | 4.5 |
| LOS by Move: | B | B | B | B | B | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 0 | 4 | 4 | 1 |

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

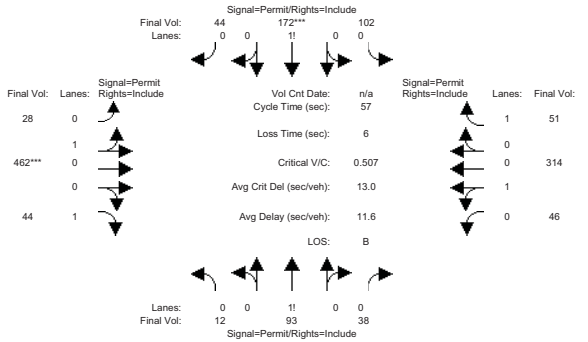
  



Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3730: PARK/SUNOL




| 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: | 12 | 93 | 38 | 102 | 172 | 44 | 28 | 462 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 28 | 462 | 44 | 46 | 314 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 93 | 38 | 102 | 172 | 44 | 28 | 462 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 28 | 462 | 44 | 46 | 314 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 93 | 38 | 102 | 172 | 44 | 28 | 462 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 28 | 462 | 44 | 46 | 314 | 51 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.08 | 0.65 | 0.27 | 0.32 | 0.54 | 0.14 | 0.06 | 0.94 | 1.00 | 0.13 | 0.87 | 1.00 |
| Final Sat.: | 147 | 1138 | 465 | 561 | 947 | 242 | 103 | 1697 | 1750 | 230 | 1570 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.18 | 0.18 | 0.18 | 0.27 | 0.27 | 0.03 | 0.20 | 0.20 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 20.4 | 20.4 | 20.4 | 20.4 | 20.4 | 20.4 | 30.6 | 30.6 | 30.6 | 30.6 | 30.6 | 30.6 |
| Volume/Cap: | 0.23 | 0.23 | 0.23 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.05 | 0.37 | 0.37 | 0.05 |
| Delay/Veh: | 13.6 | 13.6 | 13.6 | 17.3 | 17.3 | 17.3 | 10.3 | 10.3 | 6.4 | 8.8 | 8.8 | 6.4 |
| 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: | 13.6 | 13.6 | 13.6 | 17.3 | 17.3 | 17.3 | 10.3 | 10.3 | 6.4 | 8.8 | 8.8 | 6.4 |
| LOS by Move: | B | B | B | B | B | B | B | B | A | A | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 5 | 5 | 5 | 6 | 6 | 0 | 4 | 4 | 0 |

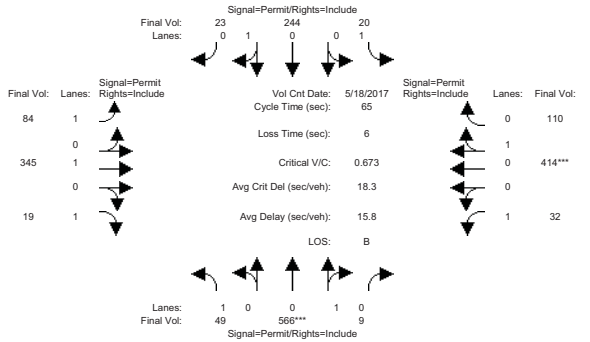
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 46 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| 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 | 519 | 11 | 20 | 221 | 21 | 71 | 302 | 17 | 35 | 406 | 108 |
| Added Vol: | 0 | -1 | -2 | 0 | -2 | 2 | 5 | 20 | 0 | -3 | 4 | 0 |
| ATI: | 3 | 48 | 0 | 0 | 25 | 0 | 8 | 23 | 2 | 0 | 4 | 2 |
| Initial Fut: | 49 | 566 | 9 | 20 | 244 | 23 | 84 | 345 | 19 | 32 | 414 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 49 | 566 | 9 | 20 | 244 | 23 | 84 | 345 | 19 | 32 | 414 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 566 | 9 | 20 | 244 | 23 | 84 | 345 | 19 | 32 | 414 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 49 | 566 | 9 | 20 | 244 | 23 | 84 | 345 | 19 | 32 | 414 | 110 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.98 | 0.02 | 1.00 | 0.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1750 | 1772 | 28 | 1750 | 1645 | 155 | 1750 | 1900 | 1750 | 1750 | 1422 | 378 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.32 | 0.32 | 0.01 | 0.15 | 0.15 | 0.05 | 0.18 | 0.01 | 0.02 | 0.29 | 0.29 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 30.9 | 30.9 | 30.9 | 30.9 | 30.9 | 30.9 | 28.1 | 28.1 | 28.1 | 28.1 | 28.1 | 28.1 |
| Volume/Cap: | 0.06 | 0.67 | 0.67 | 0.02 | 0.31 | 0.31 | 0.11 | 0.42 | 0.03 | 0.04 | 0.67 | 0.67 |
| Delay/Veh: | 9.4 | 17.4 | 17.4 | 9.1 | 11.5 | 11.5 | 11.3 | 14.3 | 10.6 | 10.8 | 19.4 | 19.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.4 | 17.4 | 17.4 | 9.1 | 11.5 | 11.5 | 11.3 | 14.3 | 10.6 | 10.8 | 19.4 | 19.4 |
| LOS by Move: | A | B | B | A | B | B | B | B | B | B | B | B |
| HCM2kAvgQ: | 1 | 10 | 10 | 0 | 4 | 4 | 1 | 5 | 0 | 0 | 10 | 10 |

