

APPENDIX D
TRANSPORTATION ANALYSIS



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Downtown Strategy 2040 EIR

Transportation Analysis



Prepared for:

The City of San Jose



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Executive Summary

The purpose of this transportation analysis is to evaluate the long-term transportation impacts associated with the proposed *San Jose Downtown Strategy 2040 Plan* in conformance with the requirements of the California Environmental Quality Act (CEQA). The Downtown Strategy 2040 (DTS 2040) is preceded by the *San Jose Downtown Strategy 2000 Plan* which is an integrated strategic urban design plan that focuses on the revitalization of Downtown San Jose by envisioning higher density infill development and replacement of underutilized uses within the boundaries of Downtown. The proposed project includes substantial changes to the amount of residential and office development contemplated in the Downtown Strategy 2000 and extends the horizon year of the Downtown Strategy from 2020 to 2040, consistent with the Envision San José 2040 General Plan.

The transportation analysis consists of an evaluation of the effects of the development plans for the Greater Downtown area identified by the DTS 2040 Plan on the citywide transportation system through the year 2040. The potential impacts of the DTS 2040 Plan were evaluated in accordance with the standards set forth by the City of San Jose and the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP).

Downtown Strategy 2040 (DTS 2040)

The DTS 2040 plan proposes to increase the allowed number of residential units within the Downtown Growth Boundary (DGB) from 10,360 to 14,360 and office space from 11.2 million square feet (msf) to 14.2 msf by 2040 (the horizon year of the current General Plan). The proposed increases in residential units and employment space will not result in an increase in the overall citywide number of residential units and jobs envisioned in the General Plan. The increase in residential capacity would be achieved by transferring residential units from outlying (beyond the general vicinity of Downtown) Urban Villages and other Growth Areas identified in the General Plan to areas within the DGB. The additional 3.0 msf of office space would be transferred from office development (or jobs) included in the General Plan for Coyote Valley. Commercial/retail uses and hotel rooms envisioned for Downtown as part of the General Plan would not change (1.4 million square feet and 3,600 rooms, respectively). Local serving commercial/retail uses of 100,000 sf or less will be allowed per the DTS 2040 plan. Commercial/retail uses greater than 100,000 sf may be allowed upon review by City staff and further evaluation of consistency with Council Policy 5-1. The DTS 2040 plan also includes a slight change to the Downtown Growth boundaries along North 4th Street between East St. John and East Julian Street. The revised boundary would run mid-block between North 4th and North 5th Streets.

Project Alternative and Cumulative Scenarios

In addition to the proposed DTS 2040 plan, this study includes the evaluation of one project alternative as well as a cumulative scenario. The project alternative provides for the intensification in planned

employment growth on the west side of SR 87 by shifting a portion of the planned DTS 2040 growth to the west side of SR 87. However, the total planned development growth within the DGB remains consistent with the proposed DTS 2040 plan. The cumulative scenario consists of an increase of 4,000 jobs in the area west of SR 87 without the shift of growth. Thus, the cumulative scenario evaluates an additional 4,000 jobs when compared to that proposed by the DTS 2040 plan.

Scope of Study

This study provides an evaluation of the potential transportation impacts of the proposed DTS 2040 growth plan. This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of San Jose, by the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

A VMT analysis was prepared per the recently adopted City of San Jose Transportation Analysis Policy (Council Policy 5-1). The new policy replaces the City's Transportation Impact Policy (Council Policy 5-3) that relied on traffic congestion and delay as the metric for determining CEQA transportation impacts.

The evaluation of a project's impact on level of service at intersections under the jurisdiction of the City of San Jose is no longer required. Per Senate Bill (SB) 743 and the updated CEQA Guidelines (Section 15064.3) Nov 2017, beginning January 1, 2020 the use of intersection level of service as a metric for determining impacts of development growth on the transportation system will no longer be permitted. Future development as part of the proposed DTS 2040 plan will occur over a 20 year period. Developments within Downtown before January 1, 2020 would likely be completed under current Downtown Strategy 2000 approvals. Therefore, level of service impacts in adjacent jurisdictions due to the future development included in the DTS plan, would not be consistent with the updated CEQA guidelines. Future development relying on this updated EIR would be implemented after January 1, 2020 when all jurisdictions will have to conform to the new CEQA transportation metric.

However, the City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the DTS 2040 plan and its growth on CMP-designated intersections and freeway segments in the vicinity of the project area following the current peak-hour LOS standards and methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed. The study included peak hour level of service analysis at 31 CMP-designated signalized intersections and 76 directional freeway segments.

VMT Evaluation Results

Most of the potential development parcels included within the DTS 2040 plan area meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. However, since some potential development parcels within the DTS 2040 plan area are not in

low VMT areas and thus do not meet the screening criteria, a detailed VMT analysis for the DTS 2040 plan area is required. Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

The City's VMT guidelines established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per employee VMT of 14.37. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21.

The results of the VMT evaluation (see Table ES 1) indicate that the DTS 2040 plan, project alternative, and cumulative scenario would result in VMT per capita and VMT per employee that are below the established thresholds. Therefore, the DTS 2040 plan, project alternative, and cumulative scenario would result in a less-than-significant transportation impact.

Year 2040 Intersection Levels of Service

The results of the level of service analysis show that the following five CMP-designated study intersections are projected to operate at unacceptable levels of service (LOS F) during at least one peak hour under Year 2040 GP conditions, according to the CMP level of service standards.

- (15) Bascom Avenue and Moorpark Avenue (PM peak hour)
- (16) Bascom Avenue and Fruitdale Avenue (PM peak hour)
- (18) First Street and Alma Avenue (AM & PM peak hours)
- (24) The Alameda and Naglee Avenue (AM & PM peak hours)
- (25) The Alameda and Hedding Street (PM peak hour)

The results also show that each of the intersections projected to operate at an unacceptable level of service under Year 2040 GP conditions, are also projected to operate at LOS F conditions under Year 2040 Amended GP, project alternative, and cumulative scenario conditions.

All other CMP-designated study intersections are projected to meet the CMP LOS E standard. The intersection level of service results are summarized in Table ES 2.

As the City redevelops to higher densities, such as proposed with the DTS 2040 plan, project alternative, and cumulative scenario, especially around transit nodes, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, it would be desirable for the CMP to adopt a more comprehensive set of transportation goals, policies, and standards that reflect the entire transportation system and its ability to provide mobility for people and goods. VTA's *TIA Guidelines* require consideration of other modes of travel when recommending changes to improve an intersection's motor vehicle level of service.

Year 2040 Freeway Segment Levels of Service

The results of the freeway segment analysis show that of the 76 freeway segments that were analyzed, 65 directional mixed-flow freeway segments and 25 directional HOV freeway segments are projected to operate at an unacceptable level of service under Year 2040 GP conditions based on the CMP's level of service standards.

Site-Specific GPA Traffic Analysis

The results of the site-specific GPA traffic analysis show that the proposed land use amendments associated with the DTS 2040 plan would not cause any additional transportation impacts beyond those identified for the Current 2040 General Plan. Therefore, the proposed land use amendments associated with the DTS 2040 plan would result in a *less than significant* impact on the citywide roadway system.

Table ES 1
VMT per Capita and VMT per Employee Evaluation

| Scenario | Residential | | | | | Employment | | | |
|---|---------------|------------|------------------|-----------------------------|-------------------|------------|------------------|--------------------------|-------------------|
| | Housing Units | Population | VMT ¹ | VMT per Capita ² | Exceed Threshold? | Jobs | VMT ³ | VMT per Job ⁴ | Exceed Threshold? |
| Impact Threshold | | | | 10.12 | | | | 12.21 | |
| Year 2015 Existing | 5,530 | 12,548 | 103,562 | 8.25 | No | 33,608 | 340,166 | 10.12 | No |
| Year 2040 General Plan | 15,890 | 34,104 | 269,308 | 7.90 | No | 82,162 | 728,523 | 8.87 | No |
| Year 2040 AGP (DTS 2040) | 19,890 | 42,704 | 322,085 | 7.54 | No | 92,108 | 782,007 | 8.49 | No |
| Year 2040 AGP (Alternative 1) | 19,890 | 42,704 | 323,235 | 7.57 | No | 92,108 | 795,995 | 8.64 | No |
| Year 2040 AGP (Alternative 2) | 19,890 | 42,704 | 318,432 | 7.46 | No | 96,108 | 816,803 | 8.50 | No |
| ¹ Residential VMT = Home-Based Trip Productions * Distance ² Residential VMT per Capita = Residential VMT / Population ³ Employment VMT = Home-Based Work Trip Attractions * Distance ⁴ Employment VMT per Job = Employment VMT / Jobs | | | | | | | | | |

**Table ES 2
Year 2040 Intersection Level of Service Summary**

| Int. # | Intersection | LOS Standard ¹ | Inside an IOZ ¹ | Downtown Core | Peak Hour | Count Date | Year 2040 | | | | | | | | | |
|--------|--|---------------------------|----------------------------|---------------|-----------|------------|------------|-----|--------------|----------|----------------|----------|--------------|----------|------------------|----------|
| | | | | | | | Existing | | General Plan | | AGP (DTS 2040) | | AGP (Alt) | | AGP (Cumulative) | |
| | | | | | | | Avg. Delay | LOS | Avg. Delay | LOS | Avg. Delay | LOS | Avg. Delay | LOS | Avg. Delay | LOS |
| 1 | Montgomery Street and Santa Clara Street | None | Yes | Yes | AM | 10/13/16 | 6.0 | A | 9.9 | A | 10.1 | B | 10.1 | B | 11.7 | B |
| | | | | | PM | 10/18/16 | 7.2 | A | 12.6 | B | 13.1 | B | 11.9 | B | 11.8 | B |
| 2 | Autumn Street and Santa Clara Street | None | Yes | Yes | AM | 10/13/16 | 26.0 | C | 43.0 | D | 48.0 | D | 52.4 | D | 55.9 | E |
| | | | | | PM | 10/18/16 | 17.2 | B | 48.1 | D | 61.2 | E | 51.0 | D | 56.5 | E |
| 3 | Bird Avenue and San Carlos Street | None | Yes | Yes | AM | 10/13/16 | 30.1 | C | 64.6 | E | 78.3 | E | 77.2 | E | 77.9 | E |
| | | | | | PM | 10/18/16 | 38.1 | D | 178.5 | F | 101.2 | F | 92.3 | F | 126.0 | F |
| 4 | Bird Avenue and I-280 (N) | None | Yes | Yes | AM | 10/13/16 | 31.1 | C | 45.5 | D | 47.9 | D | 44.6 | D | 47.7 | D |
| | | | | | PM | 10/18/16 | 27.1 | C | 48.5 | D | 47.7 | D | 46.5 | D | 51.4 | D |
| 5 | SR 87 and Santa Clara Street | None | Yes | Yes | AM | 05/06/15 | 17.6 | B | 22.8 | C | 21.7 | C | 21.8 | C | 23.3 | C |
| | | | | | PM | 11/29/16 | 17.2 | B | 18.7 | B | 19.3 | B | 18.7 | B | 19.3 | B |
| 6 | SR 87 and Julian Street (W) | None | Yes | Yes | AM | 05/12/15 | 18.7 | B | 19.7 | B | 19.6 | B | 20.0 | B | 20.8 | C |
| | | | | | PM | 11/29/14 | 18.8 | B | 20.1 | C | 18.6 | B | 20.7 | C | 19.3 | B |
| 7 | SR 87 and Julian Street (E) | None | Yes | Yes | AM | 05/12/15 | 43.3 | D | 53.5 | D | 57.9 | E | 57.0 | E | 65.8 | E |
| | | | | | PM | 11/29/14 | 42.3 | D | 52.7 | D | 64.1 | E | 64.2 | E | 64.7 | E |
| 8 | Almaden Boulevard and San Carlos Street | None | Yes | Yes | AM | 10/13/16 | 36.9 | D | 49.0 | D | 46.6 | D | 56.2 | E | 51.1 | D |
| | | | | | PM | 11/03/16 | 32.6 | C | 56.9 | E | 86.0 | F | 66.3 | E | 86.0 | F |
| 9 | Market Street and San Carlos Street | None | Yes | Yes | AM | 10/13/16 | 25.7 | C | 42.3 | D | 46.3 | D | 43.4 | D | 46.8 | D |
| | | | | | PM | 10/18/16 | 30.7 | C | 44.7 | D | 49.9 | D | 52.1 | D | 47.9 | D |
| 10 | Race Street and The Alameda | None | Yes | | AM | 10/13/16 | 39.0 | D | 72.0 | E | 86.8 | F | 87.8 | F | 79.4 | E |
| | | | | | PM | 11/10/16 | 30.6 | C | 87.2 | F | 84.7 | F | 89.3 | F | 89.0 | F |
| 11 | King Road and Alum Rock Avenue | None | Yes | | AM | 05/19/15 | 32.6 | C | 40.1 | D | 40.9 | D | 41.0 | D | 40.6 | D |
| | | | | | PM | 01/31/17 | 34.2 | C | 47.5 | D | 57.4 | E | 46.4 | D | 60.6 | E |
| 12 | I-880 and First Street (N) | None | Yes | | AM | 10/12/16 | 25.8 | C | 29.9 | C | 29.8 | C | 30.5 | C | 30.3 | C |
| | | | | | PM | 11/22/16 | 24.3 | C | 77.7 | E | 77.6 | E | 68.9 | E | 75.3 | E |
| 13 | I-880 and First Street (S) | None | Yes | | AM | 10/12/16 | 16.5 | B | 19.5 | B | 19.3 | B | 19.8 | B | 19.3 | B |
| | | | | | PM | 11/22/16 | 14.3 | B | 29.5 | C | 29.5 | C | 29.8 | C | 30.2 | C |
| 14 | Bird Avenue and I-280 (S) | E | | | AM | 10/13/16 | 30.7 | C | 61.9 | E | 64.0 | E | 69.1 | E | 67.6 | E |
| | | | | | PM | 10/18/16 | 21.0 | C | 25.5 | C | 32.1 | C | 32.8 | C | 25.5 | C |
| 15 | Bascom Avenue and Moorpark Avenue | E | | | AM | 05/07/15 | 36.6 | D | 67.0 | E | 63.5 | E | 70.0 | E | 69.1 | E |
| | | | | | PM | 10/06/16 | 66.5 | E | 143.4 | F | 148.4 | F | 151.2 | F | 143.4 | F |
| 16 | Bascom Avenue and Fruitdale Avenue | E | | | AM | 05/07/15 | 37.9 | D | 59.3 | E | 66.0 | E | 72.5 | E | 72.2 | E |
| | | | | | PM | 10/06/16 | 45.2 | D | 148.1 | F | 157.4 | F | 186.1 | F | 183.4 | F |
| 17 | Monterey Road and Curtner Avenue | E | | | AM | 10/18/16 | 38.2 | D | 55.2 | E | 49.3 | D | 47.8 | D | 49.2 | D |
| | | | | | PM | 10/18/16 | 56.9 | E | 65.2 | E | 63.0 | E | 64.1 | E | 63.1 | E |
| 18 | First Street and Alma Avenue | E | | | AM | 10/18/16 | 42.8 | D | 94.2 | F | 89.7 | F | 92.8 | F | 73.2 | E |
| | | | | | PM | 11/10/16 | 43.1 | D | 86.3 | F | 93.1 | F | 94.6 | F | 99.5 | F |
| 19 | First Street and Keyes Street | E | | | AM | 10/18/16 | 30.0 | C | 41.0 | D | 37.2 | D | 39.2 | D | 38.6 | D |
| | | | | | PM | 10/18/16 | 32.5 | C | 45.7 | D | 46.4 | D | 49.1 | D | 45.8 | D |
| 20 | I-280 and Eleventh Street (N) | E | | | AM | 10/18/16 | 9.4 | A | 32.5 | C | 34.0 | C | 41.7 | D | 26.6 | C |
| | | | | | PM | 10/20/16 | 15.2 | B | 15.7 | B | 16.1 | B | 15.9 | B | 16.1 | B |
| 21 | I-280 and Eleventh Street (S) | E | | | AM | 10/18/16 | 10.6 | B | 11.8 | B | 11.7 | B | 11.7 | B | 11.6 | B |
| | | | | | PM | 10/20/16 | 13.2 | B | 12.7 | B | 13.1 | B | 12.4 | B | 13.3 | B |
| 22 | I-280 and Tenth Street (N) | E | | | AM | 10/18/16 | 13.8 | B | 14.3 | B | 14.4 | B | 14.4 | B | 14.4 | B |
| | | | | | PM | 12/14/16 | 16.2 | B | 34.5 | C | 31.1 | C | 23.9 | C | 30.6 | C |
| 23 | I-280 and Tenth Street (S) | E | | | AM | 05/20/15 | 13.5 | B | 13.6 | B | 13.6 | B | 13.6 | B | 13.6 | B |
| | | | | | PM | 12/13/16 | 16.5 | B | 27.5 | C | 63.2 | E | 71.4 | E | 56.2 | E |
| 24 | The Alameda and Naglee Avenue | E | | | AM | 10/13/16 | 42.9 | D | 91.0 | F | 86.0 | F | 85.4 | F | 83.6 | F |
| | | | | | PM | 11/03/16 | 46.1 | D | 144.3 | F | 146.2 | F | 153.4 | F | 176.9 | F |
| 25 | The Alameda and Hedding Street | E | | | AM | 10/13/16 | 39.3 | D | 47.3 | D | 51.2 | D | 54.5 | D | 52.3 | D |
| | | | | | PM | 11/03/16 | 41.2 | D | 90.9 | F | 94.2 | F | 92.7 | F | 95.5 | F |
| 26 | The Alameda and I-880 (S) | E | | | AM | 05/07/15 | 9.5 | A | 15.9 | B | 9.3 | A | 10.2 | B | 9.3 | A |
| | | | | | PM | 11/03/16 | 20.3 | C | 29.5 | C | 31.3 | C | 28.9 | C | 27.3 | C |
| 27 | The Alameda and I-880 (N) | E | | | AM | 10/13/16 | 21.9 | C | 34.8 | C | 38.5 | D | 38.7 | D | 40.1 | D |
| | | | | | PM | 11/03/16 | 13.6 | B | 75.8 | E | 62.8 | E | 68.4 | E | 61.6 | E |
| 28 | Coleman Avenue and I-880 (N) | E | | | AM | 05/12/15 | 24.7 | C | 65.6 | E | 67.0 | E | 67.8 | E | 60.5 | E |
| | | | | | PM | 11/10/16 | 19.1 | B | 40.5 | D | 38.8 | D | 37.7 | D | 35.5 | D |
| 29 | Coleman Avenue and I-880 (S) | E | | | AM | 10/18/16 | 41.3 | D | 73.8 | E | 71.2 | E | 74.1 | E | 69.8 | E |
| | | | | | PM | 11/10/16 | 29.6 | C | 72.9 | E | 79.8 | E | 72.7 | E | 75.7 | E |
| 30 | US 101 and Oakland Road (N) | E | | | AM | 10/16/16 | 34.7 | C | 57.6 | E | 54.6 | D | 57.4 | E | 66.5 | E |
| | | | | | PM | 11/29/16 | 22.8 | C | 52.5 | D | 46.2 | D | 57.2 | E | 52.4 | D |
| 31 | US 101 and Oakland Road (S) | E | | | AM | 10/13/16 | 25.7 | C | 32.0 | C | 31.0 | C | 31.0 | C | 30.5 | C |
| | | | | | PM | 11/29/16 | 32.9 | C | 35.9 | D | 77.9 | E | 38.1 | D | 35.8 | D |

Bold indicates unacceptable LOS.
¹CMP intersections inside an Infill Opportunity Zone (IOZ) are exempt from meeting the CMP LOS standard.

1. Introduction

The purpose of this transportation study is to evaluate the potential long-term transportation impacts associated with the proposed *San Jose Downtown Strategy 2040 Plan* in conformance with the requirements of the California Environmental Quality Act (CEQA). The Downtown Strategy 2040 (DTS 2040) is preceded by the *San Jose Downtown Strategy 2000 Plan* which is an integrated strategic urban design plan that focuses on the revitalization of Downtown San Jose by envisioning higher density infill development and replacement of underutilized uses within the boundaries of Downtown. The proposed project includes substantial increases to the amount of residential and office development contemplated in the Downtown Strategy 2000 and extends the horizon year of the Downtown Strategy from 2020 to 2040, consistent with the Envision San José 2040 General Plan.

The transportation analysis consists of a long-term evaluation of the effects of the development plans for the Greater Downtown area identified by the DTS 2040 Plan on the citywide transportation system. The potential impacts of the DTS 2040 Plan were evaluated in accordance with the standards set forth by the City of San Jose and the Santa Clara County Valley Transportation Authority (VTA) Congestion Management Program (CMP).

Downtown Strategy

Downtown Strategy Background

San José's Downtown encompasses approximately three square-miles generally bounded by Taylor Street to the north, San José State University and City Hall to the east, Interstate 280 to the south, and the Diridon Station Area to the west. State Route 87 runs in a north/south direction and divides Downtown. Los Gatos Creek flows into the Guadalupe River at the confluence of Santa Clara Street on the west side of State Route 87. The Downtown growth boundaries are shown on Figure 1. The Downtown Strategy 2000 EIR evaluated the traffic generated by overall Downtown development with a horizon Year of 2020. The Downtown Strategy 2000 was incorporated into the current Envision San José 2040 General Plan that was adopted in November 2011. The Envision San Jose 2040 General Plan incorporated the Downtown Strategy and increased the amount of planned housing and job capacity in Downtown to 10,360 residential units and 48,500 jobs at a programmatic level. In 2013, the Diridon Station Area Plan (DSAP) was approved. The DSAP is a 35-year land use plan developed by the City of San Jose that focuses on the intensification of land uses in the Diridon Station area and expansion of the Diridon Station to serve as a transit hub for existing and planned transit systems. A major portion of the DSAP overlaps the Downtown Strategy boundary. The DSAP maintained the total

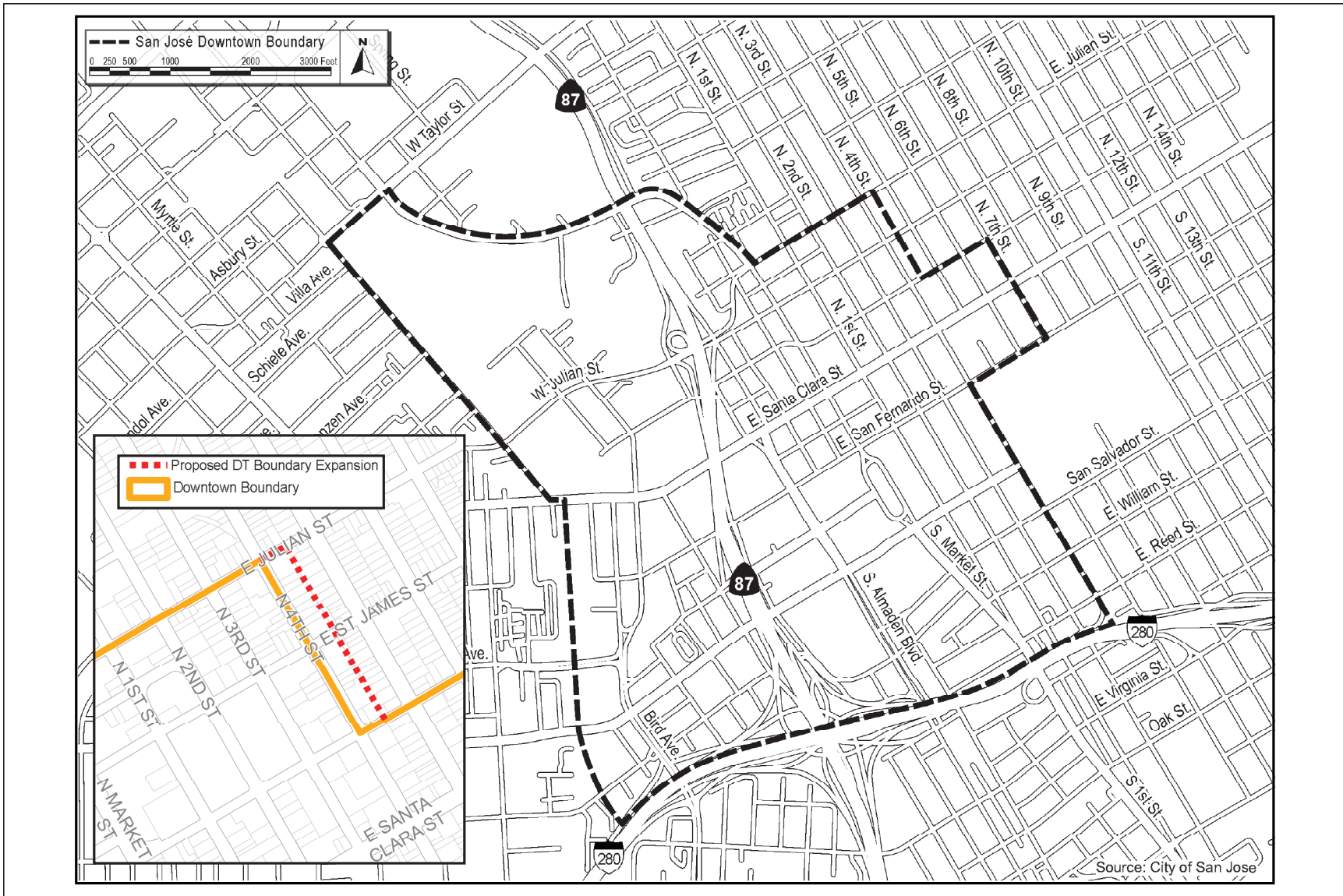


Figure 1
Downtown Strategy Plan Boundary

new development capacity assumptions of the Downtown Strategy Plan, however it increased the amount of development west of Highway 87, particularly in the vicinity of the station.

Downtown Strategy 2040 (DTS 2040)

The DTS 2040 plan proposes to increase the allowed number of residential units within the Downtown Growth Boundary (DGB) from 10,360 to 14,360 and office space from 11.2 million square feet (msf) to 14.2 msf by 2040 (the horizon year of the current General Plan). The proposed increases in residential units and employment space will not result in an increase in the overall citywide number of residential units and jobs envisioned in the General Plan. The increase in residential capacity would be achieved by transferring residential units from outlying (beyond the general vicinity of Downtown) Urban Villages and other Growth Areas identified in the General Plan to areas within the DGB. The additional 3.0 msf of office space would be transferred from office development (or jobs) included in the General Plan for Coyote Valley. Commercial/retail uses and hotel rooms envisioned for Downtown as part of the General Plan would not change (1.4 million square feet and 3,600 rooms, respectively). Local serving commercial/retail uses of 100,000 sf or less will be allowed per the DTS 2040 plan. Commercial/retail uses greater than 100,000 sf may be allowed upon review by City staff and further evaluation of consistency with Council Policy 5-1. The DTS 2040 plan also includes a slight change to the Downtown Growth boundaries along North 4th Street between East St. John and East Julian Street. The revised boundary would run mid-block between North 4th and North 5th Streets.

Project Alternative and Cumulative Scenarios

In addition to the proposed DTS 2040 plan, this study includes the evaluation of one project alternative as well as a cumulative scenario. The project alternative includes potential intensification in planned employment growth on the west side of SR 87 by shifting a portion of the planned DTS 2040 growth to the west side of SR 87. However, the total planned development growth within the DGB remains consistent with the proposed DTS 2040 plan. The cumulative scenario consists of an increase of 4,000 jobs in the area west of SR 87 without the shift of growth. Thus, the cumulative scenario evaluates an additional 4,000 jobs when compared to that proposed by the DTS 2040 plan.

Table 1 summarizes planned growth within the DGB for the original Downtown Strategy 2000, Existing General Plan (GP 2040), Downtown Strategy 2040 (DTS 2040), the project alternative, and cumulative scenario within the Downtown Strategy Plan area.

Scope of Study

This study provides an evaluation of the potential transportation impacts of the proposed DTS 2040 growth plan. This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of San Jose, by the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

A VMT analysis was prepared per the recently adopted City of San Jose Transportation Analysis Policy (Council Policy 5-1). The new policy replaces the City's Transportation Impact Policy (Council Policy 5-3) that relied on traffic congestion and delay as the metric for determining CEQA transportation impacts.

The evaluation of a project's impact on level of service at intersections under the jurisdiction of the City of San Jose is no longer required. Per Senate Bill (SB) 743 and the updated CEQA Guidelines

Table 1
Downtown Strategy Planned Growth

| Scenario | Description | Office (s.f.) | Residential (d.u.) | Retail (s.f.) | Hotel Rooms |
|---|--|------------------|-----------------------|------------------|----------------|
| Year 2040 General Plan ¹ | Remaining General Plan | 11,200,000 | 10,360 | 1,400,000 | 3,600 |
| Year 2040 AGP (DTS 2040) | Proposed additional 3.0 msf of office and 4,000 du | 14,200,000 | 14,360 | 1,400,000 | 3,600 |
| Year 2040 AGP (Alternative ²) | Shift of 4,000 jobs to west of SR 87 | 14,200,000 | 14,360 | 1,400,000 | 3,600 |
| Year 2040 AGP (Cumulative ³) | Additional 4,000 jobs west of SR 87 | 15,400,000 | 14,360 | 1,400,000 | 3,600 |

Notes:

¹ Year 2040 conditions includes full BART extension into Downtown San Jose.

² Includes only a shift of 4,000 jobs to the west of SR 87 area (DSAP). This does not represent an increase in proposed DGB growth.

³ Addition of 4,000 jobs to the proposed DGB growth.

(Section 15064.3) Nov 2017, beginning January 1, 2020 the use of intersection level of service as a metric for determining impacts of development growth on the transportation system will no longer be permitted. Future development as part of the proposed DTS 2040 plan will occur over a 20 year period. Development within Downtown before January 1, 2020 would likely be completed under current Downtown Strategy 2000 approvals. Therefore, level of service impacts in adjacent jurisdictions due to the future development included in the DTS plan, would not be consistent with the updated CEQA guidelines. Future development relying on this updated EIR would be implemented after January 1, 2020 when all jurisdictions will have to conform to the new CEQA transportation metric.

However, the City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the DTS 2040 plan and its growth on CMP-designated intersections and freeway segments in the vicinity of the project area following the current peak-hour LOS standards and methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed. The study included peak hour level of service analysis at 31 CMP-designated signalized intersections and 76 directional freeway segments.

In addition, the effects of the DTS 2040 plan on mode split, the percentage of travelers using a particular type of mode of travel or number of trips, and VMT per service population also were evaluated and are presented for informational purposes to better understand the transportation-related outcomes associated with the project and cumulative scenarios. However, the determination of project impacts per CEQA requirements are based solely on VMT analysis.

The study does not include the evaluation of operational issues on the Downtown roadway network as the DTS 2040 plan does not include the identification of site-specific development plans. Detailed operational analysis, including signal warrants and vehicle queuing analysis, will be completed at the time of preparation of local transportation analysis (LTA) for individual developments.

The potential project impacts were evaluated under the following scenarios:

Scenario 1: *Year 2015 Existing Conditions.* Existing Year 2015 conditions represent baseline conditions. Traffic projections produced using the City's Travel Demand Forecasting (TDF) model along with existing peak-hour counts were used to represent Existing Year 2015 conditions for reporting of VMT and peak-hour LOS. The TDF model's roadway network was reviewed and updated as needed to reflect the Year 2015 roadway network and transportation system. Year 2016 traffic counts were utilized for all CMP study intersections to represent existing conditions. Freeway volume data was obtained from the 2016 CMP Annual Monitoring Report.

Scenario 2: *Year 2040 General Plan Conditions.* The City's TDF model was used to develop VMT projections and forecast traffic growth associated with the remaining unconstructed adopted Envision San Jose 2040 General Plan land uses (based on the updated 4-Year GP review land use data) as well as the planned growth within the Downtown Growth Boundary (DGB), per the current DTS 2000 plan. Year 2040 General Plan conditions includes all transportation system improvements as identified in the adopted General Plan roadway network.

Scenario 3: *Year 2040 Amended General Plan Conditions (DTS 2040 Plan).* The 2040 General Plan land uses were adjusted to reflect the proposed increase in development within the DGB per the proposed DTS 2040 plan.

The study also includes the analysis of a project alternative and a cumulative scenario. The analysis of the project alternative and cumulative scenario provides an evaluation of the effects of the potential intensification of employment growth on the west side of SR 87 within the DGB.

Scenario 4: *Year 2040 Amended General Plan Conditions (Alternative)*. The 2040 Amended General Plan land uses were adjusted to reflect the shift of 4,000 jobs within the DGB from the east side of SR 87 to the west side of SR 87. This scenario represents an intensification in planned employment growth on the west side of SR 87. However, the total planned development growth within the DGB would remain as proposed by the DTS 2040 plan.

Scenario 5: *Year 2040 Amended General Plan Conditions (Cumulative)*. The cumulative scenario represents an intensification of employment growth in the DGB area west of SR 87, with no shift of growth from the east side of SR 87. The total planned development growth within the DGB included within this scenario consists of an increase of 4,000 jobs in the area west of SR 87 when compared to that evaluated under 2040 Amended General Plan conditions and identified by the proposed DTS 2040 plan.

City of San Jose Travel Demand Forecasting Model

This analysis utilizes a travel demand forecasting model to project long-term traffic growth and VMT data. The model has the ability to estimate the diversion of traffic and change in traffic patterns due to roadway/transit system changes as well as large land use changes similar to those proposed by the DTS 2040. Hexagon utilized the recently updated City of San Jose Travel Demand Forecasting (TDF) Model, hereafter referred to as the CSJ Model. The CSJ Model is a refinement of the C/CAG VTA Bi-County transportation model (VTA Model). The CSJ Model provides more analytical detail and a higher level of accuracy of simulated travel in the City of San Jose.

The CSJ Model represents all motorized modes of travel used within the Bay Area, including the major transit modes such as Caltrain, BART, ACE and all VTA's bus routes and LRT lines. The CSJ Model focuses on trip making in the larger San Jose area and its mode-choice model is used to estimate the number of people traveling by car (drive alone, 2-person carpool, 3+ person carpool), transit (Caltrain, BART, LRT, and bus) and non- motorized (walk and bike).

Envision San Jose 2040 General Plan

The CSJ model relies on the land use plan per the City's General Plan (GP). The current City of San Jose GP, *Envision San Jose 2040*, was adopted in 2011 and was based on planned land uses within the City projected to the Year 2035. In 2016, the City completed its GP Four-Year Review that included minor adjustments to the adopted 2040 General Plan planned growth that resulted in the reduction in the total planned employment within the City. The GP Four-Year Review also included an update of the City's projected land uses between 2008 and 2015 to reflect the actual development that has occurred in the period since the adoption of the GP and its base year of 2008. In addition, the horizon year of the planned land uses and regional growth were updated from Year 2035 to Year 2040 to be consistent with projections provided in the most recent, Plan Bay Area 2040, or ABAG 2013.

Land Use Assumptions

Year 2015 Land Use

The 2015 land use data set is generally consistent with the 2013 Association of Bay Area Governments (ABAG) Projections for the year 2015. However, the City of San Jose updated their 2008 land use data base to reflect year 2015 conditions by adding development projects that were constructed and occupied during this seven-year time period. It appears that the 2015 CSJ land use data set is somewhat different from the ABAG projections in terms of the number of housing units and jobs. The CSJ land use data set is believed to more accurately reflect year 2015 land use activities in San Jose. Therefore, for the TAZ's within the City of San Jose, San Jose's land use data were used; for all other TAZ's representing the rest of the region, the CSJ model assumed the same ABAG consistent land use data from the VTA.

Year 2040 Land Use

The 2040 land use forecast for the City of San Jose is different from the ABAG projections since it represents the City's General Plan land uses. The CSJ General Plan assumes slightly fewer housing units but significantly more jobs in San Jose. In order to maintain regional consistency with the 2040 ABAG projections, the number of housing units and jobs for the TAZ outside Santa Clara County were adjusted accordingly (housing units were increased and jobs were reduced) to match ABAG's regional control totals. Table 2 provides the projected 2040 land use within the City.

DTS 2040 Land Use

The DTS 2040 plan provides general development capacities for office, retail, housing, and hotel development within the DGB area. Land use data prepared by Department of Planning, Building, and Code Enforcement were used to complete all model traffic forecasts for this analysis. The DTS 2040 land uses were aggregated to the TAZ level in the CSJ Model to represent the projected increases in jobs and housing units for the DGB area.

The adopted General Plan currently includes a buildout projection of 15,890 households, 34,104 residents, and 82,108 jobs within the DGB area. As of mid-2015, the buildout projection includes an existing 5,530 households, 12,548 residents, and 33,608 jobs. The proposed DTS 2040 land use intensification would increase the total number of households within the DGB by 4,000 for a total of 19,890 households. An increase of 10,000 jobs also is proposed within the DGB for a total of 92,108 jobs. The increase in households will result in an increase in population of 8,600 within the DGB.

The alternative project scenario will result in the same increases in jobs, households, and population as those proposed by the DTS 2040 plan with changes only to the location within the DGB for the additional households and jobs. The cumulative scenario will not result in an increase in the number of households within the DGB, however it will result in an increase of 14,000 jobs within the DGB when compared to the General Plan. Table 2 provides a comparison of the land uses of the Existing 2040 GP with those of the proposed Year 2040 Amended GP (DTS 2040) and each of the project alternatives.

Model Refinement and Calibration

The model baseline conditions at the time the Envision San Jose 2040 General Plan model was developed were validated to reflect traffic volumes and land use in 2008. The projection of future traffic volumes on the roadway system is based on a comparison of model baseline conditions and the projected traffic associated with land use growth represented in each of the land use zones in the traffic model. Thus, accurate projections of future traffic volumes are highly dependent on model baseline

Table 2
DTS 2040 Land Use Adjustments

| Scenario | Citywide | | | Downtown | | |
|--|----------------|----------------|----------------|---------------|---------------|---------------|
| | Housing Units | Population | Jobs | Housing Units | Population | Jobs |
| Year 2015 Existing | 319,870 | 1,016,043 | 376,903 | 5,530 | 12,548 | 33,608 |
| Year 2040 General Plan | 429,350 | 1,303,108 | 751,650 | 15,890 | 34,104 | 82,108 |
| <i>Change vs. Year 2015 Existing</i> | 109,480 | 287,065 | 374,747 | 10,360 | 21,556 | 48,500 |
| Year 2040 Amended General Plan (DTS 2040) | 429,350 | 1,303,108 | 751,650 | 19,890 | 42,704 | 92,108 |
| <i>Change vs. Year 2040 GP</i> | 0 | 0 | 0 | 4,000 | 8,600 | 10,000 |
| Year 2040 Amended General Plan (Alternative) | 429,350 | 1,303,108 | 751,650 | 19,890 | 42,704 | 92,108 |
| <i>Change vs. Year 2040 GP</i> | 0 | 0 | 0 | 4,000 | 8,600 | 10,000 |
| Year 2040 Amended General Plan (Cumulative) | 429,350 | 1,303,108 | 751,650 | 19,890 | 42,704 | 96,108 |
| <i>Change vs. Year 2040 GP</i> | 0 | 0 | 0 | 4,000 | 8,600 | 14,000 |

Per DTS 2040 Land Use data provided by City of San Jose Planning Staff, March 27, 2018.

conditions that are calibrated to existing land use and traffic volumes and patterns. Therefore, Hexagon completed a limited update/validation of the model baseline conditions in the immediate DGB area to reflect a base year of 2015.

City staff provided Hexagon with Year 2015 land use data for the entire City. The existing land use data was utilized to make adjustments to the existing 2008 land uses coded in the model traffic analysis zones that are located in the DGB area. The updated land use data contained in the model was then used to produce baseline (Year 2015) traffic conditions for the analysis. Year 2015 ABAG-consistent land use data for the TAZ's representing other counties in the region were obtained from the VTA.

The model refinement and calibration were completed in December 2017 and involved the following tasks:

- 1) Review and refinement of VTA's most recent trip-based model
- 2) Refinement of the traffic analysis zones (TAZ's) in the DGB area and West San Jose (the Urban Village areas)
- 3) Review of VTA's 2015 highway and transit networks, with focus on the roadway network affecting the DGB area, and making updates where necessary
- 4) Updating the modeling program (script) files to accommodate the new zone system
- 5) Recalibration of the home-based-work trip generation and distribution models against county-to-county travel movements obtained from the most recent American Community Survey (2009-2013).
- 6) Validation of the highway and transit assignments based on recent year traffic counts and transit boardings. The highway traffic counts are mostly derived from Year 2015 intersection and roadway segment ADT. Freeway volumes were obtained from the 2016 VTA CMP data and Caltrans Performance Measurements Systems (PeMS). The VTA transit ridership data was obtained from 2015 daily boardings by route provided by the VTA. Daily boardings from Caltrain and BART were obtained from their 2015 ridership reports.

Turning Movement Adjustments

Although the model was validated against existing traffic counts, the model estimated future intersection turning movements were not directly used to perform the subsequent intersection and freeway segment level of service analysis. The model volumes were adjusted using the Difference Method, which is a function of the existing counts (2015), the base year modeled volume (2015), and the future year modeled volume (2040). The adjustment process is outlined below:

Adjusted 2040 Volume = Existing Count + (2040 Modeled Volume - 2015 Modeled Volume)

It should be noted that as a conservative approach, it was assumed in this analysis that, unless a major change in the roadway network, existing land use, or travel behavior is projected for the future conditions scenario, all future model forecast volumes would be no less than the existing traffic counts.

Year 2040 Transportation Network

The CSJ model includes all major transportation infrastructure identified in the *Envision San Jose 2040 Land Use/Transportation Diagram* and the *Valley Transportation Plan 2040 (VTP 2040)*, adopted by VTA in October 2013. The improvements include several new roadways that will provide for enhanced connectivity and circulation to and within the Downtown area and throughout the City.

Information on local intersection and roadway improvements/adjustments were obtained from the City of San Jose's Capital Improvement Program (CIP) list of improvements. These include funded improvements at intersections that will be in place by the year 2040. Though there are other

improvements outside of the Downtown area represented in the model, they are not described in detail within this report. The VTP 2040 improvements consist of freeway widenings and interchange improvements as well as improvements to regional and local facilities. The planned major roadway improvements near the Downtown area are identified in Table 3 and Figure 2. The list does not include minor intersection level improvements that were assumed complete by 2040. Refer to the intersection level of service calculation in Appendix C for intersection level improvements.

2040 Bicycle and Pedestrian Facilities

The San Jose Bike Plan 2020 and the City's CIP program indicate that a variety of bicycle facilities are planned in the Downtown area. At the time of completion of this study, the City of San Jose was in the process of developing the San Jose 2025 Bike Plan. The planned improvements to the bicycle network will provide improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. In addition, the Santa Clara Countywide Bicycle Plan, adopted by VTA in August 2018 and VTP 2040, identify various existing and/or planned cross county bicycle corridors in the Downtown area. The planned facilities that are relevant to the Downtown area and assumed to be in place by the year 2040 are listed in Table 4 and shown in Figure 3.

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. The guidelines identify Downtown Pedestrian Network Streets (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the Downtown that is safe and comfortable for pedestrians and connects all major Downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode. The DPNS map is shown in Figure 4.

2040 Transit Service

Transit improvements for the year 2040 primarily consist of enhancement of regional bus lines and commuter trains that serve Downtown San Jose. Some of these improvements include bus rapid transit (BRT) projects, Light Rail Transit (LRT) extensions and service improvements, and rail service upgrades. Future improvement of VTA's transit system are based on its transit operations plan, the Next Network, that will better connect VTA transit with the Milpitas and Berryessa BART station and increase overall system ridership. The future transit operations plan includes the following:

- Increases to service levels in high-ridership areas and decreases service levels in low-ridership areas.
- Increases frequencies on many routes.
- Expands the number of Rapid Routes.
- Increases the number of residents and jobs with access to frequent service by 150,000 and 160,000 respectively.
- Extends service later in the evening on many routes and adds more service on weekends

Since the CSJ Model is a refinement of VTA's model it includes all future transit operations identified by the Next Network and the transit system improvements identified in the VTP 2040. Table 5 presents the numerous new transit service improvements identified in the VTP 2040 that would affect travel in the Downtown area.

Table 3
2040 Roadway Network Improvements

| # | Improvement |
|----|---|
| 1 | Conversion of one-way couplets to two-way streets along 10th and 11th Streets (north of Santa Clara Street) and 2nd and 3rd Streets (in I-280 Vicinity). |
| 2 | Narrow 4th Street between Jackson Street and Skyport Drive and reduce travel lanes in each direction from two lanes to one lane. |
| 3 | Julian Street Realignment: Realign Julian Street between SR 87 and North 1st Street to extend the downtown urban grid system & Decouple St. James and Julian Streets between Market and 4th Streets & Convert St. James Street from one-way to two-way street from Notre Dame/SR 87 to Market Street. |
| 4 | Widen Coleman Avenue from four to six lanes between I-880 and Autumn Street. |
| 5 | Complete the Autumn Street realignment and extension between St. John Street and Coleman Avenue. |
| 6 | Convert Autumn Street between Santa Clara Street and Park Avenue from a one-way (northbound) street to a two-way street. Autumn Street will become a 4-lane street. |
| 7 | Convert Montgomery Street between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue. |
| 8 | Convert St. John Street between Almaden Avenue and Notre Dame Avenue from a one-way street to a two-way street. |
| 9 | Convert Virginia Street between 6 th and 7 th Streets from one- to two-way operations. |
| 10 | Facilitate access to Downtown by extending the I-280 ramps at 3 rd and 7 th Streets. |
| 11 | Narrow Park Avenue between McEvoy and Josefa Streets from four to two lanes. |
| 12 | Narrow Bird Avenue between San Carlos Street and Park Avenue from six to four lanes. |
| 13 | Narrow Hedding Street between Winchester Boulevard and Ruff Drive from four to two lanes. |
| 14 | Montague Expressway Improvements - Widen Montague Expressway from six to eight lanes from I-880 to Trade Zone Boulevard. |
| 15 | Charcot Avenue overcrossing at I-880. |
| 16 | I-280/Senter Road interchange - extend Senter Road and construct new on-/off-ramps and modify existing on-/off-ramps into a collector/distributor ramp system. |
| 17 | US 101/Oakland Road/Mabury Road - new interchange. |
| 18 | US 101/Zanker Road - new interchange and Skyport Drive connection to 4th Street. |
| 19 | I-280/Winchester Boulevard interchange - new off-ramp connecting I-280 to Winchester Boulevard. |
| 20 | Widen Commercial Street from two to three lanes NW direction between Berryessa Road and Oakland Road. |
| 21 | Widen Berryessa Road from four to six lanes between Commercial Street and Lundy Avenue. |
| 22 | Chynoweth Avenue extension to Thornwood Drive via Sanchez Drive and between Almaden Expressway and Winfield Boulevard. |
| 23 | Replace and widen San Carlos Street bridge at Caltrian/Vasona LRT. |
| 24 | I-280 between US 101 and Leland Avenue - convert one mixed-flow lane to express lane. |
| 25 | I-680 between US 101 and Montague Expressway - convert one mixed-flow lane to express lane. |
| 26 | US 101/De La Cruz Boulevard interchange improvement - Modify existing loop cloverleaf ramp from southbound US 101 to Trimble Road into a partial cloverleaf ramp. Widen the De La Cruz Boulevard bridge from 4 to 6 lanes. |

Source: City of San Jose staff, 2008 County's Expressway Plan, and VTP 2040.
Note: Improvement #3 ,8 ,9 ,12 , 13, 14, and 20 are now completed. However, the improvements are included as future improvements since the CSJ model base year represents 2015 conditions and each of the improvements were completed after 2015.

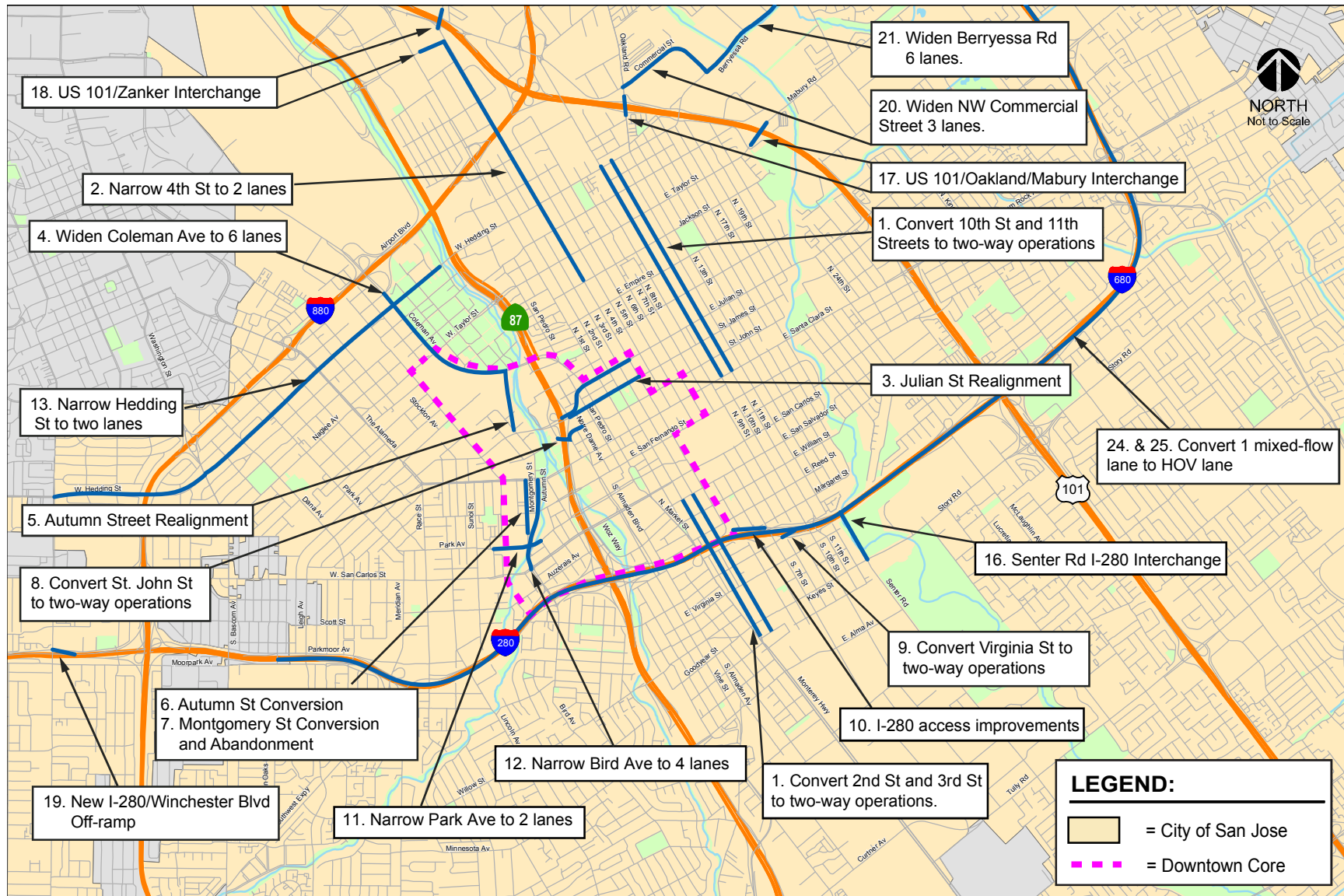


Figure 2
2040 Downtown Area Roadway Network Improvements

**Table 4
2040 Bicycle Network Improvements**

| VTP ID | Project | Description |
|--|---|--|
| <u>VTP 2040 Improvements</u> | | |
| B14 | Bird Avenue Bicycle and Pedestrian Corridor: Montgomery at Santa Clara Streets to Bird Avenue at West Virginia Street | Construct Class II and III bikeways, enhanced crossing/detection, and sidewalk improvements. |
| B27 | Los Gatos Creek Trail Reach 5d: Park Ave/Montgomery St to Santa Clara St | Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review. |
| B28 | Los Gatos Creek Trail Reach 5b and 5c: Auzerais Ave South of W San Carlos St | Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review. |
| B33 | Three Creeks Trail: West from Los Gatos Creek Trail/Lonus St to Guadalupe River | Construct landscaped trail system, with paved alignment along a former railway right-of-way. Signage, striping, mileage markers, seating, fitness stations, and decorative gateway elements at all at-grade roadway crossings. |
| <u>San Jose 2020 Bike Plan Improvements</u> | | |
| | Add Class II Bike Lanes | on Empire Street, between 10 th and 15 th Streets on Auzerais Avenue, between Woz Way and Bird Avenue on San Salvador Street, east of Market Street on 3 th Street, north of Jackson Street. on 4 th Street, north of Jackson Street. on Taylor Street, between Walnut Street and The Alameda. on Taylor Street, between 1 st and 21 st Streets. on Coleman Avenue, between Taylor and Hedding Streets. |
| | Add Class III Bike Routes | on Autumn Street between Santa Clara Street and Julian Street. |
| Source: VTP 2040 and San Jose Bike Plan 2020 | | |



Figure 3
2040 Downtown Area Bicycle Network Improvements

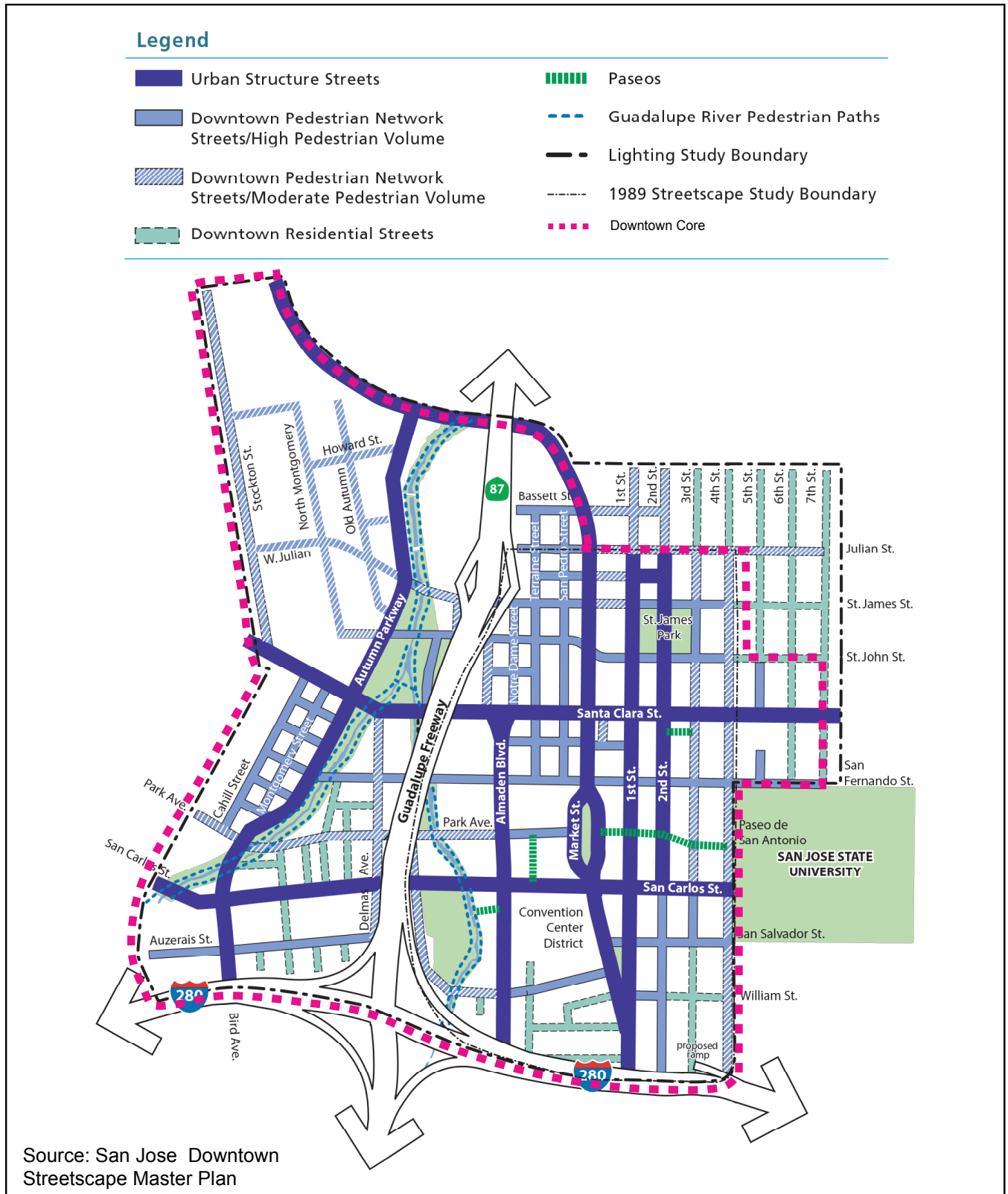


Figure 4
Downtown Pedestrian Street Network

Table 5
2040 Transit Network Improvements

| VTP ID | Project | Description |
|--------|---|--|
| T1 | BART Silicon Valley: The Berryessa Extension | Project connects the existing BART system from the Warm Springs Station in Southern Fremont through Milpitas to the Berryessa District of San Jose. |
| T2 | BART Silicon Valley: The Santa Clara Extension | Project continues the BART extension in a tunnel under downtown San Jose ending near the Santa Clara Caltrain Station and builds four new stations. |
| T3 | El Camino Bus Rapid Transit (BRT) | Project upgrades the current Line 522 service along El Camino Real and The Alameda between the Palo Alto Transit Center and Downtown San Jose. The project is projected to decrease transit travel times, lower operating costs, increase ridership and increase farebox revenue. |
| T4 | Stevens Creek Bus Rapid Transit (BRT) | Project implements BRT on Stevens Creek Blvd and West San Carlos St, crossing I-880 and Winchester Blvd with other segments of dedicated lane operations. Corridor improvements include segments of dedicated bus lane, special branded shelters, off-board fare collection, and other streetscape and urban design amenities. |
| T9 | Vasona Corridor Light Rail Extension | Project would build the Vasona Corridor Light Rail Transit Extension to the Mountain View-Winchester LRT line, consisting of extending VTA's light rail system 1.6 miles from the current terminus at the Winchester Station in Campbell to a new Vasona Junction Station in Los Gatos. |
| T13 | Caltrain Electrification Tamien to San Francisco | Project provides Improvements to support a blended HSR/Electrified Caltrain rail system from the and operation of high-speed rail with Caltrain passenger service on the existing two-track Caltrain service, reduce noise and air pollution, minimize impacts on surrounding communities, reduce project costs, and expedite the implementation of high-speed rail. |
| T14 | Caltrain: South County | Double track segments on the Caltrain line between San Jose and Gilroy. |
| T15 | Caltrain/HSR Station Improvements: San Jose Diridon and Gilroy Stations | Provide station improvements needed to accommodate and support the high-speed rail service. |
| T18 | Mineta San Jose International Airport APM Connector | Project would provide transit link to San Jose International Airport from VTA's Guadalupe Light Mover (APM) technology. The environmental phase is included in VTP 2040. |
| | Capitol Corridor Commuter and Intercity Rail | Includes increased track capacity, rolling stock and frequency improvements. |

Source: VTP 2040 and Transportation 2035 Plan for the San Francisco Bay Area.

2. Existing Transportation System

This chapter describes existing conditions for all of the major transportation facilities in the DGB area, including the roadway network, parking, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the Downtown area is provided via SR-87, I-280, I-880, US 101, and I-680. These facilities are described below:

State Route 87 (SR 87) connects from SR 85 in south San Jose to US 101 near the San Jose International Airport. It is generally a six-lane freeway (two mixed-flow lanes plus one HOV lane in each direction) with auxiliary lanes near the I-280 interchange. Connections from SR 87 to Downtown San Jose are provided via a full interchange at West Julian Street and partial interchanges at Park Avenue (ramps to/from north only), at Auzerais Avenue (ramps to/from south only), and at West Santa Clara Street (northbound off-ramp only).

Interstate 280 (I-280) is generally an eight-lane freeway near Downtown San Jose with auxiliary lanes between some interchanges. It extends from US 101 in San Jose to I-80 in San Francisco. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to Downtown San Jose are provided via a full interchange at Bird Avenue, and partial interchanges at Seventh Street (no north on-ramp), at Almaden Boulevard/Vine Street (ramps to/from north), First Street (ramp to south), and Fourth Street (ramp to north). Connections are also available indirectly via an interchange with SR 87 and an interchange with US 101.

Interstate 880 (I-880) extends in a north-south direction from its junction with I-280 near Downtown San Jose to I-80 in Oakland. Within the study area, I-880 has six mixed-flow lanes. I-880 lies somewhat north of Downtown San Jose, but has connections via interchanges at The Alameda, Coleman Avenue, and First Street.

US 101 is a north-south freeway that extends northward through San Francisco and southward through Gilroy. Within the study area, US 101 is an eight-lane facility that includes two high-occupancy vehicle (HOV) lanes. US 101 lies to the east of Downtown, but access to the Downtown area is provided via interchanges with Santa Clara Street and Julian Street and its connection with I-280.

Interstate-680 is an eight-lane freeway providing regional access to San Jose. It extends in a north-south direction from its junction with I-280 and US 101 near Downtown San Jose through the East Bay to its junction with I-80 in Fairfield. I-680 is located east of Downtown San Jose, but has connections via its transition to I-280 through Downtown.

Local access to the Downtown area is provided by numerous major arterials and minor streets. Described below are the major arterials that feed the Downtown area:

Market Street is a north-south four-lane roadway that runs from Julian Street to Reed Street. North of Julian Street, Market Street becomes Coleman Avenue. South of Reed Street, Market Street becomes South First Street.

Coleman Avenue is a four-lane arterial that provides access to I-880 and the Airport from the Downtown area. It runs in a north-south direction from Julian Street at the northern boundary of Downtown San Jose to De La Cruz Boulevard in Santa Clara. Between I-880 and De La Cruz Boulevard, Coleman Avenue provides three lanes in each direction.

North First Street is a one-lane and one-way northbound street between San Carlos Street and Julian Street. From San Carlos to Julian Street, the Guadalupe LRT line runs along the right side of First Street. North of Julian Street, First Street transitions to a two-way roadway that is divided by the Guadalupe LRT line. South of San Carlos Street, First Street transitions to a two-way roadway and becomes Monterey Road.

Almaden Boulevard is a six-lane north-south roadway that runs from Julian Street to I-280. South of I-280, Almaden Boulevard provides access to and from the south via its connections to Vine Street and Almaden Avenue. Access to SR 87 is provided via its intersection with Notre Dame Street and Santa Clara Street.

Bird Avenue is a four-lane north-south arterial that provides access to I-280 and the Downtown area. Bird Avenue runs from the Willow Glen Area to Park Avenue.

Julian Street is primarily a one-way westbound two-lane roadway within the Downtown core. West and east of the Downtown core at SR 87 and 17th Street, respectively, Julian Street is generally a two-way two-lane facility. Julian Street provides regional access to the Downtown area through its full interchange with SR 87.

The Alameda (State Route 82) is generally a four-lane north-south arterial that runs from Santa Clara University to the Downtown area (Diridon Train Station) where it becomes Santa Clara Street.

Santa Clara Street is a four-lane east-west roadway that provides access from the east and west of the Downtown area. East of US 101, Santa Clara Street becomes Alum Rock Avenue and west of the Caltrain bridge it becomes The Alameda.

San Fernando Street is a four-lane east-west arterial that runs from 17th Street to Montgomery Street. Outside of the Downtown area, specifically west of Almaden Boulevard and east of 10th Street, San Fernando Street is a two-lane roadway.

San Carlos Street is a four-lane east-west arterial that runs from 4th Street to I-880 at which point it becomes Stevens Creek Boulevard.

Park Avenue is an east-west roadway that extends from Market Street to Meridian Avenue. West of Meridian Avenue, Park Avenue proceeds in a northwest direction into Santa Clara. Park Avenue transitions from two to four lanes at various points.

Fourth Street is a north-south arterial that runs from I-280 to US 101. Limited freeway access is provided via a northbound ramp to I-280 and southbound ramp to US 101. Between Taylor Street and I-280, Fourth Street is a three-lane one-way southbound roadway. Two lanes in each direction are provided north of Taylor Street.

Seventh Street is a two-lane north-south roadway providing access from northbound and southbound I-280. Seventh Street runs from Hedding Street to SJSU, at which point it ends. It continues on the south side of SJSU to I-280.

Tenth Street is a one-way three-lane southbound arterial that runs from I-880 to Tully Road.

Eleventh Street is a one-way three-lane northbound arterial that runs from Keyes Street to Hedding Street.

Existing Transit Service

Downtown San Jose is a hub for nearly all major transit services. Connections between bus lines, light rail, and Caltrain are provided within the Downtown area. The many choices and extensive transit system within Downtown make transit an attractive alternative to both employees and residents. Existing transit service within the greater Downtown area is provided by the VTA, ACE, Amtrak, and Caltrain. The existing transit services are described below and shown on Figure 5.

VTA Bus Service

The Downtown area is served by numerous local buses. The VTA also provides a shuttle service within the Downtown area. The Downtown area shuttle (DASH) provides shuttle service from the San Jose Diridon Caltrain station to San Jose State University, and the Paseo De San Antonio and Convention Center LRT stations via E. San Fernando and E. San Carlos Streets.

Limited, Express, and Rapid bus lines operated by VTA and regional bus services operated by other transit agencies are accessible from bus stops within Downtown. The Rapid 522 Bus Line runs along Santa Clara Street and provides limited-stop rapid transit service between Palo Alto and King Road in San Jose. The Highway 17 Express is a weekday commuter service that runs between San Jose and Santa Cruz via SR-17 and is accessible from bus stops on S. First Street and S. Second Street.

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 and Alum Rock–Santa Teresa LRT lines operate through Downtown along First and Second Streets, north of San Carlos Street. The San Jose Diridon station is located along the Mountain View–Winchester LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services. There are 10 LRT stations within the Downtown area that provide connections to virtually every bus line described above as well as the San Jose Diridon Transit Center.

Caltrain

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. There is an existing Caltrain station located at Diridon Station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Area Bike Share bike docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a

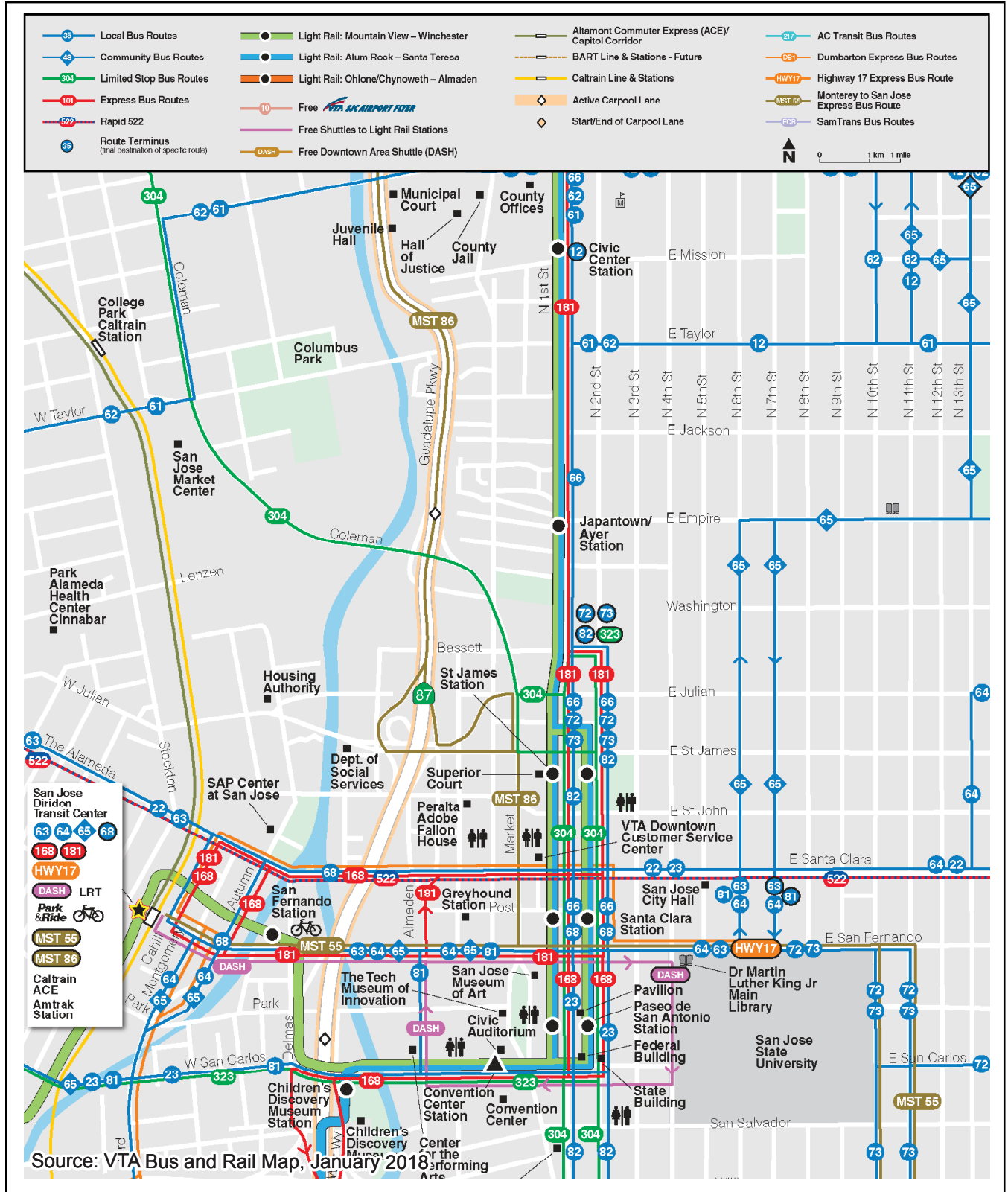


Figure 5
Downtown Area Existing Transit Service

week and provides extended service to Morgan Hill and Gilroy during commute hours. The Diridon station provides service to the Downtown area via connections with bus lines 63, 64, 65, and 68 described above, express bus routes 168, 180, 181, and Highway 17, in addition to the DASH, LRT, and ACE/Amtrak connections.

ACE

The Altamont Commuter Express (ACE) provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. 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 Capitol Corridor Inner-City Rail

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.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the study areas consist primarily of sidewalks, pedestrian push buttons, and signal heads at intersections. With a few exceptions, sidewalks are found along virtually all previously described local roadways in the study area and along the local residential streets and collectors surrounding the Downtown area. Most of the Downtown area has wider than normal sidewalks to accommodate pedestrians. There are also paseos, pedestrian thoroughfares absent of vehicles that provide for walking, gathering, and shopping, located within the Downtown area.

There are several bicycle facilities in the Downtown area. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV cycle tracks (bike lanes physically separated from vehicle traffic by a vertical element). With the exception of limited access highways, bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present. Bicycle facilities in the Downtown area are presented in Figure 6.

The *Santa Clara Countywide Bicycle Plan*, adopted by VTA in August 2018, identifies various existing and/or planned cross county bicycle corridors in the Downtown area. The purpose of the cross-county Bicycle Corridors, as described in the above document, is to provide continuous connections between Santa Clara County jurisdictions and to adjacent counties, and to serve the major regional trip-attractors in the County. There are currently two designated cross-county bicycle corridors in the Downtown area:

SR 87/Guadalupe LRT cross-county bicycle corridor runs along the extent of SR 87.

I-880/I-680/SR 17/Vasona Rail/Los Gatos Creek cross-county bicycle corridor runs along San Carlos Street and Santa Clara Street.

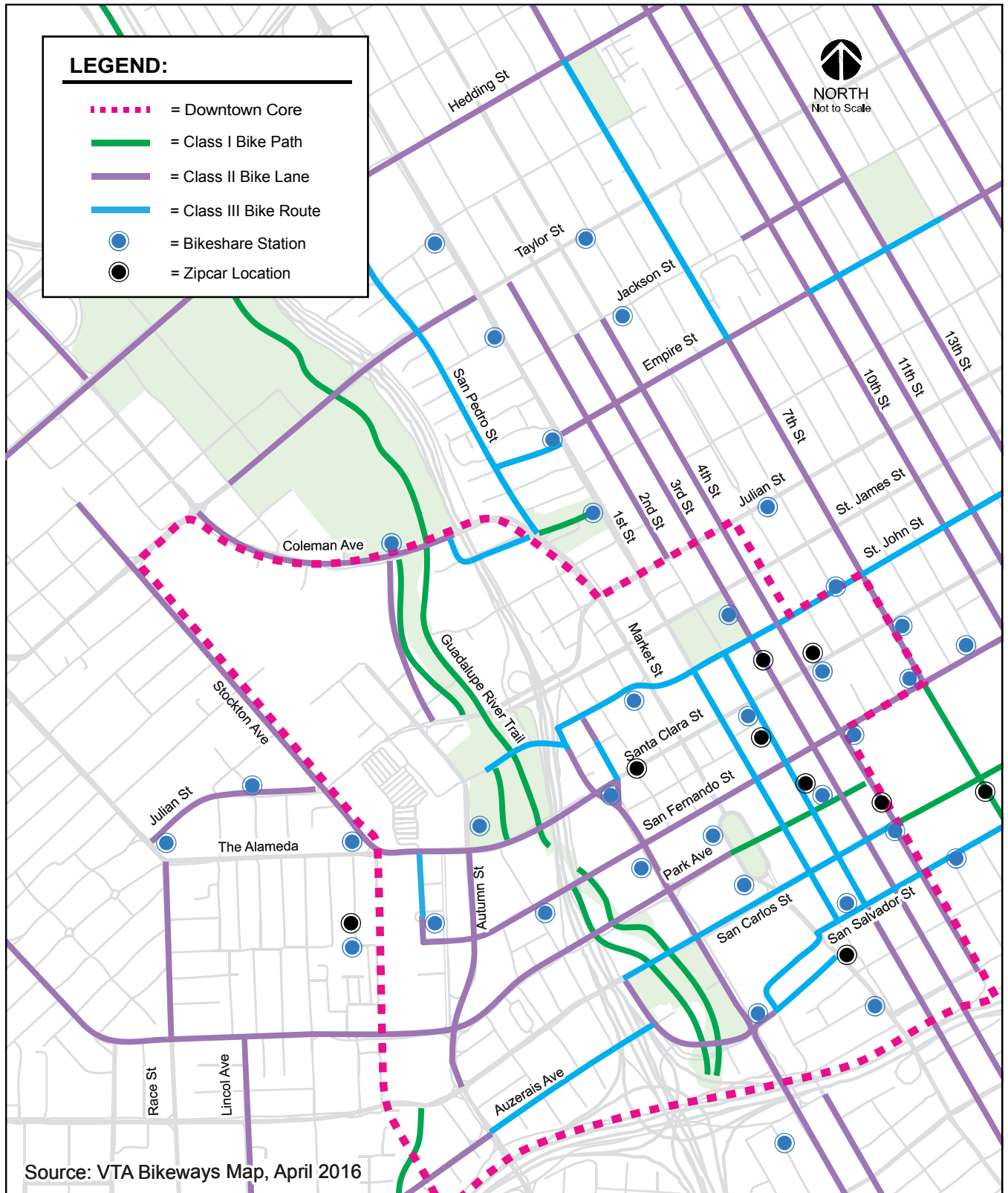


Figure 6
Downtown Area Existing Bicycle Facilities

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the Downtown area along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via nearly every intersecting east-west street in the Downtown area including Julian Street, Santa Clara Street, San Fernando Street, Park Avenue, and San Carlos Street.

Bay Area Bike Share

The City of San Jose participates in the Bay Area Bike Share program (Ford GoBike) that allows users to rent and return bicycles at various locations. Bike share bikes can only be rented and returned at designated stations throughout the Downtown area. There are currently 21 bike docks located within the DGB area.

In addition, LimeBike has recently begun to provide dockless bike rental throughout the Downtown area. This service provides electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Zipcar

Zipcar provides vehicles to individuals for hourly or daily use. This program places vehicles at designated Zipcar locations throughout the Downtown area for use by individuals who have Zipcar accounts. This car sharing service allows drivers' access to an automobile without the need to own their own. There are seven Zipcar stations located within the DGB area.

Other Car Share and Bike Share services

In the future, it is expected that other transportation services would be available in the Downtown area.

3.

CEQA Vehicle Miles Traveled (VMT) Evaluation

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies will soon be required to base transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects of development growth on the state's goals for climate change and multi-modal transportation.

Therefore, to adhere to the state's legislation, the City of San Jose adopted a new Transportation Analysis Policy, Council Policy 5-1, on February 27, 2018. The new policy is based on the implementation of VMT as the primary measure of transportation impacts. The new policy replaces the City's Transportation Impact Policy (Council Policy 5-3) which was based on the use of intersection LOS as the primary measure of development impacts. The new transportation policies align with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT.

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed DTS 2040 plan on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. VMT measures the amount and distance people drive by personal vehicle to a destination. VMT is measured by multiplying the total vehicle trips by the average distance of those trips, adjusted for the number of people in the vehicles. For residential and employment land uses, VMT is measured for each person who will occupy or use a project. For large retail and transportation projects, the net amount of VMT is measured. Average per-capita VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving, and greater VMT, than development near complementary land uses with more robust transportation options.

VMT data is calculated using the CSJ model and is based on VMT per capita and VMT per employee metrics. VMT per capita and VMT per employee are metrics used to calculate average trips length per resident and per employee for CEQA purposes. In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length

per resident and/or per employee as metrics. The average trips length is calculated by multiplying the number of vehicle trips by the travel distance divided by the number of residents or employees. Unlike the VMT / service population, the VMT/resident and VMT /employee are calculated regardless of the origin or destination of the trip. In addition, the VMT/resident assumes only trips that start or end at the home of the resident and, for example, a trip made from the gas station to the work place is not included in this calculation. VMT/employee is calculated from trips made by residents driving to and from work VMT per capita and VMT per employee were evaluated and derived as follows:

VMT / Capita = VMT's associated with "home-based only" daily vehicle trips generated by downtown residents / downtown population.

VMT / Employee = VMT's associated with "home-based-work only" daily vehicle trips generated by jobs in downtown / downtown jobs.

Screening Criteria

The City's VMT methodology includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is therefore not required. The screening criteria categorize development projects as follows:

- (1) small infill projects
- (2) local-serving retail
- (3) local-serving public facilities
- (4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
- (5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

A project or a component of a mixed-use project that meets the associated screening criteria is exempted from performing a VMT analysis. The screening criteria are described in Table 6.

Most of the potential development parcels included within The DTS 2040 plan area will meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is therefore not required. However, since some potential development parcels within the DTS 2040 plan area are not located in low VMT areas and thus do not meet the screening criteria, a detailed VMT analysis for the DTS 2040 plan area is required. Per-capita VMT and per-employee VMT were estimated using the CSJ model.

Significance Criteria

When a project does not meet the criteria to pass a VMT screen, a VMT analysis will be required. The analysis is used to evaluate the project's VMT levels against the appropriate thresholds of significance. If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap.

Pursuant to Senate Bill 743, the Governor's Office of Planning and Research (OPR) released the final *CEQA VMT Final Guidelines* in November 2017, which proposes Vehicle Miles Traveled (VMT) as the

Table 6
CEQA VMT Analysis Screening Criteria for Development Projects

| Type | Screening Criteria |
|---|--|
| Small Infill Projects | <ul style="list-style-type: none"> • Single-family detached housing of 15 units or less; <u>OR</u> • Single-family attached or multi-family housing of 25 units or less; <u>OR</u> • Office of 10,000 square feet of gross floor area or less; <u>OR</u> • Industrial of 30,000 square feet of gross floor area or less |
| Local-Serving Retail | <ul style="list-style-type: none"> • 100,000 square feet of total gross floor area or less without drive-through operations |
| Local-Serving Public Facilities | <ul style="list-style-type: none"> • Local-serving public facilities |
| Residential/Office Projects or Components | <ul style="list-style-type: none"> • Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High-Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; <u>AND</u> • Low VMT: Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; <u>AND</u> • Transit-Supporting Project Density: <ul style="list-style-type: none"> ○ Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; ○ Minimum of 35 units per acre for residential projects or components; ○ If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Parking: <ul style="list-style-type: none"> ○ No more than the minimum number of parking spaces required; ○ If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure. |
| Restricted Affordable Residential Projects or Components | <ul style="list-style-type: none"> • Affordability: 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; <u>AND</u> • Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; <u>AND</u> • Transit-Supportive Project Density: <ul style="list-style-type: none"> ○ Minimum of 35 units per acre for residential projects or components; ○ If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Transportation Demand Management (TDM): If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; <u>AND</u> • Parking: <ul style="list-style-type: none"> ○ No more than the minimum number of parking spaces required; ○ If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure. |

Source: City of San José Transportation Analysis Handbook, April 2018.

replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Final Guidelines* suggests criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment. For instance, a project that results in VMTs greater than the regional average for the land use type (e.g. residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 mile of an existing major transit stop, or results in a net decrease in VMT when compared to existing conditions. The thresholds of significance, by project type used by the City of San Jose to measure VMT are described in Table 7.

VMT Evaluation

The City's VMT guidelines have established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per employee VMT of 14.37. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21. The results of the VMT evaluation indicate that the DTS 2040 plan, its alternative and the cumulative scenario would result in VMT per capita and VMT per employee below the established thresholds. Therefore, neither the DTS 2040 plan, the project alternative or the cumulative scenario would result in an impact on the transportation system based on the City's VMT impact criteria. The VMT per capita and VMT per employee are presented in Table 8.

When compared to the existing VMT within the DGB, the DTS 2040 plan, the project alternative, and the cumulative scenario would result in a reduction of VMT per capita and VMT per employee. Also, when compared to Year 2040 GP conditions, the DTS 2040 plan, its alternative and cumulative scenarios would result in a reduction of VMT per capita and VMT per employee.

This reduction in per-capita VMT and per-employee VMT could be indicative of increased development of both households and jobs as well as higher forecast development density patterns of the DTS 2040 plan. Also changes in VMT per capita are generally sensitive to the relative forecast changes in jobs compared to the relative forecast changes in households. The addition of residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less and a reduction of length of those trips that are added to the roadway system due to the planned growth. In addition, the DTS 2040 plan allows for development growth, specifically job growth, in close proximity or adjacent to the proposed BART stations, therefore a larger percentage of the residents and employees who live and work within the DGB area would likely use transit more regularly than the average transit usage for these land uses in Santa Clara County.

As stated previously, most of the potential development parcels included within The DTS 2040 plan area will meet the City's VMT analysis screening criteria based on their location within low VMT areas. For those parcels within the DGB area that are not located within low VMT areas, a subsequent detailed site-specific VMT analysis may be required to identify necessary VMT reduction strategies (TDM measures) to ensure conformance with Council Policy 5-1. The City's VMT heat maps that identify the low VMT areas are included in the Appendix F.

Table 7
CEQA VMT Analysis Significant Impact Criteria for Development Projects

| Type | Significance Criteria | Current Level | Threshold |
|---|---|---|-------------------------------------|
| Residential Uses | Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent <u>OR</u> existing regional average VMT per capita minus 15 percent, whichever is lower. | 11.91 VMT per capita (Citywide Average) | 10.12 VMT per capita |
| General Employment Uses | Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent | 14.37 VMT per employee (Regional Average) | 12.21 VMT per employee |
| Industrial Employment Uses (e.g. warehouse, manufacturing, distribution) | Project VMT per employee exceeds existing regional average VMT per employee | 14.37 VMT per employee (Regional Average) | 14.37 VMT per employee |
| Retail/ Hotel/ School Uses | Net increase in existing regional total VMT | Regional Total VMT | Net Increase |
| Public/Quasi-Public Uses | In accordance with the most appropriate type(s) as determined by Public Works Director | Appropriate levels listed above | Appropriate thresholds listed above |
| Mixed Uses | Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included | Appropriate levels listed above | Appropriate thresholds listed above |
| Change of Use or Additions to Existing Development | Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included | Appropriate levels listed above | Appropriate thresholds listed above |
| Area Plans | Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included | Appropriate levels listed above | Appropriate thresholds listed above |

Source: City of San José Transportation Analysis Handbook, April 2018.

Table 8
VMT Per Capita and VMT Per Employee Evaluation

| Scenario | Residential | | | | | Employment | | | |
|---|---------------|------------|------------------|-----------------------------|-------------------|------------|------------------|--------------------------|-------------------|
| | Housing Units | Population | VMT ¹ | VMT per Capita ² | Exceed Threshold? | Jobs | VMT ³ | VMT per Job ⁴ | Exceed Threshold? |
| Impact Threshold | | | | 10.12 | | | | 12.21 | |
| Year 2015 Existing | 5,530 | 12,548 | 103,562 | 8.25 | No | 33,608 | 340,166 | 10.12 | No |
| Year 2040 General Plan | 15,890 | 34,104 | 269,308 | 7.90 | No | 82,162 | 728,523 | 8.87 | No |
| Year 2040 AGP (DTS 2040) | 19,890 | 42,704 | 322,085 | 7.54 | No | 92,108 | 782,007 | 8.49 | No |
| Year 2040 AGP (Alternative) | 19,890 | 42,704 | 323,235 | 7.57 | No | 92,108 | 795,995 | 8.64 | No |
| Year 2040 AGP (Cumulative) | 19,890 | 42,704 | 318,432 | 7.46 | No | 96,108 | 816,803 | 8.50 | No |
| ¹ Residential VMT = Home-Based Trip Productions * Distance ² Residential VMT per Capita = Residential VMT / Population ³ Employment VMT = Home-Based Work Trip Attractions * Distance ⁴ Employment VMT per Job = Employment VMT / Jobs | | | | | | | | | |

4.

Non-CEQA Required Analysis (Informational Only)

This chapter presents a supplemental evaluation of other non-CEQA required transportation metrics. The supplemental evaluation includes the following metrics:

- Mode-Share
- VMT per Service Population
- CMP Intersection LOS
- Freeway Segment LOS

Unlike the VMT per capita and job evaluation, which is adopted by the City Council and required per CEQA guidelines, the analyses in this chapter are presented for informational purposes only to better understand other transportation-related effects associated with the proposed DTS 2040 plan. However, the determination of project impacts per CEQA requirements are based solely on VMT analysis presented in Chapter 3.

Mode-Share

Mode share refers to the percentage of person-trips made by each of the primary modes of transportation: Driving Alone, Shared Ride, Transit, Bicycling, and Walking. The CSJ model calculates the mode share based on input factors taken from survey data or other sources that have been validated. For example, the factors for calculating the transit mode share include residential development density, proximity to transit, household income, the cost of using transit versus automobile, and travel times for transit versus automobile. By analyzing the mode share under each of the Year 2040 scenarios, the effects of each scenario on travel mode usage of Ridesharing, Transit, Biking, and Walking can be reviewed.

Total Downtown Person Trips

Table 9 presents the total number of daily person-trips with at least one trip end in Downtown San Jose under Year 2015 existing conditions and under each of the Year 2040 scenarios. The table includes all person-trips beginning and/or ending in Downtown, i.e, trips that begin and end in Downtown, trips that begin in Downtown and end in other parts of the City of San Jose or another jurisdiction, and trips that begin in other parts of the City of San Jose or another jurisdiction and end in Downtown.

All Year 2040 scenarios would see increases in the total number of person-trips by each mode over Year 2015 existing conditions. Of the three DTS 2040 scenarios, the DTS 2040 scenario results in the

**Table 9
Mode-Share for Downtown San Jose Person Trips**

| Purpose | Within Downtown ¹ | | | | | To and/or From Downtown ² | | | | |
|--|------------------------------|---------------|-----------------------|--------------------------|-------------------------|--------------------------------------|----------------|-----------------------|--------------------------|-------------------------|
| | Year 2015 Existing | General Plan | Amended GP (DTS 2040) | Amended GP (Alternative) | Amended GP (Cumulative) | Year 2015 Existing | General Plan | Amended GP (DTS 2040) | Amended GP (Alternative) | Amended GP (Cumulative) |
| Drive Alone | 2,855 | 11,687 | 14,259 | 14,578 | 15,012 | 105,588 | 199,676 | 220,227 | 219,990 | 225,354 |
| Percent Change vs. Year 2040 General Plan | | | -0.6% | -0.3% | -0.5% | | | -0.6% | -0.3% | -0.6% |
| Carpool 2 | 2,133 | 8,407 | 10,220 | 10,483 | 10,845 | 55,589 | 108,392 | 119,669 | 118,889 | 122,447 |
| Carpool 3+ | 738 | 2,727 | 3,327 | 3,392 | 3,493 | 24,843 | 54,677 | 60,611 | 59,982 | 61,868 |
| Total Carpool Trips | 2,871 | 11,134 | 13,547 | 13,876 | 14,337 | 80,432 | 163,068 | 180,281 | 178,871 | 184,315 |
| Percent Change vs. Year 2040 General Plan | | | -0.6% | -0.3% | -0.5% | | | -0.4% | -0.4% | -0.5% |
| Transit | 1,248 | 5,656 | 7,847 | 8,063 | 8,416 | 21,984 | 83,184 | 97,984 | 95,844 | 101,415 |
| Bike | 222 | 960 | 1,249 | 1,241 | 1,299 | 4,336 | 9,357 | 10,715 | 10,635 | 10,903 |
| Walk | 6,313 | 28,250 | 35,719 | 35,151 | 37,060 | 9,284 | 22,045 | 24,889 | 24,585 | 25,210 |
| Total Non-Auto Based Trips | 7,783 | 34,866 | 44,816 | 44,455 | 46,775 | 35,604 | 114,586 | 133,587 | 131,063 | 137,528 |
| Total Trips | 13,508 | 57,687 | 72,622 | 72,908 | 76,125 | 221,625 | 477,330 | 534,094 | 529,925 | 547,197 |

Source:

CSJ Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

¹ Trips starting and ending in the Downtown Core Area

² Trips starting and /or ending in the Downtown Core Area

lowest number of total daily person-trips. Though the proposed DTS 2040 plan and alternative scenario both include the same amount of total projected growth, the alternative scenario would locate a larger number of jobs on the west side of SR 87 and adjacent to the Diridon Station which will be served by multiple transit services (LRT, buses, heavy commuter rail, and BART). The cumulative scenario results in the greatest number of total daily person-trips, which is consistent with the fact that it includes the addition of 4,000 new jobs when compared to the proposed 2040 DTS and alternative scenario plans.

Auto Based Travel

Table 10 presents a breakdown of mode-share percentages for all trips associated with the Downtown area. Both the “Drive Alone” and “Shared Ride” modes are made by automobile. The shared ride mode includes all person-trips with more than one occupant in the vehicle. For example, both a parent with a child in the car and two employees who carpool to work together will be shown in the table as two person-trips made by ridesharing. Recent years have seen the growth of services such as Uber, Lyft, and other alternative taxicab services which are referred to as Transportation Networking Companies (TNCs) by the California Public Utilities Commission. The CSJ Model treats TNC trips as single-occupant trips.

The mode-share results indicate that all Year 2040 scenarios are projected to result in a lower mode share for both of the automobile modes (Drive Alone and Ridesharing) in comparison to Year 2015 Existing Conditions. When compared to Year 2040 GP conditions, each of the Year 2040 scenarios would result in small reductions of auto travel modes of one percent or less. The ridesharing mode for each of the Year 2040 scenarios follow the same pattern as the drive alone mode, in that as more people take transit, ride bikes, or walk, fewer people use cars -- whether as single-occupant or multiple-occupant vehicles.

Non-Auto Based Travel

Under Year 2015 Existing Conditions, the alternative modes of travel (Transit, Bikes, and Walking) account for 57.6% of person-trips that begin and end within Downtown San Jose and 18.4% of person-trips with only one trip end within Downtown. Each of the Year 2040 scenarios would result in increases in the use of transit, bikes, and walking as travel mode of approximately 3 to 4 percent for person-trips that begin and end in Downtown and 10 to 11 percent for person-trips with only one trip end in Downtown.

Transit Share

Each of the Year 2040 scenarios would result in approximately 10 to 11 percent of all person-trips that begin and end in Downtown and 17-18 percent with only one trip end in Downtown being made by transit. This represents an increase in transit usage when compared to that of approximately 9 to 10 percent under Year 2015 existing conditions. The increase would be due to increased development density near major transit facilities within the Downtown area and enhancement of an already extensive transit network, including the extension of BART into Downtown San Jose, which would make the use of transit a more attractive travel option.

Bicycle and Pedestrian Share

The CSJ Model estimates that the existing mode share for bicycling is approximately 2% for all trips with at least one trip end in Downtown, as shown in Table 10. To provide context for that estimate, a typical Bay Area city currently has a 1 to 2 percent bike mode share in the Metropolitan Transportation Commission (MTC)'s regional model, so 2% is comparable to the bike share in most other cities in the region.

Table 10
Mode-Share Percentages

| Scenario | Daily | | | | | |
|---|-------------|-----------|------------|------|-------|---------|
| | Drive Alone | Carpool 2 | Carpool 3+ | Bike | Walk | Transit |
| <i>Within Downtown¹</i> | | | | | | |
| Year 2015 Existing | 21.1% | 15.8% | 5.5% | 1.6% | 46.7% | 9.2% |
| Year 2040 General Plan | 20.3% | 14.6% | 4.7% | 1.7% | 49.0% | 9.8% |
| Year 2040 AGP (DTS 2040) | 19.6% | 14.1% | 4.6% | 1.7% | 49.2% | 10.8% |
| Year 2040 AGP (Alternative) | 20.0% | 14.4% | 4.7% | 1.7% | 48.2% | 11.1% |
| Year 2040 AGP (Cumulative) | 19.7% | 14.2% | 4.6% | 1.7% | 48.7% | 11.1% |
| <i>Percent Growth over Existing</i> | | | | | | |
| Year 2040 General Plan | -0.9% | -1.2% | -0.7% | 0.0% | 2.2% | 0.6% |
| Year 2040 AGP (DTS 2040) | -1.5% | -1.7% | -0.9% | 0.1% | 2.4% | 1.6% |
| Year 2040 AGP (Alternative) | -1.1% | -1.4% | -0.8% | 0.1% | 1.5% | 1.8% |
| Year 2040 AGP (Cumulative) | -1.4% | -1.6% | -0.9% | 0.1% | 1.9% | 1.9% |
| <i>To and From Downtown²</i> | | | | | | |
| Year 2015 Existing | 46.1% | 24.5% | 10.9% | 1.9% | 6.6% | 9.9% |
| Year 2040 General Plan | 39.5% | 21.8% | 10.7% | 1.9% | 9.4% | 16.6% |
| Year 2040 AGP (DTS 2040) | 38.6% | 21.4% | 10.5% | 2.0% | 10.0% | 17.4% |
| Year 2040 AGP (Alternative) | 38.9% | 21.5% | 10.5% | 2.0% | 9.9% | 17.2% |
| Year 2040 AGP (Cumulative) | 38.6% | 21.4% | 10.5% | 2.0% | 10.0% | 17.6% |
| <i>Percent Growth over Existing</i> | | | | | | |
| Year 2040 General Plan | -6.6% | -2.7% | -0.2% | 0.0% | 2.8% | 6.7% |
| Year 2040 AGP (DTS 2040) | -7.5% | -3.1% | -0.3% | 0.0% | 3.4% | 7.6% |
| Year 2040 AGP (Alternative) | -7.2% | -3.1% | -0.4% | 0.0% | 3.3% | 7.4% |
| Year 2040 AGP (Cumulative) | -7.6% | -3.2% | -0.4% | 0.0% | 3.4% | 7.7% |
| Source: | | | | | | |
| CSJ Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc. | | | | | | |
| ¹ Trips starting and ending in the Downtown Core Area | | | | | | |
| ² Trips starting and / or ending in the Downtown Core Area | | | | | | |

Each of the Year 2040 development scenarios would result in only minimal, 0.1% or less, increase in mode share for bicycling when compared to Year 2015 existing conditions.

Conversely, the planned increased development densities within the Downtown area would result in an increase in trips made by walking. Each of the Year 2040 DTS plan scenarios would result in an increase of approximately 2 to 3 percent when compared to Year 2015 existing conditions. The increase in walking as a travel mode within the Downtown area is due to the inclusion of multi-family housing in close proximity to other land uses, so that people may walk to more destinations.

Effects on Alternative Modes of Travel

The Circulation Element of the Envision San Jose 2040 General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In

combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks 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.

Included within the General Plan are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San Jose 2040 General Plan includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the DTS 2040 plan develops, the review of site-specific development plans should ensure that future DTS development is consistent with the Envision San Jose 2040 General Plan to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services.

Envision San José 2040 Relevant Transportation Policies

The adopted Envision San Jose 2040 GP contains goals and policies to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel.

- Policy TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
- Policy TR-1.2 Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
- Policy TR-1.4 Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
- Policy TR-1.5 Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
- Policy TR-1.6 Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
- Policy TR-2.8 Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
- Policy TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
- Policy TR-8.4 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.

- Policy TR-8.6 Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Villages and Corridors and other growth areas.
- Policy TR-8.7 Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.
- Policy TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.
- Policy TR-9.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

All Year 2040 project scenarios would increase demand for transit services, pedestrian and bicycle facilities in that they each assume an increase in population and employment in the Downtown area, and any increase in population and employment would also increase the number of bicyclists and pedestrians in the Downtown area. However, neither of the project scenarios would create more demand than could be met by existing or planned facilities.

Neither the proposed DTS 2040 plan nor the project alternative and cumulative scenarios would conflict with adopted policies, plans, or programs supporting alternative transportation. In fact, each of the land use scenarios will provide for increased densities in close proximity to existing and planned major transit facilities and within the Downtown area and its already extensive pedestrian and bicycle network.

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. The guidelines identify Downtown Pedestrian Network Streets (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the Downtown that is safe and comfortable for pedestrians and connects all major Downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

Each of the Year 2040 scenarios also includes the implementation of the planned Valley Transportation Authority's (VTA) Bay Area Rapid Transit (BART) Silicon Valley – Phase II Extension Project. The proposed VTA's BART Silicon Valley – Phase II Extension Project is the second phase of the BART Silicon Valley Program which would provide for the extension of the BART service to the Cities of San Jose and Santa Clara. The Phase II Project includes four of the six BART Stations proposed along the Silicon Valley Rapid Transit Corridor (SVRTC). The new stations under the Phase II Project are located in the Cities of San Jose and Santa Clara and include:

- Alum Rock/28th Street Station
- Downtown San Jose Station
- Diridon Station
- Santa Clara Station

In addition, under all scenarios, the City would continue to implement its adopted San Jose *2020 Bike Plan*. The varying transit services in conjunction with the extensive pedestrian and bicycle facilities within Downtown will provide the opportunity for multi-modal travel within the Downtown area and significantly reduce single occupant automobile travel.

VMT per Service Population

VMT per service population is a measure of the daily vehicle miles traveled divided by the total number of residents and employees within a project area. VMT per service population (residents + jobs) differs

from VMT per capita (residents only) and VMT per employee, previously reported. VMT per capita and VMT per employee are metrics used to calculate average trips length per resident and per job for CEQA purposes. The VMT per service population metric is typically used for air quality analysis and to evaluate proposed General Plan Amendments in the City. The VMT per Service Population includes all vehicle trips (including trips to work, school, shop, medical facilities, movie theaters, parks, etc.) that start and end within the project area and only half of the trips that start or end in the project area. For example, 100% of a trip that starts and ends in San Jose is accounted for in the VMT calculations while only 50% of a trip from Mountain View to San Jose, or a trip from San Jose to Pleasanton is accounted for in the VMT calculation since only half of these trips are attributable to the land uses in San Jose. The other half of these trips in this example are generated by the land uses in Mountain View and Pleasanton. In summary, the formula for this metric is:

VMT / Service Population = (VMT's generated by 100% of all daily vehicle trips made entirely within Project Area + 50% of all daily vehicle trips with an origin or destination in Project Area) / (Project Area Population + Project Area Jobs).

As shown in Table 11, VMT per service population is projected to decrease under Year 2040 GP conditions when compared with Year 2015 conditions. In addition, VMT per service population is forecast to also decrease with the proposed DTS 2040 plan as well as the project alternative and cumulative scenarios when compared to Year 2040 GP conditions. The reduction in VMT per service population is due to a reduction in the length and number of vehicle trips as a result of the proposed land use intensification in the DGB. Though the DTS 2040 Plan land uses will result in an increase in residents and jobs within the DGB, the addition of these residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less and a reduction of length of those trips that are added to the roadway system due to the planned growth. In addition, the DTS 2040 plan allows for development growth, specifically job growth, in close proximity or adjacent to the proposed BART stations, therefore a larger percentage of the residents and employees who live and work within the DGB area would likely use transit more regularly than the average transit usage for these land uses in Santa Clara County.

Table 11
VMT Per Service Population

| | Year 2015 | Year 2040 | | | |
|---|--------------|--------------|----------------|--------------|------------------|
| | Existing | General Plan | AGP (DTS 2040) | AGP (Alt) | AGP (Cumulative) |
| Daily VMT | 698,937 | 1,690,490 | 1,882,468 | 1,878,383 | 1,938,773 |
| Households | 5,530 | 15,890 | 19,890 | 19,890 | 19,890 |
| Total Population | 12,548 | 34,104 | 42,704 | 42,704 | 42,704 |
| Total Jobs | 33,608 | 82,108 | 92,108 | 92,108 | 96,108 |
| VMT per Service Population | 15.14 | 14.55 | 13.96 | 13.93 | 13.97 |
| Notes: | | | | | |
| Service Population= Population + Jobs in Downtown area | | | | | |
| Daily VMT = 100 % of VMT made by trips with origin and destination in Downtown area + 50% of trips with origin or destination in Downtown area. | | | | | |

CMP-Designated Intersection and Freeway Level of Service Evaluation

The evaluation of a project's impact on level of service at intersections under the jurisdiction of the City of San Jose is no longer required. Per Senate Bill (SB) 743 and the updated CEQA Guidelines (Section 15064.3) Nov 2017, beginning January 1, 2020 the use of intersection level of service as a metric for determining impacts of development growth on the transportation system will no longer be permitted. Future development as part of the proposed DTS 2040 plan will occur over a 20 year period. Developments within the Downtown before January 1, 2020 would likely be completed under current Downtown Strategy 2000 approvals. Therefore, level of service impacts in adjacent jurisdictions due to the future development included in the DTS plan, would not be consistent with the updated CEQA guidelines. Future development relying on this updated EIR would be implemented after January 1, 2020 when all jurisdictions will have to conform to the new CEQA transportation metric.

However, the City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the DTS 2040 plan and its growth on CMP-designated intersections and freeway segments in the vicinity of the project area following the current peak-hour LOS standards and methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed. The study included peak hour level of service analysis at 31 CMP-designated signalized intersections and 76 directional freeway segments

CMP-Designated Signalized Intersection Analysis

Signalized Intersection Level of Service Methodology

The CMP-designated study intersections located within the DGB are exempt from having to meet the CMP level of service standard. In addition, local jurisdictions are allowed to designate Infill Opportunity Zones (IOZ) and exempt CMP facilities located within the IOZ for the purpose of implementing infill and mixed-use developments within walking distance of mass transit facilities and high-density areas. As such, levels of service for CMP-designated intersections within the DGB and IOZs are reported for informational purposes only.

All other CMP-designated signalized study intersections are subject to the CMP Level of Service standards. The CMP level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average control delay time for all vehicles at the intersection. The signalized intersection level of service methodology employs the CMP defaults values for the analysis parameters. The CMP level of service standard for signalized intersections is LOS E or better. The correlation between average delay and level of service is shown in Table 12.

Study Intersections

CMP-designated signalized intersections to which the project would result in the addition of a significant amount of traffic were selected for study. The study included the analysis of 31 CMP-designated signalized intersections. Traffic conditions at the selected study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day. The study area and intersections are shown in Figure 7 and are listed below:

Table 12
Signalized Intersection Level of Service Definitions Based on Control Delay

| Level of Service | Description | Average Control Delay per Vehicle (sec.) |
|------------------|---|--|
| A | Operations with very low delay occurring with favorable progression and/or short cycle lengths. | up to 10.0 |
| B | Operations with low delay occurring with good progression and/or short cycle lengths. | 10.1 to 20.0 |
| C | Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear. | 20.1 to 35.0 |
| D | Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable. | 35.1 to 55.0 |
| E | Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay. | 55.1 to 80.0 |
| F | Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths. | Greater than 80.0 |

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

1. Montgomery Street and Santa Clara Street
2. Autumn Street and Santa Clara Street
3. Bird Avenue and San Carlos Street
4. Bird Avenue and I-280 (N)
5. SR 87 and Santa Clara Street
6. SR 87 and Julian Street (W)
7. SR 87 and Julian Street (E)
8. Almaden Boulevard and San Carlos Street
9. Market Street and San Carlos Street
10. Race Street and The Alameda
11. King Road and Alum Rock Avenue
12. I-880 and First Street (N)
13. I-880 and First Street (S)
14. Bird Avenue and I-280 (S)
15. Bascom Avenue and Moorpark Avenue
16. Bascom Avenue and Fruitdale Avenue
17. Monterey Road and Curtner Avenue
18. First Street and Alma Avenue
19. First Street and Keyes Street

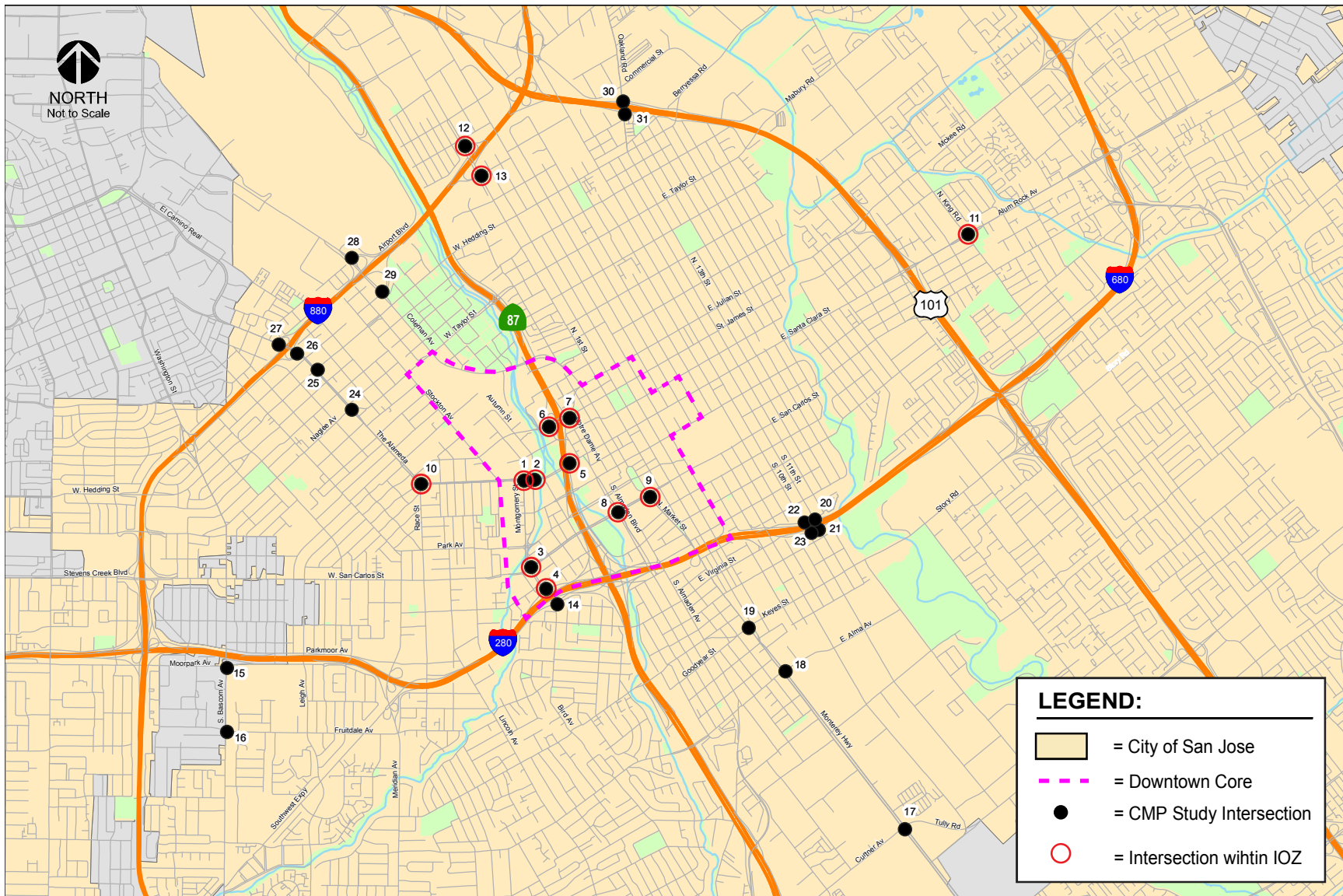


Figure 7
CMP-Designated Study Intersections

20. I-280 and Eleventh Street (N)
21. I-280 and Eleventh Street (S)
22. I-280 and Tenth Street (N)
23. I-280 and Tenth Street (S)
24. The Alameda and Naglee Avenue
25. The Alameda and Hedding Street
26. The Alameda and I-880 (S)
27. The Alameda and I-880 (N)
28. Coleman Avenue and I-880 (N)
29. Coleman Avenue and I-880 (S)
30. US 101 and Oakland Road (N)
31. US 101 and Oakland Road (S)

Freeway Segment Analysis

Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N * S)$$

Where:

D= density, in vehicles per mile per lane (vpml)

V= peak hour volume, in vehicles per hour (vph)

N= number of travel lanes

S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 13. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Study Freeway Segments

Freeway segments included in the analysis were selected based on their proximity to the Downtown area and include 76 segments along SR 87, US 101, I-280, I-680, and I-880. Existing levels of service on each of the freeway study segments were identified based on the 2016 CMP monitoring report.

1. SR 87 northbound between Capitol Expressway and Curtner Avenue
2. SR 87 southbound between Capitol Expressway and Curtner Avenue
3. SR 87 northbound between Curtner Avenue and Almaden Expressway
4. SR 87 southbound between Curtner Avenue and Almaden Expressway
5. SR 87 northbound between Almaden Expressway and Alma Avenue
6. SR 87 southbound between Almaden Expressway and Alma Avenue
7. SR 87 northbound between Alma Avenue and I-280
8. SR 87 southbound between Alma Avenue and I-280
9. SR 87 northbound between I-280 and Julian Street
10. SR 87 southbound between I-280 and Julian Street
11. SR 87 northbound between Julian Street and Coleman Avenue
12. SR 87 southbound between Julian Street and Coleman Avenue

Table 13
Freeway Level of Service Based on Density

| Level of Service | Description | Density (vehicles/mile/lane) |
|------------------|---|------------------------------|
| A | Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. | 0-11 |
| B | Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. | >11-18 |
| C | Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver. | >18-26 |
| D | Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. | >26-46 |
| E | At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream. | >46-58 |
| F | Vehicular flow breakdowns occur. Large queues form behind breakdown points. | >58 |

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

13. SR 87 northbound between Coleman Avenue and Taylor Street
14. SR 87 southbound between Coleman Avenue and Taylor Street
15. SR 87 northbound between Taylor Street and Skyport Drive
16. SR 87 southbound between Taylor Street and Skyport Drive
17. SR 87 northbound between Skyport Drive and US 101
18. SR 87 southbound between Skyport Drive and US 101
19. I-280 eastbound between Saratoga Avenue and Winchester Boulevard
20. I-280 westbound between Saratoga Avenue and Winchester Boulevard
21. I-280 eastbound between Winchester Boulevard and I-880
22. I-280 westbound between Winchester Boulevard and I-880
23. I-280 eastbound between I-880 and Meridian Avenue
24. I-280 westbound between I-880 and Meridian Avenue
25. I-280 eastbound between Meridian Avenue and Bird Avenue
26. I-280 westbound between Meridian Avenue and Bird Avenue
27. I-280 eastbound between Bird Avenue and SR 87
28. I-280 westbound between Bird Avenue and SR 87
29. I-280 eastbound between SR 87 and 10th Street
30. I-280 westbound between SR 87 and 10th Street
31. I-280 eastbound between 10th Street and McLaughlin Avenue
32. I-280 westbound between 10th Street and McLaughlin Avenue

33. I-280 eastbound between McLaughlin Avenue and US 101
34. I-280 westbound between McLaughlin Avenue and US 101
35. I-680 northbound between US 101 and King Road
36. I-680 southbound between US 101 and King Road
37. I-680 northbound between King Road and Capitol Expressway
38. I-680 southbound between King Road and Capitol Expressway
39. I-680 northbound between Capitol Expressway and Alum Rock Avenue
40. I-680 southbound between Capitol Expressway and Alum Rock Avenue
41. I-680 northbound between Alum Rock Avenue and Mckee Road
42. I-680 southbound between Alum Rock Avenue and Mckee Road
43. I-880 northbound between I-280 and Stevens Creek Boulevard
44. I-880 southbound between I-280 and Stevens Creek Boulevard
45. I-880 northbound between Stevens Creek Boulevard and North Bascom Avenue
46. I-880 southbound between Stevens Creek Boulevard and North Bascom Avenue
47. I-880 northbound between North Bascom Avenue and The Alameda
48. I-880 southbound between North Bascom Avenue and The Alameda
49. I-880 northbound between The Alameda and Coleman Avenue
50. I-880 southbound between The Alameda and Coleman Avenue
51. I-880 northbound between Coleman Avenue and SR 87
52. I-880 southbound between Coleman Avenue and SR 87
53. I-880 northbound between SR 87 and North 1st Street
54. I-880 southbound between SR 87 and North 1st Street
55. I-880 northbound between North 1st Street and US 101
56. I-880 southbound between North 1st Street and US 101
57. I-880 northbound between US 101 and East Brokaw Road
58. I-880 southbound between US 101 and East Brokaw Road
59. I-880 northbound between East Brokaw Road and Montague Expressway
60. I-880 southbound between East Brokaw Road and Montague Expressway
61. US 101 northbound between Story Road and I-280
62. US 101 southbound between Story Road and I-280
63. US 101 northbound between I-280 and Santa Clara Street
64. US 101 southbound between I-280 and Santa Clara Street
65. US 101 northbound between Santa Clara Street and McKee Road
66. US 101 southbound between Santa Clara Street and McKee Road
67. US 101 northbound between McKee Road and Oakland Road
68. US 101 southbound between McKee Road and Oakland Road
69. US 101 northbound between Oakland Road and I-880
70. US 101 southbound between Oakland Road and I-880
71. US 101 northbound between I-880 and Old Bayshore Highway
72. US 101 southbound between I-880 and Old Bayshore Highway
73. US 101 northbound between Old Bayshore Highway and North 1st Street
74. US 101 southbound between Old Bayshore Highway and North 1st Street
75. US 101 northbound between North 1st Street and Guadalupe Parkway
76. US 101 southbound between North 1st Street and Guadalupe Parkway

Existing Intersection Levels of Service Analysis

Existing peak-hour traffic volumes for use in the intersection level of service analysis were obtained from the City of San Jose, the 2016 CMP Annual Monitoring Report, and supplemented with new manual turning-movement counts conducted in May 2015. For all CMP-designated intersections in this study, PM peak hour count data were obtained from the 2016 CMP TRAFFIX database. VTA provides

existing PM peak hour traffic volumes for CMP-designated intersections. New counts completed in May 2015 were used at locations where an October 2016 AM peak hour count was not available. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

The existing lane configurations at the study intersections were confirmed by observations in the field. Lane configurations for each of the study intersections can be found within the level of service calculation sheets in Appendix B.

The results of the intersection level of service analysis under existing conditions are summarized in Table 14. The results of the level of service analysis under existing conditions show that all of the CMP study intersections currently operate at an acceptable LOS E or better during both peak hours according to the CMP level of service standards. Figure 8 presents peak hour levels of service under existing conditions for all study intersections. The intersection level of service calculation sheets are included in Appendix B.

Existing Freeway Segment Levels of Service Analysis

Traffic volumes and levels of service for the subject freeway segments were taken from the 2016 CMP Annual Monitoring Report. Based on the monitoring report:

- 14 of the 18 directional segments and 6 HOV segments on SR 87 currently operate at an unacceptable LOS F during at least one peak hour.
- 14 of the 16 directional segments and 6 HOV segments on I-280 currently operate at an unacceptable LOS F during at least one peak hour.
- 7 of the 8 directional segments on I-680 currently operate at an unacceptable LOS F during at least one peak hour.
- 14 of 18 directional segments and 1 HOV segment on I-880 currently operate at an unacceptable LOS F during at least one peak hour.
- 12 of the 16 directional segments and 12 HOV segments on US 101 currently operate at an unacceptable LOS F during at least one peak hour.

In summary, of the 76 freeway segments that were analyzed, 61 directional mixed flow freeway segments and 25 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards. Those segments operating at LOS F conditions during at least one peak hour are identified in Figure 9. Summary tables of the freeway segment analysis are presented in Appendix C.

Table 14
Existing Intersection Levels of Service

| Int. # | Intersection | LOS Standard ¹ | Inside an IOZ ¹ | Downtown Core | Peak Hour | Count Date | Avg. Delay | LOS |
|--------|--|---------------------------|----------------------------|---------------|-----------|----------------------|--------------|--------|
| 1 | Montgomery Street and Santa Clara Street | None | Yes | Yes | AM PM | 10/13/16 10/18/16 | 6.0 7.2 | A A |
| 2 | Autumn Street and Santa Clara Street | None | Yes | Yes | AM PM | 10/13/16 10/18/16 | 26.0 17.2 | C B |
| 3 | Bird Avenue and San Carlos Street | None | Yes | Yes | AM PM | 10/13/16 10/18/16 | 30.1 38.1 | C D |
| 4 | Bird Avenue and I-280 (N) | None | Yes | Yes | AM PM | 10/13/16 10/18/16 | 31.1 27.1 | C C |
| 5 | SR 87 and Santa Clara Street | None | Yes | Yes | AM PM | 05/06/15 11/29/16 | 17.6 17.2 | B B |
| 6 | SR 87 and Julian Street (W) | None | Yes | Yes | AM PM | 05/12/15 11/29/14 | 18.7 18.8 | B B |
| 7 | SR 87 and Julian Street (E) | None | Yes | Yes | AM PM | 05/12/15 11/29/14 | 43.3 42.3 | D D |
| 8 | Almaden Boulevard and San Carlos Street | None | Yes | Yes | AM PM | 10/13/16 11/03/16 | 36.9 32.6 | D C |
| 9 | Market Street and San Carlos Street | None | Yes | Yes | AM PM | 10/13/16 10/18/16 | 25.7 30.7 | C C |
| 10 | Race Street and The Alameda | None | Yes | | AM PM | 10/13/16 11/10/16 | 39.0 30.6 | D C |
| 11 | King Road and Alum Rock Avenue | None | Yes | | AM PM | 05/19/15 01/31/17 | 32.6 34.2 | C C |
| 12 | I-880 and First Street (N) | None | Yes | | AM PM | 10/12/16 11/22/16 | 25.8 24.3 | C C |
| 13 | I-880 and First Street (S) | None | Yes | | AM PM | 10/12/16 11/22/16 | 16.5 14.3 | B B |
| 14 | Bird Avenue and I-280 (S) | E | | | AM PM | 10/13/16 10/18/16 | 30.7 21.0 | C C |
| 15 | Bascom Avenue and Moorpark Avenue | E | | | AM PM | 05/07/15 10/06/16 | 36.6 66.5 | D E |
| 16 | Bascom Avenue and Fruitdale Avenue | E | | | AM PM | 05/07/15 10/06/16 | 37.9 45.2 | D D |
| 17 | Monterey Road and Curtner Avenue | E | | | AM PM | 10/18/16 10/18/16 | 38.2 56.9 | D E |
| 18 | First Street and Alma Avenue | E | | | AM PM | 10/18/16 11/10/16 | 42.8 43.1 | D D |
| 19 | First Street and Keyes Street | E | | | AM PM | 10/18/16 10/18/16 | 30.0 32.5 | C C |
| 20 | I-280 and Eleventh Street (N) | E | | | AM PM | 10/18/16 10/20/16 | 9.4 15.2 | A B |
| 21 | I-280 and Eleventh Street (S) | E | | | AM PM | 10/18/16 10/20/16 | 10.6 13.2 | B B |
| 22 | I-280 and Tenth Street (N) | E | | | AM PM | 10/18/16 12/14/16 | 13.8 16.2 | B B |
| 23 | I-280 and Tenth Street (S) | E | | | AM PM | 05/20/15 12/13/16 | 13.5 16.5 | B B |

Table 14 (Continued)
Existing Intersection Levels of Service

| Int. # | Intersection | LOS Standard ¹ | Inside an IOZ ¹ | Downtown Core | Peak Hour | Count Date | Avg. Delay | LOS |
|--------|--------------------------------|---------------------------|----------------------------|---------------|-----------|------------|------------|-----|
| 24 | The Alameda and Naglee Avenue | E | | | AM | 10/13/16 | 42.9 | D |
| | | | | | PM | 11/03/16 | 46.1 | D |
| 25 | The Alameda and Hedding Street | E | | | AM | 10/13/16 | 39.3 | D |
| | | | | | PM | 11/03/16 | 41.2 | D |
| 26 | The Alameda and I-880 (S) | E | | | AM | 05/07/15 | 9.5 | A |
| | | | | | PM | 11/03/16 | 20.3 | C |
| 27 | The Alameda and I-880 (N) | E | | | AM | 10/13/16 | 21.9 | C |
| | | | | | PM | 11/03/16 | 13.6 | B |
| 28 | Coleman Avenue and I-880 (N) | E | | | AM | 05/12/15 | 24.7 | C |
| | | | | | PM | 11/10/16 | 19.1 | B |
| 29 | Coleman Avenue and I-880 (S) | E | | | AM | 10/18/16 | 41.3 | D |
| | | | | | PM | 11/10/16 | 29.6 | C |
| 30 | US 101 and Oakland Road (N) | E | | | AM | 10/16/16 | 34.7 | C |
| | | | | | PM | 11/29/16 | 22.8 | C |
| 31 | US 101 and Oakland Road (S) | E | | | AM | 10/13/16 | 25.7 | C |
| | | | | | PM | 11/29/16 | 32.9 | C |

Bold indicates unacceptable LOS.
¹CMP intersections inside an Infill Opportunity Zone (IOZ) are exempt from meeting the CMP LOS standard.

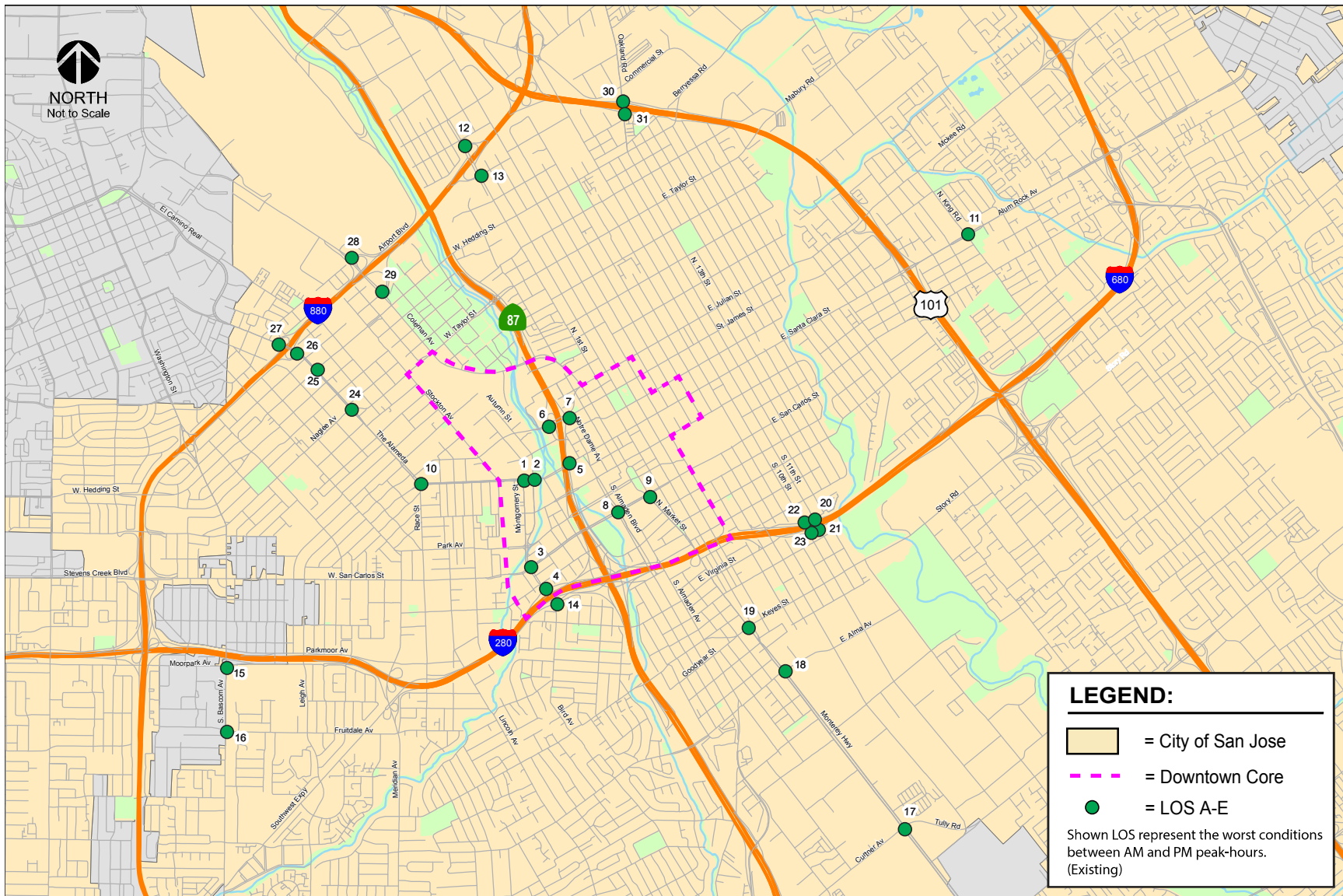


Figure 8
Existing Intersection Levels of Service

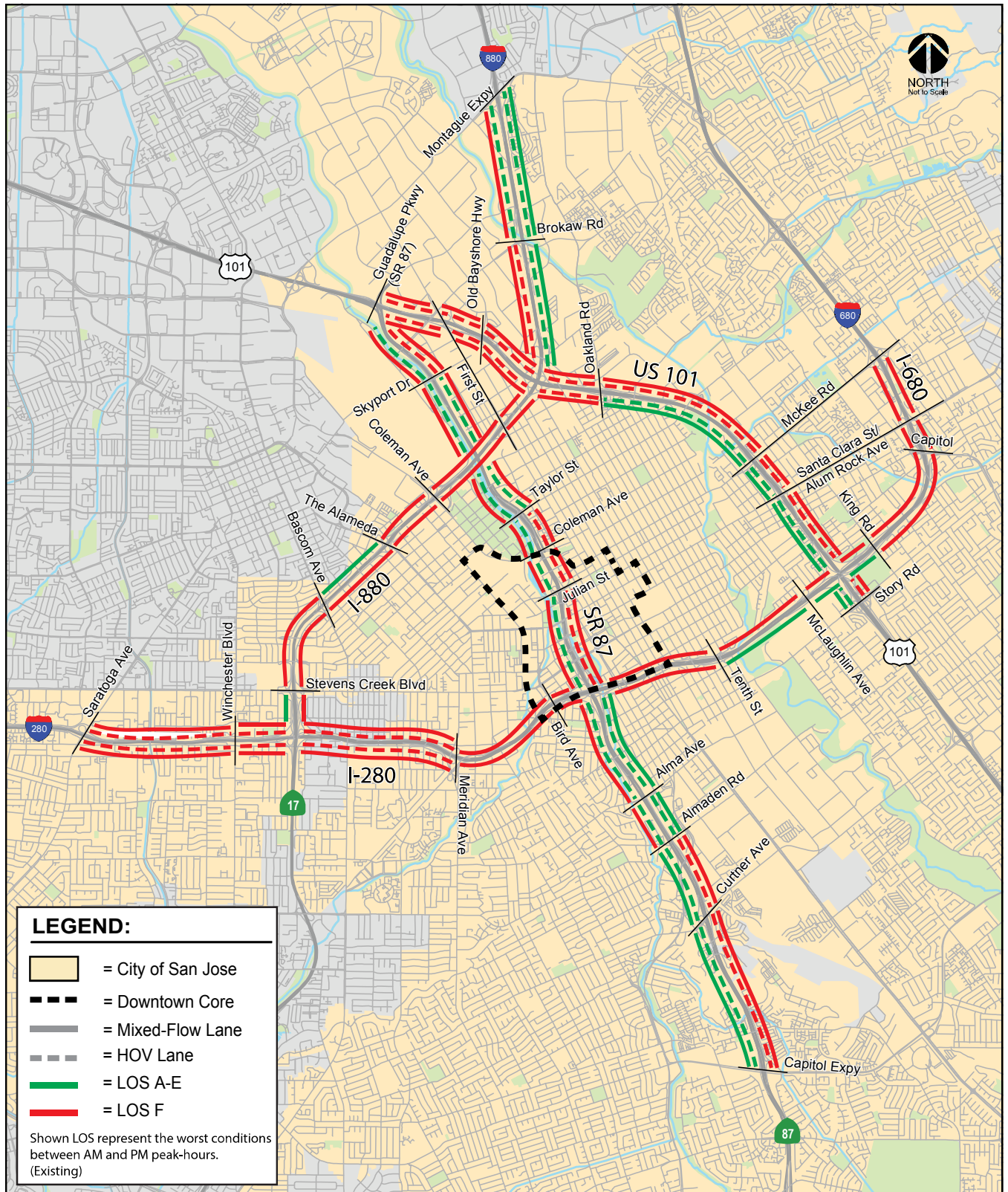


Figure 9
Existing Freeway Segment Levels of Service

Year 2040 Intersection Levels of Service

CSJ Model Trip Generation Estimates and Assignment

The CSJ Model produced projections of AM and PM peak hour traffic generation based on the projected DTS 2040 land uses. The forecasted trip generation estimates are based on the trip making characteristics of the proposed DTS 2040 land uses and reflect the mode of travel and interaction of trips between land uses. The forecasts indicate that the DTS 2040 plan, the project alternative, and cumulative scenario will generate a net additional 16,000 to 20,000 trips during the AM peak hour and 23,000 to 28,000 trips during the PM peak hour based on the projected trips that start and/or end in the Traffic Analysis Zones (TAZs) that correspond to the DTS 2040 area. Table 15 presents the estimates of peak hour trips for each of the DTS 2040 plan scenarios.

The assignment of DTS 2040 traffic to the roadway network and each of the study intersections was completed by the CSJ model. The model assignment process uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs. The model assigns traffic based on roadways and intersections constraints due to congestion and capacity. This capacity-constrained traffic assignment process enables the model to reflect diversion of traffic, including existing traffic already on the roadway network, around congested areas of the overall street system.

Table 15
DTS 2040 Trip Generation Estimates

| Scenario | AM Peak-Hour | | | PM Peak-Hour | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| | In | Out | Total | In | Out | Total |
| Year 2015 Existing | 8,257 | 3,961 | 12,218 | 6,690 | 10,114 | 16,804 |
| Year 2040 General Plan | 17,985 | 10,263 | 28,248 | 17,818 | 21,576 | 39,394 |
| Year 2040 Amended General Plan (DTS 2040) | 19,796 | 11,758 | 31,554 | 20,096 | 23,865 | 43,961 |
| <i>Change vs. Year 2040 General Plan</i> | <i>1,811</i> | <i>1,495</i> | <i>3,306</i> | <i>2,278</i> | <i>2,289</i> | <i>4,567</i> |
| <i>% Change vs. Year 2040 General Plan</i> | <i>10%</i> | <i>15%</i> | <i>12%</i> | <i>13%</i> | <i>11%</i> | <i>12%</i> |
| Year 2040 Amended General Plan (Alternative) | 19,890 | 11,761 | 31,651 | 20,123 | 24,004 | 44,127 |
| <i>Change vs. Year 2040 General Plan</i> | <i>1,905</i> | <i>1,498</i> | <i>3,403</i> | <i>2,305</i> | <i>2,428</i> | <i>4,733</i> |
| <i>% Change vs. Year 2040 General Plan</i> | <i>11%</i> | <i>15%</i> | <i>12%</i> | <i>13%</i> | <i>11%</i> | <i>12%</i> |
| Year 2040 Amended General Plan (Cumulative) | 20,467 | 11,956 | 32,423 | 20,592 | 24,643 | 45,235 |
| <i>Change vs. Year 2040 General Plan</i> | <i>2,482</i> | <i>1,693</i> | <i>4,175</i> | <i>2,774</i> | <i>3,067</i> | <i>5,841</i> |
| <i>% Change vs. Year 2040 General Plan</i> | <i>14%</i> | <i>16%</i> | <i>15%</i> | <i>16%</i> | <i>14%</i> | <i>15%</i> |

CSJ Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Intersection Level of Service Results

Peak-hour Year 2040 traffic volumes were obtained from traffic forecasts produced using the CSJ Model using the methods described earlier in this report. The Year 2040 traffic volumes include traffic associated with future development in the region and the projected future transportation network, as described in Chapter 1.

The results of the level of service analysis are summarized in Table 16. The results show that the following five CMP-designated study intersections are projected to operate at unacceptable levels of service (LOS F) during at least one peak hour under Year 2040 GP conditions, according to the CMP level of service standards. Figure 10 presents a summary of worst-case peak hour intersection level of service for all study intersections.

- (15) Bascom Avenue and Moorpark Avenue (PM peak hour)
- (16) Bascom Avenue and Fruitdale Avenue (PM peak hour)
- (18) First Street and Alma Avenue (AM & PM peak hours)
- (24) The Alameda and Naglee Avenue (AM & PM peak hours)
- (25) The Alameda and Hedding Street (PM peak hour)

The results also show that each of the intersections projected to operate at an unacceptable level of service under Year 2040 GP conditions, are also projected to operate at LOS F conditions under Year 2040 Amended GP, project alternative, and cumulative scenario conditions.

All other CMP-designated study intersections are projected to meet the CMP LOS E standard. The level of service calculation sheets are included in Appendix B.

Potential Improvements at Deficient Intersections

Potential intersection improvements were investigated for each of the five intersections projected to operate at LOS F conditions under one of the Year 2040 scenarios. The intersections are subject to the CMP's level of service standard since they are located outside of the DGB boundaries and are not within an identified IOZ.

Some locations were found to have no feasible improvements. As the City redevelops to higher densities, such as proposed with the DTS 2040 plan, project alternative and cumulative scenarios, especially around transit nodes, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, it would be desirable for the CMP to adopt a more comprehensive set of transportation goals, policies, and standards that reflect the entire transportation system and its ability to provide mobility for people and goods. VTA's *TIA Guidelines* require consideration of other modes of travel when recommending changes to improve an intersection's motor vehicle level of service.

The following is a description of the potential intersection improvements and the intersections that would remain deficient. Intersection level of service calculation sheets for all study intersections and are included in Appendix B.

Table 16
Year 2040 CMP-Designated Intersection Levels of Service

| Int. # | Intersection | LOS Standard ¹ | Inside an IOZ ¹ | Downtown Core | Peak Hour | Year 2040 | | | | | | | |
|--------|--|---------------------------|----------------------------|---------------|-----------|--------------|----------|----------------|----------|--------------|----------|------------------|----------|
| | | | | | | General Plan | | AGP (DTS 2040) | | AGP (Alt) | | AGP (Cumulative) | |
| | | | | | | Avg. Delay | LOS | Avg. Delay | LOS | Avg. Delay | LOS | Avg. Delay | LOS |
| 1 | Montgomery Street and Santa Clara Street | None | Yes | Yes | AM | 9.9 | A | 10.1 | B | 10.1 | B | 11.7 | B |
| | | | | | PM | 12.6 | B | 13.1 | B | 11.9 | B | 11.8 | B |
| 2 | Autumn Street and Santa Clara Street | None | Yes | Yes | AM | 43.0 | D | 48.0 | D | 52.4 | D | 55.9 | E |
| | | | | | PM | 48.1 | D | 61.2 | E | 51.0 | D | 56.5 | E |
| 3 | Bird Avenue and San Carlos Street | None | Yes | Yes | AM | 64.6 | E | 78.3 | E | 77.2 | E | 77.9 | E |
| | | | | | PM | 178.5 | F | 101.2 | F | 92.3 | F | 126.0 | F |
| 4 | Bird Avenue and I-280 (N) | None | Yes | Yes | AM | 45.5 | D | 47.9 | D | 44.6 | D | 47.7 | D |
| | | | | | PM | 48.5 | D | 47.7 | D | 46.5 | D | 51.4 | D |
| 5 | SR 87 and Santa Clara Street | None | Yes | Yes | AM | 22.8 | C | 21.7 | C | 21.8 | C | 23.3 | C |
| | | | | | PM | 18.7 | B | 19.3 | B | 18.7 | B | 19.3 | B |
| 6 | SR 87 and Julian Street (W) | None | Yes | Yes | AM | 19.7 | B | 19.6 | B | 20.0 | B | 20.8 | C |
| | | | | | PM | 20.1 | C | 18.6 | B | 20.7 | C | 19.3 | B |
| 7 | SR 87 and Julian Street (E) | None | Yes | Yes | AM | 53.5 | D | 57.9 | E | 57.0 | E | 65.8 | E |
| | | | | | PM | 52.7 | D | 64.1 | E | 64.2 | E | 64.7 | E |
| 8 | Almaden Boulevard and San Carlos Street | None | Yes | Yes | AM | 49.0 | D | 46.6 | D | 56.2 | E | 51.1 | D |
| | | | | | PM | 56.9 | E | 86.0 | F | 66.3 | E | 86.0 | F |
| 9 | Market Street and San Carlos Street | None | Yes | Yes | AM | 42.3 | D | 46.3 | D | 43.4 | D | 46.8 | D |
| | | | | | PM | 44.7 | D | 49.9 | D | 52.1 | D | 47.9 | D |
| 10 | Race Street and The Alameda | None | Yes | | AM | 72.0 | E | 86.8 | F | 87.8 | F | 79.4 | E |
| | | | | | PM | 87.2 | F | 84.7 | F | 89.3 | F | 89.0 | F |
| 11 | King Road and Alum Rock Avenue | None | Yes | | AM | 40.1 | D | 40.9 | D | 41.0 | D | 40.6 | D |
| | | | | | PM | 47.5 | D | 57.4 | E | 46.4 | D | 60.6 | E |
| 12 | I-880 and First Street (N) | None | Yes | | AM | 29.9 | C | 29.8 | C | 30.5 | C | 30.3 | C |
| | | | | | PM | 77.7 | E | 77.6 | E | 68.9 | E | 75.3 | E |
| 13 | I-880 and First Street (S) | None | Yes | | AM | 19.5 | B | 19.3 | B | 19.8 | B | 19.3 | B |
| | | | | | PM | 29.5 | C | 29.5 | C | 29.8 | C | 30.2 | C |
| 14 | Bird Avenue and I-280 (S) | E | | | AM | 61.9 | E | 64.0 | E | 69.1 | E | 67.6 | E |
| | | | | | PM | 25.5 | C | 32.1 | C | 32.8 | C | 25.5 | C |
| 15 | Bascom Avenue and Moorpark Avenue | E | | | AM | 67.0 | E | 63.5 | E | 70.0 | E | 69.1 | E |
| | | | | | PM | 143.4 | F | 148.4 | F | 151.2 | F | 143.4 | F |
| 16 | Bascom Avenue and Fruitdale Avenue | E | | | AM | 59.3 | E | 66.0 | E | 72.5 | E | 72.2 | E |
| | | | | | PM | 148.1 | F | 157.4 | F | 186.1 | F | 183.4 | F |
| 17 | Monterey Road and Curtner Avenue | E | | | AM | 55.2 | E | 49.3 | D | 47.8 | D | 49.2 | D |
| | | | | | PM | 65.2 | E | 63.0 | E | 64.1 | E | 63.1 | E |
| 18 | First Street and Alma Avenue | E | | | AM | 94.2 | F | 89.7 | F | 92.8 | F | 73.2 | E |
| | | | | | PM | 86.3 | F | 93.1 | F | 94.6 | F | 99.5 | F |
| 19 | First Street and Keyes Street | E | | | AM | 41.0 | D | 37.2 | D | 39.2 | D | 38.6 | D |
| | | | | | PM | 45.7 | D | 46.4 | D | 49.1 | D | 45.8 | D |
| 20 | I-280 and Eleventh Street (N) | E | | | AM | 32.5 | C | 34.0 | C | 41.7 | D | 26.6 | C |
| | | | | | PM | 15.7 | B | 16.1 | B | 15.9 | B | 16.1 | B |
| 21 | I-280 and Eleventh Street (S) | E | | | AM | 11.8 | B | 11.7 | B | 11.7 | B | 11.6 | B |
| | | | | | PM | 12.7 | B | 13.1 | B | 12.4 | B | 13.3 | B |
| 22 | I-280 and Tenth Street (N) | E | | | AM | 14.3 | B | 14.4 | B | 14.4 | B | 14.4 | B |
| | | | | | PM | 34.5 | C | 31.1 | C | 23.9 | C | 30.6 | C |
| 23 | I-280 and Tenth Street (S) | E | | | AM | 13.6 | B | 13.6 | B | 13.6 | B | 13.6 | B |
| | | | | | PM | 27.5 | C | 63.2 | E | 71.4 | E | 56.2 | E |
| 24 | The Alameda and Naglee Avenue | E | | | AM | 91.0 | F | 86.0 | F | 85.4 | F | 83.6 | F |
| | | | | | PM | 144.3 | F | 146.2 | F | 153.4 | F | 176.9 | F |
| 25 | The Alameda and Hedding Street | E | | | AM | 47.3 | D | 51.2 | D | 54.5 | D | 52.3 | D |
| | | | | | PM | 90.9 | F | 94.2 | F | 92.7 | F | 95.5 | F |
| 26 | The Alameda and I-880 (S) | E | | | AM | 15.9 | B | 9.3 | A | 10.2 | B | 9.3 | A |
| | | | | | PM | 29.5 | C | 31.3 | C | 28.9 | C | 27.3 | C |
| 27 | The Alameda and I-880 (N) | E | | | AM | 34.8 | C | 38.5 | D | 38.7 | D | 40.1 | D |
| | | | | | PM | 75.8 | E | 62.8 | E | 68.4 | E | 61.6 | E |
| 28 | Coleman Avenue and I-880 (N) | E | | | AM | 65.6 | E | 67.0 | E | 67.8 | E | 60.5 | E |
| | | | | | PM | 40.5 | D | 38.8 | D | 37.7 | D | 35.5 | D |
| 29 | Coleman Avenue and I-880 (S) | E | | | AM | 73.8 | E | 71.2 | E | 74.1 | E | 69.8 | E |
| | | | | | PM | 72.9 | E | 79.8 | E | 72.7 | E | 75.7 | E |
| 30 | US 101 and Oakland Road (N) | E | | | AM | 57.6 | E | 54.6 | D | 57.4 | E | 66.5 | E |
| | | | | | PM | 52.5 | D | 46.2 | D | 57.2 | E | 52.4 | D |
| 31 | US 101 and Oakland Road (S) | E | | | AM | 32.0 | C | 31.0 | C | 31.0 | C | 30.5 | C |
| | | | | | PM | 35.9 | D | 77.9 | E | 38.1 | D | 35.8 | D |

Bold indicates unacceptable LOS.

¹CMP intersections inside an Infill Opportunity Zone (IOZ) are exempt from meeting the CMP LOS standard.

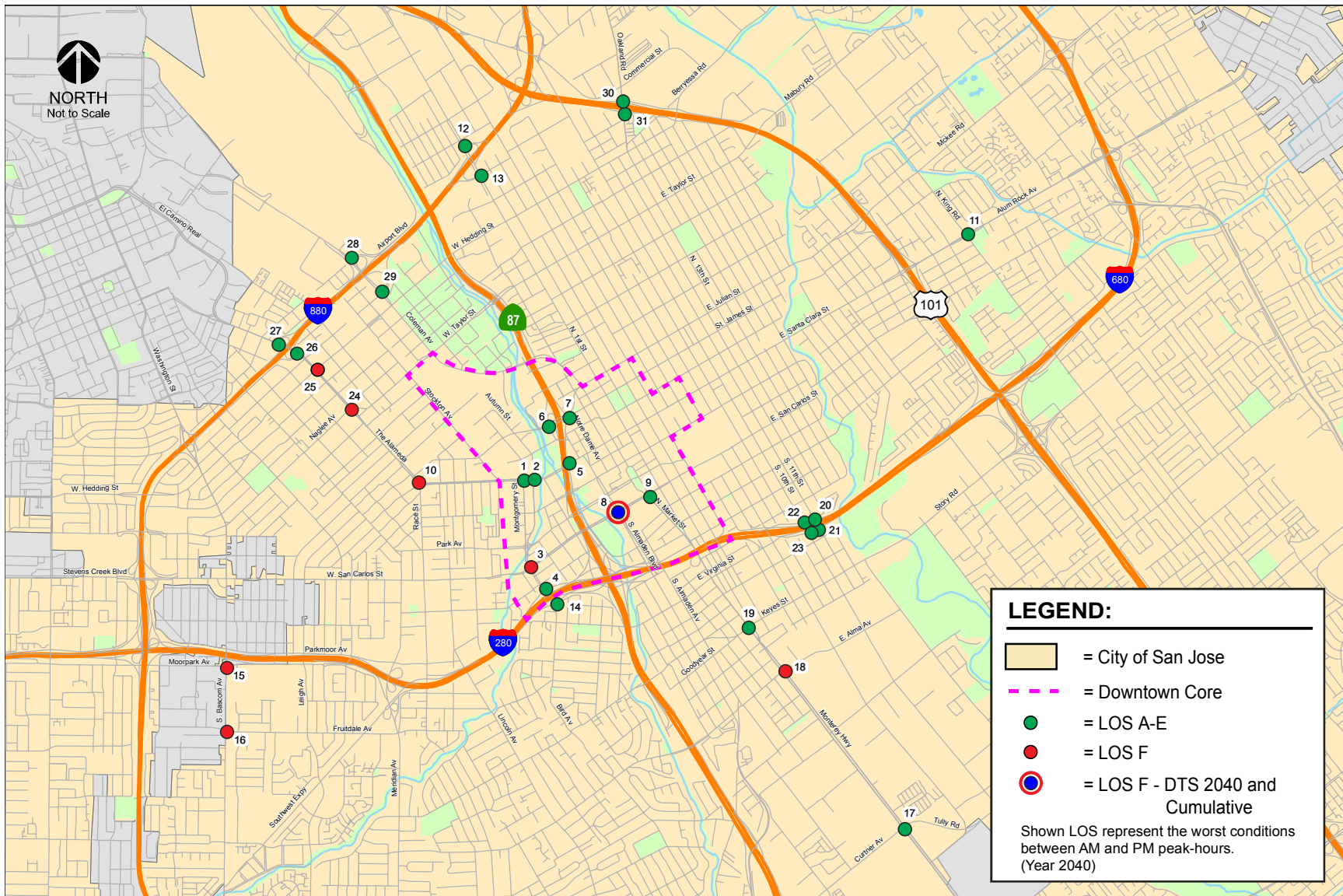


Figure 10
Year 2040 CMP-Designated Intersection Levels of Service

(15) Bascom Avenue and Moorpark Avenue

This CMP intersection is projected to operate at an unacceptable LOS F during the PM peak hour under Year 2040 GP conditions. The intersection is also projected to operate at LOS F conditions with the proposed DTS 2040 plan, project alternative, and cumulative scenario conditions. Based on CMP LOS standards, this intersection would not be in conformance with the CMP intersection standard.

Potential improvement at the intersection would consist of the addition of a second eastbound left-turn lane. However, the intersection would continue to operate at LOS F conditions with the improvement. There are no further feasible capacity improvements at the intersection due to right-of-way restrictions. VTA's Bascom Avenue Complete Street Study and the WSJ Multimodal Transportation Improvement Plan (MTIP) are currently being completed and may identify improvement to multi-modal facilities that could result in an increase in alternative modes of travel (Transit, Bikes, and Walking) and a reduction in auto-based travel mode-share in the area.

(16) Bascom Avenue and Fruitdale Avenue

This CMP intersection is projected to operate at an unacceptable LOS F during the PM peak hour under Year 2040 GP conditions. The intersection is also projected to operate at LOS F conditions with the proposed DTS 2040 plan, project alternative, and cumulative scenario conditions. Based on CMP LOS standards, this intersection would not be in conformance with the CMP intersection standard.

Potential improvement at the intersection would consist of the addition of second southbound left-turn lane and conversion of the westbound approach to provide one left-turn lane, one shared through-left turn lane, and one right-turn lane. The intersection operations would improve to LOS E conditions under each of the Year 2040 study scenarios with the improvement. VTA's Bascom Avenue Complete Street Study and the WSJ Multimodal Transportation Improvement Plan (MTIP) are currently being completed and may identify improvement to multi-modal facilities that could result in an increase in alternative modes of travel (Transit, Bikes, and Walking) and a reduction in auto-based travel mode-share in the area.

(18) First Street and Alma Avenue

This CMP intersection is projected to operate at an unacceptable LOS F during the AM and PM peak hours under Year 2040 GP conditions. The intersection is also projected to operate at LOS F conditions with the proposed DTS 2040 plan, project alternative, and cumulative scenario conditions. Based on CMP LOS standards, this intersection would not be in conformance with the CMP intersection standard.

Potential improvement at the intersection would consist of the addition of protected signal phasing for the westbound and eastbound approaches. The intersection operations would improve to LOS E conditions under each of the Year 2040 study scenarios with the improvement.

(24) The Alameda and Naglee Street

This CMP intersection is projected to operate at an unacceptable LOS F during the AM and PM peak hours under Year 2040 GP conditions. The intersection is also projected to operate at LOS F conditions with the proposed DTS 2040 plan, project alternative, and cumulative scenario conditions. Based on CMP LOS standards, this intersection would not be in conformance with the CMP intersection standard.

There are no feasible improvements at The Alameda and Naglee Avenue intersection due to right-of-way restrictions. The intersection of The Alameda and Naglee Avenue has been identified as a Protected Intersection since the intersection is along a roadway corridor that serves as a gateway to the

greater Downtown area. The Protected Intersection policy specifies that 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 upon other transportation facilities (such as pedestrian, bicycle, and transit systems). The Protected Intersection policy acknowledges that maintaining established level of service standards at intersections that have been built to their planned maximum capacity is not possible. 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 that enhance pedestrian, bicycle and transit facilities in the community near the Protected Intersection.

(25) The Alameda and Hedding Street

This CMP intersection is projected to operate at an unacceptable LOS F during the PM peak hour under the Year 2040 GP conditions. The intersection is also projected to operate at LOS F conditions with the proposed DTS 2040 plan, project alternative, and cumulative scenario conditions. Based on CMP LOS standards, this intersection would not be in conformance with the CMP intersection standard.

There are no feasible improvements at The Alameda and Hedding Street intersection due to right-of-way restrictions. The intersection of The Alameda and Hedding Street has been identified as a Protected Intersection since the intersection is along a roadway corridor that serves as a gateway to the greater Downtown area. The Protected Intersection policy specifies that 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 upon other transportation facilities (such as pedestrian, bicycle, and transit systems). The Protected Intersection policy acknowledges that maintaining established level of service standards at intersections that have been built to their planned maximum capacity is not possible. 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 that enhance pedestrian, bicycle and transit facilities in the community near the Protected Intersection.

Year 2040 Freeway Segment Levels of Service

Year 2040 conditions traffic volumes for the subject freeway segments were estimated with the use of the traffic model. Ratios of traffic model projections for the Years 2015 and Year 2040 conditions were applied to the Year 2016 CMP traffic volume data. The results show that the same freeway segments would operate at an unacceptable LOS F under each of the Year 2040 scenarios evaluated. The following segments are projected to operate at an acceptable LOS F:

- 15 of the 18 directional segments and 6 HOV segments on SR 87 are projected to operate at an unacceptable LOS F during at least one peak hour.
- 14 of the 16 directional segments and 6 HOV segments on I-280 are projected to operate at an unacceptable LOS F during at least one peak hour.
- 7 of the 8 directional segments on I-680 are projected to operate at an unacceptable LOS F during at least one peak hour.
- 15 of 18 directional segments and 1 HOV segment on I-880 are projected to operate at an unacceptable LOS F during at least one peak hour.
- 14 of the 16 directional segments and 12 HOV segments on US 101 are projected to operate at an unacceptable LOS F during at least one peak hour.

In summary, of the 76 freeway segments that were analyzed, 65 directional mixed-flow freeway segments and 25 directional HOV freeway segments operate at an unacceptable level of service based on the CMP's level of service standards. Those segments operating at LOS F conditions during at least one peak hour are identified in Figure 11. Summary tables of the freeway segment analysis are presented in Appendix C.

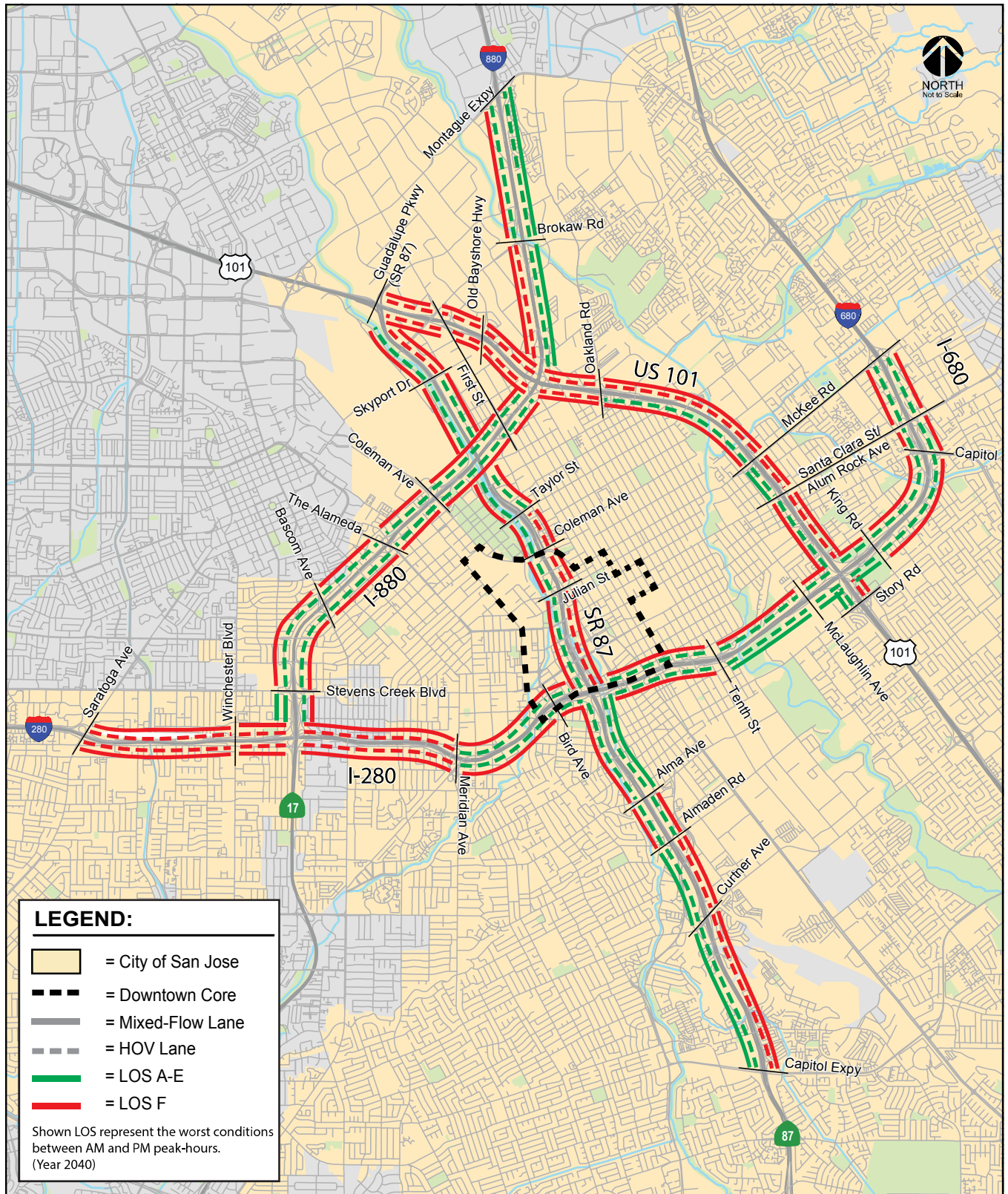


Figure 11
Year 2040 CMP Freeway Segment Levels of Service

5. Long-Range GPA Traffic Analysis

This chapter presents the results of the long-range General Plan Amendment (GPA) traffic impact analysis for the proposed DTS 2040 plan. The purpose of the GP traffic analysis is to assess the long-range impacts of the proposed land use amendment associated with the addition of 4,000 residential units and 10,000 jobs to the Downtown on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines and thresholds set forth by the Envision San Jose 2040 General Plan.

In 2011, the City adopted the Envision San José 2040 General Plan (General Plan), which identified programmatic long-range transportation impacts based on planned land uses and the planned transportation system within the City projected to the Year 2035. The *Envision San José 2040: Transportation Impact Analysis (TIA) for the Draft Environmental Impact Report (DEIR)* provided a comprehensive evaluation of the effects of planned land use as identified in the General Plan on the citywide transportation system. The study commenced in 2008 with the data collection of the existing traffic volumes used to establish the existing transportation conditions for the analysis. The Envision San José 2040 General Plan DEIR included a robust discussion of how existing conditions were determined.¹

The TIA for the Envision San José 2040 General Plan DEIR analyzed the impacts of the future planned growth and future conditions on the existing transportation system. The future conditions were modeled for build-out in horizon year 2035 and included planned land uses and land use intensities, as well as planned improvements to the transportation system within the City's boundaries and within the region.

In 2016, a subsequent TIA was prepared for the General Plan Four-Year Review that evaluated minor adjustments to planned job growth in the adopted General Plan and updated the projection of regional growth to the year 2040. The existing conditions for transportation were updated to reflect the actual development that occurred since the adoption of the General Plan and its base year of 2008 to the year 2015. The General Plan Four-Year Review TIA evaluated the effects of the updated existing conditions in 2015 plus future planned growth, and future conditions projected to the Year 2040, that established the baseline for the evaluation of transportation impacts of General Plan Amendments (GPA) considered for approval during and after the Four-Year Review.

In 2017, the BART Phase II EIR was published and included updated regional transportation projects based on 2015 existing roadway conditions. The City acquired this new model to use as the basis for the Downtown Strategy 2040 EIR and once again, the model was validated with current traffic data to update the existing transportation conditions.

¹ City of San José. *Envision San José 2040 General Plan Draft Program Environmental Impact Report*. 2011. <http://www.sanjoseca.gov/DocumentCenter/View/2190>. Discussion starts on page 131 of this DEIR document.

This GPA analysis provides an evaluation of the changed circumstances of future conditions in the General Plan due to the proposed GPA using the updated model. The results of the analysis for the proposed land use adjustment are compared to the results of the General Plan Four-Year Review TIA evaluation of the General Plan through 2040 to determine if the proposed GPA would result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the General Plan, as amended by the City Council in December 2017.

After General Plan amendments to the Land Use/Transportation Diagram become effective, which is generally 30 days after Council approval, these General Plan amendments are incorporated into the updated General Plan Land Use/Transportation Diagram. This process may occur up to four times a year under State law. Therefore, the current General Plan includes all amendments that are currently effective.

The Envision San José 2040 General Plan Land Use / Transportation Diagram designates the type, intensity, and general distribution of planned land uses within San José. Because the proposed GPA proposes changes to sites' land use designations, this TIA evaluates the incremental changes from uses and intensities allowed under the site's current land use designations to the uses and intensities allowed under the proposed General Plan land use designations for the site. The reason the baseline of the current land use designation is used (as opposed to the existing physical condition) is because the General Plan DEIR and subsequent reviews have already evaluated the potential transportation CEQA impacts of building out the General Plan using existing physical condition baseline in 2008, as explained in detail above. The existing physical condition baseline was reviewed, analyzed, and updated again in 2016, 2017, and as part of this TIA, and it was determined based on substantial evidence that the proposed GPA would not result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the General Plan, as updated.

Further, the Build-out of the General Plan and related environmental analysis under CEQA assumes development overall in the City will occur at the middle range of the General Plan land use designations or consistent with surrounding development intensities. The reason why the middle or typical range is used as opposed to the maximum intensities potentially allowed under various General Plan land use designations is because building out under the maximum intensities for all General Plan land designation would exceed the total planned growth capacity allocated in the General Plan, and this maximum amount of build-out does not represent typical development patterns or the average amount of development built on each site. General Plan land use designations allow a wide range of development intensities and types of land uses to accommodate growth; however, development projects are not typically proposed at the maximum densities due to existing development patterns, site and parking constraints, Federal Aviation Administration regulations, maximum allowable height provisions and other development regulations in the San José Municipal Code in Title 20 (Zoning), market conditions, and other factors.

For example, several General Plan land use designations include a maximum intensity for each use allowed under a land use designation, and also allow a mix of land uses. On a site where development is mixed-use, or there is a height limit, or there is a minimum required setback, achieving the maximum allowable intensities for each land use in the development is often physically infeasible. To evaluate the incremental changes of the proposed General Plan land use amendments, average residential and commercial densities for development under these land use designations and in the planning areas of the proposed General Plan amendments for San José are assumed for the current and proposed land use designations on each site. Individual development projects would be required to complete a near term traffic analysis in conjunction with any future development permit applications.

DTS 2040 Plan Amendment

The DTS 2040 plan would result in changes to the number of households and jobs within Downtown when compared to the Envision San Jose 2040 General Plan. However, the total number of jobs and households citywide would not change as a result of the DTS 2040 plan. The proposed DTS 2040 land use adjustments and their effects on the adopted General Plan land uses are discussed and presented in Chapter 1 of this study.

GPA Analysis Methodology

The GPA analysis includes the evaluation of the potential for the proposed land use amendments to result in increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to roadways in adjacent jurisdictions, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the Envision San Jose 2040 GP TIA. Traffic conditions were evaluated for Year 2040 General Plan and Year 2040 Amended General Plan (DTS 2040) conditions as described and presented in the previous chapters of this study. The same CSJ model that is described in Chapter 1 of this report was used to complete the GPA traffic analysis.

Measures of Effectiveness

This analysis addresses the long-range impacts of the proposed GP land use adjustments on the citywide transportation system through the use of measures of effectiveness (MOEs) developed for the Envision San Jose 2040 GP. The results of the analysis for the proposed land use adjustments are compared to the current GP to determine if the proposed adjustments would result in any new or substantially more severe transportation impacts. The long-range analysis includes analysis of the following MOEs:

- **Vehicle Miles Traveled (VMT) per Service Population.** VMT per service population is a measure of the daily vehicle miles traveled divided by the number of residents and employees within the City of San Jose. VMT per service population (residents + employees) is used for the analysis as opposed to VMT per capita (residents only), since per service population more accurately captures the effects of land use on VMT. The City not only has residents that travel to and from jobs, but also attracts regional employees. VMT is calculated based on the number of vehicles multiplied by the distance traveled by each vehicle in miles.
- **Journey-to-Work Mode Share (Drive Alone %).** Mode share is the distribution of all daily work trips by travel mode, including the following categories: drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips.
- **Average Travel Speeds within the City's Transit Priority Corridors.** Average travel speed for all vehicles (transit and non-transit vehicles) in the City's 14 transit corridors is calculated for the AM peak hour based on the segment distance dividing the vehicle travel time. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San Jose 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for Valley Transportation Authority (VTA) light-rail transit (LRT), bus rapid transit (BRT), local buses, and other public transit vehicles. Although transit services are found on other street types throughout the City, transit has the utmost priority on Grand Boulevards.

- Adjacent Jurisdictions.** Roadway conditions on major streets within adjacent jurisdictions are evaluated for the AM 4-hour peak period based on the volume-to-capacity (V/C) ratios of the street segments and the City of San Jose’s contributions to the total traffic of the street segments. V/C is a performance measure and represents the level of saturation (proportion of roadway capacity that is being used). A lower ratio indicates a roadway’s capacity is not fully utilized while a larger ratio, or ratio greater than 1.00, represents a roadway’s capacity is fully utilized or over saturated. Freeway facilities operated by Caltrans and expressways operated by the Santa Clara County are also considered as adjacent jurisdictions.

Significance Impact Criteria

The City of San Jose adopted policies and goals in Envision San Jose 2040 to reduce the drive alone mode share to no more than 40 percent of all daily commute trips, and to reduce the VMT per service population by 40 percent from existing (year 2008) conditions. To meet these goals by the GP horizon year and to satisfy CEQA requirements, the City developed a set of MOEs and associated significance thresholds to evaluate long-range transportation impacts resulting from land use adjustments. Table 17 summarizes the significance thresholds associated with vehicular modes of transportation that were adopted as part of Envision San Jose 2040 for the evaluation of long-range traffic impacts resulting from proposed land use adjustments and used in this analysis.

In addition to the MOEs described above, the effects of the proposed land use adjustments on transit, bicycle, and pedestrian facilities were evaluated. A significant long-range transportation impact would occur if the adjustments would:

- Disrupt existing, or interfere with planned transit services or facilities;
- Disrupt existing, or interfere with planned bicycle facilities;
- Conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards;
- Not provide secure and safe bicycle parking in adequate proportion to anticipated demand;
- Disrupt existing, or interfere with planned pedestrian facilities;
- Not provide accessible pedestrian facilities that meet current ADA best practices; or
- Create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards.

Table 17
MOE Significance Thresholds

| MOE | Citywide Threshold |
|--------------------------------|--|
| VMT/Service Population | Any increase over 2015 baseline conditions |
| Mode Share (Drive Alone %) | Any increase in journey-to-work drive alone mode share over 2015 baseline conditions |
| Transit Corridor Travel Speeds | Decrease in average travel speed on a transit corridor below 2015 baseline conditions in the AM peak one-hour period when: 1. The average speed drops below 15 mph or decreases by 25% or more, or 2. The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under 2015 baseline conditions. |
| Adjacent Jurisdiction | When 25% or more of total deficient lane miles on streets in a adjacent jurisdiction are attributable to the City of San Jose during the AM peak-4-hour period. 1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater. 2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment. |

Source: Envision San Jose 2040 General Plan TIA, October 2010.

General Plan Amendment Site-Specific Long-Range Analysis

The results of the site-specific GPA long-range analysis are described below.

Vehicle Miles Traveled Per Service Population

The San Jose TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. Any increase in VMT per service population over the current General Plan due to the proposed land use amendment is considered a significant impact.

As shown in Table 18, the daily VMT would decrease slightly and the VMT per service population would not change with the proposed DTS 2040 land use amendment when compared to the current General Plan. Therefore, the proposed land use amendment would result in a *less than significant* impact on the citywide VMT.

Table 18
Daily Vehicle Miles Traveled Per Service Population

| | Base Year (2015) | Existing General Plan | Existing General Plan Plus GPA |
|---|---------------------|--------------------------|--------------------------------------|
| Citywide Daily VMT | 17,505,088 | 28,046,059 | 27,827,014 |
| Citywide Service Population | 1,392,946 | 2,054,758 | 2,054,758 |
| - Total Households | 319,870 | 429,350 | 429,350 |
| - Total Residents | 1,016,043 | 1,303,108 | 1,303,108 |
| - Total Jobs | 376,903 | 751,650 | 751,650 |
| Daily VMT Per Service Population | 12.6 | 13.6 | 13.5 |
| <i>Increase in VMT/Service Population over General Plan Conditions</i> | | | -0.1 |
| Significant Impact? | | | No |
| Note: Service Population = Residents + Jobs | | | |

Journey-to-Work Mode Share

The San Jose TDF model was used to calculate journey-to-work citywide mode share percentages. Mode share is the distribution of all daily work trips by travel mode. The modes of travel included in the TDF model are drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, a majority of work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). Any increase in the journey-to-work drive alone mode share percentage over the current General Plan due to the proposed land use amendment is considered a significant impact.

Table 19 summarizes the citywide journey-to-work mode share analysis results. When compared to the current General Plan, the percentage of journey-to-work drive alone trips would not change as a result

of the proposed land use amendment. Approximately 72% of the commuters would drive single occupancy vehicles to travel to and from work under the current General Plan and the current General Plan with the proposed land use amendment. Therefore, the proposed land use amendment would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 19
Journey-to-Work Mode Share

| Mode | Base Year (2015) | | Existing General Plan | | Existing General Plan Plus GPA | |
|--|------------------|-------|-----------------------|-------|--------------------------------|-----------|
| | Trips | % | Trips | % | Trips | % |
| Drive Alone | 753,264 | 79.7% | 1,098,198 | 72.0% | 1,089,242 | 71.5% |
| Carpool 2 | 85,496 | 9.0% | 138,716 | 9.1% | 137,570 | 9.0% |
| Carpool 3+ | 28,526 | 3.0% | 55,275 | 3.6% | 54,729 | 3.6% |
| Transit | 48,181 | 5.1% | 177,546 | 11.6% | 185,222 | 12.2% |
| Bicycle | 14,120 | 1.5% | 26,119 | 1.7% | 26,379 | 1.7% |
| Walk | 15,666 | 1.7% | 28,839 | 1.9% | 29,762 | 2.0% |
| Increase in Drive Alone Percentage over General Plan Conditions | | | | | | -0.5% |
| Significant Impact? | | | | | | No |

Average Vehicle Speeds in Transit Priority Corridors

The San Jose TDF model was used to calculate the average vehicle travel speeds during the AM peak hour for the City's 14 transit corridors that were evaluated in the Envision San Jose 2040 General Plan TIA. The analysis of transit priority corridor speeds was completed to assist with the assessment of whether the proposed land use amendment would cause a significant change in travel speeds on the transit priority corridors compared to the current General Plan. A transit corridor is a roadway segment identified as a Grand Boulevard in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. A land use amendment that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 mph or decreases by 25% or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current General Plan is considered a significant impact.

Table 20 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. When compared to the travel speeds under current General Plan conditions, the change in traffic resulting from the proposed land use amendment would have a minimal effect on the travel speeds in the transit corridors. The model estimates decrease in travel speeds of 0.5 mph or less on eight corridors due to the proposed land use amendment. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed land use amendment would result in a *less than significant* impact on the vehicle speeds in the transit priority corridors.

Table 20
AM Peak Hour Vehicle Speeds for San Jose Transit Priority Corridors

| Transit Priority Corridor | Base Year (2015) | Existing General Plan | Existing General Plan Plus GPA | % Change (Existing General Plan + GPA - Existing GP) | Absolute Change (Existing General Plan + GPA - Existing GP) |
|--|------------------|-----------------------|--------------------------------|--|---|
| 2nd St from San Carlos St to St. James St | 16.6 | 15.7 | 15.5 | -1.3% | -0.2 |
| Alum Rock Av from Capitol Av to US 101 | 21.3 | 16.6 | 16.8 | 1.2% | 0.2 |
| Camden Av from SR 17 to Meridian Av | 23.1 | 18.1 | 17.8 | -1.7% | -0.3 |
| Capitol Av from S. Milpitas Bl to Capitol Expwy | 27.1 | 22.8 | 22.9 | 0.5% | 0.1 |
| Capitol Expwy from Capitol Av to Meridian Av | 33.0 | 26.9 | 27.1 | 0.4% | 0.1 |
| E. Santa Clara St from US 101 to Delmas Av | 20.4 | 16.2 | 15.9 | -2.0% | -0.3 |
| Meridian Av from Park Av to Blossom Hill Rd | 24.9 | 20.9 | 20.6 | -1.4% | -0.3 |
| Monterey Rd from Keyes St to Metcalf Rd | 27.4 | 19.2 | 19.9 | 3.4% | 0.6 |
| N. 1st St from SR 237 to Keyes St | 21.3 | 13.9 | 13.7 | -1.0% | -0.1 |
| San Carlos St from Bascom Av to SR 87 | 24.8 | 20.8 | 20.5 | -1.6% | -0.3 |
| Stevens Creek Bl from Bascom Av to Tantau Av | 24.3 | 18.8 | 18.7 | -0.1% | 0.0 |
| Tasman Dr from Lick Mill Bl to McCarthy Bl | 22.7 | 13.8 | 13.8 | -0.3% | 0.0 |
| The Alameda from Alameda Wy to Delmas Av | 20.5 | 14.3 | 14.2 | -1.0% | -0.1 |
| W. San Carlos St from SR 87 to 2nd St | 20.0 | 19.3 | 18.9 | -2.2% | -0.4 |

Notes:
Outlined indicates significant impacts.

Adjacent Jurisdictions

The San Jose General Plan TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions.

The effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. A deficient roadway segment in an adjacent jurisdiction is attributed to San Jose when trips originating from residents and jobs within San Jose equal 10 percent or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San Jose. The 25% threshold represents what would be a noticeable change in traffic.

Table 21 summarizes the City of San Jose’s traffic impacts on the roadway segments within adjacent jurisdictions. City of San Jose traffic would significantly impact roadway segments in the same 13 adjacent jurisdictions under both the current General Plan and the current General Plan plus proposed land use amendment conditions. With the proposed land use amendment, the percentage of deficient lane miles attributable to the City would be the same at 13 roadway segments when compared to the current GP. The proposed land use amendment would not result in further impacts on roadways in adjacent jurisdictions than that those identified for the current General Plan. Therefore, the proposed

Table 21
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions

| City | Base Year (2015) | | | Existing General Plan | | | Existing General Plan Plus GPA | | |
|--------------------------------|---|--|--|---|--|--|---|--|--|
| | Total Deficient Lane Miles ¹ | Total Deficient Lane Miles Attributable to San Jose ² | % of Deficient Lane Miles Attributable to San Jose | Total Deficient Lane Miles ¹ | Total Deficient Lane Miles Attributable to San Jose ² | % of Deficient Lane Miles Attributable to San Jose | Total Deficient Lane Miles ¹ | Total Deficient Lane Miles Attributable to San Jose ² | % of Deficient Lane Miles Attributable to San Jose |
| Campbell | 0.12 | 0.12 | 100% | 1.15 | 1.15 | 100% | 1.15 | 1.15 | 100% |
| Cupertino | 1.67 | 1.19 | 72% | 2.60 | 2.23 | 86% | 2.60 | 2.23 | 86% |
| Gilroy | 0.34 | 0.34 | 100% | 0.00 | 0.00 | 0% | 0.00 | 0.00 | 0% |
| Los Altos | 0.50 | 0.00 | 0% | 1.49 | 0.25 | 17% | 1.14 | 0.25 | 22% |
| Los Altos Hills | 0.38 | 0.13 | 35% | 2.51 | 1.95 | 78% | 2.51 | 1.95 | 78% |
| Los Gatos | 0.22 | 0.22 | 100% | 1.34 | 1.34 | 100% | 1.34 | 1.34 | 100% |
| Milpitas | 0.39 | 0.39 | 100% | 5.54 | 5.54 | 100% | 5.54 | 5.54 | 100% |
| Monte Sereno | 0.00 | 0.00 | 0% | 0.00 | 0.00 | 0% | 0.00 | 0.00 | 0% |
| Morgan Hill | 0.00 | 0.00 | 0% | 0.24 | 0.24 | 100% | 0.24 | 0.24 | 100% |
| Mountain View | 0.39 | 0.28 | 71% | 1.60 | 1.48 | 93% | 1.60 | 1.48 | 93% |
| Palo Alto | 0.88 | 0.31 | 35% | 2.42 | 0.76 | 31% | 2.42 | 0.76 | 31% |
| Santa Clara | 0.00 | 0.00 | 0% | 0.60 | 0.60 | 100% | 0.34 | 0.34 | 100% |
| Saratoga | 0.00 | 0.00 | 0% | 0.63 | 0.63 | 100% | 0.63 | 0.63 | 100% |
| Sunnyvale | 0.81 | 0.81 | 100% | 0.53 | 0.48 | 90% | 0.53 | 0.48 | 90% |
| Caltrans Facilities | 5,743.69 | 4,433.43 | 77% | 5,856.67 | 4,783.14 | 82% | 5,795.79 | 4,775.33 | 82% |
| Santa Clara County Expressways | 0.62 | 0.51 | 81% | 5.97 | 5.95 | 100% | 5.61 | 5.59 | 100% |

Notes:

1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.

Outlined indicates significant impacts.

land use amendment would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San Jose 2040 General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks 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.

Included within the General Plan are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San Jose 2040 General Plan includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As development Downtown proceeds, each individual development project should ensure that it is consistent with the Envision San Jose 2040 General Plan to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities *are less-than-significant*.

General Plan Amendment Cumulative Long-Range Analysis

The 2018 GPA Cumulative analysis sites includes nine proposed GPA sites: GP17-015, GP17-016, GP17-017, GP18-001, GP18-002, GP18-004, GP18-005, GP18-006, GP18-008. Each of the proposed GPAs would result in changes to the number of households and jobs on each site when compared to the Envision San Jose 2040 General Plan assumptions for each site. However, the total number of jobs and households citywide would not change as a result of these GPAs. The TDF model is used to rebalance the number of jobs and households citywide in order to maintain the General Plan Goal of 751,650 jobs and 429,350 households.

Applicant Proposed General Plan Amendment Descriptions

Table 22 summarizes the current 2040 GP and applicant proposed land uses and density for each site. The changes in households and jobs for each site and the resulting increases in peak-hour trips are summarized in Table 23. The peak-hour trips for each site were estimated using the City of San Jose's travel demand forecasting (TDF) model. The TDF modeling is described in Chapter 3.

Proposed land use changes for each of the GPA sites are described below.

- **Site 1 - GP17-015 (West San Carlos Street):** The 1.12-acre site is located on the north side of West San Carlos Street, between McEvoy Street and Dupont Street, and inside the Diridon

Table 22
Existing General Plan and Proposed GPA Land Uses

| Site Number | Project Name | Location | APN | Existing General Plan | | | Proposed/Staff General Plan Amendment | |
|-------------|-----------------------------------|--|---|-----------------------|---|--|---|---|
| | | | | Size (ac.) | Land Use | Density | Land Use | Density |
| 1 | GP17-015 (West San Carlos St.) | 699 W. San Carlos Street; 254, 258 McEvoy Street; 277 Dupont Street | 261-38-004; 005; 030; 047; 048; 049 | 1.12 | Mixed Use Commercial | up to 50 DU/AC FAR 0.5 to 4.5 | Transit Residential | 50-250 DU/AC; FAR 2.0 to 12.0 |
| 2 | GP17-016 (Berryessa Rd.) | 1655 Berryessa Road | 241-03-023; 024; 025 | 13.02 | Industrial Park | FAR up to 10.0 | Urban Village | up to 250 DU/AC; FAR up 10.0 |
| 3 | GP17-017 (Dupont St.) | 205, 214 Dupont Street; 275 McEvoy Street | 261-38-057; 064; 065; 067; 261-39-035 | 3.86 | Mixed Use Commercial | up to 50 DU/AC FAR 0.5 to 4.5 | Transit Residential | 50-250 DU/AC; FAR 2.0 to 12.0 |
| 4 | GP18-001 (San Felipe Rd.) | 4349 San Felipe Road | 676-36-007 | 0.99 | Rural Residential | 2 DU/AC; FAR up to 0.35 | Neighborhood/Community Commercial (0.19 acres), Rural Residential (0.37 acres) | FAR up to 3.5, 2 DU/AC; FAR up to 0.35 |
| 5 | GP18-002 (Meridian Ave.) | 550, 570 Meridian Avenue; 1401 Parkmoor Avenue; 529, 581, 691 Race Street | 264-08-060; 061; 063; 066; 067; 071; 072; 077; 078 | 11.56 | Industrial Park | FAR up to 10.0 | Combined Industrial/Commercial | FAR up to 12.0 |
| | Staff Alternative | <i>456, 460, 550, 570 Meridian Avenue; 1401 Parkmoor Avenue; 529, 581, 691 Race Street</i> | <i>264-08-017; 060; 061; 063; 066; 067; 071; 072; 077; 078; 085</i> | <i>12.54</i> | <i>same</i> | <i>same</i> | <i>same</i> | <i>same</i> |
| 6 | GP18-004 (Union Avenue) | 3235 Union Avenue; 2223 Camden Avenue | 414-25-001; 020 | 12.12 | Public/Quasi-Public | FAR N/A | Residential Neighborhood (6 acres), Neighborhood/Community Commercial (3.28 acres) | 8 DU/AC; FAR up to 0.7, FAR up to 3.5 |
| | Staff Alternative | <i>same</i> | <i>same</i> | <i>same</i> | <i>same</i> | <i>same</i> | <i>Neighborhood/Community Commercial (12.12 acres)</i> | <i>FAR up to 3.5</i> |
| 7 | GP18-005 (Lelong Street) | Northwest quadrant of Lelong St/Alma Ave intersection | 434-13-038 | 4.30 | Public/Quasi-Public | FAR N/A | Urban Residential | 30-95 DU/AC; FAR 1.0 to 4.0 |
| 8 | GP18-006 (Piercy Rd.) | 459, 469 Piercy Road | 678-93-039; 040 | 5.62 | Industrial Park | FAR up to 10.0 | Combined Industrial/Commercial | FAR up to 12.0 |
| 9 | GP18-008 (Park Ave.) | 1131 Park Avenue; 15 Tillman Avenue | 261-27-074; 261-12-071 | 0.24 | Residential Neighborhood (0.13 acres), Neighborhood/Community Commercial (0.11 acres) | 8 DU/AC; FAR up to 0.7, FAR up to 3.5 | Residential Neighborhood (0.11 acres), Neighborhood/Community Commercial (0.13 acres) | 8 DU/AC; FAR up to 0.7, FAR up to 3.5 |

Notes: FAR = floor-to-area ratio; DU = dwelling units; AC = acre; APN = assessor's parcel number; N/A = not applicable
Source: City of San Jose Planning Department (June 2018)

Table 23
Changes in Households, Jobs, and Peak-Hour Trips Due to Applicant Proposed GPAs and DTS 2040 Plan Amendment

| Site Number | Site Name | Existing General Plan | | General Plan Amendment | | Net Land Use Change | | Net Peak-Hour Trip Change | |
|-------------|------------------------------------|-----------------------|--------|------------------------|--------|---------------------|--------|---------------------------|-------|
| | | TOTHH | TEMP | TOTHH | TEMP | TOTHH | TEMP | AM | PM |
| 1 | GP-17-015 [West San Carlos Street] | 18 | 337 | 150 | 337 | 132 | 0 | 0 | 0 |
| 2 | GP-17-016 [Berryessa Road] | 1,578 | 6,749 | 3,205 | 7,128 | 1,627 | 379 | 1,059 | 1,301 |
| 3 | GP-17-017 [Dupont Street] | 768 | 2,385 | 1,251 | 2,385 | 483 | 0 | 214 | 241 |
| 4 | GP-18-001 [San Felipe Road] | 423 | 235 | 423 | 244 | 0 | 9 | 6 | 9 |
| 5 | GP-18-002 [Meridian Avenue] | 1,656 | 2,811 | 1,656 | 2,414 | 0 | -397 | 128 | 260 |
| 6 | GP-18-004 [Union Avenue] | 390 | 1,446 | 426 | 1,492 | 36 | 46 | 55 | 73 |
| 7 | GP-18-005 [Lelong Street] | 447 | 424 | 713 | 586 | 266 | 162 | 237 | 300 |
| 8 | GP-18-006 [Piercy Road] | 17 | 3,843 | 17 | 3,650 | 0 | -193 | 25 | 112 |
| 9 | GP-18-008 [Park Avenue] | 517 | 420 | 517 | 421 | 0 | 1 | -2 | -3 |
| | Downtown Strategy 2040 Plan | 15,784 | 80,509 | 19,784 | 90,456 | 4,000 | 10,000 | 3,287 | 4,568 |

Notes: TOTHH = total number of households; TEMP = total number of jobs.

Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.

Source: City of San Jose Planning Department, June 2018 & City of San Jose TDF model runs July 2018.

Station Urban Village. Figure 2 shows the location of the site. The adopted General Plan land use designation for the site is *Mixed-Use Commercial*, and the proposed amendment involves changing the adopted land use to *Transit Residential*. The proposed amendment would result in 132 additional households on the site. Based on the TDF modeling results, the amendment would not result in an increase of vehicle trips on local streets in the vicinity of the site and would not be required to prepare a site-specific GPA traffic analysis.

- Site 2 - GP17-016 (Berryessa Road):** The 13.02-acre site is located on the north side of Berryessa Road near the Berryessa BART Station/Berryessa Road intersection and west of the BART right-of-way. Figure 3 shows the location of the site. The adopted General Plan land use designation for the site is *Industrial Park*, and the proposed amendment involves changing the adopted land use to *Urban Village*. The proposed amendment would result in 1,627 additional households and 379 additional jobs on the site. The increase in households and jobs would result in an increase of greater than 250 peak-hour trips to the site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the site is required.*
- Site 3 - GP17-017 (Dupont Street):** The 3.86-acre site is located near the McEvoy Street and Park Avenue intersection. Figure 4 shows the location of the site. The adopted General Plan land use designation for the site is *Mixed-Use Commercial* and the proposed amendment involves changing the adopted land use to *Transit Residential*. The proposed amendment would result in 483 additional households on the site. Based on the TDF modeling results, peak-hour trips generated by GP17-017 would not exceed the 250-trip threshold and a site-specific GPA traffic analysis would not be required.
- Site 4 - GP18-001 (San Felipe Road):** The 0.99-acre site is located on the west side of San Felipe Road near its intersection with Paseo de Los Arboles. Figure 5 shows the location of the site. The adopted General Plan land use designation for the site are *Rural Residential* and *Open Space, Parklands, and Habitat*, and the proposed amendment involves changing the adopted land use to include *Neighborhood/Community Commercial* in addition to *Rural Residential* and *Open Space, Parklands, and Habitat*. The proposed amendment would result in 9 additional

jobs on the site. The amendment would not substantially increase vehicle traffic on local streets in the vicinity of the site and would not be required to prepare a site-specific GPA traffic analysis.

- **Site 5 - GP18-002 (Meridian Avenue):** The 11.56-acre site is located on the north side of Parkmoor Avenue, between Meridian Avenue and Race Street. Figure 6 shows the location of the site. The adopted General Plan land use designation for the site is *Industrial Park*, and the proposed amendment involves changing the adopted land use to *Combined Industrial/Commercial*. The amendment would result in 397 fewer jobs on the site. However, the proposed land use amendment would result in an increase of greater than 250 peak hour trips to the site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the site is required.*
- **Site 6 - GP18-004 (Union Avenue):** The 12.12-acre site is bounded by Camden Avenue and Union Avenue. Figure 7 shows the location of the site. The adopted General Plan land use designation for the site is *Public/Quasi-Public*, and the proposed amendment involves changing the adopted land use to *Residential Neighborhood* and *Neighborhood/Community Commercial*. The proposed amendment would result in 36 additional households and 46 additional jobs on the site. Based on the TDF modeling results, peak-hour trips generated by GP18-004 would not exceed the 250-trip threshold and a site-specific GPA traffic analysis would not be required.
- **Site 7 - GP18-005 (Lelong Street):** The 4.3-acre site is located at the northeast quadrant of the Lelong Street/Alma Avenue intersection. Figure 8 shows the location of the site. The adopted General Plan land use designation for the site is *Public/Quasi-Public* and the proposed amendment involves changing the adopted land use to *Urban Residential*. The proposed amendment would result in 266 additional households and 162 additional jobs on the site. The increase in households and jobs would result in an increase of greater than 250 peak-hour trips to the site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the site is required.*
- **Site 8 - GP18-006 (Piercy Road):** The 5.62-acre site is located on the northeast quadrant of the Hellyer Avenue/Piercy Road intersection. Figure 9 shows the location of the site. The adopted General Plan land use designation for the site is *Industrial Park*, and the proposed amendment involves changing the adopted land use to *Combined Industrial/Commercial*. The proposed amendment would result in 193 fewer jobs on the site. Based on the TDF modeling results, peak-hour trips generated by GP18-006 would not exceed the 250-trip threshold and a site-specific GPA traffic analysis would not be required.
- **Site 9 - GP18-008 (Park Avenue):** The 0.24-acre site is bounded by Park Avenue and Tillman Avenue. Figure 10 shows the location of the site. The adopted General Plan land use designation for the site is *Residential Neighborhood* and *Neighborhood/Community Commercial*, and the proposed amendment involves maintaining the adopted land uses but changing the land use size. The proposed amendment would result in one additional job on the site. Based on the TDF modeling results, the amendment would not result in an increase of vehicle trips on local streets in the vicinity of the site and would not be required to prepare a site-specific GPA traffic analysis.

Staff Alternative General Plan Amendment Descriptions

The staff proposed GPA alternative consists of the same nine GPA sites, however, two of the sites (GP18-002 and GP18-004) would consist of alternative land use changes identified by City of San Jose Staff rather than those proposed by the applicants. The alternatives are intended to allow decision

makers to consider alternate land use designations consistent with General Plan goals and policies for sites GP18-002 and GP18-004. The proposed land use and density under the Staff Alternative for these two sites as well as the projected change in households, jobs, and peak-hour trips are presented in Table 24. The proposed land use amendments of the remaining seven sites would consist of the applicant proposed amendments, as described previously. The Staff Alternative GPAs are described below.

- Site 5 - GP18-002 (Meridian Avenue) Staff Alternative:** Under the Staff Alternative, the proposed amendment would involve changing the adopted land use designation from *Industrial Park* to *Combined Industrial/Commercial* (same as the applicant proposed GPA) in addition to including two additional parcels to increase the size of the site from 11.56 acres to 12.54 acres. The Staff Alternative would result in 432 fewer jobs on the site. However, the Staff Alternative would result in an increase of greater than 250 peak hour trips to the site. *Therefore, the preparation of a site-specific GPA traffic analysis for the Staff Alternative land use amendment on the site is required.*
- Site 6 - GP18-004 (Union Avenue) Staff Alternative:** Under the Staff Alternative, the proposed amendment would involve changing the adopted land use designation from *Public/Quasi-Public* to *Neighborhood/Community Commercial*. The Staff Alternative would result in 458 additional jobs on the site. The increase in jobs would result in an increase of greater than 250 peak-hour trips to the site. *Therefore, the preparation of a site-specific GPA traffic analysis for the Staff Alternative land use amendment on the site is required.*

The long-range cumulative traffic impacts resulting from the proposed 2018 GPAs were determined based on the MOEs significance thresholds for vehicle modes of travel and the impact criteria for transit, bicycle and pedestrian described above. The results of the GPA long-range analysis are described below for both the applicant proposed GPA conditions and the Staff Alternative GPA conditions.

Table 24
Changes in Households, Jobs, and Peak-Hour Trips Due to Staff Alternative GPAs

| Site Number | Site Name | Existing General Plan | | General Plan Amendment | | Net Land Use Change | | Net Peak-Hour Trip Change | |
|-------------|-----------------------------|-----------------------|-------|------------------------|-------|---------------------|------|---------------------------|-----|
| | | TOTHH | TEMP | TOTHH | TEMP | TOTHH | TEMP | AM | PM |
| 5 | GP-18-002 [Meridian Avenue] | 1,656 | 2,811 | 1,656 | 2,379 | 0 | -432 | 140 | 284 |
| 6 | GP-18-004 [Union Avenue] | 390 | 1,446 | 390 | 1,904 | 0 | 458 | 289 | 449 |

Notes: TOTHH = total number of households; TEMP = total number of jobs.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
 Source: City of San Jose Planning Department, June 2018 & City of San Jose TDF model runs July 2018.

Vehicle Miles Traveled Per Service Population

The San Jose TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. Any increase in VMT per service population over the current General Plan due to the proposed land use amendments is considered a significant impact.

As shown in Table 25, the citywide daily VMT and the VMT per service population would decrease due to both the applicant proposed land use amendments and the Staff Alternative land use amendments when compared to the current General Plan. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the reallocation of 4,000 households and 10,000 jobs to the downtown area, where there are more jobs and transit options. Vehicle trips citywide would be reduced due to an increase in trips made via transit and non-motorized travel modes (bicycle and walk) within the Downtown area. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on citywide daily VMT per service population.

Table 25
Cumulative Daily Vehicle Miles Traveled Per Service Population

| | Base Year (2015) | Existing General Plan | Existing General Plan Plus GPA's | Existing General Plan Plus Staff GPA's |
|--|---------------------|--------------------------|--|--|
| Citywide Daily VMT | 17,505,088 | 28,046,059 | 27,873,371 | 27,889,424 |
| Citywide Service Population | 1,392,946 | 2,054,758 | 2,054,758 | 2,054,758 |
| - Total Households | 319,870 | 429,350 | 429,350 | 429,350 |
| - Total Residents | 1,016,043 | 1,303,108 | 1,303,108 | 1,303,108 |
| - Total Jobs | 376,903 | 751,650 | 751,650 | 751,650 |
| Daily VMT Per Service Population | 12.6 | 13.6 | 13.6 | 13.6 |
| Increase in VMT/Service Population over General Plan Conditions | | | -0.1 | -0.1 |
| Significant Impact? | | | No | No |
| Note: Service Population = Residents + Jobs | | | | |

Journey-to-Work Mode Share

The San Jose TDF model was used to calculate citywide journey-to-work mode share percentages. Mode share is the distribution of all daily work trips by travel mode, including drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, a majority of work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). Any increase in the journey-to-work drive alone mode share percentage over the current General Plan due to the proposed land use amendments is considered a significant impact.

Table 26 summarizes the citywide journey-to-work mode share analysis results. Compared to the current Envision San Jose 2040 General Plan, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit and walk trips would increase slightly as a result of both the applicant proposed GPAs and the Staff Alternative GPAs. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 26
Cumulative Journey-to-Work Mode Share

| Mode | Base Year (2015) | | Existing General Plan | | Existing General Plan Plus GPA's | | Existing General Plan Plus Staff GPA's | |
|--|------------------|-------|-----------------------|-------|----------------------------------|-----------|--|-------|
| | Trips | % | Trips | % | Trips | % | Trips | % |
| Drive Alone | 753,264 | 79.7% | 1,098,198 | 72.0% | 1,089,340 | 71.5% | 1,089,390 | 71.5% |
| Carpool 2 | 85,496 | 9.0% | 138,716 | 9.1% | 137,450 | 9.0% | 137,635 | 9.0% |
| Carpool 3+ | 28,526 | 3.0% | 55,275 | 3.6% | 54,544 | 3.6% | 54,595 | 3.6% |
| Transit | 48,181 | 5.1% | 177,546 | 11.6% | 185,532 | 12.2% | 185,018 | 12.1% |
| Bicycle | 14,120 | 1.5% | 26,119 | 1.7% | 26,357 | 1.7% | 26,468 | 1.7% |
| Walk | 15,666 | 1.7% | 28,839 | 1.9% | 29,744 | 2.0% | 29,791 | 2.0% |
| Increase in Drive Alone Percentage over General Plan Conditions | | | | | | -0.5% | -0.5% | |
| Significant Impact? | | | | | | No | No | |

Average Vehicle Speeds in Transit Priority Corridors

The San Jose GP TDF model was used to calculate the average vehicle travel speeds during the AM peak hour for the City's 14 transit corridors that were evaluated in the Envision San Jose 2040 GP TIA. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San Jose 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. Land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current General Plan is considered a significant impact.

Table 27 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak-hour of traffic. When compared to travel speeds under current General Plan conditions, the change in traffic resulting from the proposed land use amendments would have minimal effect on the travel speeds in the transit corridors. The model estimates decrease in travel speeds of 0.6 mph or less (or a change of 3.5% or less) on ten corridors due to the applicant proposed GPAs, and decrease in travel speeds of 0.4 mph or less (or a change of 2.5% or less) on eight corridors due to the Staff Alternative GPAs. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Adjacent Jurisdictions

The San Jose GP TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions.

Table 27
Cumulative AM Peak-Hour Vehicle Speeds (mph) for San Jose Transit Priority Corridors

| Transit Priority Corridor | Base Year (2015) | Existing General Plan | Existing General Plan Plus GPAs | | | Existing General Plan Plus Staff Alternative GPAs | | |
|---|------------------|-----------------------|---------------------------------|--|---|---|--|---|
| | Speed (mph) | Speed (mph) | Speed (mph) | % Change (Existing General Plan + GPA's - Existing GP) | Absolute Change (Existing General Plan + GPA's - Existing GP) | Speed (mph) | % Change (Existing General Plan + Staff GPA's - Existing GP) | Absolute Change (Existing General Plan + Staff GPA's - Existing GP) |
| 2nd St from San Carlos St to St. James St | 16.6 | 15.7 | 15.2 | -3.2% | -0.5 | 15.3 | -2.5% | -0.4 |
| Alum Rock Av from Capitol Av to US 101 | 21.3 | 16.6 | 16.8 | 1.4% | 0.2 | 16.9 | 1.5% | 0.3 |
| Camden Av from SR 17 to Meridian Av | 23.1 | 18.1 | 17.8 | -1.8% | -0.3 | 17.9 | -1.6% | -0.3 |
| Capitol Av from S. Milpitas Bl to Capitol Expwy | 27.1 | 22.8 | 22.8 | 0.3% | 0.1 | 22.9 | 0.3% | 0.1 |
| Capitol Expwy from Capitol Av to Meridian Av | 33.0 | 26.9 | 27.0 | 0.2% | 0.1 | 27.1 | 0.5% | 0.1 |
| E. Santa Clara St from US 101 to Delmas Av | 20.4 | 16.2 | 15.6 | -3.5% | -0.6 | 15.9 | -2.1% | -0.3 |
| Meridian Av from Park Av to Blossom Hill Rd | 24.9 | 20.9 | 20.6 | -1.4% | -0.3 | 20.6 | -1.3% | -0.3 |
| Monterey Rd from Keyes St to Metcalf Rd | 27.4 | 19.2 | 20.3 | 5.4% | 1.0 | 20.1 | 4.5% | 0.9 |
| N. 1st St from SR 237 to Keyes St | 21.3 | 13.9 | 13.7 | -1.4% | -0.2 | 13.8 | -0.4% | -0.1 |
| San Carlos St from Bascom Av to SR 87 | 24.8 | 20.8 | 20.5 | -1.5% | -0.3 | 20.5 | -1.5% | -0.3 |
| Stevens Creek Bl from Bascom Av to Tantau Av | 24.3 | 18.8 | 18.6 | -0.6% | -0.1 | 18.7 | -0.1% | 0.0 |
| Tasman Dr from Lick Mill Bl to McCarthy Bl | 22.7 | 13.8 | 13.7 | -0.7% | -0.1 | 14.1 | 1.9% | 0.3 |
| The Alameda from Alameda Wy to Delmas Av | 20.5 | 14.3 | 14.1 | -1.5% | -0.2 | 14.2 | -0.8% | -0.1 |
| W. San Carlos St from SR 87 to 2nd St | 20.0 | 19.3 | 18.9 | -1.9% | -0.4 | 19.0 | -1.4% | -0.3 |

Notes:
 Outlined indicates significant impacts.

The effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. A deficient roadway segment in an adjacent jurisdiction is attributed to San Jose when trips originating from residents and jobs within San Jose equal 10% or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San Jose. The 25% threshold represents what would be a noticeable change in traffic.

Table 28 summarizes the City of San Jose's traffic impacts on the roadway segments within adjacent jurisdictions. City of San Jose traffic would significantly impact roadway segments within the same 13 adjacent jurisdictions under both current GP and proposed and Staff Alternative GPAs conditions. With the proposed land use amendments under the applicant proposed GPA, the percent of deficient lane miles attributable to the City would decrease by 2% at one of the 13 impacted jurisdictions and would remain unchanged at the remaining 12 impacted jurisdictions, compared to the current GP. With the proposed land use amendments under the Staff Alternative GPA, the percent of deficient lane miles attributable to the City would remain unchanged at all 13 impacted jurisdictions, when compared to the current GP. Additionally, San Jose traffic contribution to Los Altos roadway segments would increase from 17% under the current GP to 20% and 23% under the proposed and Staff Alternative GPAs, respectively. However, the Los Altos roadway segments would not be significantly impacted under the current General Plan conditions or the proposed GPAs conditions. The proposed land use amendments would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current General Plan. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Impacts on Transit, Bicycle, and Pedestrian Circulation

Transit Services or Facilities

Planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, light rail transit (LRT) extensions, new bus rapid transit (BRT) services, and the proposed California High Speed Rail (HSR) project. The proposed GPAs land use adjustments would not result in a change to the existing and planned roadway network that would result in an adverse effect on existing or planned transit facilities. Therefore, the proposed 2018 GPAs land use adjustments, both applicant proposed and Staff Alternative, would not substantially disrupt existing, or interfere with planned transit services or facilities.

Bicycle Facilities

The adopted Envision San Jose 2040 General Plan supports the goals outlined in the City's Bike Plan 2020 and contains policies to encourage bicycle trips (Policies TR-1.1, TR-1.2, TR-1.4 through TR-1.9, TR 2.1 through TR 2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12). The proposed GPA land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned bicycle facilities. Therefore, the proposed 2018 GPA land use adjustments, both applicant proposed and Staff Alternative, would not substantially disrupt existing, or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

**Table 28
Cumulative AM 4-Hour Traffic Impacts in Adjacent Jurisdictions**

| City | Base Year (2015) | | | Existing General Plan | | | Existing General Plan Plus GPA's | | | Existing General Plan Plus Staff GPA's | | |
|--------------------------------|---|--|--|---|--|--|---|--|--|---|--|--|
| | Total Deficient Lane Miles ¹ | Total Deficient Lane Miles Attributable to San Jose ² | % of Deficient Lane Miles Attributable to San Jose | Total Deficient Lane Miles ¹ | Total Deficient Lane Miles Attributable to San Jose ² | % of Deficient Lane Miles Attributable to San Jose | Total Deficient Lane Miles ¹ | Total Deficient Lane Miles Attributable to San Jose ² | % of Deficient Lane Miles Attributable to San Jose | Total Deficient Lane Miles ¹ | Total Deficient Lane Miles Attributable to San Jose ² | % of Deficient Lane Miles Attributable to San Jose |
| Campbell | 0.12 | 0.12 | 100% | 1.15 | 1.15 | 100% | 1.15 | 1.15 | 100% | 1.11 | 1.11 | 100% |
| Cupertino | 1.67 | 1.19 | 72% | 2.60 | 2.23 | 86% | 2.60 | 2.23 | 86% | 2.60 | 2.23 | 86% |
| Gilroy | 0.34 | 0.34 | 100% | 0.00 | 0.00 | 0% | 0.00 | 0.00 | 0% | 0.00 | 0.00 | 0% |
| Los Altos | 0.50 | 0.00 | 0% | 1.49 | 0.25 | 17% | 1.28 | 0.25 | 20% | 1.28 | 0.30 | 23% |
| Los Altos Hills | 0.38 | 0.13 | 35% | 2.51 | 1.95 | 78% | 2.51 | 1.95 | 78% | 2.51 | 1.95 | 78% |
| Los Gatos | 0.22 | 0.22 | 100% | 1.34 | 1.34 | 100% | 1.34 | 1.34 | 100% | 1.34 | 1.34 | 100% |
| Milpitas | 0.39 | 0.39 | 100% | 5.54 | 5.54 | 100% | 5.76 | 5.76 | 100% | 5.54 | 5.54 | 100% |
| Monte Sereno | 0.00 | 0.00 | 0% | 0.00 | 0.00 | 0% | 0.00 | 0.00 | 0% | 0.00 | 0.00 | 0% |
| Morgan Hill | 0.00 | 0.00 | 0% | 0.24 | 0.24 | 100% | 0.24 | 0.24 | 100% | 0.24 | 0.24 | 100% |
| Mountain View | 0.39 | 0.28 | 71% | 1.60 | 1.48 | 93% | 1.60 | 1.48 | 93% | 1.40 | 1.31 | 93% |
| Palo Alto | 0.88 | 0.31 | 35% | 2.42 | 0.76 | 31% | 2.42 | 0.76 | 31% | 2.42 | 0.76 | 31% |
| Santa Clara | 0.00 | 0.00 | 0% | 0.60 | 0.60 | 100% | 0.34 | 0.34 | 100% | 0.34 | 0.34 | 100% |
| Saratoga | 0.00 | 0.00 | 0% | 0.63 | 0.63 | 100% | 0.63 | 0.63 | 100% | 0.63 | 0.63 | 100% |
| Sunnyvale | 0.81 | 0.81 | 100% | 0.53 | 0.48 | 90% | 0.53 | 0.48 | 90% | 0.53 | 0.48 | 90% |
| Caltrans Facilities | 5,743.69 | 4,433.43 | 77% | 5,856.67 | 4,783.14 | 82% | 5,796.73 | 4,778.16 | 82% | 5,796.54 | 4,774.44 | 82% |
| Santa Clara County Expressways | 0.62 | 0.51 | 81% | 5.97 | 5.95 | 100% | 4.84 | 4.73 | 98% | 4.75 | 4.73 | 100% |

Notes:
 1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
 2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
 [Outlined] indicates significant impacts.

Pedestrian Facilities

The adopted Envision San Jose 2040 General Plan contains goals and policies (Policies TR-1.1, TR-1.2, TR-1.4 through TR-1.9, TR-2.1 through TR-2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12) to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed GPAs land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned pedestrian facilities. Therefore, the proposed 2018 GPAs land use adjustments, both applicant proposed and Staff Alternative, would not substantially disrupt existing, or interfere with planned pedestrian facilities; create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards; and provide accessible pedestrian facilities that would not meet current ADA best practice.

6. Conclusions

The Downtown Strategy 2040 proposes substantial changes to the amount of residential and office development contemplated in the Downtown area. The DTS 2040 plan also includes a slight change to the Downtown Growth boundaries along North 4th Street between East St. John and East Julian Street.

This study provides an evaluation of the potential impacts to the transportation system of the proposed DTS 2040 growth plan in accordance with the standards and methodologies set forth by the City of San Jose, by the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

A VMT analysis was prepared per the recently adopted City of San Jose Transportation Analysis Policy (Council Policy 5-1). The evaluation of a project's impact on level of service at intersections under the jurisdiction of the City of San Jose is no longer required. However, the City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the DTS 2040 plan and its growth on CMP-designated intersections and freeway segments in the vicinity of the project area following the current peak-hour LOS standards and methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed. The study included peak hour level of service analysis at 31 CMP-designated signalized intersections and 76 directional freeway segments.

VMT Evaluation Results

Most of the potential development parcels included within the DTS 2040 plan area meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. However, since some potential development parcels within the DTS 2040 plan area are not in low VMT areas and thus do not meet the screening criteria, a detailed VMT analysis for the DTS 2040 plan area is required. Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

The City's VMT guidelines established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per employee VMT of 14.37. Thus, the impacts of proposed

development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21.

The results of the VMT evaluation (see Table ES 1) indicate that the DTS 2040 plan, project alternative, and cumulative scenario would result in VMT per capita and VMT per employee that are below the established thresholds. Therefore, the DTS 2040 plan, project alternative, and cumulative scenario would result in a less-than-significant transportation impact.

Year 2040 Intersection Levels of Service

The results of the level of service analysis show that the following six CMP-designated study intersections are projected to operate at unacceptable levels of service (LOS F) during at least one peak hour under Year 2040 GP conditions, according to the CMP level of service standards.

- (15) Bascom Avenue and Moorpark Avenue (PM peak hour)
- (16) Bascom Avenue and Fruitdale Avenue (PM peak hour)
- (18) First Street and Alma Avenue (AM & PM peak hours)
- (23) I-280 and Tenth Street (S) (PM peak hour)
- (24) The Alameda and Naglee Avenue (AM & PM peak hours)
- (25) The Alameda and Hedding Street (PM peak hour)

The results also show that five of the intersections projected to operate at an unacceptable level of service under Year 2040 GP conditions, are also projected to operate at LOS F conditions under Year 2040 Amended GP conditions, project alternative and cumulative scenario conditions. Operations at the I-280 and Tenth Street (S) intersection are projected to improve to LOS E conditions under 2040 Amended GP conditions, project alternative and cumulative scenario conditions.

All other CMP-designated study intersections are projected to meet the applicable LOS standards. The intersection level of service results are summarized in Table ES 2.

As the City redevelops to higher densities, such as proposed with the DTS 2040 plan, project alternative, and cumulative scenario conditions, especially around transit nodes, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, it would be desirable for the CMP to adopt a more comprehensive set of transportation goals, policies, and standards that reflect the entire transportation system and its ability to provide mobility for people and goods. VTA's *TIA Guidelines* require consideration of other modes of travel when recommending changes to improve an intersection's motor vehicle level of service.

Year 2040 Freeway Segment Levels of Service

The results of the freeway segment analysis show that of the 76 freeway segments that were analyzed, 65 directional mixed-flow freeway segments and 25 directional HOV freeway segments are projected to operate at an unacceptable level of service under Year 2040 GP conditions based on the CMP's level of service standards.

Site-Specific GPA Traffic Analysis

The results of the site-specific GPA traffic analysis show that the proposed land use amendments associated with the DTS 2040 plan would not cause any additional transportation impacts beyond those identified for the Current

2040 General Plan. Therefore, the proposed land use amendments associated with the DTS 2040 plan would result in a *less than significant* impact on the citywide roadway system.

DTS 2040 Transportation Analysis
Technical Appendices

July 28, 2018

Appendix A

Intersection Volume Summaries

Existing General Plan - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--|------|------|------|---------------|------|-----|------|----------------|------|------|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 1 | 8588 | 3112 | | | | | | | | | | | | | | | |
| Intersection Name: | Montgomery Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 1210 | 208 | 1418 | 0 | 0 | 0 | 0 | 92 | 395 | 0 | 487 | 1905 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 1175 | 123 | 1298 | 0 | 0 | 0 | 0 | 10 | 162 | 0 | 172 | 1470 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1644 | 79 | 1723 | 7 | 0 | 21 | 28 | 40 | 939 | 0 | 979 | 2730 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 469 | -44 | 425 | 7 | 0 | 21 | 28 | 30 | 777 | 0 | 807 | 1260 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1679 | 208 | 1887 | 7 | 0 | 21 | 28 | 122 | 1172 | 0 | 1294 | 3209 | |
| Int.(Model)[Traffix] | 2 | 7571 | 3066 | | | | | | | | | | | | | | | |
| Intersection Name: | Autumn Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 65 | 0 | 10 | 75 | 81 | 1096 | 0 | 1177 | 144 | 196 | 285 | 625 | 0 | 374 | 11 | 385 | 2262 | |
| Existing Model | 50 | 0 | 19 | 69 | 66 | 1136 | 0 | 1202 | 17 | 145 | 112 | 274 | 0 | 137 | 25 | 162 | 1707 | |
| DT 2040 Model | 261 | 203 | 68 | 532 | 219 | 1320 | 85 | 1624 | 24 | 465 | 144 | 633 | 9 | 731 | 206 | 946 | 3735 | |
| Model Difference | 211 | 203 | 49 | 463 | 153 | 184 | 85 | 422 | 7 | 320 | 32 | 359 | 9 | 594 | 181 | 784 | 2028 | |
| Existing + DT 2040 | 276 | 203 | 59 | 538 | 234 | 1280 | 85 | 1599 | 151 | 516 | 317 | 984 | 9 | 968 | 192 | 1169 | 4290 | |
| Int.(Model)[Traffix] | 3 | 8674 | 3077 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 60 | 414 | 49 | 523 | 55 | 368 | 63 | 486 | 205 | 1292 | 342 | 1839 | 140 | 290 | 123 | 553 | 3401 | |
| Existing Model | 129 | 390 | 0 | 519 | 0 | 167 | 43 | 210 | 6 | 1569 | 427 | 2002 | 46 | 60 | 96 | 202 | 2933 | |
| DT 2040 Model | 231 | 593 | 0 | 824 | 118 | 437 | 279 | 834 | 276 | 1332 | 1004 | 2612 | 207 | 509 | 370 | 1086 | 5356 | |
| Model Difference | 102 | 203 | 0 | 305 | 118 | 270 | 236 | 624 | 270 | -237 | 577 | 610 | 161 | 449 | 274 | 884 | 2423 | |
| Existing + DT 2040 | 162 | 617 | 49 | 828 | 173 | 638 | 299 | 1110 | 475 | 1292 | 919 | 2686 | 301 | 739 | 397 | 1437 | 6061 | |
| Int.(Model)[Traffix] | 4 | 8682 | 3032 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 148 | 645 | 0 | 793 | 830 | 109 | 175 | 1114 | 0 | 1407 | 265 | 1672 | 0 | 0 | 0 | 0 | 3579 | |
| Existing Model | 272 | 342 | 0 | 614 | 795 | 0 | 73 | 868 | 0 | 1600 | 173 | 1773 | 0 | 0 | 0 | 0 | 3255 | |
| DT 2040 Model | 520 | 844 | 0 | 1364 | 1234 | 0 | 49 | 1283 | 0 | 2147 | 352 | 2499 | 0 | 0 | 0 | 0 | 5146 | |
| Model Difference | 248 | 502 | 0 | 750 | 439 | 0 | -24 | 415 | 0 | 547 | 179 | 726 | 0 | 0 | 0 | 0 | 1891 | |
| Existing + DT 2040 | 396 | 1147 | 0 | 1543 | 1269 | 109 | 175 | 1553 | 0 | 1954 | 444 | 2398 | 0 | 0 | 0 | 0 | 5494 | |
| Int.(Model)[Traffix] | 5 | 8668 | 3015 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 572 | 0 | 572 | 1137 | 0 | 369 | 1506 | 0 | 459 | 0 | 459 | 2537 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 264 | 1097 | 0 | 505 | 1602 | 0 | 647 | 0 | 647 | 2513 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 742 | 0 | 742 | 1500 | 0 | 618 | 2118 | 0 | 693 | 0 | 693 | 3553 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 478 | 0 | 478 | 403 | 0 | 113 | 516 | 0 | 46 | 0 | 46 | 1040 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1050 | 0 | 1050 | 1540 | 0 | 482 | 2022 | 0 | 505 | 0 | 505 | 3577 | |

Existing General Plan - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|---|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|------|
| Int.(Model)[Traffix] | 6 | 8697 | 3014 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (W) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 128 | 224 | 284 | 636 | 384 | 656 | 56 | 1096 | 0 | 0 | 0 | 0 | 15 | 417 | 0 | 432 | | 2164 |
| Existing Model | 216 | 298 | 361 | 875 | 662 | 203 | 9 | 874 | 0 | 0 | 0 | 0 | 5 | 387 | 0 | 392 | | 2141 |
| DT 2040 Model | 321 | 444 | 547 | 1312 | 781 | 1177 | 47 | 2005 | 0 | 0 | 0 | 0 | 51 | 1099 | 0 | 1150 | | 4467 |
| Model Difference | 105 | 146 | 186 | 437 | 119 | 974 | 38 | 1131 | 0 | 0 | 0 | 0 | 46 | 712 | 0 | 758 | | 2326 |
| Existing + DT 2040 | 233 | 370 | 470 | 1073 | 503 | 1630 | 94 | 2227 | 0 | 0 | 0 | 0 | 61 | 1129 | 0 | 1190 | | 4490 |
| Int.(Model)[Traffix] | 7 | 797 | 3013 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (E) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 487 | 414 | 901 | 75 | 543 | 0 | 618 | 88 | 372 | 116 | 576 | 0 | 424 | 58 | 482 | | 2577 |
| Existing Model | 326 | 0 | 48 | 374 | 91 | 605 | 0 | 696 | 72 | 835 | 221 | 1128 | 0 | 439 | 90 | 529 | | 2727 |
| DT 2040 Model | 454 | 0 | 345 | 799 | 424 | 1037 | 0 | 1461 | 67 | 619 | 623 | 1309 | 0 | 930 | 168 | 1098 | | 4667 |
| Model Difference | 128 | 0 | 297 | 425 | 333 | 432 | 0 | 765 | -5 | -216 | 402 | 181 | 0 | 491 | 78 | 569 | | 1940 |
| Existing + DT 2040 | 128 | 487 | 711 | 1326 | 408 | 975 | 0 | 1383 | 88 | 372 | 518 | 978 | 0 | 915 | 136 | 1051 | | 4738 |
| Int.(Model)[Traffix] | 8 | 8671 | 3061 | | | | | | | | | | | | | | | |
| Intersection Name: | Almaden Boulevard and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 29 | 195 | 100 | 324 | 96 | 310 | 32 | 438 | 128 | 1151 | 50 | 1329 | 65 | 288 | 92 | 445 | | 2536 |
| Existing Model | 169 | 51 | 49 | 269 | 181 | 172 | 9 | 362 | 203 | 1129 | 15 | 1347 | 0 | 216 | 226 | 442 | | 2420 |
| DT 2040 Model | 302 | 199 | 107 | 608 | 274 | 742 | 67 | 1083 | 400 | 1312 | 30 | 1742 | 0 | 602 | 272 | 874 | | 4307 |
| Model Difference | 133 | 148 | 58 | 339 | 93 | 570 | 58 | 721 | 197 | 183 | 15 | 395 | 0 | 386 | 46 | 432 | | 1887 |
| Existing + DT 2040 | 162 | 343 | 158 | 663 | 189 | 880 | 90 | 1159 | 325 | 1334 | 65 | 1724 | 65 | 674 | 138 | 877 | | 4423 |
| Int.(Model)[Traffix] | 9 | 8672 | 3107 | | | | | | | | | | | | | | | |
| Intersection Name: | Market Street and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 30 | 127 | 24 | 181 | 21 | 125 | 0 | 146 | 15 | 981 | 283 | 1279 | 106 | 253 | 73 | 432 | | 2038 |
| Existing Model | 1 | 170 | 8 | 179 | 6 | 231 | 0 | 237 | 0 | 1001 | 123 | 1124 | 46 | 386 | 8 | 440 | | 1980 |
| DT 2040 Model | 2 | 445 | 40 | 487 | 123 | 681 | 0 | 804 | 20 | 1147 | 395 | 1562 | 98 | 838 | 150 | 1086 | | 3939 |
| Model Difference | 1 | 275 | 32 | 308 | 117 | 450 | 0 | 567 | 20 | 146 | 272 | 438 | 52 | 452 | 142 | 646 | | 1959 |
| Existing + DT 2040 | 31 | 402 | 56 | 489 | 138 | 575 | 0 | 713 | 35 | 1127 | 555 | 1717 | 158 | 705 | 215 | 1078 | | 3997 |
| Int.(Model)[Traffix] | 10 | 8613 | 3059 | | | | | | | | | | | | | | | |
| Intersection Name: | Race Street and The Alameda | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 2 | 31 | 41 | 74 | 0 | 732 | 147 | 879 | 67 | 752 | 5 | 824 | 185 | 359 | 0 | 544 | | 2321 |
| Existing Model | 0 | 53 | 98 | 151 | 0 | 888 | 186 | 1074 | 9 | 654 | 0 | 663 | 213 | 70 | 0 | 283 | | 2171 |
| DT 2040 Model | 0 | 363 | 273 | 636 | 0 | 1120 | 474 | 1594 | 34 | 679 | 0 | 713 | 329 | 607 | 0 | 936 | | 3879 |
| Model Difference | 0 | 310 | 175 | 485 | 0 | 232 | 288 | 520 | 25 | 25 | 0 | 50 | 116 | 537 | 0 | 653 | | 1708 |
| Existing + DT 2040 | 2 | 341 | 216 | 559 | 0 | 964 | 435 | 1399 | 92 | 777 | 5 | 874 | 301 | 896 | 0 | 1197 | | 4029 |

Existing General Plan - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------------|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|-----|-----|------|-------|------|
| Int.(Model)[Traffix] | 11 | 8740 | 3064 | | | | | | | | | | | | | | | |
| Intersection Name: | King Road and Alum Rock Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 50 | 292 | 45 | 387 | 67 | 560 | 81 | 708 | 118 | 608 | 173 | 899 | 95 | 241 | 49 | 385 | | 2379 |
| Existing Model | 135 | 49 | 14 | 198 | 44 | 1030 | 42 | 1116 | 70 | 447 | 403 | 920 | 85 | 176 | 180 | 441 | | 2675 |
| DT 2040 Model | 181 | 300 | 20 | 501 | 33 | 1343 | 133 | 1509 | 72 | 972 | 370 | 1414 | 115 | 282 | 337 | 734 | | 4158 |
| Model Difference | 46 | 251 | 6 | 303 | -11 | 313 | 91 | 393 | 2 | 525 | -33 | 494 | 30 | 106 | 157 | 293 | | 1483 |
| Existing + DT 2040 | 96 | 543 | 51 | 690 | 67 | 873 | 172 | 1112 | 120 | 1133 | 173 | 1426 | 125 | 347 | 206 | 678 | | 3906 |
| Int.(Model)[Traffix] | 12 | 8773 | 3054 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 3 | 676 | 0 | 679 | 273 | 2 | 434 | 709 | 253 | 710 | 0 | 963 | 24 | 0 | 0 | 24 | | 2375 |
| Existing Model | 0 | 571 | 0 | 571 | 455 | 0 | 830 | 1285 | 0 | 1086 | 0 | 1086 | 0 | 0 | 0 | 0 | | 2942 |
| DT 2040 Model | 0 | 1514 | 0 | 1514 | 644 | 0 | 763 | 1407 | 0 | 1684 | 0 | 1684 | 0 | 0 | 0 | 0 | | 4605 |
| Model Difference | 0 | 943 | 0 | 943 | 189 | 0 | -67 | 122 | 0 | 598 | 0 | 598 | 0 | 0 | 0 | 0 | | 1663 |
| Existing + DT 2040 | 3 | 1619 | 0 | 1622 | 462 | 2 | 434 | 898 | 253 | 1308 | 0 | 1561 | 24 | 0 | 0 | 24 | | 4105 |
| Int.(Model)[Traffix] | 13 | 8559 | 3055 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 142 | 632 | 31 | 805 | 241 | 0 | 0 | 241 | 9 | 1275 | 0 | 1284 | 44 | 61 | 305 | 410 | | 2740 |
| Existing Model | 72 | 827 | 87 | 986 | 335 | 0 | 0 | 335 | 112 | 1188 | 0 | 1300 | 51 | 206 | 496 | 753 | | 3374 |
| DT 2040 Model | 329 | 861 | 57 | 1247 | 517 | 0 | 0 | 517 | 43 | 1560 | 0 | 1603 | 229 | 283 | 490 | 1002 | | 4369 |
| Model Difference | 257 | 34 | -30 | 261 | 182 | 0 | 0 | 182 | -69 | 372 | 0 | 303 | 178 | 77 | -6 | 249 | | 995 |
| Existing + DT 2040 | 399 | 666 | 31 | 1096 | 423 | 0 | 0 | 423 | 9 | 1647 | 0 | 1656 | 222 | 138 | 305 | 665 | | 3840 |
| Int.(Model)[Traffix] | 14 | 8437 | 3033 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 452 | 389 | 841 | 0 | 0 | 0 | 0 | 359 | 1252 | 0 | 1611 | 137 | 3 | 446 | 586 | | 3038 |
| Existing Model | 0 | 219 | 196 | 415 | 0 | 0 | 0 | 0 | 350 | 1390 | 0 | 1740 | 198 | 0 | 383 | 581 | | 2736 |
| DT 2040 Model | 0 | 294 | 599 | 893 | 0 | 0 | 0 | 0 | 241 | 1919 | 0 | 2160 | 201 | 0 | 580 | 781 | | 3834 |
| Model Difference | 0 | 75 | 403 | 478 | 0 | 0 | 0 | 0 | -109 | 529 | 0 | 420 | 3 | 0 | 197 | 200 | | 1098 |
| Existing + DT 2040 | 0 | 527 | 792 | 1319 | 0 | 0 | 0 | 0 | 359 | 1781 | 0 | 2140 | 140 | 3 | 643 | 786 | | 4245 |
| Int.(Model)[Traffix] | 15 | 8358 | 5012 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Moorpark Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 472 | 684 | 246 | 1402 | 0 | 0 | 0 | 0 | 440 | 1115 | 241 | 1796 | 230 | 626 | 146 | 1002 | | 4200 |
| Existing Model | 422 | 515 | 96 | 1033 | 0 | 0 | 0 | 0 | 160 | 1509 | 519 | 2188 | 215 | 411 | 179 | 805 | | 4026 |
| DT 2040 Model | 581 | 1063 | 101 | 1745 | 0 | 0 | 0 | 0 | 138 | 1932 | 741 | 2811 | 280 | 662 | 451 | 1393 | | 5949 |
| Model Difference | 159 | 548 | 5 | 712 | 0 | 0 | 0 | 0 | -22 | 423 | 222 | 623 | 65 | 251 | 272 | 588 | | 1923 |
| Existing + DT 2040 | 631 | 1232 | 251 | 2114 | 0 | 0 | 0 | 0 | 440 | 1538 | 463 | 2441 | 295 | 877 | 418 | 1590 | | 6145 |

Existing General Plan - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------------|------|------|------|---------------|------|-----|------|----------------|------|------|------|---------------|-----|------|------|-------|------|
| Int.(Model)[Traffix] | 16 | 8356 | 5009 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Fruitdale Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 90 | 442 | 158 | 690 | 520 | 220 | 146 | 886 | 83 | 1391 | 124 | 1598 | 49 | 45 | 59 | 153 | | 3327 |
| Existing Model | 37 | 253 | 140 | 430 | 487 | 273 | 73 | 833 | 43 | 1639 | 164 | 1846 | 57 | 47 | 117 | 221 | | 3330 |
| DT 2040 Model | 49 | 568 | 287 | 904 | 931 | 245 | 171 | 1347 | 164 | 1783 | 163 | 2110 | 57 | 91 | 114 | 262 | | 4623 |
| Model Difference | 12 | 315 | 147 | 474 | 444 | -28 | 98 | 514 | 121 | 144 | -1 | 264 | 0 | 44 | -3 | 41 | | 1293 |
| Existing + DT 2040 | 102 | 757 | 305 | 1164 | 964 | 220 | 244 | 1428 | 204 | 1535 | 124 | 1863 | 49 | 89 | 59 | 197 | | 4652 |
| Int.(Model)[Traffix] | 17 | 7976 | 3095 | | | | | | | | | | | | | | | |
| Intersection Name: | Monterey Road and Curtner Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 65 | 278 | 116 | 459 | 206 | 851 | 20 | 1077 | 33 | 2152 | 633 | 2818 | 251 | 507 | 114 | 872 | | 5226 |
| Existing Model | 61 | 60 | 136 | 257 | 328 | 1496 | 0 | 1824 | 0 | 2068 | 287 | 2355 | 152 | 539 | 70 | 761 | | 5197 |
| DT 2040 Model | 69 | 573 | 197 | 839 | 303 | 1633 | 0 | 1936 | 0 | 1841 | 534 | 2375 | 145 | 985 | 555 | 1685 | | 6835 |
| Model Difference | 8 | 513 | 61 | 582 | -25 | 137 | 0 | 112 | 0 | -227 | 247 | 20 | -7 | 446 | 485 | 924 | | 1638 |
| Existing + DT 2040 | 73 | 791 | 177 | 1041 | 206 | 988 | 20 | 1214 | 33 | 2152 | 880 | 3065 | 251 | 953 | 599 | 1803 | | 7123 |
| Int.(Model)[Traffix] | 18 | 7973 | 3060 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Alma Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 62 | 281 | 48 | 391 | 69 | 304 | 123 | 496 | 109 | 1896 | 219 | 2224 | 104 | 302 | 349 | 755 | | 3866 |
| Existing Model | 118 | 138 | 15 | 271 | 129 | 552 | 65 | 746 | 20 | 1826 | 367 | 2213 | 70 | 296 | 512 | 878 | | 4108 |
| DT 2040 Model | 413 | 630 | 16 | 1059 | 128 | 1107 | 96 | 1331 | 112 | 2370 | 70 | 2552 | 208 | 853 | 178 | 1239 | | 6181 |
| Model Difference | 295 | 492 | 1 | 788 | -1 | 555 | 31 | 585 | 92 | 544 | -297 | 339 | 138 | 557 | -334 | 361 | | 2073 |
| Existing + DT 2040 | 357 | 773 | 49 | 1179 | 69 | 859 | 154 | 1082 | 201 | 2440 | 219 | 2860 | 242 | 859 | 349 | 1450 | | 6571 |
| Int.(Model)[Traffix] | 19 | 7972 | 3097 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Keyes Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 12 | 195 | 40 | 247 | 221 | 393 | 0 | 614 | 10 | 1366 | 61 | 1437 | 35 | 184 | 26 | 245 | | 2543 |
| Existing Model | 0 | 38 | 6 | 44 | 419 | 408 | 0 | 827 | 0 | 1087 | 399 | 1486 | 63 | 398 | 55 | 516 | | 2873 |
| DT 2040 Model | 0 | 231 | 36 | 267 | 797 | 515 | 0 | 1312 | 35 | 960 | 633 | 1628 | 156 | 663 | 8 | 827 | | 4034 |
| Model Difference | 0 | 193 | 30 | 223 | 378 | 107 | 0 | 485 | 35 | -127 | 234 | 142 | 93 | 265 | -47 | 311 | | 1161 |
| Existing + DT 2040 | 12 | 388 | 70 | 470 | 599 | 500 | 0 | 1099 | 45 | 1366 | 295 | 1706 | 128 | 449 | 26 | 603 | | 3878 |
| Int.(Model)[Traffix] | 20 | 8448 | 3034 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 357 | 199 | 0 | 556 | 0 | 1486 | 703 | 2189 | 0 | 0 | 0 | 0 | | 2745 |
| Existing Model | 0 | 0 | 0 | 0 | 282 | 804 | 0 | 1086 | 0 | 1584 | 254 | 1838 | 0 | 0 | 0 | 0 | | 2924 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 996 | 399 | 0 | 1395 | 0 | 1292 | 569 | 1861 | 0 | 0 | 0 | 0 | | 3256 |
| Model Difference | 0 | 0 | 0 | 0 | 714 | -405 | 0 | 309 | 0 | -292 | 315 | 23 | 0 | 0 | 0 | 0 | | 332 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 1071 | 199 | 0 | 1270 | 0 | 1486 | 1018 | 2504 | 0 | 0 | 0 | 0 | | 3774 |

Existing General Plan - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--------------------------------|------|------|------|---------------|-----|------|------|----------------|------|-----|------|---------------|------|------|------|-------|------|
| Int.(Model)[Traffix] | 21 | 8001 | 3035 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 484 | 1684 | 0 | 2168 | 0 | 245 | 487 | 732 | | 2901 |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 1583 | 0 | 1808 | 0 | 317 | 254 | 571 | | 2379 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 1711 | 0 | 1831 | 0 | 510 | 150 | 660 | | 2491 |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -105 | 128 | 0 | 23 | 0 | 193 | -104 | 89 | | 112 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 484 | 1812 | 0 | 2296 | 0 | 438 | 487 | 925 | | 3222 |
| Int.(Model)[Traffix] | 22 | 8477 | 3040 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 437 | 624 | 0 | 1061 | 0 | 743 | 207 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2011 |
| Existing Model | 171 | 481 | 0 | 652 | 0 | 864 | 194 | 1058 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1710 |
| DT 2040 Model | 146 | 581 | 0 | 727 | 0 | 960 | 8 | 968 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1695 |
| Model Difference | -25 | 100 | 0 | 75 | 0 | 96 | -186 | -90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | -15 |
| Existing + DT 2040 | 437 | 724 | 0 | 1161 | 0 | 839 | 207 | 1046 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2207 |
| Int.(Model)[Traffix] | 23 | 8481 | 3041 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 611 | 283 | 894 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 367 | 0 | 816 | | 1710 |
| Existing Model | 0 | 359 | 317 | 676 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 386 | 254 | 0 | 640 | | 1316 |
| DT 2040 Model | 0 | 401 | 187 | 588 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 472 | 0 | 534 | | 1122 |
| Model Difference | 0 | 42 | -130 | -88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -324 | 218 | 0 | -106 | | -194 |
| Existing + DT 2040 | 0 | 653 | 283 | 936 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 585 | 0 | 1034 | | 1970 |
| Int.(Model)[Traffix] | 24 | 4148 | 3058 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Naglee Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 58 | 541 | 157 | 756 | 162 | 426 | 85 | 673 | 17 | 1273 | 113 | 1403 | 94 | 516 | 150 | 760 | | 3592 |
| Existing Model | 0 | 278 | 248 | 526 | 212 | 241 | 45 | 498 | 71 | 1279 | 78 | 1428 | 31 | 244 | 7 | 282 | | 2734 |
| DT 2040 Model | 7 | 966 | 224 | 1197 | 426 | 775 | 63 | 1264 | 114 | 1195 | 278 | 1587 | 195 | 1002 | 10 | 1207 | | 5255 |
| Model Difference | 7 | 688 | -24 | 671 | 214 | 534 | 18 | 766 | 43 | -84 | 200 | 159 | 164 | 758 | 3 | 925 | | 2521 |
| Existing + DT 2040 | 65 | 1229 | 157 | 1451 | 376 | 960 | 103 | 1439 | 60 | 1273 | 313 | 1646 | 258 | 1274 | 153 | 1685 | | 6221 |
| Int.(Model)[Traffix] | 25 | 8606 | 3057 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Hedding Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 36 | 660 | 201 | 897 | 277 | 269 | 65 | 611 | 77 | 1501 | 42 | 1620 | 113 | 528 | 183 | 824 | | 3952 |
| Existing Model | 36 | 440 | 167 | 643 | 356 | 99 | 17 | 472 | 240 | 1183 | 153 | 1576 | 152 | 228 | 91 | 471 | | 3162 |
| DT 2040 Model | 29 | 1050 | 105 | 1184 | 240 | 374 | 83 | 697 | 145 | 1373 | 164 | 1682 | 148 | 392 | 115 | 655 | | 4218 |
| Model Difference | -7 | 610 | -62 | 541 | -116 | 275 | 66 | 225 | -95 | 190 | 11 | 106 | -4 | 164 | 24 | 184 | | 1056 |
| Existing + DT 2040 | 36 | 1270 | 201 | 1507 | 277 | 544 | 131 | 952 | 77 | 1691 | 53 | 1821 | 113 | 692 | 207 | 1012 | | 5292 |