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

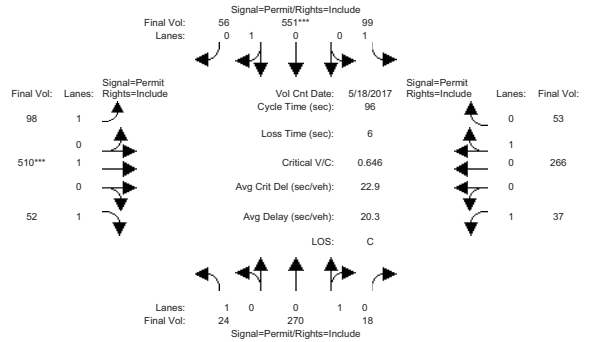
  



Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3732: Race St / Park Av




| 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: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| 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: | 24 | 247 | 22 | 94 | 490 | 50 | 95 | 493 | 49 | 39 | 251 | 53 |
| Added Vol: | -1 | -2 | -4 | 0 | -1 | 5 | 3 | 13 | 0 | -2 | 12 | 0 |
| ATI: | 1 | 25 | 0 | 5 | 62 | 1 | 0 | 4 | 3 | 0 | 3 | 0 |
| Initial Fut: | 24 | 270 | 18 | 99 | 551 | 56 | 98 | 510 | 52 | 37 | 266 | 53 |
| 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: | 24 | 270 | 18 | 99 | 551 | 56 | 98 | 510 | 52 | 37 | 266 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 270 | 18 | 99 | 551 | 56 | 98 | 510 | 52 | 37 | 266 | 53 |
| 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: | 24 | 270 | 18 | 99 | 551 | 56 | 98 | 510 | 52 | 37 | 266 | 53 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.94 | 0.06 | 1.00 | 0.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1750 | 1687 | 112 | 1750 | 1634 | 166 | 1750 | 1900 | 1750 | 1750 | 1501 | 299 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.16 | 0.16 | 0.06 | 0.34 | 0.34 | 0.06 | 0.27 | 0.03 | 0.02 | 0.18 | 0.18 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 50.1 | 50.1 | 50.1 | 50.1 | 50.1 | 50.1 | 39.9 | 39.9 | 39.9 | 39.9 | 39.9 | 39.9 |
| Volume/Cap: | 0.03 | 0.31 | 0.31 | 0.11 | 0.65 | 0.65 | 0.13 | 0.65 | 0.07 | 0.05 | 0.43 | 0.43 |
| Delay/Veh: | 11.2 | 13.9 | 13.9 | 11.9 | 20.0 | 20.0 | 17.8 | 26.5 | 17.1 | 16.9 | 21.7 | 21.7 |
| 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: | 11.2 | 13.9 | 13.9 | 11.9 | 20.0 | 20.0 | 17.8 | 26.5 | 17.1 | 16.9 | 21.7 | 21.7 |
| LOS by Move: | B | B | B | B | B | B | B | C | B | B | C | C |
| HCM2kAvgQ: | 0 | 5 | 5 | 2 | 14 | 14 | 2 | 12 | 1 | 1 | 7 | 7 |

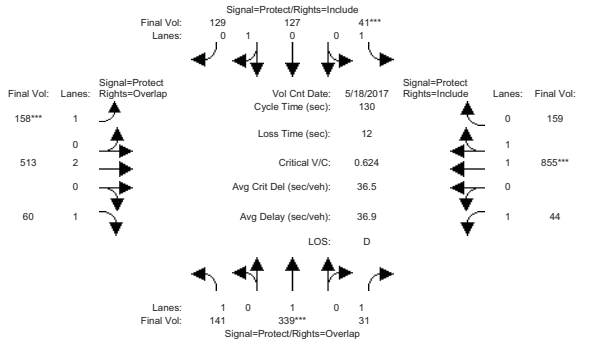
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3748: Race St / San Carlos St




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| 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: | 129 | 293 | 31 | 36 | 105 | 131 | 160 | 469 | 56 | 41 | 755 | 153 |
| Added Vol: | 2 | -3 | 0 | -1 | -1 | -2 | -2 | 0 | 0 | 0 | 3 | -1 |
| ATI: | 10 | 49 | 0 | 6 | 23 | 0 | 0 | 44 | 4 | 3 | 97 | 7 |
| Initial Fut: | 141 | 339 | 31 | 41 | 127 | 129 | 158 | 513 | 60 | 44 | 855 | 159 |
| 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: | 141 | 339 | 31 | 41 | 127 | 129 | 158 | 513 | 60 | 44 | 855 | 159 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 339 | 31 | 41 | 127 | 129 | 158 | 513 | 60 | 44 | 855 | 159 |
| 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: | 141 | 339 | 31 | 41 | 127 | 129 | 158 | 513 | 60 | 44 | 855 | 159 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 | 1.00 | 2.00 | 1.00 | 1.00 | 1.68 | 0.32 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 893 | 907 | 1750 | 3800 | 1750 | 1750 | 3119 | 580 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.18 | 0.02 | 0.02 | 0.14 | 0.14 | 0.09 | 0.14 | 0.03 | 0.03 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 15.7 | 36.5 | 57.7 | 7.0 | 27.8 | 27.8 | 18.5 | 53.3 | 69.0 | 21.2 | 56.1 | 56.1 |
| Volume/Cap: | 0.67 | 0.64 | 0.04 | 0.44 | 0.67 | 0.67 | 0.64 | 0.33 | 0.06 | 0.15 | 0.64 | 0.64 |
| Delay/Veh: | 62.5 | 43.5 | 20.5 | 62.8 | 51.3 | 51.3 | 57.9 | 26.3 | 14.9 | 46.9 | 29.8 | 29.8 |
| 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: | 62.5 | 43.5 | 20.5 | 62.8 | 51.3 | 51.3 | 57.9 | 26.3 | 14.9 | 46.9 | 29.8 | 29.8 |
| LOS by Move: | E | D | C | E | D | D | E | C | B | D | C | C |
| HCM2kAvgQ: | 7 | 12 | 1 | 2 | 10 | 10 | 6 | 7 | 1 | 2 | 16 | 16 |

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



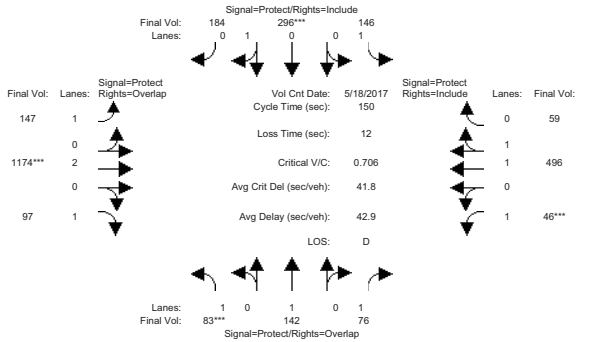




Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3748: Race St / San Carlos St



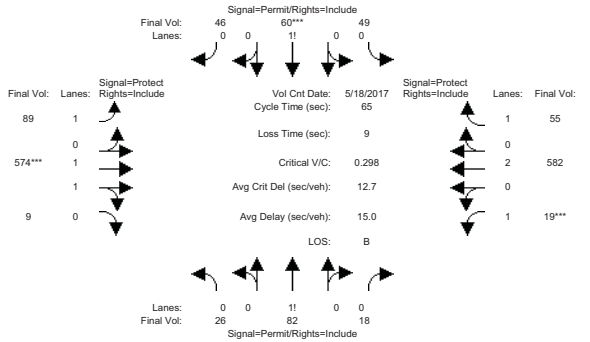

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| 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: | 72 | 118 | 75 | 138 | 253 | 185 | 148 | 1045 | 88 | 45 | 453 | 55 |
| Added Vol: | 7 | -1 | 0 | -2 | -2 | -4 | -1 | 0 | 0 | 0 | 10 | -1 |
| ATI: | 4 | 25 | 1 | 10 | 45 | 3 | 0 | 129 | 9 | 1 | 33 | 5 |
| Initial Fut: | 83 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 496 | 59 |
| 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: | 83 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 496 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 496 | 59 |
| 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: | 83 | 142 | 76 | 146 | 296 | 184 | 147 | 1174 | 97 | 46 | 496 | 59 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.62 | 0.38 | 1.00 | 2.00 | 1.00 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1110 | 690 | 1750 | 3800 | 1750 | 1750 | 3306 | 393 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.07 | 0.04 | 0.08 | 0.27 | 0.27 | 0.08 | 0.31 | 0.06 | 0.03 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 10.0 | 31.2 | 38.2 | 34.8 | 56.1 | 56.1 | 25.8 | 65.0 | 74.9 | 7.0 | 46.1 | 46.1 |
| Volume/Cap: | 0.71 | 0.36 | 0.17 | 0.36 | 0.71 | 0.71 | 0.49 | 0.71 | 0.11 | 0.56 | 0.49 | 0.49 |
| Delay/Veh: | 87.4 | 51.4 | 43.7 | 48.8 | 43.7 | 43.7 | 57.4 | 36.4 | 19.9 | 78.7 | 42.6 | 42.6 |
| 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: | 87.4 | 51.4 | 43.7 | 48.8 | 43.7 | 43.7 | 57.4 | 36.4 | 19.9 | 78.7 | 42.6 | 42.6 |
| LOS by Move: | F | D | D | D | D | D | E | D | B | E | D | D |
| HCM2kAvgQ: | 5 | 6 | 3 | 6 | 19 | 19 | 6 | 21 | 2 | 3 | 11 | 11 |