Existing General Plan - AM Peak Hour

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|----------------------|------------------------------|-------|------|------|---------------|----|-----|------|----------------|------|-----|------|---------------|----|-----|-----|-------|------|
| Int.(Model)[Traffix] | 26 | 8602 | 3047 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 176 | 670 | 0 | 846 | 0 | 0 | 0 | 0 | 308 | 1332 | 0 | 1640 | 30 | 0 | 200 | 230 | | 2716 |
| Existing Model | 0 | 252 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 1631 | 0 | 1631 | 391 | 0 | 164 | 555 | | 2438 |
| DT 2040 Model | 0 | 813 | 0 | 813 | 0 | 0 | 0 | 0 | 0 | 1728 | 0 | 1728 | 372 | 0 | 393 | 765 | | 3306 |
| Model Difference | 0 | 561 | 0 | 561 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 97 | -19 | 0 | 229 | 210 | | 868 |
| Existing + DT 2040 | 176 | 1231 | 0 | 1407 | 0 | 0 | 0 | 0 | 308 | 1429 | 0 | 1737 | 30 | 0 | 429 | 459 | | 3603 |
| Int.(Model)[Traffix] | 27 | 9923 | 3046 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 143 | 673 | 0 | 816 | 377 | 0 | 219 | 596 | 321 | 1504 | 0 | 1825 | 0 | 0 | 0 | 0 | | 3237 |
| Existing Model | 0 | 876 | 0 | 876 | 723 | 0 | 121 | 844 | 0 | 1125 | 0 | 1125 | 0 | 0 | 0 | 0 | | 2845 |
| DT 2040 Model | 0 | 1771 | 0 | 1771 | 979 | 0 | 143 | 1122 | 0 | 1532 | 0 | 1532 | 0 | 0 | 0 | 0 | | 4425 |
| Model Difference | 0 | 895 | 0 | 895 | 256 | 0 | 22 | 278 | 0 | 407 | 0 | 407 | 0 | 0 | 0 | 0 | | 1580 |
| Existing + DT 2040 | 143 | 1568 | 0 | 1711 | 633 | 0 | 241 | 874 | 321 | 1911 | 0 | 2232 | 0 | 0 | 0 | 0 | | 4817 |
| Int.(Model)[Traffix] | 28 | 10282 | 3052 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 183 | 564 | 0 | 747 | 459 | 0 | 310 | 769 | 178 | 3143 | 0 | 3321 | 0 | 0 | 0 | 0 | | 4837 |
| Existing Model | 0 | 542 | 0 | 542 | 473 | 0 | 135 | 608 | 0 | 2668 | 0 | 2668 | 0 | 0 | 0 | 0 | | 3818 |
| DT 2040 Model | 0 | 1934 | 0 | 1934 | 774 | 0 | 328 | 1102 | 0 | 3110 | 0 | 3110 | 0 | 0 | 0 | 0 | | 6146 |
| Model Difference | 0 | 1392 | 0 | 1392 | 301 | 0 | 193 | 494 | 0 | 442 | 0 | 442 | 0 | 0 | 0 | 0 | | 2328 |
| Existing + DT 2040 | 183 | 1956 | 0 | 2139 | 760 | 0 | 503 | 1263 | 178 | 3585 | 0 | 3763 | 0 | 0 | 0 | 0 | | 7165 |
| Int.(Model)[Traffix] | 29 | 7454 | 3053 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 17 | 555 | 171 | 743 | 908 | 0 | 123 | 1031 | 348 | 2369 | 0 | 2717 | 9 | 0 | 0 | 9 | | 4500 |
| Existing Model | 44 | 361 | 122 | 527 | 469 | 0 | 373 | 842 | 291 | 2326 | 0 | 2617 | 0 | 0 | 0 | 0 | | 3986 |
| DT 2040 Model | 42 | 1484 | 360 | 1886 | 573 | 0 | 507 | 1080 | 397 | 2691 | 0 | 3088 | 9 | 0 | 0 | 9 | | 6063 |
| Model Difference | -2 | 1123 | 238 | 1359 | 104 | 0 | 134 | 238 | 106 | 365 | 0 | 471 | 9 | 0 | 0 | 9 | | 2077 |
| Existing + DT 2040 | 17 | 1678 | 409 | 2104 | 1012 | 0 | 257 | 1269 | 454 | 2734 | 0 | 3188 | 18 | 0 | 0 | 18 | | 6579 |
| Int.(Model)[Traffix] | 30 | 9219 | 3021 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 812 | 658 | 0 | 1470 | 543 | 2 | 141 | 686 | 0 | 800 | 429 | 1229 | 0 | 0 | 0 | 0 | | 3385 |
| Existing Model | 622 | 497 | 0 | 1119 | 309 | 0 | 75 | 384 | 0 | 1602 | 439 | 2041 | 0 | 0 | 0 | 0 | | 3544 |
| DT 2040 Model | 640 | 1613 | 0 | 2253 | 204 | 0 | 34 | 238 | 0 | 1913 | 583 | 2496 | 0 | 0 | 0 | 0 | | 4987 |
| Model Difference | 18 | 1116 | 0 | 1134 | -105 | 0 | -41 | -146 | 0 | 311 | 144 | 455 | 0 | 0 | 0 | 0 | | 1443 |
| Existing + DT 2040 | 830 | 1774 | 0 | 2604 | 543 | 2 | 141 | 686 | 0 | 1111 | 573 | 1684 | 0 | 0 | 0 | 0 | | 4974 |

Existing General Plan - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------|------|------|------|---------------|----|----|-----|----------------|------|----|------|---------------|----|------|------|-------|--|
| Int.(Model)[Traffix] | 31 | 8542 | 3022 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 408 | 405 | 813 | 0 | 0 | 0 | 0 | 239 | 929 | 0 | 1168 | 172 | 0 | 293 | 465 | 2446 | |
| Existing Model | 0 | 356 | 217 | 573 | 0 | 0 | 0 | 0 | 134 | 1353 | 0 | 1487 | 481 | 0 | 688 | 1169 | 3229 | |
| DT 2040 Model | 0 | 989 | 658 | 1647 | 0 | 0 | 0 | 0 | 69 | 1417 | 0 | 1486 | 376 | 0 | 1080 | 1456 | 4589 | |
| Model Difference | 0 | 633 | 441 | 1074 | 0 | 0 | 0 | 0 | -65 | 64 | 0 | -1 | -105 | 0 | 392 | 287 | 1360 | |
| Existing + DT 2040 | 0 | 1041 | 846 | 1887 | 0 | 0 | 0 | 0 | 239 | 993 | 0 | 1232 | 172 | 0 | 685 | 857 | 3976 | |

Existing General Plan - PM Peak Hour

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|----------------------|--|------|------|------|---------------|------|------|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 1 | 8588 | 3112 | | | | | | | | | | | | | | | |
| Intersection Name: | Montgomery Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 738 | 207 | 945 | 0 | 0 | 0 | 0 | 248 | 763 | 0 | 1011 | 1956 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 716 | 573 | 1289 | 0 | 0 | 0 | 0 | 175 | 913 | 0 | 1088 | 2377 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1487 | 108 | 1595 | 100 | 0 | 53 | 153 | 81 | 1732 | 0 | 1813 | 3561 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 771 | -465 | 306 | 100 | 0 | 53 | 153 | -94 | 819 | 0 | 725 | 1184 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1509 | 207 | 1716 | 100 | 0 | 53 | 153 | 248 | 1582 | 0 | 1830 | 3699 | |
| Int.(Model)[Traffix] | 2 | 7571 | 3066 | | | | | | | | | | | | | | | |
| Intersection Name: | Autumn Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 51 | 0 | 29 | 80 | 60 | 796 | 0 | 856 | 82 | 87 | 86 | 255 | 0 | 720 | 42 | 762 | 1953 | |
| Existing Model | 331 | 0 | 27 | 358 | 15 | 931 | 0 | 946 | 0 | 27 | 27 | 54 | 0 | 827 | 86 | 913 | 2271 | |
| DT 2040 Model | 270 | 612 | 119 | 1001 | 92 | 1303 | 437 | 1832 | 29 | 289 | 22 | 340 | 160 | 1250 | 423 | 1833 | 5006 | |
| Model Difference | -61 | 612 | 92 | 643 | 77 | 372 | 437 | 886 | 29 | 262 | -5 | 286 | 160 | 423 | 337 | 920 | 2735 | |
| Existing + DT 2040 | 51 | 612 | 121 | 784 | 137 | 1168 | 437 | 1742 | 111 | 349 | 86 | 546 | 160 | 1143 | 379 | 1682 | 4754 | |
| Int.(Model)[Traffix] | 3 | 8674 | 3077 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 66 | 1160 | 101 | 1327 | 30 | 334 | 266 | 630 | 107 | 352 | 162 | 621 | 380 | 582 | 90 | 1052 | 3630 | |
| Existing Model | 123 | 1635 | 0 | 1758 | 0 | 140 | 134 | 274 | 68 | 660 | 192 | 920 | 389 | 284 | 226 | 899 | 3851 | |
| DT 2040 Model | 376 | 1428 | 13 | 1817 | 1 | 638 | 720 | 1359 | 145 | 1002 | 649 | 1796 | 320 | 1073 | 410 | 1803 | 6775 | |
| Model Difference | 253 | -207 | 13 | 59 | 1 | 498 | 586 | 1085 | 77 | 342 | 457 | 876 | -69 | 789 | 184 | 904 | 2924 | |
| Existing + DT 2040 | 319 | 1160 | 114 | 1593 | 31 | 832 | 852 | 1715 | 184 | 694 | 619 | 1497 | 380 | 1371 | 274 | 2025 | 6830 | |
| Int.(Model)[Traffix] | 4 | 8682 | 3032 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 554 | 1460 | 0 | 2014 | 365 | 10 | 473 | 848 | 0 | 378 | 156 | 534 | 0 | 0 | 0 | 0 | 3396 | |
| Existing Model | 993 | 1530 | 0 | 2523 | 455 | 0 | 270 | 725 | 0 | 632 | 225 | 857 | 0 | 0 | 0 | 0 | 4105 | |
| DT 2040 Model | 1420 | 1879 | 0 | 3299 | 1092 | 0 | 137 | 1229 | 0 | 1112 | 152 | 1264 | 0 | 0 | 0 | 0 | 5792 | |
| Model Difference | 427 | 349 | 0 | 776 | 637 | 0 | -133 | 504 | 0 | 480 | -73 | 407 | 0 | 0 | 0 | 0 | 1687 | |
| Existing + DT 2040 | 981 | 1809 | 0 | 2790 | 1002 | 10 | 473 | 1485 | 0 | 858 | 156 | 1014 | 0 | 0 | 0 | 0 | 5289 | |
| Int.(Model)[Traffix] | 5 | 8668 | 3015 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 614 | 0 | 614 | 622 | 0 | 437 | 1059 | 0 | 825 | 0 | 825 | 2498 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 489 | 0 | 489 | 1037 | 0 | 325 | 1362 | 0 | 650 | 0 | 650 | 2501 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1262 | 0 | 1262 | 1217 | 0 | 343 | 1560 | 0 | 953 | 0 | 953 | 3775 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 773 | 0 | 773 | 180 | 0 | 18 | 198 | 0 | 303 | 0 | 303 | 1274 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1387 | 0 | 1387 | 802 | 0 | 455 | 1257 | 0 | 1128 | 0 | 1128 | 3772 | |

Existing General Plan - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|---|------|------|------|---------------|------|-----|------|----------------|-----|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 6 | 8697 | 3014 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (W) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 88 | 88 | 127 | 303 | 980 | 418 | 210 | 1608 | 0 | 0 | 0 | 0 | 40 | 970 | 0 | 1010 | 2921 | |
| Existing Model | 119 | 486 | 598 | 1203 | 594 | 206 | 271 | 1071 | 0 | 0 | 0 | 0 | 27 | 728 | 0 | 755 | 3029 | |
| DT 2040 Model | 271 | 493 | 705 | 1469 | 713 | 940 | 340 | 1993 | 0 | 0 | 0 | 0 | 29 | 1902 | 0 | 1931 | 5393 | |
| Model Difference | 152 | 7 | 107 | 266 | 119 | 734 | 69 | 922 | 0 | 0 | 0 | 0 | 2 | 1174 | 0 | 1176 | 2364 | |
| Existing + DT 2040 | 240 | 95 | 234 | 569 | 1099 | 1152 | 279 | 2530 | 0 | 0 | 0 | 0 | 42 | 2144 | 0 | 2186 | 5285 | |
| Int.(Model)[Traffix] | 7 | 6825 | 3013 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (E) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 324 | 0 | 205 | 529 | 141 | 1048 | 0 | 1189 | 51 | 330 | 441 | 822 | 0 | 383 | 103 | 486 | 3026 | |
| Existing Model | 347 | 0 | 41 | 388 | 181 | 798 | 0 | 979 | 1 | 997 | 232 | 1230 | 0 | 235 | 171 | 406 | 3003 | |
| DT 2040 Model | 670 | 0 | 337 | 1007 | 594 | 1347 | 0 | 1941 | 42 | 958 | 308 | 1308 | 0 | 702 | 264 | 966 | 5222 | |
| Model Difference | 323 | 0 | 296 | 619 | 413 | 549 | 0 | 962 | 41 | -39 | 76 | 78 | 0 | 467 | 93 | 560 | 2219 | |
| Existing + DT 2040 | 647 | 0 | 501 | 1148 | 554 | 1597 | 0 | 2151 | 92 | 330 | 517 | 939 | 0 | 850 | 196 | 1046 | 5284 | |
| Int.(Model)[Traffix] | 8 | 8671 | 3061 | | | | | | | | | | | | | | | |
| Intersection Name: | Almaden Boulevard and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 63 | 1102 | 137 | 1302 | 68 | 232 | 98 | 398 | 61 | 196 | 61 | 318 | 142 | 458 | 116 | 716 | 2734 | |
| Existing Model | 214 | 967 | 300 | 1481 | 56 | 74 | 52 | 182 | 28 | 176 | 0 | 204 | 0 | 449 | 117 | 566 | 2433 | |
| DT 2040 Model | 352 | 1163 | 341 | 1856 | 238 | 581 | 109 | 928 | 270 | 553 | 73 | 896 | 435 | 916 | 154 | 1505 | 5185 | |
| Model Difference | 138 | 196 | 41 | 375 | 182 | 507 | 57 | 746 | 242 | 377 | 73 | 692 | 435 | 467 | 37 | 939 | 2752 | |
| Existing + DT 2040 | 201 | 1298 | 178 | 1677 | 250 | 739 | 155 | 1144 | 303 | 573 | 134 | 1010 | 577 | 925 | 153 | 1655 | 5486 | |
| Int.(Model)[Traffix] | 9 | 8672 | 3107 | | | | | | | | | | | | | | | |
| Intersection Name: | Market Street and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 108 | 920 | 65 | 1093 | 32 | 187 | 0 | 219 | 22 | 198 | 104 | 324 | 253 | 351 | 48 | 652 | 2288 | |
| Existing Model | 17 | 1208 | 39 | 1264 | 0 | 128 | 0 | 128 | 0 | 26 | 4 | 30 | 147 | 616 | 1 | 764 | 2186 | |
| DT 2040 Model | 41 | 1376 | 289 | 1706 | 36 | 693 | 0 | 729 | 0 | 356 | 168 | 524 | 259 | 1195 | 59 | 1513 | 4472 | |
| Model Difference | 24 | 168 | 250 | 442 | 36 | 565 | 0 | 601 | 0 | 330 | 164 | 494 | 112 | 579 | 58 | 749 | 2286 | |
| Existing + DT 2040 | 132 | 1088 | 315 | 1535 | 68 | 752 | 0 | 820 | 22 | 528 | 268 | 818 | 365 | 930 | 106 | 1401 | 4574 | |
| Int.(Model)[Traffix] | 10 | 8613 | 3059 | | | | | | | | | | | | | | | |
| Intersection Name: | Race Street and The Alameda | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 17 | 45 | 35 | 97 | 0 | 395 | 172 | 567 | 97 | 274 | 15 | 386 | 513 | 770 | 0 | 1283 | 2333 | |
| Existing Model | 0 | 202 | 69 | 271 | 0 | 239 | 185 | 424 | 40 | 278 | 0 | 318 | 783 | 760 | 0 | 1543 | 2556 | |
| DT 2040 Model | 2 | 459 | 151 | 612 | 0 | 939 | 606 | 1545 | 37 | 407 | 0 | 444 | 969 | 1186 | 0 | 2155 | 4756 | |
| Model Difference | 2 | 257 | 82 | 341 | 0 | 700 | 421 | 1121 | -3 | 129 | 0 | 126 | 186 | 426 | 0 | 612 | 2200 | |
| Existing + DT 2040 | 19 | 302 | 117 | 438 | 0 | 1095 | 593 | 1688 | 97 | 403 | 15 | 515 | 699 | 1196 | 0 | 1895 | 4536 | |

Existing General Plan - PM Peak Hour

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|----------------------|-----------------------------------|------|------|------|---------------|------|------|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffic] | 11 | 8740 | 3064 | | | | | | | | | | | | | | | |
| Intersection Name: | King Road and Alum Rock Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 56 | 323 | 56 | 435 | 66 | 575 | 241 | 882 | 83 | 266 | 140 | 489 | 158 | 509 | 134 | 801 | 2607 | |
| Existing Model | 559 | 507 | 38 | 1104 | 11 | 376 | 116 | 503 | 55 | 66 | 109 | 230 | 234 | 1045 | 61 | 1340 | 3177 | |
| DT 2040 Model | 464 | 1194 | 40 | 1698 | 19 | 801 | 125 | 945 | 139 | 509 | 117 | 765 | 277 | 1411 | 170 | 1858 | 5266 | |
| Model Difference | -95 | 687 | 2 | 594 | 8 | 425 | 9 | 442 | 84 | 443 | 8 | 535 | 43 | 366 | 109 | 518 | 2089 | |
| Existing + DT 2040 | 56 | 1010 | 58 | 1124 | 74 | 1000 | 250 | 1324 | 167 | 709 | 148 | 1024 | 201 | 875 | 243 | 1319 | 4791 | |
| Int.(Model)[Traffic] | 12 | 8773 | 3054 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 1 | 1619 | 0 | 1620 | 177 | 6 | 574 | 757 | 188 | 392 | 0 | 580 | 37 | 0 | 0 | 37 | 2994 | |
| Existing Model | 0 | 1154 | 0 | 1154 | 390 | 0 | 1039 | 1429 | 0 | 341 | 0 | 341 | 0 | 0 | 0 | 0 | 2924 | |
| DT 2040 Model | 0 | 2537 | 0 | 2537 | 838 | 0 | 461 | 1299 | 0 | 825 | 0 | 825 | 0 | 0 | 0 | 0 | 4661 | |
| Model Difference | 0 | 1383 | 0 | 1383 | 448 | 0 | -578 | -130 | 0 | 484 | 0 | 484 | 0 | 0 | 0 | 0 | 1737 | |
| Existing + DT 2040 | 1 | 3002 | 0 | 3003 | 625 | 6 | 574 | 1205 | 188 | 876 | 0 | 1064 | 37 | 0 | 0 | 37 | 5309 | |
| Int.(Model)[Traffic] | 13 | 8559 | 3055 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 393 | 1189 | 80 | 1662 | 164 | 0 | 0 | 164 | 11 | 1042 | 0 | 1053 | 69 | 55 | 216 | 340 | 3219 | |
| Existing Model | 123 | 1228 | 114 | 1465 | 224 | 0 | 0 | 224 | 16 | 1025 | 0 | 1041 | 222 | 273 | 283 | 778 | 3508 | |
| DT 2040 Model | 210 | 1643 | 111 | 1964 | 440 | 0 | 0 | 440 | 48 | 1358 | 0 | 1406 | 183 | 665 | 507 | 1355 | 5165 | |
| Model Difference | 87 | 415 | -3 | 499 | 216 | 0 | 0 | 216 | 32 | 333 | 0 | 365 | -39 | 392 | 224 | 577 | 1657 | |
| Existing + DT 2040 | 480 | 1604 | 80 | 2164 | 380 | 0 | 0 | 380 | 43 | 1375 | 0 | 1418 | 69 | 447 | 440 | 956 | 4918 | |
| Int.(Model)[Traffic] | 14 | 8437 | 3033 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 1304 | 605 | 1909 | 0 | 0 | 0 | 0 | 278 | 424 | 0 | 702 | 174 | 7 | 97 | 278 | 2889 | |
| Existing Model | 0 | 1234 | 566 | 1800 | 0 | 0 | 0 | 0 | 78 | 474 | 0 | 552 | 401 | 0 | 383 | 784 | 3136 | |
| DT 2040 Model | 0 | 1312 | 705 | 2017 | 0 | 0 | 0 | 0 | 79 | 679 | 0 | 758 | 414 | 0 | 585 | 999 | 3774 | |
| Model Difference | 0 | 78 | 139 | 217 | 0 | 0 | 0 | 0 | 1 | 205 | 0 | 206 | 13 | 0 | 202 | 215 | 638 | |
| Existing + DT 2040 | 0 | 1382 | 744 | 2126 | 0 | 0 | 0 | 0 | 279 | 629 | 0 | 908 | 187 | 7 | 299 | 493 | 3527 | |
| Int.(Model)[Traffic] | 15 | 8358 | 5012 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Moorpark Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 323 | 1167 | 390 | 1880 | 0 | 0 | 0 | 0 | 260 | 573 | 251 | 1084 | 380 | 894 | 235 | 1509 | 4473 | |
| Existing Model | 522 | 1790 | 143 | 2455 | 0 | 0 | 0 | 0 | 409 | 570 | 247 | 1226 | 485 | 449 | 182 | 1116 | 4797 | |
| DT 2040 Model | 929 | 2135 | 75 | 3139 | 0 | 0 | 0 | 0 | 345 | 1300 | 498 | 2143 | 627 | 703 | 382 | 1712 | 6994 | |
| Model Difference | 407 | 345 | -68 | 684 | 0 | 0 | 0 | 0 | -64 | 730 | 251 | 917 | 142 | 254 | 200 | 596 | 2197 | |
| Existing + DT 2040 | 730 | 1512 | 390 | 2632 | 0 | 0 | 0 | 0 | 260 | 1303 | 502 | 2065 | 522 | 1148 | 435 | 2105 | 6802 | |

Existing General Plan - PM Peak Hour

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|----------------------|------------------------------------|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 16 | 8356 | 5009 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Fruitdale Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 25 | 1173 | 326 | 1524 | 234 | 51 | 121 | 406 | 128 | 754 | 54 | 936 | 156 | 188 | 83 | 427 | 3293 | |
| Existing Model | 27 | 1488 | 592 | 2107 | 212 | 22 | 89 | 323 | 68 | 583 | 18 | 669 | 127 | 71 | 23 | 221 | 3320 | |
| DT 2040 Model | 28 | 1436 | 1090 | 2554 | 516 | 58 | 332 | 906 | 178 | 1173 | 31 | 1382 | 152 | 149 | 29 | 330 | 5172 | |
| Model Difference | 1 | -52 | 498 | 447 | 304 | 36 | 243 | 583 | 110 | 590 | 13 | 713 | 25 | 78 | 6 | 109 | 1852 | |
| Existing + DT 2040 | 26 | 1173 | 824 | 2023 | 538 | 87 | 364 | 989 | 238 | 1344 | 67 | 1649 | 181 | 266 | 89 | 536 | 5197 | |
| Int.(Model)[Traffix] | 17 | 7976 | 3095 | | | | | | | | | | | | | | | |
| Intersection Name: | Monterey Road and Curtner Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 132 | 1528 | 400 | 2060 | 148 | 847 | 155 | 1150 | 53 | 600 | 504 | 1157 | 669 | 749 | 138 | 1556 | 5923 | |
| Existing Model | 84 | 1805 | 578 | 2467 | 267 | 853 | 0 | 1120 | 0 | 193 | 214 | 407 | 297 | 1364 | 99 | 1760 | 5754 | |
| DT 2040 Model | 72 | 1886 | 539 | 2497 | 380 | 1432 | 0 | 1812 | 0 | 1134 | 289 | 1423 | 322 | 1549 | 244 | 2115 | 7847 | |
| Model Difference | -12 | 81 | -39 | 30 | 113 | 579 | 0 | 692 | 0 | 941 | 75 | 1016 | 25 | 185 | 145 | 355 | 2093 | |
| Existing + DT 2040 | 132 | 1609 | 400 | 2141 | 261 | 1426 | 155 | 1842 | 53 | 1541 | 579 | 2173 | 694 | 934 | 283 | 1911 | 8067 | |
| Int.(Model)[Traffix] | 18 | 7973 | 3060 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Alma Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 180 | 1212 | 75 | 1467 | 63 | 287 | 146 | 496 | 204 | 623 | 197 | 1024 | 186 | 346 | 152 | 684 | 3671 | |
| Existing Model | 200 | 1732 | 266 | 2198 | 27 | 479 | 53 | 559 | 37 | 424 | 159 | 620 | 143 | 493 | 304 | 940 | 4317 | |
| DT 2040 Model | 435 | 2027 | 210 | 2672 | 99 | 979 | 178 | 1256 | 99 | 1563 | 262 | 1924 | 261 | 1056 | 225 | 1542 | 7394 | |
| Model Difference | 235 | 295 | -56 | 474 | 72 | 500 | 125 | 697 | 62 | 1139 | 103 | 1304 | 118 | 563 | -79 | 602 | 3077 | |
| Existing + DT 2040 | 415 | 1507 | 75 | 1997 | 135 | 787 | 271 | 1193 | 266 | 1762 | 300 | 2328 | 304 | 909 | 152 | 1365 | 6883 | |
| Int.(Model)[Traffix] | 19 | 7972 | 3097 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Keyes Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 32 | 923 | 148 | 1103 | 78 | 361 | 0 | 439 | 16 | 366 | 80 | 462 | 109 | 317 | 19 | 445 | 2449 | |
| Existing Model | 25 | 1023 | 339 | 1387 | 11 | 289 | 0 | 300 | 0 | 69 | 175 | 244 | 473 | 178 | 0 | 651 | 2582 | |
| DT 2040 Model | 6 | 1191 | 445 | 1642 | 198 | 471 | 0 | 669 | 0 | 817 | 423 | 1240 | 427 | 620 | 10 | 1057 | 4608 | |
| Model Difference | -19 | 168 | 106 | 255 | 187 | 182 | 0 | 369 | 0 | 748 | 248 | 996 | -46 | 442 | 10 | 406 | 2026 | |
| Existing + DT 2040 | 32 | 1091 | 254 | 1377 | 265 | 543 | 0 | 808 | 16 | 1114 | 328 | 1458 | 109 | 759 | 29 | 897 | 4540 | |
| Int.(Model)[Traffix] | 20 | 8448 | 3034 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 0 | 0 | 0 | 448 | 483 | 0 | 931 | 0 | 806 | 476 | 1282 | 0 | 0 | 0 | 0 | 2213 | |
| Existing Model | 0 | 0 | 0 | 0 | 424 | 632 | 0 | 1056 | 0 | 614 | 442 | 1056 | 0 | 0 | 0 | 0 | 2112 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 420 | 619 | 0 | 1039 | 0 | 1085 | 399 | 1484 | 0 | 0 | 0 | 0 | 2523 | |
| Model Difference | 0 | 0 | 0 | 0 | -4 | -13 | 0 | -17 | 0 | 471 | -43 | 428 | 0 | 0 | 0 | 0 | 411 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 448 | 483 | 0 | 931 | 0 | 1277 | 476 | 1753 | 0 | 0 | 0 | 0 | 2684 | |

Existing General Plan - PM Peak Hour

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|----------------------|--------------------------------|------|------|------|---------------|------|------|------|----------------|------|------|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 21 | 8001 | 3035 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 971 | 0 | 1626 | 0 | 511 | 320 | 831 | 2457 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 794 | 0 | 925 | 0 | 815 | 262 | 1077 | 2002 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1183 | 0 | 1189 | 0 | 730 | 302 | 1032 | 2221 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -125 | 389 | 0 | 264 | 0 | -85 | 40 | -45 | 219 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 1360 | 0 | 2015 | 0 | 511 | 360 | 871 | 2886 | |
| Int.(Model)[Traffix] | 22 | 8477 | 3040 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 470 | 1327 | 0 | 1797 | 0 | 556 | 388 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2741 | |
| Existing Model | 450 | 1117 | 0 | 1567 | 0 | 441 | 633 | 1074 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2641 | |
| DT 2040 Model | 201 | 1711 | 0 | 1912 | 0 | 975 | 43 | 1018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2930 | |
| Model Difference | -249 | 594 | 0 | 345 | 0 | 534 | -590 | -56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289 | |
| Existing + DT 2040 | 470 | 1921 | 0 | 2391 | 0 | 1090 | 388 | 1478 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3869 | |
| Int.(Model)[Traffix] | 23 | 8481 | 3041 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 1146 | 510 | 1656 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 493 | 327 | 0 | 820 | 2476 | |
| Existing Model | 0 | 1704 | 44 | 1748 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 1033 | 0 | 1262 | 3010 | |
| DT 2040 Model | 0 | 1501 | 253 | 1754 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 537 | 779 | 0 | 1316 | 3070 | |
| Model Difference | 0 | -203 | 209 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 | -254 | 0 | 54 | 60 | |
| Existing + DT 2040 | 0 | 1146 | 719 | 1865 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 801 | 327 | 0 | 1128 | 2993 | |
| Int.(Model)[Traffix] | 24 | 4148 | 3058 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Naglee Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 52 | 1257 | 302 | 1611 | 167 | 476 | 157 | 800 | 37 | 619 | 154 | 810 | 93 | 570 | 98 | 761 | 3982 | |
| Existing Model | 10 | 1244 | 209 | 1463 | 212 | 474 | 104 | 790 | 75 | 456 | 71 | 602 | 106 | 339 | 2 | 447 | 3302 | |
| DT 2040 Model | 39 | 1262 | 355 | 1656 | 420 | 1186 | 63 | 1669 | 93 | 1144 | 333 | 1570 | 360 | 871 | 9 | 1240 | 6135 | |
| Model Difference | 29 | 18 | 146 | 193 | 208 | 712 | -41 | 879 | 18 | 688 | 262 | 968 | 254 | 532 | 7 | 793 | 2833 | |
| Existing + DT 2040 | 81 | 1275 | 448 | 1804 | 375 | 1188 | 157 | 1720 | 55 | 1307 | 416 | 1778 | 347 | 1102 | 105 | 1554 | 6856 | |
| Int.(Model)[Traffix] | 25 | 8606 | 3057 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Hedding Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 62 | 1387 | 224 | 1673 | 246 | 559 | 185 | 990 | 70 | 772 | 86 | 928 | 221 | 499 | 143 | 863 | 4454 | |
| Existing Model | 47 | 1199 | 68 | 1314 | 352 | 422 | 202 | 976 | 87 | 462 | 186 | 735 | 142 | 95 | 29 | 266 | 3291 | |
| DT 2040 Model | 19 | 1398 | 251 | 1668 | 69 | 695 | 156 | 920 | 69 | 1502 | 68 | 1639 | 154 | 370 | 91 | 615 | 4842 | |
| Model Difference | -28 | 199 | 183 | 354 | -283 | 273 | -46 | -56 | -18 | 1040 | -118 | 904 | 12 | 275 | 62 | 349 | 1551 | |
| Existing + DT 2040 | 62 | 1586 | 407 | 2055 | 246 | 832 | 185 | 1263 | 70 | 1812 | 86 | 1968 | 233 | 774 | 205 | 1212 | 6498 | |

Existing General Plan - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------|-------|------|------|---------------|----|------|------|----------------|------|-----|------|---------------|----|------|------|-------|--|
| Int.(Model)[Traffic] | 26 | 8602 | 3047 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 459 | 1396 | 0 | 1855 | 0 | 0 | 0 | 0 | 276 | 915 | 0 | 1191 | 370 | 0 | 208 | 578 | 3624 | |
| Existing Model | 0 | 1109 | 0 | 1109 | 0 | 0 | 0 | 0 | 0 | 844 | 0 | 844 | 205 | 0 | 587 | 792 | 2745 | |
| DT 2040 Model | 0 | 1248 | 0 | 1248 | 0 | 0 | 0 | 0 | 0 | 1661 | 0 | 1661 | 420 | 0 | 82 | 502 | 3411 | |
| Model Difference | 0 | 139 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 817 | 0 | 817 | 215 | 0 | -505 | -290 | 666 | |
| Existing + DT 2040 | 459 | 1535 | 0 | 1994 | 0 | 0 | 0 | 0 | 276 | 1732 | 0 | 2008 | 585 | 0 | 208 | 793 | 4795 | |
| Int.(Model)[Traffic] | 27 | 9923 | 3046 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 236 | 1643 | 0 | 1879 | 199 | 0 | 226 | 425 | 427 | 671 | 0 | 1098 | 0 | 0 | 0 | 0 | 3402 | |
| Existing Model | 0 | 1805 | 0 | 1805 | 671 | 0 | 253 | 924 | 0 | 287 | 0 | 287 | 0 | 0 | 0 | 0 | 3016 | |
| DT 2040 Model | 0 | 2637 | 0 | 2637 | 1237 | 0 | 159 | 1396 | 0 | 1080 | 0 | 1080 | 0 | 0 | 0 | 0 | 5113 | |
| Model Difference | 0 | 832 | 0 | 832 | 566 | 0 | -94 | 472 | 0 | 793 | 0 | 793 | 0 | 0 | 0 | 0 | 2097 | |
| Existing + DT 2040 | 236 | 2475 | 0 | 2711 | 765 | 0 | 226 | 991 | 427 | 1464 | 0 | 1891 | 0 | 0 | 0 | 0 | 5593 | |
| Int.(Model)[Traffic] | 28 | 10282 | 3052 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 525 | 1843 | 0 | 2368 | 435 | 0 | 278 | 713 | 268 | 1304 | 0 | 1572 | 0 | 0 | 0 | 0 | 4653 | |
| Existing Model | 0 | 2553 | 0 | 2553 | 382 | 0 | 144 | 526 | 0 | 892 | 0 | 892 | 0 | 0 | 0 | 0 | 3971 | |
| DT 2040 Model | 0 | 3307 | 0 | 3307 | 751 | 0 | 396 | 1147 | 0 | 2291 | 0 | 2291 | 0 | 0 | 0 | 0 | 6745 | |
| Model Difference | 0 | 754 | 0 | 754 | 369 | 0 | 252 | 621 | 0 | 1399 | 0 | 1399 | 0 | 0 | 0 | 0 | 2774 | |
| Existing + DT 2040 | 525 | 2597 | 0 | 3122 | 804 | 0 | 530 | 1334 | 268 | 2703 | 0 | 2971 | 0 | 0 | 0 | 0 | 7427 | |
| Int.(Model)[Traffic] | 29 | 7454 | 3053 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 28 | 1538 | 540 | 2106 | 553 | 0 | 148 | 701 | 428 | 1050 | 0 | 1478 | 18 | 0 | 0 | 18 | 4303 | |
| Existing Model | 27 | 2010 | 242 | 2279 | 186 | 0 | 656 | 842 | 350 | 811 | 0 | 1161 | 0 | 0 | 0 | 0 | 4282 | |
| DT 2040 Model | 31 | 2713 | 424 | 3168 | 486 | 0 | 390 | 876 | 580 | 2060 | 0 | 2640 | 0 | 0 | 0 | 0 | 6684 | |
| Model Difference | 4 | 703 | 182 | 889 | 300 | 0 | -266 | 34 | 230 | 1249 | 0 | 1479 | 0 | 0 | 0 | 0 | 2402 | |
| Existing + DT 2040 | 32 | 2241 | 722 | 2995 | 853 | 0 | 148 | 1001 | 658 | 2299 | 0 | 2957 | 18 | 0 | 0 | 18 | 6971 | |
| Int.(Model)[Traffic] | 30 | 9219 | 3021 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 370 | 1283 | 0 | 1653 | 430 | 1 | 184 | 615 | 0 | 646 | 195 | 841 | 0 | 0 | 0 | 0 | 3109 | |
| Existing Model | 947 | 1394 | 0 | 2341 | 287 | 0 | 159 | 446 | 0 | 1307 | 396 | 1703 | 0 | 0 | 0 | 0 | 4490 | |
| DT 2040 Model | 1360 | 2006 | 0 | 3366 | 514 | 0 | 28 | 542 | 0 | 1943 | 344 | 2287 | 0 | 0 | 0 | 0 | 6195 | |
| Model Difference | 413 | 612 | 0 | 1025 | 227 | 0 | -131 | 96 | 0 | 636 | -52 | 584 | 0 | 0 | 0 | 0 | 1705 | |
| Existing + DT 2040 | 783 | 1895 | 0 | 2678 | 657 | 1 | 184 | 842 | 0 | 1282 | 195 | 1477 | 0 | 0 | 0 | 0 | 4997 | |

Existing General Plan - PM Peak Hour

| | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------|------|------|------|---------------|----|----|-----|----------------|------|----|------|---------------|----|------|------|-------|
| Int.(Model)[Traffix] | 31 | 8542 | 3022 | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 0 | 662 | 1000 | 1662 | 0 | 0 | 0 | 0 | 627 | 434 | 0 | 1061 | 207 | 28 | 494 | 729 | 3452 |
| Existing Model | 0 | 839 | 714 | 1553 | 0 | 0 | 0 | 0 | 72 | 793 | 0 | 865 | 715 | 0 | 911 | 1626 | 4044 |
| DT 2040 Model | 0 | 1332 | 702 | 2034 | 0 | 0 | 0 | 0 | 62 | 1191 | 0 | 1253 | 675 | 0 | 1096 | 1771 | 5058 |
| Model Difference | 0 | 493 | -12 | 481 | 0 | 0 | 0 | 0 | -10 | 398 | 0 | 388 | -40 | 0 | 185 | 145 | 1014 |
| Existing + DT 2040 | 0 | 1155 | 1000 | 2155 | 0 | 0 | 0 | 0 | 627 | 832 | 0 | 1459 | 207 | 28 | 679 | 914 | 4528 |

Amended General Plan (DTS 2040) - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 1 | 8588 | 3112 | | | | | | | | | | | | | | | |
| Intersection Name: | Montgomery Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 1210 | 208 | 1418 | 0 | 0 | 0 | 0 | 92 | 395 | 0 | 487 | 1905 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 1175 | 123 | 1298 | 0 | 0 | 0 | 0 | 10 | 162 | 0 | 172 | 1470 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1689 | 88 | 1777 | 7 | 0 | 38 | 45 | 42 | 969 | 0 | 1011 | 2833 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 514 | -35 | 479 | 7 | 0 | 38 | 45 | 32 | 807 | 0 | 839 | 1363 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1724 | 208 | 1932 | 7 | 0 | 38 | 45 | 124 | 1202 | 0 | 1326 | 3303 | |
| Int.(Model)[Traffix] | 2 | 7571 | 3066 | | | | | | | | | | | | | | | |
| Intersection Name: | Autumn Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 65 | 0 | 10 | 75 | 81 | 1096 | 0 | 1177 | 144 | 196 | 285 | 625 | 0 | 374 | 11 | 385 | 2262 | |
| Existing Model | 50 | 0 | 19 | 69 | 66 | 1136 | 0 | 1202 | 17 | 145 | 112 | 274 | 0 | 137 | 25 | 162 | 1707 | |
| DT 2040 Model | 251 | 198 | 67 | 516 | 120 | 1390 | 92 | 1602 | 0 | 579 | 136 | 715 | 10 | 759 | 206 | 975 | 3808 | |
| Model Difference | 201 | 198 | 48 | 447 | 54 | 254 | 92 | 400 | -17 | 434 | 24 | 441 | 10 | 622 | 181 | 813 | 2101 | |
| Existing + DT 2040 | 266 | 198 | 58 | 522 | 135 | 1350 | 92 | 1577 | 144 | 630 | 309 | 1083 | 10 | 996 | 192 | 1198 | 4380 | |
| Int.(Model)[Traffix] | 3 | 8674 | 3077 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 60 | 414 | 49 | 523 | 55 | 368 | 63 | 486 | 205 | 1292 | 342 | 1839 | 140 | 290 | 123 | 553 | 3401 | |
| Existing Model | 129 | 390 | 0 | 519 | 0 | 167 | 43 | 210 | 6 | 1569 | 427 | 2002 | 46 | 60 | 96 | 202 | 2933 | |
| DT 2040 Model | 201 | 667 | 0 | 868 | 62 | 635 | 275 | 972 | 306 | 1432 | 923 | 2661 | 201 | 519 | 377 | 1097 | 5598 | |
| Model Difference | 72 | 277 | 0 | 349 | 62 | 468 | 232 | 762 | 300 | -137 | 496 | 659 | 155 | 459 | 281 | 895 | 2665 | |
| Existing + DT 2040 | 132 | 691 | 49 | 872 | 117 | 836 | 295 | 1248 | 505 | 1292 | 838 | 2635 | 295 | 749 | 404 | 1448 | 6203 | |
| Int.(Model)[Traffix] | 4 | 8682 | 3032 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 148 | 645 | 0 | 793 | 830 | 109 | 175 | 1114 | 0 | 1407 | 265 | 1672 | 0 | 0 | 0 | 0 | 3579 | |
| Existing Model | 272 | 342 | 0 | 614 | 795 | 0 | 73 | 868 | 0 | 1600 | 173 | 1773 | 0 | 0 | 0 | 0 | 3255 | |
| DT 2040 Model | 525 | 867 | 0 | 1392 | 1273 | 0 | 57 | 1330 | 0 | 2172 | 364 | 2536 | 0 | 0 | 0 | 0 | 5258 | |
| Model Difference | 253 | 525 | 0 | 778 | 478 | 0 | -16 | 462 | 0 | 572 | 191 | 763 | 0 | 0 | 0 | 0 | 2003 | |
| Existing + DT 2040 | 401 | 1170 | 0 | 1571 | 1308 | 109 | 175 | 1592 | 0 | 1979 | 456 | 2435 | 0 | 0 | 0 | 0 | 5598 | |
| Int.(Model)[Traffix] | 5 | 8668 | 3015 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 572 | 0 | 572 | 1137 | 0 | 369 | 1506 | 0 | 459 | 0 | 459 | 2537 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 264 | 1097 | 0 | 505 | 1602 | 0 | 647 | 0 | 647 | 2513 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 682 | 0 | 682 | 1467 | 0 | 704 | 2171 | 0 | 737 | 0 | 737 | 3590 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 418 | 0 | 418 | 370 | 0 | 199 | 569 | 0 | 90 | 0 | 90 | 1077 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 990 | 0 | 990 | 1507 | 0 | 568 | 2075 | 0 | 549 | 0 | 549 | 3614 | |

Amended General Plan (DTS 2040) - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|---|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 6 | 8697 | 3014 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (W) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 128 | 224 | 284 | 636 | 384 | 656 | 56 | 1096 | 0 | 0 | 0 | 0 | 15 | 417 | 0 | 432 | 2164 | |
| Existing Model | 216 | 298 | 361 | 875 | 662 | 203 | 9 | 874 | 0 | 0 | 0 | 0 | 5 | 387 | 0 | 392 | 2141 | |
| DT 2040 Model | 392 | 443 | 528 | 1363 | 869 | 1119 | 46 | 2034 | 0 | 0 | 0 | 0 | 59 | 1163 | 0 | 1222 | 4619 | |
| Model Difference | 176 | 145 | 167 | 488 | 207 | 916 | 37 | 1160 | 0 | 0 | 0 | 0 | 54 | 776 | 0 | 830 | 2478 | |
| Existing + DT 2040 | 304 | 369 | 451 | 1124 | 591 | 1572 | 93 | 2256 | 0 | 0 | 0 | 0 | 69 | 1193 | 0 | 1262 | 4642 | |
| Int.(Model)[Traffix] | 7 | 797 | 3013 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (E) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 487 | 414 | 901 | 75 | 543 | 0 | 618 | 88 | 372 | 116 | 576 | 0 | 424 | 58 | 482 | 2577 | |
| Existing Model | 326 | 0 | 48 | 374 | 91 | 605 | 0 | 696 | 72 | 835 | 221 | 1128 | 0 | 439 | 90 | 529 | 2727 | |
| DT 2040 Model | 558 | 0 | 387 | 945 | 476 | 1086 | 0 | 1562 | 32 | 692 | 560 | 1284 | 0 | 847 | 258 | 1105 | 4896 | |
| Model Difference | 232 | 0 | 339 | 571 | 385 | 481 | 0 | 866 | -40 | -143 | 339 | 156 | 0 | 408 | 168 | 576 | 2169 | |
| Existing + DT 2040 | 232 | 487 | 753 | 1472 | 460 | 1024 | 0 | 1484 | 88 | 372 | 455 | 915 | 0 | 832 | 226 | 1058 | 4929 | |
| Int.(Model)[Traffix] | 8 | 8671 | 3061 | | | | | | | | | | | | | | | |
| Intersection Name: | Almaden Boulevard and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 29 | 195 | 100 | 324 | 96 | 310 | 32 | 438 | 128 | 1151 | 50 | 1329 | 65 | 288 | 92 | 445 | 2536 | |
| Existing Model | 169 | 51 | 49 | 269 | 181 | 172 | 9 | 362 | 203 | 1129 | 15 | 1347 | 0 | 216 | 226 | 442 | 2420 | |
| DT 2040 Model | 438 | 220 | 110 | 768 | 508 | 627 | 52 | 1187 | 522 | 1186 | 77 | 1785 | 9 | 565 | 231 | 805 | 4545 | |
| Model Difference | 269 | 169 | 61 | 499 | 327 | 455 | 43 | 825 | 319 | 57 | 62 | 438 | 9 | 349 | 5 | 363 | 2125 | |
| Existing + DT 2040 | 298 | 364 | 161 | 823 | 423 | 765 | 75 | 1263 | 447 | 1208 | 112 | 1767 | 74 | 637 | 97 | 808 | 4661 | |
| Int.(Model)[Traffix] | 9 | 8672 | 3107 | | | | | | | | | | | | | | | |
| Intersection Name: | Market Street and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 30 | 127 | 24 | 181 | 21 | 125 | 0 | 146 | 15 | 981 | 283 | 1279 | 106 | 253 | 73 | 432 | 2038 | |
| Existing Model | 1 | 170 | 8 | 179 | 6 | 231 | 0 | 237 | 0 | 1001 | 123 | 1124 | 46 | 386 | 8 | 440 | 1980 | |
| DT 2040 Model | 2 | 481 | 41 | 524 | 103 | 793 | 0 | 896 | 45 | 1190 | 387 | 1622 | 107 | 875 | 194 | 1176 | 4218 | |
| Model Difference | 1 | 311 | 33 | 345 | 97 | 562 | 0 | 659 | 45 | 189 | 264 | 498 | 61 | 489 | 186 | 736 | 2238 | |
| Existing + DT 2040 | 31 | 438 | 57 | 526 | 118 | 687 | 0 | 805 | 60 | 1170 | 547 | 1777 | 167 | 742 | 259 | 1168 | 4276 | |
| Int.(Model)[Traffix] | 10 | 8613 | 3059 | | | | | | | | | | | | | | | |
| Intersection Name: | Race Street and The Alameda | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 2 | 31 | 41 | 74 | 0 | 732 | 147 | 879 | 67 | 752 | 5 | 824 | 185 | 359 | 0 | 544 | 2321 | |
| Existing Model | 0 | 53 | 98 | 151 | 0 | 888 | 186 | 1074 | 9 | 654 | 0 | 663 | 213 | 70 | 0 | 283 | 2171 | |
| DT 2040 Model | 0 | 396 | 286 | 682 | 0 | 1066 | 532 | 1598 | 24 | 718 | 0 | 742 | 316 | 626 | 0 | 942 | 3964 | |
| Model Difference | 0 | 343 | 188 | 531 | 0 | 178 | 346 | 524 | 15 | 64 | 0 | 79 | 103 | 556 | 0 | 659 | 1793 | |
| Existing + DT 2040 | 2 | 374 | 229 | 605 | 0 | 910 | 493 | 1403 | 82 | 816 | 5 | 903 | 288 | 915 | 0 | 1203 | 4114 | |

Amended General Plan (DTS 2040) - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------------|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|-----|-----|------|-------|------|
| Int.(Model)[Traffix] | 11 | 8740 | 3064 | | | | | | | | | | | | | | | |
| Intersection Name: | King Road and Alum Rock Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 50 | 292 | 45 | 387 | 67 | 560 | 81 | 708 | 118 | 608 | 173 | 899 | 95 | 241 | 49 | 385 | | 2379 |
| Existing Model | 135 | 49 | 14 | 198 | 44 | 1030 | 42 | 1116 | 70 | 447 | 403 | 920 | 85 | 176 | 180 | 441 | | 2675 |
| DT 2040 Model | 208 | 314 | 21 | 543 | 23 | 1322 | 145 | 1490 | 73 | 980 | 361 | 1414 | 112 | 270 | 364 | 746 | | 4193 |
| Model Difference | 73 | 265 | 7 | 345 | -21 | 292 | 103 | 374 | 3 | 533 | -42 | 494 | 27 | 94 | 184 | 305 | | 1518 |
| Existing + DT 2040 | 123 | 557 | 52 | 732 | 67 | 852 | 184 | 1103 | 121 | 1141 | 173 | 1435 | 122 | 335 | 233 | 690 | | 3960 |
| Int.(Model)[Traffix] | 12 | 8773 | 3054 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 3 | 676 | 0 | 679 | 273 | 2 | 434 | 709 | 253 | 710 | 0 | 963 | 24 | 0 | 0 | 24 | | 2375 |
| Existing Model | 0 | 571 | 0 | 571 | 455 | 0 | 830 | 1285 | 0 | 1086 | 0 | 1086 | 0 | 0 | 0 | 0 | | 2942 |
| DT 2040 Model | 0 | 1501 | 0 | 1501 | 642 | 0 | 780 | 1422 | 0 | 1678 | 0 | 1678 | 0 | 0 | 0 | 0 | | 4601 |
| Model Difference | 0 | 930 | 0 | 930 | 187 | 0 | -50 | 137 | 0 | 592 | 0 | 592 | 0 | 0 | 0 | 0 | | 1659 |
| Existing + DT 2040 | 3 | 1606 | 0 | 1609 | 460 | 2 | 434 | 896 | 253 | 1302 | 0 | 1555 | 24 | 0 | 0 | 24 | | 4084 |
| Int.(Model)[Traffix] | 13 | 8559 | 3055 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 142 | 632 | 31 | 805 | 241 | 0 | 0 | 241 | 9 | 1275 | 0 | 1284 | 44 | 61 | 305 | 410 | | 2740 |
| Existing Model | 72 | 827 | 87 | 986 | 335 | 0 | 0 | 335 | 112 | 1188 | 0 | 1300 | 51 | 206 | 496 | 753 | | 3374 |
| DT 2040 Model | 325 | 874 | 54 | 1253 | 548 | 0 | 0 | 548 | 76 | 1542 | 0 | 1618 | 220 | 282 | 476 | 978 | | 4397 |
| Model Difference | 253 | 47 | -33 | 267 | 213 | 0 | 0 | 213 | -36 | 354 | 0 | 318 | 169 | 76 | -20 | 225 | | 1023 |
| Existing + DT 2040 | 395 | 679 | 31 | 1105 | 454 | 0 | 0 | 454 | 9 | 1629 | 0 | 1638 | 213 | 137 | 305 | 655 | | 3852 |
| Int.(Model)[Traffix] | 14 | 8437 | 3033 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 452 | 389 | 841 | 0 | 0 | 0 | 0 | 359 | 1252 | 0 | 1611 | 137 | 3 | 446 | 586 | | 3038 |
| Existing Model | 0 | 219 | 196 | 415 | 0 | 0 | 0 | 0 | 350 | 1390 | 0 | 1740 | 198 | 0 | 383 | 581 | | 2736 |
| DT 2040 Model | 0 | 323 | 601 | 924 | 0 | 0 | 0 | 0 | 264 | 1935 | 0 | 2199 | 182 | 0 | 601 | 783 | | 3906 |
| Model Difference | 0 | 104 | 405 | 509 | 0 | 0 | 0 | 0 | -86 | 545 | 0 | 459 | -16 | 0 | 218 | 202 | | 1170 |
| Existing + DT 2040 | 0 | 556 | 794 | 1350 | 0 | 0 | 0 | 0 | 359 | 1797 | 0 | 2156 | 137 | 3 | 664 | 804 | | 4310 |
| Int.(Model)[Traffix] | 15 | 8358 | 5012 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Moorpark Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 472 | 684 | 246 | 1402 | 0 | 0 | 0 | 0 | 440 | 1115 | 241 | 1796 | 230 | 626 | 146 | 1002 | | 4200 |
| Existing Model | 422 | 515 | 96 | 1033 | 0 | 0 | 0 | 0 | 160 | 1509 | 519 | 2188 | 215 | 411 | 179 | 805 | | 4026 |
| DT 2040 Model | 657 | 998 | 108 | 1763 | 0 | 0 | 0 | 0 | 162 | 1973 | 702 | 2837 | 304 | 708 | 354 | 1366 | | 5966 |
| Model Difference | 235 | 483 | 12 | 730 | 0 | 0 | 0 | 0 | 2 | 464 | 183 | 649 | 89 | 297 | 175 | 561 | | 1940 |
| Existing + DT 2040 | 707 | 1167 | 258 | 2132 | 0 | 0 | 0 | 0 | 442 | 1579 | 424 | 2445 | 319 | 923 | 321 | 1563 | | 6140 |

Amended General Plan (DTS 2040) - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------------|------|------|------|---------------|------|-----|------|----------------|------|------|------|---------------|------|------|------|-------|------|
| Int.(Model)[Traffix] | 16 | 8356 | 5009 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Fruitdale Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 90 | 442 | 158 | 690 | 520 | 220 | 146 | 886 | 83 | 1391 | 124 | 1598 | 49 | 45 | 59 | 153 | | 3327 |
| Existing Model | 37 | 253 | 140 | 430 | 487 | 273 | 73 | 833 | 43 | 1639 | 164 | 1846 | 57 | 47 | 117 | 221 | | 3330 |
| DT 2040 Model | 46 | 552 | 287 | 885 | 984 | 249 | 119 | 1352 | 180 | 1781 | 183 | 2144 | 52 | 88 | 86 | 226 | | 4607 |
| Model Difference | 9 | 299 | 147 | 455 | 497 | -24 | 46 | 519 | 137 | 142 | 19 | 298 | -5 | 41 | -31 | 5 | | 1277 |
| Existing + DT 2040 | 99 | 741 | 305 | 1145 | 1017 | 220 | 192 | 1429 | 220 | 1533 | 143 | 1896 | 49 | 86 | 59 | 194 | | 4664 |
| Int.(Model)[Traffix] | 17 | 7976 | 3095 | | | | | | | | | | | | | | | |
| Intersection Name: | Monterey Road and Curtner Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 65 | 278 | 116 | 459 | 206 | 851 | 20 | 1077 | 33 | 2152 | 633 | 2818 | 251 | 507 | 114 | 872 | | 5226 |
| Existing Model | 61 | 60 | 136 | 257 | 328 | 1496 | 0 | 1824 | 0 | 2068 | 287 | 2355 | 152 | 539 | 70 | 761 | | 5197 |
| DT 2040 Model | 72 | 524 | 185 | 781 | 274 | 1688 | 0 | 1962 | 0 | 2133 | 383 | 2516 | 156 | 1134 | 229 | 1519 | | 6778 |
| Model Difference | 11 | 464 | 49 | 524 | -54 | 192 | 0 | 138 | 0 | 65 | 96 | 161 | 4 | 595 | 159 | 758 | | 1581 |
| Existing + DT 2040 | 76 | 742 | 165 | 983 | 206 | 1043 | 20 | 1269 | 33 | 2217 | 729 | 2979 | 255 | 1102 | 273 | 1630 | | 6861 |
| Int.(Model)[Traffix] | 18 | 7973 | 3060 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Alma Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 62 | 281 | 48 | 391 | 69 | 304 | 123 | 496 | 109 | 1896 | 219 | 2224 | 104 | 302 | 349 | 755 | | 3866 |
| Existing Model | 118 | 138 | 15 | 271 | 129 | 552 | 65 | 746 | 20 | 1826 | 367 | 2213 | 70 | 296 | 512 | 878 | | 4108 |
| DT 2040 Model | 404 | 603 | 17 | 1024 | 185 | 1061 | 82 | 1328 | 116 | 2328 | 140 | 2584 | 187 | 834 | 184 | 1205 | | 6141 |
| Model Difference | 286 | 465 | 2 | 753 | 56 | 509 | 17 | 582 | 96 | 502 | -227 | 371 | 117 | 538 | -328 | 327 | | 2033 |
| Existing + DT 2040 | 348 | 746 | 50 | 1144 | 125 | 813 | 140 | 1078 | 205 | 2398 | 219 | 2822 | 221 | 840 | 349 | 1410 | | 6454 |
| Int.(Model)[Traffix] | 19 | 7972 | 3097 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Keyes Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 12 | 195 | 40 | 247 | 221 | 393 | 0 | 614 | 10 | 1366 | 61 | 1437 | 35 | 184 | 26 | 245 | | 2543 |
| Existing Model | 0 | 38 | 6 | 44 | 419 | 408 | 0 | 827 | 0 | 1087 | 399 | 1486 | 63 | 398 | 55 | 516 | | 2873 |
| DT 2040 Model | 0 | 230 | 35 | 265 | 609 | 568 | 0 | 1177 | 5 | 1181 | 529 | 1715 | 164 | 624 | 10 | 798 | | 3955 |
| Model Difference | 0 | 192 | 29 | 221 | 190 | 160 | 0 | 350 | 5 | 94 | 130 | 229 | 101 | 226 | -45 | 282 | | 1082 |
| Existing + DT 2040 | 12 | 387 | 69 | 468 | 411 | 553 | 0 | 964 | 15 | 1460 | 191 | 1666 | 136 | 410 | 26 | 572 | | 3670 |
| Int.(Model)[Traffix] | 20 | 8448 | 3034 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 357 | 199 | 0 | 556 | 0 | 1486 | 703 | 2189 | 0 | 0 | 0 | 0 | | 2745 |
| Existing Model | 0 | 0 | 0 | 0 | 282 | 804 | 0 | 1086 | 0 | 1584 | 254 | 1838 | 0 | 0 | 0 | 0 | | 2924 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 992 | 409 | 0 | 1401 | 0 | 1302 | 588 | 1890 | 0 | 0 | 0 | 0 | | 3291 |
| Model Difference | 0 | 0 | 0 | 0 | 710 | -395 | 0 | 315 | 0 | -282 | 334 | 52 | 0 | 0 | 0 | 0 | | 367 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 1067 | 199 | 0 | 1266 | 0 | 1486 | 1037 | 2523 | 0 | 0 | 0 | 0 | | 3789 |

Amended General Plan (DTS 2040) - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--------------------------------|------|------|------|---------------|------|------|------|----------------|------|-----|------|---------------|------|-----|------|-------|------|
| Int.(Model)[Traffix] | 21 | 8001 | 3035 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 484 | 1684 | 0 | 2168 | 0 | 245 | 487 | 732 | | 2901 |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 1583 | 0 | 1808 | 0 | 317 | 254 | 571 | | 2379 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 1722 | 0 | 1860 | 0 | 492 | 168 | 660 | | 2520 |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -87 | 139 | 0 | 52 | 0 | 175 | -86 | 89 | | 141 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 484 | 1823 | 0 | 2307 | 0 | 420 | 487 | 907 | | 3215 |
| Int.(Model)[Traffix] | 22 | 8477 | 3040 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 437 | 624 | 0 | 1061 | 0 | 743 | 207 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2011 |
| Existing Model | 171 | 481 | 0 | 652 | 0 | 864 | 194 | 1058 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1710 |
| DT 2040 Model | 124 | 588 | 0 | 712 | 0 | 989 | 8 | 997 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1709 |
| Model Difference | -47 | 107 | 0 | 60 | 0 | 125 | -186 | -61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | -1 |
| Existing + DT 2040 | 437 | 731 | 0 | 1168 | 0 | 868 | 207 | 1075 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2243 |
| Int.(Model)[Traffix] | 23 | 8481 | 3041 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 611 | 283 | 894 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 367 | 0 | 816 | | 1710 |
| Existing Model | 0 | 359 | 317 | 676 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 386 | 254 | 0 | 640 | | 1316 |
| DT 2040 Model | 0 | 419 | 176 | 595 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 485 | 0 | 547 | | 1142 |
| Model Difference | 0 | 60 | -141 | -81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -324 | 231 | 0 | -93 | | -174 |
| Existing + DT 2040 | 0 | 671 | 283 | 954 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 598 | 0 | 1047 | | 2001 |
| Int.(Model)[Traffix] | 24 | 4148 | 3058 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Naglee Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 58 | 541 | 157 | 756 | 162 | 426 | 85 | 673 | 17 | 1273 | 113 | 1403 | 94 | 516 | 150 | 760 | | 3592 |
| Existing Model | 0 | 278 | 248 | 526 | 212 | 241 | 45 | 498 | 71 | 1279 | 78 | 1428 | 31 | 244 | 7 | 282 | | 2734 |
| DT 2040 Model | 8 | 1001 | 237 | 1246 | 345 | 836 | 74 | 1255 | 110 | 1299 | 205 | 1614 | 234 | 1009 | 8 | 1251 | | 5366 |
| Model Difference | 8 | 723 | -11 | 720 | 133 | 595 | 29 | 757 | 39 | 20 | 127 | 186 | 203 | 765 | 1 | 969 | | 2632 |
| Existing + DT 2040 | 66 | 1264 | 157 | 1487 | 295 | 1021 | 114 | 1430 | 56 | 1293 | 240 | 1589 | 297 | 1281 | 151 | 1729 | | 6235 |
| Int.(Model)[Traffix] | 25 | 8606 | 3057 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Hedding Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 36 | 660 | 201 | 897 | 277 | 269 | 65 | 611 | 77 | 1501 | 42 | 1620 | 113 | 528 | 183 | 824 | | 3952 |
| Existing Model | 36 | 440 | 167 | 643 | 356 | 99 | 17 | 472 | 240 | 1183 | 153 | 1576 | 152 | 228 | 91 | 471 | | 3162 |
| DT 2040 Model | 36 | 1131 | 106 | 1273 | 276 | 346 | 94 | 716 | 113 | 1462 | 147 | 1722 | 111 | 422 | 145 | 678 | | 4389 |
| Model Difference | 0 | 691 | -61 | 630 | -80 | 247 | 77 | 244 | -127 | 279 | -6 | 146 | -41 | 194 | 54 | 207 | | 1227 |
| Existing + DT 2040 | 36 | 1351 | 201 | 1588 | 277 | 516 | 142 | 935 | 77 | 1780 | 42 | 1899 | 113 | 722 | 237 | 1072 | | 5494 |

Amended General Plan (DTS 2040) - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------|-------|------|------|---------------|----|-----|------|----------------|------|-----|------|---------------|----|-----|-----|-------|------|
| Int.(Model)[Traffix] | 26 | 8602 | 3047 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 176 | 670 | 0 | 846 | 0 | 0 | 0 | 0 | 308 | 1332 | 0 | 1640 | 30 | 0 | 200 | 230 | | 2716 |
| Existing Model | 0 | 252 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 1631 | 0 | 1631 | 391 | 0 | 164 | 555 | | 2438 |
| DT 2040 Model | 0 | 803 | 0 | 803 | 0 | 0 | 0 | 0 | 0 | 1882 | 0 | 1882 | 470 | 0 | 154 | 624 | | 3309 |
| Model Difference | 0 | 551 | 0 | 551 | 0 | 0 | 0 | 0 | 0 | 251 | 0 | 251 | 79 | 0 | -10 | 69 | | 871 |
| Existing + DT 2040 | 176 | 1221 | 0 | 1397 | 0 | 0 | 0 | 0 | 308 | 1583 | 0 | 1891 | 109 | 0 | 200 | 309 | | 3597 |
| Int.(Model)[Traffix] | 27 | 9923 | 3046 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 143 | 673 | 0 | 816 | 377 | 0 | 219 | 596 | 321 | 1504 | 0 | 1825 | 0 | 0 | 0 | 0 | | 3237 |
| Existing Model | 0 | 876 | 0 | 876 | 723 | 0 | 121 | 844 | 0 | 1125 | 0 | 1125 | 0 | 0 | 0 | 0 | | 2845 |
| DT 2040 Model | 0 | 1768 | 0 | 1768 | 1039 | 0 | 131 | 1170 | 0 | 1485 | 0 | 1485 | 0 | 0 | 0 | 0 | | 4423 |
| Model Difference | 0 | 892 | 0 | 892 | 316 | 0 | 10 | 326 | 0 | 360 | 0 | 360 | 0 | 0 | 0 | 0 | | 1578 |
| Existing + DT 2040 | 143 | 1565 | 0 | 1708 | 693 | 0 | 229 | 922 | 321 | 1864 | 0 | 2185 | 0 | 0 | 0 | 0 | | 4815 |
| Int.(Model)[Traffix] | 28 | 10282 | 3052 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 183 | 564 | 0 | 747 | 459 | 0 | 310 | 769 | 178 | 3143 | 0 | 3321 | 0 | 0 | 0 | 0 | | 4837 |
| Existing Model | 0 | 542 | 0 | 542 | 473 | 0 | 135 | 608 | 0 | 2668 | 0 | 2668 | 0 | 0 | 0 | 0 | | 3818 |
| DT 2040 Model | 0 | 1941 | 0 | 1941 | 785 | 0 | 332 | 1117 | 0 | 3100 | 0 | 3100 | 0 | 0 | 0 | 0 | | 6158 |
| Model Difference | 0 | 1399 | 0 | 1399 | 312 | 0 | 197 | 509 | 0 | 432 | 0 | 432 | 0 | 0 | 0 | 0 | | 2340 |
| Existing + DT 2040 | 183 | 1963 | 0 | 2146 | 771 | 0 | 507 | 1278 | 178 | 3575 | 0 | 3753 | 0 | 0 | 0 | 0 | | 7177 |
| Int.(Model)[Traffix] | 29 | 7454 | 3053 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 17 | 555 | 171 | 743 | 908 | 0 | 123 | 1031 | 348 | 2369 | 0 | 2717 | 9 | 0 | 0 | 9 | | 4500 |
| Existing Model | 44 | 361 | 122 | 527 | 469 | 0 | 373 | 842 | 291 | 2326 | 0 | 2617 | 0 | 0 | 0 | 0 | | 3986 |
| DT 2040 Model | 43 | 1528 | 334 | 1905 | 578 | 0 | 532 | 1110 | 433 | 2693 | 0 | 3126 | 1 | 0 | 0 | 1 | | 6142 |
| Model Difference | -1 | 1167 | 212 | 1378 | 109 | 0 | 159 | 268 | 142 | 367 | 0 | 509 | 1 | 0 | 0 | 1 | | 2156 |
| Existing + DT 2040 | 17 | 1722 | 383 | 2122 | 1017 | 0 | 282 | 1299 | 490 | 2736 | 0 | 3226 | 10 | 0 | 0 | 10 | | 6657 |
| Int.(Model)[Traffix] | 30 | 9219 | 3021 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 812 | 658 | 0 | 1470 | 543 | 2 | 141 | 686 | 0 | 800 | 429 | 1229 | 0 | 0 | 0 | 0 | | 3385 |
| Existing Model | 622 | 497 | 0 | 1119 | 309 | 0 | 75 | 384 | 0 | 1602 | 439 | 2041 | 0 | 0 | 0 | 0 | | 3544 |
| DT 2040 Model | 666 | 1588 | 0 | 2254 | 213 | 0 | 44 | 257 | 0 | 1894 | 561 | 2455 | 0 | 0 | 0 | 0 | | 4966 |
| Model Difference | 44 | 1091 | 0 | 1135 | -96 | 0 | -31 | -127 | 0 | 292 | 122 | 414 | 0 | 0 | 0 | 0 | | 1422 |
| Existing + DT 2040 | 856 | 1749 | 0 | 2605 | 543 | 2 | 141 | 686 | 0 | 1092 | 551 | 1643 | 0 | 0 | 0 | 0 | | 4934 |

Amended General Plan (DTS 2040) - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------|------|------|------|---------------|----|----|-----|----------------|------|----|------|---------------|----|------|------|-------|--|
| Int.(Model)[Traffix] | 31 | 8542 | 3022 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 408 | 405 | 813 | 0 | 0 | 0 | 0 | 239 | 929 | 0 | 1168 | 172 | 0 | 293 | 465 | 2446 | |
| Existing Model | 0 | 356 | 217 | 573 | 0 | 0 | 0 | 0 | 134 | 1353 | 0 | 1487 | 481 | 0 | 688 | 1169 | 3229 | |
| DT 2040 Model | 0 | 1001 | 630 | 1631 | 0 | 0 | 0 | 0 | 64 | 1410 | 0 | 1474 | 395 | 0 | 1045 | 1440 | 4545 | |
| Model Difference | 0 | 645 | 413 | 1058 | 0 | 0 | 0 | 0 | -70 | 57 | 0 | -13 | -86 | 0 | 357 | 271 | 1316 | |
| Existing + DT 2040 | 0 | 1053 | 818 | 1871 | 0 | 0 | 0 | 0 | 239 | 986 | 0 | 1225 | 172 | 0 | 650 | 822 | 3918 | |

Amended General Plan (DTS 2040) - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--|------|------|------|---------------|------|------|------|----------------|------|------|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 1 | 8588 | 3112 | | | | | | | | | | | | | | | |
| Intersection Name: | Montgomery Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 738 | 207 | 945 | 0 | 0 | 0 | 0 | 248 | 763 | 0 | 1011 | 1956 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 716 | 573 | 1289 | 0 | 0 | 0 | 0 | 175 | 913 | 0 | 1088 | 2377 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1434 | 142 | 1576 | 107 | 0 | 53 | 160 | 92 | 1751 | 0 | 1843 | 3579 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 718 | -431 | 287 | 107 | 0 | 53 | 160 | -83 | 838 | 0 | 755 | 1202 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1456 | 207 | 1663 | 107 | 0 | 53 | 160 | 248 | 1601 | 0 | 1849 | 3672 | |
| Int.(Model)[Traffix] | 2 | 7571 | 3066 | | | | | | | | | | | | | | | |
| Intersection Name: | Autumn Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 51 | 0 | 29 | 80 | 60 | 796 | 0 | 856 | 82 | 87 | 86 | 255 | 0 | 720 | 42 | 762 | 1953 | |
| Existing Model | 331 | 0 | 27 | 358 | 15 | 931 | 0 | 946 | 0 | 27 | 27 | 54 | 0 | 827 | 86 | 913 | 2271 | |
| DT 2040 Model | 186 | 623 | 216 | 1025 | 66 | 1352 | 383 | 1801 | 101 | 309 | 40 | 450 | 251 | 1133 | 474 | 1858 | 5134 | |
| Model Difference | -145 | 623 | 189 | 667 | 51 | 421 | 383 | 855 | 101 | 282 | 13 | 396 | 251 | 306 | 388 | 945 | 2863 | |
| Existing + DT 2040 | 51 | 623 | 218 | 892 | 111 | 1217 | 383 | 1711 | 183 | 369 | 99 | 651 | 251 | 1026 | 430 | 1707 | 4961 | |
| Int.(Model)[Traffix] | 3 | 8674 | 3077 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 66 | 1160 | 101 | 1327 | 30 | 334 | 266 | 630 | 107 | 352 | 162 | 621 | 380 | 582 | 90 | 1052 | 3630 | |
| Existing Model | 123 | 1635 | 0 | 1758 | 0 | 140 | 134 | 274 | 68 | 660 | 192 | 920 | 389 | 284 | 226 | 899 | 3851 | |
| DT 2040 Model | 225 | 1612 | 17 | 1854 | 0 | 875 | 430 | 1305 | 322 | 1028 | 548 | 1898 | 515 | 883 | 435 | 1833 | 6890 | |
| Model Difference | 102 | -23 | 17 | 96 | 0 | 735 | 296 | 1031 | 254 | 368 | 356 | 978 | 126 | 599 | 209 | 934 | 3039 | |
| Existing + DT 2040 | 168 | 1160 | 118 | 1446 | 30 | 1069 | 562 | 1661 | 361 | 720 | 518 | 1599 | 506 | 1181 | 299 | 1986 | 6692 | |
| Int.(Model)[Traffix] | 4 | 8682 | 3032 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 554 | 1460 | 0 | 2014 | 365 | 10 | 473 | 848 | 0 | 378 | 156 | 534 | 0 | 0 | 0 | 0 | 3396 | |
| Existing Model | 993 | 1530 | 0 | 2523 | 455 | 0 | 270 | 725 | 0 | 632 | 225 | 857 | 0 | 0 | 0 | 0 | 4105 | |
| DT 2040 Model | 1434 | 1982 | 0 | 3416 | 1075 | 0 | 150 | 1225 | 0 | 1275 | 122 | 1397 | 0 | 0 | 0 | 0 | 6038 | |
| Model Difference | 441 | 452 | 0 | 893 | 620 | 0 | -120 | 500 | 0 | 643 | -103 | 540 | 0 | 0 | 0 | 0 | 1933 | |
| Existing + DT 2040 | 995 | 1912 | 0 | 2907 | 985 | 10 | 473 | 1468 | 0 | 1021 | 156 | 1177 | 0 | 0 | 0 | 0 | 5552 | |
| Int.(Model)[Traffix] | 5 | 8668 | 3015 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 614 | 0 | 614 | 622 | 0 | 437 | 1059 | 0 | 825 | 0 | 825 | 2498 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 489 | 0 | 489 | 1037 | 0 | 325 | 1362 | 0 | 650 | 0 | 650 | 2501 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1401 | 0 | 1401 | 1262 | 0 | 311 | 1573 | 0 | 1008 | 0 | 1008 | 3982 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 912 | 0 | 912 | 225 | 0 | -14 | 211 | 0 | 358 | 0 | 358 | 1481 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1526 | 0 | 1526 | 847 | 0 | 437 | 1284 | 0 | 1183 | 0 | 1183 | 3993 | |

Amended General Plan (DTS 2040) - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|---|------|------|------|---------------|------|-----|------|----------------|-----|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 6 | 8697 | 3014 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (W) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 88 | 88 | 127 | 303 | 980 | 418 | 210 | 1608 | 0 | 0 | 0 | 0 | 40 | 970 | 0 | 1010 | 2921 | |
| Existing Model | 119 | 486 | 598 | 1203 | 594 | 206 | 271 | 1071 | 0 | 0 | 0 | 0 | 27 | 728 | 0 | 755 | 3029 | |
| DT 2040 Model | 251 | 474 | 778 | 1503 | 773 | 997 | 299 | 2069 | 0 | 0 | 0 | 0 | 89 | 1908 | 0 | 1997 | 5569 | |
| Model Difference | 132 | -12 | 180 | 300 | 179 | 791 | 28 | 998 | 0 | 0 | 0 | 0 | 62 | 1180 | 0 | 1242 | 2540 | |
| Existing + DT 2040 | 220 | 88 | 307 | 615 | 1159 | 1209 | 238 | 2606 | 0 | 0 | 0 | 0 | 102 | 2150 | 0 | 2252 | 5473 | |
| Int.(Model)[Traffix] | 7 | 6825 | 3013 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (E) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 324 | 0 | 205 | 529 | 141 | 1048 | 0 | 1189 | 51 | 330 | 441 | 822 | 0 | 383 | 103 | 486 | 3026 | |
| Existing Model | 347 | 0 | 41 | 388 | 181 | 798 | 0 | 979 | 1 | 997 | 232 | 1230 | 0 | 235 | 171 | 406 | 3003 | |
| DT 2040 Model | 757 | 0 | 290 | 1047 | 633 | 1391 | 0 | 2024 | 46 | 919 | 388 | 1353 | 0 | 720 | 315 | 1035 | 5459 | |
| Model Difference | 410 | 0 | 249 | 659 | 452 | 593 | 0 | 1045 | 45 | -78 | 156 | 123 | 0 | 485 | 144 | 629 | 2456 | |
| Existing + DT 2040 | 734 | 0 | 454 | 1188 | 593 | 1641 | 0 | 2234 | 96 | 330 | 597 | 1023 | 0 | 868 | 247 | 1115 | 5560 | |
| Int.(Model)[Traffix] | 8 | 8671 | 3061 | | | | | | | | | | | | | | | |
| Intersection Name: | Almaden Boulevard and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 63 | 1102 | 137 | 1302 | 68 | 232 | 98 | 398 | 61 | 196 | 61 | 318 | 142 | 458 | 116 | 716 | 2734 | |
| Existing Model | 214 | 967 | 300 | 1481 | 56 | 74 | 52 | 182 | 28 | 176 | 0 | 204 | 0 | 449 | 117 | 566 | 2433 | |
| DT 2040 Model | 252 | 1428 | 230 | 1910 | 238 | 635 | 146 | 1019 | 154 | 603 | 98 | 855 | 165 | 1188 | 204 | 1557 | 5341 | |
| Model Difference | 38 | 461 | -70 | 429 | 182 | 561 | 94 | 837 | 126 | 427 | 98 | 651 | 165 | 739 | 87 | 991 | 2908 | |
| Existing + DT 2040 | 101 | 1563 | 137 | 1801 | 250 | 793 | 192 | 1235 | 187 | 623 | 159 | 969 | 307 | 1197 | 203 | 1707 | 5712 | |
| Int.(Model)[Traffix] | 9 | 8672 | 3107 | | | | | | | | | | | | | | | |
| Intersection Name: | Market Street and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 108 | 920 | 65 | 1093 | 32 | 187 | 0 | 219 | 22 | 198 | 104 | 324 | 253 | 351 | 48 | 652 | 2288 | |
| Existing Model | 17 | 1208 | 39 | 1264 | 0 | 128 | 0 | 128 | 0 | 26 | 4 | 30 | 147 | 616 | 1 | 764 | 2186 | |
| DT 2040 Model | 33 | 1551 | 157 | 1741 | 33 | 785 | 0 | 818 | 1 | 384 | 176 | 561 | 182 | 1347 | 30 | 1559 | 4679 | |
| Model Difference | 16 | 343 | 118 | 477 | 33 | 657 | 0 | 690 | 1 | 358 | 172 | 531 | 35 | 731 | 29 | 795 | 2493 | |
| Existing + DT 2040 | 124 | 1263 | 183 | 1570 | 65 | 844 | 0 | 909 | 23 | 556 | 276 | 855 | 288 | 1082 | 77 | 1447 | 4781 | |
| Int.(Model)[Traffix] | 10 | 8613 | 3059 | | | | | | | | | | | | | | | |
| Intersection Name: | Race Street and The Alameda | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 17 | 45 | 35 | 97 | 0 | 395 | 172 | 567 | 97 | 274 | 15 | 386 | 513 | 770 | 0 | 1283 | 2333 | |
| Existing Model | 0 | 202 | 69 | 271 | 0 | 239 | 185 | 424 | 40 | 278 | 0 | 318 | 783 | 760 | 0 | 1543 | 2556 | |
| DT 2040 Model | 0 | 414 | 171 | 585 | 0 | 944 | 608 | 1552 | 34 | 438 | 0 | 472 | 980 | 1237 | 0 | 2217 | 4826 | |
| Model Difference | 0 | 212 | 102 | 314 | 0 | 705 | 423 | 1128 | -6 | 160 | 0 | 154 | 197 | 477 | 0 | 674 | 2270 | |
| Existing + DT 2040 | 17 | 257 | 137 | 411 | 0 | 1100 | 595 | 1695 | 97 | 434 | 15 | 546 | 710 | 1247 | 0 | 1957 | 4609 | |

Amended General Plan (DTS 2040) - PM Peak Hour

| | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------------|------|------|------|---------------|-----|------|------|----------------|------|-----|------|---------------|------|-----|------|-------|
| Int.(Model)[Traffix] | 11 | 8740 | 3064 | | | | | | | | | | | | | | |
| Intersection Name: | King Road and Alum Rock Avenue | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 56 | 323 | 56 | 435 | 66 | 575 | 241 | 882 | 83 | 266 | 140 | 489 | 158 | 509 | 134 | 801 | 2607 |
| Existing Model | 559 | 507 | 38 | 1104 | 11 | 376 | 116 | 503 | 55 | 66 | 109 | 230 | 234 | 1045 | 61 | 1340 | 3177 |
| DT 2040 Model | 492 | 1056 | 224 | 1772 | 19 | 794 | 200 | 1013 | 164 | 449 | 131 | 744 | 370 | 1169 | 335 | 1874 | 5403 |
| Model Difference | -67 | 549 | 186 | 668 | 8 | 418 | 84 | 510 | 109 | 383 | 22 | 514 | 136 | 124 | 274 | 534 | 2226 |
| Existing + DT 2040 | 56 | 872 | 242 | 1170 | 74 | 993 | 325 | 1392 | 192 | 649 | 162 | 1003 | 294 | 633 | 408 | 1335 | 4900 |
| Int.(Model)[Traffix] | 12 | 8773 | 3054 | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (N) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 1 | 1619 | 0 | 1620 | 177 | 6 | 574 | 757 | 188 | 392 | 0 | 580 | 37 | 0 | 0 | 37 | 2994 |
| Existing Model | 0 | 1154 | 0 | 1154 | 390 | 0 | 1039 | 1429 | 0 | 341 | 0 | 341 | 0 | 0 | 0 | 0 | 2924 |
| DT 2040 Model | 0 | 2538 | 0 | 2538 | 838 | 0 | 460 | 1298 | 0 | 842 | 0 | 842 | 0 | 0 | 0 | 0 | 4678 |
| Model Difference | 0 | 1384 | 0 | 1384 | 448 | 0 | -579 | -131 | 0 | 501 | 0 | 501 | 0 | 0 | 0 | 0 | 1754 |
| Existing + DT 2040 | 1 | 3003 | 0 | 3004 | 625 | 6 | 574 | 1205 | 188 | 893 | 0 | 1081 | 37 | 0 | 0 | 37 | 5327 |
| Int.(Model)[Traffix] | 13 | 8559 | 3055 | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 393 | 1189 | 80 | 1662 | 164 | 0 | 0 | 164 | 11 | 1042 | 0 | 1053 | 69 | 55 | 216 | 340 | 3219 |
| Existing Model | 123 | 1228 | 114 | 1465 | 224 | 0 | 0 | 224 | 16 | 1025 | 0 | 1041 | 222 | 273 | 283 | 778 | 3508 |
| DT 2040 Model | 228 | 1652 | 147 | 2027 | 467 | 0 | 0 | 467 | 53 | 1352 | 0 | 1405 | 171 | 628 | 497 | 1296 | 5195 |
| Model Difference | 105 | 424 | 33 | 562 | 243 | 0 | 0 | 243 | 37 | 327 | 0 | 364 | -51 | 355 | 214 | 518 | 1687 |
| Existing + DT 2040 | 498 | 1613 | 113 | 2224 | 407 | 0 | 0 | 407 | 48 | 1369 | 0 | 1417 | 69 | 410 | 430 | 909 | 4957 |
| Int.(Model)[Traffix] | 14 | 8437 | 3033 | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 0 | 1304 | 605 | 1909 | 0 | 0 | 0 | 0 | 278 | 424 | 0 | 702 | 174 | 7 | 97 | 278 | 2889 |
| Existing Model | 0 | 1234 | 566 | 1800 | 0 | 0 | 0 | 0 | 78 | 474 | 0 | 552 | 401 | 0 | 383 | 784 | 3136 |
| DT 2040 Model | 0 | 1282 | 850 | 2132 | 0 | 0 | 0 | 0 | 104 | 628 | 0 | 732 | 399 | 0 | 768 | 1167 | 4031 |
| Model Difference | 0 | 48 | 284 | 332 | 0 | 0 | 0 | 0 | 26 | 154 | 0 | 180 | -2 | 0 | 385 | 383 | 895 |
| Existing + DT 2040 | 0 | 1352 | 889 | 2241 | 0 | 0 | 0 | 0 | 304 | 578 | 0 | 882 | 174 | 7 | 482 | 663 | 3786 |
| Int.(Model)[Traffix] | 15 | 8358 | 5012 | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Moorpark Avenue | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 323 | 1167 | 390 | 1880 | 0 | 0 | 0 | 0 | 260 | 573 | 251 | 1084 | 380 | 894 | 235 | 1509 | 4473 |
| Existing Model | 522 | 1790 | 143 | 2455 | 0 | 0 | 0 | 0 | 409 | 570 | 247 | 1226 | 485 | 449 | 182 | 1116 | 4797 |
| DT 2040 Model | 839 | 2047 | 261 | 3147 | 0 | 0 | 0 | 0 | 341 | 1243 | 559 | 2143 | 726 | 631 | 362 | 1719 | 7009 |
| Model Difference | 317 | 257 | 118 | 692 | 0 | 0 | 0 | 0 | -68 | 673 | 312 | 917 | 241 | 182 | 180 | 603 | 2212 |
| Existing + DT 2040 | 640 | 1424 | 508 | 2572 | 0 | 0 | 0 | 0 | 260 | 1246 | 563 | 2069 | 621 | 1076 | 415 | 2112 | 6753 |

Amended General Plan (DTS 2040) - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------------|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 16 | 8356 | 5009 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Fruitdale Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 25 | 1173 | 326 | 1524 | 234 | 51 | 121 | 406 | 128 | 754 | 54 | 936 | 156 | 188 | 83 | 427 | 3293 | |
| Existing Model | 27 | 1488 | 592 | 2107 | 212 | 22 | 89 | 323 | 68 | 583 | 18 | 669 | 127 | 71 | 23 | 221 | 3320 | |
| DT 2040 Model | 30 | 1469 | 1075 | 2574 | 507 | 55 | 372 | 934 | 195 | 1170 | 31 | 1396 | 134 | 169 | 29 | 332 | 5236 | |
| Model Difference | 3 | -19 | 483 | 467 | 295 | 33 | 283 | 611 | 127 | 587 | 13 | 727 | 7 | 98 | 6 | 111 | 1916 | |
| Existing + DT 2040 | 28 | 1173 | 809 | 2010 | 529 | 84 | 404 | 1017 | 255 | 1341 | 67 | 1663 | 163 | 286 | 89 | 538 | 5228 | |
| Int.(Model)[Traffix] | 17 | 7976 | 3095 | | | | | | | | | | | | | | | |
| Intersection Name: | Monterey Road and Curtner Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 132 | 1528 | 400 | 2060 | 148 | 847 | 155 | 1150 | 53 | 600 | 504 | 1157 | 669 | 749 | 138 | 1556 | 5923 | |
| Existing Model | 84 | 1805 | 578 | 2467 | 267 | 853 | 0 | 1120 | 0 | 193 | 214 | 407 | 297 | 1364 | 99 | 1760 | 5754 | |
| DT 2040 Model | 63 | 1906 | 570 | 2539 | 415 | 1370 | 0 | 1785 | 0 | 1100 | 271 | 1371 | 264 | 1531 | 237 | 2032 | 7727 | |
| Model Difference | -21 | 101 | -8 | 72 | 148 | 517 | 0 | 665 | 0 | 907 | 57 | 964 | -33 | 167 | 138 | 272 | 1973 | |
| Existing + DT 2040 | 132 | 1629 | 400 | 2161 | 296 | 1364 | 155 | 1815 | 53 | 1507 | 561 | 2121 | 669 | 916 | 276 | 1861 | 7958 | |
| Int.(Model)[Traffix] | 18 | 7973 | 3060 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Alma Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 180 | 1212 | 75 | 1467 | 63 | 287 | 146 | 496 | 204 | 623 | 197 | 1024 | 186 | 346 | 152 | 684 | 3671 | |
| Existing Model | 200 | 1732 | 266 | 2198 | 27 | 479 | 53 | 559 | 37 | 424 | 159 | 620 | 143 | 493 | 304 | 940 | 4317 | |
| DT 2040 Model | 415 | 1981 | 303 | 2699 | 98 | 1000 | 156 | 1254 | 90 | 1523 | 291 | 1904 | 345 | 988 | 220 | 1553 | 7410 | |
| Model Difference | 215 | 249 | 37 | 501 | 71 | 521 | 103 | 695 | 53 | 1099 | 132 | 1284 | 202 | 495 | -84 | 613 | 3093 | |
| Existing + DT 2040 | 395 | 1461 | 112 | 1968 | 134 | 808 | 249 | 1191 | 257 | 1722 | 329 | 2308 | 388 | 841 | 152 | 1381 | 6848 | |
| Int.(Model)[Traffix] | 19 | 7972 | 3097 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Keyes Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 32 | 923 | 148 | 1103 | 78 | 361 | 0 | 439 | 16 | 366 | 80 | 462 | 109 | 317 | 19 | 445 | 2449 | |
| Existing Model | 25 | 1023 | 339 | 1387 | 11 | 289 | 0 | 300 | 0 | 69 | 175 | 244 | 473 | 178 | 0 | 651 | 2582 | |
| DT 2040 Model | 15 | 1225 | 445 | 1685 | 212 | 522 | 0 | 734 | 0 | 791 | 399 | 1190 | 417 | 649 | 40 | 1106 | 4715 | |
| Model Difference | -10 | 202 | 106 | 298 | 201 | 233 | 0 | 434 | 0 | 722 | 224 | 946 | -56 | 471 | 40 | 455 | 2133 | |
| Existing + DT 2040 | 32 | 1125 | 254 | 1411 | 279 | 594 | 0 | 873 | 16 | 1088 | 304 | 1408 | 109 | 788 | 59 | 956 | 4648 | |
| Int.(Model)[Traffix] | 20 | 8448 | 3034 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 0 | 0 | 0 | 448 | 483 | 0 | 931 | 0 | 806 | 476 | 1282 | 0 | 0 | 0 | 0 | 2213 | |
| Existing Model | 0 | 0 | 0 | 0 | 424 | 632 | 0 | 1056 | 0 | 614 | 442 | 1056 | 0 | 0 | 0 | 0 | 2112 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 605 | 384 | 0 | 989 | 0 | 959 | 543 | 1502 | 0 | 0 | 0 | 0 | 2491 | |
| Model Difference | 0 | 0 | 0 | 0 | 181 | -248 | 0 | -67 | 0 | 345 | 101 | 446 | 0 | 0 | 0 | 0 | 379 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 629 | 483 | 0 | 1112 | 0 | 1151 | 577 | 1728 | 0 | 0 | 0 | 0 | 2840 | |

Amended General Plan (DTS 2040) - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--------------------------------|------|------|------|---------------|------|------|------|----------------|------|------|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 21 | 8001 | 3035 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 971 | 0 | 1626 | 0 | 511 | 320 | 831 | 2457 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 794 | 0 | 925 | 0 | 815 | 262 | 1077 | 2002 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1156 | 0 | 1162 | 0 | 734 | 347 | 1081 | 2243 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -125 | 362 | 0 | 237 | 0 | -81 | 85 | 4 | 241 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 1333 | 0 | 1988 | 0 | 511 | 405 | 916 | 2904 | |
| Int.(Model)[Traffix] | 22 | 8477 | 3040 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 470 | 1327 | 0 | 1797 | 0 | 556 | 388 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2741 | |
| Existing Model | 450 | 1117 | 0 | 1567 | 0 | 441 | 633 | 1074 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2641 | |
| DT 2040 Model | 252 | 1735 | 0 | 1987 | 0 | 891 | 36 | 927 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2914 | |
| Model Difference | -198 | 618 | 0 | 420 | 0 | 450 | -597 | -147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | |
| Existing + DT 2040 | 470 | 1945 | 0 | 2415 | 0 | 1006 | 388 | 1394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3809 | |
| Int.(Model)[Traffix] | 23 | 8481 | 3041 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 1146 | 510 | 1656 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 493 | 327 | 0 | 820 | 2476 | |
| Existing Model | 0 | 1704 | 44 | 1748 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 1033 | 0 | 1262 | 3010 | |
| DT 2040 Model | 0 | 1350 | 421 | 1771 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 702 | 662 | 0 | 1364 | 3135 | |
| Model Difference | 0 | -354 | 377 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473 | -371 | 0 | 102 | 125 | |
| Existing + DT 2040 | 0 | 1146 | 887 | 2033 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 966 | 327 | 0 | 1293 | 3326 | |
| Int.(Model)[Traffix] | 24 | 4148 | 3058 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Naglee Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 52 | 1257 | 302 | 1611 | 167 | 476 | 157 | 800 | 37 | 619 | 154 | 810 | 93 | 570 | 98 | 761 | 3982 | |
| Existing Model | 10 | 1244 | 209 | 1463 | 212 | 474 | 104 | 790 | 75 | 456 | 71 | 602 | 106 | 339 | 2 | 447 | 3302 | |
| DT 2040 Model | 23 | 1289 | 353 | 1665 | 405 | 1171 | 100 | 1676 | 87 | 1166 | 368 | 1621 | 311 | 873 | 10 | 1194 | 6156 | |
| Model Difference | 13 | 45 | 144 | 202 | 193 | 697 | -4 | 886 | 12 | 710 | 297 | 1019 | 205 | 534 | 8 | 747 | 2854 | |
| Existing + DT 2040 | 65 | 1302 | 446 | 1813 | 360 | 1173 | 157 | 1690 | 49 | 1329 | 451 | 1829 | 298 | 1104 | 106 | 1508 | 6840 | |
| Int.(Model)[Traffix] | 25 | 8606 | 3057 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Hedding Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 62 | 1387 | 224 | 1673 | 246 | 559 | 185 | 990 | 70 | 772 | 86 | 928 | 221 | 499 | 143 | 863 | 4454 | |
| Existing Model | 47 | 1199 | 68 | 1314 | 352 | 422 | 202 | 976 | 87 | 462 | 186 | 735 | 142 | 95 | 29 | 266 | 3291 | |
| DT 2040 Model | 14 | 1417 | 251 | 1682 | 62 | 684 | 179 | 925 | 76 | 1505 | 69 | 1650 | 127 | 374 | 127 | 628 | 4885 | |
| Model Difference | -33 | 218 | 183 | 368 | -290 | 262 | -23 | -51 | -11 | 1043 | -117 | 915 | -15 | 279 | 98 | 362 | 1594 | |
| Existing + DT 2040 | 62 | 1605 | 407 | 2074 | 246 | 821 | 185 | 1252 | 70 | 1815 | 86 | 1971 | 221 | 778 | 241 | 1240 | 6537 | |

Amended General Plan (DTS 2040) - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------|-------|------|------|---------------|----|------|------|----------------|------|-----|------|---------------|----|------|------|-------|--|
| Int.(Model)[Traffix] | 26 | 8602 | 3047 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 459 | 1396 | 0 | 1855 | 0 | 0 | 0 | 0 | 276 | 915 | 0 | 1191 | 370 | 0 | 208 | 578 | 3624 | |
| Existing Model | 0 | 1109 | 0 | 1109 | 0 | 0 | 0 | 0 | 0 | 844 | 0 | 844 | 205 | 0 | 587 | 792 | 2745 | |
| DT 2040 Model | 0 | 1225 | 0 | 1225 | 0 | 0 | 0 | 0 | 0 | 1695 | 0 | 1695 | 456 | 0 | 77 | 533 | 3453 | |
| Model Difference | 0 | 116 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 851 | 0 | 851 | 251 | 0 | -510 | -259 | 708 | |
| Existing + DT 2040 | 459 | 1512 | 0 | 1971 | 0 | 0 | 0 | 0 | 276 | 1766 | 0 | 2042 | 621 | 0 | 208 | 829 | 4842 | |
| Int.(Model)[Traffix] | 27 | 9923 | 3046 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 236 | 1643 | 0 | 1879 | 199 | 0 | 226 | 425 | 427 | 671 | 0 | 1098 | 0 | 0 | 0 | 0 | 3402 | |
| Existing Model | 0 | 1805 | 0 | 1805 | 671 | 0 | 253 | 924 | 0 | 287 | 0 | 287 | 0 | 0 | 0 | 0 | 3016 | |
| DT 2040 Model | 0 | 2607 | 0 | 2607 | 1177 | 0 | 167 | 1344 | 0 | 1085 | 0 | 1085 | 0 | 0 | 0 | 0 | 5036 | |
| Model Difference | 0 | 802 | 0 | 802 | 506 | 0 | -86 | 420 | 0 | 798 | 0 | 798 | 0 | 0 | 0 | 0 | 2020 | |
| Existing + DT 2040 | 236 | 2445 | 0 | 2681 | 705 | 0 | 226 | 931 | 427 | 1469 | 0 | 1896 | 0 | 0 | 0 | 0 | 5508 | |
| Int.(Model)[Traffix] | 28 | 10282 | 3052 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 525 | 1843 | 0 | 2368 | 435 | 0 | 278 | 713 | 268 | 1304 | 0 | 1572 | 0 | 0 | 0 | 0 | 4653 | |
| Existing Model | 0 | 2553 | 0 | 2553 | 382 | 0 | 144 | 526 | 0 | 892 | 0 | 892 | 0 | 0 | 0 | 0 | 3971 | |
| DT 2040 Model | 0 | 3356 | 0 | 3356 | 727 | 0 | 364 | 1091 | 0 | 2314 | 0 | 2314 | 0 | 0 | 0 | 0 | 6761 | |
| Model Difference | 0 | 803 | 0 | 803 | 345 | 0 | 220 | 565 | 0 | 1422 | 0 | 1422 | 0 | 0 | 0 | 0 | 2790 | |
| Existing + DT 2040 | 525 | 2646 | 0 | 3171 | 780 | 0 | 498 | 1278 | 268 | 2726 | 0 | 2994 | 0 | 0 | 0 | 0 | 7443 | |
| Int.(Model)[Traffix] | 29 | 7454 | 3053 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 28 | 1538 | 540 | 2106 | 553 | 0 | 148 | 701 | 428 | 1050 | 0 | 1478 | 18 | 0 | 0 | 18 | 4303 | |
| Existing Model | 27 | 2010 | 242 | 2279 | 186 | 0 | 656 | 842 | 350 | 811 | 0 | 1161 | 0 | 0 | 0 | 0 | 4282 | |
| DT 2040 Model | 32 | 2676 | 447 | 3155 | 504 | 0 | 445 | 949 | 630 | 2043 | 0 | 2673 | 0 | 0 | 0 | 0 | 6777 | |
| Model Difference | 5 | 666 | 205 | 876 | 318 | 0 | -211 | 107 | 280 | 1232 | 0 | 1512 | 0 | 0 | 0 | 0 | 2495 | |
| Existing + DT 2040 | 33 | 2204 | 745 | 2982 | 871 | 0 | 148 | 1019 | 708 | 2282 | 0 | 2990 | 18 | 0 | 0 | 18 | 7009 | |
| Int.(Model)[Traffix] | 30 | 9219 | 3021 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 370 | 1283 | 0 | 1653 | 430 | 1 | 184 | 615 | 0 | 646 | 195 | 841 | 0 | 0 | 0 | 0 | 3109 | |
| Existing Model | 947 | 1394 | 0 | 2341 | 287 | 0 | 159 | 446 | 0 | 1307 | 396 | 1703 | 0 | 0 | 0 | 0 | 4490 | |
| DT 2040 Model | 1380 | 1831 | 0 | 3211 | 539 | 0 | 25 | 564 | 0 | 1689 | 356 | 2045 | 0 | 0 | 0 | 0 | 5820 | |
| Model Difference | 433 | 437 | 0 | 870 | 252 | 0 | -134 | 118 | 0 | 382 | -40 | 342 | 0 | 0 | 0 | 0 | 1330 | |
| Existing + DT 2040 | 803 | 1720 | 0 | 2523 | 682 | 1 | 184 | 867 | 0 | 1028 | 195 | 1223 | 0 | 0 | 0 | 0 | 4613 | |

Amended General Plan (DTS 2040) - PM Peak Hour

| | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------------|-------------|-------------|------|---------------|----|----|-----|----------------|------|----|------|---------------|----|------|------|-------|
| Int.(Model)[Traffix] | 31 | 8542 | 3022 | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 0 | 662 | 1000 | 1662 | 0 | 0 | 0 | 0 | 627 | 434 | 0 | 1061 | 207 | 28 | 494 | 729 | 3452 |
| Existing Model | 0 | 839 | 714 | 1553 | 0 | 0 | 0 | 0 | 72 | 793 | 0 | 865 | 715 | 0 | 911 | 1626 | 4044 |
| DT 2040 Model | 0 | 1049 | 806 | 1855 | 0 | 0 | 0 | 0 | 82 | 1301 | 0 | 1383 | 1138 | 0 | 743 | 1881 | 5119 |
| Model Difference | 0 | 210 | 92 | 302 | 0 | 0 | 0 | 0 | 10 | 508 | 0 | 518 | 423 | 0 | -168 | 255 | 1075 |
| Existing + DT 2040 | 0 | 872 | 1092 | 1964 | 0 | 0 | 0 | 0 | 637 | 942 | 0 | 1579 | 630 | 28 | 494 | 1152 | 4695 |

AGP Alternative 1 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--|------|------|------|---------------|------|-----|------|----------------|------|------|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 1 | 8588 | 3112 | | | | | | | | | | | | | | | |
| Intersection Name: | Montgomery Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 1210 | 208 | 1418 | 0 | 0 | 0 | 0 | 92 | 395 | 0 | 487 | 1905 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 1175 | 123 | 1298 | 0 | 0 | 0 | 0 | 10 | 162 | 0 | 172 | 1470 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1819 | 59 | 1878 | 11 | 0 | 43 | 54 | 25 | 886 | 0 | 911 | 2843 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 644 | -64 | 580 | 11 | 0 | 43 | 54 | 15 | 724 | 0 | 739 | 1373 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1854 | 208 | 2062 | 11 | 0 | 43 | 54 | 107 | 1119 | 0 | 1226 | 3342 | |
| Int.(Model)[Traffix] | 2 | 7571 | 3066 | | | | | | | | | | | | | | | |
| Intersection Name: | Autumn Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 65 | 0 | 10 | 75 | 81 | 1096 | 0 | 1177 | 144 | 196 | 285 | 625 | 0 | 374 | 11 | 385 | 2262 | |
| Existing Model | 50 | 0 | 19 | 69 | 66 | 1136 | 0 | 1202 | 17 | 145 | 112 | 274 | 0 | 137 | 25 | 162 | 1707 | |
| DT 2040 Model | 325 | 220 | 48 | 593 | 89 | 1403 | 99 | 1591 | 0 | 610 | 151 | 761 | 19 | 676 | 201 | 896 | 3841 | |
| Model Difference | 275 | 220 | 29 | 524 | 23 | 267 | 99 | 389 | -17 | 465 | 39 | 487 | 19 | 539 | 176 | 734 | 2134 | |
| Existing + DT 2040 | 340 | 220 | 39 | 599 | 104 | 1363 | 99 | 1566 | 144 | 661 | 324 | 1129 | 19 | 913 | 187 | 1119 | 4413 | |
| Int.(Model)[Traffix] | 3 | 8674 | 3077 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 60 | 414 | 49 | 523 | 55 | 368 | 63 | 486 | 205 | 1292 | 342 | 1839 | 140 | 290 | 123 | 553 | 3401 | |
| Existing Model | 129 | 390 | 0 | 519 | 0 | 167 | 43 | 210 | 6 | 1569 | 427 | 2002 | 46 | 60 | 96 | 202 | 2933 | |
| DT 2040 Model | 210 | 646 | 0 | 856 | 33 | 542 | 340 | 915 | 221 | 1440 | 1025 | 2686 | 193 | 525 | 403 | 1121 | 5578 | |
| Model Difference | 81 | 256 | 0 | 337 | 33 | 375 | 297 | 705 | 215 | -129 | 598 | 684 | 147 | 465 | 307 | 919 | 2645 | |
| Existing + DT 2040 | 141 | 670 | 49 | 860 | 88 | 743 | 360 | 1191 | 420 | 1292 | 940 | 2652 | 287 | 755 | 430 | 1472 | 6175 | |
| Int.(Model)[Traffix] | 4 | 8682 | 3032 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 148 | 645 | 0 | 793 | 830 | 109 | 175 | 1114 | 0 | 1407 | 265 | 1672 | 0 | 0 | 0 | 0 | 3579 | |
| Existing Model | 272 | 342 | 0 | 614 | 795 | 0 | 73 | 868 | 0 | 1600 | 173 | 1773 | 0 | 0 | 0 | 0 | 3255 | |
| DT 2040 Model | 571 | 890 | 0 | 1461 | 1229 | 0 | 51 | 1280 | 0 | 2231 | 318 | 2549 | 0 | 0 | 0 | 0 | 5290 | |
| Model Difference | 299 | 548 | 0 | 847 | 434 | 0 | -22 | 412 | 0 | 631 | 145 | 776 | 0 | 0 | 0 | 0 | 2035 | |
| Existing + DT 2040 | 447 | 1193 | 0 | 1640 | 1264 | 109 | 175 | 1548 | 0 | 2038 | 410 | 2448 | 0 | 0 | 0 | 0 | 5636 | |
| Int.(Model)[Traffix] | 5 | 8668 | 3015 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 572 | 0 | 572 | 1137 | 0 | 369 | 1506 | 0 | 459 | 0 | 459 | 2537 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 264 | 1097 | 0 | 505 | 1602 | 0 | 647 | 0 | 647 | 2513 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 698 | 0 | 698 | 1474 | 0 | 714 | 2188 | 0 | 699 | 0 | 699 | 3585 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 434 | 0 | 434 | 377 | 0 | 209 | 586 | 0 | 52 | 0 | 52 | 1072 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1006 | 0 | 1006 | 1514 | 0 | 578 | 2092 | 0 | 511 | 0 | 511 | 3609 | |

AGP Alternative 1 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|---|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|------|
| Int.(Model)[Traffix] | 6 | 8697 | 3014 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (W) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 128 | 224 | 284 | 636 | 384 | 656 | 56 | 1096 | 0 | 0 | 0 | 0 | 15 | 417 | 0 | 432 | | 2164 |
| Existing Model | 216 | 298 | 361 | 875 | 662 | 203 | 9 | 874 | 0 | 0 | 0 | 0 | 5 | 387 | 0 | 392 | | 2141 |
| DT 2040 Model | 390 | 464 | 522 | 1376 | 818 | 1154 | 90 | 2062 | 0 | 0 | 0 | 0 | 58 | 1143 | 0 | 1201 | | 4639 |
| Model Difference | 174 | 166 | 161 | 501 | 156 | 951 | 81 | 1188 | 0 | 0 | 0 | 0 | 53 | 756 | 0 | 809 | | 2498 |
| Existing + DT 2040 | 302 | 390 | 445 | 1137 | 540 | 1607 | 137 | 2284 | 0 | 0 | 0 | 0 | 68 | 1173 | 0 | 1241 | | 4662 |
| Int.(Model)[Traffix] | 7 | 797 | 3013 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (E) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 487 | 414 | 901 | 75 | 543 | 0 | 618 | 88 | 372 | 116 | 576 | 0 | 424 | 58 | 482 | | 2577 |
| Existing Model | 326 | 0 | 48 | 374 | 91 | 605 | 0 | 696 | 72 | 835 | 221 | 1128 | 0 | 439 | 90 | 529 | | 2727 |
| DT 2040 Model | 470 | 0 | 411 | 881 | 405 | 1163 | 0 | 1568 | 55 | 739 | 488 | 1282 | 0 | 835 | 240 | 1075 | | 4806 |
| Model Difference | 144 | 0 | 363 | 507 | 314 | 558 | 0 | 872 | -17 | -96 | 267 | 154 | 0 | 396 | 150 | 546 | | 2079 |
| Existing + DT 2040 | 144 | 487 | 777 | 1408 | 389 | 1101 | 0 | 1490 | 88 | 372 | 383 | 843 | 0 | 820 | 208 | 1028 | | 4769 |
| Int.(Model)[Traffix] | 8 | 8671 | 3061 | | | | | | | | | | | | | | | |
| Intersection Name: | Almaden Boulevard and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 29 | 195 | 100 | 324 | 96 | 310 | 32 | 438 | 128 | 1151 | 50 | 1329 | 65 | 288 | 92 | 445 | | 2536 |
| Existing Model | 169 | 51 | 49 | 269 | 181 | 172 | 9 | 362 | 203 | 1129 | 15 | 1347 | 0 | 216 | 226 | 442 | | 2420 |
| DT 2040 Model | 341 | 207 | 116 | 664 | 399 | 738 | 62 | 1199 | 522 | 1162 | 108 | 1792 | 0 | 546 | 377 | 923 | | 4578 |
| Model Difference | 172 | 156 | 67 | 395 | 218 | 566 | 53 | 837 | 319 | 33 | 93 | 445 | 0 | 330 | 151 | 481 | | 2158 |
| Existing + DT 2040 | 201 | 351 | 167 | 719 | 314 | 876 | 85 | 1275 | 447 | 1184 | 143 | 1774 | 65 | 618 | 243 | 926 | | 4694 |
| Int.(Model)[Traffix] | 9 | 8672 | 3107 | | | | | | | | | | | | | | | |
| Intersection Name: | Market Street and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 30 | 127 | 24 | 181 | 21 | 125 | 0 | 146 | 15 | 981 | 283 | 1279 | 106 | 253 | 73 | 432 | | 2038 |
| Existing Model | 1 | 170 | 8 | 179 | 6 | 231 | 0 | 237 | 0 | 1001 | 123 | 1124 | 46 | 386 | 8 | 440 | | 1980 |
| DT 2040 Model | 1 | 465 | 46 | 512 | 93 | 862 | 0 | 955 | 5 | 1277 | 330 | 1612 | 100 | 914 | 148 | 1162 | | 4241 |
| Model Difference | 0 | 295 | 38 | 333 | 87 | 631 | 0 | 718 | 5 | 276 | 207 | 488 | 54 | 528 | 140 | 722 | | 2261 |
| Existing + DT 2040 | 30 | 422 | 62 | 514 | 108 | 756 | 0 | 864 | 20 | 1257 | 490 | 1767 | 160 | 781 | 213 | 1154 | | 4299 |
| Int.(Model)[Traffix] | 10 | 8613 | 3059 | | | | | | | | | | | | | | | |
| Intersection Name: | Race Street and The Alameda | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 2 | 31 | 41 | 74 | 0 | 732 | 147 | 879 | 67 | 752 | 5 | 824 | 185 | 359 | 0 | 544 | | 2321 |
| Existing Model | 0 | 53 | 98 | 151 | 0 | 888 | 186 | 1074 | 9 | 654 | 0 | 663 | 213 | 70 | 0 | 283 | | 2171 |
| DT 2040 Model | 0 | 414 | 293 | 707 | 0 | 1094 | 514 | 1608 | 34 | 709 | 0 | 743 | 327 | 646 | 0 | 973 | | 4031 |
| Model Difference | 0 | 361 | 195 | 556 | 0 | 206 | 328 | 534 | 25 | 55 | 0 | 80 | 114 | 576 | 0 | 690 | | 1860 |
| Existing + DT 2040 | 2 | 392 | 236 | 630 | 0 | 938 | 475 | 1413 | 92 | 807 | 5 | 904 | 299 | 935 | 0 | 1234 | | 4181 |

AGP Alternative 1 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------------|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|-----|-----|------|-------|------|
| Int.(Model)[Traffix] | 11 | 8740 | 3064 | | | | | | | | | | | | | | | |
| Intersection Name: | King Road and Alum Rock Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 50 | 292 | 45 | 387 | 67 | 560 | 81 | 708 | 118 | 608 | 173 | 899 | 95 | 241 | 49 | 385 | | 2379 |
| Existing Model | 135 | 49 | 14 | 198 | 44 | 1030 | 42 | 1116 | 70 | 447 | 403 | 920 | 85 | 176 | 180 | 441 | | 2675 |
| DT 2040 Model | 245 | 348 | 21 | 614 | 46 | 1321 | 137 | 1504 | 82 | 961 | 345 | 1388 | 116 | 270 | 376 | 762 | | 4268 |
| Model Difference | 110 | 299 | 7 | 416 | 2 | 291 | 95 | 388 | 12 | 514 | -58 | 468 | 31 | 94 | 196 | 321 | | 1593 |
| Existing + DT 2040 | 160 | 591 | 52 | 803 | 69 | 851 | 176 | 1096 | 130 | 1122 | 173 | 1425 | 126 | 335 | 245 | 706 | | 4030 |
| Int.(Model)[Traffix] | 12 | 8773 | 3054 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 3 | 676 | 0 | 679 | 273 | 2 | 434 | 709 | 253 | 710 | 0 | 963 | 24 | 0 | 0 | 24 | | 2375 |
| Existing Model | 0 | 571 | 0 | 571 | 455 | 0 | 830 | 1285 | 0 | 1086 | 0 | 1086 | 0 | 0 | 0 | 0 | | 2942 |
| DT 2040 Model | 0 | 1541 | 0 | 1541 | 660 | 0 | 752 | 1412 | 0 | 1685 | 0 | 1685 | 0 | 0 | 0 | 0 | | 4638 |
| Model Difference | 0 | 970 | 0 | 970 | 205 | 0 | -78 | 127 | 0 | 599 | 0 | 599 | 0 | 0 | 0 | 0 | | 1696 |
| Existing + DT 2040 | 3 | 1646 | 0 | 1649 | 478 | 2 | 434 | 914 | 253 | 1309 | 0 | 1562 | 24 | 0 | 0 | 24 | | 4149 |
| Int.(Model)[Traffix] | 13 | 8559 | 3055 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 142 | 632 | 31 | 805 | 241 | 0 | 0 | 241 | 9 | 1275 | 0 | 1284 | 44 | 61 | 305 | 410 | | 2740 |
| Existing Model | 72 | 827 | 87 | 986 | 335 | 0 | 0 | 335 | 112 | 1188 | 0 | 1300 | 51 | 206 | 496 | 753 | | 3374 |
| DT 2040 Model | 328 | 846 | 59 | 1233 | 513 | 0 | 0 | 513 | 46 | 1575 | 0 | 1621 | 245 | 263 | 495 | 1003 | | 4370 |
| Model Difference | 256 | 19 | -28 | 247 | 178 | 0 | 0 | 178 | -66 | 387 | 0 | 321 | 194 | 57 | -1 | 250 | | 996 |
| Existing + DT 2040 | 398 | 651 | 31 | 1080 | 419 | 0 | 0 | 419 | 9 | 1662 | 0 | 1671 | 238 | 118 | 305 | 661 | | 3831 |
| Int.(Model)[Traffix] | 14 | 8437 | 3033 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 452 | 389 | 841 | 0 | 0 | 0 | 0 | 359 | 1252 | 0 | 1611 | 137 | 3 | 446 | 586 | | 3038 |
| Existing Model | 0 | 219 | 196 | 415 | 0 | 0 | 0 | 0 | 350 | 1390 | 0 | 1740 | 198 | 0 | 383 | 581 | | 2736 |
| DT 2040 Model | 0 | 316 | 624 | 940 | 0 | 0 | 0 | 0 | 281 | 1926 | 0 | 2207 | 194 | 0 | 623 | 817 | | 3964 |
| Model Difference | 0 | 97 | 428 | 525 | 0 | 0 | 0 | 0 | -69 | 536 | 0 | 467 | -4 | 0 | 240 | 236 | | 1228 |
| Existing + DT 2040 | 0 | 549 | 817 | 1366 | 0 | 0 | 0 | 0 | 359 | 1788 | 0 | 2147 | 137 | 3 | 686 | 826 | | 4339 |
| Int.(Model)[Traffix] | 15 | 8358 | 5012 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Moorpark Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 472 | 684 | 246 | 1402 | 0 | 0 | 0 | 0 | 440 | 1115 | 241 | 1796 | 230 | 626 | 146 | 1002 | | 4200 |
| Existing Model | 422 | 515 | 96 | 1033 | 0 | 0 | 0 | 0 | 160 | 1509 | 519 | 2188 | 215 | 411 | 179 | 805 | | 4026 |
| DT 2040 Model | 577 | 1040 | 119 | 1736 | 0 | 0 | 0 | 0 | 151 | 1921 | 786 | 2858 | 293 | 717 | 379 | 1389 | | 5983 |
| Model Difference | 155 | 525 | 23 | 703 | 0 | 0 | 0 | 0 | -9 | 412 | 267 | 670 | 78 | 306 | 200 | 584 | | 1957 |
| Existing + DT 2040 | 627 | 1209 | 269 | 2105 | 0 | 0 | 0 | 0 | 440 | 1527 | 508 | 2475 | 308 | 932 | 346 | 1586 | | 6166 |