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

Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3906: SAN CARLOS/SUNOL




| 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: 18 May 2017 << 7:15-8:15AM | | | | | | | | | | | | |
| Base Vol: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| 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: | 4 | 19 | 10 | 41 | 13 | 36 | 75 | 511 | 7 | 7 | 574 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 1 | 0 |
| ATI: | 22 | 63 | 8 | 8 | 47 | 10 | 14 | 64 | 2 | 12 | 7 | 4 |
| Initial Fut: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 574 | 9 | 19 | 582 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 574 | 9 | 19 | 582 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 574 | 9 | 19 | 582 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 574 | 9 | 19 | 582 | 55 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.21 | 0.65 | 0.14 | 0.31 | 0.39 | 0.30 | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 361 | 1139 | 250 | 553 | 677 | 519 | 1750 | 3643 | 57 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | 0.09 | 0.09 | 0.09 | 0.05 | 0.16 | 0.16 | 0.01 | 0.15 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 17.6 | 17.6 | 17.6 | 17.6 | 17.6 | 17.6 | 15.8 | 31.4 | 31.4 | 7.0 | 22.6 | 22.6 |
| Volume/Cap: | 0.27 | 0.27 | 0.27 | 0.33 | 0.33 | 0.33 | 0.21 | 0.33 | 0.33 | 0.10 | 0.44 | 0.09 |
| Delay/Veh: | 18.9 | 18.9 | 18.9 | 19.3 | 19.3 | 19.3 | 19.9 | 10.4 | 10.4 | 26.4 | 16.6 | 14.4 |
| 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: | 18.9 | 18.9 | 18.9 | 19.3 | 19.3 | 19.3 | 19.9 | 10.4 | 10.4 | 26.4 | 16.6 | 14.4 |
| LOS by Move: | B | B | B | B | B | B | B | B | B | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 4 | 4 | 0 | 5 | 1 |

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

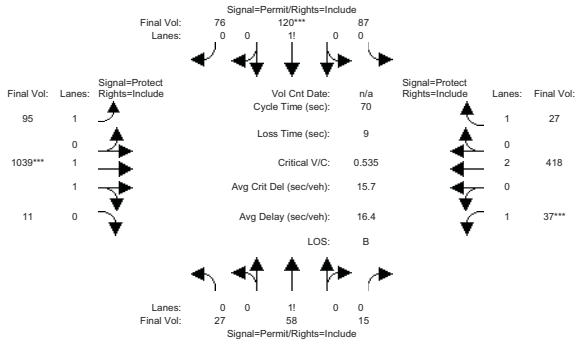
  



Race Street Mixed-Use Residential
206 Residential Units (Grand Avenue Access) [Alternative 1]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3906: SAN CARLOS/SUNOL




| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 418 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 418 | 27 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 418 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 418 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 418 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1039 | 11 | 37 | 418 | 27 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.27 | 0.58 | 0.15 | 0.31 | 0.42 | 0.27 | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 473 | 1015 | 263 | 538 | 742 | 470 | 1750 | 3661 | 39 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.16 | 0.16 | 0.16 | 0.05 | 0.28 | 0.28 | 0.02 | 0.11 | 0.02 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 17.0 | 34.4 | 34.4 | 7.0 | 24.4 | 24.4 |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.58 | 0.58 | 0.58 | 0.22 | 0.58 | 0.58 | 0.21 | 0.32 | 0.04 |
| Delay/Veh: | 19.4 | 19.4 | 19.4 | 23.4 | 23.4 | 23.4 | 21.4 | 13.1 | 13.1 | 29.6 | 16.9 | 15.1 |
| 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: | 19.4 | 19.4 | 19.4 | 23.4 | 23.4 | 23.4 | 21.4 | 13.1 | 13.1 | 29.6 | 16.9 | 15.1 |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 6 | 6 | 6 | 2 | 9 | 9 | 1 | 3 | 0 |

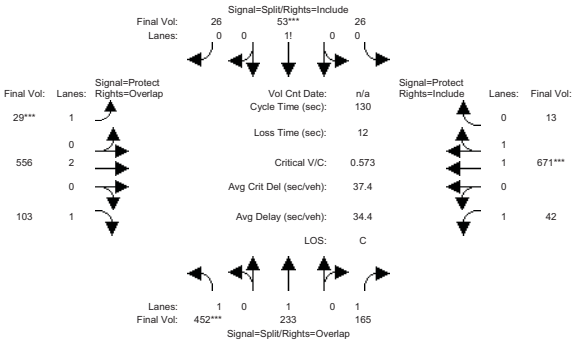
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3653: LINCOLN/SAN CARLOS




| 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: | 452 | 233 | 165 | 26 | 53 | 26 | 29 | 556 | 103 | 42 | 671 | 13 |
| 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: | 452 | 233 | 165 | 26 | 53 | 26 | 29 | 556 | 103 | 42 | 671 | 13 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 452 | 233 | 165 | 26 | 53 | 26 | 29 | 556 | 103 | 42 | 671 | 13 |
| 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: | 452 | 233 | 165 | 26 | 53 | 26 | 29 | 556 | 103 | 42 | 671 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 452 | 233 | 165 | 26 | 53 | 26 | 29 | 556 | 103 | 42 | 671 | 13 |
| 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: | 452 | 233 | 165 | 26 | 53 | 26 | 29 | 556 | 103 | 42 | 671 | 13 |
| 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 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.25 | 0.50 | 0.25 | 1.00 | 2.00 | 1.00 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1750 | 1900 | 1750 | 433 | 883 | 433 | 1750 | 3800 | 1750 | 1750 | 3630 | 70 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.12 | 0.09 | 0.06 | 0.06 | 0.06 | 0.02 | 0.15 | 0.06 | 0.02 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 57.0 | 57.0 | 69.8 | 13.2 | 13.2 | 13.2 | 7.0 | 34.9 | 91.9 | 12.9 | 40.8 | 40.8 |
| Volume/Cap: | 0.59 | 0.28 | 0.18 | 0.59 | 0.59 | 0.59 | 0.31 | 0.54 | 0.08 | 0.24 | 0.59 | 0.59 |
| Delay/Veh: | 28.9 | 23.6 | 15.5 | 60.9 | 60.9 | 60.9 | 61.0 | 41.3 | 6.0 | 54.8 | 38.4 | 38.4 |
| 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: | 28.9 | 23.6 | 15.5 | 60.9 | 60.9 | 60.9 | 61.0 | 41.3 | 6.0 | 54.8 | 38.4 | 38.4 |
| LOS by Move: | C | C | B | E | E | E | E | D | A | D | D | D |
| HCM2kAvgQ: | 15 | 6 | 4 | 5 | 5 | 5 | 2 | 10 | 1 | 2 | 12 | 12 |

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



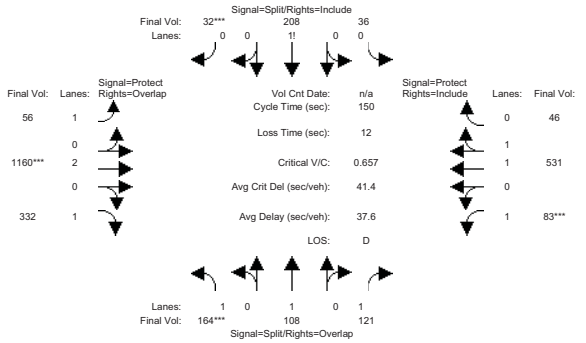




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3653: LINCOLN/SAN CARLOS



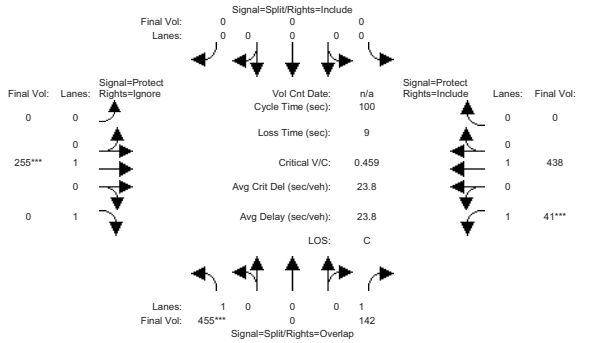

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 164 | 108 | 121 | 36 | 208 | 32 | 56 | 1160 | 332 | 83 | 531 | 46 |
| 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: | 164 | 108 | 121 | 36 | 208 | 32 | 56 | 1160 | 332 | 83 | 531 | 46 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 164 | 108 | 121 | 36 | 208 | 32 | 56 | 1160 | 332 | 83 | 531 | 46 |
| 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: | 164 | 108 | 121 | 36 | 208 | 32 | 56 | 1160 | 332 | 83 | 531 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 108 | 121 | 36 | 208 | 32 | 56 | 1160 | 332 | 83 | 531 | 46 |
| 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: | 164 | 108 | 121 | 36 | 208 | 32 | 56 | 1160 | 332 | 83 | 531 | 46 |
| 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 | 0.92 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.13 | 0.75 | 0.12 | 1.00 | 2.00 | 1.00 | 1.00 | 1.84 | 0.16 |
| Final Sat.: | 1750 | 1900 | 1750 | 228 | 1319 | 203 | 1750 | 3800 | 1750 | 1750 | 3405 | 295 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.06 | 0.07 | 0.16 | 0.16 | 0.16 | 0.03 | 0.31 | 0.19 | 0.05 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 21.4 | 21.4 | 32.2 | 36.0 | 36.0 | 36.0 | 18.6 | 69.7 | 91.1 | 10.8 | 62.0 | 62.0 |
| Volume/Cap: | 0.66 | 0.40 | 0.32 | 0.66 | 0.66 | 0.66 | 0.26 | 0.66 | 0.31 | 0.66 | 0.38 | 0.38 |
| Delay/Veh: | 67.1 | 59.4 | 50.2 | 55.2 | 55.2 | 55.2 | 60.1 | 31.8 | 14.4 | 79.7 | 30.7 | 30.7 |
| 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: | 67.1 | 59.4 | 50.2 | 55.2 | 55.2 | 55.2 | 60.1 | 31.8 | 14.4 | 79.7 | 30.7 | 30.7 |
| LOS by Move: | E | E | D | E | E | E | E | C | B | E | C | C |
| HCM2kAvgQ: | 9 | 5 | 5 | 13 | 13 | 13 | 3 | 20 | 8 | 5 | 9 | 9 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3689: MERIDIAN/PARK




| 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 | | 10 | 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: | 455 | 0 | 142 | | 0 | 0 | 0 | | 0 | 255 | 294 | | 41 | 438 | 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: | 455 | 0 | 142 | | 0 | 0 | 0 | | 0 | 255 | 294 | | 41 | 438 | 0 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PasserByVol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 455 | 0 | 142 | | 0 | 0 | 0 | | 0 | 255 | 294 | | 41 | 438 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 455 | 0 | 142 | | 0 | 0 | 0 | | 0 | 255 | 0 | | 41 | 438 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 455 | 0 | 142 | | 0 | 0 | 0 | | 0 | 255 | 0 | | 41 | 438 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 455 | 0 | 142 | | 0 | 0 | 0 | | 0 | 255 | 0 | | 41 | 438 | 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 | 1.00 | 0.00 | |
| Final Sat.: | 1750 | 0 | 1750 | | 0 | 0 | 0 | | 0 | 1900 | 1750 | | 1750 | 1900 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.13 | 0.00 | | 0.02 | 0.23 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green Time: | 53.4 | 0.0 | 63.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | 27.6 | 0.0 | | 10.0 | 37.6 | 0.0 | |
| Volume/Cap: | 0.49 | 0.00 | 0.13 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.49 | 0.00 | | 0.23 | 0.61 | 0.00 | |
| Delay/Veh: | 16.5 | 0.0 | 7.5 | | 0.0 | 0.0 | 0.0 | | 0.0 | 33.5 | 0.0 | | 44.6 | 29.2 | 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: | 16.5 | 0.0 | 7.5 | | 0.0 | 0.0 | 0.0 | | 0.0 | 33.5 | 0.0 | | 44.6 | 29.2 | 0.0 | |
| LOS by Move: | B | A | A | | A | A | A | | A | C | A | | D | C | A | |
| HCM2kAvgQ: | 9 | 0 | 2 | | 0 | 0 | 0 | | 0 | 7 | 0 | | 1 | 11 | 0 | |