AGP Alternative 1 - AM Peak Hour

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|----------------------|------------------------------------|------|------|------|---------------|------|-----|------|----------------|------|------|------|---------------|------|------|------|-------|------|
| Int.(Model)[Traffix] | 16 | 8356 | 5009 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Fruitdale Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 90 | 442 | 158 | 690 | 520 | 220 | 146 | 886 | 83 | 1391 | 124 | 1598 | 49 | 45 | 59 | 153 | | 3327 |
| Existing Model | 37 | 253 | 140 | 430 | 487 | 273 | 73 | 833 | 43 | 1639 | 164 | 1846 | 57 | 47 | 117 | 221 | | 3330 |
| DT 2040 Model | 48 | 563 | 291 | 902 | 1036 | 248 | 115 | 1399 | 191 | 1761 | 181 | 2133 | 53 | 87 | 79 | 219 | | 4653 |
| Model Difference | 11 | 310 | 151 | 472 | 549 | -25 | 42 | 566 | 148 | 122 | 17 | 287 | -4 | 40 | -38 | -2 | | 1323 |
| Existing + DT 2040 | 101 | 752 | 309 | 1162 | 1069 | 220 | 188 | 1477 | 231 | 1513 | 141 | 1885 | 49 | 85 | 59 | 193 | | 4717 |
| Int.(Model)[Traffix] | 17 | 7976 | 3095 | | | | | | | | | | | | | | | |
| Intersection Name: | Monterey Road and Curtner Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 65 | 278 | 116 | 459 | 206 | 851 | 20 | 1077 | 33 | 2152 | 633 | 2818 | 251 | 507 | 114 | 872 | | 5226 |
| Existing Model | 61 | 60 | 136 | 257 | 328 | 1496 | 0 | 1824 | 0 | 2068 | 287 | 2355 | 152 | 539 | 70 | 761 | | 5197 |
| DT 2040 Model | 75 | 513 | 185 | 773 | 373 | 1637 | 0 | 2010 | 0 | 2132 | 356 | 2488 | 163 | 1165 | 104 | 1432 | | 6703 |
| Model Difference | 14 | 453 | 49 | 516 | 45 | 141 | 0 | 186 | 0 | 64 | 69 | 133 | 11 | 626 | 34 | 671 | | 1506 |
| Existing + DT 2040 | 79 | 731 | 165 | 975 | 251 | 992 | 20 | 1263 | 33 | 2216 | 702 | 2951 | 262 | 1133 | 148 | 1543 | | 6732 |
| Int.(Model)[Traffix] | 18 | 7973 | 3060 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Alma Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 62 | 281 | 48 | 391 | 69 | 304 | 123 | 496 | 109 | 1896 | 219 | 2224 | 104 | 302 | 349 | 755 | | 3866 |
| Existing Model | 118 | 138 | 15 | 271 | 129 | 552 | 65 | 746 | 20 | 1826 | 367 | 2213 | 70 | 296 | 512 | 878 | | 4108 |
| DT 2040 Model | 403 | 592 | 18 | 1013 | 224 | 1054 | 91 | 1369 | 79 | 2291 | 191 | 2561 | 193 | 848 | 197 | 1238 | | 6181 |
| Model Difference | 285 | 454 | 3 | 742 | 95 | 502 | 26 | 623 | 59 | 465 | -176 | 348 | 123 | 552 | -315 | 360 | | 2073 |
| Existing + DT 2040 | 347 | 735 | 51 | 1133 | 164 | 806 | 149 | 1119 | 168 | 2361 | 219 | 2748 | 227 | 854 | 349 | 1430 | | 6430 |
| Int.(Model)[Traffix] | 19 | 7972 | 3097 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Keyes Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 12 | 195 | 40 | 247 | 221 | 393 | 0 | 614 | 10 | 1366 | 61 | 1437 | 35 | 184 | 26 | 245 | | 2543 |
| Existing Model | 0 | 38 | 6 | 44 | 419 | 408 | 0 | 827 | 0 | 1087 | 399 | 1486 | 63 | 398 | 55 | 516 | | 2873 |
| DT 2040 Model | 0 | 228 | 36 | 264 | 733 | 521 | 0 | 1254 | 61 | 1046 | 650 | 1757 | 161 | 669 | 10 | 840 | | 4115 |
| Model Difference | 0 | 190 | 30 | 220 | 314 | 113 | 0 | 427 | 61 | -41 | 251 | 271 | 98 | 271 | -45 | 324 | | 1242 |
| Existing + DT 2040 | 12 | 385 | 70 | 467 | 535 | 506 | 0 | 1041 | 71 | 1366 | 312 | 1749 | 133 | 455 | 26 | 614 | | 3871 |
| Int.(Model)[Traffix] | 20 | 8448 | 3034 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 357 | 199 | 0 | 556 | 0 | 1486 | 703 | 2189 | 0 | 0 | 0 | 0 | | 2745 |
| Existing Model | 0 | 0 | 0 | 0 | 282 | 804 | 0 | 1086 | 0 | 1584 | 254 | 1838 | 0 | 0 | 0 | 0 | | 2924 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 1039 | 363 | 0 | 1402 | 0 | 1268 | 630 | 1898 | 0 | 0 | 0 | 0 | | 3300 |
| Model Difference | 0 | 0 | 0 | 0 | 757 | -441 | 0 | 316 | 0 | -316 | 376 | 60 | 0 | 0 | 0 | 0 | | 376 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 1114 | 199 | 0 | 1313 | 0 | 1486 | 1079 | 2565 | 0 | 0 | 0 | 0 | | 3878 |

AGP Alternative 1 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--------------------------------|------|------|------|---------------|------|------|------|----------------|------|-----|------|---------------|------|------|------|-------|--|
| Int.(Model)[Traffix] | 21 | 8001 | 3035 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 484 | 1684 | 0 | 2168 | 0 | 245 | 487 | 732 | 2901 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 1583 | 0 | 1808 | 0 | 317 | 254 | 571 | 2379 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 1744 | 0 | 1870 | 0 | 491 | 154 | 645 | 2515 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -99 | 161 | 0 | 62 | 0 | 174 | -100 | 74 | 136 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 484 | 1845 | 0 | 2329 | 0 | 419 | 487 | 906 | 3236 | |
| Int.(Model)[Traffix] | 22 | 8477 | 3040 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 437 | 624 | 0 | 1061 | 0 | 743 | 207 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2011 | |
| Existing Model | 171 | 481 | 0 | 652 | 0 | 864 | 194 | 1058 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1710 | |
| DT 2040 Model | 132 | 608 | 0 | 740 | 0 | 984 | 9 | 993 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1733 | |
| Model Difference | -39 | 127 | 0 | 88 | 0 | 120 | -185 | -65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | |
| Existing + DT 2040 | 437 | 751 | 0 | 1188 | 0 | 863 | 207 | 1070 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2258 | |
| Int.(Model)[Traffix] | 23 | 8481 | 3041 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 611 | 283 | 894 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 367 | 0 | 816 | 1710 | |
| Existing Model | 0 | 359 | 317 | 676 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 386 | 254 | 0 | 640 | 1316 | |
| DT 2040 Model | 0 | 429 | 188 | 617 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 457 | 0 | 519 | 1136 | |
| Model Difference | 0 | 70 | -129 | -59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -324 | 203 | 0 | -121 | -180 | |
| Existing + DT 2040 | 0 | 681 | 283 | 964 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 570 | 0 | 1019 | 1983 | |
| Int.(Model)[Traffix] | 24 | 4148 | 3058 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Naglee Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 58 | 541 | 157 | 756 | 162 | 426 | 85 | 673 | 17 | 1273 | 113 | 1403 | 94 | 516 | 150 | 760 | 3592 | |
| Existing Model | 0 | 278 | 248 | 526 | 212 | 241 | 45 | 498 | 71 | 1279 | 78 | 1428 | 31 | 244 | 7 | 282 | 2734 | |
| DT 2040 Model | 7 | 1033 | 247 | 1287 | 338 | 871 | 70 | 1279 | 116 | 1305 | 171 | 1592 | 255 | 1003 | 13 | 1271 | 5429 | |
| Model Difference | 7 | 755 | -1 | 761 | 126 | 630 | 25 | 781 | 45 | 26 | 93 | 164 | 224 | 759 | 6 | 989 | 2695 | |
| Existing + DT 2040 | 65 | 1296 | 157 | 1518 | 288 | 1056 | 110 | 1454 | 62 | 1299 | 206 | 1567 | 318 | 1275 | 156 | 1749 | 6288 | |
| Int.(Model)[Traffix] | 25 | 8606 | 3057 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Hedding Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 36 | 660 | 201 | 897 | 277 | 269 | 65 | 611 | 77 | 1501 | 42 | 1620 | 113 | 528 | 183 | 824 | 3952 | |
| Existing Model | 36 | 440 | 167 | 643 | 356 | 99 | 17 | 472 | 240 | 1183 | 153 | 1576 | 152 | 228 | 91 | 471 | 3162 | |
| DT 2040 Model | 40 | 1148 | 106 | 1294 | 241 | 361 | 122 | 724 | 121 | 1486 | 114 | 1721 | 104 | 410 | 161 | 675 | 4414 | |
| Model Difference | 4 | 708 | -61 | 651 | -115 | 262 | 105 | 252 | -119 | 303 | -39 | 145 | -48 | 182 | 70 | 204 | 1252 | |
| Existing + DT 2040 | 40 | 1368 | 201 | 1609 | 277 | 531 | 170 | 978 | 77 | 1804 | 42 | 1923 | 113 | 710 | 253 | 1076 | 5586 | |

AGP Alternative 1 - AM Peak Hour

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|----------------------|------------------------------|-------|------|------|---------------|----|-----|------|----------------|------|-----|------|---------------|----|-----|-----|-------|------|
| Int.(Model)[Traffix] | 26 | 8602 | 3047 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 176 | 670 | 0 | 846 | 0 | 0 | 0 | 0 | 308 | 1332 | 0 | 1640 | 30 | 0 | 200 | 230 | | 2716 |
| Existing Model | 0 | 252 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 1631 | 0 | 1631 | 391 | 0 | 164 | 555 | | 2438 |
| DT 2040 Model | 0 | 813 | 0 | 813 | 0 | 0 | 0 | 0 | 0 | 1888 | 0 | 1888 | 480 | 0 | 188 | 668 | | 3369 |
| Model Difference | 0 | 561 | 0 | 561 | 0 | 0 | 0 | 0 | 0 | 257 | 0 | 257 | 89 | 0 | 24 | 113 | | 931 |
| Existing + DT 2040 | 176 | 1231 | 0 | 1407 | 0 | 0 | 0 | 0 | 308 | 1589 | 0 | 1897 | 119 | 0 | 224 | 343 | | 3647 |
| Int.(Model)[Traffix] | 27 | 9923 | 3046 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 143 | 673 | 0 | 816 | 377 | 0 | 219 | 596 | 321 | 1504 | 0 | 1825 | 0 | 0 | 0 | 0 | | 3237 |
| Existing Model | 0 | 876 | 0 | 876 | 723 | 0 | 121 | 844 | 0 | 1125 | 0 | 1125 | 0 | 0 | 0 | 0 | | 2845 |
| DT 2040 Model | 0 | 1770 | 0 | 1770 | 1042 | 0 | 145 | 1187 | 0 | 1485 | 0 | 1485 | 0 | 0 | 0 | 0 | | 4442 |
| Model Difference | 0 | 894 | 0 | 894 | 319 | 0 | 24 | 343 | 0 | 360 | 0 | 360 | 0 | 0 | 0 | 0 | | 1597 |
| Existing + DT 2040 | 143 | 1567 | 0 | 1710 | 696 | 0 | 243 | 939 | 321 | 1864 | 0 | 2185 | 0 | 0 | 0 | 0 | | 4834 |
| Int.(Model)[Traffix] | 28 | 10282 | 3052 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 183 | 564 | 0 | 747 | 459 | 0 | 310 | 769 | 178 | 3143 | 0 | 3321 | 0 | 0 | 0 | 0 | | 4837 |
| Existing Model | 0 | 542 | 0 | 542 | 473 | 0 | 135 | 608 | 0 | 2668 | 0 | 2668 | 0 | 0 | 0 | 0 | | 3818 |
| DT 2040 Model | 0 | 1971 | 0 | 1971 | 781 | 0 | 379 | 1160 | 0 | 3138 | 0 | 3138 | 0 | 0 | 0 | 0 | | 6269 |
| Model Difference | 0 | 1429 | 0 | 1429 | 308 | 0 | 244 | 552 | 0 | 470 | 0 | 470 | 0 | 0 | 0 | 0 | | 2451 |
| Existing + DT 2040 | 183 | 1993 | 0 | 2176 | 767 | 0 | 554 | 1321 | 178 | 3613 | 0 | 3791 | 0 | 0 | 0 | 0 | | 7288 |
| Int.(Model)[Traffix] | 29 | 7454 | 3053 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 17 | 555 | 171 | 743 | 908 | 0 | 123 | 1031 | 348 | 2369 | 0 | 2717 | 9 | 0 | 0 | 9 | | 4500 |
| Existing Model | 44 | 361 | 122 | 527 | 469 | 0 | 373 | 842 | 291 | 2326 | 0 | 2617 | 0 | 0 | 0 | 0 | | 3986 |
| DT 2040 Model | 45 | 1561 | 367 | 1973 | 540 | 0 | 556 | 1096 | 403 | 2765 | 0 | 3168 | 4 | 0 | 0 | 4 | | 6241 |
| Model Difference | 1 | 1200 | 245 | 1446 | 71 | 0 | 183 | 254 | 112 | 439 | 0 | 551 | 4 | 0 | 0 | 4 | | 2255 |
| Existing + DT 2040 | 18 | 1755 | 416 | 2189 | 979 | 0 | 306 | 1285 | 460 | 2808 | 0 | 3268 | 13 | 0 | 0 | 13 | | 6755 |
| Int.(Model)[Traffix] | 30 | 9219 | 3021 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 812 | 658 | 0 | 1470 | 543 | 2 | 141 | 686 | 0 | 800 | 429 | 1229 | 0 | 0 | 0 | 0 | | 3385 |
| Existing Model | 622 | 497 | 0 | 1119 | 309 | 0 | 75 | 384 | 0 | 1602 | 439 | 2041 | 0 | 0 | 0 | 0 | | 3544 |
| DT 2040 Model | 634 | 1585 | 0 | 2219 | 209 | 0 | 46 | 255 | 0 | 1893 | 599 | 2492 | 0 | 0 | 0 | 0 | | 4966 |
| Model Difference | 12 | 1088 | 0 | 1100 | -100 | 0 | -29 | -129 | 0 | 291 | 160 | 451 | 0 | 0 | 0 | 0 | | 1422 |
| Existing + DT 2040 | 824 | 1746 | 0 | 2570 | 543 | 2 | 141 | 686 | 0 | 1091 | 589 | 1680 | 0 | 0 | 0 | 0 | | 4936 |

AGP Alternative 1 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------|------|------|------|---------------|----|----|-----|----------------|------|----|------|---------------|----|------|------|-------|--|
| Int.(Model)[Traffix] | 31 | 8542 | 3022 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 408 | 405 | 813 | 0 | 0 | 0 | 0 | 239 | 929 | 0 | 1168 | 172 | 0 | 293 | 465 | 2446 | |
| Existing Model | 0 | 356 | 217 | 573 | 0 | 0 | 0 | 0 | 134 | 1353 | 0 | 1487 | 481 | 0 | 688 | 1169 | 3229 | |
| DT 2040 Model | 0 | 1017 | 614 | 1631 | 0 | 0 | 0 | 0 | 61 | 1442 | 0 | 1503 | 365 | 0 | 1050 | 1415 | 4549 | |
| Model Difference | 0 | 661 | 397 | 1058 | 0 | 0 | 0 | 0 | -73 | 89 | 0 | 16 | -116 | 0 | 362 | 246 | 1320 | |
| Existing + DT 2040 | 0 | 1069 | 802 | 1871 | 0 | 0 | 0 | 0 | 239 | 1018 | 0 | 1257 | 172 | 0 | 655 | 827 | 3955 | |

AGP Alternative 1 - PM Peak Hour

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|----------------------|--|------|------|------|---------------|------|------|------|----------------|------|------|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffic] | 1 | 8588 | 3112 | | | | | | | | | | | | | | | |
| Intersection Name: | Montgomery Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 738 | 207 | 945 | 0 | 0 | 0 | 0 | 248 | 763 | 0 | 1011 | 1956 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 716 | 573 | 1289 | 0 | 0 | 0 | 0 | 175 | 913 | 0 | 1088 | 2377 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1472 | 135 | 1607 | 54 | 0 | 51 | 105 | 32 | 1934 | 0 | 1966 | 3678 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 756 | -438 | 318 | 54 | 0 | 51 | 105 | -143 | 1021 | 0 | 878 | 1301 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1494 | 207 | 1701 | 54 | 0 | 51 | 105 | 248 | 1784 | 0 | 2032 | 3838 | |
| Int.(Model)[Traffic] | 2 | 7571 | 3066 | | | | | | | | | | | | | | | |
| Intersection Name: | Autumn Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 51 | 0 | 29 | 80 | 60 | 796 | 0 | 856 | 82 | 87 | 86 | 255 | 0 | 720 | 42 | 762 | 1953 | |
| Existing Model | 331 | 0 | 27 | 358 | 15 | 931 | 0 | 946 | 0 | 27 | 27 | 54 | 0 | 827 | 86 | 913 | 2271 | |
| DT 2040 Model | 239 | 708 | 69 | 1016 | 73 | 1321 | 420 | 1814 | 119 | 281 | 47 | 447 | 206 | 1324 | 457 | 1987 | 5264 | |
| Model Difference | -92 | 708 | 42 | 658 | 58 | 390 | 420 | 868 | 119 | 254 | 20 | 393 | 206 | 497 | 371 | 1074 | 2993 | |
| Existing + DT 2040 | 51 | 708 | 71 | 830 | 118 | 1186 | 420 | 1724 | 201 | 341 | 106 | 648 | 206 | 1217 | 413 | 1836 | 5038 | |
| Int.(Model)[Traffic] | 3 | 8674 | 3077 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 66 | 1160 | 101 | 1327 | 30 | 334 | 266 | 630 | 107 | 352 | 162 | 621 | 380 | 582 | 90 | 1052 | 3630 | |
| Existing Model | 123 | 1635 | 0 | 1758 | 0 | 140 | 134 | 274 | 68 | 660 | 192 | 920 | 389 | 284 | 226 | 899 | 3851 | |
| DT 2040 Model | 232 | 1637 | 5 | 1874 | 0 | 945 | 377 | 1322 | 238 | 1152 | 439 | 1829 | 516 | 1024 | 322 | 1862 | 6887 | |
| Model Difference | 109 | 2 | 5 | 116 | 0 | 805 | 243 | 1048 | 170 | 492 | 247 | 909 | 127 | 740 | 96 | 963 | 3036 | |
| Existing + DT 2040 | 175 | 1162 | 106 | 1443 | 30 | 1139 | 509 | 1678 | 277 | 844 | 409 | 1530 | 507 | 1322 | 186 | 2015 | 6666 | |
| Int.(Model)[Traffic] | 4 | 8682 | 3032 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 554 | 1460 | 0 | 2014 | 365 | 10 | 473 | 848 | 0 | 378 | 156 | 534 | 0 | 0 | 0 | 0 | 3396 | |
| Existing Model | 993 | 1530 | 0 | 2523 | 455 | 0 | 270 | 725 | 0 | 632 | 225 | 857 | 0 | 0 | 0 | 0 | 4105 | |
| DT 2040 Model | 1433 | 1998 | 0 | 3431 | 1050 | 0 | 160 | 1210 | 0 | 1288 | 114 | 1402 | 0 | 0 | 0 | 0 | 6043 | |
| Model Difference | 440 | 468 | 0 | 908 | 595 | 0 | -110 | 485 | 0 | 656 | -111 | 545 | 0 | 0 | 0 | 0 | 1938 | |
| Existing + DT 2040 | 994 | 1928 | 0 | 2922 | 960 | 10 | 473 | 1443 | 0 | 1034 | 156 | 1190 | 0 | 0 | 0 | 0 | 5555 | |
| Int.(Model)[Traffic] | 5 | 8668 | 3015 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 614 | 0 | 614 | 622 | 0 | 437 | 1059 | 0 | 825 | 0 | 825 | 2498 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 489 | 0 | 489 | 1037 | 0 | 325 | 1362 | 0 | 650 | 0 | 650 | 2501 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1310 | 0 | 1310 | 1204 | 0 | 361 | 1565 | 0 | 1044 | 0 | 1044 | 3919 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 821 | 0 | 821 | 167 | 0 | 36 | 203 | 0 | 394 | 0 | 394 | 1418 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1435 | 0 | 1435 | 789 | 0 | 473 | 1262 | 0 | 1219 | 0 | 1219 | 3916 | |

AGP Alternative 1 - PM Peak Hour

| | | | | | | | | | | | | | | | | | |
|----------------------|---|------|------|------|---------------|------|-----|------|----------------|-----|-----|------|---------------|------|-----|------|-------|
| Int.(Model)[Traffix] | 6 | 8697 | 3014 | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (W) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 88 | 88 | 127 | 303 | 980 | 418 | 210 | 1608 | 0 | 0 | 0 | 0 | 40 | 970 | 0 | 1010 | 2921 |
| Existing Model | 119 | 486 | 598 | 1203 | 594 | 206 | 271 | 1071 | 0 | 0 | 0 | 0 | 27 | 728 | 0 | 755 | 3029 |
| DT 2040 Model | 334 | 538 | 618 | 1490 | 694 | 1052 | 298 | 2044 | 0 | 0 | 0 | 0 | 48 | 2067 | 0 | 2115 | 5649 |
| Model Difference | 215 | 52 | 20 | 287 | 100 | 846 | 27 | 973 | 0 | 0 | 0 | 0 | 21 | 1339 | 0 | 1360 | 2620 |
| Existing + DT 2040 | 303 | 140 | 147 | 590 | 1080 | 1264 | 237 | 2581 | 0 | 0 | 0 | 0 | 61 | 2309 | 0 | 2370 | 5541 |
| Int.(Model)[Traffix] | 7 | 6825 | 3013 | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (E) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 324 | 0 | 205 | 529 | 141 | 1048 | 0 | 1189 | 51 | 330 | 441 | 822 | 0 | 383 | 103 | 486 | 3026 |
| Existing Model | 347 | 0 | 41 | 388 | 181 | 798 | 0 | 979 | 1 | 997 | 232 | 1230 | 0 | 235 | 171 | 406 | 3003 |
| DT 2040 Model | 776 | 0 | 291 | 1067 | 616 | 1409 | 0 | 2025 | 50 | 962 | 344 | 1356 | 0 | 725 | 314 | 1039 | 5487 |
| Model Difference | 429 | 0 | 250 | 679 | 435 | 611 | 0 | 1046 | 49 | -35 | 112 | 126 | 0 | 490 | 143 | 633 | 2484 |
| Existing + DT 2040 | 753 | 0 | 455 | 1208 | 576 | 1659 | 0 | 2235 | 100 | 330 | 553 | 983 | 0 | 873 | 246 | 1119 | 5545 |
| Int.(Model)[Traffix] | 8 | 8671 | 3061 | | | | | | | | | | | | | | |
| Intersection Name: | Almaden Boulevard and San Carlos Street | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 63 | 1102 | 137 | 1302 | 68 | 232 | 98 | 398 | 61 | 196 | 61 | 318 | 142 | 458 | 116 | 716 | 2734 |
| Existing Model | 214 | 967 | 300 | 1481 | 56 | 74 | 52 | 182 | 28 | 176 | 0 | 204 | 0 | 449 | 117 | 566 | 2433 |
| DT 2040 Model | 403 | 1168 | 330 | 1901 | 223 | 580 | 166 | 969 | 292 | 568 | 80 | 940 | 426 | 940 | 201 | 1567 | 5377 |
| Model Difference | 189 | 201 | 30 | 420 | 167 | 506 | 114 | 787 | 264 | 392 | 80 | 736 | 426 | 491 | 84 | 1001 | 2944 |
| Existing + DT 2040 | 252 | 1303 | 167 | 1722 | 235 | 738 | 212 | 1185 | 325 | 588 | 141 | 1054 | 568 | 949 | 200 | 1717 | 5678 |
| Int.(Model)[Traffix] | 9 | 8672 | 3107 | | | | | | | | | | | | | | |
| Intersection Name: | Market Street and San Carlos Street | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 108 | 920 | 65 | 1093 | 32 | 187 | 0 | 219 | 22 | 198 | 104 | 324 | 253 | 351 | 48 | 652 | 2288 |
| Existing Model | 17 | 1208 | 39 | 1264 | 0 | 128 | 0 | 128 | 0 | 26 | 4 | 30 | 147 | 616 | 1 | 764 | 2186 |
| DT 2040 Model | 13 | 1462 | 255 | 1730 | 47 | 698 | 0 | 745 | 0 | 361 | 233 | 594 | 206 | 1309 | 33 | 1548 | 4617 |
| Model Difference | -4 | 254 | 216 | 466 | 47 | 570 | 0 | 617 | 0 | 335 | 229 | 564 | 59 | 693 | 32 | 784 | 2431 |
| Existing + DT 2040 | 108 | 1174 | 281 | 1563 | 79 | 757 | 0 | 836 | 22 | 533 | 333 | 888 | 312 | 1044 | 80 | 1436 | 4723 |
| Int.(Model)[Traffix] | 10 | 8613 | 3059 | | | | | | | | | | | | | | |
| Intersection Name: | Race Street and The Alameda | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 17 | 45 | 35 | 97 | 0 | 395 | 172 | 567 | 97 | 274 | 15 | 386 | 513 | 770 | 0 | 1283 | 2333 |
| Existing Model | 0 | 202 | 69 | 271 | 0 | 239 | 185 | 424 | 40 | 278 | 0 | 318 | 783 | 760 | 0 | 1543 | 2556 |
| DT 2040 Model | 5 | 442 | 155 | 602 | 0 | 963 | 622 | 1585 | 32 | 400 | 0 | 432 | 1000 | 1191 | 0 | 2191 | 4810 |
| Model Difference | 5 | 240 | 86 | 331 | 0 | 724 | 437 | 1161 | -8 | 122 | 0 | 114 | 217 | 431 | 0 | 648 | 2254 |
| Existing + DT 2040 | 22 | 285 | 121 | 428 | 0 | 1119 | 609 | 1728 | 97 | 396 | 15 | 508 | 730 | 1201 | 0 | 1931 | 4595 |

AGP Alternative 1 - PM Peak Hour

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|----------------------|-----------------------------------|------|------|------|---------------|------|------|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 11 | 8740 | 3064 | | | | | | | | | | | | | | | |
| Intersection Name: | King Road and Alum Rock Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 56 | 323 | 56 | 435 | 66 | 575 | 241 | 882 | 83 | 266 | 140 | 489 | 158 | 509 | 134 | 801 | 2607 | |
| Existing Model | 559 | 507 | 38 | 1104 | 11 | 376 | 116 | 503 | 55 | 66 | 109 | 230 | 234 | 1045 | 61 | 1340 | 3177 | |
| DT 2040 Model | 515 | 1119 | 70 | 1704 | 19 | 816 | 161 | 996 | 189 | 523 | 120 | 832 | 343 | 1353 | 152 | 1848 | 5380 | |
| Model Difference | -44 | 612 | 32 | 600 | 8 | 440 | 45 | 493 | 134 | 457 | 11 | 602 | 109 | 308 | 91 | 508 | 2203 | |
| Existing + DT 2040 | 56 | 935 | 88 | 1079 | 74 | 1015 | 286 | 1375 | 217 | 723 | 151 | 1091 | 267 | 817 | 225 | 1309 | 4854 | |
| Int.(Model)[Traffix] | 12 | 8773 | 3054 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 1 | 1619 | 0 | 1620 | 177 | 6 | 574 | 757 | 188 | 392 | 0 | 580 | 37 | 0 | 0 | 37 | 2994 | |
| Existing Model | 0 | 1154 | 0 | 1154 | 390 | 0 | 1039 | 1429 | 0 | 341 | 0 | 341 | 0 | 0 | 0 | 0 | 2924 | |
| DT 2040 Model | 0 | 2512 | 0 | 2512 | 799 | 0 | 489 | 1288 | 0 | 833 | 0 | 833 | 0 | 0 | 0 | 0 | 4633 | |
| Model Difference | 0 | 1358 | 0 | 1358 | 409 | 0 | -550 | -141 | 0 | 492 | 0 | 492 | 0 | 0 | 0 | 0 | 1709 | |
| Existing + DT 2040 | 1 | 2977 | 0 | 2978 | 586 | 6 | 574 | 1166 | 188 | 884 | 0 | 1072 | 37 | 0 | 0 | 37 | 5253 | |
| Int.(Model)[Traffix] | 13 | 8559 | 3055 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 393 | 1189 | 80 | 1662 | 164 | 0 | 0 | 164 | 11 | 1042 | 0 | 1053 | 69 | 55 | 216 | 340 | 3219 | |
| Existing Model | 123 | 1228 | 114 | 1465 | 224 | 0 | 0 | 224 | 16 | 1025 | 0 | 1041 | 222 | 273 | 283 | 778 | 3508 | |
| DT 2040 Model | 273 | 1619 | 95 | 1987 | 457 | 0 | 0 | 457 | 84 | 1331 | 0 | 1415 | 225 | 638 | 525 | 1388 | 5247 | |
| Model Difference | 150 | 391 | -19 | 522 | 233 | 0 | 0 | 233 | 68 | 306 | 0 | 374 | 3 | 365 | 242 | 610 | 1739 | |
| Existing + DT 2040 | 543 | 1580 | 80 | 2203 | 397 | 0 | 0 | 397 | 79 | 1348 | 0 | 1427 | 72 | 420 | 458 | 950 | 4977 | |
| Int.(Model)[Traffix] | 14 | 8437 | 3033 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 1304 | 605 | 1909 | 0 | 0 | 0 | 0 | 278 | 424 | 0 | 702 | 174 | 7 | 97 | 278 | 2889 | |
| Existing Model | 0 | 1234 | 566 | 1800 | 0 | 0 | 0 | 0 | 78 | 474 | 0 | 552 | 401 | 0 | 383 | 784 | 3136 | |
| DT 2040 Model | 0 | 1294 | 864 | 2158 | 0 | 0 | 0 | 0 | 103 | 652 | 0 | 755 | 431 | 0 | 751 | 1182 | 4095 | |
| Model Difference | 0 | 60 | 298 | 358 | 0 | 0 | 0 | 0 | 25 | 178 | 0 | 203 | 30 | 0 | 368 | 398 | 959 | |
| Existing + DT 2040 | 0 | 1364 | 903 | 2267 | 0 | 0 | 0 | 0 | 303 | 602 | 0 | 905 | 204 | 7 | 465 | 676 | 3848 | |
| Int.(Model)[Traffix] | 15 | 8358 | 5012 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Moorpark Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 323 | 1167 | 390 | 1880 | 0 | 0 | 0 | 0 | 260 | 573 | 251 | 1084 | 380 | 894 | 235 | 1509 | 4473 | |
| Existing Model | 522 | 1790 | 143 | 2455 | 0 | 0 | 0 | 0 | 409 | 570 | 247 | 1226 | 485 | 449 | 182 | 1116 | 4797 | |
| DT 2040 Model | 850 | 2151 | 184 | 3185 | 0 | 0 | 0 | 0 | 332 | 1234 | 560 | 2126 | 629 | 747 | 354 | 1730 | 7041 | |
| Model Difference | 328 | 361 | 41 | 730 | 0 | 0 | 0 | 0 | -77 | 664 | 313 | 900 | 144 | 298 | 172 | 614 | 2244 | |
| Existing + DT 2040 | 651 | 1528 | 431 | 2610 | 0 | 0 | 0 | 0 | 260 | 1237 | 564 | 2061 | 524 | 1192 | 407 | 2123 | 6794 | |

AGP Alternative 1 - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------------|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|------|
| Int.(Model)[Traffix] | 16 | 8356 | 5009 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Fruitdale Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 25 | 1173 | 326 | 1524 | 234 | 51 | 121 | 406 | 128 | 754 | 54 | 936 | 156 | 188 | 83 | 427 | | 3293 |
| Existing Model | 27 | 1488 | 592 | 2107 | 212 | 22 | 89 | 323 | 68 | 583 | 18 | 669 | 127 | 71 | 23 | 221 | | 3320 |
| DT 2040 Model | 28 | 1442 | 1112 | 2582 | 476 | 55 | 445 | 976 | 215 | 1176 | 31 | 1422 | 138 | 162 | 29 | 329 | | 5309 |
| Model Difference | 1 | -46 | 520 | 475 | 264 | 33 | 356 | 653 | 147 | 593 | 13 | 753 | 11 | 91 | 6 | 108 | | 1989 |
| Existing + DT 2040 | 26 | 1173 | 846 | 2045 | 498 | 84 | 477 | 1059 | 275 | 1347 | 67 | 1689 | 167 | 279 | 89 | 535 | | 5328 |
| Int.(Model)[Traffix] | 17 | 7976 | 3095 | | | | | | | | | | | | | | | |
| Intersection Name: | Monterey Road and Curtner Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 132 | 1528 | 400 | 2060 | 148 | 847 | 155 | 1150 | 53 | 600 | 504 | 1157 | 669 | 749 | 138 | 1556 | | 5923 |
| Existing Model | 84 | 1805 | 578 | 2467 | 267 | 853 | 0 | 1120 | 0 | 193 | 214 | 407 | 297 | 1364 | 99 | 1760 | | 5754 |
| DT 2040 Model | 51 | 1927 | 576 | 2554 | 408 | 1391 | 0 | 1799 | 0 | 1079 | 272 | 1351 | 259 | 1472 | 264 | 1995 | | 7699 |
| Model Difference | -33 | 122 | -2 | 87 | 141 | 538 | 0 | 679 | 0 | 886 | 58 | 944 | -38 | 108 | 165 | 235 | | 1945 |
| Existing + DT 2040 | 132 | 1650 | 400 | 2182 | 289 | 1385 | 155 | 1829 | 53 | 1486 | 562 | 2101 | 669 | 857 | 303 | 1829 | | 7941 |
| Int.(Model)[Traffix] | 18 | 7973 | 3060 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Alma Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 180 | 1212 | 75 | 1467 | 63 | 287 | 146 | 496 | 204 | 623 | 197 | 1024 | 186 | 346 | 152 | 684 | | 3671 |
| Existing Model | 200 | 1732 | 266 | 2198 | 27 | 479 | 53 | 559 | 37 | 424 | 159 | 620 | 143 | 493 | 304 | 940 | | 4317 |
| DT 2040 Model | 474 | 2082 | 152 | 2708 | 119 | 963 | 147 | 1229 | 97 | 1561 | 269 | 1927 | 267 | 1116 | 213 | 1596 | | 7460 |
| Model Difference | 274 | 350 | -114 | 510 | 92 | 484 | 94 | 670 | 60 | 1137 | 110 | 1307 | 124 | 623 | -91 | 656 | | 3143 |
| Existing + DT 2040 | 454 | 1562 | 75 | 2091 | 155 | 771 | 240 | 1166 | 264 | 1760 | 307 | 2331 | 310 | 969 | 152 | 1431 | | 7019 |
| Int.(Model)[Traffix] | 19 | 7972 | 3097 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Keyes Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 32 | 923 | 148 | 1103 | 78 | 361 | 0 | 439 | 16 | 366 | 80 | 462 | 109 | 317 | 19 | 445 | | 2449 |
| Existing Model | 25 | 1023 | 339 | 1387 | 11 | 289 | 0 | 300 | 0 | 69 | 175 | 244 | 473 | 178 | 0 | 651 | | 2582 |
| DT 2040 Model | 9 | 1228 | 523 | 1760 | 229 | 504 | 0 | 733 | 0 | 825 | 418 | 1243 | 449 | 612 | 27 | 1088 | | 4824 |
| Model Difference | -16 | 205 | 184 | 373 | 218 | 215 | 0 | 433 | 0 | 756 | 243 | 999 | -24 | 434 | 27 | 437 | | 2242 |
| Existing + DT 2040 | 32 | 1128 | 332 | 1492 | 296 | 576 | 0 | 872 | 16 | 1122 | 323 | 1461 | 109 | 751 | 46 | 906 | | 4731 |
| Int.(Model)[Traffix] | 20 | 8448 | 3034 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 448 | 483 | 0 | 931 | 0 | 806 | 476 | 1282 | 0 | 0 | 0 | 0 | | 2213 |
| Existing Model | 0 | 0 | 0 | 0 | 424 | 632 | 0 | 1056 | 0 | 614 | 442 | 1056 | 0 | 0 | 0 | 0 | | 2112 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 559 | 445 | 0 | 1004 | 0 | 950 | 454 | 1404 | 0 | 0 | 0 | 0 | | 2408 |
| Model Difference | 0 | 0 | 0 | 0 | 135 | -187 | 0 | -52 | 0 | 336 | 12 | 348 | 0 | 0 | 0 | 0 | | 296 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 583 | 483 | 0 | 1066 | 0 | 1142 | 488 | 1630 | 0 | 0 | 0 | 0 | | 2696 |

AGP Alternative 1 - PM Peak Hour

| | | | | | | | | | | | | | | | | | |
|----------------------|--------------------------------|------|------|------|---------------|------|------|------|----------------|------|------|------|---------------|------|-----|------|-------|
| Int.(Model)[Traffic] | 21 | 8001 | 3035 | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 971 | 0 | 1626 | 0 | 511 | 320 | 831 | 2457 |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 794 | 0 | 925 | 0 | 815 | 262 | 1077 | 2002 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1177 | 0 | 1184 | 0 | 796 | 227 | 1023 | 2207 |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -124 | 383 | 0 | 259 | 0 | -19 | -35 | -54 | 205 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 1354 | 0 | 2009 | 0 | 511 | 320 | 831 | 2840 |
| Int.(Model)[Traffic] | 22 | 8477 | 3040 | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (N) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 470 | 1327 | 0 | 1797 | 0 | 556 | 388 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2741 |
| Existing Model | 450 | 1117 | 0 | 1567 | 0 | 441 | 633 | 1074 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2641 |
| DT 2040 Model | 349 | 1594 | 0 | 1943 | 0 | 802 | 97 | 899 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2842 |
| Model Difference | -101 | 477 | 0 | 376 | 0 | 361 | -536 | -175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| Existing + DT 2040 | 470 | 1804 | 0 | 2274 | 0 | 917 | 388 | 1305 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3579 |
| Int.(Model)[Traffic] | 23 | 8481 | 3041 | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 0 | 1146 | 510 | 1656 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 493 | 327 | 0 | 820 | 2476 |
| Existing Model | 0 | 1704 | 44 | 1748 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 1033 | 0 | 1262 | 3010 |
| DT 2040 Model | 0 | 1295 | 396 | 1691 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 778 | 627 | 0 | 1405 | 3096 |
| Model Difference | 0 | -409 | 352 | -57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 549 | -406 | 0 | 143 | 86 |
| Existing + DT 2040 | 0 | 1146 | 862 | 2008 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1042 | 327 | 0 | 1369 | 3377 |
| Int.(Model)[Traffic] | 24 | 4148 | 3058 | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Naglee Avenue | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 52 | 1257 | 302 | 1611 | 167 | 476 | 157 | 800 | 37 | 619 | 154 | 810 | 93 | 570 | 98 | 761 | 3982 |
| Existing Model | 10 | 1244 | 209 | 1463 | 212 | 474 | 104 | 790 | 75 | 456 | 71 | 602 | 106 | 339 | 2 | 447 | 3302 |
| DT 2040 Model | 40 | 1251 | 370 | 1661 | 354 | 1196 | 138 | 1688 | 68 | 1250 | 335 | 1653 | 315 | 909 | 12 | 1236 | 6238 |
| Model Difference | 30 | 7 | 161 | 198 | 142 | 722 | 34 | 898 | -7 | 794 | 264 | 1051 | 209 | 570 | 10 | 789 | 2936 |
| Existing + DT 2040 | 82 | 1264 | 463 | 1809 | 309 | 1198 | 191 | 1698 | 37 | 1413 | 418 | 1868 | 302 | 1140 | 108 | 1550 | 6925 |
| Int.(Model)[Traffic] | 25 | 8606 | 3057 | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Hedding Street | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 62 | 1387 | 224 | 1673 | 246 | 559 | 185 | 990 | 70 | 772 | 86 | 928 | 221 | 499 | 143 | 863 | 4454 |
| Existing Model | 47 | 1199 | 68 | 1314 | 352 | 422 | 202 | 976 | 87 | 462 | 186 | 735 | 142 | 95 | 29 | 266 | 3291 |
| DT 2040 Model | 16 | 1426 | 233 | 1675 | 65 | 686 | 170 | 921 | 77 | 1548 | 62 | 1687 | 130 | 399 | 97 | 626 | 4909 |
| Model Difference | -31 | 227 | 165 | 361 | -287 | 264 | -32 | -55 | -10 | 1086 | -124 | 952 | -12 | 304 | 68 | 360 | 1618 |
| Existing + DT 2040 | 62 | 1614 | 389 | 2065 | 246 | 823 | 185 | 1254 | 70 | 1858 | 86 | 2014 | 221 | 803 | 211 | 1235 | 6568 |

AGP Alternative 1 - PM Peak Hour

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|----------------------|------------------------------|-------|------|------|---------------|----|------|------|----------------|------|-----|------|---------------|----|------|------|-------|--|
| Int.(Model)[Traffic] | 26 | 8602 | 3047 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 459 | 1396 | 0 | 1855 | 0 | 0 | 0 | 0 | 276 | 915 | 0 | 1191 | 370 | 0 | 208 | 578 | 3624 | |
| Existing Model | 0 | 1109 | 0 | 1109 | 0 | 0 | 0 | 0 | 0 | 844 | 0 | 844 | 205 | 0 | 587 | 792 | 2745 | |
| DT 2040 Model | 0 | 1270 | 0 | 1270 | 0 | 0 | 0 | 0 | 0 | 1711 | 0 | 1711 | 405 | 0 | 85 | 490 | 3471 | |
| Model Difference | 0 | 161 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 867 | 0 | 867 | 200 | 0 | -502 | -302 | 726 | |
| Existing + DT 2040 | 459 | 1557 | 0 | 2016 | 0 | 0 | 0 | 0 | 276 | 1782 | 0 | 2058 | 570 | 0 | 208 | 778 | 4852 | |
| Int.(Model)[Traffic] | 27 | 9923 | 3046 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 236 | 1643 | 0 | 1879 | 199 | 0 | 226 | 425 | 427 | 671 | 0 | 1098 | 0 | 0 | 0 | 0 | 3402 | |
| Existing Model | 0 | 1805 | 0 | 1805 | 671 | 0 | 253 | 924 | 0 | 287 | 0 | 287 | 0 | 0 | 0 | 0 | 3016 | |
| DT 2040 Model | 0 | 2611 | 0 | 2611 | 1206 | 0 | 165 | 1371 | 0 | 1060 | 0 | 1060 | 0 | 0 | 0 | 0 | 5042 | |
| Model Difference | 0 | 806 | 0 | 806 | 535 | 0 | -88 | 447 | 0 | 773 | 0 | 773 | 0 | 0 | 0 | 0 | 2026 | |
| Existing + DT 2040 | 236 | 2449 | 0 | 2685 | 734 | 0 | 226 | 960 | 427 | 1444 | 0 | 1871 | 0 | 0 | 0 | 0 | 5516 | |
| Int.(Model)[Traffic] | 28 | 10282 | 3052 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 525 | 1843 | 0 | 2368 | 435 | 0 | 278 | 713 | 268 | 1304 | 0 | 1572 | 0 | 0 | 0 | 0 | 4653 | |
| Existing Model | 0 | 2553 | 0 | 2553 | 382 | 0 | 144 | 526 | 0 | 892 | 0 | 892 | 0 | 0 | 0 | 0 | 3971 | |
| DT 2040 Model | 0 | 3317 | 0 | 3317 | 724 | 0 | 361 | 1085 | 0 | 2294 | 0 | 2294 | 0 | 0 | 0 | 0 | 6696 | |
| Model Difference | 0 | 764 | 0 | 764 | 342 | 0 | 217 | 559 | 0 | 1402 | 0 | 1402 | 0 | 0 | 0 | 0 | 2725 | |
| Existing + DT 2040 | 525 | 2607 | 0 | 3132 | 777 | 0 | 495 | 1272 | 268 | 2706 | 0 | 2974 | 0 | 0 | 0 | 0 | 7378 | |
| Int.(Model)[Traffic] | 29 | 7454 | 3053 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 28 | 1538 | 540 | 2106 | 553 | 0 | 148 | 701 | 428 | 1050 | 0 | 1478 | 18 | 0 | 0 | 18 | 4303 | |
| Existing Model | 27 | 2010 | 242 | 2279 | 186 | 0 | 656 | 842 | 350 | 811 | 0 | 1161 | 0 | 0 | 0 | 0 | 4282 | |
| DT 2040 Model | 32 | 2711 | 396 | 3139 | 493 | 0 | 396 | 889 | 625 | 2046 | 0 | 2671 | 6 | 0 | 0 | 6 | 6705 | |
| Model Difference | 5 | 701 | 154 | 860 | 307 | 0 | -260 | 47 | 275 | 1235 | 0 | 1510 | 6 | 0 | 0 | 6 | 2423 | |
| Existing + DT 2040 | 33 | 2239 | 694 | 2966 | 860 | 0 | 148 | 1008 | 703 | 2285 | 0 | 2988 | 24 | 0 | 0 | 24 | 6986 | |
| Int.(Model)[Traffic] | 30 | 9219 | 3021 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 370 | 1283 | 0 | 1653 | 430 | 1 | 184 | 615 | 0 | 646 | 195 | 841 | 0 | 0 | 0 | 0 | 3109 | |
| Existing Model | 947 | 1394 | 0 | 2341 | 287 | 0 | 159 | 446 | 0 | 1307 | 396 | 1703 | 0 | 0 | 0 | 0 | 4490 | |
| DT 2040 Model | 1368 | 2031 | 0 | 3399 | 528 | 0 | 28 | 556 | 0 | 1901 | 341 | 2242 | 0 | 0 | 0 | 0 | 6197 | |
| Model Difference | 421 | 637 | 0 | 1058 | 241 | 0 | -131 | 110 | 0 | 594 | -55 | 539 | 0 | 0 | 0 | 0 | 1707 | |
| Existing + DT 2040 | 791 | 1920 | 0 | 2711 | 671 | 1 | 184 | 856 | 0 | 1240 | 195 | 1435 | 0 | 0 | 0 | 0 | 5002 | |

AGP Alternative 1 - PM Peak Hour

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|----------------------|-----------------------------|------|------|------|---------------|----|----|-----|----------------|------|----|------|---------------|----|------|------|-------|
| Int.(Model)[Traffix] | 31 | 8542 | 3022 | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 0 | 662 | 1000 | 1662 | 0 | 0 | 0 | 0 | 627 | 434 | 0 | 1061 | 207 | 28 | 494 | 729 | 3452 |
| Existing Model | 0 | 839 | 714 | 1553 | 0 | 0 | 0 | 0 | 72 | 793 | 0 | 865 | 715 | 0 | 911 | 1626 | 4044 |
| DT 2040 Model | 0 | 1305 | 754 | 2059 | 0 | 0 | 0 | 0 | 58 | 1149 | 0 | 1207 | 699 | 0 | 1093 | 1792 | 5058 |
| Model Difference | 0 | 466 | 40 | 506 | 0 | 0 | 0 | 0 | -14 | 356 | 0 | 342 | -16 | 0 | 182 | 166 | 1014 |
| Existing + DT 2040 | 0 | 1128 | 1040 | 2168 | 0 | 0 | 0 | 0 | 627 | 790 | 0 | 1417 | 207 | 28 | 676 | 911 | 4496 |

AGP Alternative 2 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 1 | 8588 | 3112 | | | | | | | | | | | | | | | |
| Intersection Name: | Montgomery Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 1210 | 208 | 1418 | 0 | 0 | 0 | 0 | 92 | 395 | 0 | 487 | 1905 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 1175 | 123 | 1298 | 0 | 0 | 0 | 0 | 10 | 162 | 0 | 172 | 1470 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1765 | 121 | 1886 | 9 | 0 | 101 | 110 | 33 | 952 | 0 | 985 | 2981 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 590 | -2 | 588 | 9 | 0 | 101 | 110 | 23 | 790 | 0 | 813 | 1511 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1800 | 208 | 2008 | 9 | 0 | 101 | 110 | 115 | 1185 | 0 | 1300 | 3418 | |
| Int.(Model)[Traffix] | 2 | 7571 | 3066 | | | | | | | | | | | | | | | |
| Intersection Name: | Autumn Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 65 | 0 | 10 | 75 | 81 | 1096 | 0 | 1177 | 144 | 196 | 285 | 625 | 0 | 374 | 11 | 385 | 2262 | |
| Existing Model | 50 | 0 | 19 | 69 | 66 | 1136 | 0 | 1202 | 17 | 145 | 112 | 274 | 0 | 137 | 25 | 162 | 1707 | |
| DT 2040 Model | 337 | 177 | 48 | 562 | 76 | 1409 | 115 | 1600 | 4 | 584 | 140 | 728 | 13 | 708 | 242 | 963 | 3853 | |
| Model Difference | 287 | 177 | 29 | 493 | 10 | 273 | 115 | 398 | -13 | 439 | 28 | 454 | 13 | 571 | 217 | 801 | 2146 | |
| Existing + DT 2040 | 352 | 177 | 39 | 568 | 91 | 1369 | 115 | 1575 | 144 | 635 | 313 | 1092 | 13 | 945 | 228 | 1186 | 4421 | |
| Int.(Model)[Traffix] | 3 | 8674 | 3077 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 60 | 414 | 49 | 523 | 55 | 368 | 63 | 486 | 205 | 1292 | 342 | 1839 | 140 | 290 | 123 | 553 | 3401 | |
| Existing Model | 129 | 390 | 0 | 519 | 0 | 167 | 43 | 210 | 6 | 1569 | 427 | 2002 | 46 | 60 | 96 | 202 | 2933 | |
| DT 2040 Model | 180 | 678 | 0 | 858 | 14 | 618 | 311 | 943 | 226 | 1477 | 986 | 2689 | 208 | 528 | 385 | 1121 | 5611 | |
| Model Difference | 51 | 288 | 0 | 339 | 14 | 451 | 268 | 733 | 220 | -92 | 559 | 687 | 162 | 468 | 289 | 919 | 2678 | |
| Existing + DT 2040 | 111 | 702 | 49 | 862 | 69 | 819 | 331 | 1219 | 425 | 1292 | 901 | 2618 | 302 | 758 | 412 | 1472 | 6171 | |
| Int.(Model)[Traffix] | 4 | 8682 | 3032 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 148 | 645 | 0 | 793 | 830 | 109 | 175 | 1114 | 0 | 1407 | 265 | 1672 | 0 | 0 | 0 | 0 | 3579 | |
| Existing Model | 272 | 342 | 0 | 614 | 795 | 0 | 73 | 868 | 0 | 1600 | 173 | 1773 | 0 | 0 | 0 | 0 | 3255 | |
| DT 2040 Model | 540 | 878 | 0 | 1418 | 1292 | 0 | 55 | 1347 | 0 | 2163 | 348 | 2511 | 0 | 0 | 0 | 0 | 5276 | |
| Model Difference | 268 | 536 | 0 | 804 | 497 | 0 | -18 | 479 | 0 | 563 | 175 | 738 | 0 | 0 | 0 | 0 | 2021 | |
| Existing + DT 2040 | 416 | 1181 | 0 | 1597 | 1327 | 109 | 175 | 1611 | 0 | 1970 | 440 | 2410 | 0 | 0 | 0 | 0 | 5618 | |
| Int.(Model)[Traffix] | 5 | 8668 | 3015 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Santa Clara Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 572 | 0 | 572 | 1137 | 0 | 369 | 1506 | 0 | 459 | 0 | 459 | 2537 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 264 | 1097 | 0 | 505 | 1602 | 0 | 647 | 0 | 647 | 2513 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 764 | 0 | 764 | 1526 | 0 | 655 | 2181 | 0 | 695 | 0 | 695 | 3640 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 500 | 429 | 0 | 150 | 579 | 0 | 48 | 0 | 48 | 1127 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1072 | 0 | 1072 | 1566 | 0 | 519 | 2085 | 0 | 507 | 0 | 507 | 3664 | |

AGP Alternative 2 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|---|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|------|
| Int.(Model)[Traffix] | 6 | 8697 | 3014 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (W) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 128 | 224 | 284 | 636 | 384 | 656 | 56 | 1096 | 0 | 0 | 0 | 0 | 15 | 417 | 0 | 432 | | 2164 |
| Existing Model | 216 | 298 | 361 | 875 | 662 | 203 | 9 | 874 | 0 | 0 | 0 | 0 | 5 | 387 | 0 | 392 | | 2141 |
| DT 2040 Model | 343 | 464 | 557 | 1364 | 758 | 1221 | 125 | 2104 | 0 | 0 | 0 | 0 | 61 | 1211 | 0 | 1272 | | 4740 |
| Model Difference | 127 | 166 | 196 | 489 | 96 | 1018 | 116 | 1230 | 0 | 0 | 0 | 0 | 56 | 824 | 0 | 880 | | 2599 |
| Existing + DT 2040 | 255 | 390 | 480 | 1125 | 480 | 1674 | 172 | 2326 | 0 | 0 | 0 | 0 | 71 | 1241 | 0 | 1312 | | 4763 |
| Int.(Model)[Traffix] | 7 | 797 | 3013 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (E) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 487 | 414 | 901 | 75 | 543 | 0 | 618 | 88 | 372 | 116 | 576 | 0 | 424 | 58 | 482 | | 2577 |
| Existing Model | 326 | 0 | 48 | 374 | 91 | 605 | 0 | 696 | 72 | 835 | 221 | 1128 | 0 | 439 | 90 | 529 | | 2727 |
| DT 2040 Model | 451 | 0 | 474 | 925 | 527 | 1027 | 0 | 1554 | 49 | 610 | 602 | 1261 | 0 | 905 | 279 | 1184 | | 4924 |
| Model Difference | 125 | 0 | 426 | 551 | 436 | 422 | 0 | 858 | -23 | -225 | 381 | 133 | 0 | 466 | 189 | 655 | | 2197 |
| Existing + DT 2040 | 125 | 487 | 840 | 1452 | 511 | 965 | 0 | 1476 | 88 | 372 | 497 | 957 | 0 | 890 | 247 | 1137 | | 5022 |
| Int.(Model)[Traffix] | 8 | 8671 | 3061 | | | | | | | | | | | | | | | |
| Intersection Name: | Almaden Boulevard and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 29 | 195 | 100 | 324 | 96 | 310 | 32 | 438 | 128 | 1151 | 50 | 1329 | 65 | 288 | 92 | 445 | | 2536 |
| Existing Model | 169 | 51 | 49 | 269 | 181 | 172 | 9 | 362 | 203 | 1129 | 15 | 1347 | 0 | 216 | 226 | 442 | | 2420 |
| DT 2040 Model | 355 | 220 | 119 | 694 | 445 | 667 | 91 | 1203 | 429 | 1214 | 152 | 1795 | 6 | 628 | 275 | 909 | | 4601 |
| Model Difference | 186 | 169 | 70 | 425 | 264 | 495 | 82 | 841 | 226 | 85 | 137 | 448 | 6 | 412 | 49 | 467 | | 2181 |
| Existing + DT 2040 | 215 | 364 | 170 | 749 | 360 | 805 | 114 | 1279 | 354 | 1236 | 187 | 1777 | 71 | 700 | 141 | 912 | | 4717 |
| Int.(Model)[Traffix] | 9 | 8672 | 3107 | | | | | | | | | | | | | | | |
| Intersection Name: | Market Street and San Carlos Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 30 | 127 | 24 | 181 | 21 | 125 | 0 | 146 | 15 | 981 | 283 | 1279 | 106 | 253 | 73 | 432 | | 2038 |
| Existing Model | 1 | 170 | 8 | 179 | 6 | 231 | 0 | 237 | 0 | 1001 | 123 | 1124 | 46 | 386 | 8 | 440 | | 1980 |
| DT 2040 Model | 2 | 482 | 38 | 522 | 187 | 752 | 0 | 939 | 7 | 1169 | 444 | 1620 | 108 | 898 | 147 | 1153 | | 4234 |
| Model Difference | 1 | 312 | 30 | 343 | 181 | 521 | 0 | 702 | 7 | 168 | 321 | 496 | 62 | 512 | 139 | 713 | | 2254 |
| Existing + DT 2040 | 31 | 439 | 54 | 524 | 202 | 646 | 0 | 848 | 22 | 1149 | 604 | 1775 | 168 | 765 | 212 | 1145 | | 4292 |
| Int.(Model)[Traffix] | 10 | 8613 | 3059 | | | | | | | | | | | | | | | |
| Intersection Name: | Race Street and The Alameda | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 2 | 31 | 41 | 74 | 0 | 732 | 147 | 879 | 67 | 752 | 5 | 824 | 185 | 359 | 0 | 544 | | 2321 |
| Existing Model | 0 | 53 | 98 | 151 | 0 | 888 | 186 | 1074 | 9 | 654 | 0 | 663 | 213 | 70 | 0 | 283 | | 2171 |
| DT 2040 Model | 0 | 406 | 293 | 699 | 0 | 1118 | 465 | 1583 | 41 | 700 | 0 | 741 | 348 | 637 | 0 | 985 | | 4008 |
| Model Difference | 0 | 353 | 195 | 548 | 0 | 230 | 279 | 509 | 32 | 46 | 0 | 78 | 135 | 567 | 0 | 702 | | 1837 |
| Existing + DT 2040 | 2 | 384 | 236 | 622 | 0 | 962 | 426 | 1388 | 99 | 798 | 5 | 902 | 320 | 926 | 0 | 1246 | | 4158 |

AGP Alternative 2 - AM Peak Hour

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|----------------------|-----------------------------------|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|-----|-----|------|-------|------|
| Int.(Model)[Traffix] | 11 | 8740 | 3064 | | | | | | | | | | | | | | | |
| Intersection Name: | King Road and Alum Rock Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 50 | 292 | 45 | 387 | 67 | 560 | 81 | 708 | 118 | 608 | 173 | 899 | 95 | 241 | 49 | 385 | | 2379 |
| Existing Model | 135 | 49 | 14 | 198 | 44 | 1030 | 42 | 1116 | 70 | 447 | 403 | 920 | 85 | 176 | 180 | 441 | | 2675 |
| DT 2040 Model | 184 | 335 | 22 | 541 | 38 | 1284 | 167 | 1489 | 74 | 953 | 409 | 1436 | 115 | 290 | 363 | 768 | | 4234 |
| Model Difference | 49 | 286 | 8 | 343 | -6 | 254 | 125 | 373 | 4 | 506 | 6 | 516 | 30 | 114 | 183 | 327 | | 1559 |
| Existing + DT 2040 | 99 | 578 | 53 | 730 | 67 | 814 | 206 | 1087 | 122 | 1114 | 179 | 1415 | 125 | 355 | 232 | 712 | | 3944 |
| Int.(Model)[Traffix] | 12 | 8773 | 3054 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 3 | 676 | 0 | 679 | 273 | 2 | 434 | 709 | 253 | 710 | 0 | 963 | 24 | 0 | 0 | 24 | | 2375 |
| Existing Model | 0 | 571 | 0 | 571 | 455 | 0 | 830 | 1285 | 0 | 1086 | 0 | 1086 | 0 | 0 | 0 | 0 | | 2942 |
| DT 2040 Model | 0 | 1534 | 0 | 1534 | 656 | 0 | 790 | 1446 | 0 | 1700 | 0 | 1700 | 0 | 0 | 0 | 0 | | 4680 |
| Model Difference | 0 | 963 | 0 | 963 | 201 | 0 | -40 | 161 | 0 | 614 | 0 | 614 | 0 | 0 | 0 | 0 | | 1738 |
| Existing + DT 2040 | 3 | 1639 | 0 | 1642 | 474 | 2 | 434 | 910 | 253 | 1324 | 0 | 1577 | 24 | 0 | 0 | 24 | | 4153 |
| Int.(Model)[Traffix] | 13 | 8559 | 3055 | | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 142 | 632 | 31 | 805 | 241 | 0 | 0 | 241 | 9 | 1275 | 0 | 1284 | 44 | 61 | 305 | 410 | | 2740 |
| Existing Model | 72 | 827 | 87 | 986 | 335 | 0 | 0 | 335 | 112 | 1188 | 0 | 1300 | 51 | 206 | 496 | 753 | | 3374 |
| DT 2040 Model | 293 | 900 | 56 | 1249 | 552 | 0 | 0 | 552 | 67 | 1579 | 0 | 1646 | 220 | 279 | 442 | 941 | | 4388 |
| Model Difference | 221 | 73 | -31 | 263 | 217 | 0 | 0 | 217 | -45 | 391 | 0 | 346 | 169 | 73 | -54 | 188 | | 1014 |
| Existing + DT 2040 | 363 | 705 | 31 | 1099 | 458 | 0 | 0 | 458 | 9 | 1666 | 0 | 1675 | 213 | 134 | 305 | 652 | | 3884 |
| Int.(Model)[Traffix] | 14 | 8437 | 3033 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 452 | 389 | 841 | 0 | 0 | 0 | 0 | 359 | 1252 | 0 | 1611 | 137 | 3 | 446 | 586 | | 3038 |
| Existing Model | 0 | 219 | 196 | 415 | 0 | 0 | 0 | 0 | 350 | 1390 | 0 | 1740 | 198 | 0 | 383 | 581 | | 2736 |
| DT 2040 Model | 0 | 311 | 621 | 932 | 0 | 0 | 0 | 0 | 315 | 1873 | 0 | 2188 | 177 | 0 | 638 | 815 | | 3935 |
| Model Difference | 0 | 92 | 425 | 517 | 0 | 0 | 0 | 0 | -35 | 483 | 0 | 448 | -21 | 0 | 255 | 234 | | 1199 |
| Existing + DT 2040 | 0 | 544 | 814 | 1358 | 0 | 0 | 0 | 0 | 359 | 1735 | 0 | 2094 | 137 | 3 | 701 | 841 | | 4293 |
| Int.(Model)[Traffix] | 15 | 8358 | 5012 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Moorpark Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 472 | 684 | 246 | 1402 | 0 | 0 | 0 | 0 | 440 | 1115 | 241 | 1796 | 230 | 626 | 146 | 1002 | | 4200 |
| Existing Model | 422 | 515 | 96 | 1033 | 0 | 0 | 0 | 0 | 160 | 1509 | 519 | 2188 | 215 | 411 | 179 | 805 | | 4026 |
| DT 2040 Model | 596 | 1051 | 120 | 1767 | 0 | 0 | 0 | 0 | 139 | 1949 | 753 | 2841 | 299 | 730 | 356 | 1385 | | 5993 |
| Model Difference | 174 | 536 | 24 | 734 | 0 | 0 | 0 | 0 | -21 | 440 | 234 | 653 | 84 | 319 | 177 | 580 | | 1967 |
| Existing + DT 2040 | 646 | 1220 | 270 | 2136 | 0 | 0 | 0 | 0 | 440 | 1555 | 475 | 2470 | 314 | 945 | 323 | 1582 | | 6188 |

AGP Alternative 2 - AM Peak Hour

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|----------------------|------------------------------------|------|------|------|---------------|------|-----|------|----------------|------|------|------|---------------|------|------|------|-------|------|
| Int.(Model)[Traffix] | 16 | 8356 | 5009 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Fruitdale Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 90 | 442 | 158 | 690 | 520 | 220 | 146 | 886 | 83 | 1391 | 124 | 1598 | 49 | 45 | 59 | 153 | | 3327 |
| Existing Model | 37 | 253 | 140 | 430 | 487 | 273 | 73 | 833 | 43 | 1639 | 164 | 1846 | 57 | 47 | 117 | 221 | | 3330 |
| DT 2040 Model | 49 | 553 | 296 | 898 | 1023 | 233 | 133 | 1389 | 240 | 1763 | 179 | 2182 | 52 | 89 | 82 | 223 | | 4692 |
| Model Difference | 12 | 300 | 156 | 468 | 536 | -40 | 60 | 556 | 197 | 124 | 15 | 336 | -5 | 42 | -35 | 2 | | 1362 |
| Existing + DT 2040 | 102 | 742 | 314 | 1158 | 1056 | 220 | 206 | 1482 | 280 | 1515 | 139 | 1934 | 49 | 87 | 59 | 195 | | 4769 |
| Int.(Model)[Traffix] | 17 | 7976 | 3095 | | | | | | | | | | | | | | | |
| Intersection Name: | Monterey Road and Curtner Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 65 | 278 | 116 | 459 | 206 | 851 | 20 | 1077 | 33 | 2152 | 633 | 2818 | 251 | 507 | 114 | 872 | | 5226 |
| Existing Model | 61 | 60 | 136 | 257 | 328 | 1496 | 0 | 1824 | 0 | 2068 | 287 | 2355 | 152 | 539 | 70 | 761 | | 5197 |
| DT 2040 Model | 71 | 495 | 187 | 753 | 300 | 1685 | 0 | 1985 | 0 | 2056 | 390 | 2446 | 165 | 1137 | 248 | 1550 | | 6734 |
| Model Difference | 10 | 435 | 51 | 496 | -28 | 189 | 0 | 161 | 0 | -12 | 103 | 91 | 13 | 598 | 178 | 789 | | 1537 |
| Existing + DT 2040 | 75 | 713 | 167 | 955 | 206 | 1040 | 20 | 1266 | 33 | 2152 | 736 | 2921 | 264 | 1105 | 292 | 1661 | | 6803 |
| Int.(Model)[Traffix] | 18 | 7973 | 3060 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Alma Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 62 | 281 | 48 | 391 | 69 | 304 | 123 | 496 | 109 | 1896 | 219 | 2224 | 104 | 302 | 349 | 755 | | 3866 |
| Existing Model | 118 | 138 | 15 | 271 | 129 | 552 | 65 | 746 | 20 | 1826 | 367 | 2213 | 70 | 296 | 512 | 878 | | 4108 |
| DT 2040 Model | 395 | 583 | 19 | 997 | 201 | 1039 | 102 | 1342 | 157 | 2201 | 208 | 2566 | 178 | 710 | 350 | 1238 | | 6143 |
| Model Difference | 277 | 445 | 4 | 726 | 72 | 487 | 37 | 596 | 137 | 375 | -159 | 353 | 108 | 414 | -162 | 360 | | 2035 |
| Existing + DT 2040 | 339 | 726 | 52 | 1117 | 141 | 791 | 160 | 1092 | 246 | 2271 | 219 | 2736 | 212 | 716 | 349 | 1277 | | 6222 |
| Int.(Model)[Traffix] | 19 | 7972 | 3097 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Keyes Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 12 | 195 | 40 | 247 | 221 | 393 | 0 | 614 | 10 | 1366 | 61 | 1437 | 35 | 184 | 26 | 245 | | 2543 |
| Existing Model | 0 | 38 | 6 | 44 | 419 | 408 | 0 | 827 | 0 | 1087 | 399 | 1486 | 63 | 398 | 55 | 516 | | 2873 |
| DT 2040 Model | 0 | 223 | 34 | 257 | 654 | 583 | 0 | 1237 | 85 | 1143 | 511 | 1739 | 152 | 620 | 13 | 785 | | 4018 |
| Model Difference | 0 | 185 | 28 | 213 | 235 | 175 | 0 | 410 | 85 | 56 | 112 | 253 | 89 | 222 | -42 | 269 | | 1145 |
| Existing + DT 2040 | 12 | 380 | 68 | 460 | 456 | 568 | 0 | 1024 | 95 | 1422 | 173 | 1690 | 124 | 406 | 26 | 556 | | 3730 |
| Int.(Model)[Traffix] | 20 | 8448 | 3034 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 357 | 199 | 0 | 556 | 0 | 1486 | 703 | 2189 | 0 | 0 | 0 | 0 | | 2745 |
| Existing Model | 0 | 0 | 0 | 0 | 282 | 804 | 0 | 1086 | 0 | 1584 | 254 | 1838 | 0 | 0 | 0 | 0 | | 2924 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 936 | 451 | 0 | 1387 | 0 | 1355 | 538 | 1893 | 0 | 0 | 0 | 0 | | 3280 |
| Model Difference | 0 | 0 | 0 | 0 | 654 | -353 | 0 | 301 | 0 | -229 | 284 | 55 | 0 | 0 | 0 | 0 | | 356 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 1011 | 199 | 0 | 1210 | 0 | 1486 | 987 | 2473 | 0 | 0 | 0 | 0 | | 3683 |

AGP Alternative 2 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--------------------------------|------|------|------|---------------|------|------|------|----------------|------|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 21 | 8001 | 3035 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 484 | 1684 | 0 | 2168 | 0 | 245 | 487 | 732 | 2901 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 1583 | 0 | 1808 | 0 | 317 | 254 | 571 | 2379 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 1721 | 0 | 1882 | 0 | 483 | 172 | 655 | 2537 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -64 | 138 | 0 | 74 | 0 | 166 | -82 | 84 | 158 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 484 | 1822 | 0 | 2306 | 0 | 411 | 487 | 898 | 3205 | |
| Int.(Model)[Traffix] | 22 | 8477 | 3040 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 437 | 624 | 0 | 1061 | 0 | 743 | 207 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2011 | |
| Existing Model | 171 | 481 | 0 | 652 | 0 | 864 | 194 | 1058 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1710 | |
| DT 2040 Model | 120 | 582 | 0 | 702 | 0 | 981 | 8 | 989 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1691 | |
| Model Difference | -51 | 101 | 0 | 50 | 0 | 117 | -186 | -69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -19 | |
| Existing + DT 2040 | 437 | 725 | 0 | 1162 | 0 | 860 | 207 | 1067 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2229 | |
| Int.(Model)[Traffix] | 23 | 8481 | 3041 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 611 | 283 | 894 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 367 | 0 | 816 | 1710 | |
| Existing Model | 0 | 359 | 317 | 676 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 386 | 254 | 0 | 640 | 1316 | |
| DT 2040 Model | 0 | 405 | 186 | 591 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 469 | 0 | 532 | 1123 | |
| Model Difference | 0 | 46 | -131 | -85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -323 | 215 | 0 | -108 | -193 | |
| Existing + DT 2040 | 0 | 657 | 283 | 940 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 582 | 0 | 1031 | 1971 | |
| Int.(Model)[Traffix] | 24 | 4148 | 3058 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Naglee Avenue | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 58 | 541 | 157 | 756 | 162 | 426 | 85 | 673 | 17 | 1273 | 113 | 1403 | 94 | 516 | 150 | 760 | 3592 | |
| Existing Model | 0 | 278 | 248 | 526 | 212 | 241 | 45 | 498 | 71 | 1279 | 78 | 1428 | 31 | 244 | 7 | 282 | 2734 | |
| DT 2040 Model | 7 | 1041 | 244 | 1292 | 318 | 886 | 69 | 1273 | 146 | 1316 | 151 | 1613 | 260 | 980 | 11 | 1251 | 5429 | |
| Model Difference | 7 | 763 | -4 | 766 | 106 | 645 | 24 | 775 | 75 | 37 | 73 | 185 | 229 | 736 | 4 | 969 | 2695 | |
| Existing + DT 2040 | 65 | 1304 | 157 | 1526 | 268 | 1071 | 109 | 1448 | 92 | 1310 | 186 | 1588 | 323 | 1252 | 154 | 1729 | 6291 | |
| Int.(Model)[Traffix] | 25 | 8606 | 3057 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Hedding Street | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 36 | 660 | 201 | 897 | 277 | 269 | 65 | 611 | 77 | 1501 | 42 | 1620 | 113 | 528 | 183 | 824 | 3952 | |
| Existing Model | 36 | 440 | 167 | 643 | 356 | 99 | 17 | 472 | 240 | 1183 | 153 | 1576 | 152 | 228 | 91 | 471 | 3162 | |
| DT 2040 Model | 38 | 1138 | 118 | 1294 | 271 | 336 | 120 | 727 | 115 | 1501 | 97 | 1713 | 117 | 439 | 106 | 662 | 4396 | |
| Model Difference | 2 | 698 | -49 | 651 | -85 | 237 | 103 | 255 | -125 | 318 | -56 | 137 | -35 | 211 | 15 | 191 | 1234 | |
| Existing + DT 2040 | 38 | 1358 | 201 | 1597 | 277 | 506 | 168 | 951 | 77 | 1819 | 42 | 1938 | 113 | 739 | 198 | 1050 | 5536 | |

AGP Alternative 2 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------|-------|------|------|---------------|----|-----|------|----------------|------|-----|------|---------------|----|-----|-----|-------|------|
| Int.(Model)[Traffic] | 26 | 8602 | 3047 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 176 | 670 | 0 | 846 | 0 | 0 | 0 | 0 | 308 | 1332 | 0 | 1640 | 30 | 0 | 200 | 230 | | 2716 |
| Existing Model | 0 | 252 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 1631 | 0 | 1631 | 391 | 0 | 164 | 555 | | 2438 |
| DT 2040 Model | 0 | 821 | 0 | 821 | 0 | 0 | 0 | 0 | 0 | 1879 | 0 | 1879 | 473 | 0 | 140 | 613 | | 3313 |
| Model Difference | 0 | 569 | 0 | 569 | 0 | 0 | 0 | 0 | 0 | 248 | 0 | 248 | 82 | 0 | -24 | 58 | | 875 |
| Existing + DT 2040 | 176 | 1239 | 0 | 1415 | 0 | 0 | 0 | 0 | 308 | 1580 | 0 | 1888 | 112 | 0 | 200 | 312 | | 3615 |
| Int.(Model)[Traffic] | 27 | 9923 | 3046 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 143 | 673 | 0 | 816 | 377 | 0 | 219 | 596 | 321 | 1504 | 0 | 1825 | 0 | 0 | 0 | 0 | | 3237 |
| Existing Model | 0 | 876 | 0 | 876 | 723 | 0 | 121 | 844 | 0 | 1125 | 0 | 1125 | 0 | 0 | 0 | 0 | | 2845 |
| DT 2040 Model | 0 | 1792 | 0 | 1792 | 1065 | 0 | 125 | 1190 | 0 | 1441 | 0 | 1441 | 0 | 0 | 0 | 0 | | 4423 |
| Model Difference | 0 | 916 | 0 | 916 | 342 | 0 | 4 | 346 | 0 | 316 | 0 | 316 | 0 | 0 | 0 | 0 | | 1578 |
| Existing + DT 2040 | 143 | 1589 | 0 | 1732 | 719 | 0 | 223 | 942 | 321 | 1820 | 0 | 2141 | 0 | 0 | 0 | 0 | | 4815 |
| Int.(Model)[Traffic] | 28 | 10282 | 3052 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 183 | 564 | 0 | 747 | 459 | 0 | 310 | 769 | 178 | 3143 | 0 | 3321 | 0 | 0 | 0 | 0 | | 4837 |
| Existing Model | 0 | 542 | 0 | 542 | 473 | 0 | 135 | 608 | 0 | 2668 | 0 | 2668 | 0 | 0 | 0 | 0 | | 3818 |
| DT 2040 Model | 0 | 1902 | 0 | 1902 | 741 | 0 | 378 | 1119 | 0 | 3125 | 0 | 3125 | 0 | 0 | 0 | 0 | | 6146 |
| Model Difference | 0 | 1360 | 0 | 1360 | 268 | 0 | 243 | 511 | 0 | 457 | 0 | 457 | 0 | 0 | 0 | 0 | | 2328 |
| Existing + DT 2040 | 183 | 1924 | 0 | 2107 | 727 | 0 | 553 | 1280 | 178 | 3600 | 0 | 3778 | 0 | 0 | 0 | 0 | | 7165 |
| Int.(Model)[Traffic] | 29 | 7454 | 3053 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 17 | 555 | 171 | 743 | 908 | 0 | 123 | 1031 | 348 | 2369 | 0 | 2717 | 9 | 0 | 0 | 9 | | 4500 |
| Existing Model | 44 | 361 | 122 | 527 | 469 | 0 | 373 | 842 | 291 | 2326 | 0 | 2617 | 0 | 0 | 0 | 0 | | 3986 |
| DT 2040 Model | 46 | 1553 | 314 | 1913 | 586 | 0 | 552 | 1138 | 433 | 2694 | 0 | 3127 | 4 | 0 | 0 | 4 | | 6182 |
| Model Difference | 2 | 1192 | 192 | 1386 | 117 | 0 | 179 | 296 | 142 | 368 | 0 | 510 | 4 | 0 | 0 | 4 | | 2196 |
| Existing + DT 2040 | 19 | 1747 | 363 | 2129 | 1025 | 0 | 302 | 1327 | 490 | 2737 | 0 | 3227 | 13 | 0 | 0 | 13 | | 6696 |
| Int.(Model)[Traffic] | 30 | 9219 | 3021 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (N) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 812 | 658 | 0 | 1470 | 543 | 2 | 141 | 686 | 0 | 800 | 429 | 1229 | 0 | 0 | 0 | 0 | | 3385 |
| Existing Model | 622 | 497 | 0 | 1119 | 309 | 0 | 75 | 384 | 0 | 1602 | 439 | 2041 | 0 | 0 | 0 | 0 | | 3544 |
| DT 2040 Model | 537 | 1567 | 0 | 2104 | 239 | 0 | 41 | 280 | 0 | 1792 | 703 | 2495 | 0 | 0 | 0 | 0 | | 4879 |
| Model Difference | -85 | 1070 | 0 | 985 | -70 | 0 | -34 | -104 | 0 | 190 | 264 | 454 | 0 | 0 | 0 | 0 | | 1335 |
| Existing + DT 2040 | 812 | 1728 | 0 | 2540 | 543 | 2 | 141 | 686 | 0 | 990 | 693 | 1683 | 0 | 0 | 0 | 0 | | 4909 |

AGP Alternative 2 - AM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------|------|------|------|---------------|----|----|-----|----------------|------|----|------|---------------|----|------|------|-------|--|
| Int.(Model)[Traffix] | 31 | 8542 | 3022 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (S) | | | | | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 408 | 405 | 813 | 0 | 0 | 0 | 0 | 239 | 929 | 0 | 1168 | 172 | 0 | 293 | 465 | 2446 | |
| Existing Model | 0 | 356 | 217 | 573 | 0 | 0 | 0 | 0 | 134 | 1353 | 0 | 1487 | 481 | 0 | 688 | 1169 | 3229 | |
| DT 2040 Model | 0 | 1017 | 593 | 1610 | 0 | 0 | 0 | 0 | 57 | 1471 | 0 | 1528 | 411 | 0 | 1024 | 1435 | 4573 | |
| Model Difference | 0 | 661 | 376 | 1037 | 0 | 0 | 0 | 0 | -77 | 118 | 0 | 41 | -70 | 0 | 336 | 266 | 1344 | |
| Existing + DT 2040 | 0 | 1069 | 781 | 1850 | 0 | 0 | 0 | 0 | 239 | 1047 | 0 | 1286 | 172 | 0 | 629 | 801 | 3937 | |

AGP Alternative 2 - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--|------|------|------|---------------|------|------|------|----------------|------|------|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffic] | 1 | 8588 | 3112 | | | | | | | | | | | | | | | |
| Intersection Name: | Montgomery Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 738 | 207 | 945 | 0 | 0 | 0 | 0 | 248 | 763 | 0 | 1011 | 1956 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 716 | 573 | 1289 | 0 | 0 | 0 | 0 | 175 | 913 | 0 | 1088 | 2377 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1499 | 122 | 1621 | 57 | 0 | 42 | 99 | 38 | 1931 | 0 | 1969 | 3689 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 783 | -451 | 332 | 57 | 0 | 42 | 99 | -137 | 1018 | 0 | 881 | 1312 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1521 | 207 | 1728 | 57 | 0 | 42 | 99 | 248 | 1781 | 0 | 2029 | 3856 | |
| Int.(Model)[Traffic] | 2 | 7571 | 3066 | | | | | | | | | | | | | | | |
| Intersection Name: | Autumn Street and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 51 | 0 | 29 | 80 | 60 | 796 | 0 | 856 | 82 | 87 | 86 | 255 | 0 | 720 | 42 | 762 | 1953 | |
| Existing Model | 331 | 0 | 27 | 358 | 15 | 931 | 0 | 946 | 0 | 27 | 27 | 54 | 0 | 827 | 86 | 913 | 2271 | |
| DT 2040 Model | 229 | 730 | 56 | 1015 | 73 | 1330 | 451 | 1854 | 144 | 273 | 61 | 478 | 200 | 1297 | 491 | 1988 | 5335 | |
| Model Difference | -102 | 730 | 29 | 657 | 58 | 399 | 451 | 908 | 144 | 246 | 34 | 424 | 200 | 470 | 405 | 1075 | 3064 | |
| Existing + DT 2040 | 51 | 730 | 58 | 839 | 118 | 1195 | 451 | 1764 | 226 | 333 | 120 | 679 | 200 | 1190 | 447 | 1837 | 5119 | |
| Int.(Model)[Traffic] | 3 | 8674 | 3077 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 66 | 1160 | 101 | 1327 | 30 | 334 | 266 | 630 | 107 | 352 | 162 | 621 | 380 | 582 | 90 | 1052 | 3630 | |
| Existing Model | 123 | 1635 | 0 | 1758 | 0 | 140 | 134 | 274 | 68 | 660 | 192 | 920 | 389 | 284 | 226 | 899 | 3851 | |
| DT 2040 Model | 292 | 1585 | 5 | 1882 | 4 | 845 | 510 | 1359 | 233 | 1041 | 528 | 1802 | 400 | 1070 | 395 | 1865 | 6908 | |
| Model Difference | 169 | -50 | 5 | 124 | 4 | 705 | 376 | 1085 | 165 | 381 | 336 | 882 | 11 | 786 | 169 | 966 | 3057 | |
| Existing + DT 2040 | 235 | 1160 | 106 | 1501 | 34 | 1039 | 642 | 1715 | 272 | 733 | 498 | 1503 | 391 | 1368 | 259 | 2018 | 6737 | |
| Int.(Model)[Traffic] | 4 | 8682 | 3032 | | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 554 | 1460 | 0 | 2014 | 365 | 10 | 473 | 848 | 0 | 378 | 156 | 534 | 0 | 0 | 0 | 0 | 3396 | |
| Existing Model | 993 | 1530 | 0 | 2523 | 455 | 0 | 270 | 725 | 0 | 632 | 225 | 857 | 0 | 0 | 0 | 0 | 4105 | |
| DT 2040 Model | 1476 | 1871 | 0 | 3347 | 1071 | 0 | 169 | 1240 | 0 | 1153 | 117 | 1270 | 0 | 0 | 0 | 0 | 5857 | |
| Model Difference | 483 | 341 | 0 | 824 | 616 | 0 | -101 | 515 | 0 | 521 | -108 | 413 | 0 | 0 | 0 | 0 | 1752 | |
| Existing + DT 2040 | 1037 | 1801 | 0 | 2838 | 981 | 10 | 473 | 1464 | 0 | 899 | 156 | 1055 | 0 | 0 | 0 | 0 | 5357 | |
| Int.(Model)[Traffic] | 5 | 8668 | 3015 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Santa Clara Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 614 | 0 | 614 | 622 | 0 | 437 | 1059 | 0 | 825 | 0 | 825 | 2498 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 489 | 0 | 489 | 1037 | 0 | 325 | 1362 | 0 | 650 | 0 | 650 | 2501 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 1291 | 0 | 1291 | 1269 | 0 | 348 | 1617 | 0 | 981 | 0 | 981 | 3889 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 802 | 0 | 802 | 232 | 0 | 23 | 255 | 0 | 331 | 0 | 331 | 1388 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 1416 | 0 | 1416 | 854 | 0 | 460 | 1314 | 0 | 1156 | 0 | 1156 | 3886 | |

AGP Alternative 2 - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|---|------|------|------|---------------|------|-----|------|----------------|-----|-----|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 6 | 8697 | 3014 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (W) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 88 | 88 | 127 | 303 | 980 | 418 | 210 | 1608 | 0 | 0 | 0 | 0 | 40 | 970 | 0 | 1010 | 2921 | |
| Existing Model | 119 | 486 | 598 | 1203 | 594 | 206 | 271 | 1071 | 0 | 0 | 0 | 0 | 27 | 728 | 0 | 755 | 3029 | |
| DT 2040 Model | 290 | 507 | 703 | 1500 | 755 | 1013 | 298 | 2066 | 0 | 0 | 0 | 0 | 99 | 1997 | 0 | 2096 | 5662 | |
| Model Difference | 171 | 21 | 105 | 297 | 161 | 807 | 27 | 995 | 0 | 0 | 0 | 0 | 72 | 1269 | 0 | 1341 | 2633 | |
| Existing + DT 2040 | 259 | 109 | 232 | 600 | 1141 | 1225 | 237 | 2603 | 0 | 0 | 0 | 0 | 112 | 2239 | 0 | 2351 | 5554 | |
| Int.(Model)[Traffix] | 7 | 6825 | 3013 | | | | | | | | | | | | | | | |
| Intersection Name: | SR 87 and Julian Street (E) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 324 | 0 | 205 | 529 | 141 | 1048 | 0 | 1189 | 51 | 330 | 441 | 822 | 0 | 383 | 103 | 486 | 3026 | |
| Existing Model | 347 | 0 | 41 | 388 | 181 | 798 | 0 | 979 | 1 | 997 | 232 | 1230 | 0 | 235 | 171 | 406 | 3003 | |
| DT 2040 Model | 753 | 0 | 319 | 1072 | 641 | 1381 | 0 | 2022 | 67 | 951 | 367 | 1385 | 0 | 686 | 341 | 1027 | 5506 | |
| Model Difference | 406 | 0 | 278 | 684 | 460 | 583 | 0 | 1043 | 66 | -46 | 135 | 155 | 0 | 451 | 170 | 621 | 2503 | |
| Existing + DT 2040 | 730 | 0 | 483 | 1213 | 601 | 1631 | 0 | 2232 | 117 | 330 | 576 | 1023 | 0 | 834 | 273 | 1107 | 5575 | |
| Int.(Model)[Traffix] | 8 | 8671 | 3061 | | | | | | | | | | | | | | | |
| Intersection Name: | Almaden Boulevard and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 63 | 1102 | 137 | 1302 | 68 | 232 | 98 | 398 | 61 | 196 | 61 | 318 | 142 | 458 | 116 | 716 | 2734 | |
| Existing Model | 214 | 967 | 300 | 1481 | 56 | 74 | 52 | 182 | 28 | 176 | 0 | 204 | 0 | 449 | 117 | 566 | 2433 | |
| DT 2040 Model | 255 | 1490 | 182 | 1927 | 242 | 653 | 135 | 1030 | 200 | 576 | 85 | 861 | 117 | 1206 | 233 | 1556 | 5374 | |
| Model Difference | 41 | 523 | -118 | 446 | 186 | 579 | 83 | 848 | 172 | 400 | 85 | 657 | 117 | 757 | 116 | 990 | 2941 | |
| Existing + DT 2040 | 104 | 1625 | 137 | 1866 | 254 | 811 | 181 | 1246 | 233 | 596 | 146 | 975 | 259 | 1215 | 232 | 1706 | 5793 | |
| Int.(Model)[Traffix] | 9 | 8672 | 3107 | | | | | | | | | | | | | | | |
| Intersection Name: | Market Street and San Carlos Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 108 | 920 | 65 | 1093 | 32 | 187 | 0 | 219 | 22 | 198 | 104 | 324 | 253 | 351 | 48 | 652 | 2288 | |
| Existing Model | 17 | 1208 | 39 | 1264 | 0 | 128 | 0 | 128 | 0 | 26 | 4 | 30 | 147 | 616 | 1 | 764 | 2186 | |
| DT 2040 Model | 66 | 1447 | 266 | 1779 | 37 | 758 | 0 | 795 | 0 | 367 | 181 | 548 | 234 | 1281 | 59 | 1574 | 4696 | |
| Model Difference | 49 | 239 | 227 | 515 | 37 | 630 | 0 | 667 | 0 | 341 | 177 | 518 | 87 | 665 | 58 | 810 | 2510 | |
| Existing + DT 2040 | 157 | 1159 | 292 | 1608 | 69 | 817 | 0 | 886 | 22 | 539 | 281 | 842 | 340 | 1016 | 106 | 1462 | 4798 | |
| Int.(Model)[Traffix] | 10 | 8613 | 3059 | | | | | | | | | | | | | | | |
| Intersection Name: | Race Street and The Alameda | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 17 | 45 | 35 | 97 | 0 | 395 | 172 | 567 | 97 | 274 | 15 | 386 | 513 | 770 | 0 | 1283 | 2333 | |
| Existing Model | 0 | 202 | 69 | 271 | 0 | 239 | 185 | 424 | 40 | 278 | 0 | 318 | 783 | 760 | 0 | 1543 | 2556 | |
| DT 2040 Model | 0 | 407 | 194 | 601 | 0 | 923 | 663 | 1586 | 32 | 411 | 0 | 443 | 972 | 1225 | 0 | 2197 | 4827 | |
| Model Difference | 0 | 205 | 125 | 330 | 0 | 684 | 478 | 1162 | -8 | 133 | 0 | 125 | 189 | 465 | 0 | 654 | 2271 | |
| Existing + DT 2040 | 17 | 250 | 160 | 427 | 0 | 1079 | 650 | 1729 | 97 | 407 | 15 | 519 | 702 | 1235 | 0 | 1937 | 4612 | |

AGP Alternative 2 - PM Peak Hour

| | | | | | | | | | | | | | | | | | |
|----------------------|-----------------------------------|------|------|------|---------------|------|------|------|----------------|------|-----|------|---------------|------|-----|------|-------|
| Int.(Model)[Traffic] | 11 | 8740 | 3064 | | | | | | | | | | | | | | |
| Intersection Name: | King Road and Alum Rock Avenue | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 56 | 323 | 56 | 435 | 66 | 575 | 241 | 882 | 83 | 266 | 140 | 489 | 158 | 509 | 134 | 801 | 2607 |
| Existing Model | 559 | 507 | 38 | 1104 | 11 | 376 | 116 | 503 | 55 | 66 | 109 | 230 | 234 | 1045 | 61 | 1340 | 3177 |
| DT 2040 Model | 415 | 1151 | 183 | 1749 | 19 | 871 | 146 | 1036 | 155 | 452 | 123 | 730 | 319 | 1228 | 326 | 1873 | 5388 |
| Model Difference | -144 | 644 | 145 | 645 | 8 | 495 | 30 | 533 | 100 | 386 | 14 | 500 | 85 | 183 | 265 | 533 | 2211 |
| Existing + DT 2040 | 56 | 967 | 201 | 1224 | 74 | 1070 | 271 | 1415 | 183 | 652 | 154 | 989 | 243 | 692 | 399 | 1334 | 4962 |
| Int.(Model)[Traffic] | 12 | 8773 | 3054 | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (N) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 1 | 1619 | 0 | 1620 | 177 | 6 | 574 | 757 | 188 | 392 | 0 | 580 | 37 | 0 | 0 | 37 | 2994 |
| Existing Model | 0 | 1154 | 0 | 1154 | 390 | 0 | 1039 | 1429 | 0 | 341 | 0 | 341 | 0 | 0 | 0 | 0 | 2924 |
| DT 2040 Model | 0 | 2545 | 0 | 2545 | 824 | 0 | 451 | 1275 | 0 | 849 | 0 | 849 | 0 | 0 | 0 | 0 | 4669 |
| Model Difference | 0 | 1391 | 0 | 1391 | 434 | 0 | -588 | -154 | 0 | 508 | 0 | 508 | 0 | 0 | 0 | 0 | 1745 |
| Existing + DT 2040 | 1 | 3010 | 0 | 3011 | 611 | 6 | 574 | 1191 | 188 | 900 | 0 | 1088 | 37 | 0 | 0 | 37 | 5327 |
| Int.(Model)[Traffic] | 13 | 8559 | 3055 | | | | | | | | | | | | | | |
| Intersection Name: | I-880 and First Street (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 393 | 1189 | 80 | 1662 | 164 | 0 | 0 | 164 | 11 | 1042 | 0 | 1053 | 69 | 55 | 216 | 340 | 3219 |
| Existing Model | 123 | 1228 | 114 | 1465 | 224 | 0 | 0 | 224 | 16 | 1025 | 0 | 1041 | 222 | 273 | 283 | 778 | 3508 |
| DT 2040 Model | 210 | 1587 | 192 | 1989 | 432 | 0 | 0 | 432 | 53 | 1373 | 0 | 1426 | 232 | 619 | 499 | 1350 | 5197 |
| Model Difference | 87 | 359 | 78 | 524 | 208 | 0 | 0 | 208 | 37 | 348 | 0 | 385 | 10 | 346 | 216 | 572 | 1689 |
| Existing + DT 2040 | 480 | 1548 | 158 | 2186 | 372 | 0 | 0 | 372 | 48 | 1390 | 0 | 1438 | 79 | 401 | 432 | 912 | 4908 |
| Int.(Model)[Traffic] | 14 | 8437 | 3033 | | | | | | | | | | | | | | |
| Intersection Name: | Bird Avenue and I-280 (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 0 | 1304 | 605 | 1909 | 0 | 0 | 0 | 0 | 278 | 424 | 0 | 702 | 174 | 7 | 97 | 278 | 2889 |
| Existing Model | 0 | 1234 | 566 | 1800 | 0 | 0 | 0 | 0 | 78 | 474 | 0 | 552 | 401 | 0 | 383 | 784 | 3136 |
| DT 2040 Model | 0 | 1346 | 694 | 2040 | 0 | 0 | 0 | 0 | 95 | 634 | 0 | 729 | 384 | 0 | 637 | 1021 | 3790 |
| Model Difference | 0 | 112 | 128 | 240 | 0 | 0 | 0 | 0 | 17 | 160 | 0 | 177 | -17 | 0 | 254 | 237 | 654 |
| Existing + DT 2040 | 0 | 1416 | 733 | 2149 | 0 | 0 | 0 | 0 | 295 | 584 | 0 | 879 | 174 | 7 | 351 | 532 | 3560 |
| Int.(Model)[Traffic] | 15 | 8358 | 5012 | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Moorpark Avenue | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 323 | 1167 | 390 | 1880 | 0 | 0 | 0 | 0 | 260 | 573 | 251 | 1084 | 380 | 894 | 235 | 1509 | 4473 |
| Existing Model | 522 | 1790 | 143 | 2455 | 0 | 0 | 0 | 0 | 409 | 570 | 247 | 1226 | 485 | 449 | 182 | 1116 | 4797 |
| DT 2040 Model | 886 | 1982 | 267 | 3135 | 0 | 0 | 0 | 0 | 392 | 1222 | 522 | 2136 | 782 | 591 | 361 | 1734 | 7005 |
| Model Difference | 364 | 192 | 124 | 680 | 0 | 0 | 0 | 0 | -17 | 652 | 275 | 910 | 297 | 142 | 179 | 618 | 2208 |
| Existing + DT 2040 | 687 | 1359 | 514 | 2560 | 0 | 0 | 0 | 0 | 260 | 1225 | 526 | 2011 | 677 | 1036 | 414 | 2127 | 6698 |

AGP Alternative 2 - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------------|------|------|------|---------------|------|-----|------|----------------|------|-----|------|---------------|------|-----|------|-------|------|
| Int.(Model)[Traffix] | 16 | 8356 | 5009 | | | | | | | | | | | | | | | |
| Intersection Name: | Bascom Avenue and Fruitdale Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 25 | 1173 | 326 | 1524 | 234 | 51 | 121 | 406 | 128 | 754 | 54 | 936 | 156 | 188 | 83 | 427 | | 3293 |
| Existing Model | 27 | 1488 | 592 | 2107 | 212 | 22 | 89 | 323 | 68 | 583 | 18 | 669 | 127 | 71 | 23 | 221 | | 3320 |
| DT 2040 Model | 23 | 1403 | 1154 | 2580 | 472 | 56 | 427 | 955 | 167 | 1167 | 32 | 1366 | 158 | 105 | 31 | 294 | | 5195 |
| Model Difference | -4 | -85 | 562 | 473 | 260 | 34 | 338 | 632 | 99 | 584 | 14 | 697 | 31 | 34 | 8 | 73 | | 1875 |
| Existing + DT 2040 | 25 | 1173 | 888 | 2086 | 494 | 85 | 459 | 1038 | 227 | 1338 | 68 | 1633 | 187 | 222 | 91 | 500 | | 5257 |
| Int.(Model)[Traffix] | 17 | 7976 | 3095 | | | | | | | | | | | | | | | |
| Intersection Name: | Monterey Road and Curtner Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 132 | 1528 | 400 | 2060 | 148 | 847 | 155 | 1150 | 53 | 600 | 504 | 1157 | 669 | 749 | 138 | 1556 | | 5923 |
| Existing Model | 84 | 1805 | 578 | 2467 | 267 | 853 | 0 | 1120 | 0 | 193 | 214 | 407 | 297 | 1364 | 99 | 1760 | | 5754 |
| DT 2040 Model | 46 | 1926 | 564 | 2536 | 345 | 1437 | 0 | 1782 | 0 | 1116 | 255 | 1371 | 269 | 1562 | 252 | 2083 | | 7772 |
| Model Difference | -38 | 121 | -14 | 69 | 78 | 584 | 0 | 662 | 0 | 923 | 41 | 964 | -28 | 198 | 153 | 323 | | 2018 |
| Existing + DT 2040 | 132 | 1649 | 400 | 2181 | 226 | 1431 | 155 | 1812 | 53 | 1523 | 545 | 2121 | 669 | 947 | 291 | 1907 | | 8021 |
| Int.(Model)[Traffix] | 18 | 7973 | 3060 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Alma Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 180 | 1212 | 75 | 1467 | 63 | 287 | 146 | 496 | 204 | 623 | 197 | 1024 | 186 | 346 | 152 | 684 | | 3671 |
| Existing Model | 200 | 1732 | 266 | 2198 | 27 | 479 | 53 | 559 | 37 | 424 | 159 | 620 | 143 | 493 | 304 | 940 | | 4317 |
| DT 2040 Model | 385 | 2158 | 162 | 2705 | 86 | 1037 | 154 | 1277 | 94 | 1504 | 275 | 1873 | 185 | 1156 | 215 | 1556 | | 7411 |
| Model Difference | 185 | 426 | -104 | 507 | 59 | 558 | 101 | 718 | 57 | 1080 | 116 | 1253 | 42 | 663 | -89 | 616 | | 3094 |
| Existing + DT 2040 | 365 | 1638 | 75 | 2078 | 122 | 845 | 247 | 1214 | 261 | 1703 | 313 | 2277 | 228 | 1009 | 152 | 1389 | | 6958 |
| Int.(Model)[Traffix] | 19 | 7972 | 3097 | | | | | | | | | | | | | | | |
| Intersection Name: | First Street and Keyes Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 32 | 923 | 148 | 1103 | 78 | 361 | 0 | 439 | 16 | 366 | 80 | 462 | 109 | 317 | 19 | 445 | | 2449 |
| Existing Model | 25 | 1023 | 339 | 1387 | 11 | 289 | 0 | 300 | 0 | 69 | 175 | 244 | 473 | 178 | 0 | 651 | | 2582 |
| DT 2040 Model | 16 | 1225 | 430 | 1671 | 207 | 523 | 0 | 730 | 0 | 761 | 394 | 1155 | 421 | 638 | 42 | 1101 | | 4657 |
| Model Difference | -9 | 202 | 91 | 284 | 196 | 234 | 0 | 430 | 0 | 692 | 219 | 911 | -52 | 460 | 42 | 450 | | 2075 |
| Existing + DT 2040 | 32 | 1125 | 239 | 1396 | 274 | 595 | 0 | 869 | 16 | 1058 | 299 | 1373 | 109 | 777 | 61 | 947 | | 4585 |
| Int.(Model)[Traffix] | 20 | 8448 | 3034 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| Scenario: | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | Total | |
| | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | | |
| Existing Count | 0 | 0 | 0 | 0 | 448 | 483 | 0 | 931 | 0 | 806 | 476 | 1282 | 0 | 0 | 0 | 0 | | 2213 |
| Existing Model | 0 | 0 | 0 | 0 | 424 | 632 | 0 | 1056 | 0 | 614 | 442 | 1056 | 0 | 0 | 0 | 0 | | 2112 |
| DT 2040 Model | 0 | 0 | 0 | 0 | 605 | 381 | 0 | 986 | 0 | 957 | 524 | 1481 | 0 | 0 | 0 | 0 | | 2467 |
| Model Difference | 0 | 0 | 0 | 0 | 181 | -251 | 0 | -70 | 0 | 343 | 82 | 425 | 0 | 0 | 0 | 0 | | 355 |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 629 | 483 | 0 | 1112 | 0 | 1149 | 558 | 1707 | 0 | 0 | 0 | 0 | | 2819 |

AGP Alternative 2 - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|--------------------------------|------|------|------|---------------|------|------|------|----------------|------|------|------|---------------|------|-----|------|-------|--|
| Int.(Model)[Traffix] | 21 | 8001 | 3035 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Eleventh Street (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 971 | 0 | 1626 | 0 | 511 | 320 | 831 | 2457 | |
| Existing Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 794 | 0 | 925 | 0 | 815 | 262 | 1077 | 2002 | |
| DT 2040 Model | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1121 | 0 | 1127 | 0 | 720 | 359 | 1079 | 2206 | |
| Model Difference | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -125 | 327 | 0 | 202 | 0 | -95 | 97 | 2 | 204 | |
| Existing + DT 2040 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 | 1298 | 0 | 1953 | 0 | 511 | 417 | 928 | 2881 | |
| Int.(Model)[Traffix] | 22 | 8477 | 3040 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 470 | 1327 | 0 | 1797 | 0 | 556 | 388 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2741 | |
| Existing Model | 450 | 1117 | 0 | 1567 | 0 | 441 | 633 | 1074 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2641 | |
| DT 2040 Model | 263 | 1735 | 0 | 1998 | 0 | 881 | 23 | 904 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2902 | |
| Model Difference | -187 | 618 | 0 | 431 | 0 | 440 | -610 | -170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | |
| Existing + DT 2040 | 470 | 1945 | 0 | 2415 | 0 | 996 | 388 | 1384 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3799 | |
| Int.(Model)[Traffix] | 23 | 8481 | 3041 | | | | | | | | | | | | | | | |
| Intersection Name: | I-280 and Tenth Street (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 0 | 1146 | 510 | 1656 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 493 | 327 | 0 | 820 | 2476 | |
| Existing Model | 0 | 1704 | 44 | 1748 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 1033 | 0 | 1262 | 3010 | |
| DT 2040 Model | 0 | 1364 | 394 | 1758 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 680 | 684 | 0 | 1364 | 3122 | |
| Model Difference | 0 | -340 | 350 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 451 | -349 | 0 | 102 | 112 | |
| Existing + DT 2040 | 0 | 1146 | 860 | 2006 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 944 | 327 | 0 | 1271 | 3277 | |
| Int.(Model)[Traffix] | 24 | 4148 | 3058 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Naglee Avenue | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 52 | 1257 | 302 | 1611 | 167 | 476 | 157 | 800 | 37 | 619 | 154 | 810 | 93 | 570 | 98 | 761 | 3982 | |
| Existing Model | 10 | 1244 | 209 | 1463 | 212 | 474 | 104 | 790 | 75 | 456 | 71 | 602 | 106 | 339 | 2 | 447 | 3302 | |
| DT 2040 Model | 30 | 1113 | 512 | 1655 | 368 | 1229 | 99 | 1696 | 92 | 1240 | 313 | 1645 | 480 | 752 | 4 | 1236 | 6232 | |
| Model Difference | 20 | -131 | 303 | 192 | 156 | 755 | -5 | 906 | 17 | 784 | 242 | 1043 | 374 | 413 | 2 | 789 | 2930 | |
| Existing + DT 2040 | 72 | 1257 | 605 | 1934 | 323 | 1231 | 157 | 1711 | 54 | 1403 | 396 | 1853 | 467 | 983 | 100 | 1550 | 7048 | |
| Int.(Model)[Traffix] | 25 | 8606 | 3057 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and Hedding Street | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 62 | 1387 | 224 | 1673 | 246 | 559 | 185 | 990 | 70 | 772 | 86 | 928 | 221 | 499 | 143 | 863 | 4454 | |
| Existing Model | 47 | 1199 | 68 | 1314 | 352 | 422 | 202 | 976 | 87 | 462 | 186 | 735 | 142 | 95 | 29 | 266 | 3291 | |
| DT 2040 Model | 16 | 1409 | 246 | 1671 | 67 | 679 | 182 | 928 | 76 | 1529 | 78 | 1683 | 121 | 385 | 129 | 635 | 4917 | |
| Model Difference | -31 | 210 | 178 | 357 | -285 | 257 | -20 | -48 | -11 | 1067 | -108 | 948 | -21 | 290 | 100 | 369 | 1626 | |
| Existing + DT 2040 | 62 | 1597 | 402 | 2061 | 246 | 816 | 185 | 1247 | 70 | 1839 | 86 | 1995 | 221 | 789 | 243 | 1253 | 6556 | |

AGP Alternative 2 - PM Peak Hour

| | | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------|-------|------|------|---------------|----|------|------|----------------|------|-----|------|---------------|----|------|------|-------|--|
| Int.(Model)[Traffic] | 26 | 8602 | 3047 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 459 | 1396 | 0 | 1855 | 0 | 0 | 0 | 0 | 276 | 915 | 0 | 1191 | 370 | 0 | 208 | 578 | 3624 | |
| Existing Model | 0 | 1109 | 0 | 1109 | 0 | 0 | 0 | 0 | 0 | 844 | 0 | 844 | 205 | 0 | 587 | 792 | 2745 | |
| DT 2040 Model | 0 | 1301 | 0 | 1301 | 0 | 0 | 0 | 0 | 0 | 1726 | 0 | 1726 | 370 | 0 | 91 | 461 | 3488 | |
| Model Difference | 0 | 192 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 882 | 0 | 882 | 165 | 0 | -496 | -331 | 743 | |
| Existing + DT 2040 | 459 | 1588 | 0 | 2047 | 0 | 0 | 0 | 0 | 276 | 1797 | 0 | 2073 | 535 | 0 | 208 | 743 | 4863 | |
| Int.(Model)[Traffic] | 27 | 9923 | 3046 | | | | | | | | | | | | | | | |
| Intersection Name: | The Alameda and I-880 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 236 | 1643 | 0 | 1879 | 199 | 0 | 226 | 425 | 427 | 671 | 0 | 1098 | 0 | 0 | 0 | 0 | 3402 | |
| Existing Model | 0 | 1805 | 0 | 1805 | 671 | 0 | 253 | 924 | 0 | 287 | 0 | 287 | 0 | 0 | 0 | 0 | 3016 | |
| DT 2040 Model | 0 | 2554 | 0 | 2554 | 1189 | 0 | 166 | 1355 | 0 | 1056 | 0 | 1056 | 0 | 0 | 0 | 0 | 4965 | |
| Model Difference | 0 | 749 | 0 | 749 | 518 | 0 | -87 | 431 | 0 | 769 | 0 | 769 | 0 | 0 | 0 | 0 | 1949 | |
| Existing + DT 2040 | 236 | 2392 | 0 | 2628 | 717 | 0 | 226 | 943 | 427 | 1440 | 0 | 1867 | 0 | 0 | 0 | 0 | 5438 | |
| Int.(Model)[Traffic] | 28 | 10282 | 3052 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 525 | 1843 | 0 | 2368 | 435 | 0 | 278 | 713 | 268 | 1304 | 0 | 1572 | 0 | 0 | 0 | 0 | 4653 | |
| Existing Model | 0 | 2553 | 0 | 2553 | 382 | 0 | 144 | 526 | 0 | 892 | 0 | 892 | 0 | 0 | 0 | 0 | 3971 | |
| DT 2040 Model | 0 | 3305 | 0 | 3305 | 701 | 0 | 411 | 1112 | 0 | 2329 | 0 | 2329 | 0 | 0 | 0 | 0 | 6746 | |
| Model Difference | 0 | 752 | 0 | 752 | 319 | 0 | 267 | 586 | 0 | 1437 | 0 | 1437 | 0 | 0 | 0 | 0 | 2775 | |
| Existing + DT 2040 | 525 | 2595 | 0 | 3120 | 754 | 0 | 545 | 1299 | 268 | 2741 | 0 | 3009 | 0 | 0 | 0 | 0 | 7428 | |
| Int.(Model)[Traffic] | 29 | 7454 | 3053 | | | | | | | | | | | | | | | |
| Intersection Name: | Coleman Avenue and I-880 (S) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 28 | 1538 | 540 | 2106 | 553 | 0 | 148 | 701 | 428 | 1050 | 0 | 1478 | 18 | 0 | 0 | 18 | 4303 | |
| Existing Model | 27 | 2010 | 242 | 2279 | 186 | 0 | 656 | 842 | 350 | 811 | 0 | 1161 | 0 | 0 | 0 | 0 | 4282 | |
| DT 2040 Model | 31 | 2664 | 424 | 3119 | 497 | 0 | 435 | 932 | 607 | 2057 | 0 | 2664 | 0 | 0 | 0 | 0 | 6715 | |
| Model Difference | 4 | 654 | 182 | 840 | 311 | 0 | -221 | 90 | 257 | 1246 | 0 | 1503 | 0 | 0 | 0 | 0 | 2433 | |
| Existing + DT 2040 | 32 | 2192 | 722 | 2946 | 864 | 0 | 148 | 1012 | 685 | 2296 | 0 | 2981 | 18 | 0 | 0 | 18 | 6957 | |
| Int.(Model)[Traffic] | 30 | 9219 | 3021 | | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (N) | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total | |
| Existing Count | 370 | 1283 | 0 | 1653 | 430 | 1 | 184 | 615 | 0 | 646 | 195 | 841 | 0 | 0 | 0 | 0 | 3109 | |
| Existing Model | 947 | 1394 | 0 | 2341 | 287 | 0 | 159 | 446 | 0 | 1307 | 396 | 1703 | 0 | 0 | 0 | 0 | 4490 | |
| DT 2040 Model | 1314 | 1977 | 0 | 3291 | 521 | 0 | 29 | 550 | 0 | 1828 | 379 | 2207 | 0 | 0 | 0 | 0 | 6048 | |
| Model Difference | 367 | 583 | 0 | 950 | 234 | 0 | -130 | 104 | 0 | 521 | -17 | 504 | 0 | 0 | 0 | 0 | 1558 | |
| Existing + DT 2040 | 737 | 1866 | 0 | 2603 | 664 | 1 | 184 | 849 | 0 | 1167 | 195 | 1362 | 0 | 0 | 0 | 0 | 4814 | |

AGP Alternative 2 - PM Peak Hour

| | | | | | | | | | | | | | | | | | |
|----------------------|------------------------------------|-------------|-------------|------|---------------|----|----|-----|----------------|------|----|------|---------------|----|-----|------|-------|
| Int.(Model)[Traffix] | 31 | 8542 | 3022 | | | | | | | | | | | | | | |
| Intersection Name: | US 101 and Oakland Road (S) | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | |
| | North Approach | | | | East Approach | | | | South Approach | | | | West Approach | | | | |
| Scenario: | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | RT | TH | LT | Sum | Total |
| Existing Count | 0 | 662 | 1000 | 1662 | 0 | 0 | 0 | 0 | 627 | 434 | 0 | 1061 | 207 | 28 | 494 | 729 | 3452 |
| Existing Model | 0 | 839 | 714 | 1553 | 0 | 0 | 0 | 0 | 72 | 793 | 0 | 865 | 715 | 0 | 911 | 1626 | 4044 |
| DT 2040 Model | 0 | 1241 | 765 | 2006 | 0 | 0 | 0 | 0 | 68 | 1214 | 0 | 1282 | 786 | 0 | 994 | 1780 | 5068 |
| Model Difference | 0 | 402 | 51 | 453 | 0 | 0 | 0 | 0 | -4 | 421 | 0 | 417 | 71 | 0 | 83 | 154 | 1024 |
| Existing + DT 2040 | 0 | 1064 | 1051 | 2115 | 0 | 0 | 0 | 0 | 627 | 855 | 0 | 1482 | 278 | 28 | 577 | 883 | 4480 |

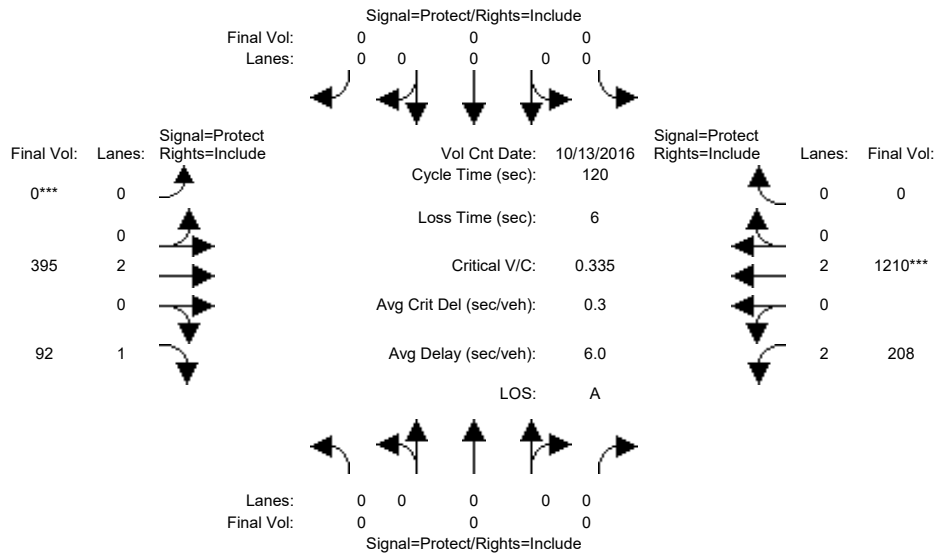
Appendix B

Level of Service Calculations

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



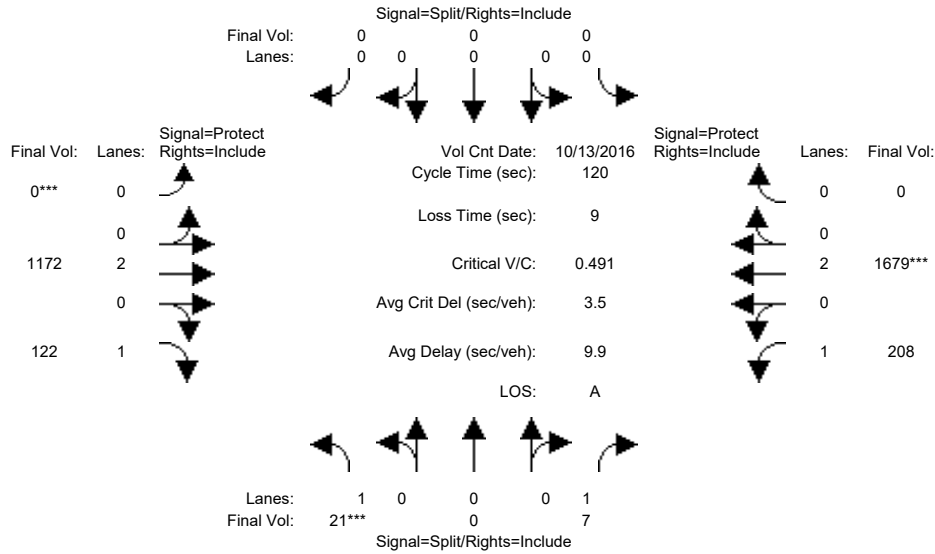
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 92 | 208 | 1210 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 92 | 208 | 1210 | 0 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 92 | 208 | 1210 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 92 | 208 | 1210 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 92 | 208 | 1210 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Final Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 92 | 208 | 1210 | 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 | 0.83 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3800 | 1750 | 3150 | 3800 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.05 | 0.07 | 0.32 | 0.00 | |
| Crit Moves: | | | | | | | **** | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 69.7 | 69.7 | 44.3 | 114 | 0.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.09 | 0.18 | 0.34 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 11.2 | 25.6 | 0.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 11.2 | 25.6 | 0.3 | 0.0 | |
| LOS by Move: | A | A | A | A | A | A | A | B | B | C | A | A | |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 6 | 4 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



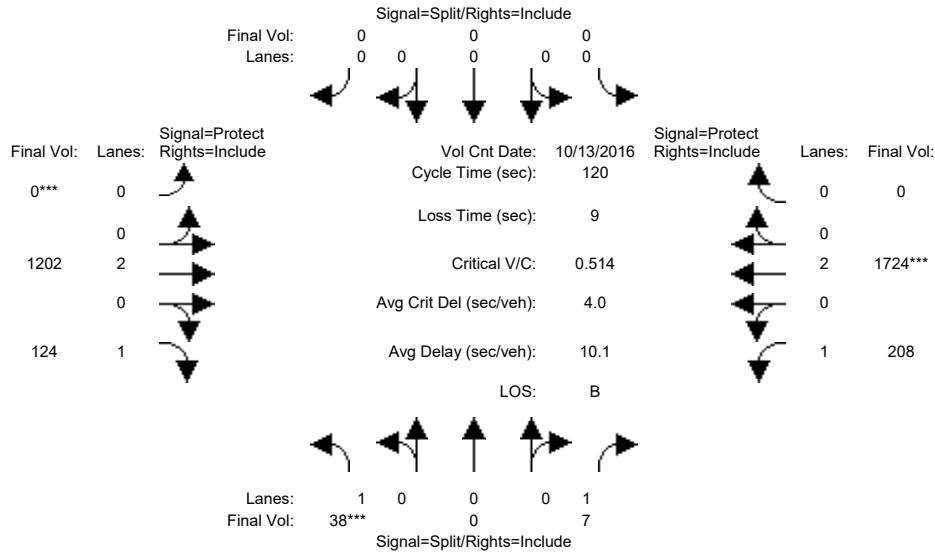
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 1172 | 122 | 208 | 1679 | 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: | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 1172 | 122 | 208 | 1679 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 1172 | 122 | 208 | 1679 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 1172 | 122 | 208 | 1679 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 1172 | 122 | 208 | 1679 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 1172 | 122 | 208 | 1679 | 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 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.07 | 0.12 | 0.44 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | | **** | |
| Green Time: | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 72.9 | 72.9 | 28.1 | 101 | 0.0 |
| Volume/Cap: | 0.14 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.11 | 0.51 | 0.52 | 0.00 |
| Delay/Veh: | 51.5 | 0.0 | 50.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | 10.0 | 41.0 | 2.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.5 | 0.0 | 50.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | 10.0 | 41.0 | 2.9 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | A | D | A | A |
| HCM2k95thQ: | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 4 | 13 | 16 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



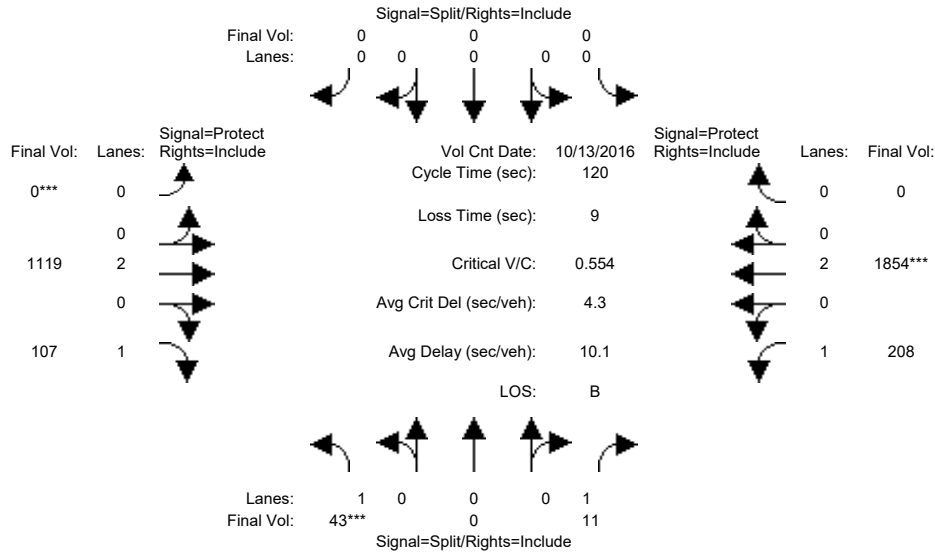
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 38 | 0 | 7 | 0 | 0 | 0 | 0 | 1202 | 124 | 208 | 1724 | 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: | 38 | 0 | 7 | 0 | 0 | 0 | 0 | 1202 | 124 | 208 | 1724 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 38 | 0 | 7 | 0 | 0 | 0 | 0 | 1202 | 124 | 208 | 1724 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 38 | 0 | 7 | 0 | 0 | 0 | 0 | 1202 | 124 | 208 | 1724 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 0 | 7 | 0 | 0 | 0 | 0 | 1202 | 124 | 208 | 1724 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 38 | 0 | 7 | 0 | 0 | 0 | 0 | 1202 | 124 | 208 | 1724 | 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 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.07 | 0.12 | 0.45 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | | **** | |
| Green Time: | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73.4 | 73.4 | 27.6 | 101 | 0.0 |
| Volume/Cap: | 0.26 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.12 | 0.52 | 0.54 | 0.00 |
| Delay/Veh: | 52.5 | 0.0 | 50.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.4 | 9.8 | 41.6 | 2.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.5 | 0.0 | 50.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.4 | 9.8 | 41.6 | 2.9 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | A | D | A | A |
| HCM2k95thQ: | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 4 | 13 | 16 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 13 Oct 2016 | << | 7:30-8:30 |
|----------------|------|-------|-------|-------------|------|-----------|
| Base Vol: | 43 | 0 | 11 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 0 | 11 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 43 | 0 | 11 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 43 | 0 | 11 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 0 | 11 | 0 | 0 | 0 |
| PCE Adj: | 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 |
| FinalVolume: | 43 | 0 | 11 | 0 | 0 | 0 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

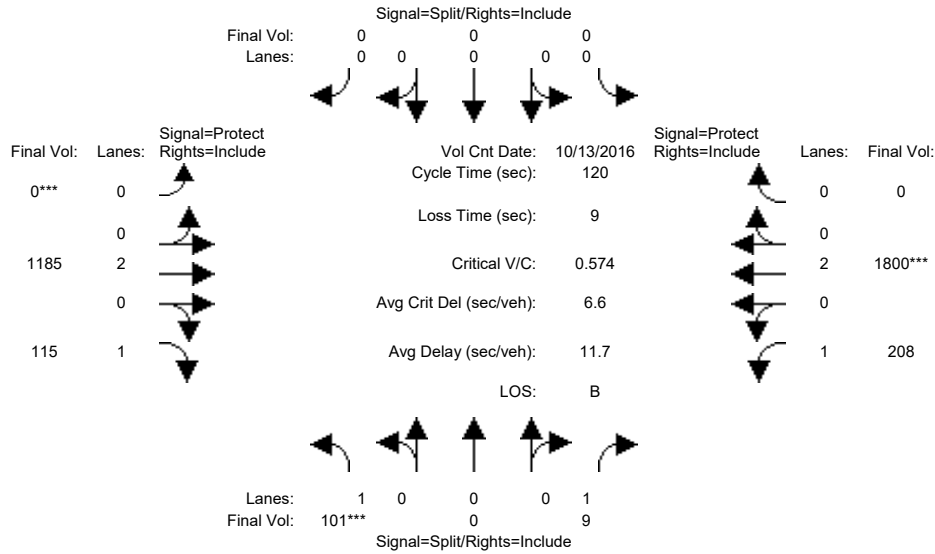
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.06 | 0.12 | 0.49 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | | **** | |
| Green Time: | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 72.0 | 72.0 | 29.0 | 101 | 0.0 |
| Volume/Cap: | 0.29 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.10 | 0.49 | 0.58 | 0.00 |
| Delay/Veh: | 52.8 | 0.0 | 51.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.8 | 10.3 | 40.0 | 3.2 | 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: | 52.8 | 0.0 | 51.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.8 | 10.3 | 40.0 | 3.2 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | B | D | A | A |
| HCM2k95thQ: | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 4 | 13 | 18 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



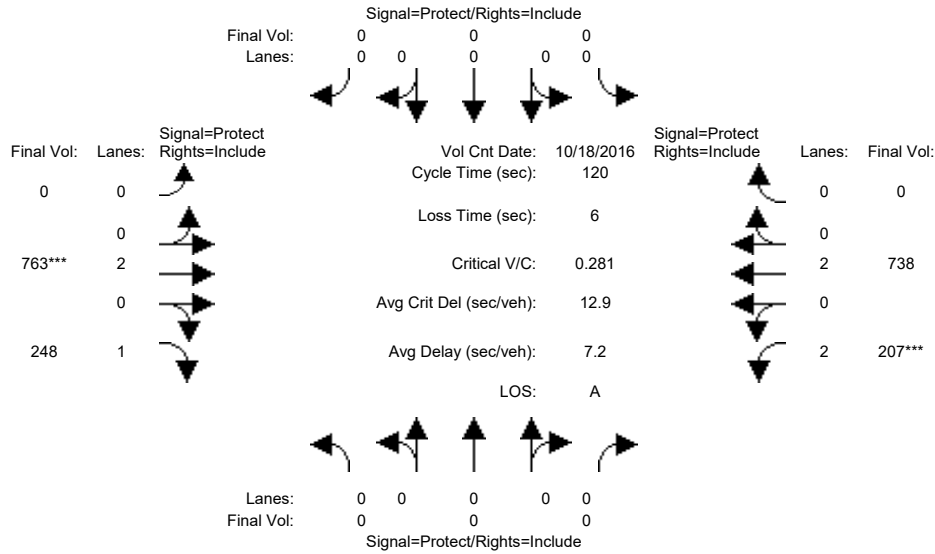
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 101 | 0 | 9 | 0 | 0 | 0 | 0 | 1185 | 115 | 208 | 1800 | 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: | 101 | 0 | 9 | 0 | 0 | 0 | 0 | 1185 | 115 | 208 | 1800 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 101 | 0 | 9 | 0 | 0 | 0 | 0 | 1185 | 115 | 208 | 1800 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 101 | 0 | 9 | 0 | 0 | 0 | 0 | 1185 | 115 | 208 | 1800 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 101 | 0 | 9 | 0 | 0 | 0 | 0 | 1185 | 115 | 208 | 1800 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 101 | 0 | 9 | 0 | 0 | 0 | 0 | 1185 | 115 | 208 | 1800 | 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 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.07 | 0.12 | 0.47 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 12.1 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 | 71.6 | 71.6 | 27.3 | 98.9 | 0.0 |
| Volume/Cap: | 0.57 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.11 | 0.52 | 0.57 | 0.00 |
| Delay/Veh: | 56.1 | 0.0 | 48.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 10.5 | 41.9 | 3.8 | 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: | 56.1 | 0.0 | 48.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 10.5 | 41.9 | 3.8 | 0.0 |
| LOS by Move: | E | A | D | A | A | A | A | B | B | D | A | A |
| HCM2k95thQ: | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 4 | 13 | 19 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



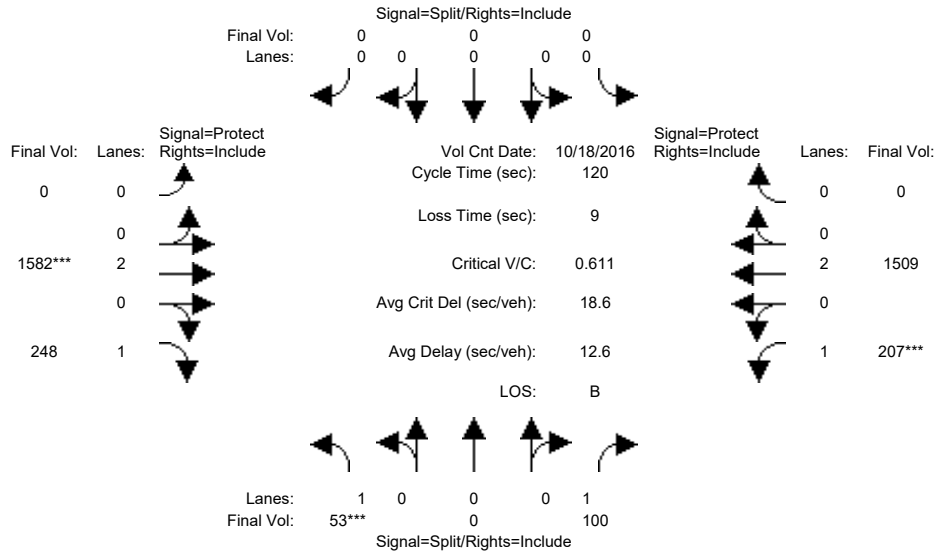
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 763 | 248 | 207 | 738 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 763 | 248 | 207 | 738 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 763 | 248 | 207 | 738 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 763 | 248 | 207 | 738 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 763 | 248 | 207 | 738 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 763 | 248 | 207 | 738 | 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3800 | 1750 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.14 | 0.07 | 0.19 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85.9 | 85.9 | 28.1 | 114 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.20 | 0.28 | 0.20 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 5.7 | 37.9 | 0.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 5.7 | 37.9 | 0.2 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 7 | 2 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



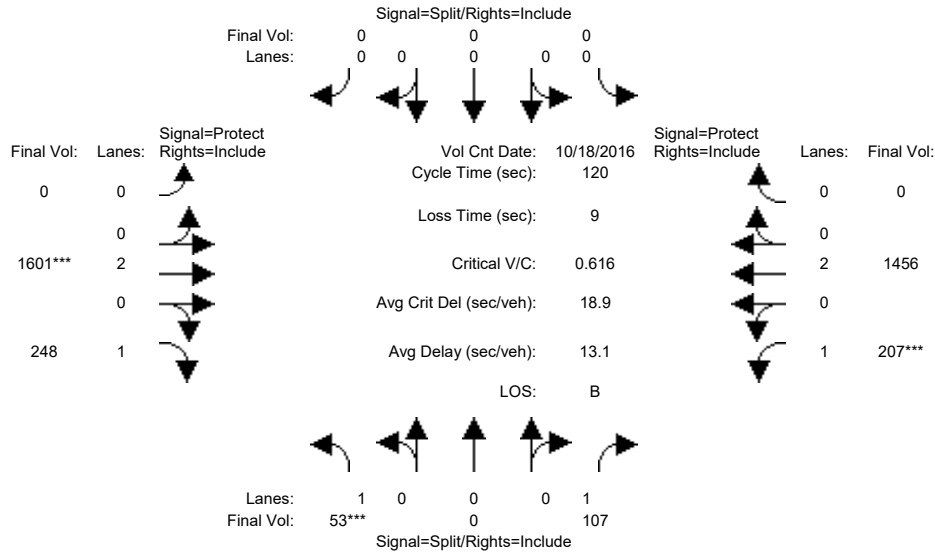
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 53 | 0 | 100 | 0 | 0 | 0 | 0 | 1582 | 248 | 207 | 1509 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 0 | 100 | 0 | 0 | 0 | 0 | 1582 | 248 | 207 | 1509 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 53 | 0 | 100 | 0 | 0 | 0 | 0 | 1582 | 248 | 207 | 1509 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 0 | 100 | 0 | 0 | 0 | 0 | 1582 | 248 | 207 | 1509 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 0 | 100 | 0 | 0 | 0 | 0 | 1582 | 248 | 207 | 1509 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 0 | 100 | 0 | 0 | 0 | 0 | 1582 | 248 | 207 | 1509 | 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 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.14 | 0.12 | 0.40 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 11.2 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 | 77.7 | 77.7 | 22.1 | 99.8 | 0.0 |
| Volume/Cap: | 0.32 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.22 | 0.64 | 0.48 | 0.00 |
| Delay/Veh: | 52.0 | 0.0 | 58.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13.4 | 8.8 | 49.7 | 2.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.0 | 0.0 | 58.9 | 0.0 | 0.0 | 0.0 | 0.0 | 13.4 | 8.8 | 49.7 | 2.9 | 0.0 |
| LOS by Move: | D | A | E | A | A | A | A | B | A | D | A | A |
| HCM2k95thQ: | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 30 | 8 | 14 | 14 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



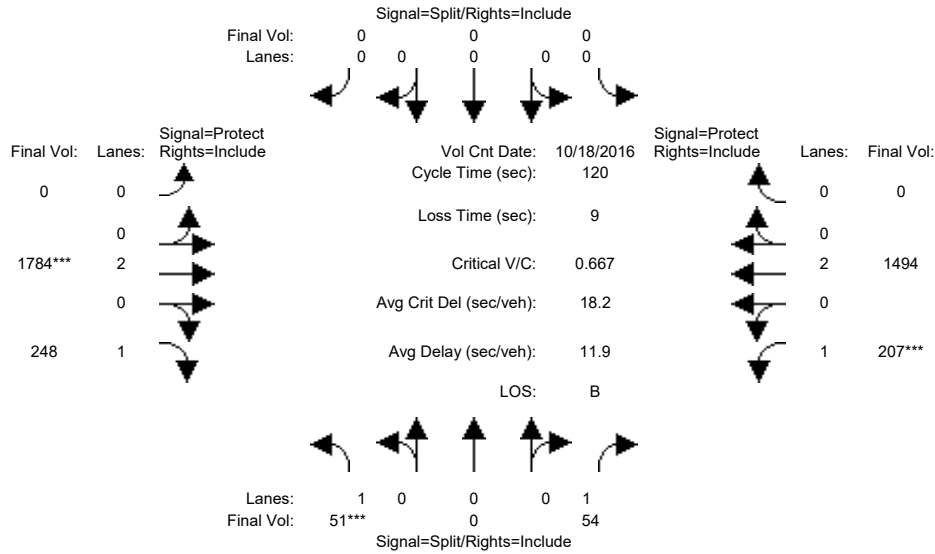
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 53 | 0 | 107 | 0 | 0 | 0 | 0 | 1601 | 248 | 207 | 1456 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 0 | 107 | 0 | 0 | 0 | 0 | 1601 | 248 | 207 | 1456 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 53 | 0 | 107 | 0 | 0 | 0 | 0 | 1601 | 248 | 207 | 1456 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 0 | 107 | 0 | 0 | 0 | 0 | 1601 | 248 | 207 | 1456 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 0 | 107 | 0 | 0 | 0 | 0 | 1601 | 248 | 207 | 1456 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 0 | 107 | 0 | 0 | 0 | 0 | 1601 | 248 | 207 | 1456 | 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 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.14 | 0.12 | 0.38 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 11.9 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 77.4 | 77.4 | 21.7 | 99.1 | 0.0 |
| Volume/Cap: | 0.31 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.22 | 0.65 | 0.46 | 0.00 |
| Delay/Veh: | 51.2 | 0.0 | 58.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13.7 | 8.9 | 50.5 | 3.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.2 | 0.0 | 58.4 | 0.0 | 0.0 | 0.0 | 0.0 | 13.7 | 8.9 | 50.5 | 3.1 | 0.0 |
| LOS by Move: | D | A | E | A | A | A | A | B | A | D | A | A |
| HCM2k95thQ: | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 31 | 8 | 13 | 13 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



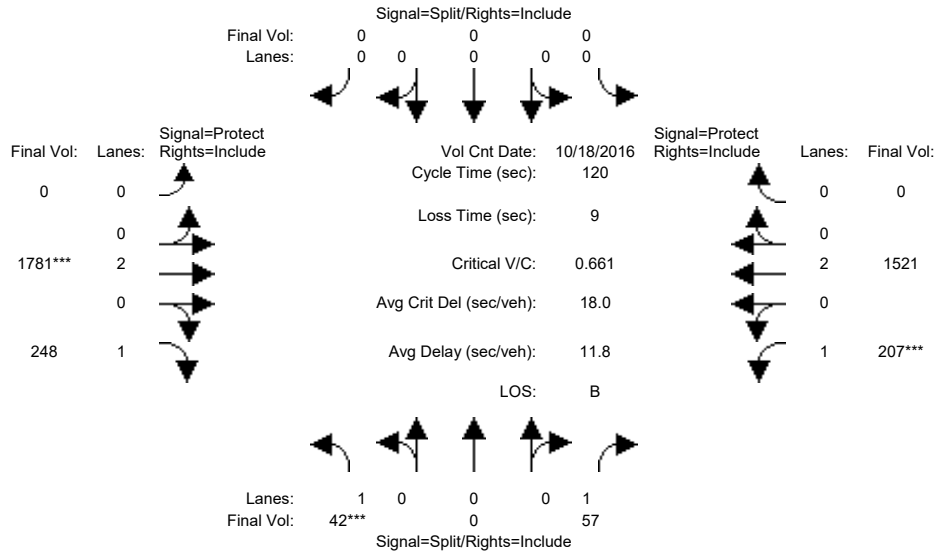
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 51 | 0 | 54 | 0 | 0 | 0 | 0 | 1784 | 248 | 207 | 1494 | 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: | 51 | 0 | 54 | 0 | 0 | 0 | 0 | 1784 | 248 | 207 | 1494 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 51 | 0 | 54 | 0 | 0 | 0 | 0 | 1784 | 248 | 207 | 1494 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 51 | 0 | 54 | 0 | 0 | 0 | 0 | 1784 | 248 | 207 | 1494 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 0 | 54 | 0 | 0 | 0 | 0 | 1784 | 248 | 207 | 1494 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 51 | 0 | 54 | 0 | 0 | 0 | 0 | 1784 | 248 | 207 | 1494 | 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 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.14 | 0.12 | 0.39 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.7 | 80.7 | 20.3 | 101 | 0.0 |
| Volume/Cap: | 0.35 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.70 | 0.21 | 0.70 | 0.47 | 0.00 |
| Delay/Veh: | 53.4 | 0.0 | 53.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 7.6 | 54.1 | 2.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.4 | 0.0 | 53.6 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 7.6 | 54.1 | 2.6 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | A | D | A | A |
| HCM2k95thQ: | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 34 | 7 | 14 | 13 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3112: MONTGOMERY/SANTA CLARA [*loss time includes 36 sec pedestrian phase*]



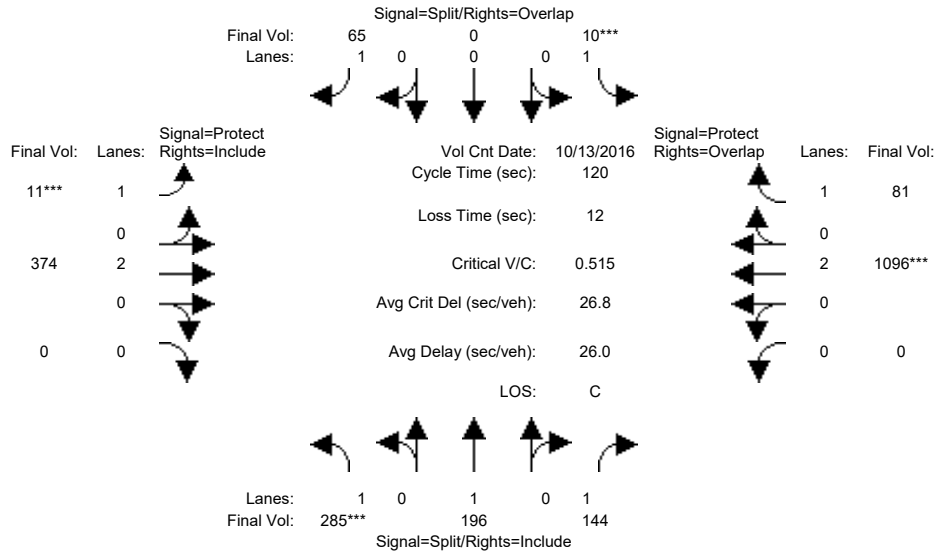
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 42 | 0 | 57 | 0 | 0 | 0 | 0 | 1781 | 248 | 207 | 1521 | 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: | 42 | 0 | 57 | 0 | 0 | 0 | 0 | 1781 | 248 | 207 | 1521 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 0 | 57 | 0 | 0 | 0 | 0 | 1781 | 248 | 207 | 1521 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 42 | 0 | 57 | 0 | 0 | 0 | 0 | 1781 | 248 | 207 | 1521 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 0 | 57 | 0 | 0 | 0 | 0 | 1781 | 248 | 207 | 1521 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 42 | 0 | 57 | 0 | 0 | 0 | 0 | 1781 | 248 | 207 | 1521 | 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 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.14 | 0.12 | 0.40 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 10.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.6 | 80.6 | 20.4 | 101 | 0.0 |
| Volume/Cap: | 0.29 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.70 | 0.21 | 0.70 | 0.48 | 0.00 |
| Delay/Veh: | 52.8 | 0.0 | 53.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 7.6 | 54.0 | 2.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.8 | 0.0 | 53.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.0 | 7.6 | 54.0 | 2.6 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | A | D | A | A |
| HCM2k95thQ: | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 34 | 7 | 14 | 13 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3066: AUTUMN/SANTA CLARA



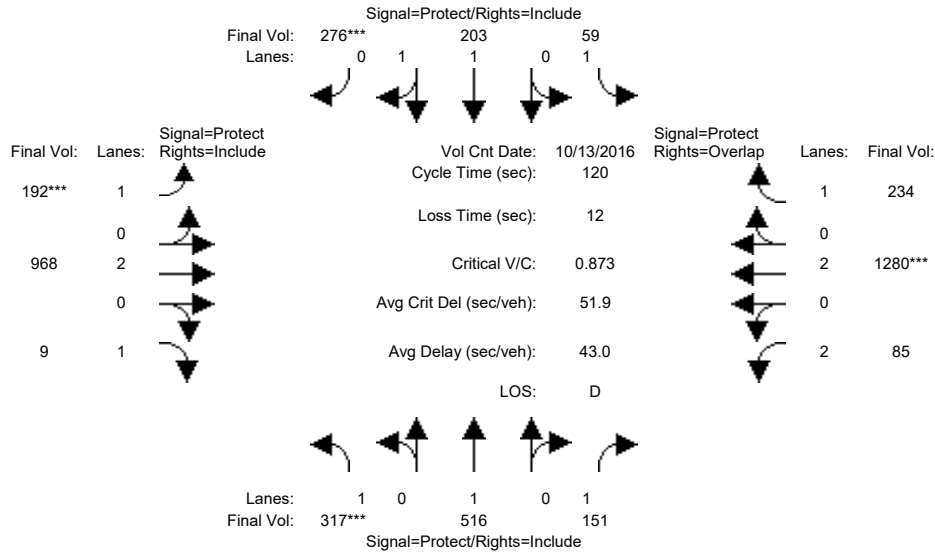
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 285 | 196 | 144 | 10 | 0 | 65 | 11 | 374 | 0 | 0 | 1096 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 285 | 196 | 144 | 10 | 0 | 65 | 11 | 374 | 0 | 0 | 1096 | 81 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 285 | 196 | 144 | 10 | 0 | 65 | 11 | 374 | 0 | 0 | 1096 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 285 | 196 | 144 | 10 | 0 | 65 | 11 | 374 | 0 | 0 | 1096 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 285 | 196 | 144 | 10 | 0 | 65 | 11 | 374 | 0 | 0 | 1096 | 81 |
| 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: | 285 | 196 | 144 | 10 | 0 | 65 | 11 | 374 | 0 | 0 | 1096 | 81 |
| 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 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 0 | 1750 | 1750 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.10 | 0.08 | 0.01 | 0.00 | 0.04 | 0.01 | 0.10 | 0.00 | 0.00 | 0.29 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 32.8 | 32.8 | 32.8 | 10.0 | 0.0 | 17.0 | 7.0 | 65.2 | 0.0 | 0.0 | 58.2 | 68.2 |
| Volume/Cap: | 0.60 | 0.38 | 0.30 | 0.07 | 0.00 | 0.26 | 0.11 | 0.18 | 0.00 | 0.00 | 0.60 | 0.08 |
| Delay/Veh: | 39.8 | 35.8 | 34.8 | 50.9 | 0.0 | 46.5 | 54.0 | 13.9 | 0.0 | 0.0 | 22.9 | 11.8 |
| 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: | 39.8 | 35.8 | 34.8 | 50.9 | 0.0 | 46.5 | 54.0 | 13.9 | 0.0 | 0.0 | 22.9 | 11.8 |
| LOS by Move: | D | D | C | D | A | D | D | B | A | A | C | B |
| HCM2k95thQ: | 18 | 11 | 9 | 1 | 0 | 5 | 1 | 7 | 0 | 0 | 26 | 3 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3066: AUTUMN/SANTA CLARA



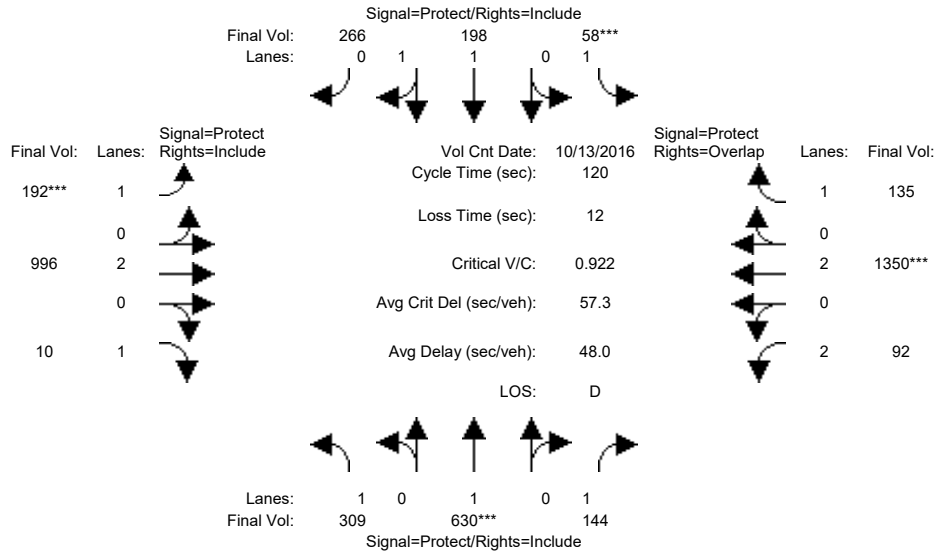
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 317 | 516 | 151 | 59 | 203 | 276 | 192 | 968 | 9 | 85 | 1280 | 234 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 317 | 516 | 151 | 59 | 203 | 276 | 192 | 968 | 9 | 85 | 1280 | 234 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 317 | 516 | 151 | 59 | 203 | 276 | 192 | 968 | 9 | 85 | 1280 | 234 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 317 | 516 | 151 | 59 | 203 | 276 | 192 | 968 | 9 | 85 | 1280 | 234 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 317 | 516 | 151 | 59 | 203 | 276 | 192 | 968 | 9 | 85 | 1280 | 234 |
| 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: | 317 | 516 | 151 | 59 | 203 | 276 | 192 | 968 | 9 | 85 | 1280 | 234 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.27 | 0.09 | 0.03 | 0.11 | 0.16 | 0.11 | 0.25 | 0.01 | 0.03 | 0.34 | 0.13 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |
| Green Time: | 24.9 | 38.4 | 38.4 | 8.2 | 21.7 | 21.7 | 15.1 | 50.0 | 50.0 | 11.4 | 46.3 | 54.6 |
| Volume/Cap: | 0.87 | 0.85 | 0.27 | 0.49 | 0.59 | 0.87 | 0.87 | 0.61 | 0.01 | 0.28 | 0.87 | 0.29 |
| Delay/Veh: | 66.0 | 49.1 | 30.7 | 57.0 | 46.3 | 62.1 | 81.0 | 28.1 | 20.6 | 51.0 | 40.2 | 20.8 |
| 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: | 66.0 | 49.1 | 30.7 | 57.0 | 46.3 | 62.1 | 81.0 | 28.1 | 20.6 | 51.0 | 40.2 | 20.8 |
| LOS by Move: | E | D | C | E | D | E | F | C | C | D | D | C |
| HCM2k95thQ: | 24 | 32 | 8 | 6 | 14 | 24 | 16 | 24 | 0 | 4 | 41 | 11 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3066: AUTUMN/SANTA CLARA



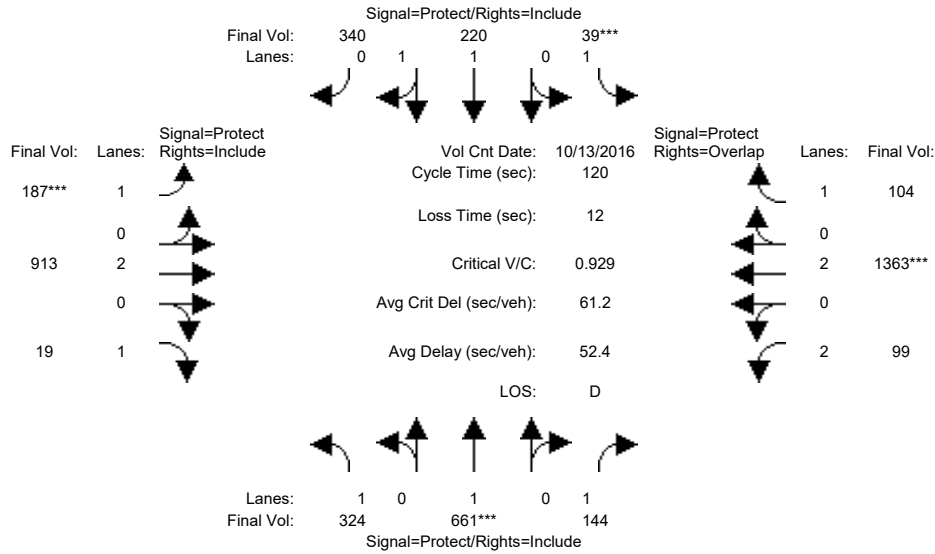
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 309 | 630 | 144 | 58 | 198 | 266 | 192 | 996 | 10 | 92 | 1350 | 135 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 309 | 630 | 144 | 58 | 198 | 266 | 192 | 996 | 10 | 92 | 1350 | 135 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 309 | 630 | 144 | 58 | 198 | 266 | 192 | 996 | 10 | 92 | 1350 | 135 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 309 | 630 | 144 | 58 | 198 | 266 | 192 | 996 | 10 | 92 | 1350 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 309 | 630 | 144 | 58 | 198 | 266 | 192 | 996 | 10 | 92 | 1350 | 135 |
| 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 |
| Final Volume: | 309 | 630 | 144 | 58 | 198 | 266 | 192 | 996 | 10 | 92 | 1350 | 135 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.33 | 0.08 | 0.03 | 0.10 | 0.15 | 0.11 | 0.26 | 0.01 | 0.03 | 0.36 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 26.4 | 42.0 | 42.0 | 7.0 | 22.7 | 22.7 | 13.9 | 48.2 | 48.2 | 10.7 | 45.0 | 52.0 |
| Volume/Cap: | 0.80 | 0.95 | 0.23 | 0.57 | 0.55 | 0.80 | 0.95 | 0.65 | 0.01 | 0.33 | 0.95 | 0.18 |
| Delay/Veh: | 56.0 | 60.4 | 27.8 | 62.4 | 44.8 | 54.6 | 100.6 | 30.1 | 21.6 | 51.9 | 49.5 | 21.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.0 | 60.4 | 27.8 | 62.4 | 44.8 | 54.6 | 100.6 | 30.1 | 21.6 | 51.9 | 49.5 | 21.0 |
| LOS by Move: | E | E | C | E | D | D | F | C | C | D | D | C |
| HCM2k95thQ: | 22 | 42 | 8 | 6 | 14 | 22 | 17 | 26 | 0 | 4 | 47 | 6 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3066: AUTUMN/SANTA CLARA



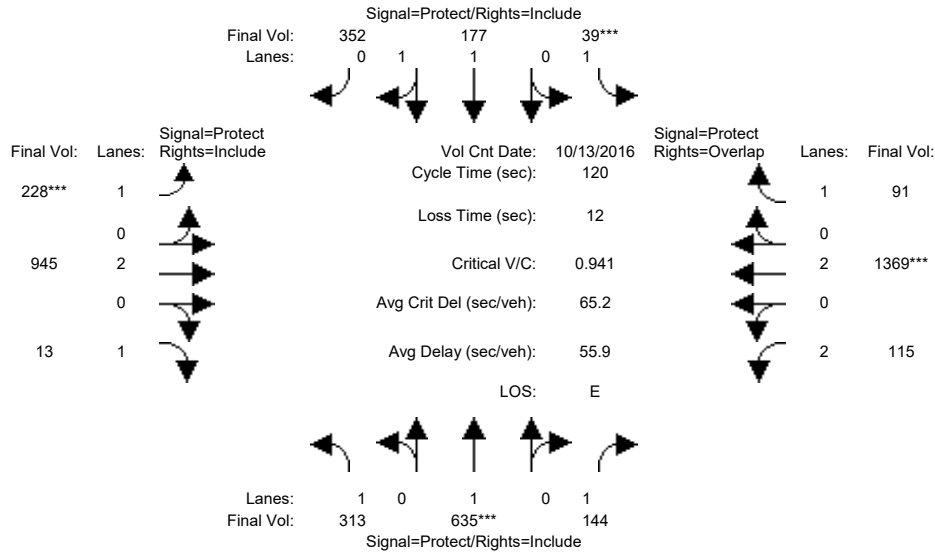
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 324 | 661 | 144 | 39 | 220 | 340 | 187 | 913 | 19 | 99 | 1363 | 104 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 324 | 661 | 144 | 39 | 220 | 340 | 187 | 913 | 19 | 99 | 1363 | 104 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 324 | 661 | 144 | 39 | 220 | 340 | 187 | 913 | 19 | 99 | 1363 | 104 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 324 | 661 | 144 | 39 | 220 | 340 | 187 | 913 | 19 | 99 | 1363 | 104 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 661 | 144 | 39 | 220 | 340 | 187 | 913 | 19 | 99 | 1363 | 104 |
| 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 |
| Final Volume: | 324 | 661 | 144 | 39 | 220 | 340 | 187 | 913 | 19 | 99 | 1363 | 104 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.35 | 0.08 | 0.02 | 0.12 | 0.19 | 0.11 | 0.24 | 0.01 | 0.03 | 0.36 | 0.06 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 24.5 | 43.2 | 43.2 | 7.0 | 25.7 | 25.7 | 13.3 | 46.5 | 46.5 | 11.3 | 44.5 | 51.5 |
| Volume/Cap: | 0.91 | 0.97 | 0.23 | 0.38 | 0.54 | 0.91 | 0.97 | 0.62 | 0.03 | 0.33 | 0.97 | 0.14 |
| Delay/Veh: | 72.5 | 63.9 | 27.0 | 56.8 | 42.5 | 63.2 | 107.9 | 30.4 | 22.8 | 51.5 | 53.6 | 20.8 |
| 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: | 72.5 | 63.9 | 27.0 | 56.8 | 42.5 | 63.2 | 107.9 | 30.4 | 22.8 | 51.5 | 53.6 | 20.8 |
| LOS by Move: | E | E | C | E | D | E | F | C | C | D | D | C |
| HCM2k95thQ: | 25 | 45 | 8 | 4 | 14 | 29 | 17 | 24 | 1 | 5 | 49 | 5 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3066: AUTUMN/SANTA CLARA



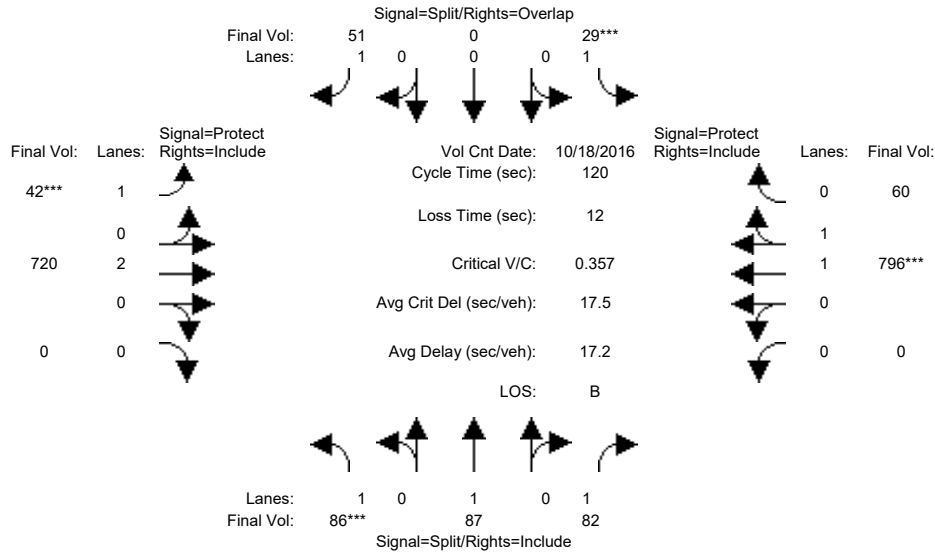
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 313 | 635 | 144 | 39 | 177 | 352 | 228 | 945 | 13 | 115 | 1369 | 91 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 313 | 635 | 144 | 39 | 177 | 352 | 228 | 945 | 13 | 115 | 1369 | 91 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 313 | 635 | 144 | 39 | 177 | 352 | 228 | 945 | 13 | 115 | 1369 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 313 | 635 | 144 | 39 | 177 | 352 | 228 | 945 | 13 | 115 | 1369 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 313 | 635 | 144 | 39 | 177 | 352 | 228 | 945 | 13 | 115 | 1369 | 91 |
| 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 |
| Final Volume: | 313 | 635 | 144 | 39 | 177 | 352 | 228 | 945 | 13 | 115 | 1369 | 91 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.33 | 0.08 | 0.02 | 0.09 | 0.20 | 0.13 | 0.25 | 0.01 | 0.04 | 0.36 | 0.05 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 22.6 | 40.9 | 40.9 | 7.0 | 25.4 | 25.4 | 16.0 | 48.7 | 48.7 | 11.4 | 44.1 | 51.1 |
| Volume/Cap: | 0.95 | 0.98 | 0.24 | 0.38 | 0.44 | 0.95 | 0.98 | 0.61 | 0.02 | 0.38 | 0.98 | 0.12 |
| Delay/Veh: | 85.0 | 69.3 | 28.6 | 56.8 | 41.4 | 73.2 | 105.0 | 29.0 | 21.4 | 51.8 | 56.9 | 20.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 85.0 | 69.3 | 28.6 | 56.8 | 41.4 | 73.2 | 105.0 | 29.0 | 21.4 | 51.8 | 56.9 | 20.9 |
| LOS by Move: | F | E | C | E | D | E | F | C | C | D | E | C |
| HCM2k95thQ: | 26 | 44 | 8 | 4 | 11 | 32 | 20 | 24 | 1 | 6 | 50 | 4 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3066: AUTUMN/SANTA CLARA



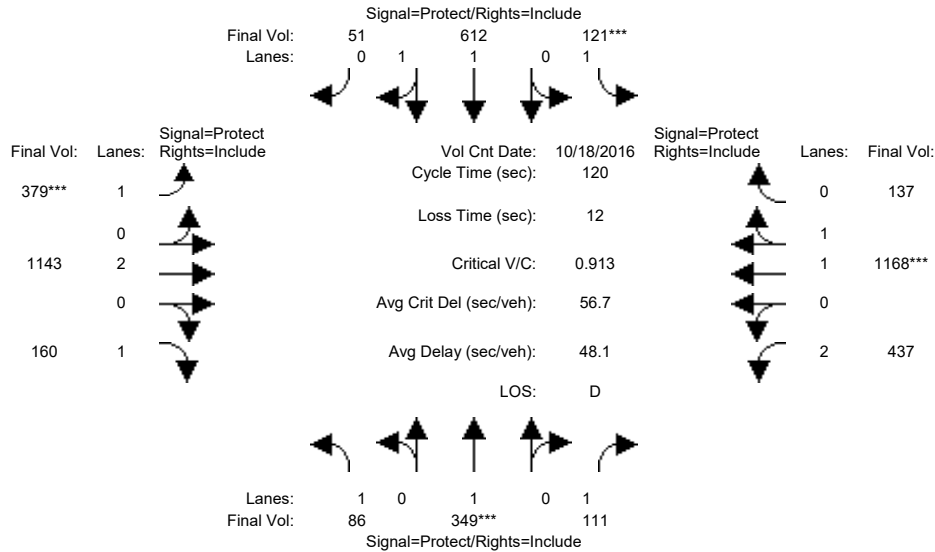
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 86 | 87 | 82 | 29 | 0 | 51 | 42 | 720 | 0 | 0 | 796 | 60 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 87 | 82 | 29 | 0 | 51 | 42 | 720 | 0 | 0 | 796 | 60 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 86 | 87 | 82 | 29 | 0 | 51 | 42 | 720 | 0 | 0 | 796 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 87 | 82 | 29 | 0 | 51 | 42 | 720 | 0 | 0 | 796 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 87 | 82 | 29 | 0 | 51 | 42 | 720 | 0 | 0 | 796 | 60 |
| 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 |
| Final Volume: | 86 | 87 | 82 | 29 | 0 | 51 | 42 | 720 | 0 | 0 | 796 | 60 |
| 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 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 0 | 1750 | 1750 | 3800 | 0 | 0 | 3440 | 259 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.05 | 0.05 | 0.02 | 0.00 | 0.03 | 0.02 | 0.19 | 0.00 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 15.8 | 15.8 | 15.8 | 10.0 | 0.0 | 17.7 | 7.7 | 82.2 | 0.0 | 0.0 | 74.5 | 74.5 |
| Volume/Cap: | 0.37 | 0.35 | 0.36 | 0.20 | 0.00 | 0.20 | 0.37 | 0.28 | 0.00 | 0.00 | 0.37 | 0.37 |
| Delay/Veh: | 48.6 | 48.2 | 48.4 | 51.9 | 0.0 | 45.3 | 55.9 | 7.4 | 0.0 | 0.0 | 11.3 | 11.3 |
| 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: | 48.6 | 48.2 | 48.4 | 51.9 | 0.0 | 45.3 | 55.9 | 7.4 | 0.0 | 0.0 | 11.3 | 11.3 |
| LOS by Move: | D | D | D | D | A | D | E | A | A | A | B | B |
| HCM2k95thQ: | 6 | 6 | 6 | 3 | 0 | 4 | 3 | 10 | 0 | 0 | 15 | 15 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3066: AUTUMN/SANTA CLARA



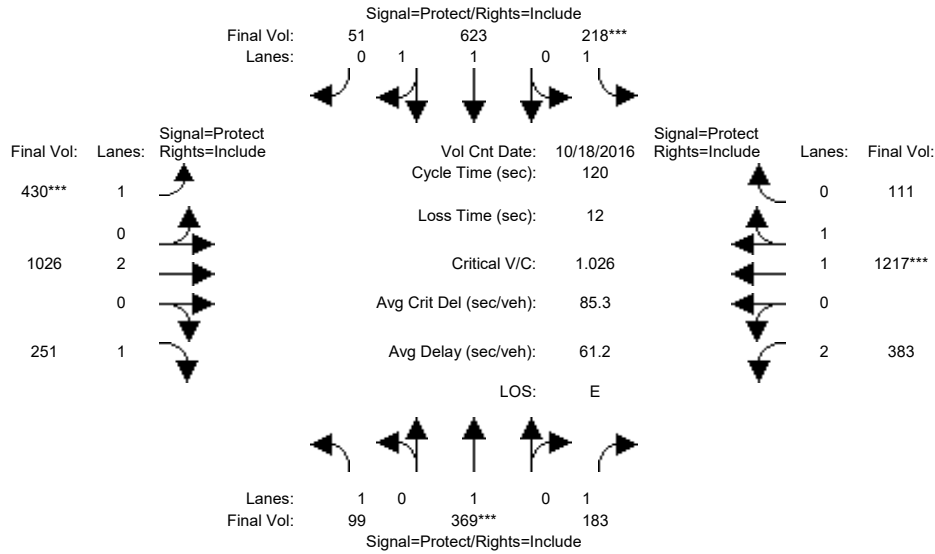
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 86 | 349 | 111 | 121 | 612 | 51 | 379 | 1143 | 160 | 437 | 1168 | 137 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 349 | 111 | 121 | 612 | 51 | 379 | 1143 | 160 | 437 | 1168 | 137 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 86 | 349 | 111 | 121 | 612 | 51 | 379 | 1143 | 160 | 437 | 1168 | 137 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 349 | 111 | 121 | 612 | 51 | 379 | 1143 | 160 | 437 | 1168 | 137 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 349 | 111 | 121 | 612 | 51 | 379 | 1143 | 160 | 437 | 1168 | 137 |
| 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 |
| Final Volume: | 86 | 349 | 111 | 121 | 612 | 51 | 379 | 1143 | 160 | 437 | 1168 | 137 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 2.00 | 1.00 | 2.00 | 1.78 | 0.22 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 3415 | 285 | 1750 | 3800 | 1750 | 3150 | 3311 | 388 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.18 | 0.06 | 0.07 | 0.18 | 0.18 | 0.22 | 0.30 | 0.09 | 0.14 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 8.2 | 24.1 | 24.1 | 9.1 | 25.1 | 25.1 | 28.5 | 51.2 | 51.2 | 23.6 | 46.3 | 46.3 |
| Volume/Cap: | 0.72 | 0.91 | 0.32 | 0.91 | 0.86 | 0.86 | 0.91 | 0.71 | 0.21 | 0.71 | 0.91 | 0.91 |
| Delay/Veh: | 74.4 | 72.7 | 41.4 | 107.7 | 55.3 | 55.3 | 68.9 | 29.7 | 21.9 | 48.7 | 44.2 | 44.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.4 | 72.7 | 41.4 | 107.7 | 55.3 | 55.3 | 68.9 | 29.7 | 21.9 | 48.7 | 44.2 | 44.2 |
| LOS by Move: | E | E | D | F | E | E | E | C | C | D | D | D |
| HCM2k95thQ: | 7 | 25 | 7 | 15 | 26 | 26 | 28 | 29 | 8 | 19 | 44 | 44 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3066: AUTUMN/SANTA CLARA



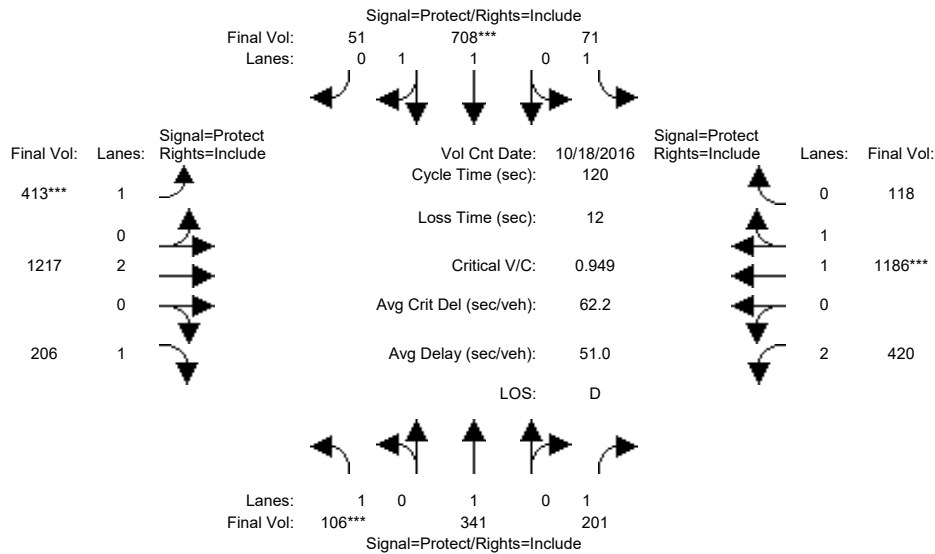
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 99 | 369 | 183 | 218 | 623 | 51 | 430 | 1026 | 251 | 383 | 1217 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 99 | 369 | 183 | 218 | 623 | 51 | 430 | 1026 | 251 | 383 | 1217 | 111 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 99 | 369 | 183 | 218 | 623 | 51 | 430 | 1026 | 251 | 383 | 1217 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 99 | 369 | 183 | 218 | 623 | 51 | 430 | 1026 | 251 | 383 | 1217 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 99 | 369 | 183 | 218 | 623 | 51 | 430 | 1026 | 251 | 383 | 1217 | 111 |
| 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 |
| Final Volume: | 99 | 369 | 183 | 218 | 623 | 51 | 430 | 1026 | 251 | 383 | 1217 | 111 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.84 | 0.16 | 1.00 | 2.00 | 1.00 | 2.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 3420 | 280 | 1750 | 3800 | 1750 | 3150 | 3391 | 309 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.19 | 0.10 | 0.12 | 0.18 | 0.18 | 0.25 | 0.27 | 0.14 | 0.12 | 0.36 | 0.36 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 9.0 | 22.7 | 22.7 | 14.6 | 28.2 | 28.2 | 28.7 | 48.8 | 48.8 | 22.0 | 42.0 | 42.0 |
| Volume/Cap: | 0.75 | 1.03 | 0.55 | 1.03 | 0.77 | 0.77 | 1.03 | 0.66 | 0.35 | 0.66 | 1.03 | 1.03 |
| Delay/Veh: | 75.5 | 103 | 46.1 | 121.4 | 47.3 | 47.3 | 96.4 | 30.1 | 25.0 | 48.5 | 70.9 | 70.9 |
| 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: | 75.5 | 103 | 46.1 | 121.4 | 47.3 | 47.3 | 96.4 | 30.1 | 25.0 | 48.5 | 70.9 | 70.9 |
| LOS by Move: | E | F | D | F | D | D | F | C | C | D | E | E |
| HCM2k95thQ: | 8 | 30 | 13 | 24 | 24 | 24 | 35 | 26 | 13 | 17 | 53 | 53 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3066: AUTUMN/SANTA CLARA



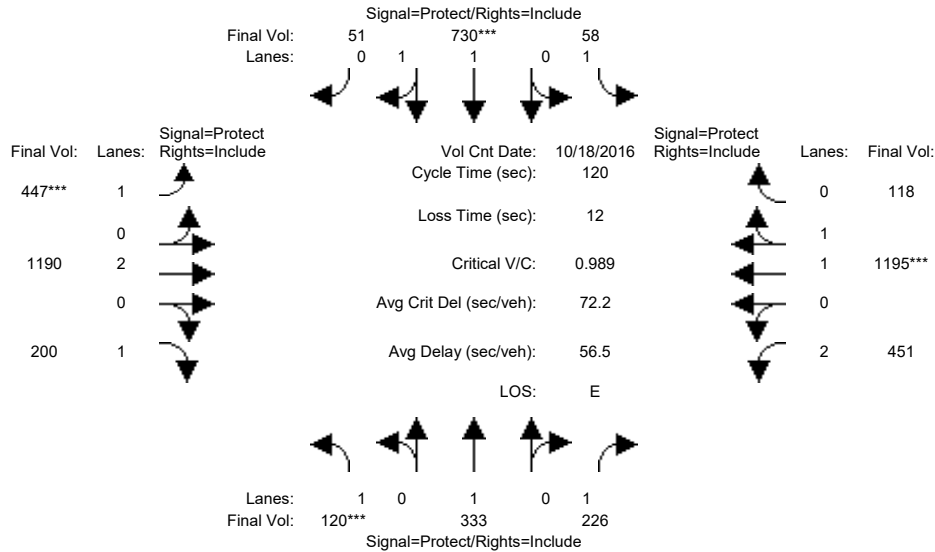
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 106 | 341 | 201 | 71 | 708 | 51 | 413 | 1217 | 206 | 420 | 1186 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 341 | 201 | 71 | 708 | 51 | 413 | 1217 | 206 | 420 | 1186 | 118 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 106 | 341 | 201 | 71 | 708 | 51 | 413 | 1217 | 206 | 420 | 1186 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 341 | 201 | 71 | 708 | 51 | 413 | 1217 | 206 | 420 | 1186 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 341 | 201 | 71 | 708 | 51 | 413 | 1217 | 206 | 420 | 1186 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 341 | 201 | 71 | 708 | 51 | 413 | 1217 | 206 | 420 | 1186 | 118 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.86 | 0.14 | 1.00 | 2.00 | 1.00 | 2.00 | 1.81 | 0.19 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 3451 | 249 | 1750 | 3800 | 1750 | 3150 | 3365 | 335 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.18 | 0.11 | 0.04 | 0.21 | 0.21 | 0.24 | 0.32 | 0.12 | 0.13 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 7.7 | 25.4 | 25.4 | 8.2 | 25.9 | 25.9 | 29.8 | 52.5 | 52.5 | 21.9 | 44.6 | 44.6 |
| Volume/Cap: | 0.95 | 0.85 | 0.54 | 0.59 | 0.95 | 0.95 | 0.95 | 0.73 | 0.27 | 0.73 | 0.95 | 0.95 |
| Delay/Veh: | 124.9 | 61.1 | 43.8 | 61.8 | 66.8 | 66.8 | 74.8 | 29.6 | 21.7 | 51.1 | 50.6 | 50.6 |
| 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: | 124.9 | 61.1 | 43.8 | 61.8 | 66.8 | 66.8 | 74.8 | 29.6 | 21.7 | 51.1 | 50.6 | 50.6 |
| LOS by Move: | F | E | D | E | E | E | E | C | C | D | D | D |
| HCM2k95thQ: | 10 | 23 | 13 | 7 | 32 | 32 | 31 | 31 | 10 | 19 | 47 | 47 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3066: AUTUMN/SANTA CLARA



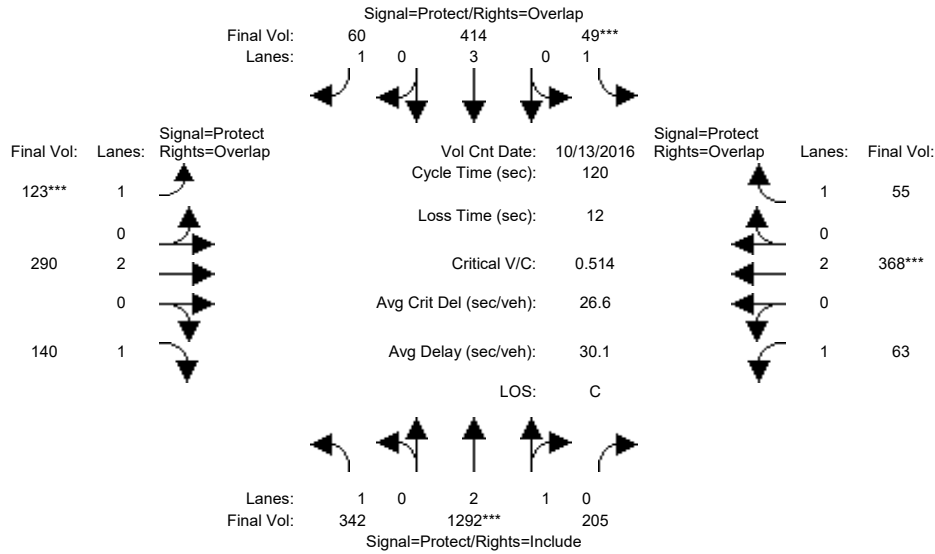
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 120 | 333 | 226 | 58 | 730 | 51 | 447 | 1190 | 200 | 451 | 1195 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 120 | 333 | 226 | 58 | 730 | 51 | 447 | 1190 | 200 | 451 | 1195 | 118 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 120 | 333 | 226 | 58 | 730 | 51 | 447 | 1190 | 200 | 451 | 1195 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 120 | 333 | 226 | 58 | 730 | 51 | 447 | 1190 | 200 | 451 | 1195 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 120 | 333 | 226 | 58 | 730 | 51 | 447 | 1190 | 200 | 451 | 1195 | 118 |
| 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 |
| Final Volume: | 120 | 333 | 226 | 58 | 730 | 51 | 447 | 1190 | 200 | 451 | 1195 | 118 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.87 | 0.13 | 1.00 | 2.00 | 1.00 | 2.00 | 1.82 | 0.18 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 3458 | 242 | 1750 | 3800 | 1750 | 3150 | 3367 | 332 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.18 | 0.13 | 0.03 | 0.21 | 0.21 | 0.26 | 0.31 | 0.11 | 0.14 | 0.35 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 8.3 | 25.5 | 25.5 | 8.5 | 25.6 | 25.6 | 31.0 | 50.8 | 50.8 | 23.2 | 43.1 | 43.1 |
| Volume/Cap: | 0.99 | 0.83 | 0.61 | 0.47 | 0.99 | 0.99 | 0.99 | 0.74 | 0.27 | 0.74 | 0.99 | 0.99 |
| Delay/Veh: | 133.8 | 58.3 | 45.7 | 56.4 | 76.2 | 76.2 | 83.6 | 30.9 | 22.7 | 50.3 | 60.2 | 60.2 |
| 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: | 133.8 | 58.3 | 45.7 | 56.4 | 76.2 | 76.2 | 83.6 | 30.9 | 22.7 | 50.3 | 60.2 | 60.2 |
| LOS by Move: | F | E | D | E | E | E | F | C | C | D | E | E |
| HCM2k95thQ: | 12 | 22 | 15 | 6 | 34 | 34 | 35 | 31 | 10 | 20 | 50 | 50 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3077: BIRD/SAN CARLOS



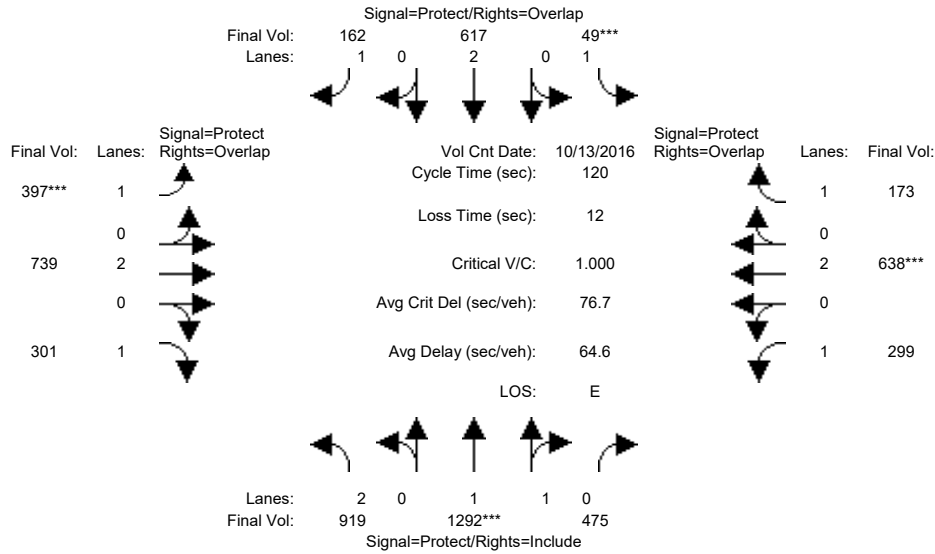
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 342 | 1292 | 205 | 49 | 414 | 60 | 123 | 290 | 140 | 63 | 368 | 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: | 342 | 1292 | 205 | 49 | 414 | 60 | 123 | 290 | 140 | 63 | 368 | 55 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 342 | 1292 | 205 | 49 | 414 | 60 | 123 | 290 | 140 | 63 | 368 | 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: | 342 | 1292 | 205 | 49 | 414 | 60 | 123 | 290 | 140 | 63 | 368 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 342 | 1292 | 205 | 49 | 414 | 60 | 123 | 290 | 140 | 63 | 368 | 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 |
| Final Volume: | 342 | 1292 | 205 | 49 | 414 | 60 | 123 | 290 | 140 | 63 | 368 | 55 |
| 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 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.57 | 0.43 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 4832 | 767 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.27 | 0.27 | 0.03 | 0.07 | 0.03 | 0.07 | 0.08 | 0.08 | 0.04 | 0.10 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 48.5 | 62.2 | 62.2 | 7.0 | 20.7 | 37.0 | 16.3 | 22.9 | 71.3 | 16.0 | 22.5 | 29.5 |
| Volume/Cap: | 0.48 | 0.52 | 0.52 | 0.48 | 0.42 | 0.11 | 0.52 | 0.40 | 0.13 | 0.27 | 0.52 | 0.13 |
| Delay/Veh: | 27.0 | 19.2 | 19.2 | 58.3 | 44.6 | 29.8 | 50.1 | 42.9 | 10.8 | 47.4 | 44.5 | 35.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.0 | 19.2 | 19.2 | 58.3 | 44.6 | 29.8 | 50.1 | 42.9 | 10.8 | 47.4 | 44.5 | 35.4 |
| LOS by Move: | C | B | B | E | D | C | D | D | B | D | D | D |
| HCM2k95thQ: | 18 | 22 | 22 | 4 | 9 | 3 | 9 | 9 | 5 | 4 | 12 | 3 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3077: BIRD/SAN CARLOS



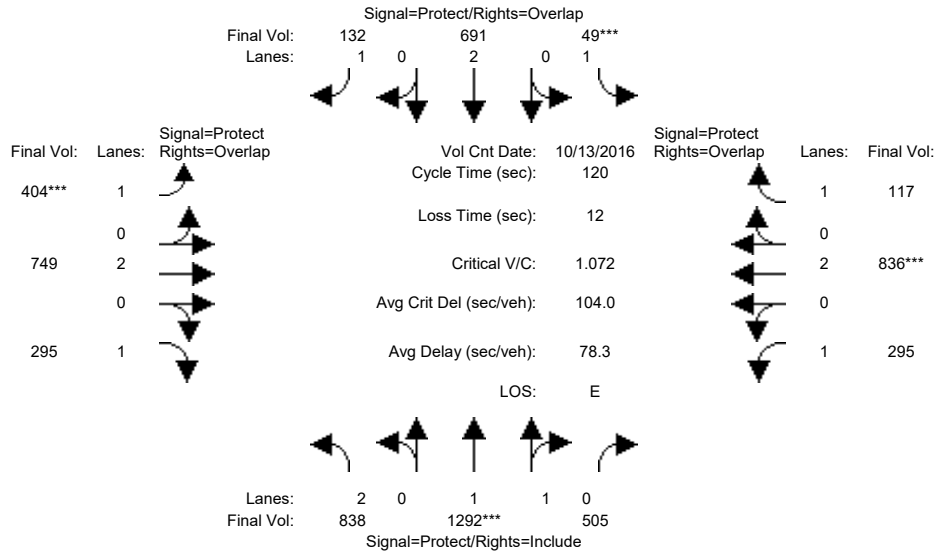
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 919 | 1292 | 475 | 49 | 617 | 162 | 397 | 739 | 301 | 299 | 638 | 173 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 919 | 1292 | 475 | 49 | 617 | 162 | 397 | 739 | 301 | 299 | 638 | 173 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 919 | 1292 | 475 | 49 | 617 | 162 | 397 | 739 | 301 | 299 | 638 | 173 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 919 | 1292 | 475 | 49 | 617 | 162 | 397 | 739 | 301 | 299 | 638 | 173 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 919 | 1292 | 475 | 49 | 617 | 162 | 397 | 739 | 301 | 299 | 638 | 173 |
| 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 |
| Final Volume: | 919 | 1292 | 475 | 49 | 617 | 162 | 397 | 739 | 301 | 299 | 638 | 173 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.45 | 0.55 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 2705 | 994 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.48 | 0.48 | 0.03 | 0.16 | 0.09 | 0.23 | 0.19 | 0.17 | 0.17 | 0.17 | 0.10 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 40.0 | 55.3 | 55.3 | 7.0 | 22.3 | 48.5 | 26.3 | 24.3 | 64.4 | 21.4 | 19.4 | 26.4 |
| Volume/Cap: | 0.87 | 1.04 | 1.04 | 0.48 | 0.87 | 0.23 | 1.04 | 0.96 | 0.32 | 0.96 | 1.04 | 0.45 |
| Delay/Veh: | 46.0 | 64.2 | 64.2 | 58.3 | 59.3 | 23.6 | 102.6 | 70.2 | 15.8 | 88.9 | 96.4 | 41.3 |
| 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: | 46.0 | 64.2 | 64.2 | 58.3 | 59.3 | 23.6 | 102.6 | 70.2 | 15.8 | 88.9 | 96.4 | 41.3 |
| LOS by Move: | D | E | E | E | E | C | F | E | B | F | F | D |
| HCM2k95thQ: | 34 | 64 | 64 | 4 | 19 | 8 | 34 | 28 | 12 | 24 | 26 | 11 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3077: BIRD/SAN CARLOS



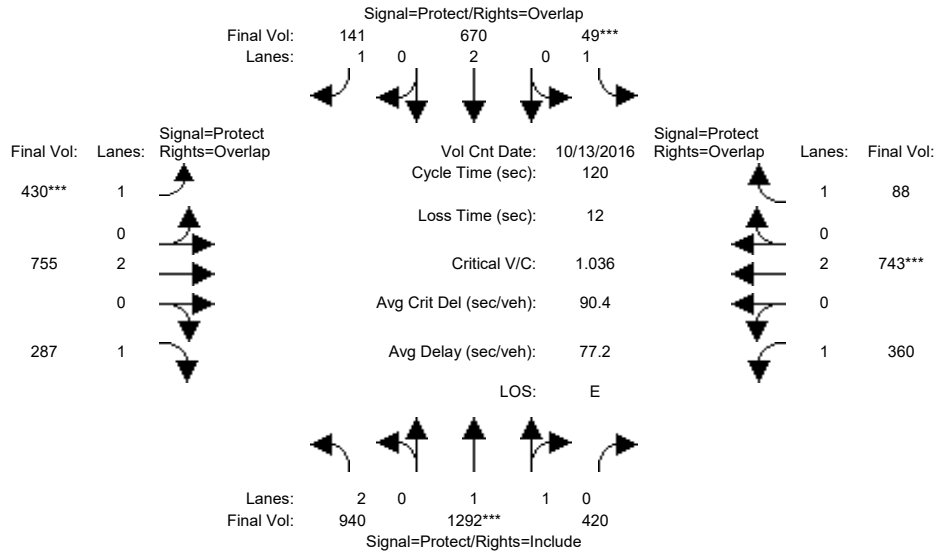
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 838 | 1292 | 505 | 49 | 691 | 132 | 404 | 749 | 295 | 295 | 836 | 117 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 838 | 1292 | 505 | 49 | 691 | 132 | 404 | 749 | 295 | 295 | 836 | 117 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 838 | 1292 | 505 | 49 | 691 | 132 | 404 | 749 | 295 | 295 | 836 | 117 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 838 | 1292 | 505 | 49 | 691 | 132 | 404 | 749 | 295 | 295 | 836 | 117 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 838 | 1292 | 505 | 49 | 691 | 132 | 404 | 749 | 295 | 295 | 836 | 117 |
| 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 |
| Final Volume: | 838 | 1292 | 505 | 49 | 691 | 132 | 404 | 749 | 295 | 295 | 836 | 117 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.42 | 0.58 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 2659 | 1039 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.49 | 0.49 | 0.03 | 0.18 | 0.08 | 0.23 | 0.20 | 0.17 | 0.17 | 0.22 | 0.07 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 35.3 | 52.4 | 52.4 | 7.0 | 24.1 | 49.0 | 24.9 | 26.2 | 61.5 | 22.4 | 23.7 | 30.7 |
| Volume/Cap: | 0.91 | 1.11 | 1.11 | 0.48 | 0.91 | 0.18 | 1.11 | 0.90 | 0.33 | 0.90 | 1.11 | 0.26 |
| Delay/Veh: | 53.0 | 93.9 | 93.9 | 58.3 | 61.1 | 22.8 | 128.9 | 58.7 | 17.4 | 74.5 | 116 | 35.9 |
| 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: | 53.0 | 93.9 | 93.9 | 58.3 | 61.1 | 22.8 | 128.9 | 58.7 | 17.4 | 74.5 | 116 | 35.9 |
| LOS by Move: | D | F | F | E | E | C | F | E | B | E | F | D |
| HCM2k95thQ: | 34 | 73 | 73 | 4 | 22 | 6 | 39 | 26 | 13 | 23 | 37 | 7 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3077: BIRD/SAN CARLOS



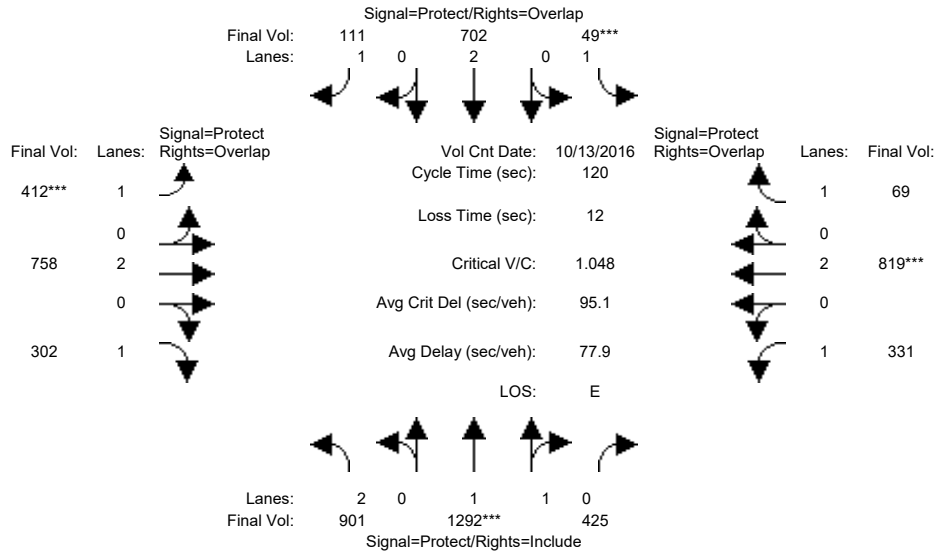
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 940 | 1292 | 420 | 49 | 670 | 141 | 430 | 755 | 287 | 360 | 743 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 940 | 1292 | 420 | 49 | 670 | 141 | 430 | 755 | 287 | 360 | 743 | 88 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 940 | 1292 | 420 | 49 | 670 | 141 | 430 | 755 | 287 | 360 | 743 | 88 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 940 | 1292 | 420 | 49 | 670 | 141 | 430 | 755 | 287 | 360 | 743 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 940 | 1292 | 420 | 49 | 670 | 141 | 430 | 755 | 287 | 360 | 743 | 88 |
| 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 |
| Final Volume: | 940 | 1292 | 420 | 49 | 670 | 141 | 430 | 755 | 287 | 360 | 743 | 88 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.50 | 0.50 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 2792 | 907 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.46 | 0.46 | 0.03 | 0.18 | 0.08 | 0.25 | 0.20 | 0.16 | 0.21 | 0.20 | 0.05 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 36.9 | 51.7 | 51.7 | 7.0 | 21.8 | 49.3 | 27.5 | 24.2 | 61.1 | 25.1 | 21.8 | 28.8 |
| Volume/Cap: | 0.97 | 1.07 | 1.07 | 0.48 | 0.97 | 0.20 | 1.07 | 0.98 | 0.32 | 0.98 | 1.07 | 0.21 |
| Delay/Veh: | 62.9 | 79.5 | 79.5 | 58.3 | 75.7 | 22.8 | 112.5 | 76.2 | 17.5 | 90.0 | 105 | 36.7 |
| 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: | 62.9 | 79.5 | 79.5 | 58.3 | 75.7 | 22.8 | 112.5 | 76.2 | 17.5 | 90.0 | 105 | 36.7 |
| LOS by Move: | E | E | E | E | E | C | F | E | B | F | F | D |
| HCM2k95thQ: | 40 | 66 | 66 | 4 | 26 | 7 | 39 | 29 | 12 | 30 | 32 | 5 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3077: BIRD/SAN CARLOS



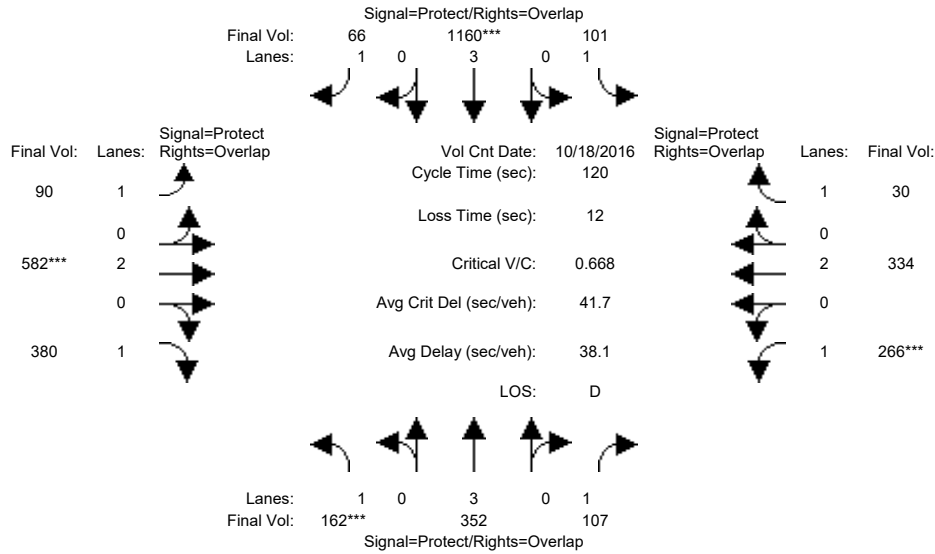
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:25-8:25 | | | | | | | | | | | | |
| Base Vol: | 901 | 1292 | 425 | 49 | 702 | 111 | 412 | 758 | 302 | 331 | 819 | 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: | 901 | 1292 | 425 | 49 | 702 | 111 | 412 | 758 | 302 | 331 | 819 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 901 | 1292 | 425 | 49 | 702 | 111 | 412 | 758 | 302 | 331 | 819 | 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: | 901 | 1292 | 425 | 49 | 702 | 111 | 412 | 758 | 302 | 331 | 819 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 901 | 1292 | 425 | 49 | 702 | 111 | 412 | 758 | 302 | 331 | 819 | 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 |
| Final Volume: | 901 | 1292 | 425 | 49 | 702 | 111 | 412 | 758 | 302 | 331 | 819 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.49 | 0.51 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 2783 | 916 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.46 | 0.46 | 0.03 | 0.18 | 0.06 | 0.24 | 0.20 | 0.17 | 0.19 | 0.22 | 0.04 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 35.4 | 51.2 | 51.2 | 7.0 | 22.9 | 48.8 | 26.0 | 25.5 | 60.9 | 24.2 | 23.8 | 30.8 |
| Volume/Cap: | 0.97 | 1.09 | 1.09 | 0.48 | 0.97 | 0.16 | 1.09 | 0.94 | 0.34 | 0.94 | 1.09 | 0.15 |
| Delay/Veh: | 64.2 | 84.7 | 84.7 | 58.3 | 74.4 | 22.6 | 118.7 | 64.6 | 17.8 | 79.1 | 107 | 34.7 |
| 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: | 64.2 | 84.7 | 84.7 | 58.3 | 74.4 | 22.6 | 118.7 | 64.6 | 17.8 | 79.1 | 107 | 34.7 |
| LOS by Move: | E | F | F | E | E | C | F | E | B | E | F | C |
| HCM2k95thQ: | 38 | 68 | 68 | 4 | 27 | 5 | 38 | 28 | 13 | 26 | 35 | 4 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3077: BIRD/SAN CARLOS



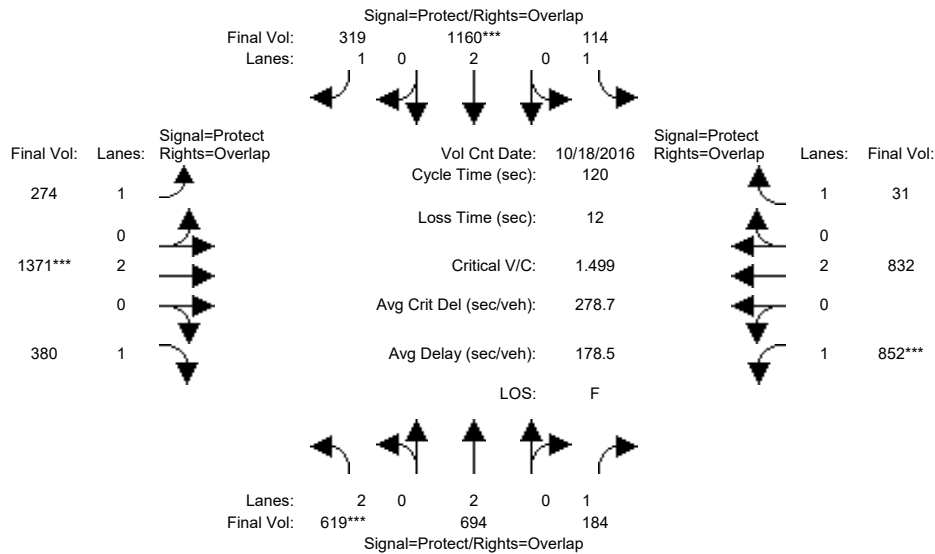
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 162 | 352 | 107 | 101 | 1160 | 66 | 90 | 582 | 380 | 266 | 334 | 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: | 162 | 352 | 107 | 101 | 1160 | 66 | 90 | 582 | 380 | 266 | 334 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 162 | 352 | 107 | 101 | 1160 | 66 | 90 | 582 | 380 | 266 | 334 | 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: | 162 | 352 | 107 | 101 | 1160 | 66 | 90 | 582 | 380 | 266 | 334 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 352 | 107 | 101 | 1160 | 66 | 90 | 582 | 380 | 266 | 334 | 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: | 162 | 352 | 107 | 101 | 1160 | 66 | 90 | 582 | 380 | 266 | 334 | 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 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.06 | 0.06 | 0.06 | 0.20 | 0.04 | 0.05 | 0.15 | 0.22 | 0.15 | 0.09 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 16.6 | 31.3 | 58.6 | 21.9 | 36.6 | 58.4 | 21.9 | 27.5 | 44.1 | 27.3 | 32.9 | 54.8 |
| Volume/Cap: | 0.67 | 0.24 | 0.13 | 0.32 | 0.67 | 0.08 | 0.28 | 0.67 | 0.59 | 0.67 | 0.32 | 0.04 |
| Delay/Veh: | 56.0 | 35.0 | 16.8 | 43.1 | 37.4 | 16.5 | 42.8 | 44.1 | 32.1 | 46.5 | 34.8 | 18.0 |
| 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: | 56.0 | 35.0 | 16.8 | 43.1 | 37.4 | 16.5 | 42.8 | 44.1 | 32.1 | 46.5 | 34.8 | 18.0 |
| LOS by Move: | E | D | B | D | D | B | D | D | C | D | C | B |
| HCM2k95thQ: | 12 | 6 | 5 | 7 | 22 | 3 | 6 | 18 | 22 | 18 | 9 | 1 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3077: BIRD/SAN CARLOS



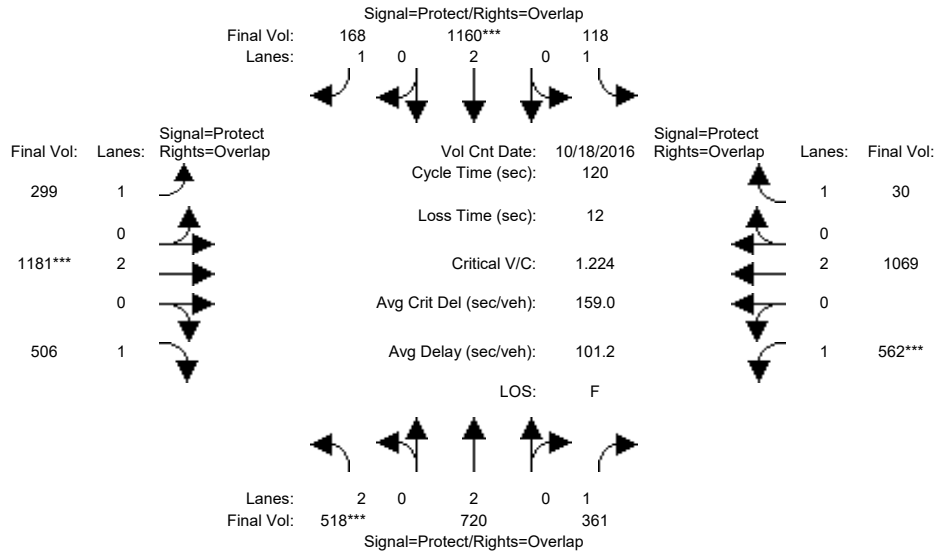
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 619 | 694 | 184 | 114 | 1160 | 319 | 274 | 1371 | 380 | 852 | 832 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 619 | 694 | 184 | 114 | 1160 | 319 | 274 | 1371 | 380 | 852 | 832 | 31 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 619 | 694 | 184 | 114 | 1160 | 319 | 274 | 1371 | 380 | 852 | 832 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 619 | 694 | 184 | 114 | 1160 | 319 | 274 | 1371 | 380 | 852 | 832 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 619 | 694 | 184 | 114 | 1160 | 319 | 274 | 1371 | 380 | 852 | 832 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 619 | 694 | 184 | 114 | 1160 | 319 | 274 | 1371 | 380 | 852 | 832 | 31 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.18 | 0.11 | 0.07 | 0.31 | 0.18 | 0.16 | 0.36 | 0.22 | 0.49 | 0.22 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 15.7 | 29.6 | 68.6 | 10.6 | 24.4 | 52.7 | 28.3 | 28.9 | 44.6 | 39.0 | 39.6 | 50.1 |
| Volume/Cap: | 1.50 | 0.74 | 0.18 | 0.74 | 1.50 | 0.41 | 0.66 | 1.50 | 0.58 | 1.50 | 0.66 | 0.04 |
| Delay/Veh: | 289.3 | 44.8 | 12.4 | 70.7 | 279 | 23.4 | 45.6 | 276 | 31.6 | 274.4 | 35.9 | 20.7 |
| 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: | 289.3 | 44.8 | 12.4 | 70.7 | 279 | 23.4 | 45.6 | 276 | 31.6 | 274.4 | 35.9 | 20.7 |
| LOS by Move: | F | D | B | E | F | C | D | F | C | F | D | C |
| HCM2k95thQ: | 47 | 22 | 7 | 8 | 68 | 15 | 18 | 81 | 22 | 107 | 23 | 1 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3077: BIRD/SAN CARLOS



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
|----------------|--|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 518 | 720 | 361 | 118 | 1160 | 168 | 299 | 1181 | 506 | 562 | 1069 | 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: | 518 | 720 | 361 | 118 | 1160 | 168 | 299 | 1181 | 506 | 562 | 1069 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 518 | 720 | 361 | 118 | 1160 | 168 | 299 | 1181 | 506 | 562 | 1069 | 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: | 518 | 720 | 361 | 118 | 1160 | 168 | 299 | 1181 | 506 | 562 | 1069 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 518 | 720 | 361 | 118 | 1160 | 168 | 299 | 1181 | 506 | 562 | 1069 | 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 |
| Final Volume: | 518 | 720 | 361 | 118 | 1160 | 168 | 299 | 1181 | 506 | 562 | 1069 | 30 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |

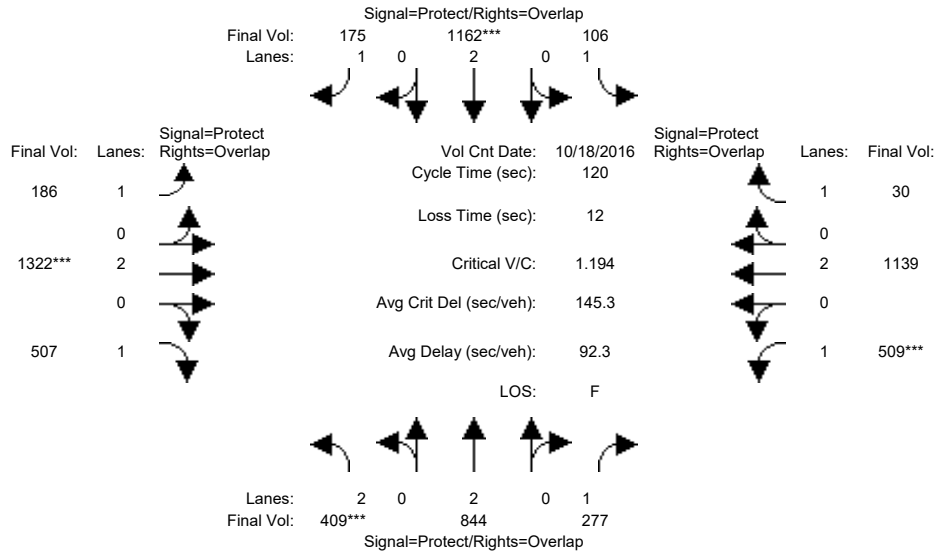
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|------|------|------|------|------|------|------|-------|------|------|
| Vol/Sat: | 0.16 | 0.19 | 0.21 | 0.07 | 0.31 | 0.10 | 0.17 | 0.31 | 0.29 | 0.32 | 0.28 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 16.1 | 34.0 | 65.4 | 12.1 | 29.9 | 53.3 | 23.4 | 30.5 | 46.6 | 31.5 | 38.5 | 50.6 |
| Volume/Cap: | 1.22 | 0.67 | 0.38 | 0.67 | 1.22 | 0.22 | 0.88 | 1.22 | 0.74 | 1.22 | 0.88 | 0.04 |
| Delay/Veh: | 172.2 | 39.7 | 15.9 | 61.6 | 155 | 20.6 | 68.4 | 155 | 36.1 | 163.2 | 45.8 | 20.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 172.2 | 39.7 | 15.9 | 61.6 | 155 | 20.6 | 68.4 | 155 | 36.1 | 163.2 | 45.8 | 20.4 |
| LOS by Move: | F | D | B | E | F | C | E | F | D | F | D | C |
| HCM2k95thQ: | 33 | 21 | 15 | 8 | 53 | 8 | 23 | 56 | 30 | 58 | 34 | 1 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3077: BIRD/SAN CARLOS



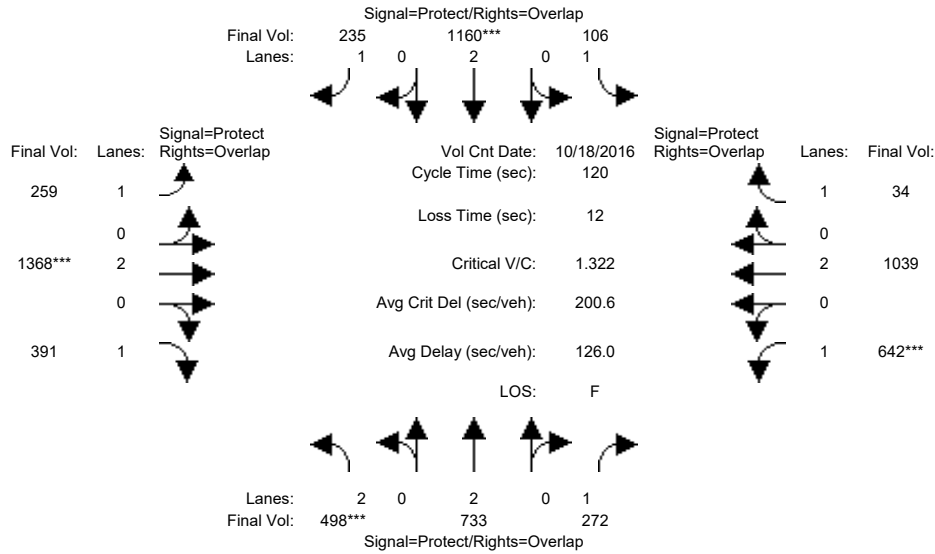
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 409 | 844 | 277 | 106 | 1162 | 175 | 186 | 1322 | 507 | 509 | 1139 | 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: | 409 | 844 | 277 | 106 | 1162 | 175 | 186 | 1322 | 507 | 509 | 1139 | 30 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 409 | 844 | 277 | 106 | 1162 | 175 | 186 | 1322 | 507 | 509 | 1139 | 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: | 409 | 844 | 277 | 106 | 1162 | 175 | 186 | 1322 | 507 | 509 | 1139 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 409 | 844 | 277 | 106 | 1162 | 175 | 186 | 1322 | 507 | 509 | 1139 | 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: | 409 | 844 | 277 | 106 | 1162 | 175 | 186 | 1322 | 507 | 509 | 1139 | 30 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.22 | 0.16 | 0.06 | 0.31 | 0.10 | 0.11 | 0.35 | 0.29 | 0.29 | 0.30 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 13.1 | 34.4 | 63.6 | 9.4 | 30.7 | 47.5 | 16.8 | 35.0 | 48.0 | 29.2 | 47.4 | 56.8 |
| Volume/Cap: | 1.19 | 0.77 | 0.30 | 0.77 | 1.19 | 0.25 | 0.76 | 1.19 | 0.72 | 1.19 | 0.76 | 0.04 |
| Delay/Veh: | 165.8 | 42.8 | 15.9 | 77.9 | 142 | 24.5 | 62.5 | 139 | 34.1 | 153.5 | 33.7 | 17.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 165.8 | 42.8 | 15.9 | 77.9 | 142 | 24.5 | 62.5 | 139 | 34.1 | 153.5 | 33.7 | 17.0 |
| LOS by Move: | F | D | B | E | F | C | E | F | C | F | C | B |
| HCM2k95thQ: | 26 | 26 | 11 | 8 | 51 | 9 | 14 | 60 | 30 | 51 | 31 | 1 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3077: BIRD/SAN CARLOS



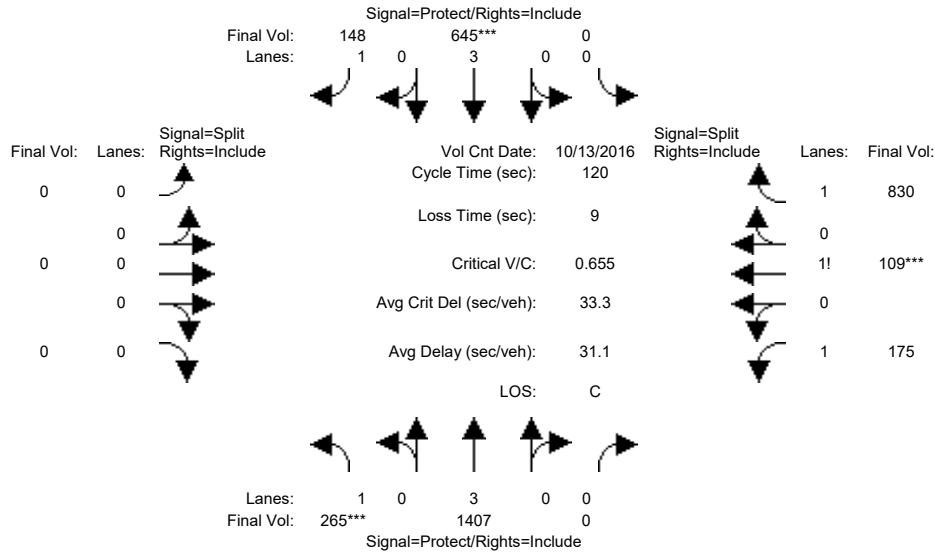
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 498 | 733 | 272 | 106 | 1160 | 235 | 259 | 1368 | 391 | 642 | 1039 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 498 | 733 | 272 | 106 | 1160 | 235 | 259 | 1368 | 391 | 642 | 1039 | 34 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 498 | 733 | 272 | 106 | 1160 | 235 | 259 | 1368 | 391 | 642 | 1039 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 498 | 733 | 272 | 106 | 1160 | 235 | 259 | 1368 | 391 | 642 | 1039 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 498 | 733 | 272 | 106 | 1160 | 235 | 259 | 1368 | 391 | 642 | 1039 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 498 | 733 | 272 | 106 | 1160 | 235 | 259 | 1368 | 391 | 642 | 1039 | 34 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.19 | 0.16 | 0.06 | 0.31 | 0.13 | 0.15 | 0.36 | 0.22 | 0.37 | 0.27 | 0.02 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 14.3 | 32.0 | 65.3 | 10.0 | 27.7 | 50.9 | 23.2 | 32.7 | 47.0 | 33.3 | 42.8 | 52.8 |
| Volume/Cap: | 1.32 | 0.72 | 0.29 | 0.72 | 1.32 | 0.32 | 0.77 | 1.32 | 0.57 | 1.32 | 0.77 | 0.04 |
| Delay/Veh: | 215.4 | 42.6 | 14.9 | 69.9 | 199 | 23.3 | 56.0 | 196 | 29.7 | 202.3 | 36.9 | 19.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 215.4 | 42.6 | 14.9 | 69.9 | 199 | 23.3 | 56.0 | 196 | 29.7 | 202.3 | 36.9 | 19.2 |
| LOS by Move: | F | D | B | E | F | C | E | F | C | F | D | B |
| HCM2k95thQ: | 34 | 22 | 11 | 8 | 59 | 11 | 19 | 71 | 22 | 72 | 30 | 2 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3032: 280/BIRD (N)



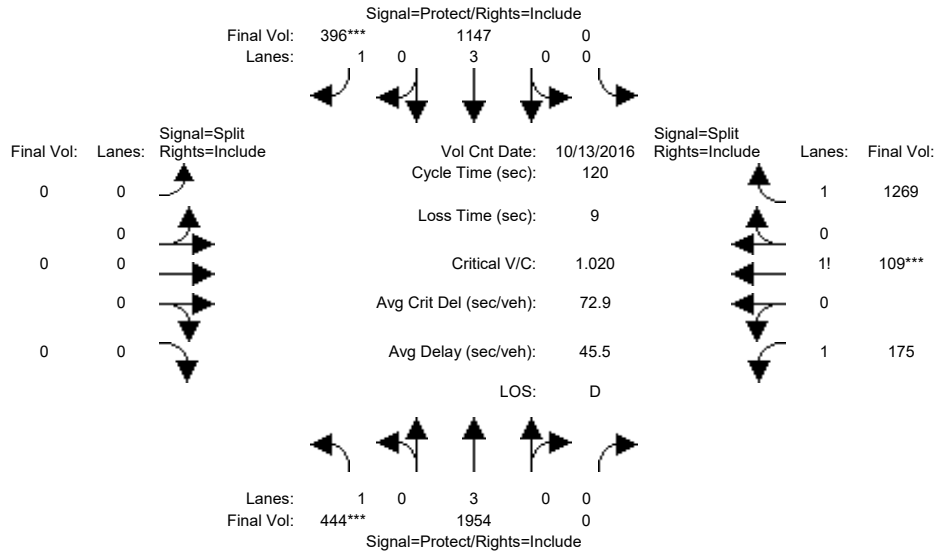
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 13 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 265 | 1407 | 0 | 0 | 645 | 148 | 0 | 0 | 0 | 175 | 109 | 830 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 265 | 1407 | 0 | 0 | 645 | 148 | 0 | 0 | 0 | 175 | 109 | 830 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 265 | 1407 | 0 | 0 | 645 | 148 | 0 | 0 | 0 | 175 | 109 | 830 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 265 | 1407 | 0 | 0 | 645 | 148 | 0 | 0 | 0 | 175 | 109 | 830 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 265 | 1407 | 0 | 0 | 645 | 148 | 0 | 0 | 0 | 175 | 109 | 830 |
| 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 |
| Final Volume: | 265 | 1407 | 0 | 0 | 645 | 148 | 0 | 0 | 0 | 175 | 109 | 830 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.15 | 0.18 | 1.67 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 2007 | 320 | 3017 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.25 | 0.00 | 0.00 | 0.11 | 0.08 | 0.00 | 0.00 | 0.00 | 0.09 | 0.34 | 0.28 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 27.8 | 48.5 | 0.0 | 0.0 | 20.7 | 20.7 | 0.0 | 0.0 | 0.0 | 62.5 | 62.5 | 62.5 |
| Volume/Cap: | 0.65 | 0.61 | 0.00 | 0.00 | 0.65 | 0.49 | 0.00 | 0.00 | 0.00 | 0.17 | 0.65 | 0.53 |
| Delay/Veh: | 45.6 | 28.8 | 0.0 | 0.0 | 47.9 | 46.1 | 0.0 | 0.0 | 0.0 | 15.1 | 21.8 | 19.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.6 | 28.8 | 0.0 | 0.0 | 47.9 | 46.1 | 0.0 | 0.0 | 0.0 | 15.1 | 21.8 | 19.3 |
| LOS by Move: | D | C | A | A | D | D | A | A | A | B | C | B |
| HCM2k95thQ: | 17 | 24 | 0 | 0 | 14 | 10 | 0 | 0 | 0 | 6 | 30 | 23 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3032: 280/BIRD (N)



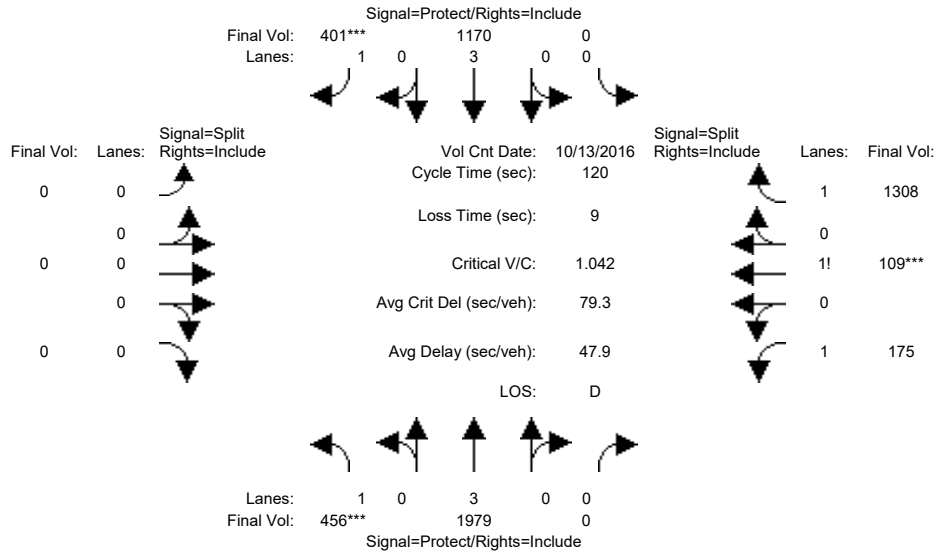
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 13 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 444 | 1954 | 0 | 0 | 1147 | 396 | 0 | 0 | 0 | 175 | 109 | 1269 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 444 | 1954 | 0 | 0 | 1147 | 396 | 0 | 0 | 0 | 175 | 109 | 1269 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 444 | 1954 | 0 | 0 | 1147 | 396 | 0 | 0 | 0 | 175 | 109 | 1269 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 444 | 1954 | 0 | 0 | 1147 | 396 | 0 | 0 | 0 | 175 | 109 | 1269 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 444 | 1954 | 0 | 0 | 1147 | 396 | 0 | 0 | 0 | 175 | 109 | 1269 |
| 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: | 444 | 1954 | 0 | 0 | 1147 | 396 | 0 | 0 | 0 | 175 | 109 | 1269 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.11 | 0.13 | 1.76 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 1939 | 235 | 3170 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.34 | 0.00 | 0.00 | 0.20 | 0.23 | 0.00 | 0.00 | 0.00 | 0.09 | 0.46 | 0.40 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 29.9 | 56.5 | 0.0 | 0.0 | 26.6 | 26.6 | 0.0 | 0.0 | 0.0 | 54.5 | 54.5 | 54.5 |
| Volume/Cap: | 1.02 | 0.73 | 0.00 | 0.00 | 0.91 | 1.02 | 0.00 | 0.00 | 0.00 | 0.20 | 1.02 | 0.88 |
| Delay/Veh: | 93.2 | 26.6 | 0.0 | 0.0 | 55.0 | 97.4 | 0.0 | 0.0 | 0.0 | 19.7 | 60.8 | 35.4 |
| 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: | 93.2 | 26.6 | 0.0 | 0.0 | 55.0 | 97.4 | 0.0 | 0.0 | 0.0 | 19.7 | 60.8 | 35.4 |
| LOS by Move: | F | C | A | A | E | F | A | A | A | B | E | D |
| HCM2k95thQ: | 32 | 30 | 0 | 0 | 25 | 32 | 0 | 0 | 0 | 7 | 64 | 46 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3032: 280/BIRD (N)



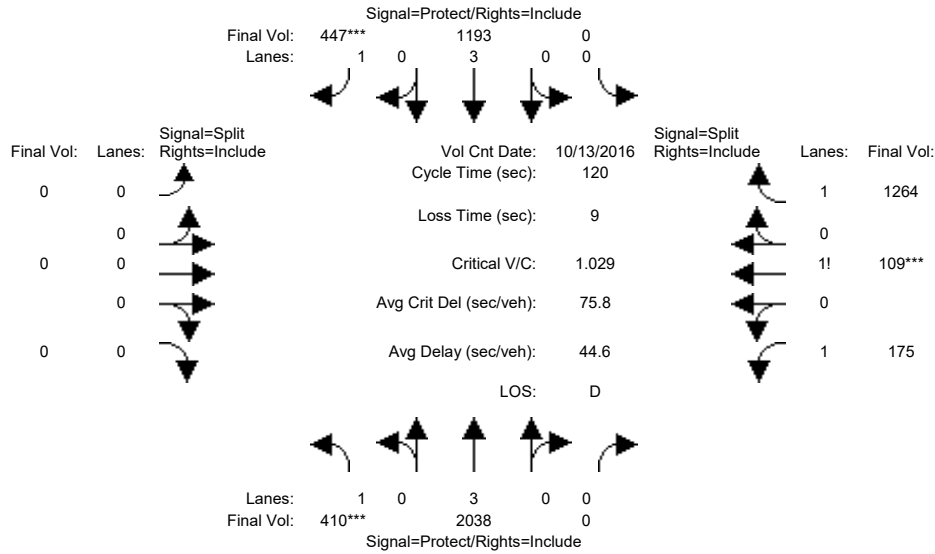
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 13 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 456 | 1979 | 0 | 0 | 1170 | 401 | 0 | 0 | 0 | 175 | 109 | 1308 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 456 | 1979 | 0 | 0 | 1170 | 401 | 0 | 0 | 0 | 175 | 109 | 1308 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 456 | 1979 | 0 | 0 | 1170 | 401 | 0 | 0 | 0 | 175 | 109 | 1308 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 456 | 1979 | 0 | 0 | 1170 | 401 | 0 | 0 | 0 | 175 | 109 | 1308 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 456 | 1979 | 0 | 0 | 1170 | 401 | 0 | 0 | 0 | 175 | 109 | 1308 |
| 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: | 456 | 1979 | 0 | 0 | 1170 | 401 | 0 | 0 | 0 | 175 | 109 | 1308 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.10 | 0.13 | 1.77 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 1935 | 230 | 3180 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.35 | 0.00 | 0.00 | 0.21 | 0.23 | 0.00 | 0.00 | 0.00 | 0.09 | 0.47 | 0.41 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 30.0 | 56.4 | 0.0 | 0.0 | 26.4 | 26.4 | 0.0 | 0.0 | 0.0 | 54.6 | 54.6 | 54.6 |
| Volume/Cap: | 1.04 | 0.74 | 0.00 | 0.00 | 0.93 | 1.04 | 0.00 | 0.00 | 0.00 | 0.20 | 1.04 | 0.90 |
| Delay/Veh: | 99.3 | 26.9 | 0.0 | 0.0 | 58.5 | 103.9 | 0.0 | 0.0 | 0.0 | 19.6 | 67.4 | 37.3 |
| 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: | 99.3 | 26.9 | 0.0 | 0.0 | 58.5 | 103.9 | 0.0 | 0.0 | 0.0 | 19.6 | 67.4 | 37.3 |
| LOS by Move: | F | C | A | A | E | F | A | A | A | B | E | D |
| HCM2k95thQ: | 34 | 31 | 0 | 0 | 28 | 35 | 0 | 0 | 0 | 7 | 67 | 49 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3032: 280/BIRD (N)



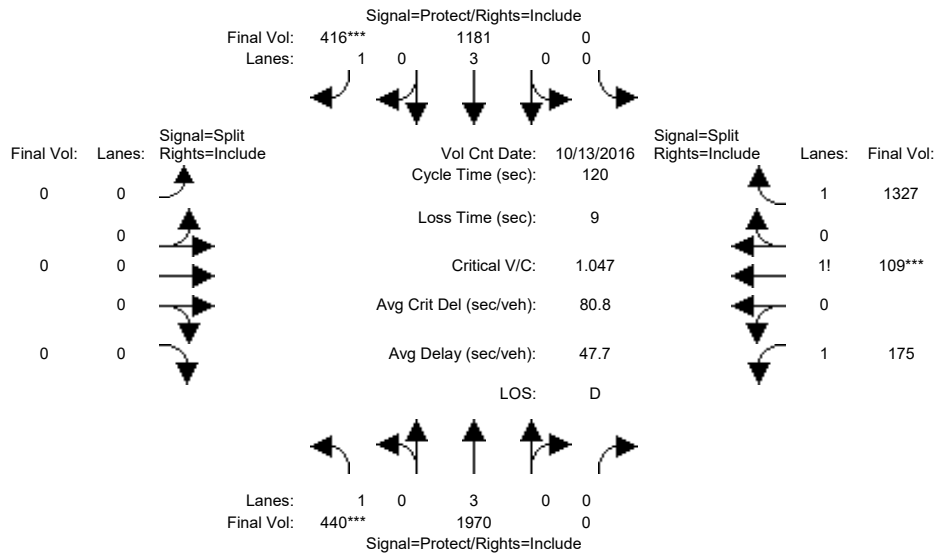
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 13 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 410 | 2038 | 0 | 0 | 1193 | 447 | 0 | 0 | 0 | 175 | 109 | 1264 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 410 | 2038 | 0 | 0 | 1193 | 447 | 0 | 0 | 0 | 175 | 109 | 1264 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 410 | 2038 | 0 | 0 | 1193 | 447 | 0 | 0 | 0 | 175 | 109 | 1264 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 410 | 2038 | 0 | 0 | 1193 | 447 | 0 | 0 | 0 | 175 | 109 | 1264 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 410 | 2038 | 0 | 0 | 1193 | 447 | 0 | 0 | 0 | 175 | 109 | 1264 |
| 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: | 410 | 2038 | 0 | 0 | 1193 | 447 | 0 | 0 | 0 | 175 | 109 | 1264 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.11 | 0.13 | 1.76 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 1940 | 236 | 3169 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.36 | 0.00 | 0.00 | 0.21 | 0.26 | 0.00 | 0.00 | 0.00 | 0.09 | 0.46 | 0.40 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 27.3 | 57.1 | 0.0 | 0.0 | 29.8 | 29.8 | 0.0 | 0.0 | 0.0 | 53.9 | 53.9 | 53.9 |
| Volume/Cap: | 1.03 | 0.75 | 0.00 | 0.00 | 0.84 | 1.03 | 0.00 | 0.00 | 0.00 | 0.20 | 1.03 | 0.89 |
| Delay/Veh: | 98.9 | 26.8 | 0.0 | 0.0 | 47.7 | 95.8 | 0.0 | 0.0 | 0.0 | 20.0 | 63.9 | 36.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 98.9 | 26.8 | 0.0 | 0.0 | 47.7 | 95.8 | 0.0 | 0.0 | 0.0 | 20.0 | 63.9 | 36.4 |
| LOS by Move: | F | C | A | A | D | F | A | A | A | C | E | D |
| HCM2k95thQ: | 30 | 32 | 0 | 0 | 26 | 38 | 0 | 0 | 0 | 7 | 65 | 46 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3032: 280/BIRD (N)



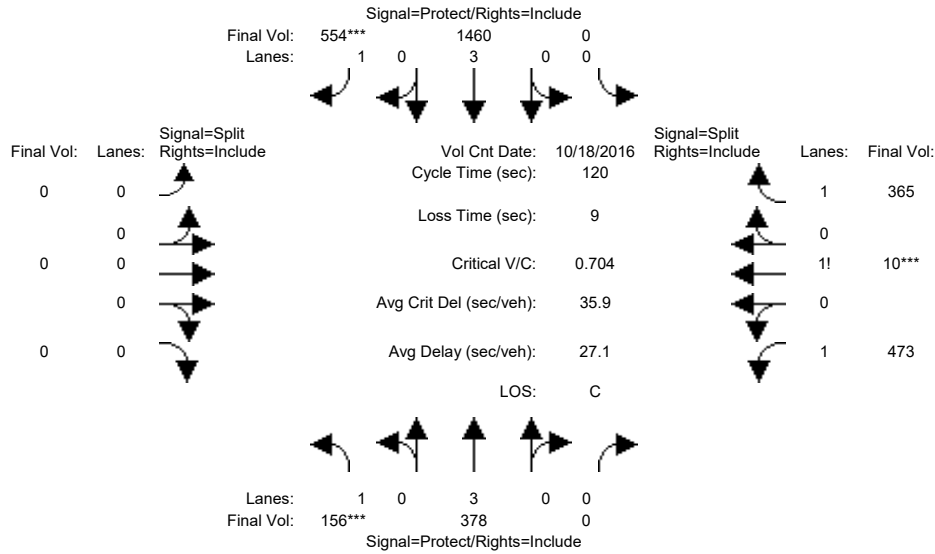
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 13 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 440 | 1970 | 0 | 0 | 1181 | 416 | 0 | 0 | 0 | 175 | 109 | 1327 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 440 | 1970 | 0 | 0 | 1181 | 416 | 0 | 0 | 0 | 175 | 109 | 1327 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 440 | 1970 | 0 | 0 | 1181 | 416 | 0 | 0 | 0 | 175 | 109 | 1327 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 440 | 1970 | 0 | 0 | 1181 | 416 | 0 | 0 | 0 | 175 | 109 | 1327 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 440 | 1970 | 0 | 0 | 1181 | 416 | 0 | 0 | 0 | 175 | 109 | 1327 |
| 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: | 440 | 1970 | 0 | 0 | 1181 | 416 | 0 | 0 | 0 | 175 | 109 | 1327 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.10 | 0.13 | 1.77 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 1933 | 227 | 3185 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.35 | 0.00 | 0.00 | 0.21 | 0.24 | 0.00 | 0.00 | 0.00 | 0.09 | 0.48 | 0.42 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 28.8 | 56.1 | 0.0 | 0.0 | 27.2 | 27.2 | 0.0 | 0.0 | 0.0 | 54.9 | 54.9 | 54.9 |
| Volume/Cap: | 1.05 | 0.74 | 0.00 | 0.00 | 0.91 | 1.05 | 0.00 | 0.00 | 0.00 | 0.20 | 1.05 | 0.91 |
| Delay/Veh: | 102.3 | 27.2 | 0.0 | 0.0 | 55.2 | 104.3 | 0.0 | 0.0 | 0.0 | 19.4 | 68.8 | 37.7 |
| 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: | 102.3 | 27.2 | 0.0 | 0.0 | 55.2 | 104.3 | 0.0 | 0.0 | 0.0 | 19.4 | 68.8 | 37.7 |
| LOS by Move: | F | C | A | A | E | F | A | A | A | B | E | D |
| HCM2k95thQ: | 33 | 31 | 0 | 0 | 28 | 36 | 0 | 0 | 0 | 7 | 68 | 49 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3032: 280/BIRD (N)



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 | << | 5:00-6:00PM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------------|------|------|------|------|------|------|
| Base Vol: | 156 | 378 | 0 | 0 | 1460 | 554 | 0 | 0 | 0 | 473 | 10 | 365 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 378 | 0 | 0 | 1460 | 554 | 0 | 0 | 0 | 473 | 10 | 365 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 156 | 378 | 0 | 0 | 1460 | 554 | 0 | 0 | 0 | 473 | 10 | 365 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 378 | 0 | 0 | 1460 | 554 | 0 | 0 | 0 | 473 | 10 | 365 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 378 | 0 | 0 | 1460 | 554 | 0 | 0 | 0 | 473 | 10 | 365 |
| 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 |
| Final Volume: | 156 | 378 | 0 | 0 | 1460 | 554 | 0 | 0 | 0 | 473 | 10 | 365 |

| 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 | 0.92 | 0.92 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.55 | 0.02 | 1.43 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 2715 | 41 | 2494 |