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



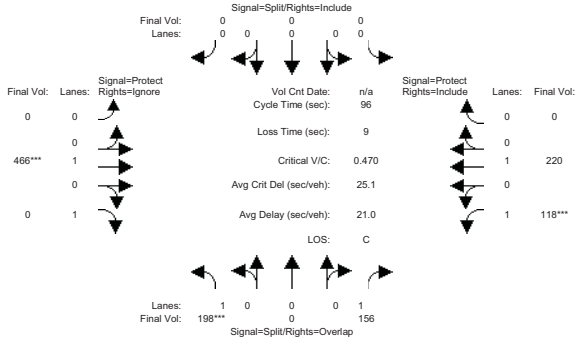




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3689: MERIDIAN/PARK



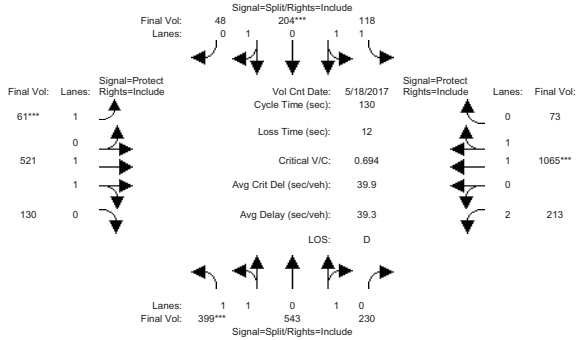

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Min. Green: | 10 | 0 | 10 | | 0 | 0 | 0 | | 0 | 10 | 10 | | 10 | 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: | 198 | 0 | 156 | | 0 | 0 | 0 | | 0 | 466 | 570 | | 118 | 220 | 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: | 198 | 0 | 156 | | 0 | 0 | 0 | | 0 | 466 | 570 | | 118 | 220 | 0 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PasserByVol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 198 | 0 | 156 | | 0 | 0 | 0 | | 0 | 466 | 570 | | 118 | 220 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 198 | 0 | 156 | | 0 | 0 | 0 | | 0 | 466 | 0 | | 118 | 220 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 198 | 0 | 156 | | 0 | 0 | 0 | | 0 | 466 | 0 | | 118 | 220 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 198 | 0 | 156 | | 0 | 0 | 0 | | 0 | 466 | 0 | | 118 | 220 | 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 | 1.00 | 0.00 | |
| Final Sat.: | 1750 | 0 | 1750 | | 0 | 0 | 0 | | 0 | 1900 | 1750 | | 1750 | 1900 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.25 | 0.00 | | 0.07 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green Time: | 23.1 | 0.0 | 36.9 | | 0.0 | 0.0 | 0.0 | | 0.0 | 50.1 | 0.0 | | 13.8 | 63.9 | 0.0 | |
| Volume/Cap: | 0.47 | 0.00 | 0.23 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.47 | 0.00 | | 0.47 | 0.17 | 0.00 | |
| Delay/Veh: | 34.9 | 0.0 | 20.8 | | 0.0 | 0.0 | 0.0 | | 0.0 | 16.1 | 0.0 | | 44.0 | 6.4 | 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: | 34.9 | 0.0 | 20.8 | | 0.0 | 0.0 | 0.0 | | 0.0 | 16.1 | 0.0 | | 44.0 | 6.4 | 0.0 | |
| LOS by Move: | C | A | C | | A | A | A | | A | B | A | | D | A | A | |
| HCM2kAvgQ: | 5 | 0 | 3 | | 0 | 0 | 0 | | 0 | 9 | 0 | | 4 | 2 | 0 | |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: 18 May 2017 << 7:30-8:30AM | | | | | | | | | | | | |
| Base Vol: | 399 | 543 | 230 | 118 | 204 | 48 | 61 | 521 | 130 | 213 | 1065 | 73 |
| 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: | 399 | 543 | 230 | 118 | 204 | 48 | 61 | 521 | 130 | 213 | 1065 | 73 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 399 | 543 | 230 | 118 | 204 | 48 | 61 | 521 | 130 | 213 | 1065 | 73 |
| 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 | 543 | 230 | 118 | 204 | 48 | 61 | 521 | 130 | 213 | 1065 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 399 | 543 | 230 | 118 | 204 | 48 | 61 | 521 | 130 | 213 | 1065 | 73 |
| 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 | 543 | 230 | 118 | 204 | 48 | 61 | 521 | 130 | 213 | 1065 | 73 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.04 | 1.38 | 0.58 | 1.00 | 1.61 | 0.39 | 1.00 | 1.59 | 0.41 | 2.00 | 1.87 | 0.13 |
| Final Sat.: | 1821 | 2478 | 1050 | 1750 | 2995 | 705 | 1750 | 2961 | 739 | 3150 | 3462 | 237 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.22 | 0.07 | 0.07 | 0.07 | 0.03 | 0.18 | 0.18 | 0.07 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 40.9 | 40.9 | 40.9 | 12.7 | 12.7 | 12.7 | 7.0 | 46.5 | 46.5 | 17.9 | 57.4 | 57.4 |
| Volume/Cap: | 0.70 | 0.70 | 0.70 | 0.69 | 0.70 | 0.70 | 0.65 | 0.49 | 0.49 | 0.49 | 0.70 | 0.70 |
| Delay/Veh: | 40.4 | 40.4 | 40.4 | 60.5 | 60.8 | 60.8 | 74.9 | 32.8 | 32.8 | 52.7 | 30.6 | 30.6 |
| 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 | 40.4 | 40.4 | 60.5 | 60.8 | 60.8 | 74.9 | 32.8 | 32.8 | 52.7 | 30.6 | 30.6 |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C |
| HCM2kAvgQ: | 14 | 14 | 14 | 5 | 5 | 5 | 3 | 10 | 10 | 5 | 18 | 18 |

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

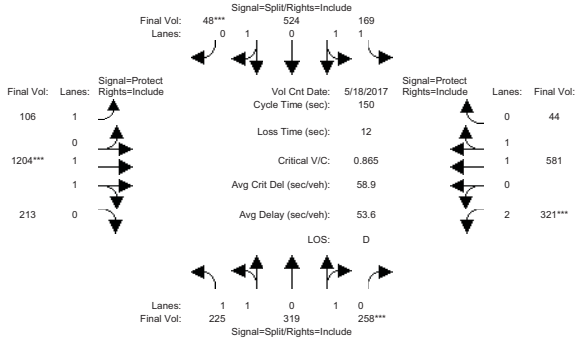
  



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3693: MERIDIAN/SAN CARLOS




| 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: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 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: | 125 | 280 | 183 | 159 | 456 | 29 | 77 | 948 | 152 | 256 | 434 | 39 |
| Added Vol: | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 2 | 0 |
| ATI: | 100 | 39 | 66 | 10 | 68 | 19 | 29 | 252 | 61 | 59 | 145 | 5 |
| Initial Fut: | 225 | 319 | 258 | 169 | 524 | 48 | 106 | 1204 | 213 | 321 | 581 | 44 |
| 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: | 225 | 319 | 258 | 169 | 524 | 48 | 106 | 1204 | 213 | 321 | 581 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 319 | 258 | 169 | 524 | 48 | 106 | 1204 | 213 | 321 | 581 | 44 |
| 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: | 225 | 319 | 258 | 169 | 524 | 48 | 106 | 1204 | 213 | 321 | 581 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.08 | 0.92 | 1.00 | 1.83 | 0.17 | 1.00 | 1.69 | 0.31 | 2.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 2044 | 1653 | 1750 | 3389 | 310 | 1750 | 3143 | 556 | 3150 | 3439 | 260 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.16 | 0.16 | 0.10 | 0.15 | 0.15 | 0.06 | 0.38 | 0.38 | 0.10 | 0.17 | 0.17 |
| Crit Moves: | | | **** | | | **** | | **** | | | **** | |
| Green Time: | 27.1 | 27.1 | 27.1 | 26.8 | 26.8 | 26.8 | 22.2 | 66.4 | 66.4 | 17.7 | 61.9 | 61.9 |
| Volume/Cap: | 0.71 | 0.86 | 0.86 | 0.54 | 0.86 | 0.86 | 0.41 | 0.86 | 0.86 | 0.86 | 0.41 | 0.41 |
| Delay/Veh: | 60.0 | 68.2 | 68.2 | 56.4 | 69.0 | 69.0 | 59.0 | 42.8 | 42.8 | 83.6 | 31.3 | 31.3 |
| 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: | 60.0 | 68.2 | 68.2 | 56.4 | 69.0 | 69.0 | 59.0 | 42.8 | 42.8 | 83.6 | 31.3 | 31.3 |
| LOS by Move: | E | E | E | E | E | E | E | D | D | F | C | C |
| HCM2kAvgQ: | 11 | 14 | 14 | 8 | 14 | 14 | 5 | 31 | 31 | 9 | 10 | 10 |