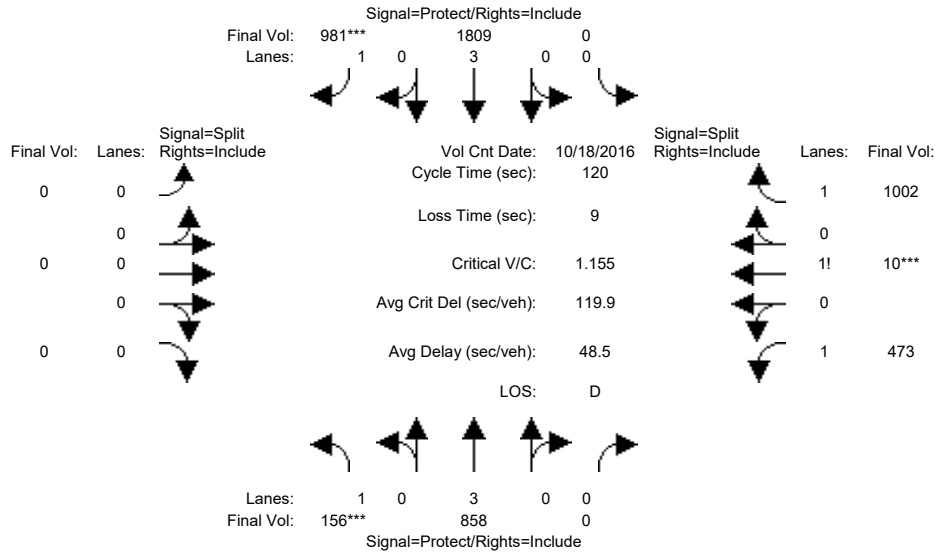
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.07 | 0.00 | 0.00 | 0.26 | 0.32 | 0.00 | 0.00 | 0.00 | 0.17 | 0.25 | 0.15 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 15.2 | 69.2 | 0.0 | 0.0 | 54.0 | 54.0 | 0.0 | 0.0 | 0.0 | 41.8 | 41.8 | 41.8 |
| Volume/Cap: | 0.70 | 0.12 | 0.00 | 0.00 | 0.57 | 0.70 | 0.00 | 0.00 | 0.00 | 0.50 | 0.70 | 0.42 |
| Delay/Veh: | 60.0 | 11.5 | 0.0 | 0.0 | 24.7 | 29.5 | 0.0 | 0.0 | 0.0 | 31.1 | 35.7 | 30.0 |
| 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: | 60.0 | 11.5 | 0.0 | 0.0 | 24.7 | 29.5 | 0.0 | 0.0 | 0.0 | 31.1 | 35.7 | 30.0 |
| LOS by Move: | E | B | A | A | C | C | A | A | A | C | D | C |
| HCM2k95thQ: | 12 | 4 | 0 | 0 | 23 | 30 | 0 | 0 | 0 | 18 | 27 | 15 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3032: 280/BIRD (N)



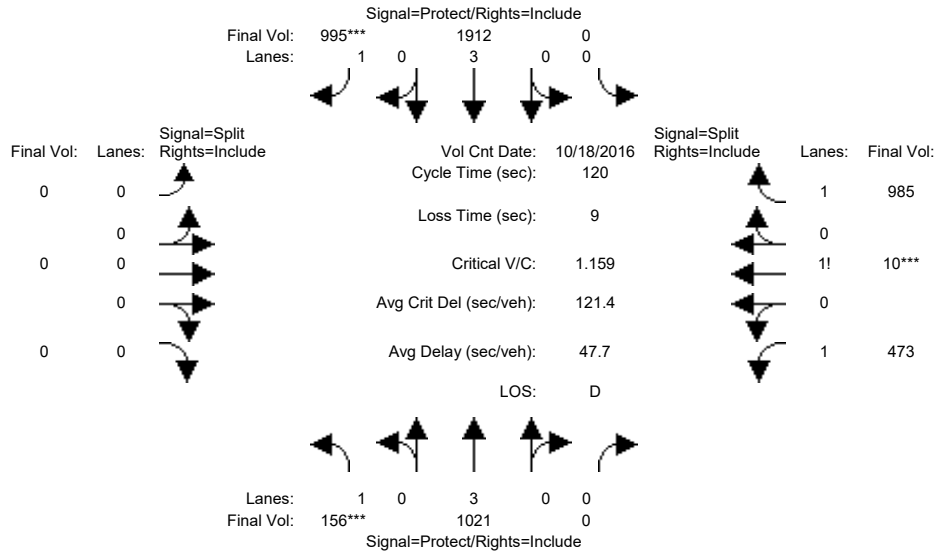
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 156 | 858 | 0 | 0 | 1809 | 981 | 0 | 0 | 0 | 473 | 10 | 1002 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 858 | 0 | 0 | 1809 | 981 | 0 | 0 | 0 | 473 | 10 | 1002 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 156 | 858 | 0 | 0 | 1809 | 981 | 0 | 0 | 0 | 473 | 10 | 1002 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 858 | 0 | 0 | 1809 | 981 | 0 | 0 | 0 | 473 | 10 | 1002 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 858 | 0 | 0 | 1809 | 981 | 0 | 0 | 0 | 473 | 10 | 1002 |
| 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 |
| Final Volume: | 156 | 858 | 0 | 0 | 1809 | 981 | 0 | 0 | 0 | 473 | 10 | 1002 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.32 | 0.01 | 1.67 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 2314 | 24 | 2996 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.15 | 0.00 | 0.00 | 0.32 | 0.56 | 0.00 | 0.00 | 0.00 | 0.20 | 0.42 | 0.33 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 9.3 | 67.5 | 0.0 | 0.0 | 58.2 | 58.2 | 0.0 | 0.0 | 0.0 | 43.5 | 43.5 | 43.5 |
| Volume/Cap: | 1.16 | 0.27 | 0.00 | 0.00 | 0.65 | 1.16 | 0.00 | 0.00 | 0.00 | 0.56 | 1.16 | 0.92 |
| Delay/Veh: | 180.6 | 13.6 | 0.0 | 0.0 | 23.9 | 114.1 | 0.0 | 0.0 | 0.0 | 30.9 | 117 | 45.8 |
| 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: | 180.6 | 13.6 | 0.0 | 0.0 | 23.9 | 114.1 | 0.0 | 0.0 | 0.0 | 30.9 | 117 | 45.8 |
| LOS by Move: | F | B | A | A | C | F | A | A | A | C | F | D |
| HCM2k95thQ: | 18 | 10 | 0 | 0 | 29 | 88 | 0 | 0 | 0 | 21 | 70 | 43 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3032: 280/BIRD (N)



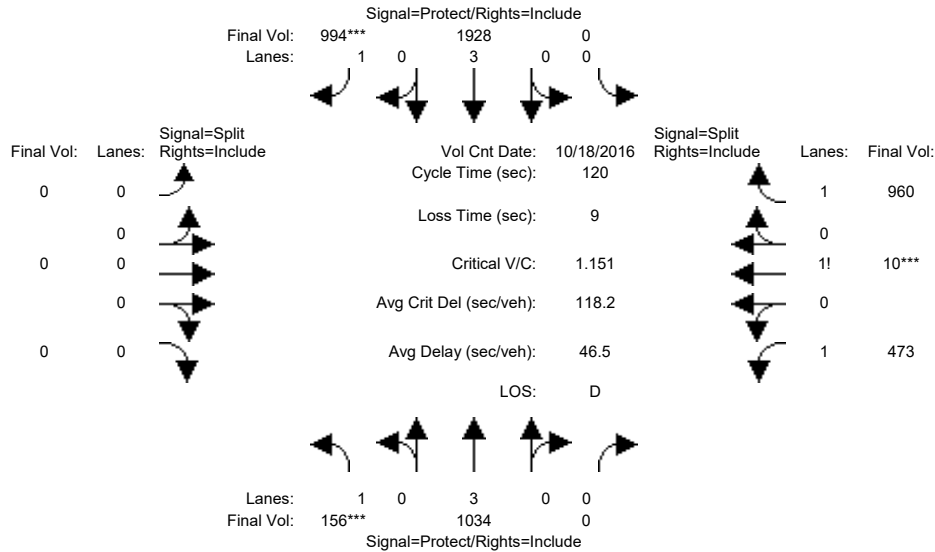
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 156 | 1021 | 0 | 0 | 1912 | 995 | 0 | 0 | 0 | 473 | 10 | 985 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 1021 | 0 | 0 | 1912 | 995 | 0 | 0 | 0 | 473 | 10 | 985 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 156 | 1021 | 0 | 0 | 1912 | 995 | 0 | 0 | 0 | 473 | 10 | 985 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 1021 | 0 | 0 | 1912 | 995 | 0 | 0 | 0 | 473 | 10 | 985 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 1021 | 0 | 0 | 1912 | 995 | 0 | 0 | 0 | 473 | 10 | 985 |
| 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 |
| Final Volume: | 156 | 1021 | 0 | 0 | 1912 | 995 | 0 | 0 | 0 | 473 | 10 | 985 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.33 | 0.01 | 1.66 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 2321 | 24 | 2989 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.18 | 0.00 | 0.00 | 0.34 | 0.57 | 0.00 | 0.00 | 0.00 | 0.20 | 0.41 | 0.33 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 9.2 | 68.1 | 0.0 | 0.0 | 58.9 | 58.9 | 0.0 | 0.0 | 0.0 | 42.9 | 42.9 | 42.9 |
| Volume/Cap: | 1.16 | 0.32 | 0.00 | 0.00 | 0.68 | 1.16 | 0.00 | 0.00 | 0.00 | 0.57 | 1.16 | 0.92 |
| Delay/Veh: | 182.0 | 13.7 | 0.0 | 0.0 | 24.1 | 115.0 | 0.0 | 0.0 | 0.0 | 31.4 | 119 | 46.2 |
| 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: | 182.0 | 13.7 | 0.0 | 0.0 | 24.1 | 115.0 | 0.0 | 0.0 | 0.0 | 31.4 | 119 | 46.2 |
| LOS by Move: | F | B | A | A | C | F | A | A | A | C | F | D |
| HCM2k95thQ: | 18 | 12 | 0 | 0 | 31 | 89 | 0 | 0 | 0 | 21 | 70 | 43 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3032: 280/BIRD (N)



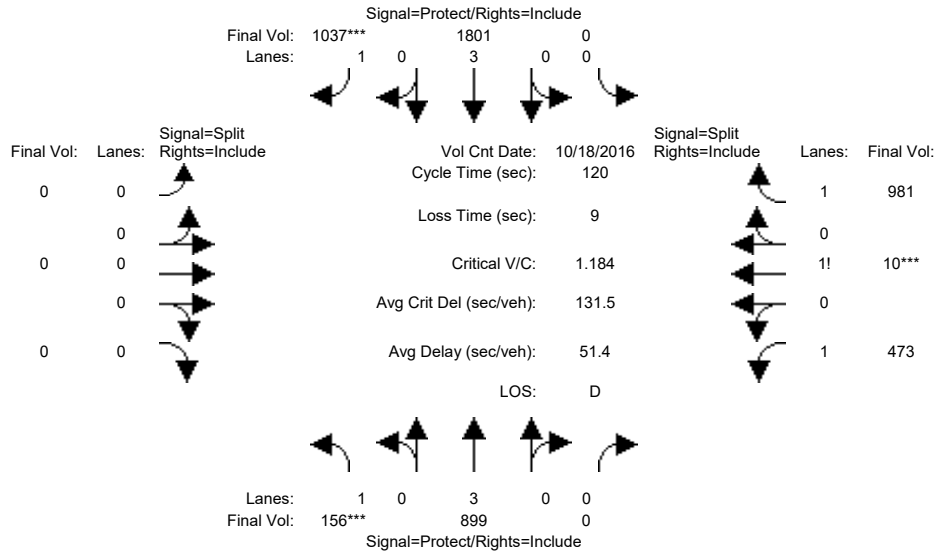
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 156 | 1034 | 0 | 0 | 1928 | 994 | 0 | 0 | 0 | 473 | 10 | 960 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 1034 | 0 | 0 | 1928 | 994 | 0 | 0 | 0 | 473 | 10 | 960 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 156 | 1034 | 0 | 0 | 1928 | 994 | 0 | 0 | 0 | 473 | 10 | 960 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 1034 | 0 | 0 | 1928 | 994 | 0 | 0 | 0 | 473 | 10 | 960 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 1034 | 0 | 0 | 1928 | 994 | 0 | 0 | 0 | 473 | 10 | 960 |
| 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 |
| Final Volume: | 156 | 1034 | 0 | 0 | 1928 | 994 | 0 | 0 | 0 | 473 | 10 | 960 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.33 | 0.01 | 1.66 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 2331 | 25 | 2978 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.18 | 0.00 | 0.00 | 0.34 | 0.57 | 0.00 | 0.00 | 0.00 | 0.20 | 0.41 | 0.32 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 9.3 | 68.5 | 0.0 | 0.0 | 59.2 | 59.2 | 0.0 | 0.0 | 0.0 | 42.5 | 42.5 | 42.5 |
| Volume/Cap: | 1.15 | 0.32 | 0.00 | 0.00 | 0.69 | 1.15 | 0.00 | 0.00 | 0.00 | 0.57 | 1.15 | 0.91 |
| Delay/Veh: | 178.9 | 13.5 | 0.0 | 0.0 | 24.0 | 111.6 | 0.0 | 0.0 | 0.0 | 31.7 | 116 | 45.2 |
| 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: | 178.9 | 13.5 | 0.0 | 0.0 | 24.0 | 111.6 | 0.0 | 0.0 | 0.0 | 31.7 | 116 | 45.2 |
| LOS by Move: | F | B | A | A | C | F | A | A | A | C | F | D |
| HCM2k95thQ: | 18 | 12 | 0 | 0 | 31 | 88 | 0 | 0 | 0 | 21 | 68 | 42 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3032: 280/BIRD (N)



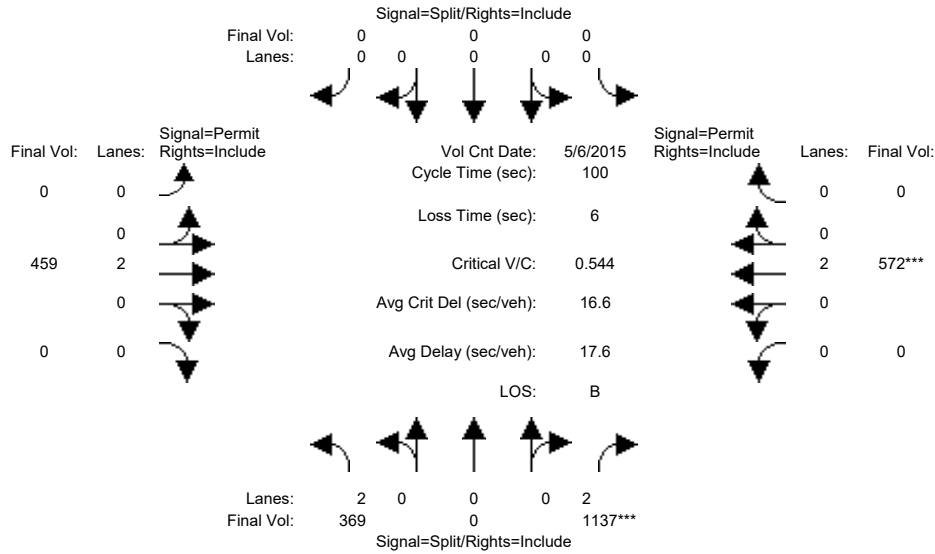
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 156 | 899 | 0 | 0 | 1801 | 1037 | 0 | 0 | 0 | 473 | 10 | 981 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 899 | 0 | 0 | 1801 | 1037 | 0 | 0 | 0 | 473 | 10 | 981 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 156 | 899 | 0 | 0 | 1801 | 1037 | 0 | 0 | 0 | 473 | 10 | 981 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 156 | 899 | 0 | 0 | 1801 | 1037 | 0 | 0 | 0 | 473 | 10 | 981 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 156 | 899 | 0 | 0 | 1801 | 1037 | 0 | 0 | 0 | 473 | 10 | 981 |
| 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: | 156 | 899 | 0 | 0 | 1801 | 1037 | 0 | 0 | 0 | 473 | 10 | 981 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.33 | 0.01 | 1.66 |
| Final Sat.: | 1750 | 5700 | 0 | 0 | 5700 | 1750 | 0 | 0 | 0 | 2322 | 24 | 2987 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.16 | 0.00 | 0.00 | 0.32 | 0.59 | 0.00 | 0.00 | 0.00 | 0.20 | 0.41 | 0.33 |
| Crit Moves: | **** | | | | | **** | | | | | **** | |
| Green Time: | 9.0 | 69.1 | 0.0 | 0.0 | 60.1 | 60.1 | 0.0 | 0.0 | 0.0 | 41.9 | 41.9 | 41.9 |
| Volume/Cap: | 1.18 | 0.27 | 0.00 | 0.00 | 0.63 | 1.18 | 0.00 | 0.00 | 0.00 | 0.58 | 1.18 | 0.94 |
| Delay/Veh: | 191.6 | 12.9 | 0.0 | 0.0 | 22.3 | 124.2 | 0.0 | 0.0 | 0.0 | 32.3 | 130 | 49.4 |
| 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: | 191.6 | 12.9 | 0.0 | 0.0 | 22.3 | 124.2 | 0.0 | 0.0 | 0.0 | 32.3 | 130 | 49.4 |
| LOS by Move: | F | B | A | A | C | F | A | A | A | C | F | D |
| HCM2k95thQ: | 18 | 10 | 0 | 0 | 28 | 96 | 0 | 0 | 0 | 22 | 72 | 44 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3015: 87/SANTA CLARA



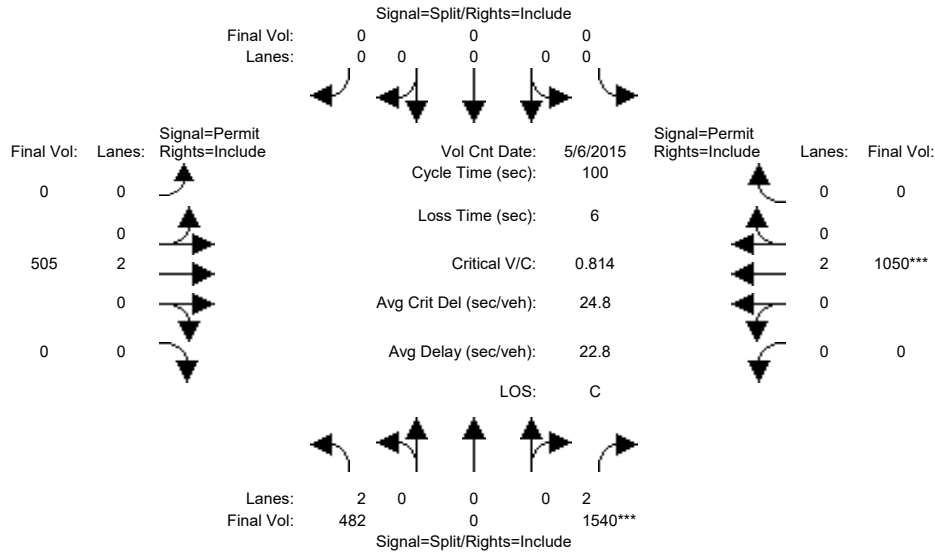
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 6 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 369 | 0 | 1137 | 0 | 0 | 0 | 0 | 459 | 0 | 0 | 572 | 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: | 369 | 0 | 1137 | 0 | 0 | 0 | 0 | 459 | 0 | 0 | 572 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 369 | 0 | 1137 | 0 | 0 | 0 | 0 | 459 | 0 | 0 | 572 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 369 | 0 | 1137 | 0 | 0 | 0 | 0 | 459 | 0 | 0 | 572 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 369 | 0 | 1137 | 0 | 0 | 0 | 0 | 459 | 0 | 0 | 572 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 369 | 0 | 1137 | 0 | 0 | 0 | 0 | 459 | 0 | 0 | 572 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.15 | 0.00 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 66.3 | 0.0 | 66.3 | 0.0 | 0.0 | 0.0 | 0.0 | 27.7 | 0.0 | 0.0 | 27.7 | 0.0 |
| Volume/Cap: | 0.18 | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.54 | 0.00 |
| Delay/Veh: | 6.5 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 31.4 | 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: | 6.5 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 31.4 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | C | A | A | C | A |
| HCM2k95thQ: | 5 | 0 | 20 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 14 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3015: 87/SANTA CLARA



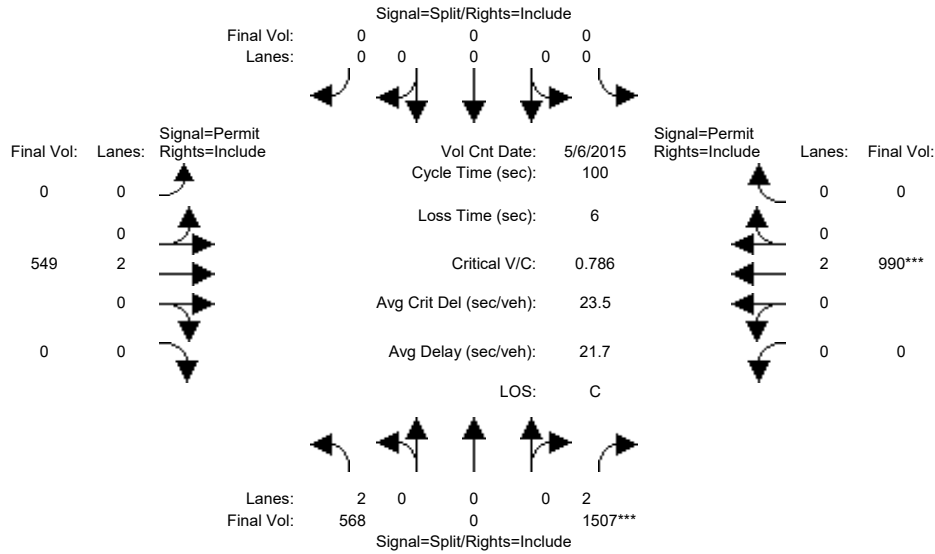
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 6 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 482 | 0 | 1540 | 0 | 0 | 0 | 0 | 505 | 0 | 0 | 1050 | 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: | 482 | 0 | 1540 | 0 | 0 | 0 | 0 | 505 | 0 | 0 | 1050 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 482 | 0 | 1540 | 0 | 0 | 0 | 0 | 505 | 0 | 0 | 1050 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 482 | 0 | 1540 | 0 | 0 | 0 | 0 | 505 | 0 | 0 | 1050 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 482 | 0 | 1540 | 0 | 0 | 0 | 0 | 505 | 0 | 0 | 1050 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 482 | 0 | 1540 | 0 | 0 | 0 | 0 | 505 | 0 | 0 | 1050 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.28 | 0.00 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 60.1 | 0.0 | 60.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33.9 | 0.0 | 0.0 | 33.9 | 0.0 |
| Volume/Cap: | 0.25 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.81 | 0.00 |
| Delay/Veh: | 9.5 | 0.0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 25.4 | 0.0 | 0.0 | 34.2 | 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: | 9.5 | 0.0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 25.4 | 0.0 | 0.0 | 34.2 | 0.0 |
| LOS by Move: | A | A | B | A | A | A | A | C | A | A | C | A |
| HCM2k95thQ: | 8 | 0 | 40 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 26 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3015: 87/SANTA CLARA



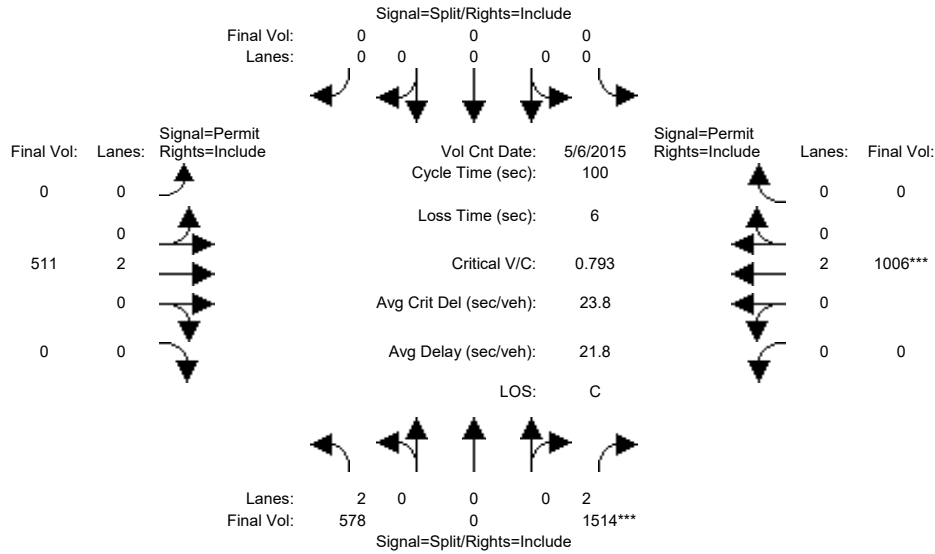
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 6 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 568 | 0 | 1507 | 0 | 0 | 0 | 0 | 549 | 0 | 0 | 990 | 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: | 568 | 0 | 1507 | 0 | 0 | 0 | 0 | 549 | 0 | 0 | 990 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 568 | 0 | 1507 | 0 | 0 | 0 | 0 | 549 | 0 | 0 | 990 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 568 | 0 | 1507 | 0 | 0 | 0 | 0 | 549 | 0 | 0 | 990 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 568 | 0 | 1507 | 0 | 0 | 0 | 0 | 549 | 0 | 0 | 990 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 568 | 0 | 1507 | 0 | 0 | 0 | 0 | 549 | 0 | 0 | 990 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.26 | 0.00 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 60.9 | 0.0 | 60.9 | 0.0 | 0.0 | 0.0 | 0.0 | 33.1 | 0.0 | 0.0 | 33.1 | 0.0 |
| Volume/Cap: | 0.30 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.79 | 0.00 |
| Delay/Veh: | 9.4 | 0.0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26.4 | 0.0 | 0.0 | 33.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.4 | 0.0 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26.4 | 0.0 | 0.0 | 33.6 | 0.0 |
| LOS by Move: | A | A | B | A | A | A | A | C | A | A | C | A |
| HCM2k95thQ: | 10 | 0 | 37 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 25 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3015: 87/SANTA CLARA



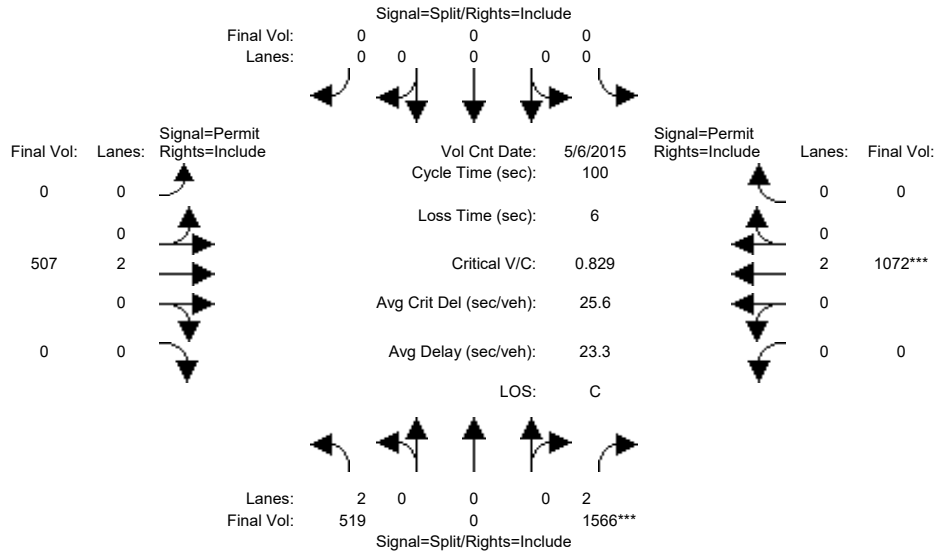
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 6 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 578 | 0 | 1514 | 0 | 0 | 0 | 0 | 511 | 0 | 0 | 1006 | 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: | 578 | 0 | 1514 | 0 | 0 | 0 | 0 | 511 | 0 | 0 | 1006 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 578 | 0 | 1514 | 0 | 0 | 0 | 0 | 511 | 0 | 0 | 1006 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 578 | 0 | 1514 | 0 | 0 | 0 | 0 | 511 | 0 | 0 | 1006 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 578 | 0 | 1514 | 0 | 0 | 0 | 0 | 511 | 0 | 0 | 1006 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 578 | 0 | 1514 | 0 | 0 | 0 | 0 | 511 | 0 | 0 | 1006 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.26 | 0.00 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 60.6 | 0.0 | 60.6 | 0.0 | 0.0 | 0.0 | 0.0 | 33.4 | 0.0 | 0.0 | 33.4 | 0.0 |
| Volume/Cap: | 0.30 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.79 | 0.00 |
| Delay/Veh: | 9.6 | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25.8 | 0.0 | 0.0 | 33.7 | 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: | 9.6 | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 25.8 | 0.0 | 0.0 | 33.7 | 0.0 |
| LOS by Move: | A | A | B | A | A | A | A | C | A | A | C | A |
| HCM2k95thQ: | 10 | 0 | 38 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 26 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3015: 87/SANTA CLARA



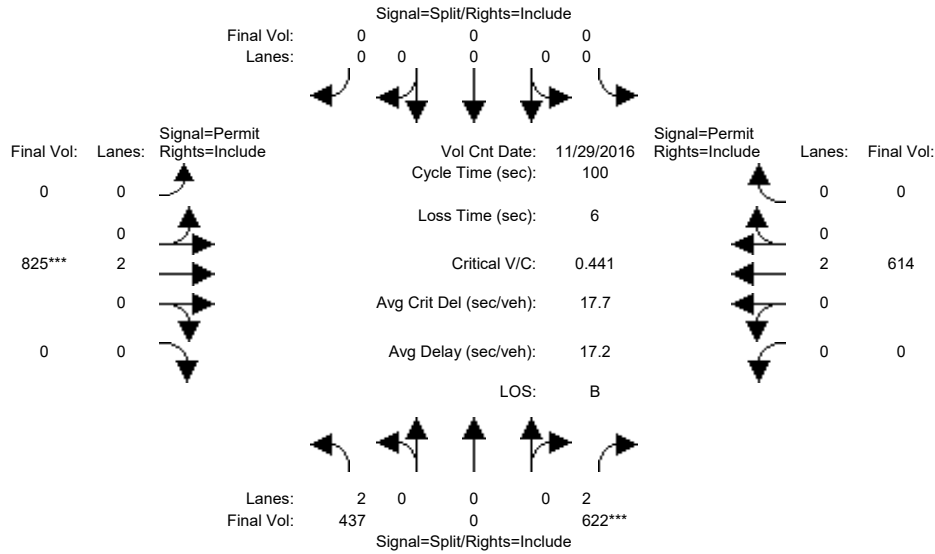
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 6 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 519 | 0 | 1566 | 0 | 0 | 0 | 0 | 507 | 0 | 0 | 1072 | 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: | 519 | 0 | 1566 | 0 | 0 | 0 | 0 | 507 | 0 | 0 | 1072 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 519 | 0 | 1566 | 0 | 0 | 0 | 0 | 507 | 0 | 0 | 1072 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 519 | 0 | 1566 | 0 | 0 | 0 | 0 | 507 | 0 | 0 | 1072 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 519 | 0 | 1566 | 0 | 0 | 0 | 0 | 507 | 0 | 0 | 1072 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 519 | 0 | 1566 | 0 | 0 | 0 | 0 | 507 | 0 | 0 | 1072 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.28 | 0.00 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 60.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.0 | 0.0 | 0.0 | 34.0 | 0.0 |
| Volume/Cap: | 0.27 | 0.00 | 0.83 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.83 | 0.00 |
| Delay/Veh: | 9.7 | 0.0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 25.3 | 0.0 | 0.0 | 34.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.7 | 0.0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 25.3 | 0.0 | 0.0 | 34.9 | 0.0 |
| LOS by Move: | A | A | B | A | A | A | A | C | A | A | C | A |
| HCM2k95thQ: | 9 | 0 | 41 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 28 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3015: 87/SANTA CLARA



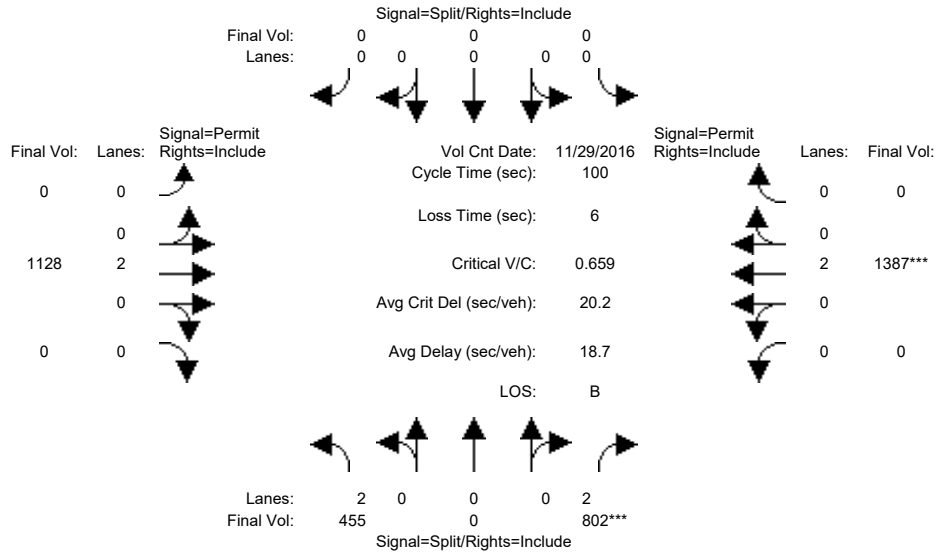
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 29 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 437 | 0 | 622 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 614 | 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: | 437 | 0 | 622 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 614 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 437 | 0 | 622 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 614 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 437 | 0 | 622 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 614 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 437 | 0 | 622 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 614 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 437 | 0 | 622 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 614 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.16 | 0.00 |
| Crit Moves: | **** | | | **** | | | | | | | | |
| Green Time: | 44.8 | 0.0 | 44.8 | 0.0 | 0.0 | 0.0 | 0.0 | 49.2 | 0.0 | 0.0 | 49.2 | 0.0 |
| Volume/Cap: | 0.31 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.33 | 0.00 |
| Delay/Veh: | 17.8 | 0.0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 16.6 | 0.0 | 0.0 | 15.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.8 | 0.0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 16.6 | 0.0 | 0.0 | 15.5 | 0.0 |
| LOS by Move: | B | A | B | A | A | A | A | B | A | A | B | A |
| HCM2k95thQ: | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 11 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3015: 87/SANTA CLARA



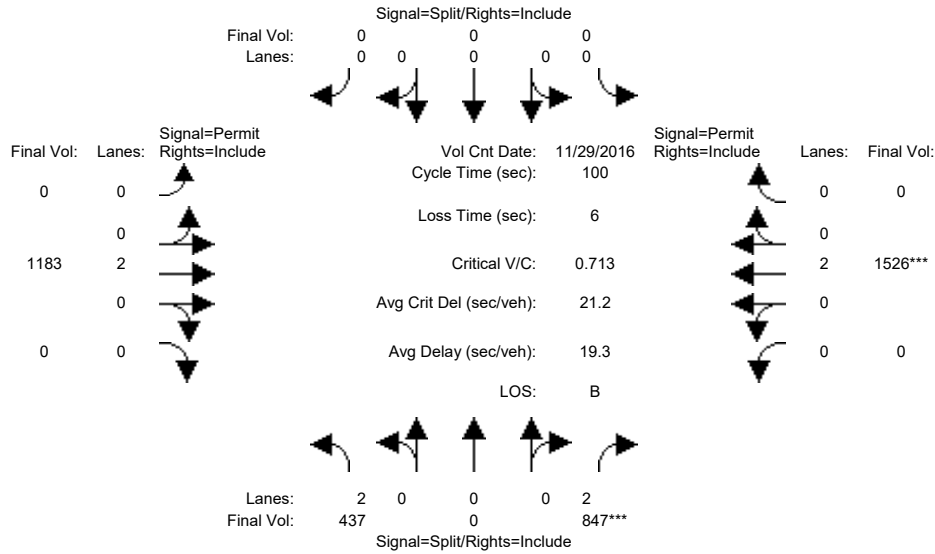
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 29 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 455 | 0 | 802 | 0 | 0 | 0 | 0 | 1128 | 0 | 0 | 1387 | 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 | 802 | 0 | 0 | 0 | 0 | 1128 | 0 | 0 | 1387 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 455 | 0 | 802 | 0 | 0 | 0 | 0 | 1128 | 0 | 0 | 1387 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 455 | 0 | 802 | 0 | 0 | 0 | 0 | 1128 | 0 | 0 | 1387 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 455 | 0 | 802 | 0 | 0 | 0 | 0 | 1128 | 0 | 0 | 1387 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 455 | 0 | 802 | 0 | 0 | 0 | 0 | 1128 | 0 | 0 | 1387 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.37 | 0.00 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 38.6 | 0.0 | 38.6 | 0.0 | 0.0 | 0.0 | 0.0 | 55.4 | 0.0 | 0.0 | 55.4 | 0.0 |
| Volume/Cap: | 0.37 | 0.00 | 0.66 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.66 | 0.00 |
| Delay/Veh: | 22.2 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | 16.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.2 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | 16.5 | 0.0 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | A | B | A |
| HCM2k95thQ: | 12 | 0 | 23 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 26 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3015: 87/SANTA CLARA



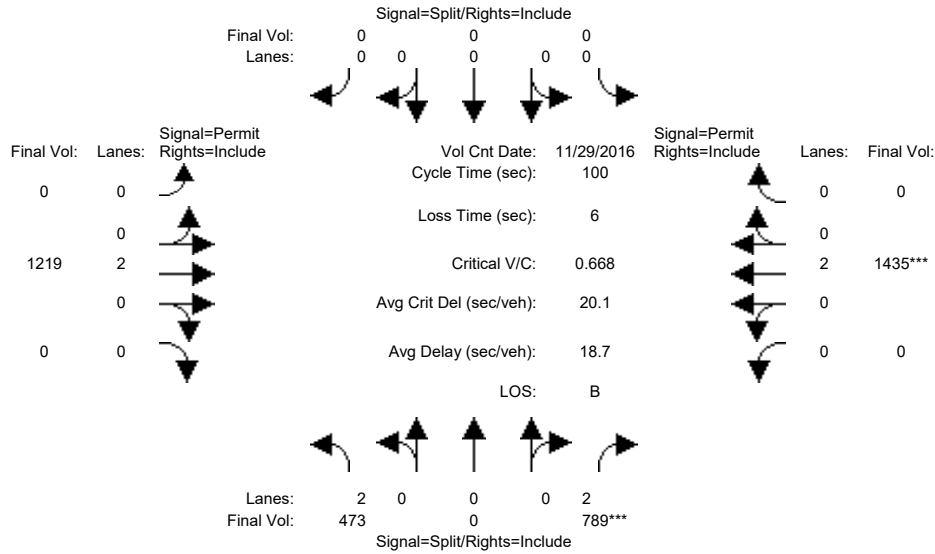
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 29 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 437 | 0 | 847 | 0 | 0 | 0 | 0 | 1183 | 0 | 0 | 1526 | 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: | 437 | 0 | 847 | 0 | 0 | 0 | 0 | 1183 | 0 | 0 | 1526 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 437 | 0 | 847 | 0 | 0 | 0 | 0 | 1183 | 0 | 0 | 1526 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 437 | 0 | 847 | 0 | 0 | 0 | 0 | 1183 | 0 | 0 | 1526 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 437 | 0 | 847 | 0 | 0 | 0 | 0 | 1183 | 0 | 0 | 1526 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 437 | 0 | 847 | 0 | 0 | 0 | 0 | 1183 | 0 | 0 | 1526 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 | 0.40 | 0.00 |
| Crit Moves: | | | **** | | | | | | | | **** | |
| Green Time: | 37.7 | 0.0 | 37.7 | 0.0 | 0.0 | 0.0 | 0.0 | 56.3 | 0.0 | 0.0 | 56.3 | 0.0 |
| Volume/Cap: | 0.37 | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 | 0.71 | 0.00 |
| Delay/Veh: | 22.7 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | 17.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.7 | 0.0 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | 17.1 | 0.0 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | A | B | A |
| HCM2k95thQ: | 11 | 0 | 25 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 30 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3015: 87/SANTA CLARA



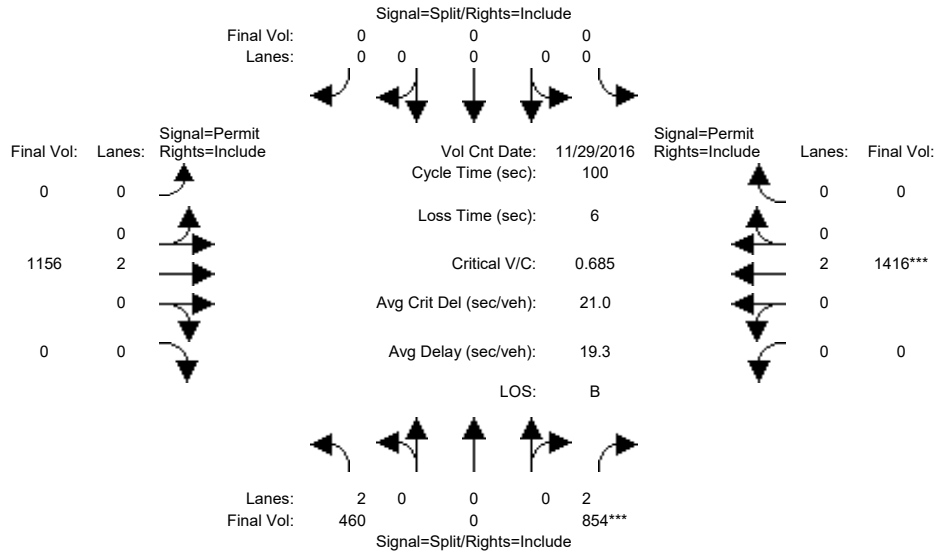
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 29 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 473 | 0 | 789 | 0 | 0 | 0 | 0 | 1219 | 0 | 0 | 1435 | 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: | 473 | 0 | 789 | 0 | 0 | 0 | 0 | 1219 | 0 | 0 | 1435 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 473 | 0 | 789 | 0 | 0 | 0 | 0 | 1219 | 0 | 0 | 1435 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 473 | 0 | 789 | 0 | 0 | 0 | 0 | 1219 | 0 | 0 | 1435 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 473 | 0 | 789 | 0 | 0 | 0 | 0 | 1219 | 0 | 0 | 1435 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 473 | 0 | 789 | 0 | 0 | 0 | 0 | 1219 | 0 | 0 | 1435 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.38 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 37.5 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 56.5 | 0.0 | 0.0 | 56.5 | 0.0 |
| Volume/Cap: | 0.40 | 0.00 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.67 | 0.00 |
| Delay/Veh: | 23.2 | 0.0 | 27.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 16.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.2 | 0.0 | 27.6 | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 16.0 | 0.0 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | A | B | A |
| HCM2k95thQ: | 12 | 0 | 23 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 27 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3015: 87/SANTA CLARA



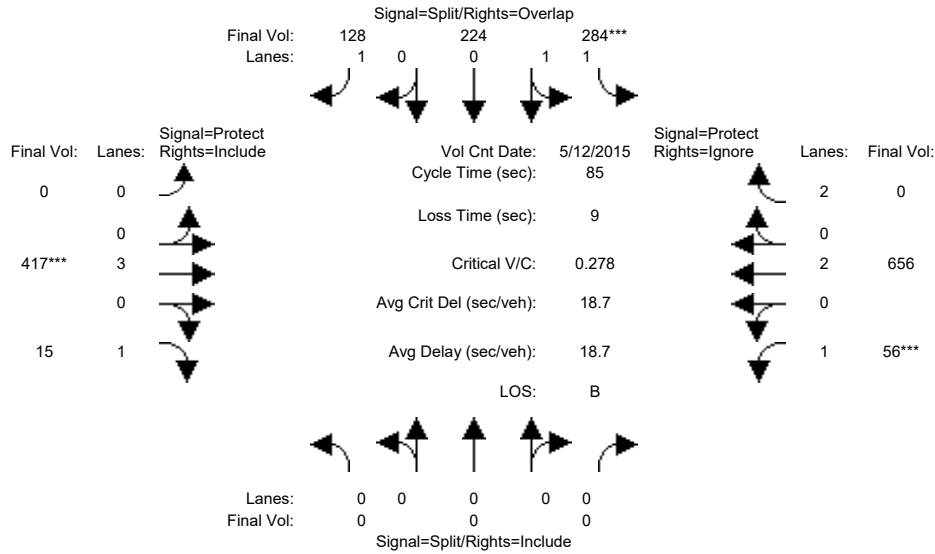
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 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: 29 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 460 | 0 | 854 | 0 | 0 | 0 | 0 | 1156 | 0 | 0 | 1416 | 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: | 460 | 0 | 854 | 0 | 0 | 0 | 0 | 1156 | 0 | 0 | 1416 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 460 | 0 | 854 | 0 | 0 | 0 | 0 | 1156 | 0 | 0 | 1416 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 460 | 0 | 854 | 0 | 0 | 0 | 0 | 1156 | 0 | 0 | 1416 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 460 | 0 | 854 | 0 | 0 | 0 | 0 | 1156 | 0 | 0 | 1416 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 460 | 0 | 854 | 0 | 0 | 0 | 0 | 1156 | 0 | 0 | 1416 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 |
| Final Sat.: | 3150 | 0 | 3150 | 0 | 0 | 0 | 0 | 3800 | 0 | 0 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.37 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 39.6 | 0.0 | 39.6 | 0.0 | 0.0 | 0.0 | 0.0 | 54.4 | 0.0 | 0.0 | 54.4 | 0.0 |
| Volume/Cap: | 0.37 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.00 | 0.68 | 0.00 |
| Delay/Veh: | 21.6 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | 17.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 21.6 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | 17.5 | 0.0 |
| LOS by Move: | C | A | C | A | A | A | A | B | A | A | B | A |
| HCM2k95thQ: | 12 | 0 | 25 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 27 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3014: 87/JULIAN (W)



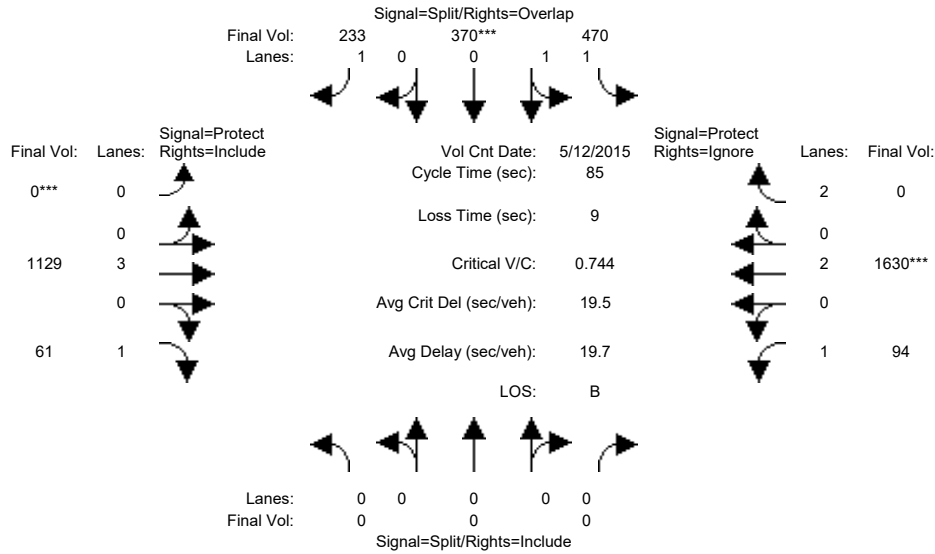
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: 12 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 284 | 224 | 128 | 0 | 417 | 15 | 56 | 656 | 384 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 284 | 224 | 128 | 0 | 417 | 15 | 56 | 656 | 384 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 284 | 224 | 128 | 0 | 417 | 15 | 56 | 656 | 384 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 284 | 224 | 128 | 0 | 417 | 15 | 56 | 656 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 284 | 224 | 128 | 0 | 417 | 15 | 56 | 656 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 284 | 224 | 128 | 0 | 417 | 15 | 56 | 656 | 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 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.13 | 0.87 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 1984 | 1565 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.14 | 0.07 | 0.00 | 0.07 | 0.01 | 0.03 | 0.17 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | **** |
| Green Time: | 0.0 | 0.0 | 0.0 | 43.8 | 43.8 | 43.8 | 0.0 | 22.4 | 22.4 | 9.8 | 32.2 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.14 | 0.00 | 0.28 | 0.03 | 0.28 | 0.46 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 11.7 | 11.7 | 10.8 | 0.0 | 25.0 | 23.3 | 35.1 | 20.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 11.7 | 11.7 | 10.8 | 0.0 | 25.0 | 23.3 | 35.1 | 20.1 | 0.0 |
| LOS by Move: | A | A | A | B | B | B | A | C | C | D | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 8 | 8 | 4 | 0 | 6 | 1 | 3 | 13 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3014: 87/JULIAN (W)



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: | 12 May 2015 | << | 7:45-8:45 | | | | | | |
|----------------|------|-------|-------|-------------|------|-----------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 470 | 370 | 233 | 0 | 1129 | 61 | 94 | 1630 | 503 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 470 | 370 | 233 | 0 | 1129 | 61 | 94 | 1630 | 503 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 470 | 370 | 233 | 0 | 1129 | 61 | 94 | 1630 | 503 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 470 | 370 | 233 | 0 | 1129 | 61 | 94 | 1630 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 470 | 370 | 233 | 0 | 1129 | 61 | 94 | 1630 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 0 | 0 | 470 | 370 | 233 | 0 | 1129 | 61 | 94 | 1630 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.13 | 0.87 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 1986 | 1563 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |

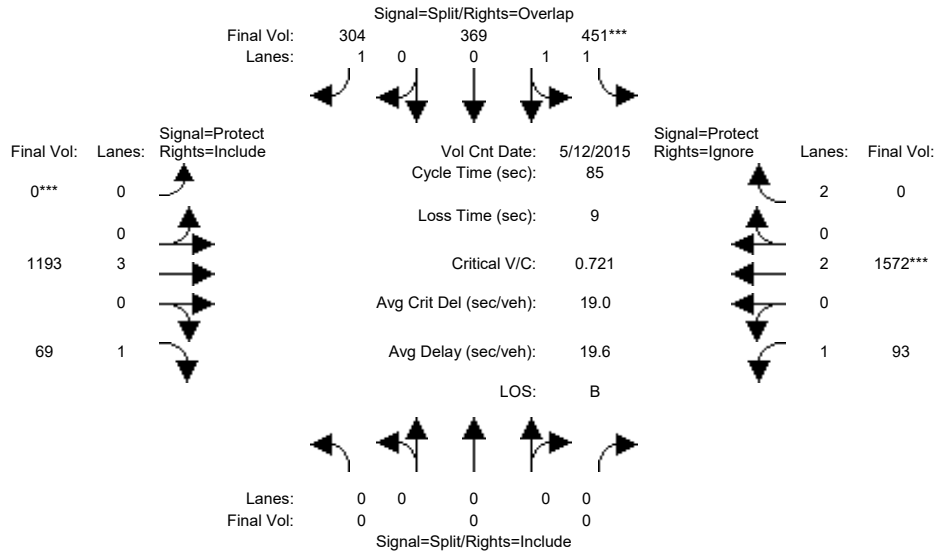
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.13 | 0.00 | 0.20 | 0.03 | 0.05 | 0.43 | 0.00 |
| Crit Moves: | | | | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.0 | 27.0 | 27.0 | 0.0 | 34.6 | 34.6 | 14.4 | 49.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.74 | 0.74 | 0.42 | 0.00 | 0.49 | 0.09 | 0.32 | 0.74 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 28.6 | 28.6 | 23.3 | 0.0 | 18.8 | 15.5 | 31.6 | 14.8 | 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: | 0.0 | 0.0 | 0.0 | 28.6 | 28.6 | 23.3 | 0.0 | 18.8 | 15.5 | 31.6 | 14.8 | 0.0 |
| LOS by Move: | A | A | A | C | C | C | A | B | B | C | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 22 | 22 | 11 | 0 | 14 | 2 | 5 | 29 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3014: 87/JULIAN (W)



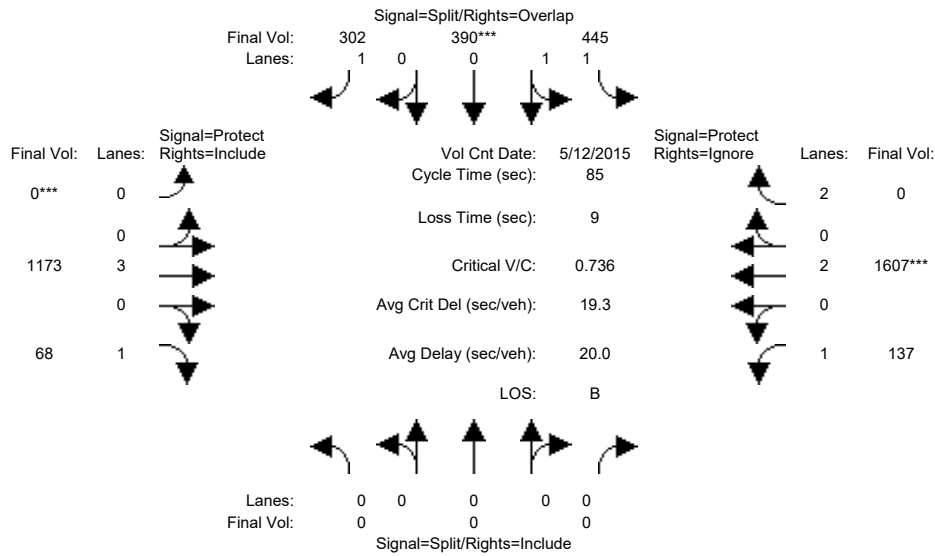
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: 12 May 2015 << 7:45-8:45 | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 451 | 369 | 304 | 0 | 1193 | 69 | 93 | 1572 | 591 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | 451 | 369 | 304 | 0 | 1193 | 69 | 93 | 1572 | 591 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 0 | 0 | 451 | 369 | 304 | 0 | 1193 | 69 | 93 | 1572 | 591 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | |
| PHF Volume: | 0 | 0 | 0 | 451 | 369 | 304 | 0 | 1193 | 69 | 93 | 1572 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | 451 | 369 | 304 | 0 | 1193 | 69 | 93 | 1572 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 0 | 0 | 451 | 369 | 304 | 0 | 1193 | 69 | 93 | 1572 | 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 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.11 | 0.89 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 | |
| Final Sat.: | 0 | 0 | 0 | 1952 | 1597 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.23 | 0.23 | 0.17 | 0.00 | 0.21 | 0.04 | 0.05 | 0.41 | 0.00 | |
| Crit Moves: | | | | **** | | | | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.2 | 27.2 | 27.2 | 0.0 | 35.0 | 35.0 | 13.8 | 48.8 | 0.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.72 | 0.72 | 0.54 | 0.00 | 0.51 | 0.10 | 0.33 | 0.72 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 27.8 | 27.8 | 24.8 | 0.0 | 18.8 | 15.4 | 32.2 | 14.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 27.8 | 27.8 | 24.8 | 0.0 | 18.8 | 15.4 | 32.2 | 14.4 | 0.0 | |
| LOS by Move: | A | A | A | C | C | C | A | B | B | C | B | A | |
| HCM2k95thQ: | 0 | 0 | 0 | 21 | 21 | 14 | 0 | 14 | 2 | 5 | 28 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3014: 87/JULIAN (W)



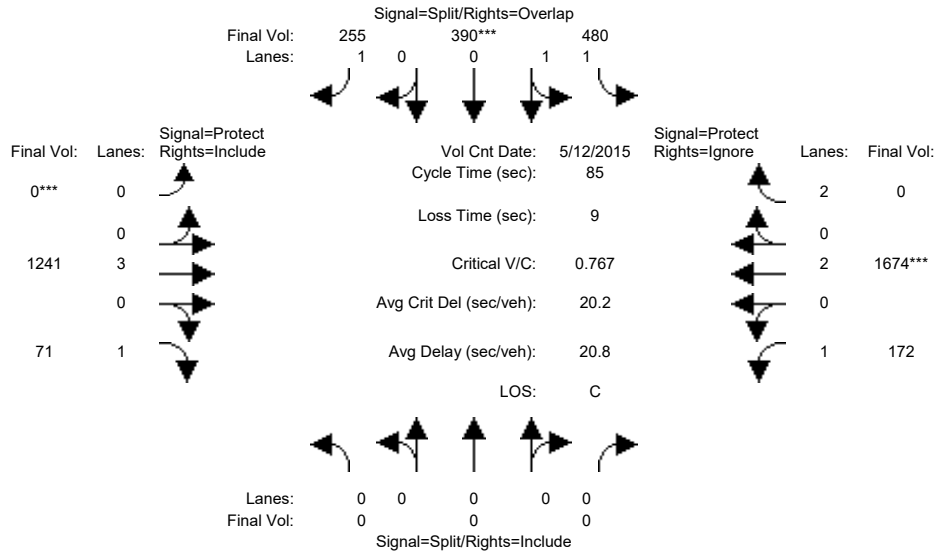
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: 12 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 445 | 390 | 302 | 0 | 1173 | 68 | 137 | 1607 | 540 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 445 | 390 | 302 | 0 | 1173 | 68 | 137 | 1607 | 540 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 445 | 390 | 302 | 0 | 1173 | 68 | 137 | 1607 | 540 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 445 | 390 | 302 | 0 | 1173 | 68 | 137 | 1607 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 445 | 390 | 302 | 0 | 1173 | 68 | 137 | 1607 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 445 | 390 | 302 | 0 | 1173 | 68 | 137 | 1607 | 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 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.08 | 0.92 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 1892 | 1658 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.17 | 0.00 | 0.21 | 0.04 | 0.08 | 0.42 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | **** |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.2 | 27.2 | 27.2 | 0.0 | 34.9 | 34.9 | 14.0 | 48.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.74 | 0.74 | 0.54 | 0.00 | 0.50 | 0.09 | 0.48 | 0.74 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 28.3 | 28.3 | 24.8 | 0.0 | 18.8 | 15.4 | 33.5 | 14.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 28.3 | 28.3 | 24.8 | 0.0 | 18.8 | 15.4 | 33.5 | 14.7 | 0.0 |
| LOS by Move: | A | A | A | C | C | C | A | B | B | C | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 21 | 21 | 14 | 0 | 14 | 2 | 8 | 29 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3014: 87/JULIAN (W)



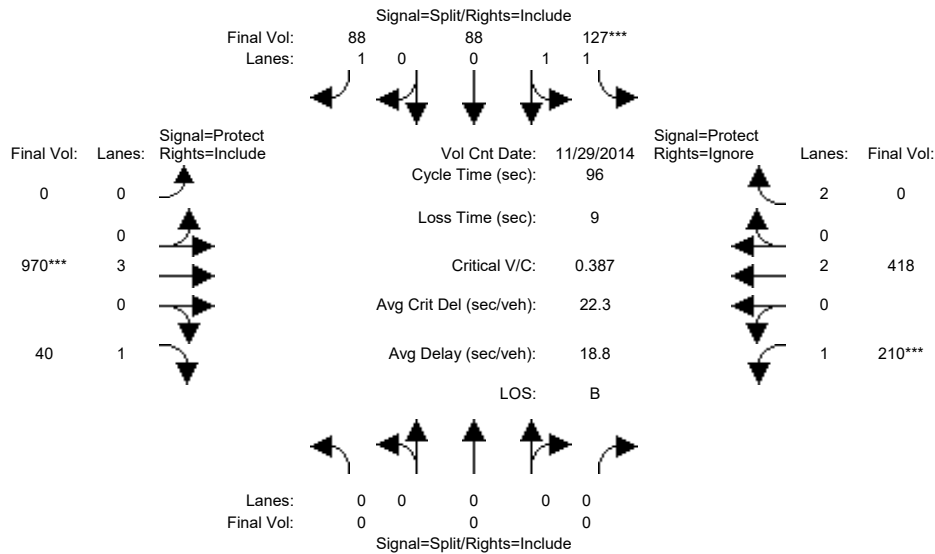
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: 12 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 480 | 390 | 255 | 0 | 1241 | 71 | 172 | 1674 | 480 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 480 | 390 | 255 | 0 | 1241 | 71 | 172 | 1674 | 480 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 480 | 390 | 255 | 0 | 1241 | 71 | 172 | 1674 | 480 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 480 | 390 | 255 | 0 | 1241 | 71 | 172 | 1674 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 480 | 390 | 255 | 0 | 1241 | 71 | 172 | 1674 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 0 | 0 | 480 | 390 | 255 | 0 | 1241 | 71 | 172 | 1674 | 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 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.12 | 0.88 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 1958 | 1591 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | 0.15 | 0.00 | 0.22 | 0.04 | 0.10 | 0.44 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | **** |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.2 | 27.2 | 27.2 | 0.0 | 33.6 | 33.6 | 15.2 | 48.8 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.77 | 0.77 | 0.46 | 0.00 | 0.55 | 0.10 | 0.55 | 0.77 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 29.3 | 29.3 | 23.6 | 0.0 | 20.1 | 16.2 | 33.9 | 15.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 29.3 | 29.3 | 23.6 | 0.0 | 20.1 | 16.2 | 33.9 | 15.4 | 0.0 |
| LOS by Move: | A | A | A | C | C | C | A | C | B | C | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 23 | 23 | 12 | 0 | 15 | 2 | 10 | 31 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3014: 87/JULIAN (W)



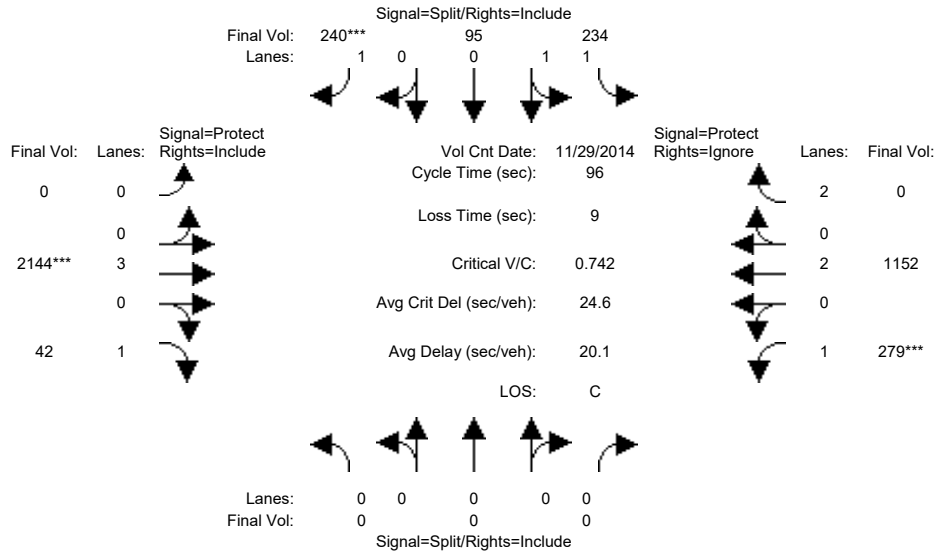
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: 29 Nov 2014 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 127 | 88 | 88 | 0 | 970 | 40 | 210 | 418 | 980 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 127 | 88 | 88 | 0 | 970 | 40 | 210 | 418 | 980 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 127 | 88 | 88 | 0 | 970 | 40 | 210 | 418 | 980 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 127 | 88 | 88 | 0 | 970 | 40 | 210 | 418 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 127 | 88 | 88 | 0 | 970 | 40 | 210 | 418 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 127 | 88 | 88 | 0 | 970 | 40 | 210 | 418 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.19 | 0.81 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 2097 | 1453 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.05 | 0.00 | 0.17 | 0.02 | 0.12 | 0.11 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | | **** |
| Green Time: | 0.0 | 0.0 | 0.0 | 15.0 | 15.0 | 15.0 | 0.0 | 42.2 | 42.2 | 29.8 | 72.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.32 | 0.00 | 0.39 | 0.05 | 0.39 | 0.15 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 36.8 | 36.8 | 36.6 | 0.0 | 18.3 | 15.4 | 26.4 | 3.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 36.8 | 36.8 | 36.6 | 0.0 | 18.3 | 15.4 | 26.4 | 3.4 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | B | B | C | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 7 | 7 | 5 | 0 | 12 | 1 | 10 | 4 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3014: 87/JULIAN (W)



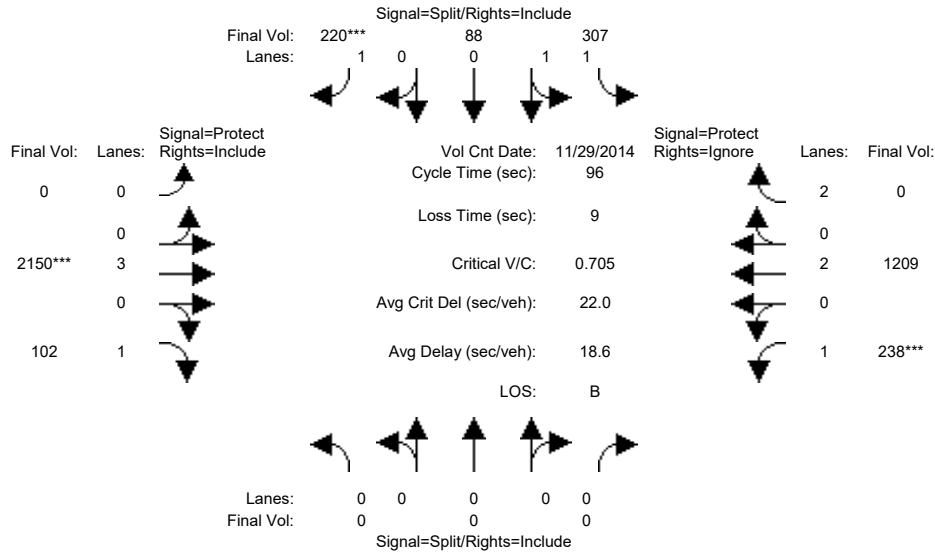
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: 29 Nov 2014 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 234 | 95 | 240 | 0 | 2144 | 42 | 279 | 1152 | 1099 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 234 | 95 | 240 | 0 | 2144 | 42 | 279 | 1152 | 1099 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 234 | 95 | 240 | 0 | 2144 | 42 | 279 | 1152 | 1099 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 234 | 95 | 240 | 0 | 2144 | 42 | 279 | 1152 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 234 | 95 | 240 | 0 | 2144 | 42 | 279 | 1152 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 234 | 95 | 240 | 0 | 2144 | 42 | 279 | 1152 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.43 | 0.57 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 2525 | 1025 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.14 | 0.00 | 0.38 | 0.02 | 0.16 | 0.30 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 17.7 | 17.7 | 17.7 | 0.0 | 48.6 | 48.6 | 20.6 | 69.3 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 | 0.74 | 0.00 | 0.74 | 0.05 | 0.74 | 0.42 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.8 | 35.8 | 45.9 | 0.0 | 19.8 | 12.0 | 43.0 | 5.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 35.8 | 35.8 | 45.9 | 0.0 | 19.8 | 12.0 | 43.0 | 5.4 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | B | B | D | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 10 | 10 | 17 | 0 | 29 | 1 | 18 | 13 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3014: 87/JULIAN (W)



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: | 29 Nov 2014 | << | 4:45 - 5:45 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|----------------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 307 | 88 | 220 | 0 | 2150 | 102 | 238 | 1209 | 1159 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 307 | 88 | 220 | 0 | 2150 | 102 | 238 | 1209 | 1159 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 307 | 88 | 220 | 0 | 2150 | 102 | 238 | 1209 | 1159 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 307 | 88 | 220 | 0 | 2150 | 102 | 238 | 1209 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 307 | 88 | 220 | 0 | 2150 | 102 | 238 | 1209 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 307 | 88 | 220 | 0 | 2150 | 102 | 238 | 1209 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.56 | 0.44 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 2759 | 791 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |

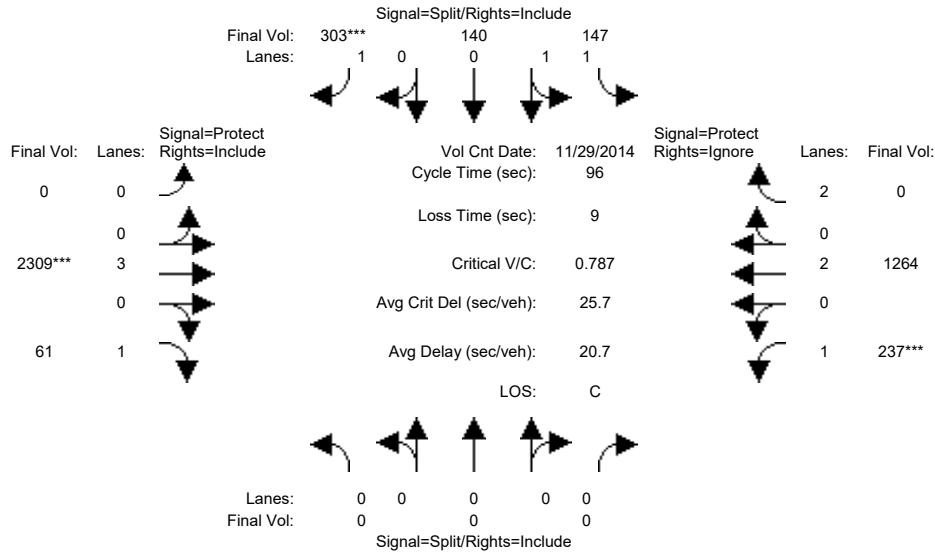
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.11 | 0.13 | 0.00 | 0.38 | 0.06 | 0.14 | 0.32 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 17.1 | 17.1 | 17.1 | 0.0 | 51.4 | 51.4 | 18.5 | 69.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.62 | 0.62 | 0.71 | 0.00 | 0.71 | 0.11 | 0.71 | 0.44 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 38.4 | 38.4 | 44.2 | 0.0 | 17.4 | 11.1 | 42.8 | 5.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 38.4 | 38.4 | 44.2 | 0.0 | 17.4 | 11.1 | 42.8 | 5.3 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | B | B | D | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 13 | 13 | 15 | 0 | 28 | 3 | 16 | 14 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3014: 87/JULIAN (W)



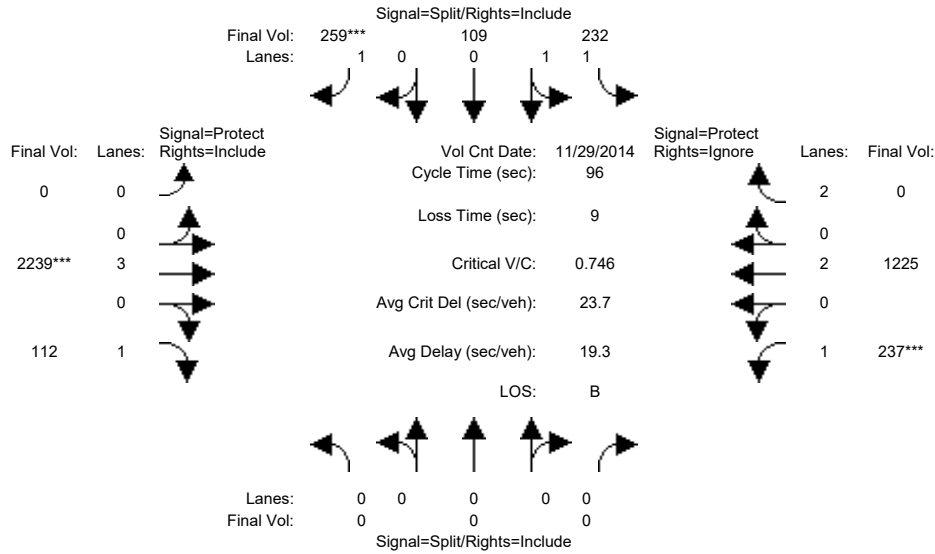
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: 29 Nov 2014 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 147 | 140 | 303 | 0 | 2309 | 61 | 237 | 1264 | 1080 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 147 | 140 | 303 | 0 | 2309 | 61 | 237 | 1264 | 1080 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 147 | 140 | 303 | 0 | 2309 | 61 | 237 | 1264 | 1080 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 147 | 140 | 303 | 0 | 2309 | 61 | 237 | 1264 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 147 | 140 | 303 | 0 | 2309 | 61 | 237 | 1264 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 0 | 0 | 147 | 140 | 303 | 0 | 2309 | 61 | 237 | 1264 | 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 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.04 | 0.96 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 1818 | 1731 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.17 | 0.00 | 0.41 | 0.03 | 0.14 | 0.33 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 21.1 | 21.1 | 21.1 | 0.0 | 49.4 | 49.4 | 16.5 | 65.9 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.79 | 0.00 | 0.79 | 0.07 | 0.79 | 0.48 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.1 | 32.1 | 45.7 | 0.0 | 20.5 | 11.8 | 51.0 | 7.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 32.1 | 32.1 | 45.7 | 0.0 | 20.5 | 11.8 | 51.0 | 7.2 | 0.0 |
| LOS by Move: | A | A | A | C | C | D | A | C | B | D | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 8 | 8 | 20 | 0 | 33 | 2 | 17 | 17 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3014: 87/JULIAN (W)



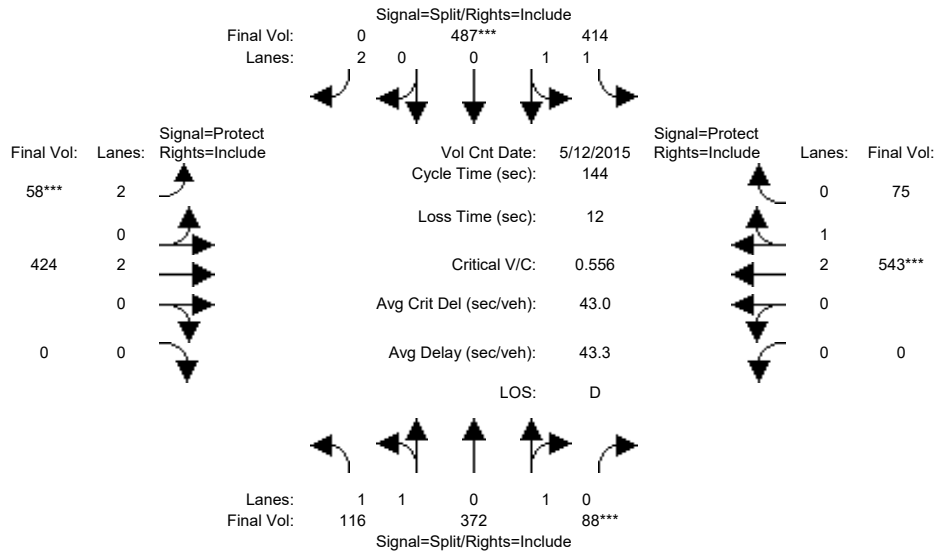
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 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: | 29 Nov 2014 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 232 | 109 | 259 | 0 | 2239 | 112 | 237 | 1225 | 1141 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 232 | 109 | 259 | 0 | 2239 | 112 | 237 | 1225 | 1141 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 232 | 109 | 259 | 0 | 2239 | 112 | 237 | 1225 | 1141 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 232 | 109 | 259 | 0 | 2239 | 112 | 237 | 1225 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 232 | 109 | 259 | 0 | 2239 | 112 | 237 | 1225 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 232 | 109 | 259 | 0 | 2239 | 112 | 237 | 1225 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.37 | 0.63 | 1.00 | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Final Sat.: | 0 | 0 | 0 | 2415 | 1135 | 1750 | 0 | 5700 | 1750 | 1750 | 3800 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.15 | 0.00 | 0.39 | 0.06 | 0.14 | 0.32 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 19.0 | 19.0 | 19.0 | 0.0 | 50.5 | 50.5 | 17.4 | 68.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.48 | 0.48 | 0.75 | 0.00 | 0.75 | 0.12 | 0.75 | 0.46 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 34.7 | 34.7 | 44.8 | 0.0 | 18.8 | 11.6 | 46.5 | 6.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 34.7 | 34.7 | 44.8 | 0.0 | 18.8 | 11.6 | 46.5 | 6.2 | 0.0 |
| LOS by Move: | A | A | A | C | C | D | A | B | B | D | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 10 | 10 | 18 | 0 | 30 | 4 | 17 | 15 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3013: 87/JULIAN (E) *



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 12 May 2015 | << | 7:45-8:45 | | | | | | |
|----------------|------|-------|-------|-------------|------|-----------|------|------|------|------|------|------|
| Base Vol: | 116 | 372 | 88 | 414 | 487 | 0 | 58 | 424 | 0 | 0 | 543 | 75 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 372 | 88 | 414 | 487 | 0 | 58 | 424 | 0 | 0 | 543 | 75 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 116 | 372 | 88 | 414 | 487 | 0 | 58 | 424 | 0 | 0 | 543 | 75 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 116 | 372 | 88 | 414 | 487 | 0 | 58 | 424 | 0 | 0 | 543 | 75 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 372 | 88 | 414 | 487 | 0 | 58 | 424 | 0 | 0 | 543 | 75 |
| 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 |
| Final Volume: | 116 | 372 | 88 | 414 | 487 | 0 | 58 | 424 | 0 | 0 | 543 | 75 |

| 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 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.61 | 0.39 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.62 | 0.38 |
| Final Sat.: | 1750 | 2992 | 708 | 1750 | 1900 | 3150 | 3150 | 3800 | 0 | 0 | 4919 | 679 |

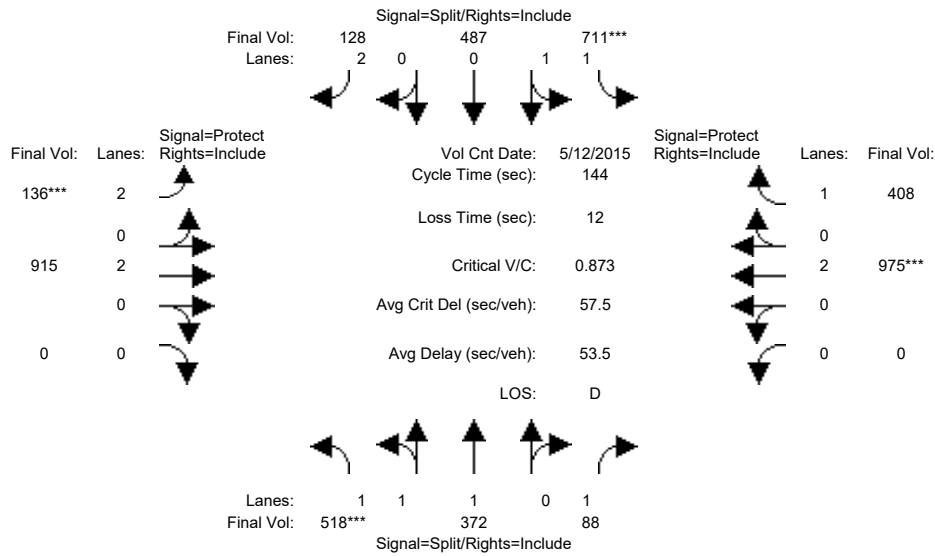
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.12 | 0.12 | 0.24 | 0.26 | 0.00 | 0.02 | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 |
| Crit Moves: | | | **** | | | **** | | | **** | | | **** |
| Green Time: | 31.7 | 31.7 | 31.7 | 65.2 | 65.2 | 0.0 | 7.0 | 35.1 | 0.0 | 0.0 | 28.1 | 28.1 |
| Volume/Cap: | 0.30 | 0.57 | 0.57 | 0.52 | 0.57 | 0.00 | 0.38 | 0.46 | 0.00 | 0.00 | 0.57 | 0.57 |
| Delay/Veh: | 47.0 | 50.8 | 50.8 | 28.5 | 29.4 | 0.0 | 68.0 | 46.7 | 0.0 | 0.0 | 53.1 | 53.1 |
| 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: | 47.0 | 50.8 | 50.8 | 28.5 | 29.4 | 0.0 | 68.0 | 46.7 | 0.0 | 0.0 | 53.1 | 53.1 |
| LOS by Move: | D | D | D | C | C | A | E | D | A | A | D | D |
| HCM2k95thQ: | 9 | 17 | 17 | 25 | 27 | 0 | 4 | 15 | 0 | 0 | 15 | 15 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3013: 87/JULIAN (E) *



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> Count Date: 12 May 2015 << 7:45-8:45 | | | | | | | | | | | |
|----------------|---|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 518 | 372 | 88 | 711 | 487 | 128 | 136 | 915 | 0 | 0 | 975 | 408 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 518 | 372 | 88 | 711 | 487 | 128 | 136 | 915 | 0 | 0 | 975 | 408 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 518 | 372 | 88 | 711 | 487 | 128 | 136 | 915 | 0 | 0 | 975 | 408 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 518 | 372 | 88 | 711 | 487 | 128 | 136 | 915 | 0 | 0 | 975 | 408 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 518 | 372 | 88 | 711 | 487 | 128 | 136 | 915 | 0 | 0 | 975 | 408 |
| 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 |
| Final Volume: | 518 | 372 | 88 | 711 | 487 | 128 | 136 | 915 | 0 | 0 | 975 | 408 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.99 | 0.92 | 0.93 | 0.95 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.79 | 1.21 | 1.00 | 1.20 | 0.80 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 3169 | 2276 | 1750 | 2107 | 1443 | 3150 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |

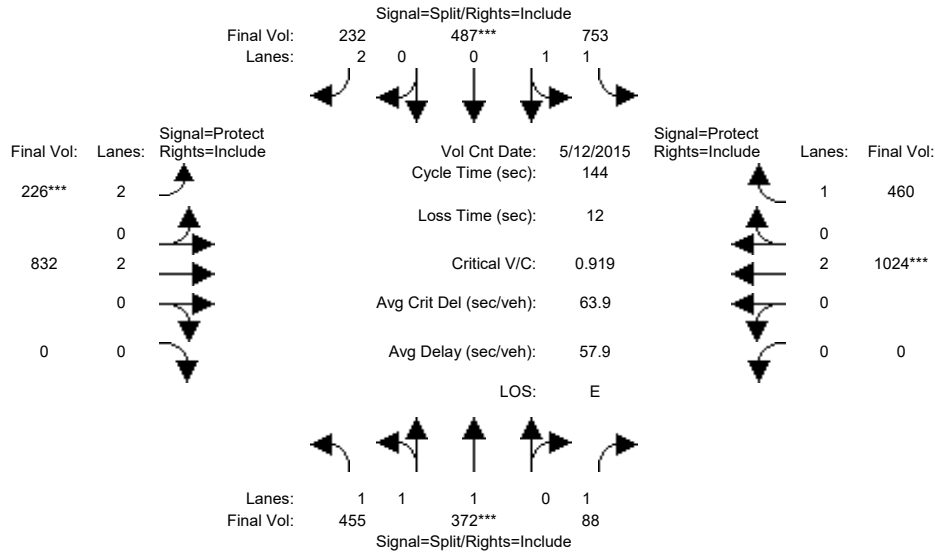
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.16 | 0.05 | 0.34 | 0.34 | 0.04 | 0.04 | 0.24 | 0.00 | 0.00 | 0.26 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 26.9 | 26.9 | 26.9 | 55.6 | 55.6 | 55.6 | 7.1 | 49.4 | 0.0 | 0.0 | 42.3 | 42.3 |
| Volume/Cap: | 0.87 | 0.87 | 0.27 | 0.87 | 0.87 | 0.11 | 0.87 | 0.70 | 0.00 | 0.00 | 0.87 | 0.79 |
| Delay/Veh: | 65.3 | 65.3 | 50.5 | 47.4 | 47.4 | 28.3 | 106.1 | 42.7 | 0.0 | 0.0 | 56.1 | 55.1 |
| 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: | 65.3 | 65.3 | 50.5 | 47.4 | 47.4 | 28.3 | 106.1 | 42.7 | 0.0 | 0.0 | 56.1 | 55.1 |
| LOS by Move: | E | E | D | D | D | C | F | D | A | A | E | E |
| HCM2k95thQ: | 22 | 22 | 7 | 46 | 46 | 4 | 11 | 31 | 0 | 0 | 32 | 29 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3013: 87/JULIAN (E) *



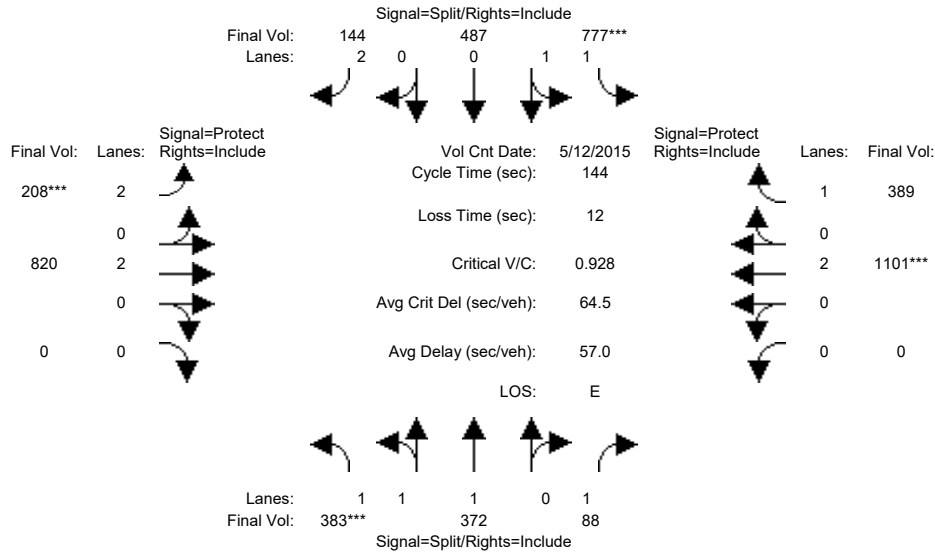
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 12 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 455 | 372 | 88 | 753 | 487 | 232 | 226 | 832 | 0 | 0 | 1024 | 460 |
| Growth Adj: | 1.00 | 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 | 372 | 88 | 753 | 487 | 232 | 226 | 832 | 0 | 0 | 1024 | 460 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 455 | 372 | 88 | 753 | 487 | 232 | 226 | 832 | 0 | 0 | 1024 | 460 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 455 | 372 | 88 | 753 | 487 | 232 | 226 | 832 | 0 | 0 | 1024 | 460 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 455 | 372 | 88 | 753 | 487 | 232 | 226 | 832 | 0 | 0 | 1024 | 460 |
| 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 |
| Final Volume: | 455 | 372 | 88 | 753 | 487 | 232 | 226 | 832 | 0 | 0 | 1024 | 460 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.99 | 0.92 | 0.93 | 0.95 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.69 | 1.31 | 1.00 | 1.23 | 0.77 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 2996 | 2450 | 1750 | 2155 | 1394 | 3150 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.05 | 0.35 | 0.35 | 0.07 | 0.07 | 0.22 | 0.00 | 0.00 | 0.27 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 23.8 | 23.8 | 23.8 | 54.7 | 54.7 | 54.7 | 11.2 | 53.5 | 0.0 | 0.0 | 42.2 | 42.2 |
| Volume/Cap: | 0.92 | 0.92 | 0.30 | 0.92 | 0.92 | 0.19 | 0.92 | 0.59 | 0.00 | 0.00 | 0.92 | 0.90 |
| Delay/Veh: | 73.4 | 73.4 | 53.4 | 52.8 | 52.8 | 29.9 | 102.2 | 37.1 | 0.0 | 0.0 | 61.2 | 67.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 73.4 | 73.4 | 53.4 | 52.8 | 52.8 | 29.9 | 102.2 | 37.1 | 0.0 | 0.0 | 61.2 | 67.0 |
| LOS by Move: | E | E | D | D | D | C | F | D | A | A | E | E |
| HCM2k95thQ: | 24 | 24 | 7 | 50 | 50 | 8 | 17 | 26 | 0 | 0 | 35 | 33 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3013: 87/JULIAN (E) *



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 12 May 2015 | << | 7:45-8:45 | | | | | | | | | | | | | | | | |
|----------------|------|-------|-------|-------------|------|-----------|------|------|------|------|------|------|--|--|--|--|--|--|--|--|--|--|
| Base Vol: | 383 | 372 | 88 | 777 | 487 | 144 | 208 | 820 | 0 | 0 | 1101 | 389 | | | | | | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | |
| Initial Bse: | 383 | 372 | 88 | 777 | 487 | 144 | 208 | 820 | 0 | 0 | 1101 | 389 | | | | | | | | | | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| Initial Fut: | 383 | 372 | 88 | 777 | 487 | 144 | 208 | 820 | 0 | 0 | 1101 | 389 | | | | | | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | |
| PHF Volume: | 383 | 372 | 88 | 777 | 487 | 144 | 208 | 820 | 0 | 0 | 1101 | 389 | | | | | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| Reduced Vol: | 383 | 372 | 88 | 777 | 487 | 144 | 208 | 820 | 0 | 0 | 1101 | 389 | | | | | | | | | | |
| 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 | | | | | | | | | | |
| Final Volume: | 383 | 372 | 88 | 777 | 487 | 144 | 208 | 820 | 0 | 0 | 1101 | 389 | | | | | | | | | | |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.98 | 0.92 | 0.93 | 0.95 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.56 | 1.44 | 1.00 | 1.24 | 0.76 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 2763 | 2683 | 1750 | 2182 | 1368 | 3150 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |

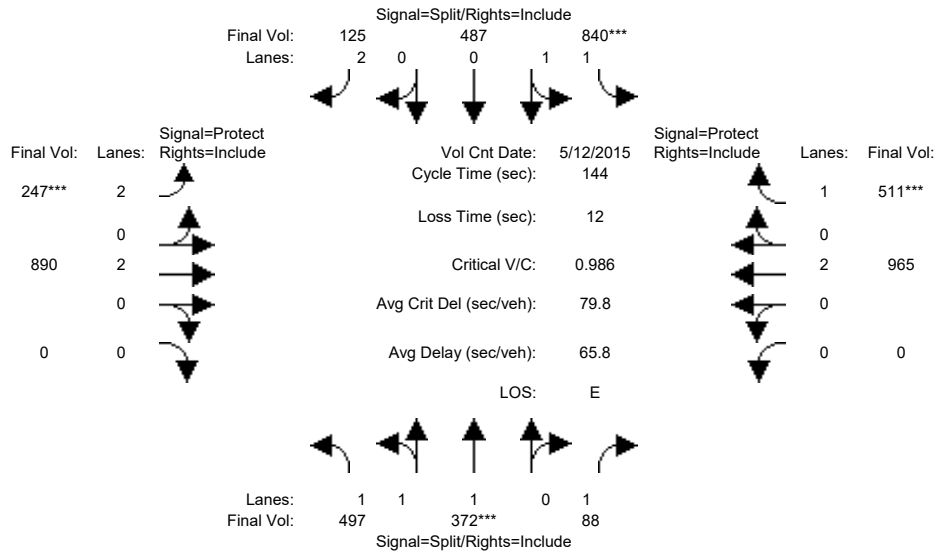
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.14 | 0.05 | 0.36 | 0.36 | 0.05 | 0.07 | 0.22 | 0.00 | 0.00 | 0.29 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 21.5 | 21.5 | 21.5 | 55.3 | 55.3 | 55.3 | 10.2 | 55.2 | 0.0 | 0.0 | 45.0 | 45.0 |
| Volume/Cap: | 0.93 | 0.93 | 0.34 | 0.93 | 0.93 | 0.12 | 0.93 | 0.56 | 0.00 | 0.00 | 0.93 | 0.71 |
| Delay/Veh: | 77.1 | 77.1 | 55.6 | 53.6 | 53.6 | 28.7 | 107.1 | 35.4 | 0.0 | 0.0 | 60.4 | 48.2 |
| 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: | 77.1 | 77.1 | 55.6 | 53.6 | 53.6 | 28.7 | 107.1 | 35.4 | 0.0 | 0.0 | 60.4 | 48.2 |
| LOS by Move: | E | E | E | D | D | C | F | D | A | A | E | D |
| HCM2k95thQ: | 22 | 22 | 7 | 52 | 52 | 5 | 16 | 25 | 0 | 0 | 37 | 27 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3013: 87/JULIAN (E) *



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 12 May 2015 | << | 7:45-8:45 | | | | | | |
|----------------|------|-------|-------|-------------|------|-----------|------|------|------|------|------|------|
| Base Vol: | 497 | 372 | 88 | 840 | 487 | 125 | 247 | 890 | 0 | 0 | 965 | 511 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 497 | 372 | 88 | 840 | 487 | 125 | 247 | 890 | 0 | 0 | 965 | 511 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 497 | 372 | 88 | 840 | 487 | 125 | 247 | 890 | 0 | 0 | 965 | 511 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 497 | 372 | 88 | 840 | 487 | 125 | 247 | 890 | 0 | 0 | 965 | 511 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 497 | 372 | 88 | 840 | 487 | 125 | 247 | 890 | 0 | 0 | 965 | 511 |
| 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 |
| Final Volume: | 497 | 372 | 88 | 840 | 487 | 125 | 247 | 890 | 0 | 0 | 965 | 511 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.99 | 0.92 | 0.93 | 0.95 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.76 | 1.24 | 1.00 | 1.28 | 0.72 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 3114 | 2331 | 1750 | 2247 | 1303 | 3150 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |

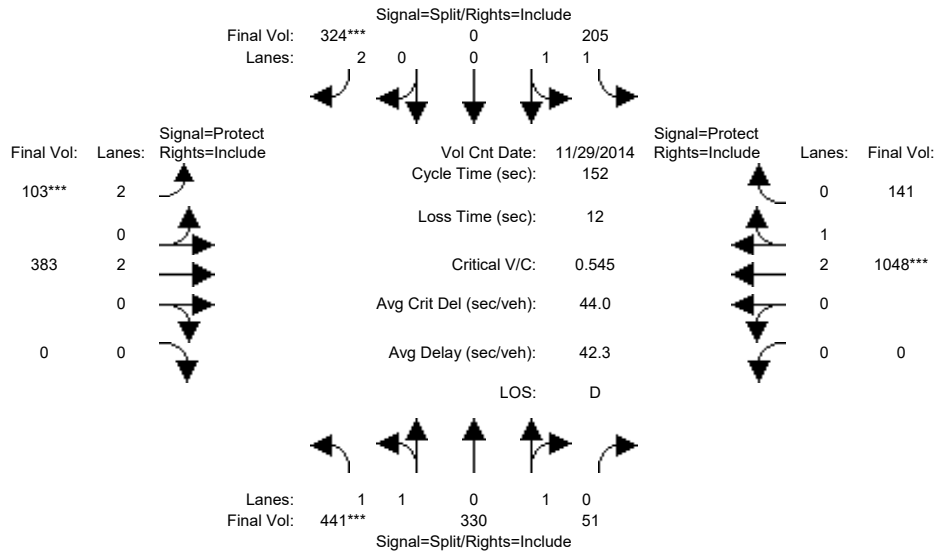
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.16 | 0.16 | 0.05 | 0.37 | 0.37 | 0.04 | 0.08 | 0.23 | 0.00 | 0.00 | 0.25 | 0.29 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 23.3 | 23.3 | 23.3 | 54.6 | 54.6 | 54.6 | 11.5 | 54.1 | 0.0 | 0.0 | 42.6 | 42.6 |
| Volume/Cap: | 0.99 | 0.99 | 0.31 | 0.99 | 0.99 | 0.10 | 0.99 | 0.62 | 0.00 | 0.00 | 0.86 | 0.99 |
| Delay/Veh: | 87.0 | 87.0 | 53.9 | 65.5 | 65.5 | 28.9 | 119.0 | 37.5 | 0.0 | 0.0 | 54.5 | 86.2 |
| 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: | 87.0 | 87.0 | 53.9 | 65.5 | 65.5 | 28.9 | 119.0 | 37.5 | 0.0 | 0.0 | 54.5 | 86.2 |
| LOS by Move: | F | F | D | E | E | C | F | D | A | A | D | F |
| HCM2k95thQ: | 26 | 26 | 7 | 58 | 58 | 4 | 19 | 28 | 0 | 0 | 32 | 39 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3013: 87/JULIAN (E) *



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 29 Nov 2014 | << | 4:45 - 5:45 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|----------------|------|------|------|------|------|------|
| Base Vol: | 441 | 330 | 51 | 205 | 0 | 324 | 103 | 383 | 0 | 0 | 1048 | 141 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 441 | 330 | 51 | 205 | 0 | 324 | 103 | 383 | 0 | 0 | 1048 | 141 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 441 | 330 | 51 | 205 | 0 | 324 | 103 | 383 | 0 | 0 | 1048 | 141 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 441 | 330 | 51 | 205 | 0 | 324 | 103 | 383 | 0 | 0 | 1048 | 141 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 441 | 330 | 51 | 205 | 0 | 324 | 103 | 383 | 0 | 0 | 1048 | 141 |
| 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 |
| Final Volume: | 441 | 330 | 51 | 205 | 0 | 324 | 103 | 383 | 0 | 0 | 1048 | 141 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.95 | 0.95 | 0.93 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.63 | 1.19 | 0.18 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.63 | 0.37 |
| Final Sat.: | 2870 | 2148 | 332 | 3550 | 0 | 3150 | 3150 | 3800 | 0 | 0 | 4935 | 664 |

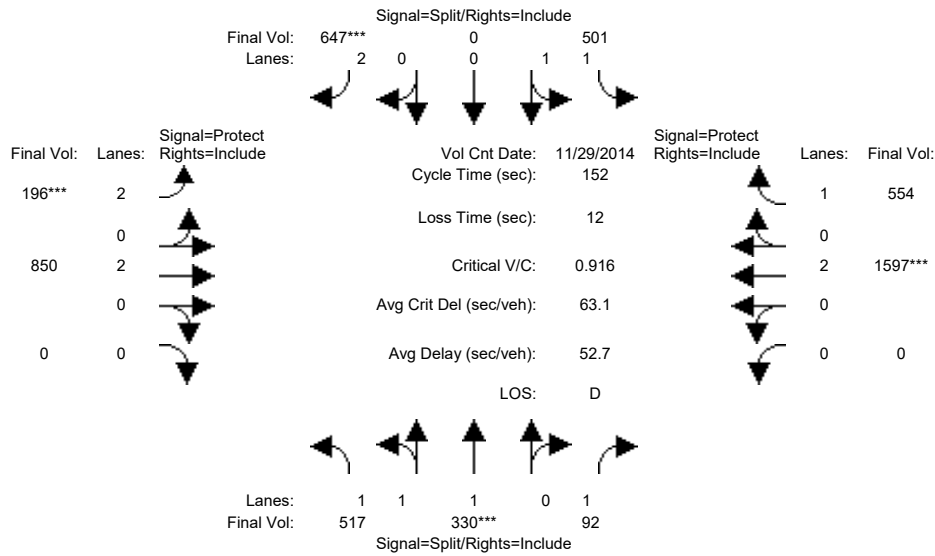
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.06 | 0.00 | 0.10 | 0.03 | 0.10 | 0.00 | 0.00 | 0.21 | 0.21 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 42.9 | 42.9 | 42.9 | 28.7 | 0.0 | 28.7 | 9.1 | 68.4 | 0.0 | 0.0 | 59.3 | 59.3 |
| Volume/Cap: | 0.54 | 0.54 | 0.54 | 0.31 | 0.00 | 0.54 | 0.54 | 0.22 | 0.00 | 0.00 | 0.54 | 0.54 |
| Delay/Veh: | 46.7 | 46.7 | 46.7 | 53.3 | 0.0 | 56.8 | 72.7 | 25.6 | 0.0 | 0.0 | 36.2 | 36.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.7 | 46.7 | 46.7 | 53.3 | 0.0 | 56.8 | 72.7 | 25.6 | 0.0 | 0.0 | 36.2 | 36.2 |
| LOS by Move: | D | D | D | D | A | E | E | C | A | A | D | D |
| HCM2k95thQ: | 20 | 20 | 20 | 9 | 0 | 16 | 7 | 10 | 0 | 0 | 25 | 25 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3013: 87/JULIAN (E) *



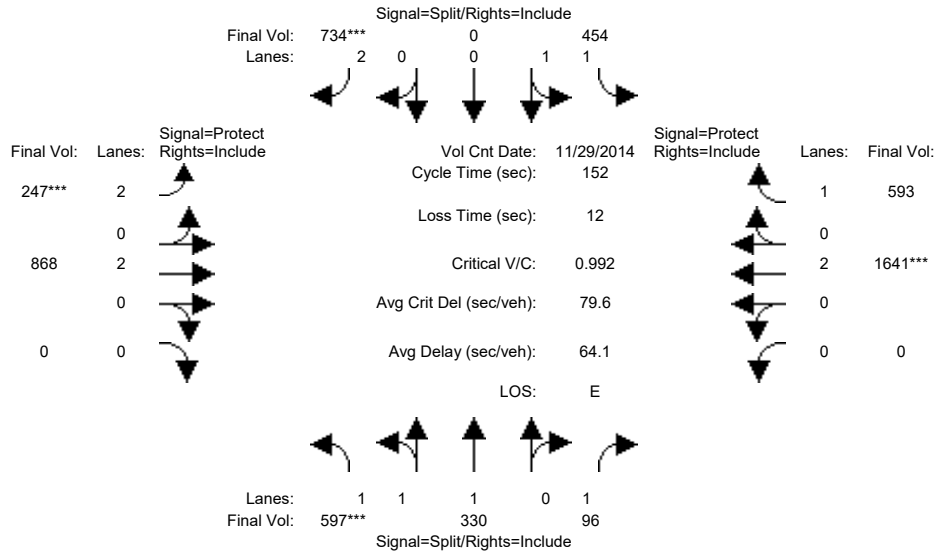
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 29 Nov 2014 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 517 | 330 | 92 | 501 | 0 | 647 | 196 | 850 | 0 | 0 | 1597 | 554 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 517 | 330 | 92 | 501 | 0 | 647 | 196 | 850 | 0 | 0 | 1597 | 554 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 517 | 330 | 92 | 501 | 0 | 647 | 196 | 850 | 0 | 0 | 1597 | 554 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 517 | 330 | 92 | 501 | 0 | 647 | 196 | 850 | 0 | 0 | 1597 | 554 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 517 | 330 | 92 | 501 | 0 | 647 | 196 | 850 | 0 | 0 | 1597 | 554 |
| 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 |
| Final Volume: | 517 | 330 | 92 | 501 | 0 | 647 | 196 | 850 | 0 | 0 | 1597 | 554 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.99 | 0.92 | 0.93 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.87 | 1.13 | 1.00 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 3324 | 2121 | 1750 | 3550 | 0 | 3150 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.05 | 0.14 | 0.00 | 0.21 | 0.06 | 0.22 | 0.00 | 0.00 | 0.42 | 0.32 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 25.8 | 25.8 | 25.8 | 34.1 | 0.0 | 34.1 | 10.3 | 80.1 | 0.0 | 0.0 | 69.8 | 69.8 |
| Volume/Cap: | 0.92 | 0.92 | 0.31 | 0.63 | 0.00 | 0.92 | 0.92 | 0.42 | 0.00 | 0.00 | 0.92 | 0.69 |
| Delay/Veh: | 75.5 | 75.5 | 55.9 | 54.9 | 0.0 | 74.2 | 109.4 | 22.1 | 0.0 | 0.0 | 46.4 | 35.1 |
| 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: | 75.5 | 75.5 | 55.9 | 54.9 | 0.0 | 74.2 | 109.4 | 22.1 | 0.0 | 0.0 | 46.4 | 35.1 |
| LOS by Move: | E | E | E | D | A | E | F | C | A | A | D | D |
| HCM2k95thQ: | 26 | 26 | 8 | 21 | 0 | 36 | 15 | 21 | 0 | 0 | 52 | 34 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3013: 87/JULIAN (E) *



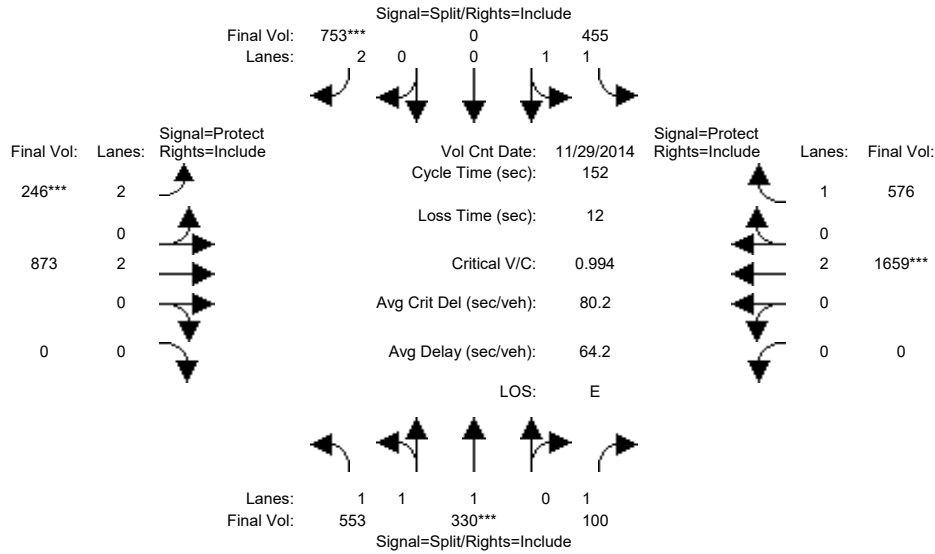
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 29 Nov 2014 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 597 | 330 | 96 | 454 | 0 | 734 | 247 | 868 | 0 | 0 | 1641 | 593 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 597 | 330 | 96 | 454 | 0 | 734 | 247 | 868 | 0 | 0 | 1641 | 593 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 597 | 330 | 96 | 454 | 0 | 734 | 247 | 868 | 0 | 0 | 1641 | 593 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 597 | 330 | 96 | 454 | 0 | 734 | 247 | 868 | 0 | 0 | 1641 | 593 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 597 | 330 | 96 | 454 | 0 | 734 | 247 | 868 | 0 | 0 | 1641 | 593 |
| 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 |
| Final Volume: | 597 | 330 | 96 | 454 | 0 | 734 | 247 | 868 | 0 | 0 | 1641 | 593 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 1.00 | 0.92 | 0.93 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.98 | 1.02 | 1.00 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 3506 | 1938 | 1750 | 3550 | 0 | 3150 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.05 | 0.13 | 0.00 | 0.23 | 0.08 | 0.23 | 0.00 | 0.00 | 0.43 | 0.34 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 26.1 | 26.1 | 26.1 | 35.7 | 0.0 | 35.7 | 12.0 | 78.2 | 0.0 | 0.0 | 66.2 | 66.2 |
| Volume/Cap: | 0.99 | 0.99 | 0.32 | 0.54 | 0.00 | 0.99 | 0.99 | 0.44 | 0.00 | 0.00 | 0.99 | 0.78 |
| Delay/Veh: | 90.2 | 90.2 | 55.8 | 51.8 | 0.0 | 88.9 | 124.6 | 23.4 | 0.0 | 0.0 | 62.8 | 41.8 |
| 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: | 90.2 | 90.2 | 55.8 | 51.8 | 0.0 | 88.9 | 124.6 | 23.4 | 0.0 | 0.0 | 62.8 | 41.8 |
| LOS by Move: | F | F | E | D | A | F | F | C | A | A | E | D |
| HCM2k95thQ: | 30 | 30 | 8 | 19 | 0 | 42 | 19 | 22 | 0 | 0 | 58 | 39 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3013: 87/JULIAN (E) *



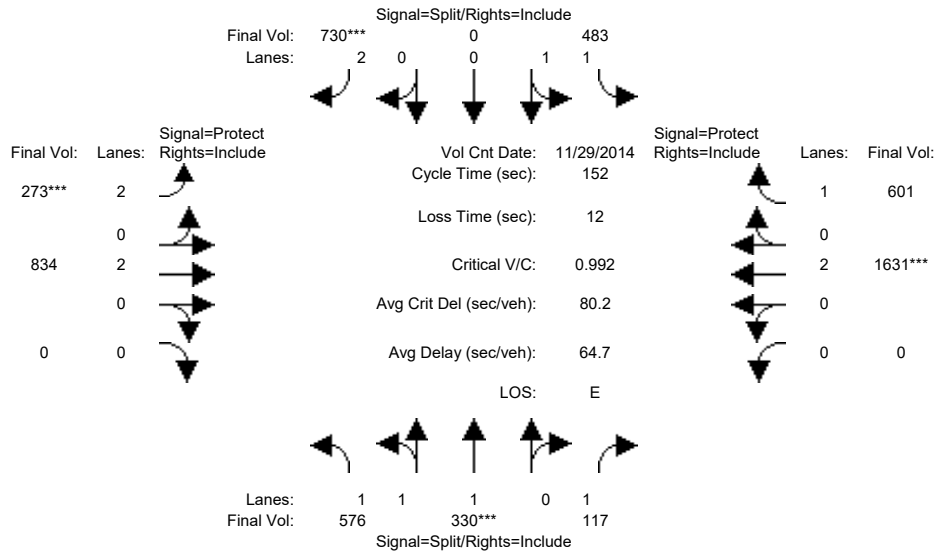
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 29 Nov 2014 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 553 | 330 | 100 | 455 | 0 | 753 | 246 | 873 | 0 | 0 | 1659 | 576 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 553 | 330 | 100 | 455 | 0 | 753 | 246 | 873 | 0 | 0 | 1659 | 576 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 553 | 330 | 100 | 455 | 0 | 753 | 246 | 873 | 0 | 0 | 1659 | 576 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 553 | 330 | 100 | 455 | 0 | 753 | 246 | 873 | 0 | 0 | 1659 | 576 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 553 | 330 | 100 | 455 | 0 | 753 | 246 | 873 | 0 | 0 | 1659 | 576 |
| 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 |
| Final Volume: | 553 | 330 | 100 | 455 | 0 | 753 | 246 | 873 | 0 | 0 | 1659 | 576 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.99 | 0.92 | 0.93 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.92 | 1.08 | 1.00 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 3410 | 2035 | 1750 | 3550 | 0 | 3150 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.06 | 0.13 | 0.00 | 0.24 | 0.08 | 0.23 | 0.00 | 0.00 | 0.44 | 0.33 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 24.8 | 24.8 | 24.8 | 36.5 | 0.0 | 36.5 | 11.9 | 78.7 | 0.0 | 0.0 | 66.7 | 66.7 |
| Volume/Cap: | 0.99 | 0.99 | 0.35 | 0.53 | 0.00 | 0.99 | 0.99 | 0.44 | 0.00 | 0.00 | 0.99 | 0.75 |
| Delay/Veh: | 92.3 | 92.3 | 57.2 | 51.0 | 0.0 | 88.9 | 125.6 | 23.1 | 0.0 | 0.0 | 63.1 | 39.8 |
| 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: | 92.3 | 92.3 | 57.2 | 51.0 | 0.0 | 88.9 | 125.6 | 23.1 | 0.0 | 0.0 | 63.1 | 39.8 |
| LOS by Move: | F | F | E | D | A | F | F | C | A | A | E | D |
| HCM2k95thQ: | 29 | 29 | 8 | 19 | 0 | 43 | 19 | 22 | 0 | 0 | 59 | 37 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3013: 87/JULIAN (E) *



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 0 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 29 Nov 2014 | << | 4:45 - 5:45 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|----------------|------|------|------|------|------|------|
| Base Vol: | 576 | 330 | 117 | 483 | 0 | 730 | 273 | 834 | 0 | 0 | 1631 | 601 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 576 | 330 | 117 | 483 | 0 | 730 | 273 | 834 | 0 | 0 | 1631 | 601 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 576 | 330 | 117 | 483 | 0 | 730 | 273 | 834 | 0 | 0 | 1631 | 601 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 576 | 330 | 117 | 483 | 0 | 730 | 273 | 834 | 0 | 0 | 1631 | 601 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 576 | 330 | 117 | 483 | 0 | 730 | 273 | 834 | 0 | 0 | 1631 | 601 |
| 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 |
| Final Volume: | 576 | 330 | 117 | 483 | 0 | 730 | 273 | 834 | 0 | 0 | 1631 | 601 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 1.00 | 0.92 | 0.93 | 1.00 | 0.83 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.95 | 1.05 | 1.00 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 3462 | 1983 | 1750 | 3550 | 0 | 3150 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |

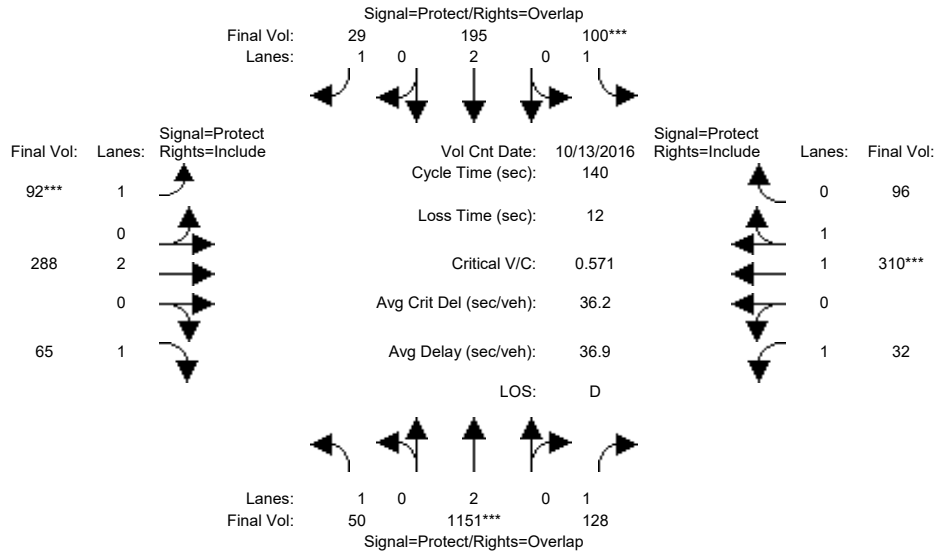
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.17 | 0.07 | 0.14 | 0.00 | 0.23 | 0.09 | 0.22 | 0.00 | 0.00 | 0.43 | 0.34 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 25.5 | 25.5 | 25.5 | 35.5 | 0.0 | 35.5 | 13.3 | 79.0 | 0.0 | 0.0 | 65.7 | 65.7 |
| Volume/Cap: | 0.99 | 0.99 | 0.40 | 0.58 | 0.00 | 0.99 | 0.99 | 0.42 | 0.00 | 0.00 | 0.99 | 0.79 |
| Delay/Veh: | 91.0 | 91.0 | 57.3 | 52.7 | 0.0 | 89.3 | 121.3 | 22.6 | 0.0 | 0.0 | 63.2 | 43.1 |
| 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: | 91.0 | 91.0 | 57.3 | 52.7 | 0.0 | 89.3 | 121.3 | 22.6 | 0.0 | 0.0 | 63.2 | 43.1 |
| LOS by Move: | F | F | E | D | A | F | F | C | A | A | E | D |
| HCM2k95thQ: | 29 | 29 | 10 | 20 | 0 | 42 | 21 | 21 | 0 | 0 | 58 | 40 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3061: ALMADEN/SAN CARLOS