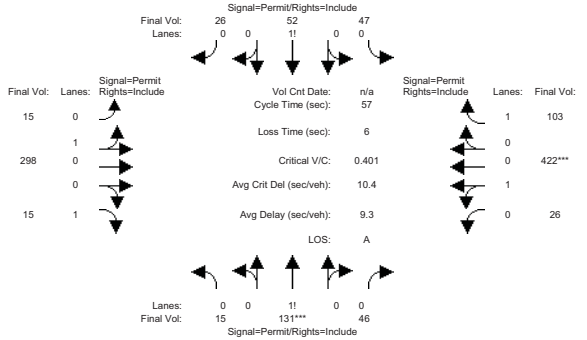
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3730: PARK/SUNOL




| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 298 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 298 | 15 | 26 | 422 | 103 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 298 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 298 | 15 | 26 | 422 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 298 | 15 | 26 | 422 | 103 |
| 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: | 15 | 131 | 46 | 47 | 52 | 26 | 15 | 298 | 15 | 26 | 422 | 103 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.08 | 0.68 | 0.24 | 0.38 | 0.41 | 0.21 | 0.05 | 0.95 | 1.00 | 0.06 | 0.94 | 1.00 |
| Final Sat.: | 137 | 1194 | 419 | 658 | 728 | 364 | 86 | 1714 | 1750 | 104 | 1696 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.07 | 0.07 | 0.07 | 0.17 | 0.17 | 0.01 | 0.25 | 0.25 | 0.06 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 15.6 | 35.4 | 35.4 | 35.4 | 35.4 | 35.4 | 35.4 |
| Volume/Cap: | 0.40 | 0.40 | 0.40 | 0.26 | 0.26 | 0.26 | 0.28 | 0.28 | 0.01 | 0.40 | 0.40 | 0.09 |
| Delay/Veh: | 19.4 | 19.4 | 19.4 | 17.5 | 17.5 | 17.5 | 5.6 | 5.6 | 4.2 | 6.5 | 6.5 | 4.5 |
| 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: | 19.4 | 19.4 | 19.4 | 17.5 | 17.5 | 17.5 | 5.6 | 5.6 | 4.2 | 6.5 | 6.5 | 4.5 |
| LOS by Move: | B | B | B | B | B | B | A | A | A | A | A | A |
| HCM2kAvgQ: | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 0 | 4 | 4 | 1 |

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

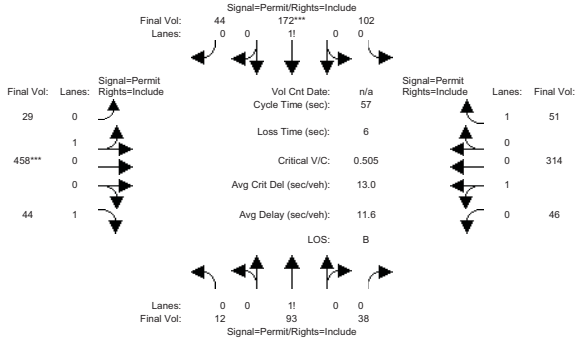
  



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3730: PARK/SUNOL




| 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: | 12 | 93 | 38 | 102 | 172 | 44 | 29 | 458 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 29 | 458 | 44 | 46 | 314 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 93 | 38 | 102 | 172 | 44 | 29 | 458 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 29 | 458 | 44 | 46 | 314 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 93 | 38 | 102 | 172 | 44 | 29 | 458 | 44 | 46 | 314 | 51 |
| 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 | 93 | 38 | 102 | 172 | 44 | 29 | 458 | 44 | 46 | 314 | 51 |
| 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 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.08 | 0.65 | 0.27 | 0.32 | 0.54 | 0.14 | 0.06 | 0.94 | 1.00 | 0.13 | 0.87 | 1.00 |
| Final Sat.: | 147 | 1138 | 465 | 561 | 947 | 242 | 107 | 1693 | 1750 | 230 | 1570 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.08 | 0.18 | 0.18 | 0.18 | 0.27 | 0.27 | 0.03 | 0.20 | 0.20 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 | 30.5 | 30.5 | 30.5 | 30.5 | 30.5 | 30.5 |
| Volume/Cap: | 0.23 | 0.23 | 0.23 | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 | 0.05 | 0.37 | 0.37 | 0.05 |
| Delay/Veh: | 13.6 | 13.6 | 13.6 | 17.2 | 17.2 | 17.2 | 10.3 | 10.3 | 6.4 | 8.8 | 8.8 | 6.5 |
| 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 | 17.2 | 17.2 | 17.2 | 10.3 | 10.3 | 6.4 | 8.8 | 8.8 | 6.5 |
| LOS by Move: | B | B | B | B | B | B | B | B | A | A | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 5 | 5 | 5 | 6 | 6 | 0 | 4 | 4 | 0 |

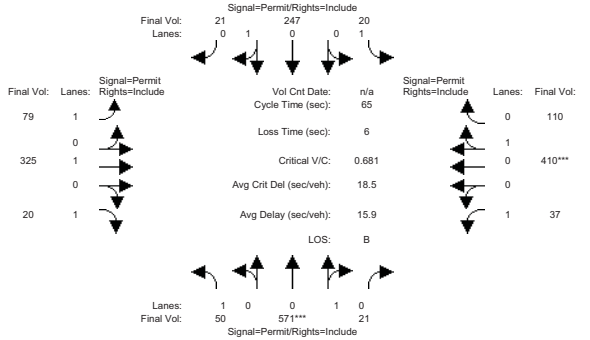
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3732: Race St / Park Av




| 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: | 50 | 571 | 21 | 20 | 247 | 21 | 79 | 325 | 20 | 37 | 410 | 110 |
| 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: | 50 | 571 | 21 | 20 | 247 | 21 | 79 | 325 | 20 | 37 | 410 | 110 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 50 | 571 | 21 | 20 | 247 | 21 | 79 | 325 | 20 | 37 | 410 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 50 | 571 | 21 | 20 | 247 | 21 | 79 | 325 | 20 | 37 | 410 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 50 | 571 | 21 | 20 | 247 | 21 | 79 | 325 | 20 | 37 | 410 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 50 | 571 | 21 | 20 | 247 | 21 | 79 | 325 | 20 | 37 | 410 | 110 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.96 | 0.04 | 1.00 | 0.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 0.79 | 0.21 |
| Final Sat.: | 1750 | 1736 | 64 | 1750 | 1659 | 141 | 1750 | 1900 | 1750 | 1750 | 1419 | 381 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.33 | 0.33 | 0.01 | 0.15 | 0.15 | 0.05 | 0.17 | 0.01 | 0.02 | 0.29 | 0.29 |
| Crit Moves: | | **** | | | | | | | | | **** | |
| Green Time: | 31.4 | 31.4 | 31.4 | 31.4 | 31.4 | 31.4 | 27.6 | 27.6 | 27.6 | 27.6 | 27.6 | 27.6 |
| Volume/Cap: | 0.06 | 0.68 | 0.68 | 0.02 | 0.31 | 0.31 | 0.11 | 0.40 | 0.03 | 0.05 | 0.68 | 0.68 |
| Delay/Veh: | 9.1 | 17.2 | 17.2 | 8.8 | 11.1 | 11.1 | 11.6 | 14.5 | 11.0 | 11.1 | 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: | 9.1 | 17.2 | 17.2 | 8.8 | 11.1 | 11.1 | 11.6 | 14.5 | 11.0 | 11.1 | 20.0 | 20.0 |
| LOS by Move: | A | B | B | A | B | B | B | B | B | B | B | B |
| HCM2kAvgQ: | 1 | 11 | 11 | 0 | 3 | 3 | 1 | 5 | 0 | 0 | 10 | 10 |

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

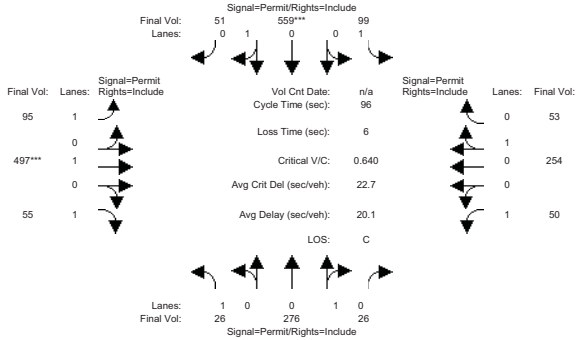
  



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3732: Race St / Park Av




| 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: | 26 | 276 | 26 | 99 | 559 | 51 | 95 | 497 | 55 | 50 | 254 | 53 |
| 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: | 26 | 276 | 26 | 99 | 559 | 51 | 95 | 497 | 55 | 50 | 254 | 53 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 26 | 276 | 26 | 99 | 559 | 51 | 95 | 497 | 55 | 50 | 254 | 53 |
| 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: | 26 | 276 | 26 | 99 | 559 | 51 | 95 | 497 | 55 | 50 | 254 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 276 | 26 | 99 | 559 | 51 | 95 | 497 | 55 | 50 | 254 | 53 |
| 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: | 26 | 276 | 26 | 99 | 559 | 51 | 95 | 497 | 55 | 50 | 254 | 53 |
| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.91 | 0.09 | 1.00 | 0.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1750 | 1645 | 155 | 1750 | 1650 | 150 | 1750 | 1900 | 1750 | 1750 | 1489 | 311 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.17 | 0.06 | 0.34 | 0.34 | 0.05 | 0.26 | 0.03 | 0.03 | 0.17 | 0.17 |
| Crit Moves: | | | | | **** | | | **** | | | | |
| Green Time: | 50.8 | 50.8 | 50.8 | 50.8 | 50.8 | 50.8 | 39.2 | 39.2 | 39.2 | 39.2 | 39.2 | 39.2 |
| Volume/Cap: | 0.03 | 0.32 | 0.32 | 0.11 | 0.64 | 0.64 | 0.13 | 0.64 | 0.08 | 0.07 | 0.42 | 0.42 |
| Delay/Veh: | 10.9 | 13.7 | 13.7 | 11.5 | 19.4 | 19.4 | 18.1 | 26.8 | 17.6 | 17.5 | 22.0 | 22.0 |
| 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: | 10.9 | 13.7 | 13.7 | 11.5 | 19.4 | 19.4 | 18.1 | 26.8 | 17.6 | 17.5 | 22.0 | 22.0 |
| LOS by Move: | B | B | B | B | B | B | B | C | B | B | C | C |
| HCM2kAvgQ: | 0 | 5 | 5 | 2 | 14 | 14 | 2 | 12 | 1 | 1 | 7 | 7 |

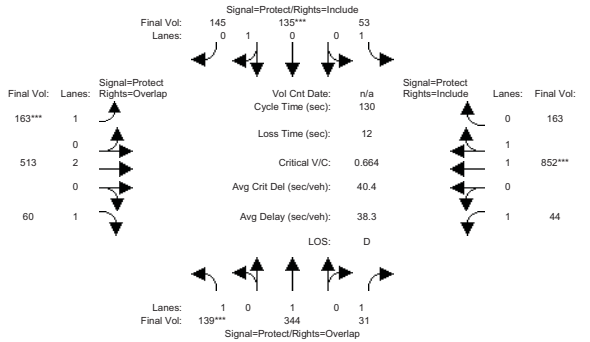
Note: Queue reported is the number of cars per lane.

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3748: Race St / San Carlos St




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 139 | 344 | 31 | 53 | 135 | 145 | 163 | 513 | 60 | 44 | 852 | 163 |
| 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: | 139 | 344 | 31 | 53 | 135 | 145 | 163 | 513 | 60 | 44 | 852 | 163 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 139 | 344 | 31 | 53 | 135 | 145 | 163 | 513 | 60 | 44 | 852 | 163 |
| 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: | 139 | 344 | 31 | 53 | 135 | 145 | 163 | 513 | 60 | 44 | 852 | 163 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 344 | 31 | 53 | 135 | 145 | 163 | 513 | 60 | 44 | 852 | 163 |
| 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: | 139 | 344 | 31 | 53 | 135 | 145 | 163 | 513 | 60 | 44 | 852 | 163 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.48 | 0.52 | 1.00 | 2.00 | 1.00 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 868 | 932 | 1750 | 3800 | 1750 | 1750 | 3105 | 594 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.18 | 0.02 | 0.03 | 0.16 | 0.16 | 0.09 | 0.14 | 0.03 | 0.03 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 15.6 | 35.5 | 56.0 | 10.5 | 30.5 | 30.5 | 18.2 | 51.5 | 67.0 | 20.5 | 53.7 | 53.7 |
| Volume/Cap: | 0.66 | 0.66 | 0.04 | 0.37 | 0.66 | 0.66 | 0.66 | 0.34 | 0.07 | 0.16 | 0.66 | 0.66 |
| Delay/Veh: | 62.5 | 45.2 | 21.5 | 58.2 | 49.1 | 49.1 | 59.7 | 27.6 | 15.8 | 47.6 | 31.9 | 31.9 |
| 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: | 62.5 | 45.2 | 21.5 | 58.2 | 49.1 | 49.1 | 59.7 | 27.6 | 15.8 | 47.6 | 31.9 | 31.9 |
| LOS by Move: | E | D | C | E | D | D | E | C | B | D | C | C |
| HCM2kAvgQ: | 7 | 13 | 1 | 3 | 11 | 11 | 7 | 7 | 1 | 2 | 17 | 17 |

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



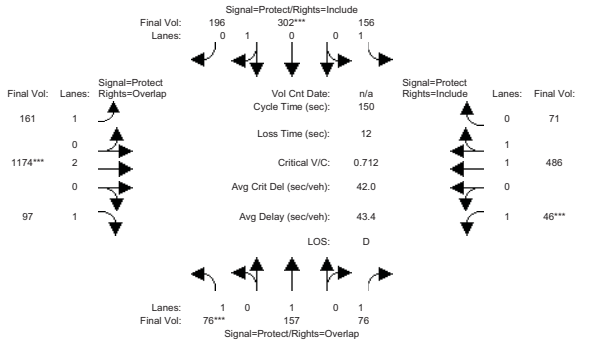




Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3748: Race St / San Carlos St