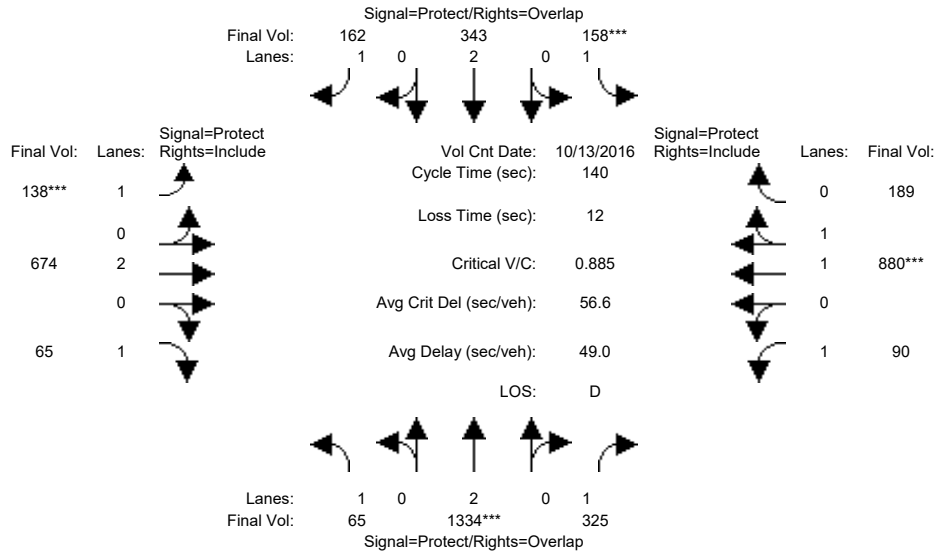
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:55-8:55 | | | | | | | | | | | | |
| Base Vol: | 50 | 1151 | 128 | 100 | 195 | 29 | 92 | 288 | 65 | 32 | 310 | 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: | 50 | 1151 | 128 | 100 | 195 | 29 | 92 | 288 | 65 | 32 | 310 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 50 | 1151 | 128 | 100 | 195 | 29 | 92 | 288 | 65 | 32 | 310 | 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: | 50 | 1151 | 128 | 100 | 195 | 29 | 92 | 288 | 65 | 32 | 310 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 50 | 1151 | 128 | 100 | 195 | 29 | 92 | 288 | 65 | 32 | 310 | 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: | 50 | 1151 | 128 | 100 | 195 | 29 | 92 | 288 | 65 | 32 | 310 | 96 |
| 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 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.51 | 0.49 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2824 | 875 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.30 | 0.07 | 0.06 | 0.05 | 0.02 | 0.05 | 0.08 | 0.04 | 0.02 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 36.3 | 74.2 | 90.0 | 14.0 | 51.9 | 64.8 | 12.9 | 24.0 | 24.0 | 15.8 | 26.9 | 26.9 |
| Volume/Cap: | 0.11 | 0.57 | 0.11 | 0.57 | 0.14 | 0.04 | 0.57 | 0.44 | 0.22 | 0.16 | 0.57 | 0.57 |
| Delay/Veh: | 40.0 | 23.4 | 9.8 | 73.0 | 29.4 | 20.6 | 74.8 | 54.2 | 51.6 | 57.9 | 54.6 | 54.6 |
| 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: | 40.0 | 23.4 | 9.8 | 73.0 | 29.4 | 20.6 | 74.8 | 54.2 | 51.6 | 57.9 | 54.6 | 54.6 |
| LOS by Move: | D | C | A | E | C | C | E | D | D | E | D | D |
| HCM2k95thQ: | 4 | 28 | 5 | 9 | 6 | 2 | 9 | 11 | 6 | 3 | 15 | 15 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3061: ALMADEN/SAN CARLOS



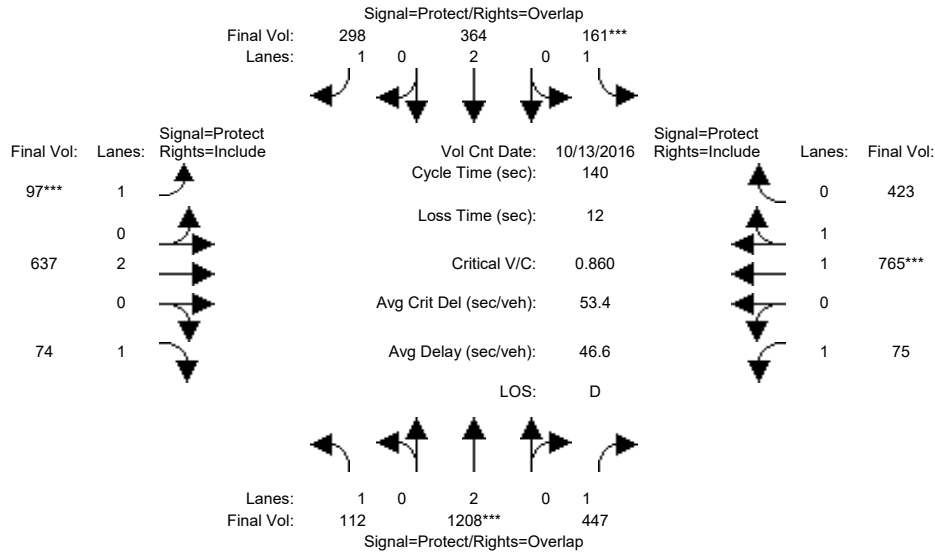
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:55-8:55 | | | | | | | | | | | | |
| Base Vol: | 65 | 1334 | 325 | 158 | 343 | 162 | 138 | 674 | 65 | 90 | 880 | 189 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 65 | 1334 | 325 | 158 | 343 | 162 | 138 | 674 | 65 | 90 | 880 | 189 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 65 | 1334 | 325 | 158 | 343 | 162 | 138 | 674 | 65 | 90 | 880 | 189 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 1334 | 325 | 158 | 343 | 162 | 138 | 674 | 65 | 90 | 880 | 189 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 1334 | 325 | 158 | 343 | 162 | 138 | 674 | 65 | 90 | 880 | 189 |
| 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: | 65 | 1334 | 325 | 158 | 343 | 162 | 138 | 674 | 65 | 90 | 880 | 189 |
| 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 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3045 | 654 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.35 | 0.19 | 0.09 | 0.09 | 0.09 | 0.08 | 0.18 | 0.04 | 0.05 | 0.29 | 0.29 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 24.9 | 55.5 | 68.6 | 14.3 | 44.9 | 57.4 | 12.5 | 45.1 | 45.1 | 13.1 | 45.7 | 45.7 |
| Volume/Cap: | 0.21 | 0.89 | 0.38 | 0.89 | 0.28 | 0.23 | 0.89 | 0.55 | 0.12 | 0.55 | 0.89 | 0.89 |
| Delay/Veh: | 50.7 | 47.2 | 23.6 | 104.6 | 36.1 | 27.6 | 109.8 | 40.9 | 33.8 | 73.3 | 54.3 | 54.3 |
| 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: | 50.7 | 47.2 | 23.6 | 104.6 | 36.1 | 27.6 | 109.8 | 40.9 | 33.8 | 73.3 | 54.3 | 54.3 |
| LOS by Move: | D | D | C | F | D | C | F | D | C | E | D | D |
| HCM2k95thQ: | 6 | 48 | 16 | 15 | 10 | 9 | 11 | 19 | 4 | 8 | 37 | 37 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3061: ALMADEN/SAN CARLOS



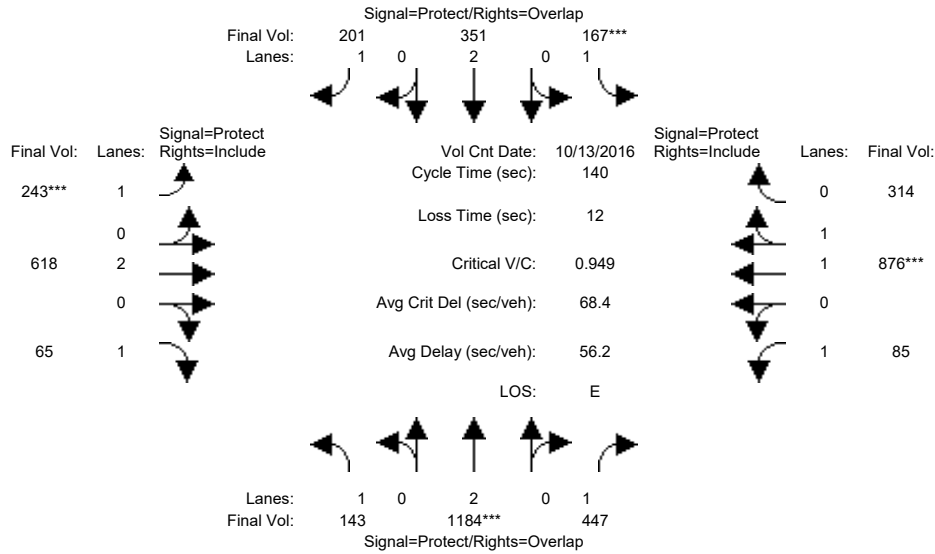
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:55-8:55 | | | | | | | | | | | | |
| Base Vol: | 112 | 1208 | 447 | 161 | 364 | 298 | 97 | 637 | 74 | 75 | 765 | 423 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 112 | 1208 | 447 | 161 | 364 | 298 | 97 | 637 | 74 | 75 | 765 | 423 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 112 | 1208 | 447 | 161 | 364 | 298 | 97 | 637 | 74 | 75 | 765 | 423 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 112 | 1208 | 447 | 161 | 364 | 298 | 97 | 637 | 74 | 75 | 765 | 423 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 112 | 1208 | 447 | 161 | 364 | 298 | 97 | 637 | 74 | 75 | 765 | 423 |
| 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 |
| Final Volume: | 112 | 1208 | 447 | 161 | 364 | 298 | 97 | 637 | 74 | 75 | 765 | 423 |
| 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 | 0.99 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.27 | 0.73 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2382 | 1317 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.32 | 0.26 | 0.09 | 0.10 | 0.17 | 0.06 | 0.17 | 0.04 | 0.04 | 0.32 | 0.32 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 23.9 | 51.7 | 65.8 | 15.0 | 42.8 | 51.9 | 9.0 | 47.2 | 47.2 | 14.1 | 52.3 | 52.3 |
| Volume/Cap: | 0.38 | 0.86 | 0.54 | 0.86 | 0.31 | 0.46 | 0.86 | 0.50 | 0.13 | 0.43 | 0.86 | 0.86 |
| Delay/Veh: | 55.0 | 47.9 | 29.0 | 98.7 | 38.0 | 35.8 | 118.1 | 38.3 | 32.5 | 66.5 | 47.7 | 47.7 |
| 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: | 55.0 | 47.9 | 29.0 | 98.7 | 38.0 | 35.8 | 118.1 | 38.3 | 32.5 | 66.5 | 47.7 | 47.7 |
| LOS by Move: | E | D | C | F | D | D | F | D | C | E | D | D |
| HCM2k95thQ: | 9 | 43 | 25 | 15 | 11 | 18 | 10 | 18 | 5 | 7 | 39 | 39 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3061: ALMADEN/SAN CARLOS



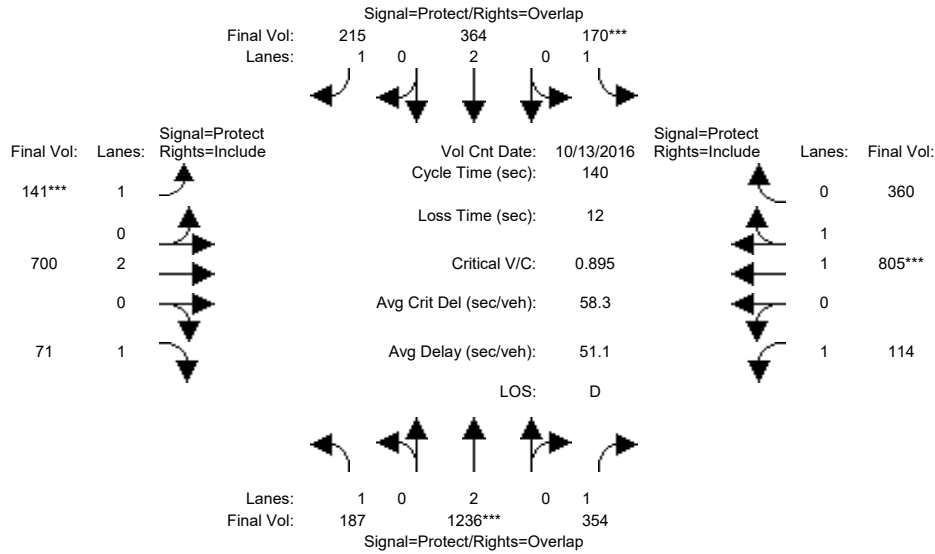
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:55-8:55 | | | | | | | | | | | | |
| Base Vol: | 143 | 1184 | 447 | 167 | 351 | 201 | 243 | 618 | 65 | 85 | 876 | 314 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 143 | 1184 | 447 | 167 | 351 | 201 | 243 | 618 | 65 | 85 | 876 | 314 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 143 | 1184 | 447 | 167 | 351 | 201 | 243 | 618 | 65 | 85 | 876 | 314 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 143 | 1184 | 447 | 167 | 351 | 201 | 243 | 618 | 65 | 85 | 876 | 314 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1184 | 447 | 167 | 351 | 201 | 243 | 618 | 65 | 85 | 876 | 314 |
| 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 |
| Final Volume: | 143 | 1184 | 447 | 167 | 351 | 201 | 243 | 618 | 65 | 85 | 876 | 314 |
| 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 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.46 | 0.54 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2723 | 976 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.31 | 0.26 | 0.10 | 0.09 | 0.11 | 0.14 | 0.16 | 0.04 | 0.05 | 0.32 | 0.32 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 28.2 | 46.0 | 61.9 | 14.1 | 31.9 | 52.3 | 20.5 | 52.0 | 52.0 | 16.0 | 47.5 | 47.5 |
| Volume/Cap: | 0.41 | 0.95 | 0.58 | 0.95 | 0.41 | 0.31 | 0.95 | 0.44 | 0.10 | 0.43 | 0.95 | 0.95 |
| Delay/Veh: | 52.1 | 61.7 | 32.3 | 118.2 | 47.4 | 32.2 | 103.7 | 34.0 | 29.0 | 64.3 | 60.9 | 60.9 |
| 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: | 52.1 | 61.7 | 32.3 | 118.2 | 47.4 | 32.2 | 103.7 | 34.0 | 29.0 | 64.3 | 60.9 | 60.9 |
| LOS by Move: | D | E | C | F | D | C | F | C | C | E | E | E |
| HCM2k95thQ: | 11 | 47 | 26 | 17 | 12 | 12 | 21 | 17 | 4 | 7 | 45 | 45 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3061: ALMADEN/SAN CARLOS



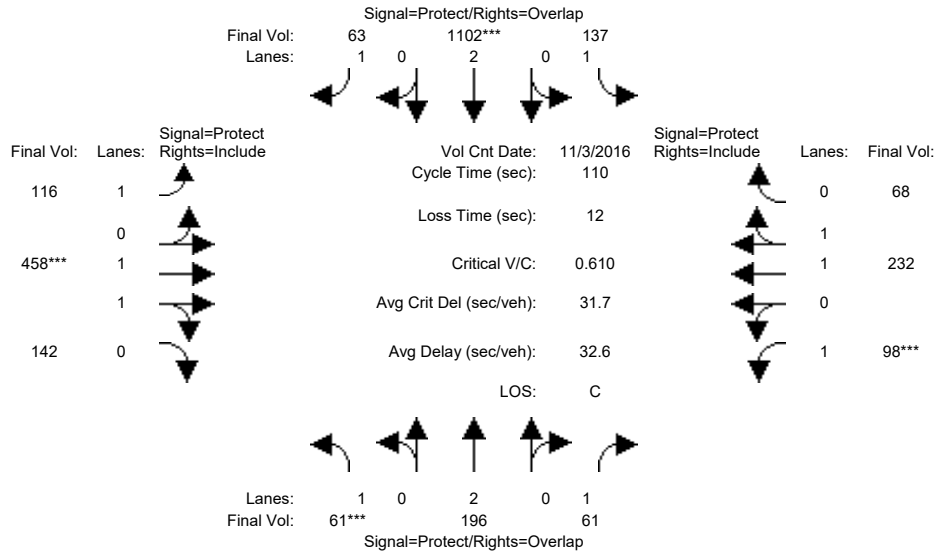
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:55-8:55 | | | | | | | | | | | | |
| Base Vol: | 187 | 1236 | 354 | 170 | 364 | 215 | 141 | 700 | 71 | 114 | 805 | 360 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 187 | 1236 | 354 | 170 | 364 | 215 | 141 | 700 | 71 | 114 | 805 | 360 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 187 | 1236 | 354 | 170 | 364 | 215 | 141 | 700 | 71 | 114 | 805 | 360 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 187 | 1236 | 354 | 170 | 364 | 215 | 141 | 700 | 71 | 114 | 805 | 360 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 187 | 1236 | 354 | 170 | 364 | 215 | 141 | 700 | 71 | 114 | 805 | 360 |
| 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 |
| Final Volume: | 187 | 1236 | 354 | 170 | 364 | 215 | 141 | 700 | 71 | 114 | 805 | 360 |
| 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 | 0.99 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.37 | 0.63 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2556 | 1143 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.33 | 0.20 | 0.10 | 0.10 | 0.12 | 0.08 | 0.18 | 0.04 | 0.07 | 0.31 | 0.31 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 34.9 | 50.9 | 67.1 | 15.2 | 31.2 | 43.9 | 12.6 | 45.7 | 45.7 | 16.2 | 49.3 | 49.3 |
| Volume/Cap: | 0.43 | 0.89 | 0.42 | 0.89 | 0.43 | 0.39 | 0.89 | 0.56 | 0.12 | 0.56 | 0.89 | 0.89 |
| Delay/Veh: | 47.3 | 51.3 | 25.4 | 104.0 | 48.3 | 39.7 | 111.2 | 40.8 | 33.5 | 69.5 | 52.6 | 52.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.3 | 51.3 | 25.4 | 104.0 | 48.3 | 39.7 | 111.2 | 40.8 | 33.5 | 69.5 | 52.6 | 52.6 |
| LOS by Move: | D | D | C | F | D | D | F | D | C | E | D | D |
| HCM2k95thQ: | 13 | 46 | 18 | 17 | 12 | 14 | 13 | 20 | 5 | 9 | 39 | 39 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3061: ALMADEN/SAN CARLOS



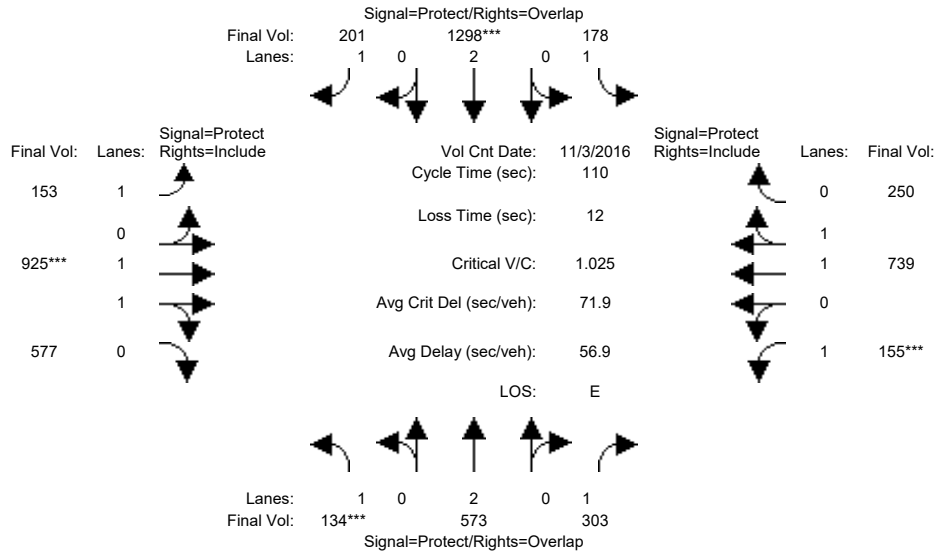
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 61 | 196 | 61 | 137 | 1102 | 63 | 116 | 458 | 142 | 98 | 232 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 196 | 61 | 137 | 1102 | 63 | 116 | 458 | 142 | 98 | 232 | 68 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 61 | 196 | 61 | 137 | 1102 | 63 | 116 | 458 | 142 | 98 | 232 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 196 | 61 | 137 | 1102 | 63 | 116 | 458 | 142 | 98 | 232 | 68 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 196 | 61 | 137 | 1102 | 63 | 116 | 458 | 142 | 98 | 232 | 68 |
| 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 |
| Final Volume: | 61 | 196 | 61 | 137 | 1102 | 63 | 116 | 458 | 142 | 98 | 232 | 68 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.51 | 0.49 | 1.00 | 1.53 | 0.47 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2824 | 875 | 1750 | 2861 | 838 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.05 | 0.03 | 0.08 | 0.29 | 0.04 | 0.07 | 0.16 | 0.16 | 0.06 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.0 | 31.7 | 41.7 | 27.3 | 51.9 | 68.4 | 16.5 | 29.0 | 29.0 | 10.0 | 22.6 | 22.6 |
| Volume/Cap: | 0.55 | 0.18 | 0.09 | 0.32 | 0.61 | 0.06 | 0.44 | 0.61 | 0.61 | 0.61 | 0.39 | 0.39 |
| Delay/Veh: | 68.0 | 29.8 | 22.3 | 35.7 | 23.2 | 8.3 | 47.9 | 38.4 | 38.4 | 64.5 | 39.3 | 39.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.0 | 29.8 | 22.3 | 35.7 | 23.2 | 8.3 | 47.9 | 38.4 | 38.4 | 64.5 | 39.3 | 39.3 |
| LOS by Move: | E | C | C | D | C | A | D | D | D | E | D | D |
| HCM2k95thQ: | 5 | 5 | 3 | 8 | 23 | 2 | 8 | 16 | 16 | 8 | 9 | 9 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3061: ALMADEN/SAN CARLOS



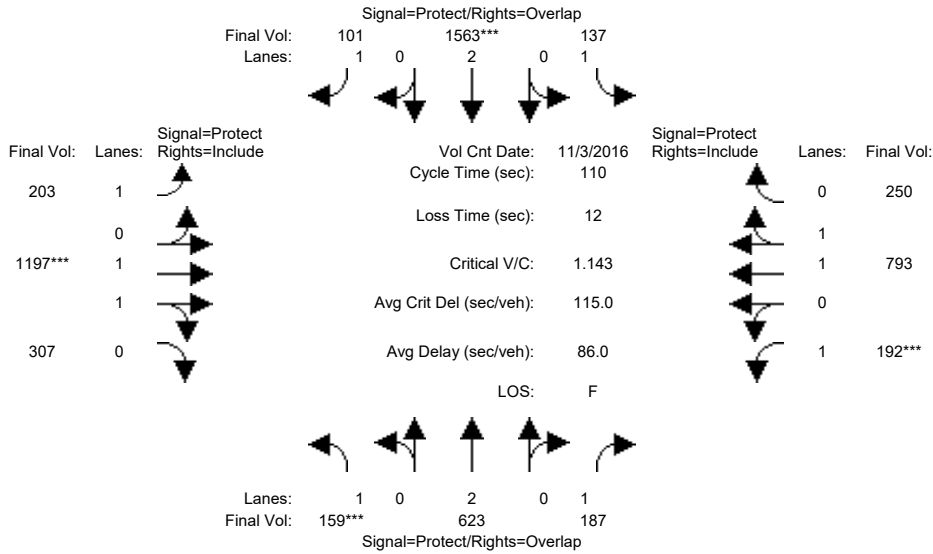
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 134 | 573 | 303 | 178 | 1298 | 201 | 153 | 925 | 577 | 155 | 739 | 250 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 573 | 303 | 178 | 1298 | 201 | 153 | 925 | 577 | 155 | 739 | 250 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 134 | 573 | 303 | 178 | 1298 | 201 | 153 | 925 | 577 | 155 | 739 | 250 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 573 | 303 | 178 | 1298 | 201 | 153 | 925 | 577 | 155 | 739 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 573 | 303 | 178 | 1298 | 201 | 153 | 925 | 577 | 155 | 739 | 250 |
| 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 |
| Final Volume: | 134 | 573 | 303 | 178 | 1298 | 201 | 153 | 925 | 577 | 155 | 739 | 250 |
| 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 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.21 | 0.79 | 1.00 | 1.48 | 0.52 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2278 | 1421 | 1750 | 2764 | 935 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.15 | 0.17 | 0.10 | 0.34 | 0.11 | 0.09 | 0.41 | 0.41 | 0.09 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.2 | 26.8 | 36.3 | 18.1 | 36.7 | 49.8 | 13.1 | 43.6 | 43.6 | 9.5 | 40.0 | 40.0 |
| Volume/Cap: | 1.02 | 0.62 | 0.52 | 0.62 | 1.02 | 0.25 | 0.73 | 1.02 | 1.02 | 1.02 | 0.73 | 0.73 |
| Delay/Veh: | 136.3 | 40.1 | 33.2 | 52.4 | 68.4 | 19.4 | 67.2 | 63.2 | 63.2 | 130.1 | 34.0 | 34.0 |
| 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: | 136.3 | 40.1 | 33.2 | 52.4 | 68.4 | 19.4 | 67.2 | 63.2 | 63.2 | 130.1 | 34.0 | 34.0 |
| LOS by Move: | F | D | C | D | E | B | E | E | E | F | C | C |
| HCM2k95thQ: | 13 | 16 | 16 | 12 | 47 | 9 | 11 | 51 | 51 | 14 | 25 | 25 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3061: ALMADEN/SAN CARLOS



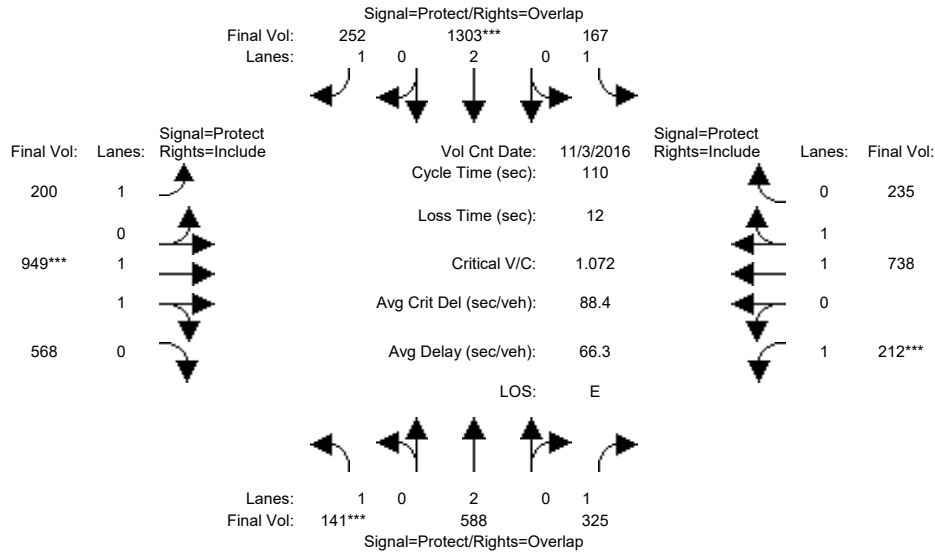
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 159 | 623 | 187 | 137 | 1563 | 101 | 203 | 1197 | 307 | 192 | 793 | 250 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 159 | 623 | 187 | 137 | 1563 | 101 | 203 | 1197 | 307 | 192 | 793 | 250 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 159 | 623 | 187 | 137 | 1563 | 101 | 203 | 1197 | 307 | 192 | 793 | 250 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 159 | 623 | 187 | 137 | 1563 | 101 | 203 | 1197 | 307 | 192 | 793 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 159 | 623 | 187 | 137 | 1563 | 101 | 203 | 1197 | 307 | 192 | 793 | 250 |
| 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 |
| Final Volume: | 159 | 623 | 187 | 137 | 1563 | 101 | 203 | 1197 | 307 | 192 | 793 | 250 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.58 | 0.42 | 1.00 | 1.51 | 0.49 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2944 | 755 | 1750 | 2812 | 887 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.16 | 0.11 | 0.08 | 0.41 | 0.06 | 0.12 | 0.41 | 0.41 | 0.11 | 0.28 | 0.28 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.7 | 32.7 | 43.3 | 15.6 | 39.6 | 54.1 | 14.5 | 39.1 | 39.1 | 10.6 | 35.2 | 35.2 |
| Volume/Cap: | 1.14 | 0.55 | 0.27 | 0.55 | 1.14 | 0.12 | 0.88 | 1.14 | 1.14 | 1.14 | 0.88 | 0.88 |
| Delay/Veh: | 170.6 | 34.4 | 23.6 | 52.5 | 109 | 15.4 | 81.9 | 109 | 109.4 | 162.9 | 45.0 | 45.0 |
| 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: | 170.6 | 34.4 | 23.6 | 52.5 | 109 | 15.4 | 81.9 | 109 | 109.4 | 162.9 | 45.0 | 45.0 |
| LOS by Move: | F | C | C | D | F | B | F | F | F | F | D | D |
| HCM2k95thQ: | 17 | 16 | 9 | 10 | 66 | 4 | 14 | 62 | 62 | 19 | 30 | 30 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3061: ALMADEN/SAN CARLOS



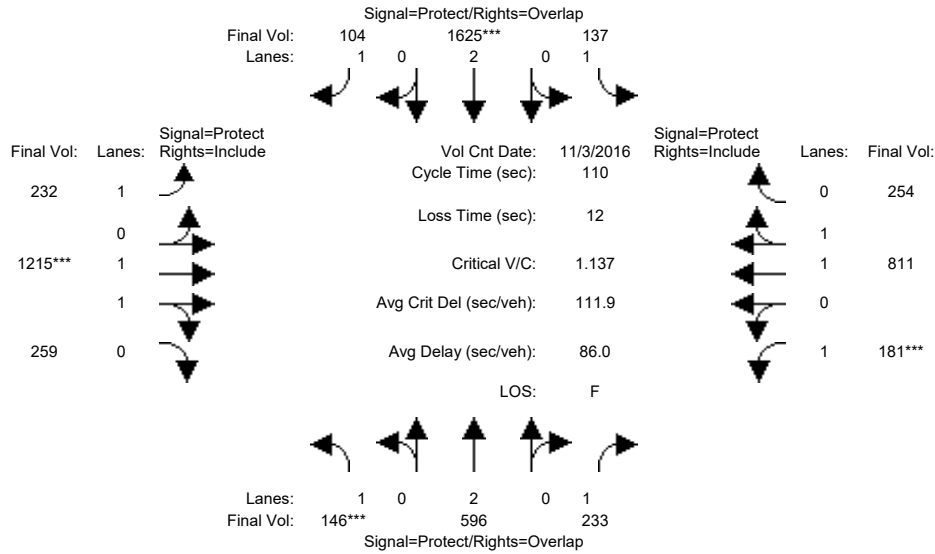
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 141 | 588 | 325 | 167 | 1303 | 252 | 200 | 949 | 568 | 212 | 738 | 235 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 588 | 325 | 167 | 1303 | 252 | 200 | 949 | 568 | 212 | 738 | 235 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 141 | 588 | 325 | 167 | 1303 | 252 | 200 | 949 | 568 | 212 | 738 | 235 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 588 | 325 | 167 | 1303 | 252 | 200 | 949 | 568 | 212 | 738 | 235 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 588 | 325 | 167 | 1303 | 252 | 200 | 949 | 568 | 212 | 738 | 235 |
| 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 |
| Final Volume: | 141 | 588 | 325 | 167 | 1303 | 252 | 200 | 949 | 568 | 212 | 738 | 235 |
| 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 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.23 | 0.77 | 1.00 | 1.50 | 0.50 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2314 | 1385 | 1750 | 2806 | 893 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.15 | 0.19 | 0.10 | 0.34 | 0.14 | 0.11 | 0.41 | 0.41 | 0.12 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.3 | 26.9 | 39.3 | 16.6 | 35.2 | 51.7 | 16.5 | 42.1 | 42.1 | 12.4 | 38.0 | 38.0 |
| Volume/Cap: | 1.07 | 0.63 | 0.52 | 0.63 | 1.07 | 0.31 | 0.76 | 1.07 | 1.07 | 1.07 | 0.76 | 0.76 |
| Delay/Veh: | 149.8 | 40.4 | 31.0 | 54.9 | 84.7 | 19.0 | 63.4 | 79.6 | 79.6 | 133.1 | 36.3 | 36.3 |
| 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: | 149.8 | 40.4 | 31.0 | 54.9 | 84.7 | 19.0 | 63.4 | 79.6 | 79.6 | 133.1 | 36.3 | 36.3 |
| LOS by Move: | F | D | C | D | F | B | E | E | E | F | D | D |
| HCM2k95thQ: | 14 | 16 | 17 | 11 | 50 | 11 | 13 | 55 | 55 | 19 | 25 | 25 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3061: ALMADEN/SAN CARLOS



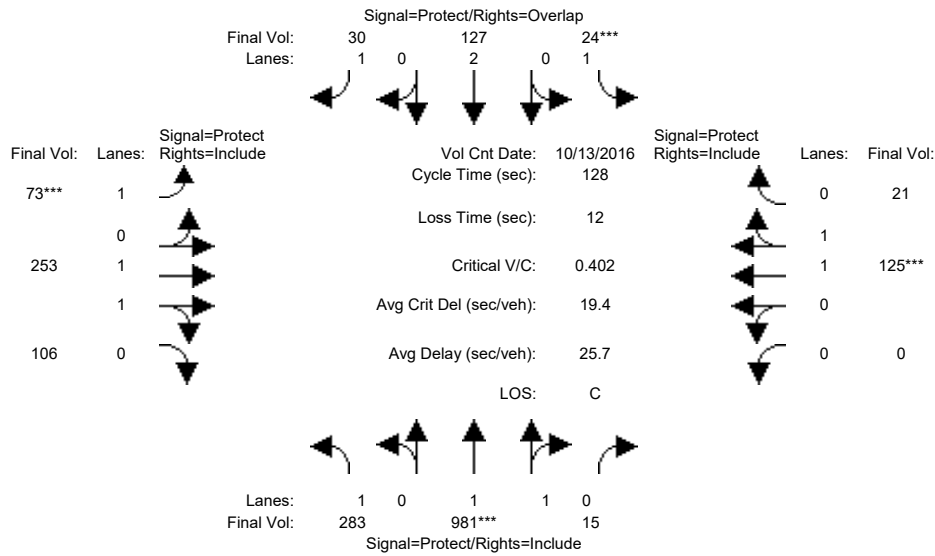
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 146 | 596 | 233 | 137 | 1625 | 104 | 232 | 1215 | 259 | 181 | 811 | 254 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 146 | 596 | 233 | 137 | 1625 | 104 | 232 | 1215 | 259 | 181 | 811 | 254 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 146 | 596 | 233 | 137 | 1625 | 104 | 232 | 1215 | 259 | 181 | 811 | 254 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 146 | 596 | 233 | 137 | 1625 | 104 | 232 | 1215 | 259 | 181 | 811 | 254 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 146 | 596 | 233 | 137 | 1625 | 104 | 232 | 1215 | 259 | 181 | 811 | 254 |
| 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 |
| Final Volume: | 146 | 596 | 233 | 137 | 1625 | 104 | 232 | 1215 | 259 | 181 | 811 | 254 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.64 | 0.36 | 1.00 | 1.51 | 0.49 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3049 | 650 | 1750 | 2817 | 882 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.16 | 0.13 | 0.08 | 0.43 | 0.06 | 0.13 | 0.40 | 0.40 | 0.10 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.1 | 33.0 | 43.0 | 16.5 | 41.4 | 56.7 | 15.3 | 38.5 | 38.5 | 10.0 | 33.2 | 33.2 |
| Volume/Cap: | 1.14 | 0.52 | 0.34 | 0.52 | 1.14 | 0.12 | 0.95 | 1.14 | 1.14 | 1.14 | 0.95 | 0.95 |
| Delay/Veh: | 171.9 | 33.7 | 24.9 | 50.4 | 105 | 14.0 | 93.6 | 107 | 107.3 | 162.9 | 55.3 | 55.3 |
| 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: | 171.9 | 33.7 | 24.9 | 50.4 | 105 | 14.0 | 93.6 | 107 | 107.3 | 162.9 | 55.3 | 55.3 |
| LOS by Move: | F | C | C | D | F | B | F | F | F | F | E | E |
| HCM2k95thQ: | 16 | 15 | 11 | 9 | 68 | 4 | 17 | 60 | 60 | 18 | 34 | 34 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3107: MARKET/SAN CARLOS



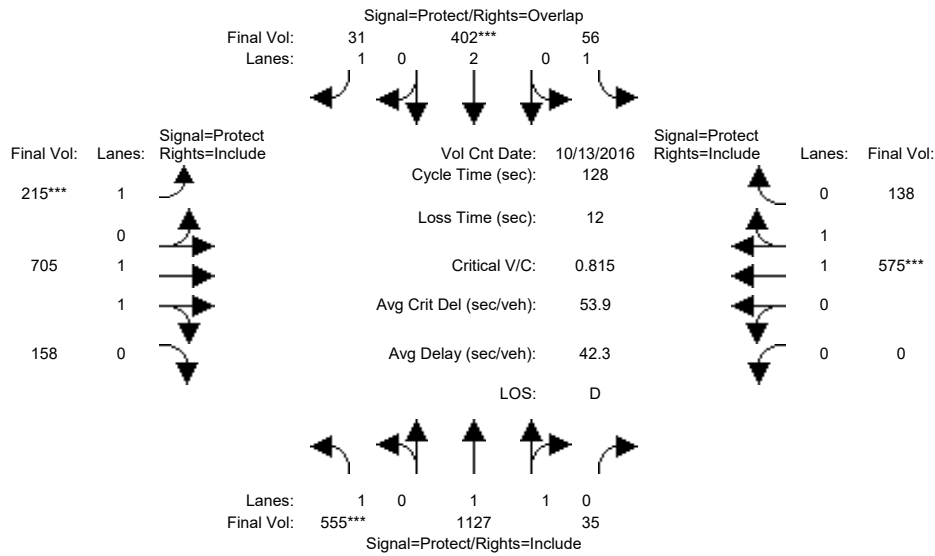
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 283 | 981 | 15 | 24 | 127 | 30 | 73 | 253 | 106 | 0 | 125 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 283 | 981 | 15 | 24 | 127 | 30 | 73 | 253 | 106 | 0 | 125 | 21 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 283 | 981 | 15 | 24 | 127 | 30 | 73 | 253 | 106 | 0 | 125 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 283 | 981 | 15 | 24 | 127 | 30 | 73 | 253 | 106 | 0 | 125 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 283 | 981 | 15 | 24 | 127 | 30 | 73 | 253 | 106 | 0 | 125 | 21 |
| 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 |
| Final Volume: | 283 | 981 | 15 | 24 | 127 | 30 | 73 | 253 | 106 | 0 | 125 | 21 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 | 1.00 | 1.39 | 0.61 | 0.00 | 1.70 | 0.30 |
| Final Sat.: | 1750 | 3644 | 56 | 1750 | 3800 | 1750 | 1750 | 2607 | 1092 | 0 | 3167 | 532 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.27 | 0.27 | 0.01 | 0.03 | 0.02 | 0.04 | 0.10 | 0.10 | 0.00 | 0.04 | 0.04 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 61.2 | 83.7 | 83.7 | 7.0 | 29.6 | 42.5 | 13.0 | 25.3 | 25.3 | 0.0 | 12.3 | 12.3 |
| Volume/Cap: | 0.34 | 0.41 | 0.41 | 0.25 | 0.14 | 0.05 | 0.41 | 0.49 | 0.49 | 0.00 | 0.41 | 0.41 |
| Delay/Veh: | 21.0 | 10.6 | 10.6 | 59.4 | 39.2 | 29.1 | 55.5 | 46.2 | 46.2 | 0.0 | 55.2 | 55.2 |
| 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: | 21.0 | 10.6 | 10.6 | 59.4 | 39.2 | 29.1 | 55.5 | 46.2 | 46.2 | 0.0 | 55.2 | 55.2 |
| LOS by Move: | C | B | B | E | D | C | E | D | D | A | E | E |
| HCM2k95thQ: | 14 | 17 | 17 | 2 | 4 | 2 | 6 | 12 | 12 | 0 | 5 | 5 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3107: MARKET/SAN CARLOS



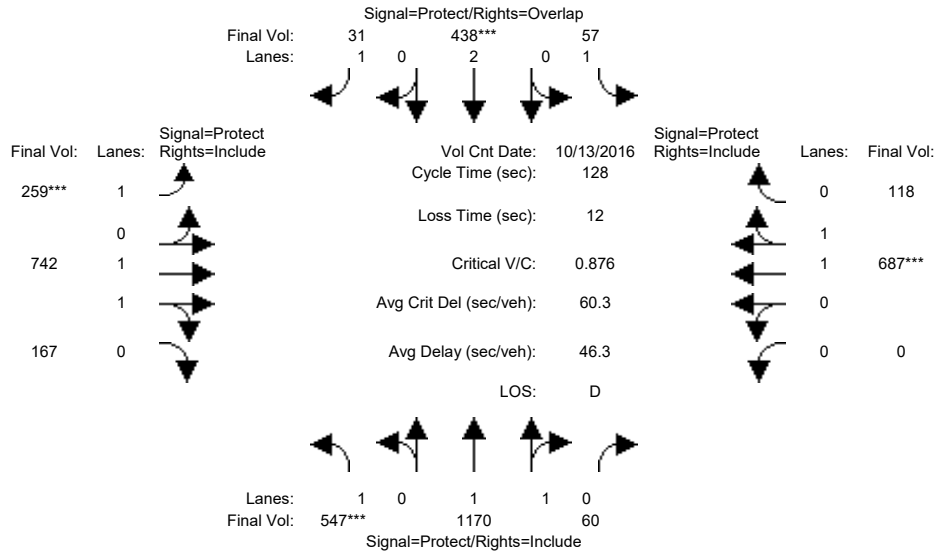
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 555 | 1127 | 35 | 56 | 402 | 31 | 215 | 705 | 158 | 0 | 575 | 138 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 555 | 1127 | 35 | 56 | 402 | 31 | 215 | 705 | 158 | 0 | 575 | 138 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 555 | 1127 | 35 | 56 | 402 | 31 | 215 | 705 | 158 | 0 | 575 | 138 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 555 | 1127 | 35 | 56 | 402 | 31 | 215 | 705 | 158 | 0 | 575 | 138 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 555 | 1127 | 35 | 56 | 402 | 31 | 215 | 705 | 158 | 0 | 575 | 138 |
| 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 |
| Final Volume: | 555 | 1127 | 35 | 56 | 402 | 31 | 215 | 705 | 158 | 0 | 575 | 138 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 | 1.00 | 1.62 | 0.38 | 0.00 | 1.60 | 0.40 |
| Final Sat.: | 1750 | 3588 | 111 | 1750 | 3800 | 1750 | 1750 | 3022 | 677 | 0 | 2983 | 716 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.31 | 0.31 | 0.03 | 0.11 | 0.02 | 0.12 | 0.23 | 0.23 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 49.8 | 56.6 | 56.6 | 9.9 | 16.6 | 35.9 | 19.3 | 49.6 | 49.6 | 0.0 | 30.3 | 30.3 |
| Volume/Cap: | 0.81 | 0.71 | 0.71 | 0.42 | 0.81 | 0.06 | 0.81 | 0.60 | 0.60 | 0.00 | 0.81 | 0.81 |
| Delay/Veh: | 42.5 | 30.5 | 30.5 | 58.4 | 64.3 | 33.8 | 70.1 | 32.1 | 32.1 | 0.0 | 52.2 | 52.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.5 | 30.5 | 30.5 | 58.4 | 64.3 | 33.8 | 70.1 | 32.1 | 32.1 | 0.0 | 52.2 | 52.2 |
| LOS by Move: | D | C | C | E | E | C | E | C | C | A | D | D |
| HCM2k95thQ: | 36 | 32 | 32 | 5 | 15 | 2 | 17 | 24 | 24 | 0 | 25 | 25 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3107: MARKET/SAN CARLOS



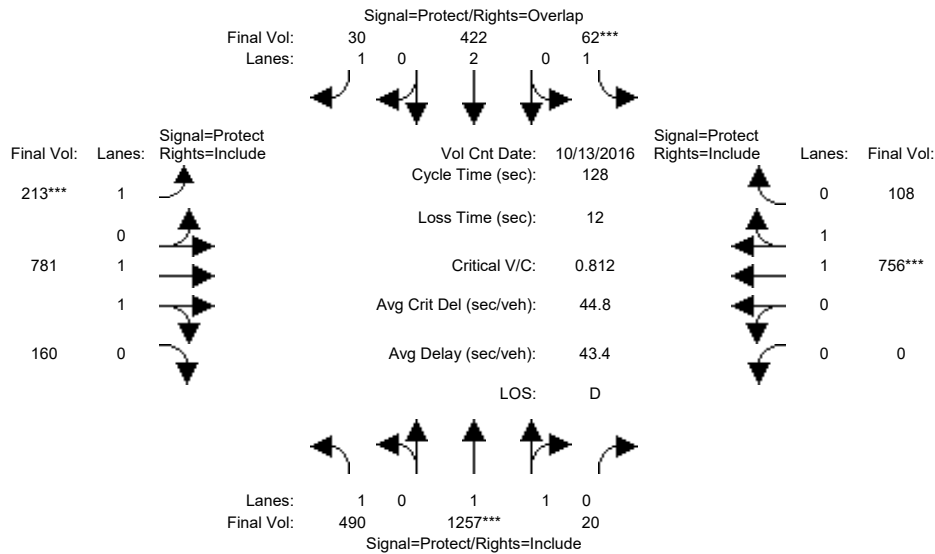
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 547 | 1170 | 60 | 57 | 438 | 31 | 259 | 742 | 167 | 0 | 687 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 547 | 1170 | 60 | 57 | 438 | 31 | 259 | 742 | 167 | 0 | 687 | 118 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 547 | 1170 | 60 | 57 | 438 | 31 | 259 | 742 | 167 | 0 | 687 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 547 | 1170 | 60 | 57 | 438 | 31 | 259 | 742 | 167 | 0 | 687 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 547 | 1170 | 60 | 57 | 438 | 31 | 259 | 742 | 167 | 0 | 687 | 118 |
| 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: | 547 | 1170 | 60 | 57 | 438 | 31 | 259 | 742 | 167 | 0 | 687 | 118 |
| 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 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.90 | 0.10 | 1.00 | 2.00 | 1.00 | 1.00 | 1.62 | 0.38 | 0.00 | 1.70 | 0.30 |
| Final Sat.: | 1750 | 3519 | 180 | 1750 | 3800 | 1750 | 1750 | 3020 | 680 | 0 | 3157 | 542 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.33 | 0.33 | 0.03 | 0.12 | 0.02 | 0.15 | 0.25 | 0.25 | 0.00 | 0.22 | 0.22 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 45.7 | 53.7 | 53.7 | 8.8 | 16.9 | 38.5 | 21.6 | 53.5 | 53.5 | 0.0 | 31.8 | 31.8 |
| Volume/Cap: | 0.88 | 0.79 | 0.79 | 0.47 | 0.88 | 0.06 | 0.88 | 0.59 | 0.59 | 0.00 | 0.88 | 0.88 |
| Delay/Veh: | 51.6 | 35.2 | 35.2 | 60.2 | 70.3 | 31.9 | 75.9 | 29.4 | 29.4 | 0.0 | 55.6 | 55.6 |
| 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: | 51.6 | 35.2 | 35.2 | 60.2 | 70.3 | 31.9 | 75.9 | 29.4 | 29.4 | 0.0 | 55.6 | 55.6 |
| LOS by Move: | D | D | D | E | E | C | E | C | C | A | E | E |
| HCM2k95thQ: | 39 | 37 | 37 | 5 | 17 | 2 | 21 | 24 | 24 | 0 | 29 | 29 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3107: MARKET/SAN CARLOS



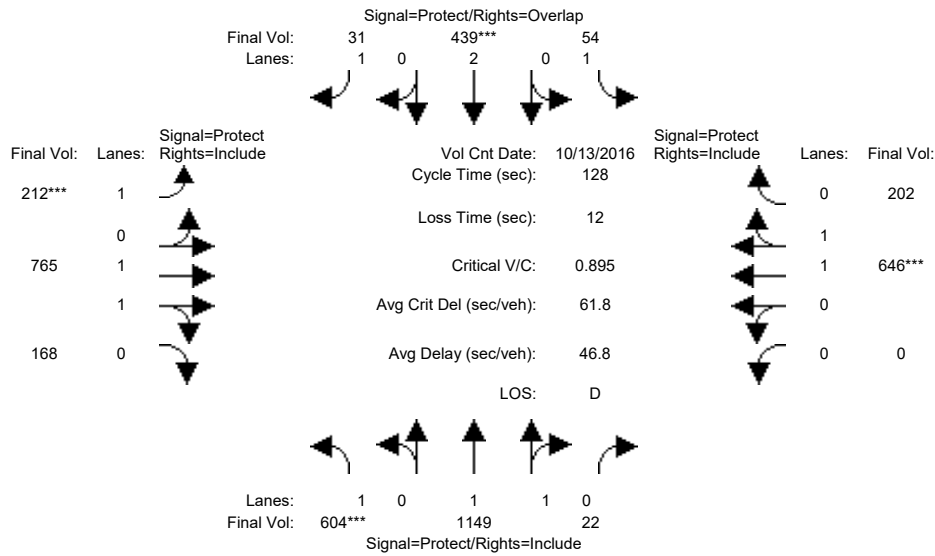
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 490 | 1257 | 20 | 62 | 422 | 30 | 213 | 781 | 160 | 0 | 756 | 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: | 490 | 1257 | 20 | 62 | 422 | 30 | 213 | 781 | 160 | 0 | 756 | 108 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 490 | 1257 | 20 | 62 | 422 | 30 | 213 | 781 | 160 | 0 | 756 | 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: | 490 | 1257 | 20 | 62 | 422 | 30 | 213 | 781 | 160 | 0 | 756 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 490 | 1257 | 20 | 62 | 422 | 30 | 213 | 781 | 160 | 0 | 756 | 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: | 490 | 1257 | 20 | 62 | 422 | 30 | 213 | 781 | 160 | 0 | 756 | 108 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 | 1.00 | 1.65 | 0.35 | 0.00 | 1.74 | 0.26 |
| Final Sat.: | 1750 | 3642 | 58 | 1750 | 3800 | 1750 | 1750 | 3070 | 629 | 0 | 3237 | 462 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.35 | 0.35 | 0.04 | 0.11 | 0.02 | 0.12 | 0.25 | 0.25 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 43.5 | 53.7 | 53.7 | 7.0 | 17.2 | 36.2 | 18.9 | 55.3 | 55.3 | 0.0 | 36.3 | 36.3 |
| Volume/Cap: | 0.82 | 0.82 | 0.82 | 0.65 | 0.82 | 0.06 | 0.82 | 0.59 | 0.59 | 0.00 | 0.82 | 0.82 |
| Delay/Veh: | 47.9 | 36.6 | 36.6 | 73.8 | 64.4 | 33.6 | 71.6 | 28.3 | 28.3 | 0.0 | 48.1 | 48.1 |
| 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: | 47.9 | 36.6 | 36.6 | 73.8 | 64.4 | 33.6 | 71.6 | 28.3 | 28.3 | 0.0 | 48.1 | 48.1 |
| LOS by Move: | D | D | D | E | E | C | E | C | C | A | D | D |
| HCM2k95thQ: | 34 | 39 | 39 | 5 | 16 | 2 | 17 | 25 | 25 | 0 | 30 | 30 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3107: MARKET/SAN CARLOS



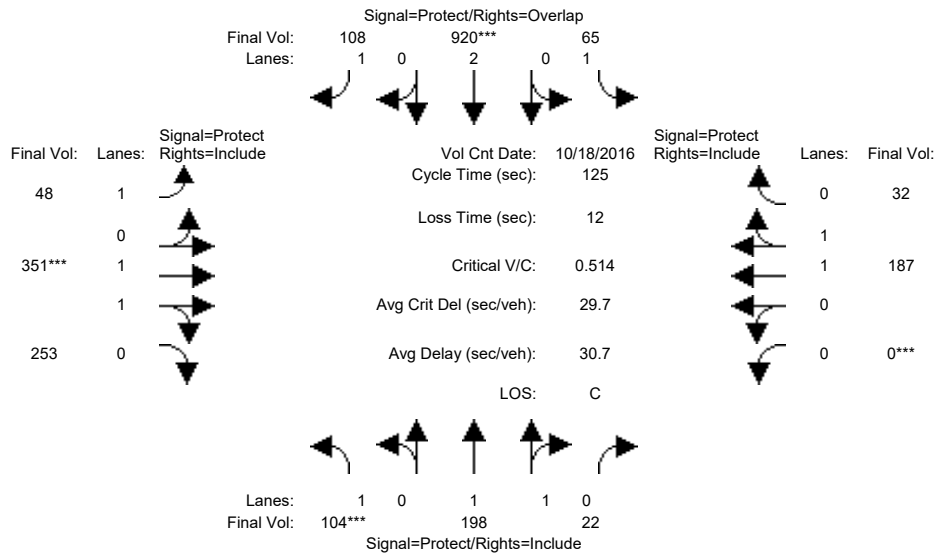
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 604 | 1149 | 22 | 54 | 439 | 31 | 212 | 765 | 168 | 0 | 646 | 202 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 604 | 1149 | 22 | 54 | 439 | 31 | 212 | 765 | 168 | 0 | 646 | 202 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 604 | 1149 | 22 | 54 | 439 | 31 | 212 | 765 | 168 | 0 | 646 | 202 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 604 | 1149 | 22 | 54 | 439 | 31 | 212 | 765 | 168 | 0 | 646 | 202 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 604 | 1149 | 22 | 54 | 439 | 31 | 212 | 765 | 168 | 0 | 646 | 202 |
| 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 |
| Final Volume: | 604 | 1149 | 22 | 54 | 439 | 31 | 212 | 765 | 168 | 0 | 646 | 202 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 | 1.00 | 1.63 | 0.37 | 0.00 | 1.51 | 0.49 |
| Final Sat.: | 1750 | 3630 | 70 | 1750 | 3800 | 1750 | 1750 | 3033 | 666 | 0 | 2818 | 881 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.32 | 0.32 | 0.03 | 0.12 | 0.02 | 0.12 | 0.25 | 0.25 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 49.4 | 56.2 | 56.2 | 9.7 | 16.5 | 33.8 | 17.3 | 50.1 | 50.1 | 0.0 | 32.8 | 32.8 |
| Volume/Cap: | 0.89 | 0.72 | 0.72 | 0.41 | 0.89 | 0.07 | 0.89 | 0.64 | 0.64 | 0.00 | 0.89 | 0.89 |
| Delay/Veh: | 51.4 | 31.1 | 31.1 | 58.4 | 73.5 | 35.3 | 86.5 | 32.7 | 32.7 | 0.0 | 56.9 | 56.9 |
| 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: | 51.4 | 31.1 | 31.1 | 58.4 | 73.5 | 35.3 | 86.5 | 32.7 | 32.7 | 0.0 | 56.9 | 56.9 |
| LOS by Move: | D | C | C | E | E | D | F | C | C | A | E | E |
| HCM2k95thQ: | 42 | 33 | 33 | 4 | 18 | 2 | 18 | 26 | 26 | 0 | 31 | 31 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3107: MARKET/SAN CARLOS



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> Count Date: 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
|----------------|--|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 104 | 198 | 22 | 65 | 920 | 108 | 48 | 351 | 253 | 0 | 187 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 104 | 198 | 22 | 65 | 920 | 108 | 48 | 351 | 253 | 0 | 187 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 104 | 198 | 22 | 65 | 920 | 108 | 48 | 351 | 253 | 0 | 187 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 104 | 198 | 22 | 65 | 920 | 108 | 48 | 351 | 253 | 0 | 187 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 198 | 22 | 65 | 920 | 108 | 48 | 351 | 253 | 0 | 187 | 32 |
| 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 |
| Final Volume: | 104 | 198 | 22 | 65 | 920 | 108 | 48 | 351 | 253 | 0 | 187 | 32 |

| 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 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.79 | 0.21 | 1.00 | 2.00 | 1.00 | 1.00 | 1.14 | 0.86 | 0.00 | 1.70 | 0.30 |
| Final Sat.: | 1750 | 3330 | 370 | 1750 | 3800 | 1750 | 1750 | 2149 | 1549 | 0 | 3159 | 541 |

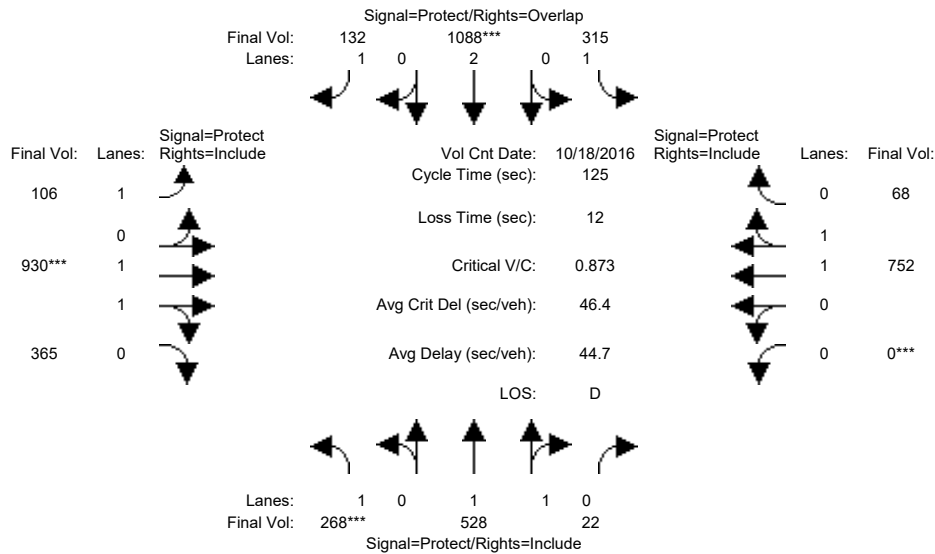
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.04 | 0.24 | 0.06 | 0.03 | 0.16 | 0.16 | 0.00 | 0.06 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 14.4 | 43.1 | 43.1 | 30.2 | 58.9 | 75.2 | 16.3 | 39.7 | 39.7 | 0.0 | 23.4 | 23.4 |
| Volume/Cap: | 0.51 | 0.17 | 0.17 | 0.15 | 0.51 | 0.10 | 0.21 | 0.51 | 0.51 | 0.00 | 0.32 | 0.32 |
| Delay/Veh: | 54.2 | 28.6 | 28.6 | 37.5 | 23.4 | 10.6 | 49.0 | 35.2 | 35.2 | 0.0 | 44.2 | 44.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.2 | 28.6 | 28.6 | 37.5 | 23.4 | 10.6 | 49.0 | 35.2 | 35.2 | 0.0 | 44.2 | 44.2 |
| LOS by Move: | D | C | C | D | C | B | D | D | D | A | D | D |
| HCM2k95thQ: | 8 | 6 | 6 | 4 | 22 | 4 | 3 | 17 | 17 | 0 | 7 | 7 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3107: MARKET/SAN CARLOS



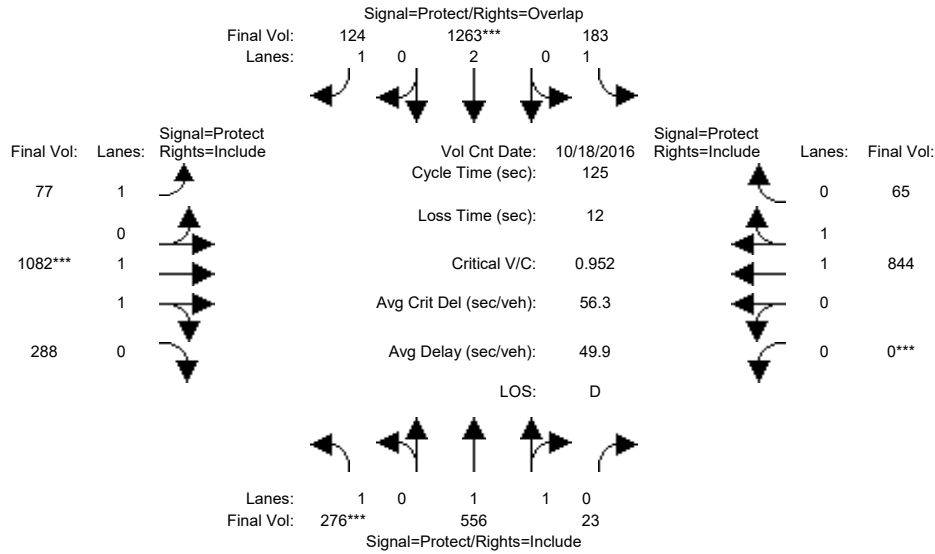
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 268 | 528 | 22 | 315 | 1088 | 132 | 106 | 930 | 365 | 0 | 752 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 268 | 528 | 22 | 315 | 1088 | 132 | 106 | 930 | 365 | 0 | 752 | 68 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 268 | 528 | 22 | 315 | 1088 | 132 | 106 | 930 | 365 | 0 | 752 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 268 | 528 | 22 | 315 | 1088 | 132 | 106 | 930 | 365 | 0 | 752 | 68 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 268 | 528 | 22 | 315 | 1088 | 132 | 106 | 930 | 365 | 0 | 752 | 68 |
| 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 |
| Final Volume: | 268 | 528 | 22 | 315 | 1088 | 132 | 106 | 930 | 365 | 0 | 752 | 68 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 1.42 | 0.58 | 0.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 3552 | 148 | 1750 | 3800 | 1750 | 1750 | 2656 | 1043 | 0 | 3393 | 307 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.18 | 0.29 | 0.08 | 0.06 | 0.35 | 0.35 | 0.00 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 21.9 | 28.4 | 28.4 | 34.4 | 41.0 | 51.7 | 10.8 | 50.1 | 50.1 | 0.0 | 39.4 | 39.4 |
| Volume/Cap: | 0.87 | 0.65 | 0.65 | 0.65 | 0.87 | 0.18 | 0.70 | 0.87 | 0.87 | 0.00 | 0.70 | 0.70 |
| Delay/Veh: | 73.2 | 45.7 | 45.7 | 43.2 | 46.6 | 23.3 | 69.6 | 40.6 | 40.6 | 0.0 | 39.7 | 39.7 |
| 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: | 73.2 | 45.7 | 45.7 | 43.2 | 46.6 | 23.3 | 69.6 | 40.6 | 40.6 | 0.0 | 39.7 | 39.7 |
| LOS by Move: | E | D | D | D | D | C | E | D | D | A | D | D |
| HCM2k95thQ: | 22 | 18 | 18 | 21 | 35 | 7 | 8 | 36 | 36 | 0 | 25 | 25 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3107: MARKET/SAN CARLOS



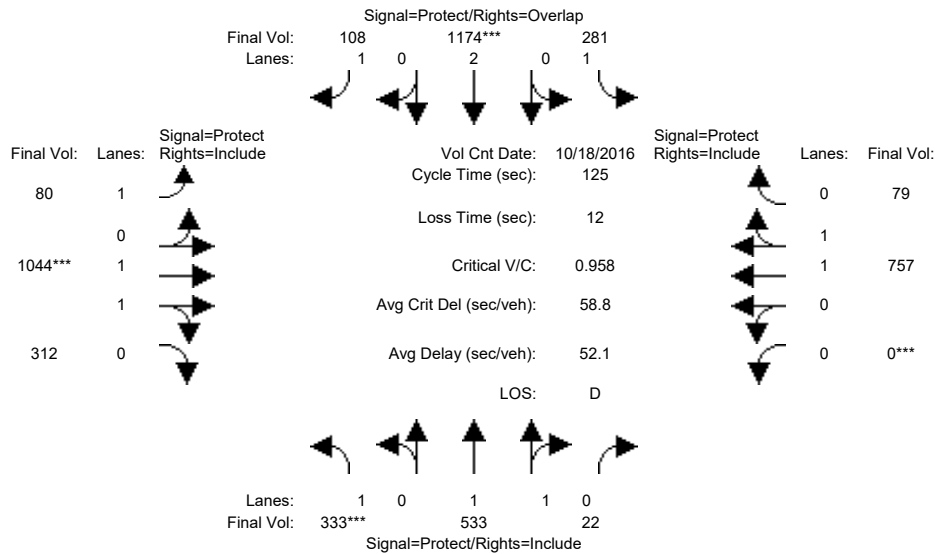
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 276 | 556 | 23 | 183 | 1263 | 124 | 77 | 1082 | 288 | 0 | 844 | 65 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 276 | 556 | 23 | 183 | 1263 | 124 | 77 | 1082 | 288 | 0 | 844 | 65 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 276 | 556 | 23 | 183 | 1263 | 124 | 77 | 1082 | 288 | 0 | 844 | 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: | 276 | 556 | 23 | 183 | 1263 | 124 | 77 | 1082 | 288 | 0 | 844 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 276 | 556 | 23 | 183 | 1263 | 124 | 77 | 1082 | 288 | 0 | 844 | 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 |
| Final Volume: | 276 | 556 | 23 | 183 | 1263 | 124 | 77 | 1082 | 288 | 0 | 844 | 65 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 1.57 | 0.43 | 0.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 3553 | 147 | 1750 | 3800 | 1750 | 1750 | 2922 | 778 | 0 | 3435 | 265 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | 0.10 | 0.33 | 0.07 | 0.04 | 0.37 | 0.37 | 0.00 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 20.7 | 38.6 | 38.6 | 25.8 | 43.7 | 52.7 | 9.0 | 48.6 | 48.6 | 0.0 | 39.6 | 39.6 |
| Volume/Cap: | 0.95 | 0.51 | 0.51 | 0.51 | 0.95 | 0.17 | 0.61 | 0.95 | 0.95 | 0.00 | 0.78 | 0.78 |
| Delay/Veh: | 91.5 | 35.8 | 35.8 | 45.2 | 54.4 | 22.6 | 64.6 | 50.9 | 50.9 | 0.0 | 42.0 | 42.0 |
| 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: | 91.5 | 35.8 | 35.8 | 45.2 | 54.4 | 22.6 | 64.6 | 50.9 | 50.9 | 0.0 | 42.0 | 42.0 |
| LOS by Move: | F | D | D | D | D | C | E | D | D | A | D | D |
| HCM2k95thQ: | 24 | 17 | 17 | 13 | 44 | 6 | 6 | 41 | 41 | 0 | 29 | 29 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3107: MARKET/SAN CARLOS



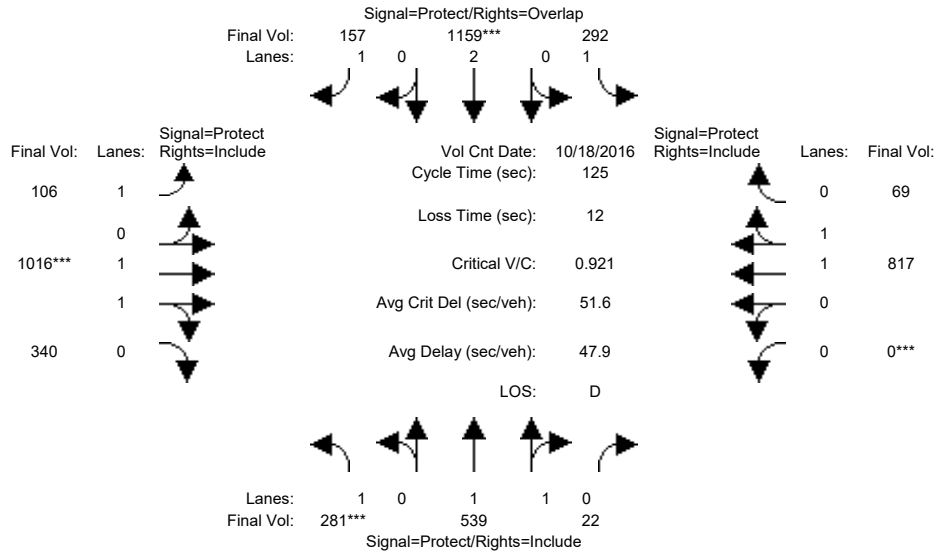
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 333 | 533 | 22 | 281 | 1174 | 108 | 80 | 1044 | 312 | 0 | 757 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 333 | 533 | 22 | 281 | 1174 | 108 | 80 | 1044 | 312 | 0 | 757 | 79 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 333 | 533 | 22 | 281 | 1174 | 108 | 80 | 1044 | 312 | 0 | 757 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 333 | 533 | 22 | 281 | 1174 | 108 | 80 | 1044 | 312 | 0 | 757 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 333 | 533 | 22 | 281 | 1174 | 108 | 80 | 1044 | 312 | 0 | 757 | 79 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 333 | 533 | 22 | 281 | 1174 | 108 | 80 | 1044 | 312 | 0 | 757 | 79 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 1.53 | 0.47 | 0.00 | 1.81 | 0.19 |
| Final Sat.: | 1750 | 3553 | 147 | 1750 | 3800 | 1750 | 1750 | 2848 | 851 | 0 | 3350 | 350 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.15 | 0.15 | 0.16 | 0.31 | 0.06 | 0.05 | 0.37 | 0.37 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 24.8 | 31.5 | 31.5 | 33.7 | 40.3 | 49.8 | 9.5 | 47.8 | 47.8 | 0.0 | 38.3 | 38.3 |
| Volume/Cap: | 0.96 | 0.60 | 0.60 | 0.60 | 0.96 | 0.15 | 0.60 | 0.96 | 0.96 | 0.00 | 0.74 | 0.74 |
| Delay/Veh: | 86.6 | 42.2 | 42.2 | 41.8 | 58.1 | 24.2 | 63.4 | 52.6 | 52.6 | 0.0 | 41.4 | 41.4 |
| 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: | 86.6 | 42.2 | 42.2 | 41.8 | 58.1 | 24.2 | 63.4 | 52.6 | 52.6 | 0.0 | 41.4 | 41.4 |
| LOS by Move: | F | D | D | D | E | C | E | D | D | A | D | D |
| HCM2k95thQ: | 28 | 18 | 18 | 18 | 42 | 6 | 6 | 41 | 41 | 0 | 26 | 26 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3107: MARKET/SAN CARLOS



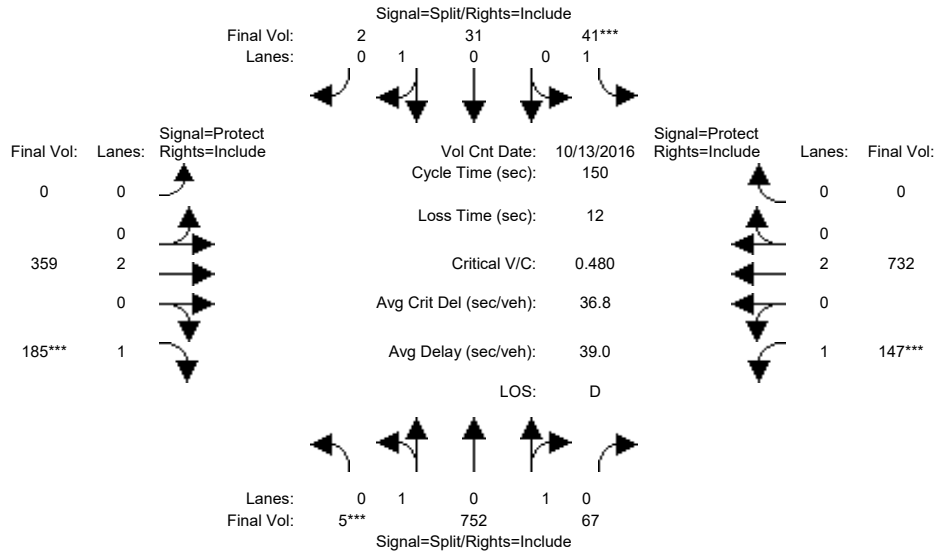
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 281 | 539 | 22 | 292 | 1159 | 157 | 106 | 1016 | 340 | 0 | 817 | 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: | 281 | 539 | 22 | 292 | 1159 | 157 | 106 | 1016 | 340 | 0 | 817 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 281 | 539 | 22 | 292 | 1159 | 157 | 106 | 1016 | 340 | 0 | 817 | 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: | 281 | 539 | 22 | 292 | 1159 | 157 | 106 | 1016 | 340 | 0 | 817 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 281 | 539 | 22 | 292 | 1159 | 157 | 106 | 1016 | 340 | 0 | 817 | 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 |
| Final Volume: | 281 | 539 | 22 | 292 | 1159 | 157 | 106 | 1016 | 340 | 0 | 817 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 1.48 | 0.52 | 0.00 | 1.84 | 0.16 |
| Final Sat.: | 1750 | 3555 | 145 | 1750 | 3800 | 1750 | 1750 | 2772 | 927 | 0 | 3412 | 288 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.15 | 0.15 | 0.17 | 0.31 | 0.09 | 0.06 | 0.37 | 0.37 | 0.00 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 21.8 | 30.1 | 30.1 | 33.1 | 41.4 | 51.5 | 10.0 | 49.8 | 49.8 | 0.0 | 39.7 | 39.7 |
| Volume/Cap: | 0.92 | 0.63 | 0.63 | 0.63 | 0.92 | 0.22 | 0.75 | 0.92 | 0.92 | 0.00 | 0.75 | 0.75 |
| Delay/Veh: | 82.4 | 43.9 | 43.9 | 43.3 | 51.3 | 23.9 | 76.6 | 45.4 | 45.4 | 0.0 | 41.0 | 41.0 |
| 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: | 82.4 | 43.9 | 43.9 | 43.3 | 51.3 | 23.9 | 76.6 | 45.4 | 45.4 | 0.0 | 41.0 | 41.0 |
| LOS by Move: | F | D | D | D | D | C | E | D | D | A | D | D |
| HCM2k95thQ: | 24 | 18 | 18 | 19 | 39 | 8 | 8 | 39 | 39 | 0 | 28 | 28 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3059: ALAMEDA/RACE *



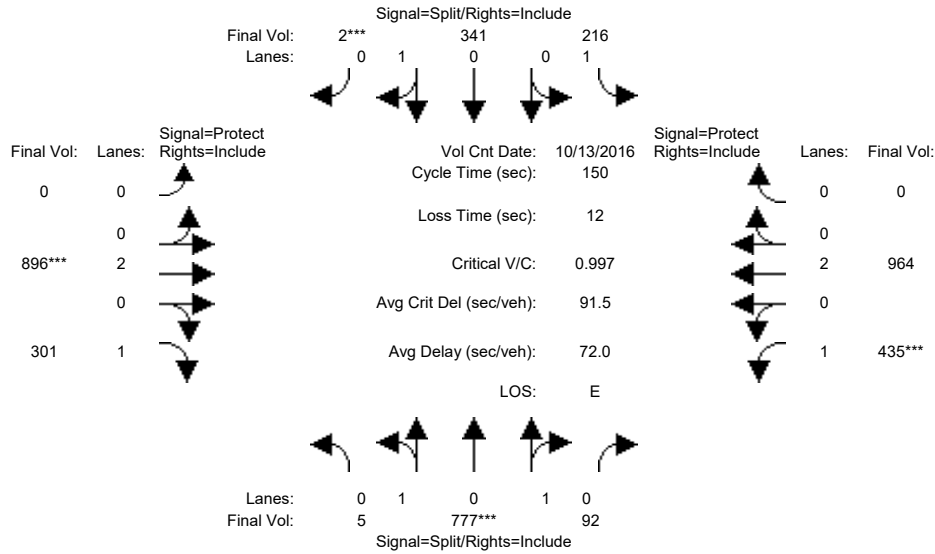
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45 | 5 | 752 | 67 | 41 | 31 | 2 | 0 | 359 | 185 | 147 | 732 | 0 |
| Base Vol: | 5 | 752 | 67 | 41 | 31 | 2 | 0 | 359 | 185 | 147 | 732 | 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: | 5 | 752 | 67 | 41 | 31 | 2 | 0 | 359 | 185 | 147 | 732 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 5 | 752 | 67 | 41 | 31 | 2 | 0 | 359 | 185 | 147 | 732 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 752 | 67 | 41 | 31 | 2 | 0 | 359 | 185 | 147 | 732 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 752 | 67 | 41 | 31 | 2 | 0 | 359 | 185 | 147 | 732 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 5 | 752 | 67 | 41 | 31 | 2 | 0 | 359 | 185 | 147 | 732 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.01 | 1.83 | 0.16 | 1.00 | 0.94 | 0.06 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 22 | 3285 | 293 | 1750 | 1691 | 109 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.23 | 0.02 | 0.02 | 0.02 | 0.00 | 0.09 | 0.11 | 0.08 | 0.19 | 0.00 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 70.0 | 70.0 | 70.0 | 10.0 | 10.0 | 10.0 | 0.0 | 32.3 | 32.3 | 25.7 | 58.0 | 0.0 |
| Volume/Cap: | 0.49 | 0.49 | 0.49 | 0.35 | 0.28 | 0.28 | 0.00 | 0.44 | 0.49 | 0.49 | 0.50 | 0.00 |
| Delay/Veh: | 27.9 | 27.9 | 27.9 | 68.7 | 67.8 | 67.8 | 0.0 | 51.4 | 52.6 | 57.5 | 35.2 | 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: | 27.9 | 27.9 | 27.9 | 68.7 | 67.8 | 67.8 | 0.0 | 51.4 | 52.6 | 57.5 | 35.2 | 0.0 |
| LOS by Move: | C | C | C | E | E | E | A | D | D | E | D | A |
| HCM2k95thQ: | 24 | 24 | 24 | 5 | 4 | 4 | 0 | 13 | 15 | 12 | 22 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3059: ALAMEDA/RACE *



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 13 Oct 2016 | << | 7:45-8:45 | | | | | | |
|----------------|------|-------|-------|-------------|------|-----------|------|------|------|------|------|------|
| Base Vol: | 5 | 777 | 92 | 216 | 341 | 2 | 0 | 896 | 301 | 435 | 964 | 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: | 5 | 777 | 92 | 216 | 341 | 2 | 0 | 896 | 301 | 435 | 964 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 5 | 777 | 92 | 216 | 341 | 2 | 0 | 896 | 301 | 435 | 964 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 777 | 92 | 216 | 341 | 2 | 0 | 896 | 301 | 435 | 964 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 777 | 92 | 216 | 341 | 2 | 0 | 896 | 301 | 435 | 964 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 5 | 777 | 92 | 216 | 341 | 2 | 0 | 896 | 301 | 435 | 964 | 0 |

| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.01 | 1.78 | 0.21 | 1.00 | 0.99 | 0.01 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 21 | 3200 | 379 | 1750 | 1790 | 10 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

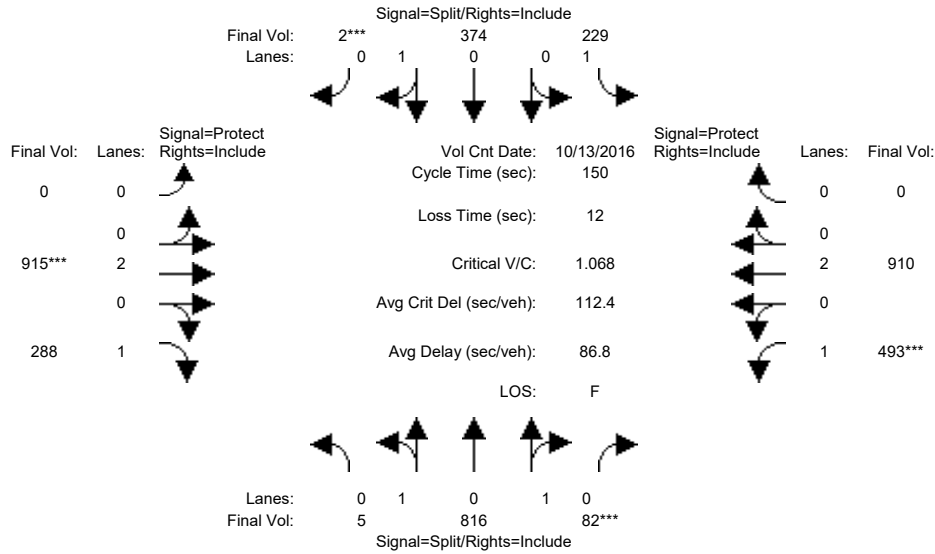
| Capacity Analysis Module: | Vol/Sat: | 0.24 | 0.24 | 0.24 | 0.12 | 0.19 | 0.19 | 0.00 | 0.24 | 0.17 | 0.25 | 0.25 | 0.00 |
|---------------------------|----------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 36.5 | 36.5 | 36.5 | 28.7 | 28.7 | 28.7 | 0.0 | 35.5 | 35.5 | 37.4 | 72.8 | 0.0 | |
| Volume/Cap: | 1.00 | 1.00 | 1.00 | 0.65 | 1.00 | 1.00 | 0.00 | 1.00 | 0.73 | 1.00 | 0.52 | 0.00 | |
| Delay/Veh: | 86.4 | 86.4 | 86.4 | 60.3 | 108 | 108.5 | 0.0 | 86.6 | 59.2 | 98.7 | 26.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 86.4 | 86.4 | 86.4 | 60.3 | 108 | 108.5 | 0.0 | 86.6 | 59.2 | 98.7 | 26.9 | 0.0 | |
| LOS by Move: | F | F | F | E | F | F | A | F | E | F | C | A | |
| HCM2k95thQ: | 44 | 44 | 44 | 20 | 37 | 37 | 0 | 40 | 25 | 39 | 25 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3059: ALAMEDA/RACE *



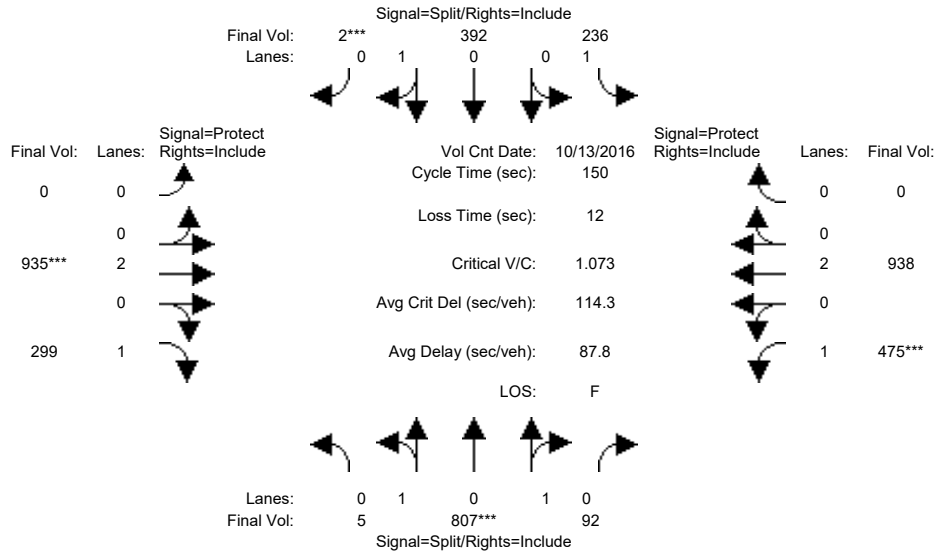
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|-------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45 | 5 | 816 | 82 | 229 | 374 | 2 | 0 | 915 | 288 | 493 | 910 | 0 |
| Base Vol: | 5 | 816 | 82 | 229 | 374 | 2 | 0 | 915 | 288 | 493 | 910 | 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: | 5 | 816 | 82 | 229 | 374 | 2 | 0 | 915 | 288 | 493 | 910 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 5 | 816 | 82 | 229 | 374 | 2 | 0 | 915 | 288 | 493 | 910 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 816 | 82 | 229 | 374 | 2 | 0 | 915 | 288 | 493 | 910 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 816 | 82 | 229 | 374 | 2 | 0 | 915 | 288 | 493 | 910 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 816 | 82 | 229 | 374 | 2 | 0 | 915 | 288 | 493 | 910 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.01 | 1.81 | 0.18 | 1.00 | 0.99 | 0.01 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 20 | 3253 | 327 | 1750 | 1790 | 10 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.25 | 0.25 | 0.13 | 0.21 | 0.21 | 0.00 | 0.24 | 0.16 | 0.28 | 0.24 | 0.00 |
| Crit Moves: | | | **** | | | **** | | **** | | **** | | |
| Green Time: | 35.2 | 35.2 | 35.2 | 29.3 | 29.3 | 29.3 | 0.0 | 33.8 | 33.8 | 39.6 | 73.4 | 0.0 |
| Volume/Cap: | 1.07 | 1.07 | 1.07 | 0.67 | 1.07 | 1.07 | 0.00 | 1.07 | 0.73 | 1.07 | 0.49 | 0.00 |
| Delay/Veh: | 108.0 | 108 | 108.0 | 60.9 | 127 | 127.4 | 0.0 | 109 | 60.6 | 116.3 | 25.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 108.0 | 108 | 108.0 | 60.9 | 127 | 127.4 | 0.0 | 109 | 60.6 | 116.3 | 25.9 | 0.0 |
| LOS by Move: | F | F | F | E | F | F | A | F | E | F | C | A |
| HCM2k95thQ: | 48 | 48 | 48 | 21 | 42 | 42 | 0 | 44 | 24 | 50 | 24 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3059: ALAMEDA/RACE *



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> Count Date: 13 Oct 2016 << 7:45-8:45 | | | | | | | | | | | |
|----------------|---|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 5 | 807 | 92 | 236 | 392 | 2 | 0 | 935 | 299 | 475 | 938 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 807 | 92 | 236 | 392 | 2 | 0 | 935 | 299 | 475 | 938 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 5 | 807 | 92 | 236 | 392 | 2 | 0 | 935 | 299 | 475 | 938 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 807 | 92 | 236 | 392 | 2 | 0 | 935 | 299 | 475 | 938 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 807 | 92 | 236 | 392 | 2 | 0 | 935 | 299 | 475 | 938 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 5 | 807 | 92 | 236 | 392 | 2 | 0 | 935 | 299 | 475 | 938 | 0 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.01 | 1.79 | 0.20 | 1.00 | 0.99 | 0.01 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 20 | 3214 | 366 | 1750 | 1791 | 9 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |

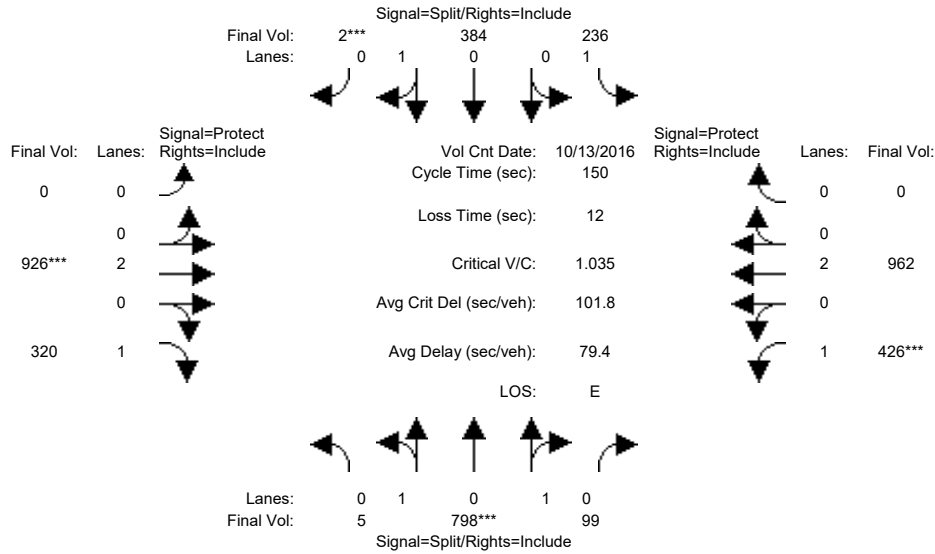
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|-------|------|------|------|-------|------|------|
| Vol/Sat: | 0.25 | 0.25 | 0.25 | 0.13 | 0.22 | 0.22 | 0.00 | 0.25 | 0.17 | 0.27 | 0.25 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 35.1 | 35.1 | 35.1 | 30.6 | 30.6 | 30.6 | 0.0 | 34.4 | 34.4 | 37.9 | 72.3 | 0.0 |
| Volume/Cap: | 1.07 | 1.07 | 1.07 | 0.66 | 1.07 | 1.07 | 0.00 | 1.07 | 0.75 | 1.07 | 0.51 | 0.00 |
| Delay/Veh: | 110.1 | 110 | 110.1 | 59.5 | 128 | 127.6 | 0.0 | 110 | 61.2 | 119.8 | 27.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 110.1 | 110 | 110.1 | 59.5 | 128 | 127.6 | 0.0 | 110 | 61.2 | 119.8 | 27.0 | 0.0 |
| LOS by Move: | F | F | F | E | F | F | A | F | E | F | C | A |
| HCM2k95thQ: | 48 | 48 | 48 | 21 | 43 | 43 | 0 | 45 | 25 | 48 | 25 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3059: ALAMEDA/RACE *



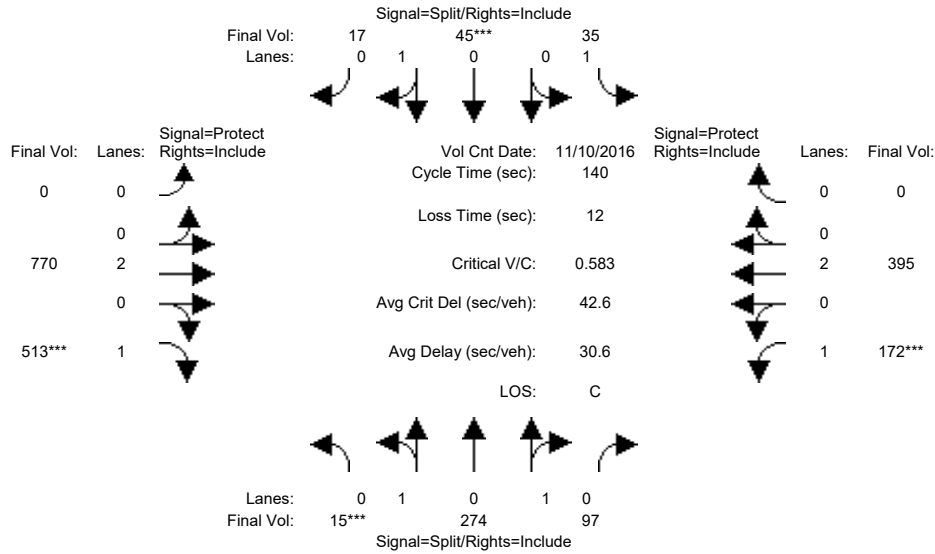
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 5 | 798 | 99 | 236 | 384 | 2 | 0 | 926 | 320 | 426 | 962 | 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: | 5 | 798 | 99 | 236 | 384 | 2 | 0 | 926 | 320 | 426 | 962 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 5 | 798 | 99 | 236 | 384 | 2 | 0 | 926 | 320 | 426 | 962 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 798 | 99 | 236 | 384 | 2 | 0 | 926 | 320 | 426 | 962 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 798 | 99 | 236 | 384 | 2 | 0 | 926 | 320 | 426 | 962 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 5 | 798 | 99 | 236 | 384 | 2 | 0 | 926 | 320 | 426 | 962 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.01 | 1.77 | 0.22 | 1.00 | 0.99 | 0.01 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 20 | 3185 | 395 | 1750 | 1791 | 9 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.25 | 0.25 | 0.13 | 0.21 | 0.21 | 0.00 | 0.24 | 0.18 | 0.24 | 0.25 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 36.3 | 36.3 | 36.3 | 31.1 | 31.1 | 31.1 | 0.0 | 35.3 | 35.3 | 70.6 | 70.6 | 0.0 |
| Volume/Cap: | 1.03 | 1.03 | 1.03 | 0.65 | 1.03 | 1.03 | 0.00 | 1.03 | 0.78 | 1.03 | 0.54 | 0.00 |
| Delay/Veh: | 96.7 | 96.7 | 96.7 | 58.6 | 115 | 115.4 | 0.0 | 96.8 | 62.7 | 111.0 | 28.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 96.7 | 96.7 | 96.7 | 58.6 | 115 | 115.4 | 0.0 | 96.8 | 62.7 | 111.0 | 28.5 | 0.0 |
| LOS by Move: | F | F | F | E | F | F | A | F | E | F | C | A |
| HCM2k95thQ: | 46 | 46 | 46 | 21 | 41 | 41 | 0 | 43 | 27 | 42 | 27 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3059: ALAMEDA/RACE *



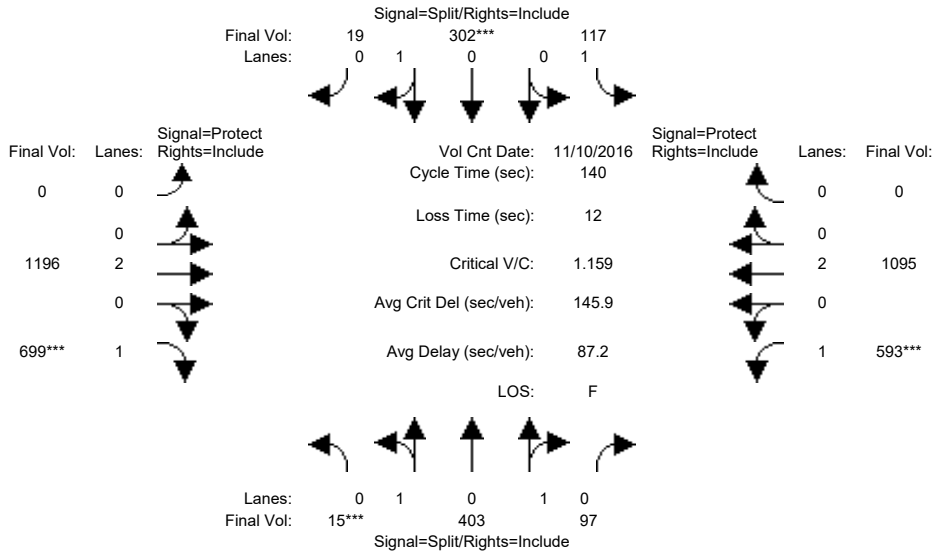
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 15 | 274 | 97 | 35 | 45 | 17 | 0 | 770 | 513 | 172 | 395 | 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: | 15 | 274 | 97 | 35 | 45 | 17 | 0 | 770 | 513 | 172 | 395 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 274 | 97 | 35 | 45 | 17 | 0 | 770 | 513 | 172 | 395 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 274 | 97 | 35 | 45 | 17 | 0 | 770 | 513 | 172 | 395 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 274 | 97 | 35 | 45 | 17 | 0 | 770 | 513 | 172 | 395 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 15 | 274 | 97 | 35 | 45 | 17 | 0 | 770 | 513 | 172 | 395 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.08 | 1.42 | 0.50 | 1.00 | 0.73 | 0.27 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 140 | 2555 | 905 | 1750 | 1306 | 494 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.02 | 0.03 | 0.03 | 0.00 | 0.20 | 0.29 | 0.10 | 0.10 | 0.00 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |
| Green Time: | 25.4 | 25.4 | 25.4 | 10.0 | 10.0 | 10.0 | 0.0 | 69.4 | 69.4 | 23.3 | 92.6 | 0.0 |
| Volume/Cap: | 0.59 | 0.59 | 0.59 | 0.28 | 0.48 | 0.48 | 0.00 | 0.41 | 0.59 | 0.59 | 0.16 | 0.00 |
| Delay/Veh: | 54.0 | 54.0 | 54.0 | 62.8 | 65.3 | 65.3 | 0.0 | 22.5 | 26.3 | 57.2 | 9.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.0 | 54.0 | 54.0 | 62.8 | 65.3 | 65.3 | 0.0 | 22.5 | 26.3 | 57.2 | 9.0 | 0.0 |
| LOS by Move: | D | D | D | E | E | E | A | C | C | E | A | A |
| HCM2k95thQ: | 16 | 16 | 16 | 4 | 7 | 7 | 0 | 19 | 29 | 14 | 6 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3059: ALAMEDA/RACE *



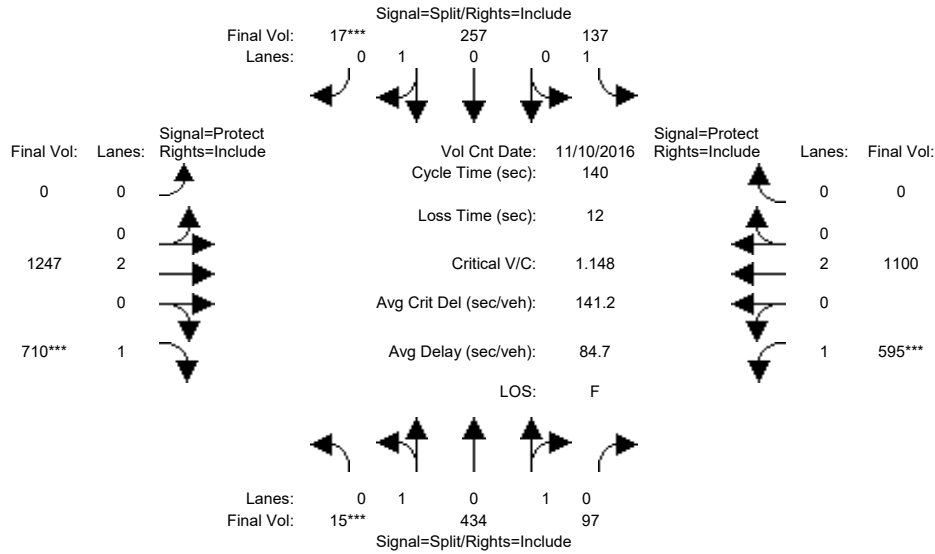
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|-------|-------------|------|-------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 15 | 403 | 97 | 117 | 302 | 19 | 0 | 1196 | 699 | 593 | 1095 | 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: | 15 | 403 | 97 | 117 | 302 | 19 | 0 | 1196 | 699 | 593 | 1095 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 403 | 97 | 117 | 302 | 19 | 0 | 1196 | 699 | 593 | 1095 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 403 | 97 | 117 | 302 | 19 | 0 | 1196 | 699 | 593 | 1095 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 403 | 97 | 117 | 302 | 19 | 0 | 1196 | 699 | 593 | 1095 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 15 | 403 | 97 | 117 | 302 | 19 | 0 | 1196 | 699 | 593 | 1095 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.06 | 1.56 | 0.38 | 1.00 | 0.94 | 0.06 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 105 | 2817 | 678 | 1750 | 1693 | 107 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.07 | 0.18 | 0.18 | 0.00 | 0.31 | 0.40 | 0.34 | 0.29 | 0.00 |
| Crit Moves: | **** | | | **** | | | | **** | **** | | | |
| Green Time: | 17.3 | 17.3 | 17.3 | 21.5 | 21.5 | 21.5 | 0.0 | 48.2 | 48.2 | 40.9 | 89.2 | 0.0 |
| Volume/Cap: | 1.16 | 1.16 | 1.16 | 0.43 | 1.16 | 1.16 | 0.00 | 0.91 | 1.16 | 1.16 | 0.45 | 0.00 |
| Delay/Veh: | 155.4 | 155 | 155.4 | 54.8 | 163 | 163.3 | 0.0 | 53.8 | 134.9 | 141.1 | 13.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 155.4 | 155 | 155.4 | 54.8 | 163 | 163.3 | 0.0 | 53.8 | 134.9 | 141.1 | 13.1 | 0.0 |
| LOS by Move: | F | F | F | D | F | F | A | D | F | F | B | A |
| HCM2k95thQ: | 33 | 33 | 33 | 10 | 39 | 39 | 0 | 44 | 72 | 62 | 21 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3059: ALAMEDA/RACE *



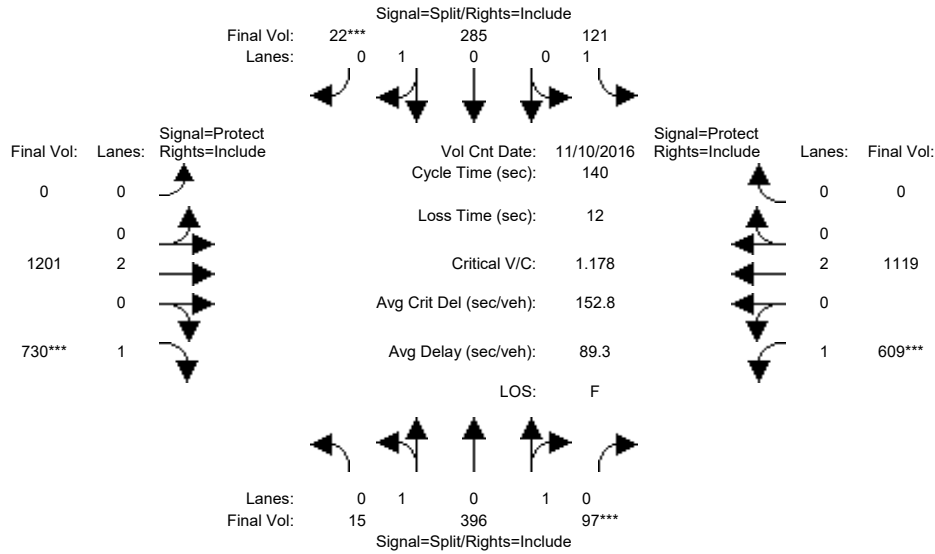
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|-------|-------------|------|-------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 15 | 434 | 97 | 137 | 257 | 17 | 0 | 1247 | 710 | 595 | 1100 | 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: | 15 | 434 | 97 | 137 | 257 | 17 | 0 | 1247 | 710 | 595 | 1100 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 434 | 97 | 137 | 257 | 17 | 0 | 1247 | 710 | 595 | 1100 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 434 | 97 | 137 | 257 | 17 | 0 | 1247 | 710 | 595 | 1100 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 434 | 97 | 137 | 257 | 17 | 0 | 1247 | 710 | 595 | 1100 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 15 | 434 | 97 | 137 | 257 | 17 | 0 | 1247 | 710 | 595 | 1100 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.05 | 1.59 | 0.36 | 1.00 | 0.94 | 0.06 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 99 | 2862 | 640 | 1750 | 1688 | 112 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | 0.08 | 0.15 | 0.15 | 0.00 | 0.33 | 0.41 | 0.34 | 0.29 | 0.00 |
| Crit Moves: | **** | | | | | **** | | | **** | | | **** |
| Green Time: | 18.5 | 18.5 | 18.5 | 18.6 | 18.6 | 18.6 | 0.0 | 49.5 | 49.5 | 41.5 | 90.9 | 0.0 |
| Volume/Cap: | 1.15 | 1.15 | 1.15 | 0.59 | 1.15 | 1.15 | 0.00 | 0.93 | 1.15 | 1.15 | 0.45 | 0.00 |
| Delay/Veh: | 149.4 | 149 | 149.4 | 61.1 | 165 | 164.8 | 0.0 | 55.0 | 129.7 | 136.4 | 12.2 | 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: | 149.4 | 149 | 149.4 | 61.1 | 165 | 164.8 | 0.0 | 55.0 | 129.7 | 136.4 | 12.2 | 0.0 |
| LOS by Move: | F | F | F | E | F | F | A | D | F | F | B | A |
| HCM2k95thQ: | 34 | 34 | 34 | 13 | 34 | 34 | 0 | 46 | 72 | 61 | 21 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3059: ALAMEDA/RACE *



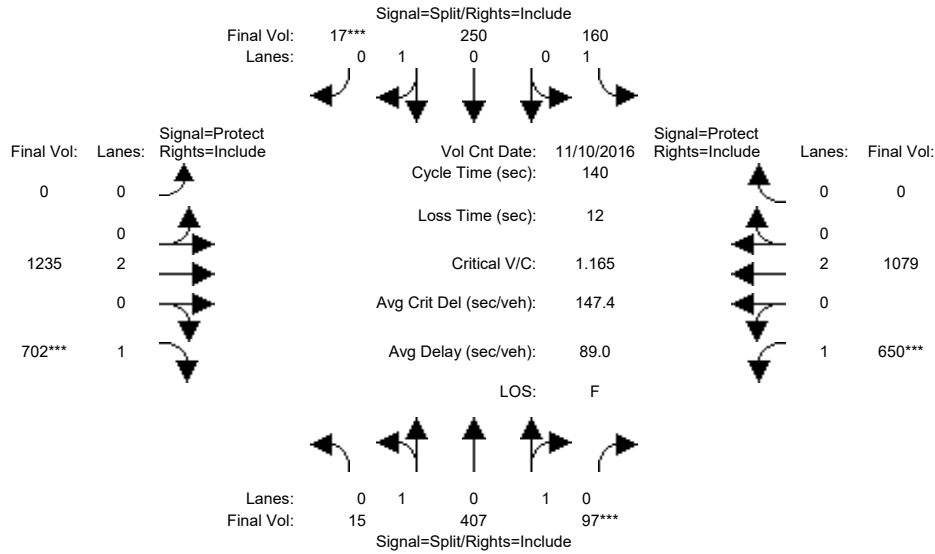
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|-------|-------------|------|-------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 15 | 396 | 97 | 121 | 285 | 22 | 0 | 1201 | 730 | 609 | 1119 | 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: | 15 | 396 | 97 | 121 | 285 | 22 | 0 | 1201 | 730 | 609 | 1119 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 396 | 97 | 121 | 285 | 22 | 0 | 1201 | 730 | 609 | 1119 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 396 | 97 | 121 | 285 | 22 | 0 | 1201 | 730 | 609 | 1119 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 396 | 97 | 121 | 285 | 22 | 0 | 1201 | 730 | 609 | 1119 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 15 | 396 | 97 | 121 | 285 | 22 | 0 | 1201 | 730 | 609 | 1119 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.06 | 1.56 | 0.38 | 1.00 | 0.93 | 0.07 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 106 | 2806 | 687 | 1750 | 1671 | 129 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.07 | 0.17 | 0.17 | 0.00 | 0.32 | 0.42 | 0.35 | 0.29 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 16.8 | 16.8 | 16.8 | 20.3 | 20.3 | 20.3 | 0.0 | 49.6 | 49.6 | 41.4 | 91.0 | 0.0 |
| Volume/Cap: | 1.18 | 1.18 | 1.18 | 0.48 | 1.18 | 1.18 | 0.00 | 0.89 | 1.18 | 1.18 | 0.45 | 0.00 |
| Delay/Veh: | 163.3 | 163 | 163.3 | 56.4 | 172 | 172.4 | 0.0 | 50.6 | 141.2 | 148.0 | 12.3 | 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: | 163.3 | 163 | 163.3 | 56.4 | 172 | 172.4 | 0.0 | 50.6 | 141.2 | 148.0 | 12.3 | 0.0 |
| LOS by Move: | F | F | F | E | F | F | A | D | F | F | B | A |
| HCM2k95thQ: | 33 | 33 | 33 | 11 | 38 | 38 | 0 | 43 | 76 | 64 | 21 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3059: ALAMEDA/RACE *



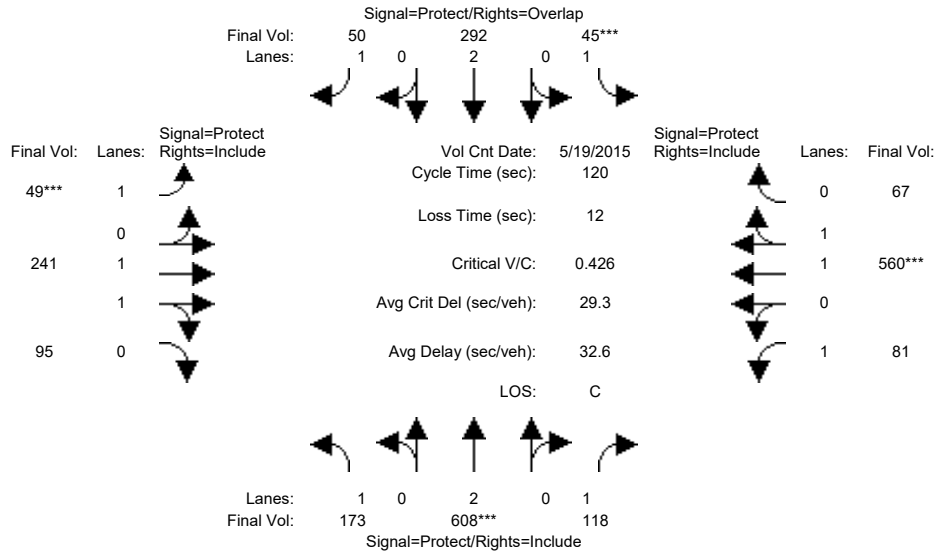
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|-------|-------------|------|-------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 15 | 407 | 97 | 160 | 250 | 17 | 0 | 1235 | 702 | 650 | 1079 | 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: | 15 | 407 | 97 | 160 | 250 | 17 | 0 | 1235 | 702 | 650 | 1079 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 407 | 97 | 160 | 250 | 17 | 0 | 1235 | 702 | 650 | 1079 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 15 | 407 | 97 | 160 | 250 | 17 | 0 | 1235 | 702 | 650 | 1079 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 407 | 97 | 160 | 250 | 17 | 0 | 1235 | 702 | 650 | 1079 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 15 | 407 | 97 | 160 | 250 | 17 | 0 | 1235 | 702 | 650 | 1079 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.06 | 1.57 | 0.37 | 1.00 | 0.94 | 0.06 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 104 | 2823 | 673 | 1750 | 1685 | 115 | 0 | 3800 | 1750 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | 0.09 | 0.15 | 0.15 | 0.00 | 0.33 | 0.40 | 0.37 | 0.28 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 17.3 | 17.3 | 17.3 | 17.8 | 17.8 | 17.8 | 0.0 | 48.2 | 48.2 | 44.6 | 92.8 | 0.0 |
| Volume/Cap: | 1.16 | 1.16 | 1.16 | 0.72 | 1.16 | 1.16 | 0.00 | 0.94 | 1.16 | 1.16 | 0.43 | 0.00 |
| Delay/Veh: | 157.6 | 158 | 157.6 | 69.4 | 172 | 172.3 | 0.0 | 58.2 | 137.3 | 140.2 | 11.2 | 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: | 157.6 | 158 | 157.6 | 69.4 | 172 | 172.3 | 0.0 | 58.2 | 137.3 | 140.2 | 11.2 | 0.0 |
| LOS by Move: | F | F | F | E | F | F | A | E | F | F | B | A |
| HCM2k95thQ: | 33 | 33 | 33 | 16 | 34 | 34 | 0 | 47 | 73 | 67 | 19 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3064: ALUM ROCK/KING



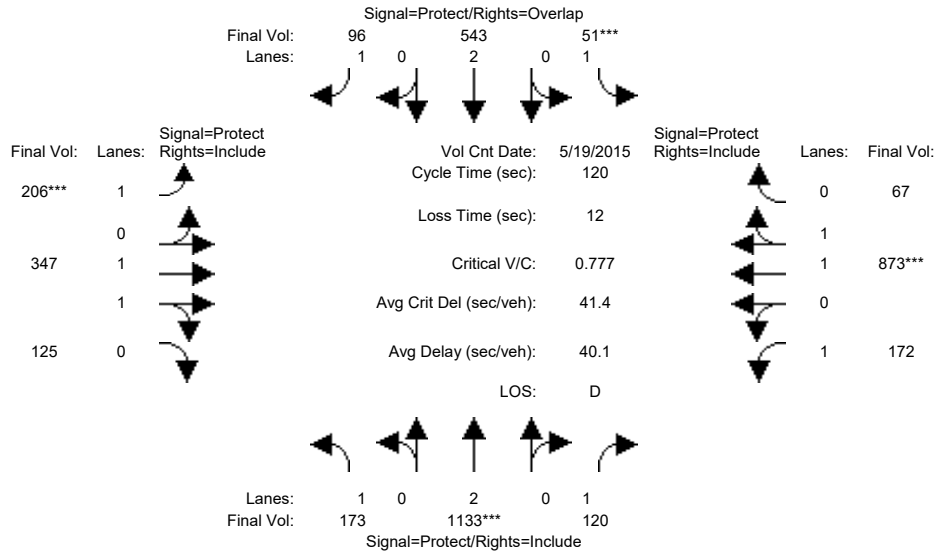
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 19 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 173 | 608 | 118 | 45 | 292 | 50 | 49 | 241 | 95 | 81 | 560 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 608 | 118 | 45 | 292 | 50 | 49 | 241 | 95 | 81 | 560 | 67 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 173 | 608 | 118 | 45 | 292 | 50 | 49 | 241 | 95 | 81 | 560 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 608 | 118 | 45 | 292 | 50 | 49 | 241 | 95 | 81 | 560 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 608 | 118 | 45 | 292 | 50 | 49 | 241 | 95 | 81 | 560 | 67 |
| 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 |
| Final Volume: | 173 | 608 | 118 | 45 | 292 | 50 | 49 | 241 | 95 | 81 | 560 | 67 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.42 | 0.58 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2653 | 1046 | 1750 | 3304 | 395 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.16 | 0.07 | 0.03 | 0.08 | 0.03 | 0.03 | 0.09 | 0.09 | 0.05 | 0.17 | 0.17 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 28.4 | 45.1 | 45.1 | 7.2 | 23.9 | 31.8 | 7.9 | 33.9 | 33.9 | 21.8 | 47.8 | 47.8 |
| Volume/Cap: | 0.42 | 0.43 | 0.18 | 0.43 | 0.39 | 0.11 | 0.43 | 0.32 | 0.32 | 0.26 | 0.43 | 0.43 |
| Delay/Veh: | 39.5 | 28.0 | 25.2 | 57.1 | 42.0 | 33.4 | 56.4 | 34.2 | 34.2 | 42.6 | 26.4 | 26.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.5 | 28.0 | 25.2 | 57.1 | 42.0 | 33.4 | 56.4 | 34.2 | 34.2 | 42.6 | 26.4 | 26.4 |
| LOS by Move: | D | C | C | E | D | C | E | C | C | D | C | C |
| HCM2k95thQ: | 11 | 15 | 6 | 3 | 9 | 3 | 4 | 9 | 9 | 5 | 16 | 16 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3064: ALUM ROCK/KING



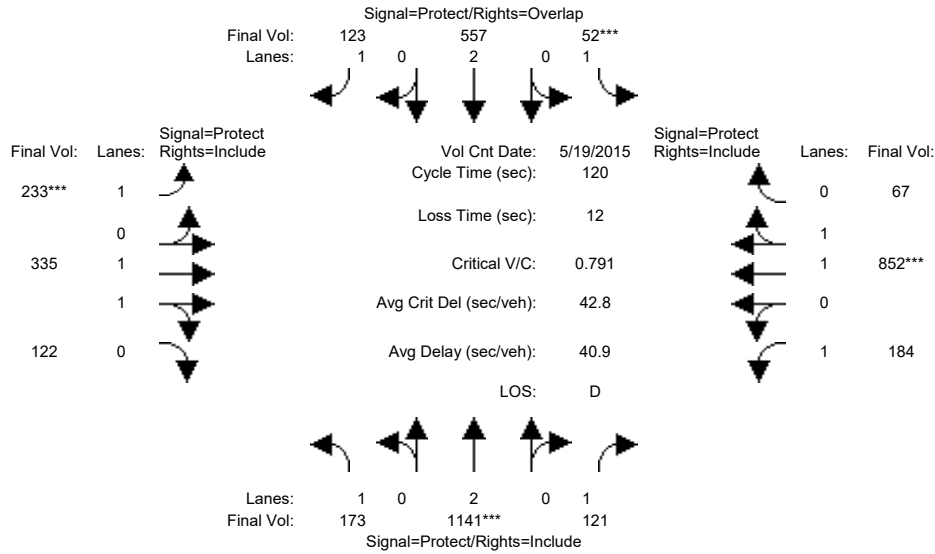
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 19 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 173 | 1133 | 120 | 51 | 543 | 96 | 206 | 347 | 125 | 172 | 873 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 1133 | 120 | 51 | 543 | 96 | 206 | 347 | 125 | 172 | 873 | 67 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 173 | 1133 | 120 | 51 | 543 | 96 | 206 | 347 | 125 | 172 | 873 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 1133 | 120 | 51 | 543 | 96 | 206 | 347 | 125 | 172 | 873 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 1133 | 120 | 51 | 543 | 96 | 206 | 347 | 125 | 172 | 873 | 67 |
| 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 |
| Final Volume: | 173 | 1133 | 120 | 51 | 543 | 96 | 206 | 347 | 125 | 172 | 873 | 67 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.46 | 0.54 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2719 | 980 | 1750 | 3436 | 264 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.30 | 0.07 | 0.03 | 0.14 | 0.05 | 0.12 | 0.13 | 0.13 | 0.10 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 21.2 | 45.0 | 45.0 | 7.0 | 30.7 | 48.5 | 17.7 | 31.7 | 31.7 | 24.4 | 38.3 | 38.3 |
| Volume/Cap: | 0.56 | 0.80 | 0.18 | 0.50 | 0.56 | 0.14 | 0.80 | 0.48 | 0.48 | 0.48 | 0.80 | 0.80 |
| Delay/Veh: | 47.4 | 36.7 | 25.3 | 58.6 | 39.5 | 22.7 | 65.0 | 37.7 | 37.7 | 43.3 | 41.1 | 41.1 |
| 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: | 47.4 | 36.7 | 25.3 | 58.6 | 39.5 | 22.7 | 65.0 | 37.7 | 37.7 | 43.3 | 41.1 | 41.1 |
| LOS by Move: | D | D | C | E | D | C | E | D | D | D | D | D |
| HCM2k95thQ: | 11 | 30 | 6 | 4 | 15 | 4 | 14 | 13 | 13 | 11 | 29 | 29 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3064: ALUM ROCK/KING