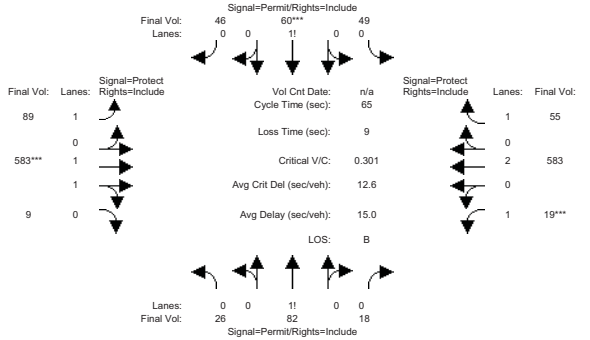

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 76 | 157 | 76 | 156 | 302 | 196 | 161 | 1174 | 97 | 46 | 486 | 71 |
| 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: | 76 | 157 | 76 | 156 | 302 | 196 | 161 | 1174 | 97 | 46 | 486 | 71 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 76 | 157 | 76 | 156 | 302 | 196 | 161 | 1174 | 97 | 46 | 486 | 71 |
| 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: | 76 | 157 | 76 | 156 | 302 | 196 | 161 | 1174 | 97 | 46 | 486 | 71 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 157 | 76 | 156 | 302 | 196 | 161 | 1174 | 97 | 46 | 486 | 71 |
| 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: | 76 | 157 | 76 | 156 | 302 | 196 | 161 | 1174 | 97 | 46 | 486 | 71 |
| 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 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.61 | 0.39 | 1.00 | 2.00 | 1.00 | 1.00 | 1.74 | 0.26 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1092 | 708 | 1750 | 3800 | 1750 | 1750 | 3228 | 472 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.08 | 0.04 | 0.09 | 0.28 | 0.28 | 0.09 | 0.31 | 0.06 | 0.03 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 9.0 | 32.1 | 39.1 | 34.6 | 57.6 | 57.6 | 27.1 | 64.3 | 73.4 | 7.0 | 44.3 | 44.3 |
| Volume/Cap: | 0.72 | 0.39 | 0.17 | 0.39 | 0.72 | 0.72 | 0.51 | 0.72 | 0.11 | 0.56 | 0.51 | 0.51 |
| Delay/Veh: | 90.6 | 51.1 | 43.1 | 49.4 | 43.0 | 43.0 | 56.9 | 37.0 | 20.8 | 78.7 | 44.3 | 44.3 |
| 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: | 90.6 | 51.1 | 43.1 | 49.4 | 43.0 | 43.0 | 56.9 | 37.0 | 20.8 | 78.7 | 44.3 | 44.3 |
| LOS by Move: | F | D | D | D | D | D | E | D | C | E | D | D |
| HCM2kAvgQ: | 5 | 6 | 3 | 7 | 21 | 21 | 7 | 22 | 2 | 3 | 11 | 11 |

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

Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

## Intersection #3906: SAN CARLOS/SUNOL




| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 583 | 9 | 19 | 583 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 583 | 9 | 19 | 583 | 55 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 583 | 9 | 19 | 583 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 583 | 9 | 19 | 583 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 583 | 9 | 19 | 583 | 55 |
| 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: | 26 | 82 | 18 | 49 | 60 | 46 | 89 | 583 | 9 | 19 | 583 | 55 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.21 | 0.65 | 0.14 | 0.31 | 0.39 | 0.30 | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 361 | 1139 | 250 | 553 | 677 | 519 | 1750 | 3644 | 56 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | 0.09 | 0.09 | 0.09 | 0.05 | 0.16 | 0.16 | 0.01 | 0.15 | 0.03 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 15.9 | 31.5 | 31.5 | 7.0 | 22.7 | 22.7 |
| Volume/Cap: | 0.27 | 0.27 | 0.27 | 0.33 | 0.33 | 0.33 | 0.21 | 0.33 | 0.33 | 0.10 | 0.44 | 0.09 |
| Delay/Veh: | 19.0 | 19.0 | 19.0 | 19.5 | 19.5 | 19.5 | 19.8 | 10.4 | 10.4 | 26.4 | 16.5 | 14.3 |
| 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: | 19.0 | 19.0 | 19.0 | 19.5 | 19.5 | 19.5 | 19.8 | 10.4 | 10.4 | 26.4 | 16.5 | 14.3 |
| LOS by Move: | B | B | B | B | B | B | B | B | B | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 4 | 4 | 0 | 5 | 1 |

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

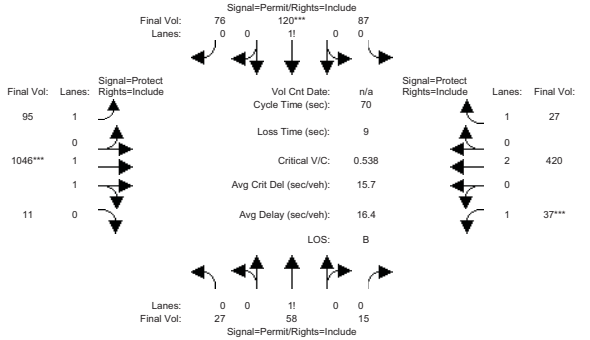
  



Race Street Mixed-Use Residential
206 Residential Units + 8,500 SF Retail (Race Street Access) [Alternative 2]
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

## Intersection #3906: SAN CARLOS/SUNOL




| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1046 | 11 | 37 | 420 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1046 | 11 | 37 | 420 | 27 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1046 | 11 | 37 | 420 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1046 | 11 | 37 | 420 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1046 | 11 | 37 | 420 | 27 |
| 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: | 27 | 58 | 15 | 87 | 120 | 76 | 95 | 1046 | 11 | 37 | 420 | 27 |
| 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 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.27 | 0.58 | 0.15 | 0.31 | 0.42 | 0.27 | 1.00 | 1.98 | 0.02 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 473 | 1015 | 263 | 538 | 742 | 470 | 1750 | 3661 | 39 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.16 | 0.16 | 0.16 | 0.05 | 0.29 | 0.29 | 0.02 | 0.11 | 0.02 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 19.5 | 19.5 | 19.5 | 19.5 | 19.5 | 19.5 | 17.1 | 34.5 | 34.5 | 7.0 | 24.4 | 24.4 |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.58 | 0.58 | 0.58 | 0.22 | 0.58 | 0.58 | 0.21 | 0.32 | 0.04 |
| Delay/Veh: | 19.5 | 19.5 | 19.5 | 23.5 | 23.5 | 23.5 | 21.4 | 13.1 | 13.1 | 29.6 | 16.8 | 15.1 |
| 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: | 19.5 | 19.5 | 19.5 | 23.5 | 23.5 | 23.5 | 21.4 | 13.1 | 13.1 | 29.6 | 16.8 | 15.1 |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 6 | 6 | 6 | 2 | 9 | 9 | 1 | 3 | 0 |

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