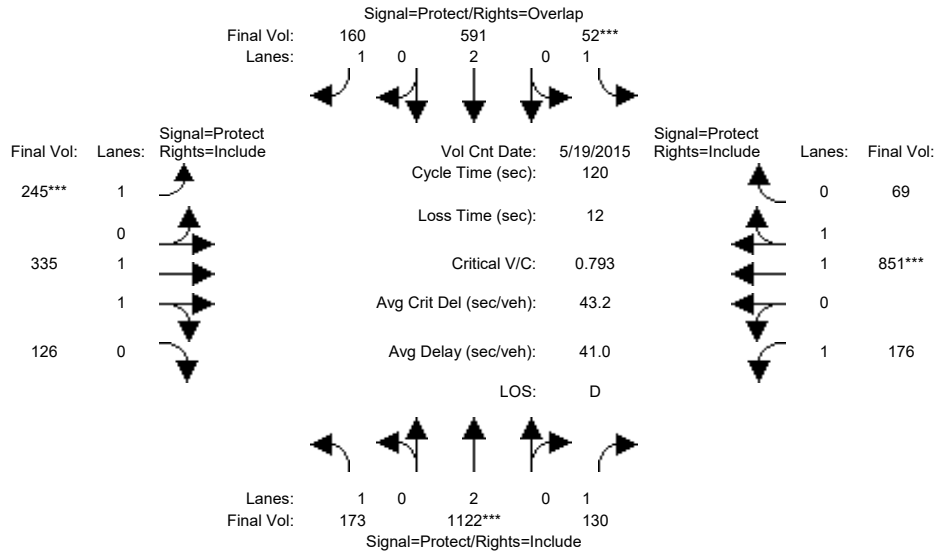
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 19 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 173 | 1141 | 121 | 52 | 557 | 123 | 233 | 335 | 122 | 184 | 852 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 1141 | 121 | 52 | 557 | 123 | 233 | 335 | 122 | 184 | 852 | 67 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 173 | 1141 | 121 | 52 | 557 | 123 | 233 | 335 | 122 | 184 | 852 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 1141 | 121 | 52 | 557 | 123 | 233 | 335 | 122 | 184 | 852 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 1141 | 121 | 52 | 557 | 123 | 233 | 335 | 122 | 184 | 852 | 67 |
| 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 |
| Final Volume: | 173 | 1141 | 121 | 52 | 557 | 123 | 233 | 335 | 122 | 184 | 852 | 67 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.45 | 0.55 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2712 | 987 | 1750 | 3430 | 270 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.30 | 0.07 | 0.03 | 0.15 | 0.07 | 0.13 | 0.12 | 0.12 | 0.11 | 0.25 | 0.25 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 20.7 | 44.5 | 44.5 | 7.0 | 30.7 | 50.5 | 19.7 | 30.5 | 30.5 | 26.0 | 36.8 | 36.8 |
| Volume/Cap: | 0.57 | 0.81 | 0.19 | 0.51 | 0.57 | 0.17 | 0.81 | 0.49 | 0.49 | 0.49 | 0.81 | 0.81 |
| Delay/Veh: | 48.2 | 37.6 | 25.7 | 59.1 | 39.7 | 21.8 | 64.0 | 38.4 | 38.4 | 42.1 | 42.9 | 42.9 |
| 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: | 48.2 | 37.6 | 25.7 | 59.1 | 39.7 | 21.8 | 64.0 | 38.4 | 38.4 | 42.1 | 42.9 | 42.9 |
| LOS by Move: | D | D | C | E | D | C | E | D | D | D | D | D |
| HCM2k95thQ: | 12 | 33 | 6 | 4 | 16 | 6 | 17 | 13 | 13 | 12 | 29 | 29 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3064: ALUM ROCK/KING



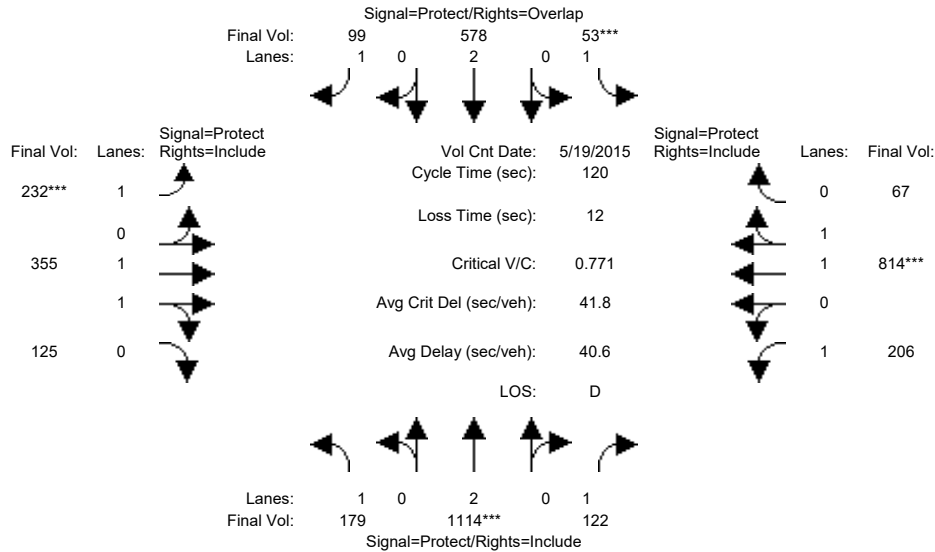
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 19 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 173 | 1122 | 130 | 52 | 591 | 160 | 245 | 335 | 126 | 176 | 851 | 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: | 173 | 1122 | 130 | 52 | 591 | 160 | 245 | 335 | 126 | 176 | 851 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 173 | 1122 | 130 | 52 | 591 | 160 | 245 | 335 | 126 | 176 | 851 | 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: | 173 | 1122 | 130 | 52 | 591 | 160 | 245 | 335 | 126 | 176 | 851 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 1122 | 130 | 52 | 591 | 160 | 245 | 335 | 126 | 176 | 851 | 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 |
| Final Volume: | 173 | 1122 | 130 | 52 | 591 | 160 | 245 | 335 | 126 | 176 | 851 | 69 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.44 | 0.56 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2688 | 1011 | 1750 | 3422 | 277 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.30 | 0.07 | 0.03 | 0.16 | 0.09 | 0.14 | 0.12 | 0.12 | 0.10 | 0.25 | 0.25 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 19.7 | 43.6 | 43.6 | 7.0 | 30.9 | 51.6 | 20.7 | 31.8 | 31.8 | 25.6 | 36.7 | 36.7 |
| Volume/Cap: | 0.60 | 0.81 | 0.20 | 0.51 | 0.60 | 0.21 | 0.81 | 0.47 | 0.47 | 0.47 | 0.81 | 0.81 |
| Delay/Veh: | 50.2 | 38.3 | 26.4 | 59.1 | 40.2 | 21.6 | 63.1 | 37.4 | 37.4 | 42.2 | 43.0 | 43.0 |
| 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: | 50.2 | 38.3 | 26.4 | 59.1 | 40.2 | 21.6 | 63.1 | 37.4 | 37.4 | 42.2 | 43.0 | 43.0 |
| LOS by Move: | D | D | C | E | D | C | E | D | D | D | D | D |
| HCM2k95thQ: | 12 | 32 | 7 | 4 | 17 | 8 | 18 | 13 | 13 | 12 | 29 | 29 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3064: ALUM ROCK/KING



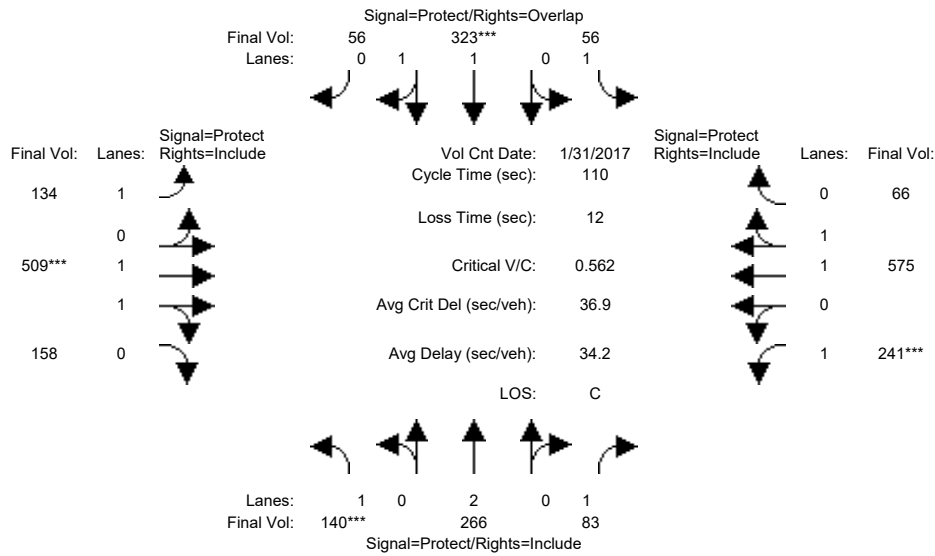
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 19 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 179 | 1114 | 122 | 53 | 578 | 99 | 232 | 355 | 125 | 206 | 814 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 179 | 1114 | 122 | 53 | 578 | 99 | 232 | 355 | 125 | 206 | 814 | 67 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 179 | 1114 | 122 | 53 | 578 | 99 | 232 | 355 | 125 | 206 | 814 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 179 | 1114 | 122 | 53 | 578 | 99 | 232 | 355 | 125 | 206 | 814 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 179 | 1114 | 122 | 53 | 578 | 99 | 232 | 355 | 125 | 206 | 814 | 67 |
| 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 |
| Final Volume: | 179 | 1114 | 122 | 53 | 578 | 99 | 232 | 355 | 125 | 206 | 814 | 67 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.46 | 0.54 | 1.00 | 1.84 | 0.16 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 2736 | 963 | 1750 | 3418 | 281 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.29 | 0.07 | 0.03 | 0.15 | 0.06 | 0.13 | 0.13 | 0.13 | 0.12 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 20.7 | 44.6 | 44.6 | 7.0 | 30.9 | 51.0 | 20.2 | 29.6 | 29.6 | 26.8 | 36.2 | 36.2 |
| Volume/Cap: | 0.59 | 0.79 | 0.19 | 0.52 | 0.59 | 0.13 | 0.79 | 0.53 | 0.53 | 0.53 | 0.79 | 0.79 |
| Delay/Veh: | 48.8 | 36.6 | 25.6 | 59.5 | 40.0 | 21.1 | 61.2 | 39.7 | 39.7 | 42.3 | 42.2 | 42.2 |
| 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: | 48.8 | 36.6 | 25.6 | 59.5 | 40.0 | 21.1 | 61.2 | 39.7 | 39.7 | 42.3 | 42.2 | 42.2 |
| LOS by Move: | D | D | C | E | D | C | E | D | D | D | D | D |
| HCM2k95thQ: | 12 | 32 | 6 | 4 | 17 | 5 | 17 | 14 | 14 | 14 | 28 | 28 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3064: ALUM ROCK/KING



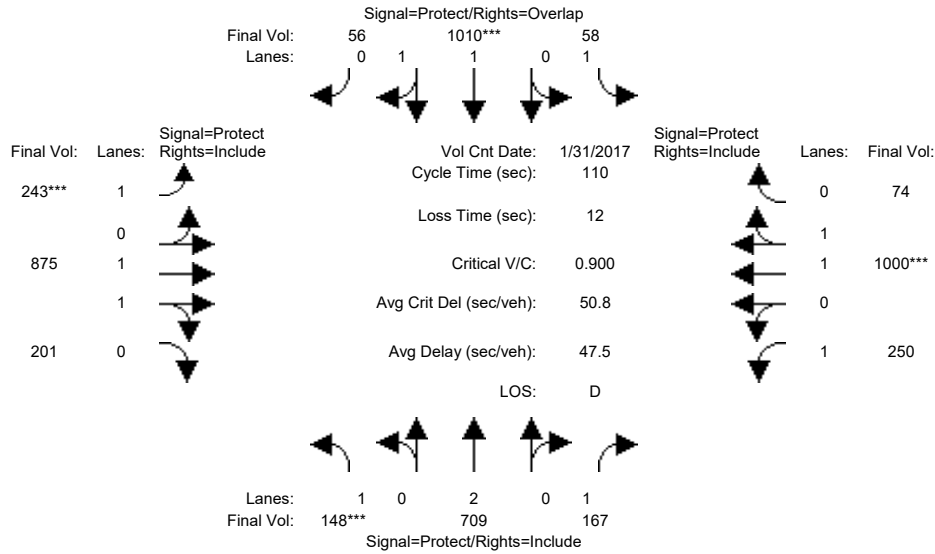
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | 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: | 31 Jan 2017 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 140 | 266 | 83 | 56 | 323 | 56 | 134 | 509 | 158 | 241 | 575 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 140 | 266 | 83 | 56 | 323 | 56 | 134 | 509 | 158 | 241 | 575 | 66 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 140 | 266 | 83 | 56 | 323 | 56 | 134 | 509 | 158 | 241 | 575 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 140 | 266 | 83 | 56 | 323 | 56 | 134 | 509 | 158 | 241 | 575 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 266 | 83 | 56 | 323 | 56 | 134 | 509 | 158 | 241 | 575 | 66 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 140 | 266 | 83 | 56 | 323 | 56 | 134 | 509 | 158 | 241 | 575 | 66 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 1.51 | 0.49 | 1.00 | 1.79 | 0.21 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3153 | 547 | 1750 | 2823 | 876 | 1750 | 3319 | 381 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.07 | 0.05 | 0.03 | 0.10 | 0.10 | 0.08 | 0.18 | 0.18 | 0.14 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 15.7 | 21.0 | 21.0 | 14.7 | 20.1 | 39.1 | 19.1 | 35.3 | 35.3 | 27.0 | 43.2 | 43.2 |
| Volume/Cap: | 0.56 | 0.37 | 0.25 | 0.24 | 0.56 | 0.29 | 0.44 | 0.56 | 0.56 | 0.56 | 0.44 | 0.44 |
| Delay/Veh: | 46.9 | 39.0 | 38.2 | 43.2 | 42.0 | 25.5 | 41.7 | 31.6 | 31.6 | 38.0 | 24.8 | 24.8 |
| 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: | 46.9 | 39.0 | 38.2 | 43.2 | 42.0 | 25.5 | 41.7 | 31.6 | 31.6 | 38.0 | 24.8 | 24.8 |
| LOS by Move: | D | D | D | D | D | C | D | C | C | D | C | C |
| HCM2k95thQ: | 9 | 7 | 5 | 4 | 11 | 9 | 8 | 17 | 17 | 14 | 15 | 15 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3064: ALUM ROCK/KING



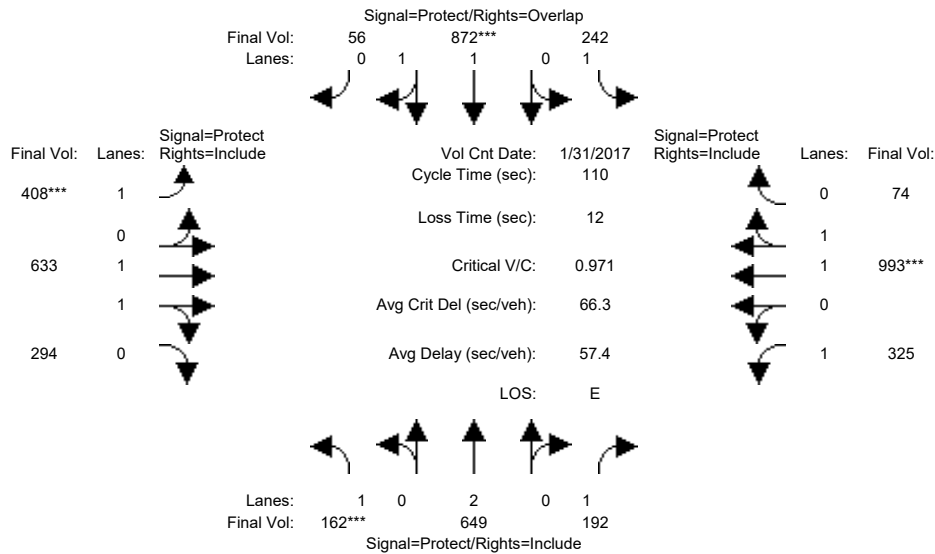
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. 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: | 31 Jan 2017 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 148 | 709 | 167 | 58 | 1010 | 56 | 243 | 875 | 201 | 250 | 1000 | 74 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 148 | 709 | 167 | 58 | 1010 | 56 | 243 | 875 | 201 | 250 | 1000 | 74 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 148 | 709 | 167 | 58 | 1010 | 56 | 243 | 875 | 201 | 250 | 1000 | 74 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 148 | 709 | 167 | 58 | 1010 | 56 | 243 | 875 | 201 | 250 | 1000 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 709 | 167 | 58 | 1010 | 56 | 243 | 875 | 201 | 250 | 1000 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 148 | 709 | 167 | 58 | 1010 | 56 | 243 | 875 | 201 | 250 | 1000 | 74 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.89 | 0.11 | 1.00 | 1.62 | 0.38 | 1.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3505 | 194 | 1750 | 3008 | 691 | 1750 | 3445 | 255 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.19 | 0.10 | 0.03 | 0.29 | 0.29 | 0.14 | 0.29 | 0.29 | 0.14 | 0.29 | 0.29 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.3 | 34.0 | 34.0 | 11.6 | 35.2 | 52.2 | 17.0 | 35.2 | 35.2 | 17.3 | 35.5 | 35.5 |
| Volume/Cap: | 0.90 | 0.60 | 0.31 | 0.31 | 0.90 | 0.61 | 0.90 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 |
| Delay/Veh: | 91.9 | 33.2 | 29.4 | 46.5 | 45.2 | 22.0 | 75.9 | 46.3 | 46.3 | 77.3 | 45.0 | 45.0 |
| 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: | 91.9 | 33.2 | 29.4 | 46.5 | 45.2 | 22.0 | 75.9 | 46.3 | 46.3 | 77.3 | 45.0 | 45.0 |
| LOS by Move: | F | C | C | D | D | C | E | D | D | E | D | D |
| HCM2k95thQ: | 12 | 18 | 9 | 4 | 31 | 23 | 18 | 33 | 33 | 19 | 33 | 33 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3064: ALUM ROCK/KING



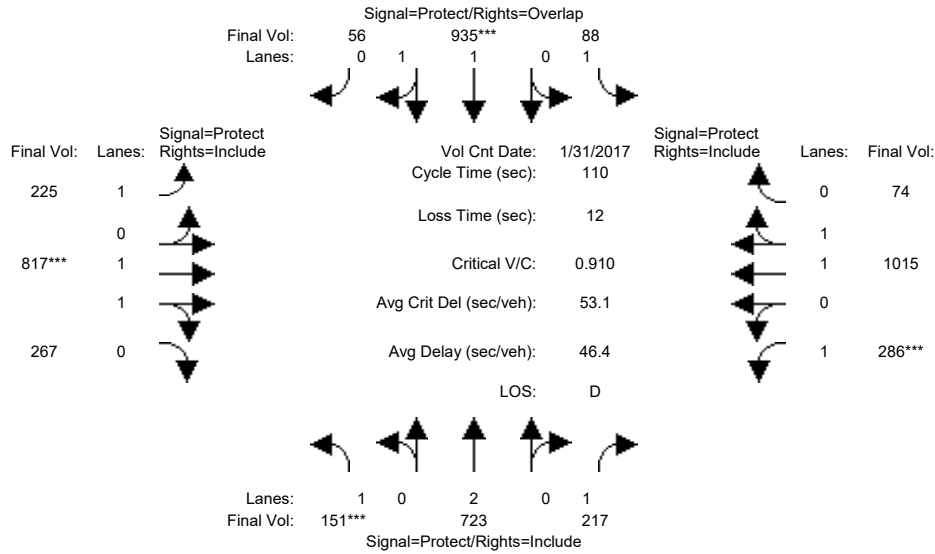
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. 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: | 31 Jan 2017 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 162 | 649 | 192 | 242 | 872 | 56 | 408 | 633 | 294 | 325 | 993 | 74 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 162 | 649 | 192 | 242 | 872 | 56 | 408 | 633 | 294 | 325 | 993 | 74 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 162 | 649 | 192 | 242 | 872 | 56 | 408 | 633 | 294 | 325 | 993 | 74 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 162 | 649 | 192 | 242 | 872 | 56 | 408 | 633 | 294 | 325 | 993 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 649 | 192 | 242 | 872 | 56 | 408 | 633 | 294 | 325 | 993 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 162 | 649 | 192 | 242 | 872 | 56 | 408 | 633 | 294 | 325 | 993 | 74 |
| 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 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.88 | 0.12 | 1.00 | 1.35 | 0.65 | 1.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3477 | 223 | 1750 | 2526 | 1173 | 1750 | 3443 | 257 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.17 | 0.11 | 0.14 | 0.25 | 0.25 | 0.23 | 0.25 | 0.25 | 0.19 | 0.29 | 0.29 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.5 | 21.5 | 21.5 | 17.4 | 28.4 | 54.8 | 26.4 | 33.9 | 33.9 | 25.2 | 32.7 | 32.7 |
| Volume/Cap: | 0.97 | 0.87 | 0.56 | 0.87 | 0.97 | 0.50 | 0.97 | 0.81 | 0.81 | 0.81 | 0.97 | 0.97 |
| Delay/Veh: | 110.4 | 54.1 | 42.1 | 70.2 | 62.6 | 18.7 | 77.6 | 39.6 | 39.6 | 52.1 | 58.6 | 58.6 |
| 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: | 110.4 | 54.1 | 42.1 | 70.2 | 62.6 | 18.7 | 77.6 | 39.6 | 39.6 | 52.1 | 58.6 | 58.6 |
| LOS by Move: | F | D | D | E | E | B | E | D | D | D | E | E |
| HCM2k95thQ: | 14 | 21 | 12 | 17 | 30 | 19 | 30 | 27 | 27 | 22 | 37 | 37 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3064: ALUM ROCK/KING



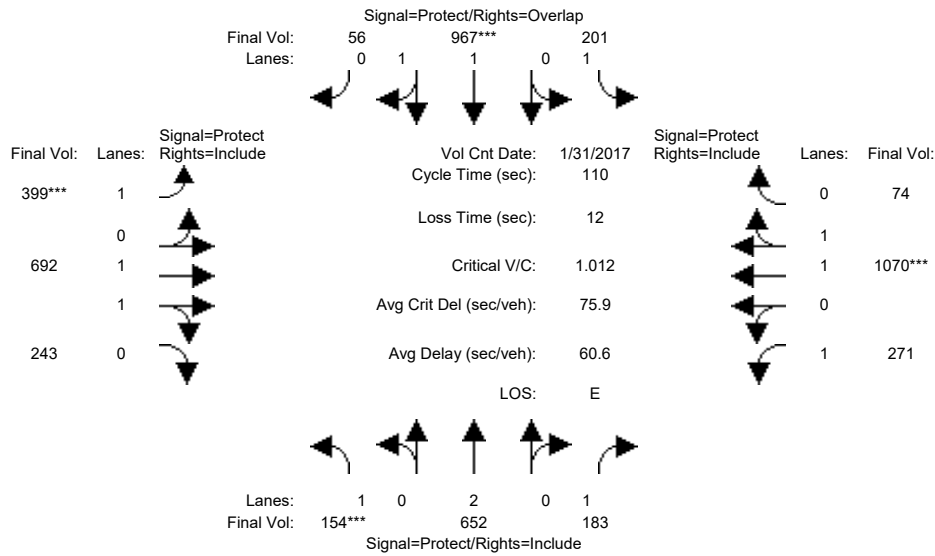
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. 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: | 31 Jan 2017 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 151 | 723 | 217 | 88 | 935 | 56 | 225 | 817 | 267 | 286 | 1015 | 74 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 151 | 723 | 217 | 88 | 935 | 56 | 225 | 817 | 267 | 286 | 1015 | 74 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 151 | 723 | 217 | 88 | 935 | 56 | 225 | 817 | 267 | 286 | 1015 | 74 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 151 | 723 | 217 | 88 | 935 | 56 | 225 | 817 | 267 | 286 | 1015 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 151 | 723 | 217 | 88 | 935 | 56 | 225 | 817 | 267 | 286 | 1015 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 151 | 723 | 217 | 88 | 935 | 56 | 225 | 817 | 267 | 286 | 1015 | 74 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.88 | 0.12 | 1.00 | 1.49 | 0.51 | 1.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3491 | 209 | 1750 | 2788 | 911 | 1750 | 3448 | 251 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.19 | 0.12 | 0.05 | 0.27 | 0.27 | 0.13 | 0.29 | 0.29 | 0.16 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 10.4 | 32.1 | 32.1 | 10.7 | 32.4 | 49.2 | 16.8 | 35.4 | 35.4 | 19.8 | 38.4 | 38.4 |
| Volume/Cap: | 0.91 | 0.65 | 0.43 | 0.52 | 0.91 | 0.60 | 0.84 | 0.91 | 0.91 | 0.91 | 0.84 | 0.84 |
| Delay/Veh: | 93.9 | 35.5 | 32.1 | 49.9 | 48.6 | 23.6 | 66.2 | 46.1 | 46.1 | 73.1 | 38.2 | 38.2 |
| 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: | 93.9 | 35.5 | 32.1 | 49.9 | 48.6 | 23.6 | 66.2 | 46.1 | 46.1 | 73.1 | 38.2 | 38.2 |
| LOS by Move: | F | D | C | D | D | C | E | D | D | E | D | D |
| HCM2k95thQ: | 12 | 19 | 12 | 6 | 30 | 22 | 16 | 33 | 33 | 21 | 32 | 32 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3064: ALUM ROCK/KING



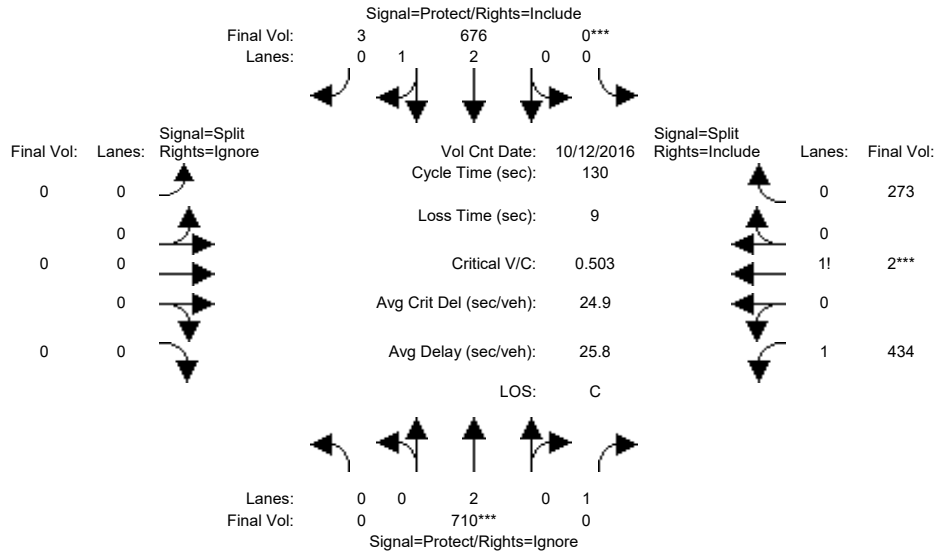
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | 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: | 31 Jan 2017 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 154 | 652 | 183 | 201 | 967 | 56 | 399 | 692 | 243 | 271 | 1070 | 74 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 154 | 652 | 183 | 201 | 967 | 56 | 399 | 692 | 243 | 271 | 1070 | 74 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 154 | 652 | 183 | 201 | 967 | 56 | 399 | 692 | 243 | 271 | 1070 | 74 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 154 | 652 | 183 | 201 | 967 | 56 | 399 | 692 | 243 | 271 | 1070 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 652 | 183 | 201 | 967 | 56 | 399 | 692 | 243 | 271 | 1070 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 154 | 652 | 183 | 201 | 967 | 56 | 399 | 692 | 243 | 271 | 1070 | 74 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.89 | 0.11 | 1.00 | 1.47 | 0.53 | 1.00 | 1.87 | 0.13 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3497 | 203 | 1750 | 2738 | 961 | 1750 | 3460 | 239 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.17 | 0.10 | 0.11 | 0.28 | 0.28 | 0.23 | 0.25 | 0.25 | 0.15 | 0.31 | 0.31 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 9.6 | 23.7 | 23.7 | 15.9 | 30.1 | 54.8 | 24.8 | 36.2 | 36.2 | 22.2 | 33.6 | 33.6 |
| Volume/Cap: | 1.01 | 0.80 | 0.48 | 0.80 | 1.01 | 0.55 | 1.01 | 0.77 | 0.77 | 0.77 | 1.01 | 1.01 |
| Delay/Veh: | 126.4 | 46.3 | 38.8 | 61.4 | 71.3 | 19.5 | 91.0 | 36.1 | 36.1 | 51.3 | 68.0 | 68.0 |
| 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: | 126.4 | 46.3 | 38.8 | 61.4 | 71.3 | 19.5 | 91.0 | 36.1 | 36.1 | 51.3 | 68.0 | 68.0 |
| LOS by Move: | F | D | D | E | E | B | F | D | D | D | E | E |
| HCM2k95thQ: | 14 | 20 | 11 | 13 | 35 | 21 | 31 | 26 | 26 | 18 | 41 | 41 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3054: 880/FIRST (N)



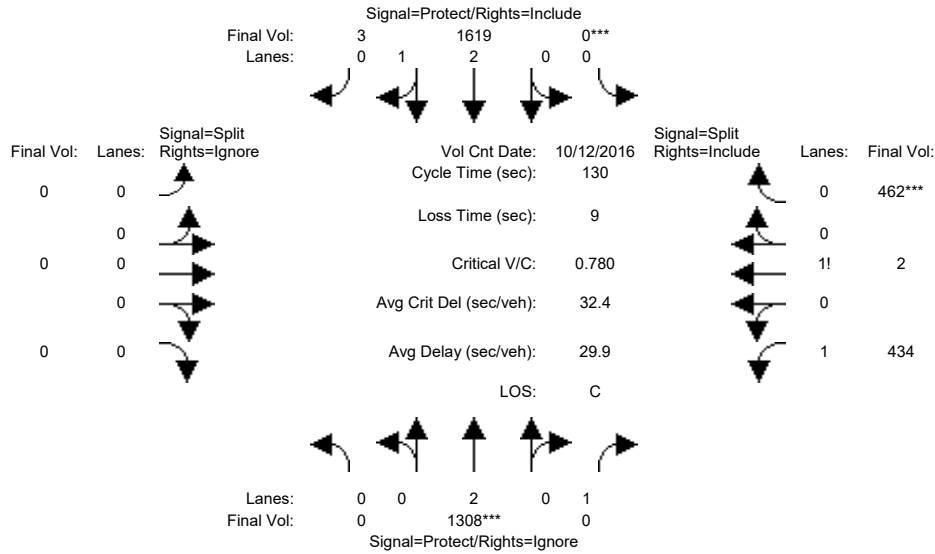
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | | |
| Base Vol: | 0 | 710 | 253 | 0 | 676 | 3 | 0 | 0 | 24 | 434 | 2 | 273 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 710 | 253 | 0 | 676 | 3 | 0 | 0 | 24 | 434 | 2 | 273 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 710 | 253 | 0 | 676 | 3 | 0 | 0 | 24 | 434 | 2 | 273 | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 710 | 0 | 0 | 676 | 3 | 0 | 0 | 0 | 434 | 2 | 273 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 710 | 0 | 0 | 676 | 3 | 0 | 0 | 0 | 434 | 2 | 273 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 710 | 0 | 0 | 676 | 3 | 0 | 0 | 0 | 434 | 2 | 273 | |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.44 | 0.01 | 0.55 | |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5575 | 25 | 0 | 0 | 1750 | 2522 | 7 | 971 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | 0.00 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 | 0.17 | 0.28 | 0.28 | |
| Crit Moves: | **** | | **** | | | **** | | | **** | | | **** | |
| Green Time: | 0.0 | 48.3 | 0.0 | 0.0 | 48.3 | 48.3 | 0.0 | 0.0 | 0.0 | 72.7 | 72.7 | 72.7 | |
| Volume/Cap: | 0.00 | 0.50 | 0.00 | 0.00 | 0.33 | 0.33 | 0.00 | 0.00 | 0.00 | 0.31 | 0.50 | 0.50 | |
| Delay/Veh: | 0.0 | 31.9 | 0.0 | 0.0 | 29.3 | 29.3 | 0.0 | 0.0 | 0.0 | 15.3 | 17.9 | 17.9 | |
| 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: | 0.0 | 31.9 | 0.0 | 0.0 | 29.3 | 29.3 | 0.0 | 0.0 | 0.0 | 15.3 | 17.9 | 17.9 | |
| LOS by Move: | A | C | A | A | C | C | A | A | A | B | B | B | |
| HCM2k95thQ: | 0 | 20 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 13 | 23 | 23 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3054: 880/FIRST (N)



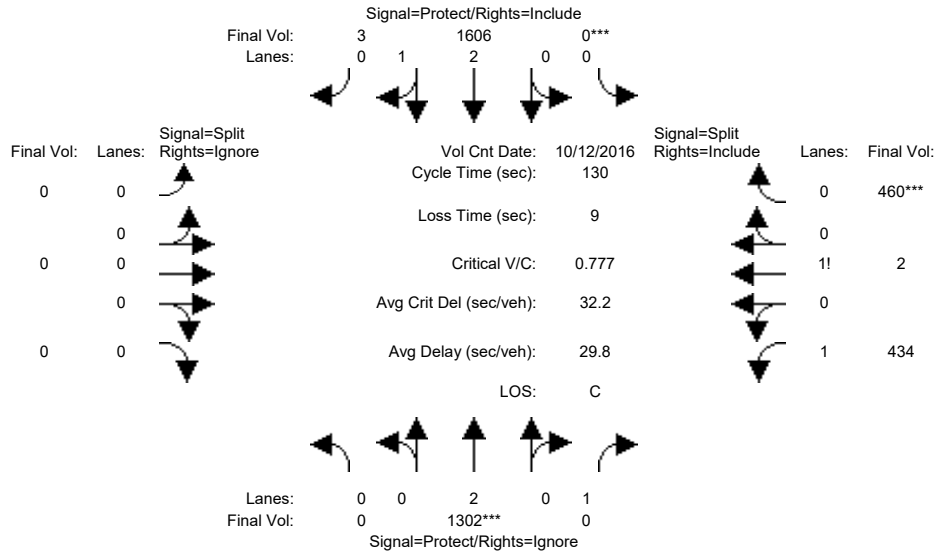
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 1308 | 253 | 0 | 1619 | 3 | 0 | 0 | 24 | 434 | 2 | 462 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1308 | 253 | 0 | 1619 | 3 | 0 | 0 | 24 | 434 | 2 | 462 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1308 | 253 | 0 | 1619 | 3 | 0 | 0 | 24 | 434 | 2 | 462 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1308 | 0 | 0 | 1619 | 3 | 0 | 0 | 0 | 434 | 2 | 462 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1308 | 0 | 0 | 1619 | 3 | 0 | 0 | 0 | 434 | 2 | 462 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1308 | 0 | 0 | 1619 | 3 | 0 | 0 | 0 | 434 | 2 | 462 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.32 | 0.01 | 0.67 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5590 | 10 | 0 | 0 | 1750 | 2318 | 5 | 1210 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.19 | 0.38 | 0.38 |
| Crit Moves: | **** | | **** | | | | | | **** | | | |
| Green Time: | 0.0 | 57.4 | 0.0 | 0.0 | 57.4 | 57.4 | 0.0 | 0.0 | 0.0 | 63.6 | 63.6 | 63.6 |
| Volume/Cap: | 0.00 | 0.78 | 0.00 | 0.00 | 0.66 | 0.66 | 0.00 | 0.00 | 0.00 | 0.38 | 0.78 | 0.78 |
| Delay/Veh: | 0.0 | 33.4 | 0.0 | 0.0 | 29.2 | 29.2 | 0.0 | 0.0 | 0.0 | 20.9 | 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: | 0.0 | 33.4 | 0.0 | 0.0 | 29.2 | 29.2 | 0.0 | 0.0 | 0.0 | 20.9 | 30.9 | 30.9 |
| LOS by Move: | A | C | A | A | C | C | A | A | A | C | C | C |
| HCM2k95thQ: | 0 | 39 | 0 | 0 | 29 | 29 | 0 | 0 | 0 | 16 | 41 | 41 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3054: 880/FIRST (N)



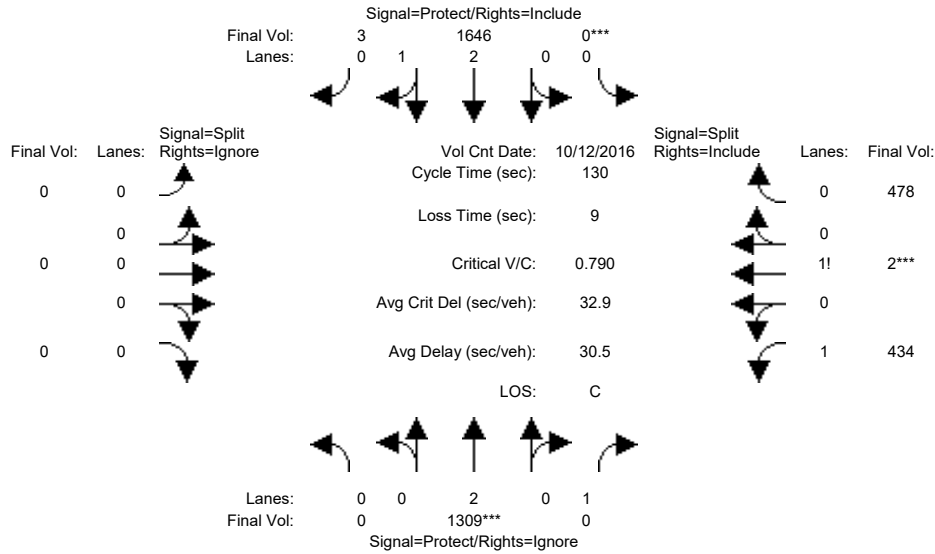
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 1302 | 253 | 0 | 1606 | 3 | 0 | 0 | 24 | 434 | 2 | 460 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1302 | 253 | 0 | 1606 | 3 | 0 | 0 | 24 | 434 | 2 | 460 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1302 | 253 | 0 | 1606 | 3 | 0 | 0 | 24 | 434 | 2 | 460 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1302 | 0 | 0 | 1606 | 3 | 0 | 0 | 0 | 434 | 2 | 460 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1302 | 0 | 0 | 1606 | 3 | 0 | 0 | 0 | 434 | 2 | 460 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1302 | 0 | 0 | 1606 | 3 | 0 | 0 | 0 | 434 | 2 | 460 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.32 | 0.01 | 0.67 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5590 | 10 | 0 | 0 | 1750 | 2320 | 5 | 1208 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.19 | 0.38 | 0.38 |
| Crit Moves: | **** | | **** | | | | | | **** | | | |
| Green Time: | 0.0 | 57.3 | 0.0 | 0.0 | 57.3 | 57.3 | 0.0 | 0.0 | 0.0 | 63.7 | 63.7 | 63.7 |
| Volume/Cap: | 0.00 | 0.78 | 0.00 | 0.00 | 0.65 | 0.65 | 0.00 | 0.00 | 0.00 | 0.38 | 0.78 | 0.78 |
| Delay/Veh: | 0.0 | 33.3 | 0.0 | 0.0 | 29.1 | 29.1 | 0.0 | 0.0 | 0.0 | 20.9 | 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: | 0.0 | 33.3 | 0.0 | 0.0 | 29.1 | 29.1 | 0.0 | 0.0 | 0.0 | 20.9 | 30.7 | 30.7 |
| LOS by Move: | A | C | A | A | C | C | A | A | A | C | C | C |
| HCM2k95thQ: | 0 | 38 | 0 | 0 | 29 | 29 | 0 | 0 | 0 | 16 | 41 | 41 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3054: 880/FIRST (N)



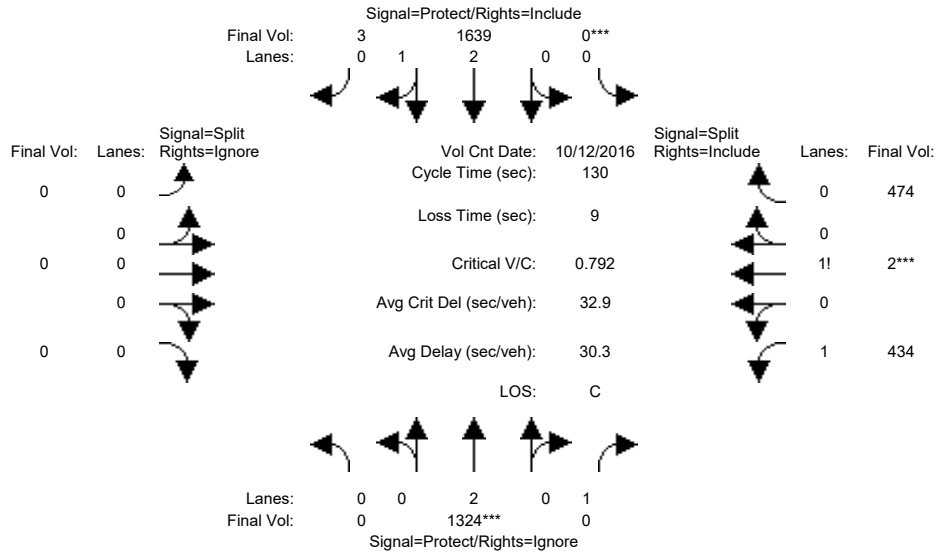
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 1309 | 253 | 0 | 1646 | 3 | 0 | 0 | 24 | 434 | 2 | 478 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1309 | 253 | 0 | 1646 | 3 | 0 | 0 | 24 | 434 | 2 | 478 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1309 | 253 | 0 | 1646 | 3 | 0 | 0 | 24 | 434 | 2 | 478 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1309 | 0 | 0 | 1646 | 3 | 0 | 0 | 0 | 434 | 2 | 478 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1309 | 0 | 0 | 1646 | 3 | 0 | 0 | 0 | 434 | 2 | 478 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1309 | 0 | 0 | 1646 | 3 | 0 | 0 | 0 | 434 | 2 | 478 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.31 | 0.01 | 0.68 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5590 | 10 | 0 | 0 | 1750 | 2305 | 5 | 1224 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.19 | 0.39 | 0.39 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 56.7 | 0.0 | 0.0 | 56.7 | 56.7 | 0.0 | 0.0 | 0.0 | 64.3 | 64.3 | 64.3 |
| Volume/Cap: | 0.00 | 0.79 | 0.00 | 0.00 | 0.68 | 0.68 | 0.00 | 0.00 | 0.00 | 0.38 | 0.79 | 0.79 |
| Delay/Veh: | 0.0 | 34.2 | 0.0 | 0.0 | 30.1 | 30.1 | 0.0 | 0.0 | 0.0 | 20.6 | 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: | 0.0 | 34.2 | 0.0 | 0.0 | 30.1 | 30.1 | 0.0 | 0.0 | 0.0 | 20.6 | 31.0 | 31.0 |
| LOS by Move: | A | C | A | A | C | C | A | A | A | C | C | C |
| HCM2k95thQ: | 0 | 39 | 0 | 0 | 30 | 30 | 0 | 0 | 0 | 16 | 42 | 42 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3054: 880/FIRST (N)



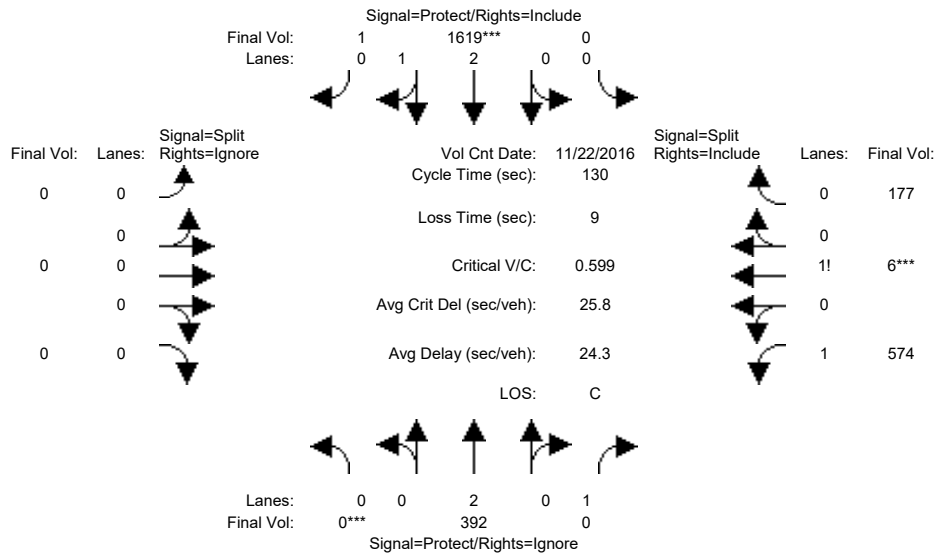
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | | |
| Base Vol: | 0 | 1324 | 253 | 0 | 1639 | 3 | 0 | 0 | 24 | 434 | 2 | 474 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1324 | 253 | 0 | 1639 | 3 | 0 | 0 | 24 | 434 | 2 | 474 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 1324 | 253 | 0 | 1639 | 3 | 0 | 0 | 24 | 434 | 2 | 474 | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 1324 | 0 | 0 | 1639 | 3 | 0 | 0 | 0 | 434 | 2 | 474 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1324 | 0 | 0 | 1639 | 3 | 0 | 0 | 0 | 434 | 2 | 474 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1324 | 0 | 0 | 1639 | 3 | 0 | 0 | 0 | 434 | 2 | 474 | |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.32 | 0.01 | 0.67 | |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5590 | 10 | 0 | 0 | 1750 | 2309 | 5 | 1220 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.19 | 0.39 | 0.39 | |
| Crit Moves: | **** | | **** | | | | | | **** | | | | |
| Green Time: | 0.0 | 57.2 | 0.0 | 0.0 | 57.2 | 57.2 | 0.0 | 0.0 | 0.0 | 63.8 | 63.8 | 63.8 | |
| Volume/Cap: | 0.00 | 0.79 | 0.00 | 0.00 | 0.67 | 0.67 | 0.00 | 0.00 | 0.00 | 0.38 | 0.79 | 0.79 | |
| Delay/Veh: | 0.0 | 33.9 | 0.0 | 0.0 | 29.5 | 29.5 | 0.0 | 0.0 | 0.0 | 20.9 | 31.4 | 31.4 | |
| 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: | 0.0 | 33.9 | 0.0 | 0.0 | 29.5 | 29.5 | 0.0 | 0.0 | 0.0 | 20.9 | 31.4 | 31.4 | |
| LOS by Move: | A | C | A | A | C | C | A | A | A | C | C | C | |
| HCM2k95thQ: | 0 | 40 | 0 | 0 | 30 | 30 | 0 | 0 | 0 | 16 | 42 | 42 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3054: 880/FIRST (N)



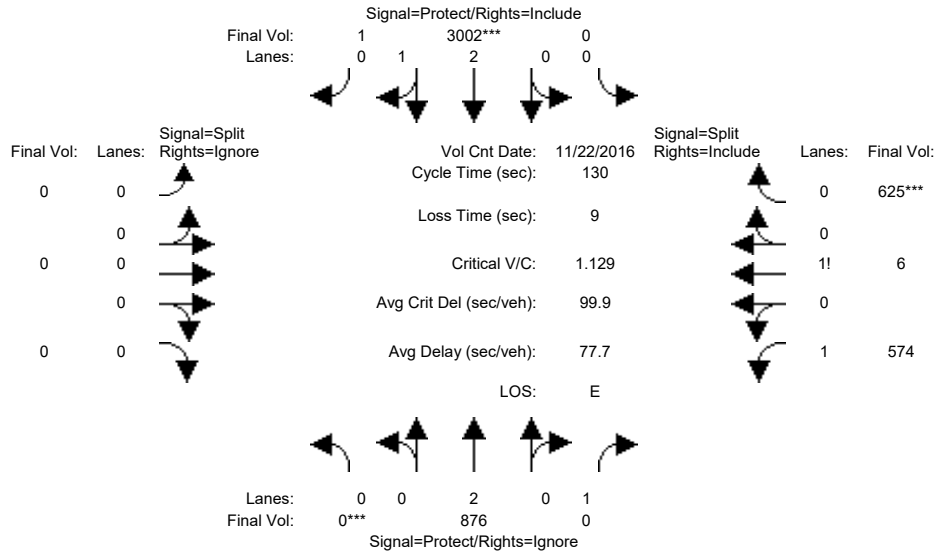
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 22 Nov 2016 << 5:00 PM to 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 392 | 188 | 0 | 1619 | 1 | 0 | 0 | 37 | 574 | 6 | 177 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 392 | 188 | 0 | 1619 | 1 | 0 | 0 | 37 | 574 | 6 | 177 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 392 | 188 | 0 | 1619 | 1 | 0 | 0 | 37 | 574 | 6 | 177 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 392 | 0 | 0 | 1619 | 1 | 0 | 0 | 0 | 574 | 6 | 177 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 392 | 0 | 0 | 1619 | 1 | 0 | 0 | 0 | 574 | 6 | 177 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 392 | 0 | 0 | 1619 | 1 | 0 | 0 | 0 | 574 | 6 | 177 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.92 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.61 | 0.01 | 0.38 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5597 | 3 | 0 | 0 | 1750 | 2819 | 22 | 659 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.20 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 0.0 | 62.7 | 0.0 | 0.0 | 62.7 | 62.7 | 0.0 | 0.0 | 0.0 | 58.3 | 58.3 | 58.3 |
| Volume/Cap: | 0.00 | 0.21 | 0.00 | 0.00 | 0.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.45 | 0.60 | 0.60 |
| Delay/Veh: | 0.0 | 19.5 | 0.0 | 0.0 | 24.9 | 24.9 | 0.0 | 0.0 | 0.0 | 25.1 | 27.9 | 27.9 |
| 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: | 0.0 | 19.5 | 0.0 | 0.0 | 24.9 | 24.9 | 0.0 | 0.0 | 0.0 | 25.1 | 27.9 | 27.9 |
| LOS by Move: | A | B | A | A | C | C | A | A | A | C | C | C |
| HCM2k95thQ: | 0 | 9 | 0 | 0 | 27 | 27 | 0 | 0 | 0 | 19 | 27 | 27 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3054: 880/FIRST (N)



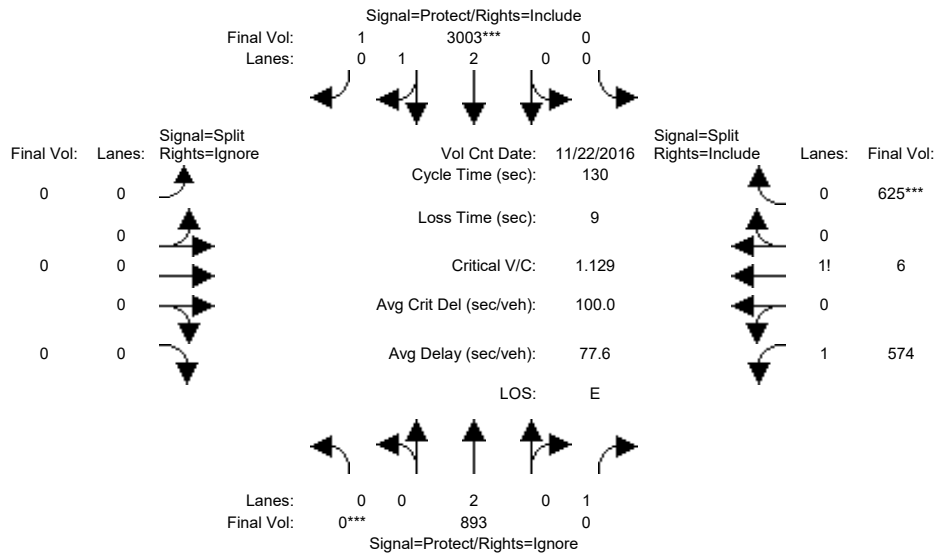
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 22 Nov 2016 << 5:00 PM to 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 876 | 188 | 0 | 3002 | 1 | 0 | 0 | 37 | 574 | 6 | 625 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 876 | 188 | 0 | 3002 | 1 | 0 | 0 | 37 | 574 | 6 | 625 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 876 | 188 | 0 | 3002 | 1 | 0 | 0 | 37 | 574 | 6 | 625 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 876 | 0 | 0 | 3002 | 1 | 0 | 0 | 0 | 574 | 6 | 625 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 876 | 0 | 0 | 3002 | 1 | 0 | 0 | 0 | 574 | 6 | 625 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 876 | 0 | 0 | 3002 | 1 | 0 | 0 | 0 | 574 | 6 | 625 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.32 | 0.01 | 0.67 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5598 | 2 | 0 | 0 | 1750 | 2308 | 12 | 1215 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.00 | 0.00 | 0.54 | 0.54 | 0.00 | 0.00 | 0.00 | 0.25 | 0.51 | 0.51 |
| Crit Moves: | **** | | | **** | | | | | | | | **** |
| Green Time: | 0.0 | 61.7 | 0.0 | 0.0 | 61.7 | 61.7 | 0.0 | 0.0 | 0.0 | 59.3 | 59.3 | 59.3 |
| Volume/Cap: | 0.00 | 0.49 | 0.00 | 0.00 | 1.13 | 1.13 | 0.00 | 0.00 | 0.00 | 0.55 | 1.13 | 1.13 |
| Delay/Veh: | 0.0 | 23.5 | 0.0 | 0.0 | 97.6 | 97.6 | 0.0 | 0.0 | 0.0 | 25.9 | 106 | 105.6 |
| 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: | 0.0 | 23.5 | 0.0 | 0.0 | 97.6 | 97.6 | 0.0 | 0.0 | 0.0 | 25.9 | 106 | 105.6 |
| LOS by Move: | A | C | A | A | F | F | A | A | A | C | F | F |
| HCM2k95thQ: | 0 | 21 | 0 | 0 | 86 | 86 | 0 | 0 | 0 | 24 | 85 | 85 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3054: 880/FIRST (N)



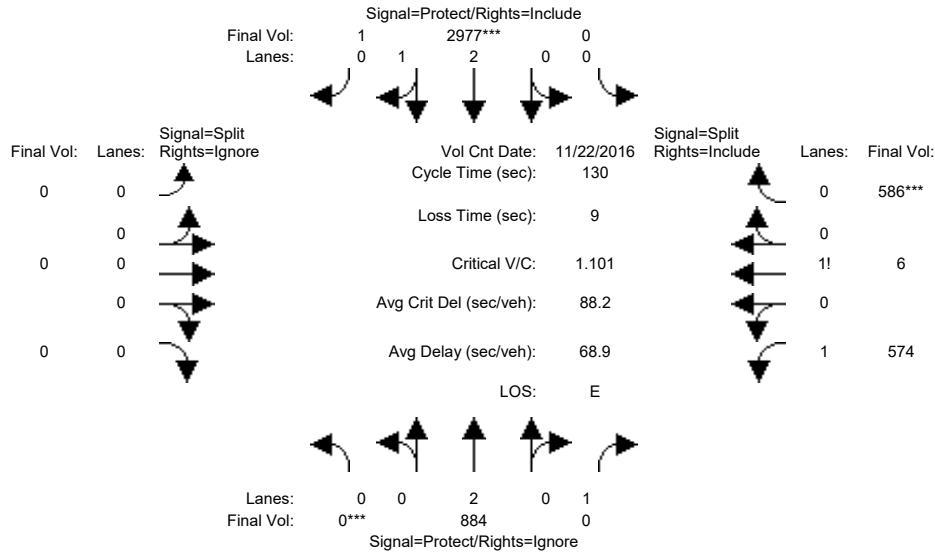
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 22 Nov 2016 << 5:00 PM to 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 893 | 188 | 0 | 3003 | 1 | 0 | 0 | 37 | 574 | 6 | 625 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 893 | 188 | 0 | 3003 | 1 | 0 | 0 | 37 | 574 | 6 | 625 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 893 | 188 | 0 | 3003 | 1 | 0 | 0 | 37 | 574 | 6 | 625 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 893 | 0 | 0 | 3003 | 1 | 0 | 0 | 0 | 574 | 6 | 625 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 893 | 0 | 0 | 3003 | 1 | 0 | 0 | 0 | 574 | 6 | 625 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 893 | 0 | 0 | 3003 | 1 | 0 | 0 | 0 | 574 | 6 | 625 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.32 | 0.01 | 0.67 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5598 | 2 | 0 | 0 | 1750 | 2308 | 12 | 1215 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.00 | 0.00 | 0.54 | 0.54 | 0.00 | 0.00 | 0.00 | 0.25 | 0.51 | 0.51 |
| Crit Moves: | **** | | | **** | | | | | | | | **** |
| Green Time: | 0.0 | 61.8 | 0.0 | 0.0 | 61.8 | 61.8 | 0.0 | 0.0 | 0.0 | 59.2 | 59.2 | 59.2 |
| Volume/Cap: | 0.00 | 0.49 | 0.00 | 0.00 | 1.13 | 1.13 | 0.00 | 0.00 | 0.00 | 0.55 | 1.13 | 1.13 |
| Delay/Veh: | 0.0 | 23.6 | 0.0 | 0.0 | 97.7 | 97.7 | 0.0 | 0.0 | 0.0 | 25.9 | 106 | 105.7 |
| 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: | 0.0 | 23.6 | 0.0 | 0.0 | 97.7 | 97.7 | 0.0 | 0.0 | 0.0 | 25.9 | 106 | 105.7 |
| LOS by Move: | A | C | A | A | F | F | A | A | A | C | F | F |
| HCM2k95thQ: | 0 | 22 | 0 | 0 | 86 | 86 | 0 | 0 | 0 | 24 | 85 | 85 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3054: 880/FIRST (N)



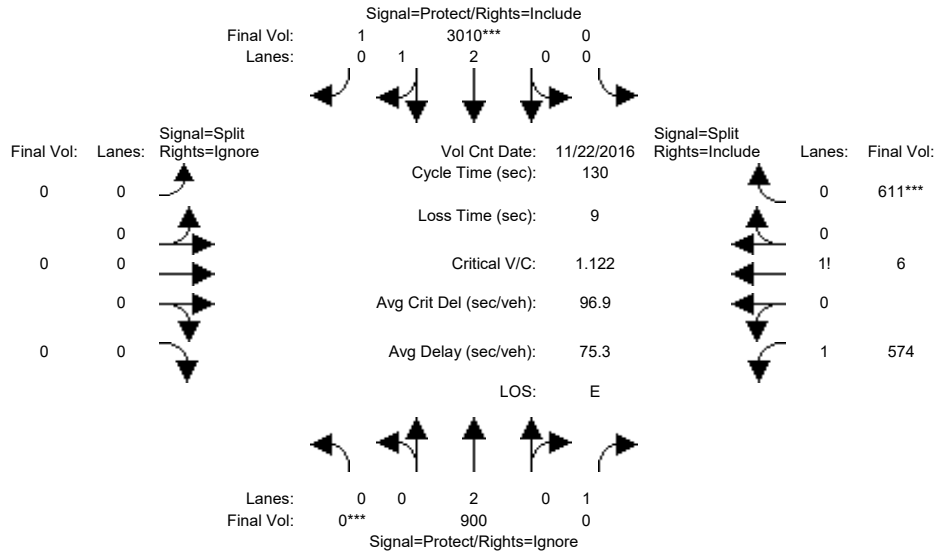
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: 22 Nov 2016 << 5:00 PM to 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 884 | 188 | 0 | 2977 | 1 | 0 | 0 | 37 | 574 | 6 | 586 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 884 | 188 | 0 | 2977 | 1 | 0 | 0 | 37 | 574 | 6 | 586 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 884 | 188 | 0 | 2977 | 1 | 0 | 0 | 37 | 574 | 6 | 586 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 884 | 0 | 0 | 2977 | 1 | 0 | 0 | 0 | 574 | 6 | 586 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 884 | 0 | 0 | 2977 | 1 | 0 | 0 | 0 | 574 | 6 | 586 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 884 | 0 | 0 | 2977 | 1 | 0 | 0 | 0 | 574 | 6 | 586 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.33 | 0.01 | 0.66 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5598 | 2 | 0 | 0 | 1750 | 2332 | 12 | 1189 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.00 | 0.00 | 0.53 | 0.53 | 0.00 | 0.00 | 0.00 | 0.25 | 0.49 | 0.49 |
| Crit Moves: | **** | | | **** | | | | | | | | **** |
| Green Time: | 0.0 | 62.8 | 0.0 | 0.0 | 62.8 | 62.8 | 0.0 | 0.0 | 0.0 | 58.2 | 58.2 | 58.2 |
| Volume/Cap: | 0.00 | 0.48 | 0.00 | 0.00 | 1.10 | 1.10 | 0.00 | 0.00 | 0.00 | 0.55 | 1.10 | 1.10 |
| Delay/Veh: | 0.0 | 22.8 | 0.0 | 0.0 | 85.4 | 85.4 | 0.0 | 0.0 | 0.0 | 26.6 | 95.4 | 95.4 |
| 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: | 0.0 | 22.8 | 0.0 | 0.0 | 85.4 | 85.4 | 0.0 | 0.0 | 0.0 | 26.6 | 95.4 | 95.4 |
| LOS by Move: | A | C | A | A | F | F | A | A | A | C | F | F |
| HCM2k95thQ: | 0 | 21 | 0 | 0 | 82 | 82 | 0 | 0 | 0 | 24 | 79 | 79 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3054: 880/FIRST (N)



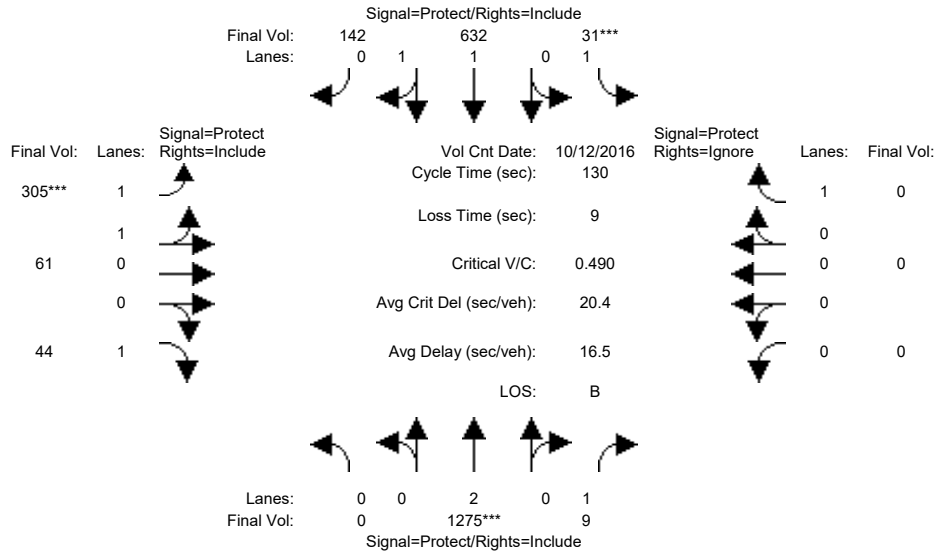
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-----------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 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: | 22 Nov 2016 << 5:00 PM to 6:00 PM | | | | | | | | | | | |
| Base Vol: | 0 | 900 | 188 | 0 | 3010 | 1 | 0 | 0 | 37 | 574 | 6 | 611 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 900 | 188 | 0 | 3010 | 1 | 0 | 0 | 37 | 574 | 6 | 611 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 900 | 188 | 0 | 3010 | 1 | 0 | 0 | 37 | 574 | 6 | 611 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 900 | 0 | 0 | 3010 | 1 | 0 | 0 | 0 | 574 | 6 | 611 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 900 | 0 | 0 | 3010 | 1 | 0 | 0 | 0 | 574 | 6 | 611 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 900 | 0 | 0 | 3010 | 1 | 0 | 0 | 0 | 574 | 6 | 611 |
| 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.99 | 0.01 | 0.00 | 0.00 | 1.00 | 1.32 | 0.01 | 0.67 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 5598 | 2 | 0 | 0 | 1750 | 2316 | 12 | 1206 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.00 | 0.00 | 0.54 | 0.54 | 0.00 | 0.00 | 0.00 | 0.25 | 0.51 | 0.51 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 62.3 | 0.0 | 0.0 | 62.3 | 62.3 | 0.0 | 0.0 | 0.0 | 58.7 | 58.7 | 58.7 |
| Volume/Cap: | 0.00 | 0.49 | 0.00 | 0.00 | 1.12 | 1.12 | 0.00 | 0.00 | 0.00 | 0.55 | 1.12 | 1.12 |
| Delay/Veh: | 0.0 | 23.3 | 0.0 | 0.0 | 94.4 | 94.4 | 0.0 | 0.0 | 0.0 | 26.3 | 103 | 103.3 |
| 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: | 0.0 | 23.3 | 0.0 | 0.0 | 94.4 | 94.4 | 0.0 | 0.0 | 0.0 | 26.3 | 103 | 103.3 |
| LOS by Move: | A | C | A | A | F | F | A | A | A | C | F | F |
| HCM2k95thQ: | 0 | 22 | 0 | 0 | 85 | 85 | 0 | 0 | 0 | 24 | 83 | 83 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3055: 880/FIRST (S)



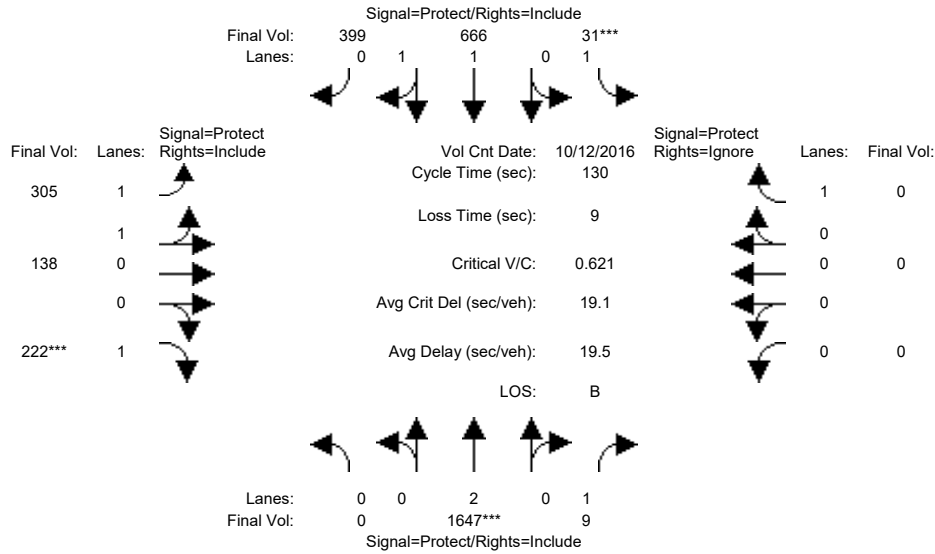
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 1275 | 9 | 31 | 632 | 142 | 305 | 61 | 44 | 0 | 0 | 241 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1275 | 9 | 31 | 632 | 142 | 305 | 61 | 44 | 0 | 0 | 241 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1275 | 9 | 31 | 632 | 142 | 305 | 61 | 44 | 0 | 0 | 241 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1275 | 9 | 31 | 632 | 142 | 305 | 61 | 44 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1275 | 9 | 31 | 632 | 142 | 305 | 61 | 44 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1275 | 9 | 31 | 632 | 142 | 305 | 61 | 44 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.62 | 0.38 | 1.67 | 0.33 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 3021 | 679 | 2958 | 592 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.01 | 0.02 | 0.21 | 0.21 | 0.10 | 0.10 | 0.03 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 87.2 | 87.2 | 7.0 | 94.2 | 94.2 | 26.8 | 26.8 | 26.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.50 | 0.01 | 0.33 | 0.29 | 0.29 | 0.50 | 0.50 | 0.12 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 11.3 | 7.1 | 68.3 | 6.5 | 6.5 | 48.1 | 48.1 | 42.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 11.3 | 7.1 | 68.3 | 6.5 | 6.5 | 48.1 | 48.1 | 42.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | E | A | A | D | D | D | A | A | A |
| HCM2k95thQ: | 0 | 22 | 0 | 4 | 10 | 10 | 13 | 13 | 4 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3055: 880/FIRST (S)



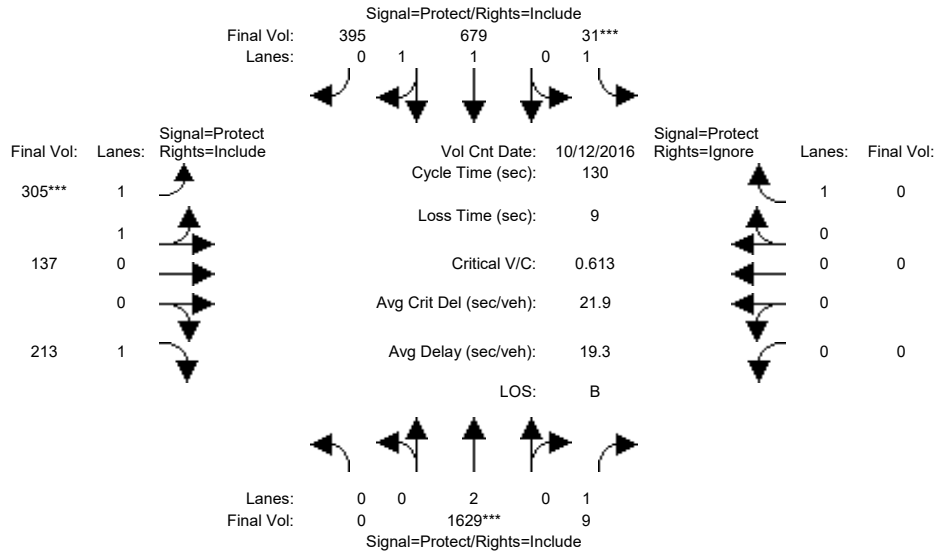
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 1647 | 9 | 31 | 666 | 399 | 305 | 138 | 222 | 0 | 0 | 423 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1647 | 9 | 31 | 666 | 399 | 305 | 138 | 222 | 0 | 0 | 423 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1647 | 9 | 31 | 666 | 399 | 305 | 138 | 222 | 0 | 0 | 423 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1647 | 9 | 31 | 666 | 399 | 305 | 138 | 222 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1647 | 9 | 31 | 666 | 399 | 305 | 138 | 222 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1647 | 9 | 31 | 666 | 399 | 305 | 138 | 222 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.23 | 0.77 | 1.39 | 0.61 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2313 | 1386 | 2444 | 1106 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.01 | 0.02 | 0.29 | 0.29 | 0.12 | 0.12 | 0.13 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 88.2 | 88.2 | 7.0 | 95.2 | 95.2 | 25.8 | 25.8 | 25.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.64 | 0.01 | 0.33 | 0.39 | 0.39 | 0.63 | 0.63 | 0.64 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 13.1 | 6.8 | 68.3 | 7.0 | 7.0 | 51.9 | 51.9 | 56.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.1 | 6.8 | 68.3 | 7.0 | 7.0 | 51.9 | 51.9 | 56.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | E | A | A | D | D | E | A | A | A |
| HCM2k95thQ: | 0 | 31 | 0 | 4 | 15 | 15 | 16 | 16 | 17 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3055: 880/FIRST (S)



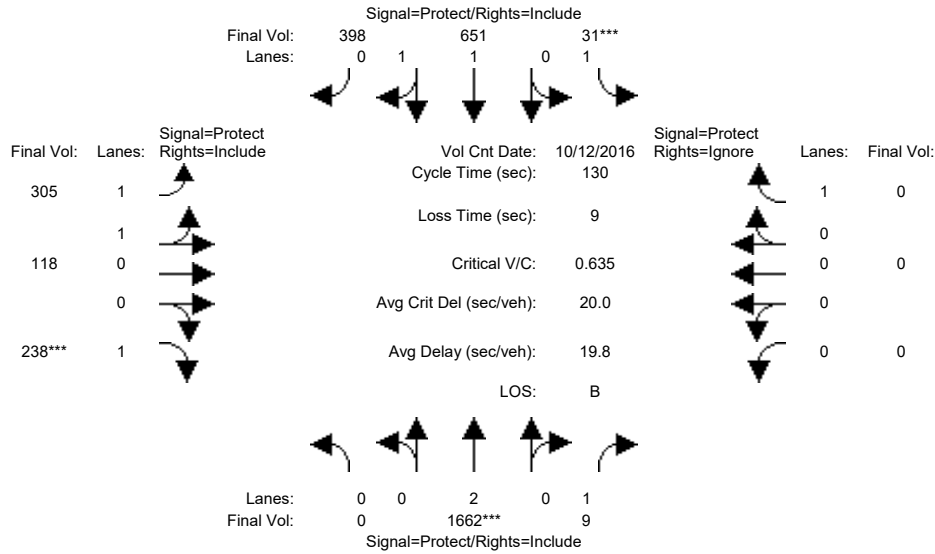
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 1629 | 9 | 31 | 679 | 395 | 305 | 137 | 213 | 0 | 0 | 454 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1629 | 9 | 31 | 679 | 395 | 305 | 137 | 213 | 0 | 0 | 454 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1629 | 9 | 31 | 679 | 395 | 305 | 137 | 213 | 0 | 0 | 454 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1629 | 9 | 31 | 679 | 395 | 305 | 137 | 213 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1629 | 9 | 31 | 679 | 395 | 305 | 137 | 213 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1629 | 9 | 31 | 679 | 395 | 305 | 137 | 213 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.24 | 0.76 | 1.39 | 0.61 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2338 | 1360 | 2449 | 1100 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.01 | 0.02 | 0.29 | 0.29 | 0.12 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 88.3 | 88.3 | 7.0 | 95.3 | 95.3 | 25.7 | 25.7 | 25.7 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.63 | 0.01 | 0.33 | 0.40 | 0.40 | 0.63 | 0.63 | 0.62 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 12.9 | 6.7 | 68.3 | 6.9 | 6.9 | 52.1 | 52.1 | 55.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 12.9 | 6.7 | 68.3 | 6.9 | 6.9 | 52.1 | 52.1 | 55.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | E | A | A | D | D | E | A | A | A |
| HCM2k95thQ: | 0 | 31 | 0 | 4 | 15 | 15 | 16 | 16 | 16 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3055: 880/FIRST (S)



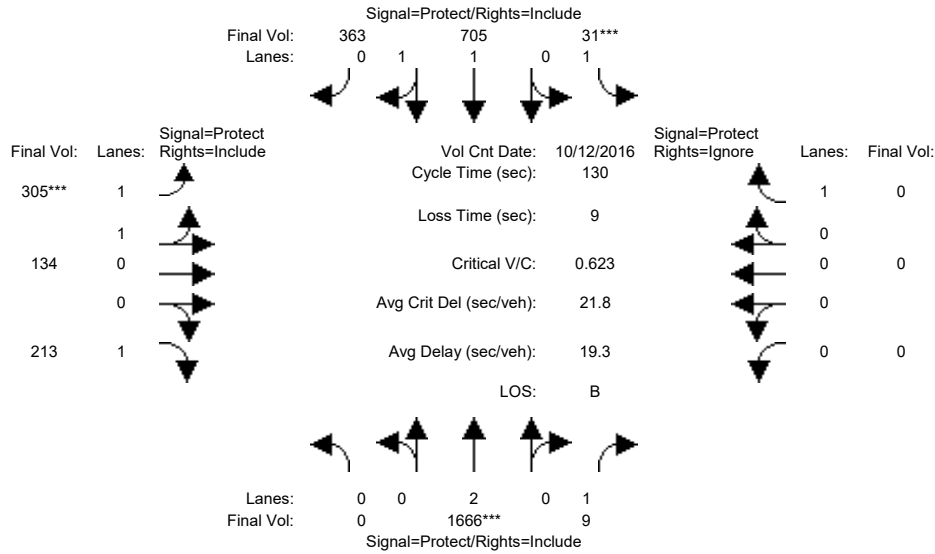
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | | |
| Base Vol: | 0 | 1662 | 9 | 31 | 651 | 398 | 305 | 118 | 238 | 0 | 0 | 419 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1662 | 9 | 31 | 651 | 398 | 305 | 118 | 238 | 0 | 0 | 419 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 1662 | 9 | 31 | 651 | 398 | 305 | 118 | 238 | 0 | 0 | 419 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | |
| PHF Volume: | 0 | 1662 | 9 | 31 | 651 | 398 | 305 | 118 | 238 | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1662 | 9 | 31 | 651 | 398 | 305 | 118 | 238 | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | |
| Final Volume: | 0 | 1662 | 9 | 31 | 651 | 398 | 305 | 118 | 238 | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.22 | 0.78 | 1.45 | 0.55 | 1.00 | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2295 | 1403 | 2559 | 990 | 1750 | 0 | 0 | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.01 | 0.02 | 0.28 | 0.28 | 0.12 | 0.12 | 0.14 | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | **** | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 87.0 | 87.0 | 7.0 | 94.0 | 94.0 | 27.0 | 27.0 | 27.0 | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.65 | 0.01 | 0.33 | 0.39 | 0.39 | 0.57 | 0.57 | 0.65 | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 14.0 | 7.2 | 68.3 | 7.4 | 7.4 | 49.5 | 49.5 | 56.0 | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 14.0 | 7.2 | 68.3 | 7.4 | 7.4 | 49.5 | 49.5 | 56.0 | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | E | A | A | D | D | E | A | A | A | |
| HCM2k95thQ: | 0 | 33 | 0 | 4 | 15 | 15 | 15 | 15 | 18 | 0 | 0 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3055: 880/FIRST (S)



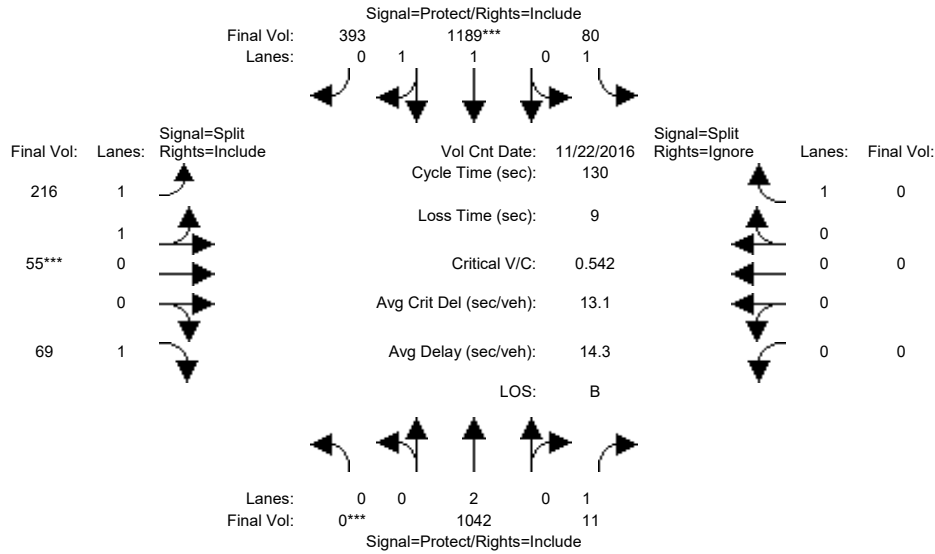
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 12 Oct 2016 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 1666 | 9 | 31 | 705 | 363 | 305 | 134 | 213 | 0 | 0 | 458 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1666 | 9 | 31 | 705 | 363 | 305 | 134 | 213 | 0 | 0 | 458 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1666 | 9 | 31 | 705 | 363 | 305 | 134 | 213 | 0 | 0 | 458 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1666 | 9 | 31 | 705 | 363 | 305 | 134 | 213 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1666 | 9 | 31 | 705 | 363 | 305 | 134 | 213 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1666 | 9 | 31 | 705 | 363 | 305 | 134 | 213 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.30 | 0.70 | 1.40 | 0.60 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2441 | 1257 | 2466 | 1084 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.01 | 0.02 | 0.29 | 0.29 | 0.12 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 88.9 | 88.9 | 7.0 | 95.9 | 95.9 | 25.1 | 25.1 | 25.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.64 | 0.01 | 0.33 | 0.39 | 0.39 | 0.64 | 0.64 | 0.63 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 12.8 | 6.5 | 68.3 | 6.7 | 6.7 | 52.9 | 52.9 | 56.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 12.8 | 6.5 | 68.3 | 6.7 | 6.7 | 52.9 | 52.9 | 56.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | E | A | A | D | D | E | A | A | A |
| HCM2k95thQ: | 0 | 32 | 0 | 4 | 14 | 14 | 17 | 17 | 16 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3055: 880/FIRST (S)



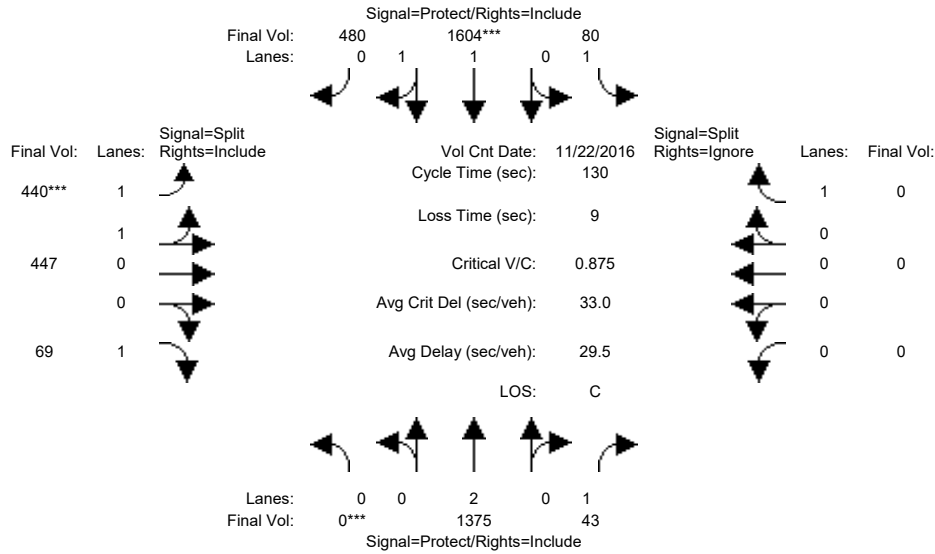
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 22 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1042 | 11 | 80 | 1189 | 393 | 216 | 55 | 69 | 0 | 0 | 164 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1042 | 11 | 80 | 1189 | 393 | 216 | 55 | 69 | 0 | 0 | 164 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1042 | 11 | 80 | 1189 | 393 | 216 | 55 | 69 | 0 | 0 | 164 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1042 | 11 | 80 | 1189 | 393 | 216 | 55 | 69 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1042 | 11 | 80 | 1189 | 393 | 216 | 55 | 69 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1042 | 11 | 80 | 1189 | 393 | 216 | 55 | 69 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.49 | 0.51 | 1.60 | 0.40 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2780 | 919 | 2829 | 720 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.01 | 0.05 | 0.43 | 0.43 | 0.08 | 0.08 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 0.0 | 85.8 | 85.8 | 16.9 | 103 | 102.7 | 18.3 | 18.3 | 18.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.42 | 0.01 | 0.35 | 0.54 | 0.54 | 0.54 | 0.54 | 0.28 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.9 | 7.6 | 55.9 | 5.7 | 5.7 | 56.1 | 56.1 | 52.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.9 | 7.6 | 55.9 | 5.7 | 5.7 | 56.1 | 56.1 | 52.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | E | A | A | E | E | D | A | A | A |
| HCM2k95thQ: | 0 | 17 | 0 | 7 | 20 | 20 | 11 | 11 | 6 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3055: 880/FIRST (S)



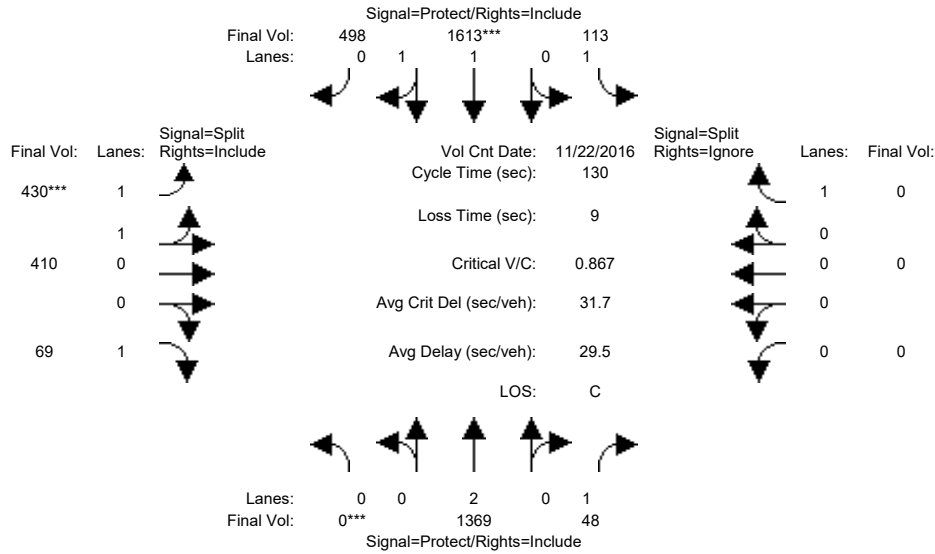
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 22 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1375 | 43 | 80 | 1604 | 480 | 440 | 447 | 69 | 0 | 0 | 380 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1375 | 43 | 80 | 1604 | 480 | 440 | 447 | 69 | 0 | 0 | 380 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1375 | 43 | 80 | 1604 | 480 | 440 | 447 | 69 | 0 | 0 | 380 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1375 | 43 | 80 | 1604 | 480 | 440 | 447 | 69 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1375 | 43 | 80 | 1604 | 480 | 440 | 447 | 69 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1375 | 43 | 80 | 1604 | 480 | 440 | 447 | 69 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.53 | 0.47 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2847 | 852 | 1750 | 1900 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.02 | 0.05 | 0.56 | 0.56 | 0.25 | 0.24 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 72.8 | 72.8 | 10.8 | 83.7 | 83.7 | 37.3 | 37.3 | 37.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.65 | 0.04 | 0.55 | 0.88 | 0.88 | 0.88 | 0.82 | 0.14 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 21.2 | 13.0 | 71.2 | 23.8 | 23.8 | 54.6 | 50.1 | 34.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.2 | 13.0 | 71.2 | 23.8 | 23.8 | 54.6 | 50.1 | 34.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | B | E | C | C | D | D | C | A | A | A |
| HCM2k95thQ: | 0 | 32 | 2 | 8 | 59 | 59 | 34 | 30 | 5 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3055: 880/FIRST (S)



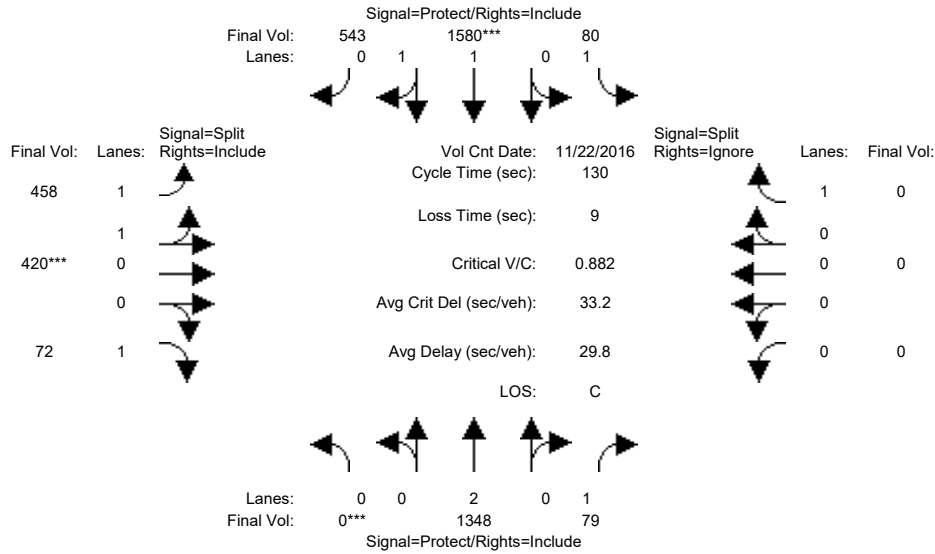
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 22 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1369 | 48 | 113 | 1613 | 498 | 430 | 410 | 69 | 0 | 0 | 407 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1369 | 48 | 113 | 1613 | 498 | 430 | 410 | 69 | 0 | 0 | 407 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1369 | 48 | 113 | 1613 | 498 | 430 | 410 | 69 | 0 | 0 | 407 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1369 | 48 | 113 | 1613 | 498 | 430 | 410 | 69 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1369 | 48 | 113 | 1613 | 498 | 430 | 410 | 69 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1369 | 48 | 113 | 1613 | 498 | 430 | 410 | 69 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.52 | 0.48 | 1.04 | 0.96 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2826 | 873 | 1817 | 1732 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.03 | 0.06 | 0.57 | 0.57 | 0.24 | 0.24 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 72.5 | 72.5 | 13.0 | 85.5 | 85.5 | 35.5 | 35.5 | 35.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.65 | 0.05 | 0.65 | 0.87 | 0.87 | 0.87 | 0.87 | 0.14 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 21.4 | 13.2 | 73.2 | 22.2 | 22.2 | 55.4 | 55.4 | 36.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.4 | 13.2 | 73.2 | 22.2 | 22.2 | 55.4 | 55.4 | 36.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | B | E | C | C | E | E | D | A | A | A |
| HCM2k95thQ: | 0 | 32 | 2 | 11 | 58 | 58 | 32 | 32 | 5 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3055: 880/FIRST (S)



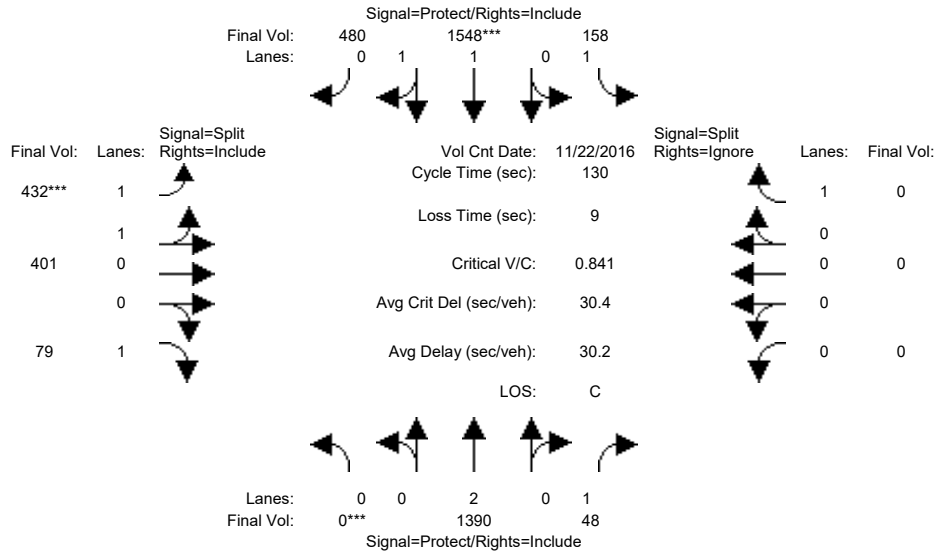
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 22 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1348 | 79 | 80 | 1580 | 543 | 458 | 420 | 72 | 0 | 0 | 397 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1348 | 79 | 80 | 1580 | 543 | 458 | 420 | 72 | 0 | 0 | 397 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1348 | 79 | 80 | 1580 | 543 | 458 | 420 | 72 | 0 | 0 | 397 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1348 | 79 | 80 | 1580 | 543 | 458 | 420 | 72 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1348 | 79 | 80 | 1580 | 543 | 458 | 420 | 72 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1348 | 79 | 80 | 1580 | 543 | 458 | 420 | 72 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.47 | 0.53 | 1.06 | 0.94 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2753 | 946 | 1851 | 1698 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.05 | 0.05 | 0.57 | 0.57 | 0.25 | 0.25 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 73.4 | 73.4 | 11.1 | 84.6 | 84.6 | 36.4 | 36.4 | 36.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.63 | 0.08 | 0.53 | 0.88 | 0.88 | 0.88 | 0.88 | 0.15 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 20.5 | 13.1 | 69.9 | 23.8 | 23.8 | 55.9 | 55.9 | 35.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 20.5 | 13.1 | 69.9 | 23.8 | 23.8 | 55.9 | 55.9 | 35.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | B | E | C | C | E | E | D | A | A | A |
| HCM2k95thQ: | 0 | 30 | 4 | 8 | 61 | 61 | 34 | 34 | 5 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3055: 880/FIRST (S)



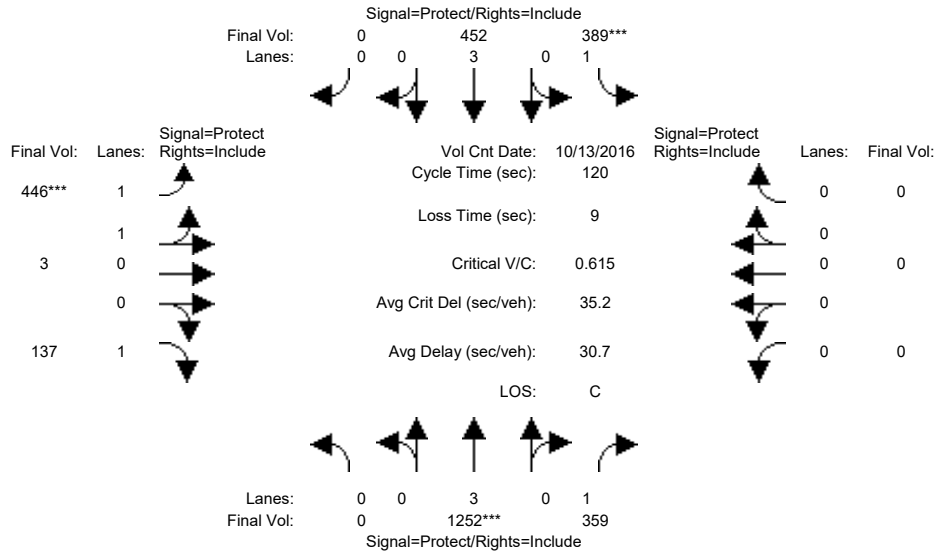
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 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: 22 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1390 | 48 | 158 | 1548 | 480 | 432 | 401 | 79 | 0 | 0 | 372 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1390 | 48 | 158 | 1548 | 480 | 432 | 401 | 79 | 0 | 0 | 372 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1390 | 48 | 158 | 1548 | 480 | 432 | 401 | 79 | 0 | 0 | 372 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 0 | 1390 | 48 | 158 | 1548 | 480 | 432 | 401 | 79 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1390 | 48 | 158 | 1548 | 480 | 432 | 401 | 79 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 0 | 1390 | 48 | 158 | 1548 | 480 | 432 | 401 | 79 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 1.51 | 0.49 | 1.05 | 0.95 | 1.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 1750 | 2824 | 876 | 1841 | 1709 | 1750 | 0 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.03 | 0.09 | 0.55 | 0.55 | 0.23 | 0.23 | 0.05 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 68.0 | 68.0 | 16.8 | 84.7 | 84.7 | 36.3 | 36.3 | 36.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.70 | 0.05 | 0.70 | 0.84 | 0.84 | 0.84 | 0.84 | 0.16 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 25.4 | 15.3 | 70.8 | 21.2 | 21.2 | 52.7 | 52.7 | 36.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 25.4 | 15.3 | 70.8 | 21.2 | 21.2 | 52.7 | 52.7 | 36.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | B | E | C | C | D | D | D | A | A | A |
| HCM2k95thQ: | 0 | 35 | 2 | 14 | 54 | 54 | 31 | 31 | 6 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3033: 280/BIRD (S)



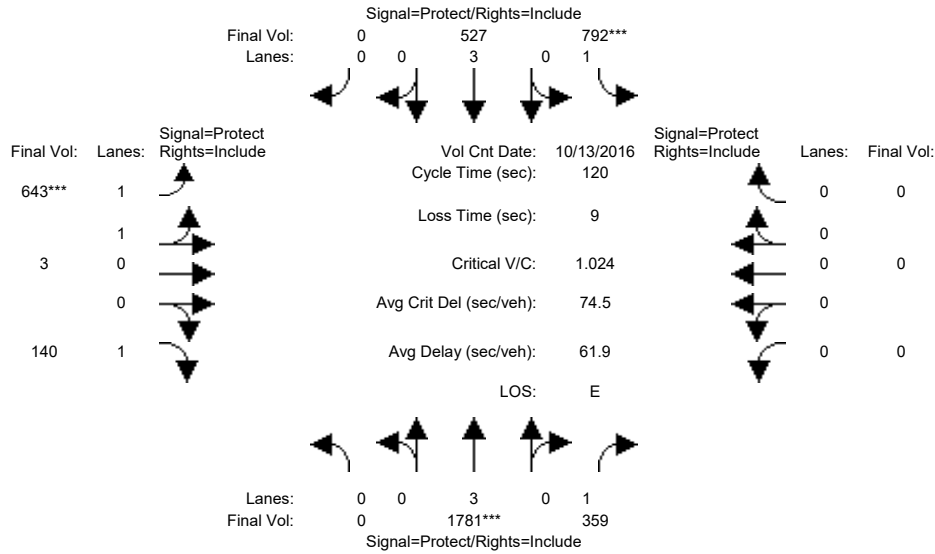
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 1252 | 359 | 389 | 452 | 0 | 446 | 3 | 137 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1252 | 359 | 389 | 452 | 0 | 446 | 3 | 137 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1252 | 359 | 389 | 452 | 0 | 446 | 3 | 137 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1252 | 359 | 389 | 452 | 0 | 446 | 3 | 137 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1252 | 359 | 389 | 452 | 0 | 446 | 3 | 137 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1252 | 359 | 389 | 452 | 0 | 446 | 3 | 137 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.99 | 0.01 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3526 | 24 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.21 | 0.22 | 0.08 | 0.00 | 0.13 | 0.13 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 42.9 | 42.9 | 43.4 | 86.3 | 0.0 | 24.7 | 24.7 | 24.7 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.61 | 0.57 | 0.61 | 0.11 | 0.00 | 0.61 | 0.61 | 0.38 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 32.3 | 32.5 | 33.2 | 5.2 | 0.0 | 44.9 | 44.9 | 41.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 32.3 | 32.5 | 33.2 | 5.2 | 0.0 | 44.9 | 44.9 | 41.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | C | A | A | D | D | D | A | A | A |
| HCM2k95thQ: | 0 | 22 | 20 | 22 | 3 | 0 | 16 | 16 | 10 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3033: 280/BIRD (S)



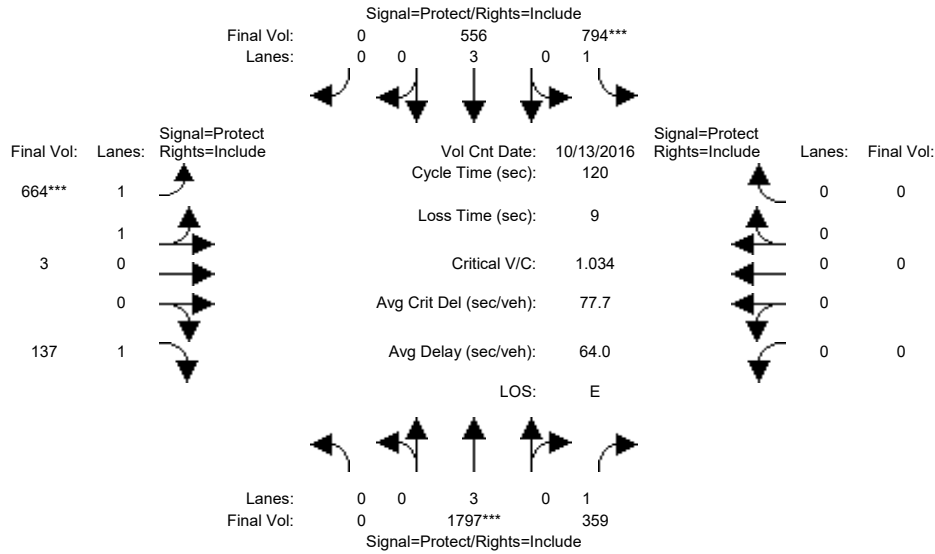
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 1781 | 359 | 792 | 527 | 0 | 643 | 3 | 140 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1781 | 359 | 792 | 527 | 0 | 643 | 3 | 140 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1781 | 359 | 792 | 527 | 0 | 643 | 3 | 140 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1781 | 359 | 792 | 527 | 0 | 643 | 3 | 140 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1781 | 359 | 792 | 527 | 0 | 643 | 3 | 140 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1781 | 359 | 792 | 527 | 0 | 643 | 3 | 140 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.99 | 0.01 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3534 | 16 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.21 | 0.45 | 0.09 | 0.00 | 0.18 | 0.18 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 36.6 | 36.6 | 53.0 | 89.7 | 0.0 | 21.3 | 21.3 | 21.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 1.02 | 0.67 | 1.02 | 0.12 | 0.00 | 1.02 | 1.02 | 0.45 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 69.5 | 39.8 | 72.0 | 4.2 | 0.0 | 91.3 | 91.3 | 45.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 69.5 | 39.8 | 72.0 | 4.2 | 0.0 | 91.3 | 91.3 | 45.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | E | D | E | A | A | F | F | D | A | A | A |
| HCM2k95thQ: | 0 | 41 | 21 | 55 | 3 | 0 | 32 | 32 | 10 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3033: 280/BIRD (S)



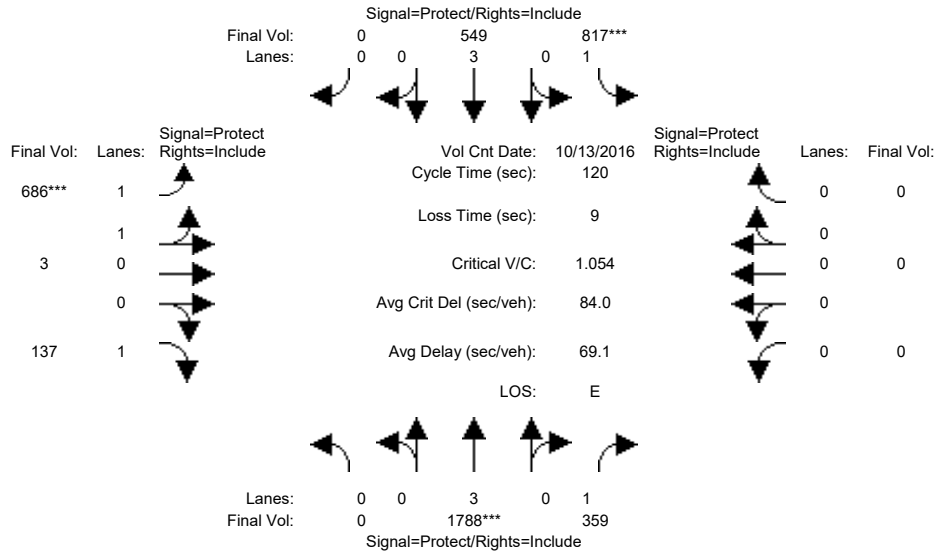
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 1797 | 359 | 794 | 556 | 0 | 664 | 3 | 137 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1797 | 359 | 794 | 556 | 0 | 664 | 3 | 137 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1797 | 359 | 794 | 556 | 0 | 664 | 3 | 137 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1797 | 359 | 794 | 556 | 0 | 664 | 3 | 137 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1797 | 359 | 794 | 556 | 0 | 664 | 3 | 137 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1797 | 359 | 794 | 556 | 0 | 664 | 3 | 137 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.99 | 0.01 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3534 | 16 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.21 | 0.45 | 0.10 | 0.00 | 0.19 | 0.19 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 36.6 | 36.6 | 52.6 | 89.2 | 0.0 | 21.8 | 21.8 | 21.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 1.03 | 0.67 | 1.03 | 0.13 | 0.00 | 1.03 | 1.03 | 0.43 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 72.8 | 39.9 | 75.4 | 4.4 | 0.0 | 93.7 | 93.7 | 44.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 72.8 | 39.9 | 75.4 | 4.4 | 0.0 | 93.7 | 93.7 | 44.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | E | D | E | A | A | F | F | D | A | A | A |
| HCM2k95thQ: | 0 | 45 | 22 | 56 | 4 | 0 | 33 | 33 | 10 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3033: 280/BIRD (S)



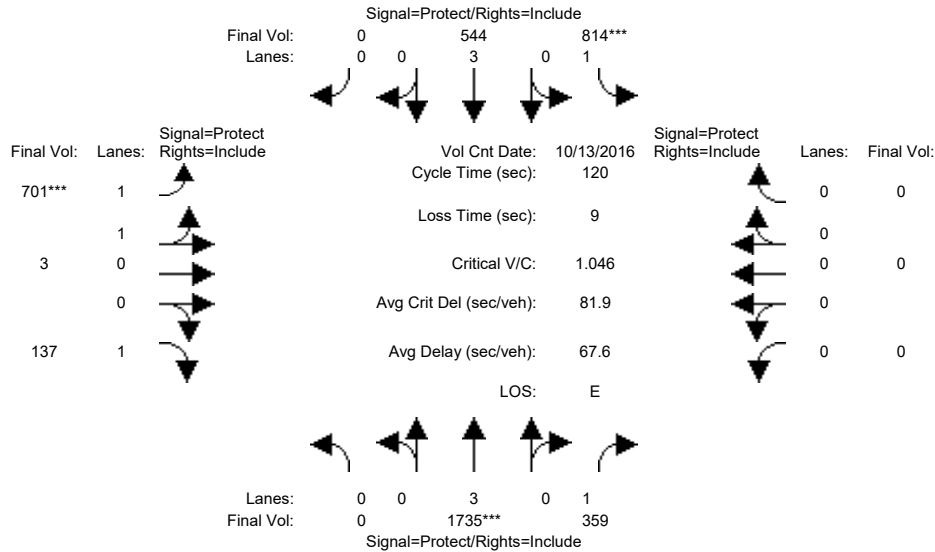
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 1788 | 359 | 817 | 549 | 0 | 686 | 3 | 137 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1788 | 359 | 817 | 549 | 0 | 686 | 3 | 137 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1788 | 359 | 817 | 549 | 0 | 686 | 3 | 137 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1788 | 359 | 817 | 549 | 0 | 686 | 3 | 137 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1788 | 359 | 817 | 549 | 0 | 686 | 3 | 137 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1788 | 359 | 817 | 549 | 0 | 686 | 3 | 137 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.99 | 0.01 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3535 | 15 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.21 | 0.47 | 0.10 | 0.00 | 0.19 | 0.19 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 35.7 | 35.7 | 53.2 | 88.9 | 0.0 | 22.1 | 22.1 | 22.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 1.05 | 0.69 | 1.05 | 0.13 | 0.00 | 1.05 | 1.05 | 0.42 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 79.7 | 41.1 | 80.8 | 4.5 | 0.0 | 99.1 | 99.1 | 44.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 79.7 | 41.1 | 80.8 | 4.5 | 0.0 | 99.1 | 99.1 | 44.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | E | D | F | A | A | F | F | D | A | A | A |
| HCM2k95thQ: | 0 | 46 | 23 | 61 | 4 | 0 | 34 | 34 | 10 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3033: 280/BIRD (S)



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 13 Oct 2016 | << | 7:35-8:35 | | | | | | |
|----------------|------|-------|-------|-------------|------|-----------|------|------|------|------|------|------|
| Base Vol: | 0 | 1735 | 359 | 814 | 544 | 0 | 701 | 3 | 137 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1735 | 359 | 814 | 544 | 0 | 701 | 3 | 137 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1735 | 359 | 814 | 544 | 0 | 701 | 3 | 137 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1735 | 359 | 814 | 544 | 0 | 701 | 3 | 137 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1735 | 359 | 814 | 544 | 0 | 701 | 3 | 137 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1735 | 359 | 814 | 544 | 0 | 701 | 3 | 137 | 0 | 0 | 0 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.99 | 0.01 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3535 | 15 | 1750 | 0 | 0 | 0 |

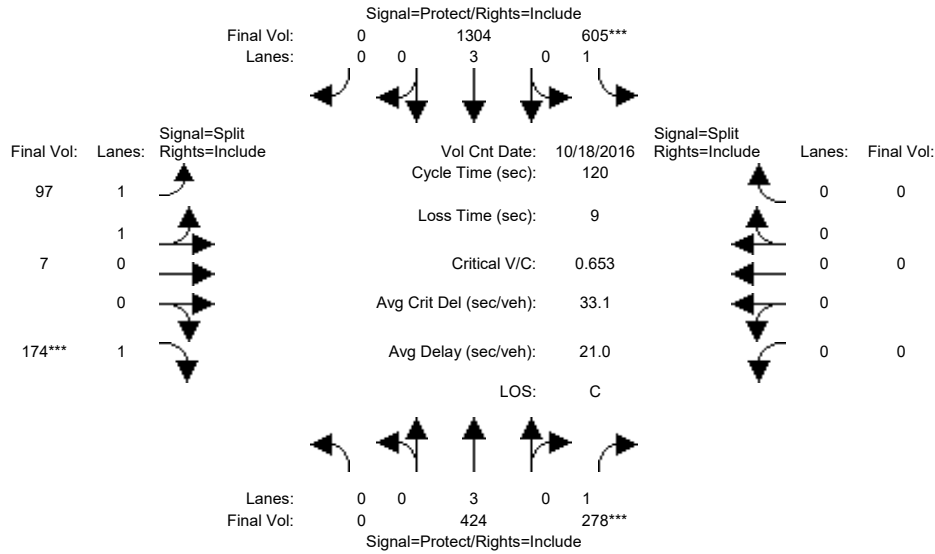
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.30 | 0.21 | 0.47 | 0.10 | 0.00 | 0.20 | 0.20 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 34.9 | 34.9 | 53.3 | 88.3 | 0.0 | 22.7 | 22.7 | 22.7 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 1.05 | 0.71 | 1.05 | 0.13 | 0.00 | 1.05 | 1.05 | 0.41 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 77.9 | 42.4 | 78.4 | 4.7 | 0.0 | 96.0 | 96.0 | 43.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 77.9 | 42.4 | 78.4 | 4.7 | 0.0 | 96.0 | 96.0 | 43.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | E | D | E | A | A | F | F | D | A | A | A |
| HCM2k95thQ: | 0 | 44 | 23 | 59 | 4 | 0 | 35 | 35 | 10 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3033: 280/BIRD (S)



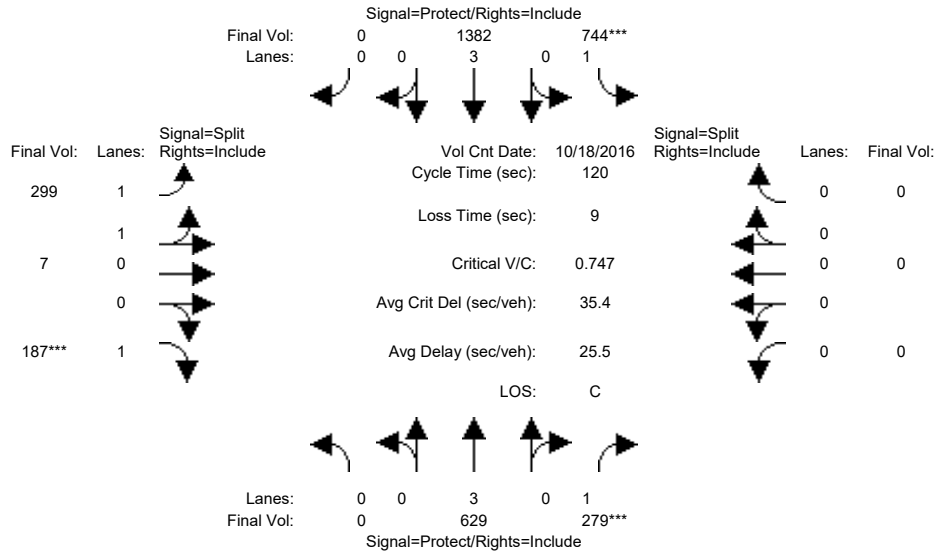
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|----------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | |
| Base Vol: | 0 | 424 | 278 | 605 | 1304 | 0 | 97 | 7 | 174 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 424 | 278 | 605 | 1304 | 0 | 97 | 7 | 174 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 424 | 278 | 605 | 1304 | 0 | 97 | 7 | 174 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 424 | 278 | 605 | 1304 | 0 | 97 | 7 | 174 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 424 | 278 | 605 | 1304 | 0 | 97 | 7 | 174 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 424 | 278 | 605 | 1304 | 0 | 97 | 7 | 174 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.87 | 0.13 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3311 | 239 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.16 | 0.35 | 0.23 | 0.00 | 0.03 | 0.03 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | | | **** | | | |
| Green Time: | 0.0 | 29.2 | 29.2 | 63.5 | 92.7 | 0.0 | 18.3 | 18.3 | 18.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.31 | 0.65 | 0.65 | 0.30 | 0.00 | 0.19 | 0.19 | 0.65 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 37.2 | 44.5 | 22.0 | 4.1 | 0.0 | 44.6 | 44.6 | 53.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 37.2 | 44.5 | 22.0 | 4.1 | 0.0 | 44.6 | 44.6 | 53.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | C | A | A | D | D | D | A | A | A |
| HCM2k95thQ: | 0 | 8 | 18 | 29 | 9 | 0 | 4 | 4 | 14 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3033: 280/BIRD (S)



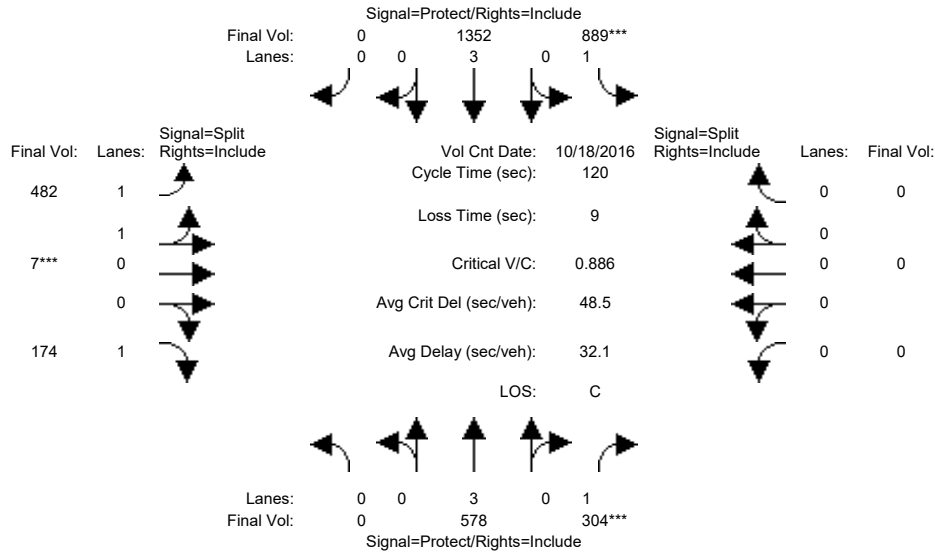
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 629 | 279 | 744 | 1382 | 0 | 299 | 7 | 187 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 629 | 279 | 744 | 1382 | 0 | 299 | 7 | 187 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 629 | 279 | 744 | 1382 | 0 | 299 | 7 | 187 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 629 | 279 | 744 | 1382 | 0 | 299 | 7 | 187 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 629 | 279 | 744 | 1382 | 0 | 299 | 7 | 187 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 629 | 279 | 744 | 1382 | 0 | 299 | 7 | 187 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.95 | 0.05 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3469 | 81 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.16 | 0.43 | 0.24 | 0.00 | 0.09 | 0.09 | 0.11 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | | | **** | | | |
| Green Time: | 0.0 | 25.6 | 25.6 | 68.3 | 93.8 | 0.0 | 17.2 | 17.2 | 17.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.52 | 0.75 | 0.75 | 0.31 | 0.00 | 0.60 | 0.60 | 0.75 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 42.1 | 52.3 | 22.6 | 3.8 | 0.0 | 50.3 | 50.3 | 61.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 42.1 | 52.3 | 22.6 | 3.8 | 0.0 | 50.3 | 50.3 | 61.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | C | A | A | D | D | E | A | A | A |
| HCM2k95thQ: | 0 | 13 | 20 | 37 | 9 | 0 | 12 | 12 | 16 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3033: 280/BIRD (S)



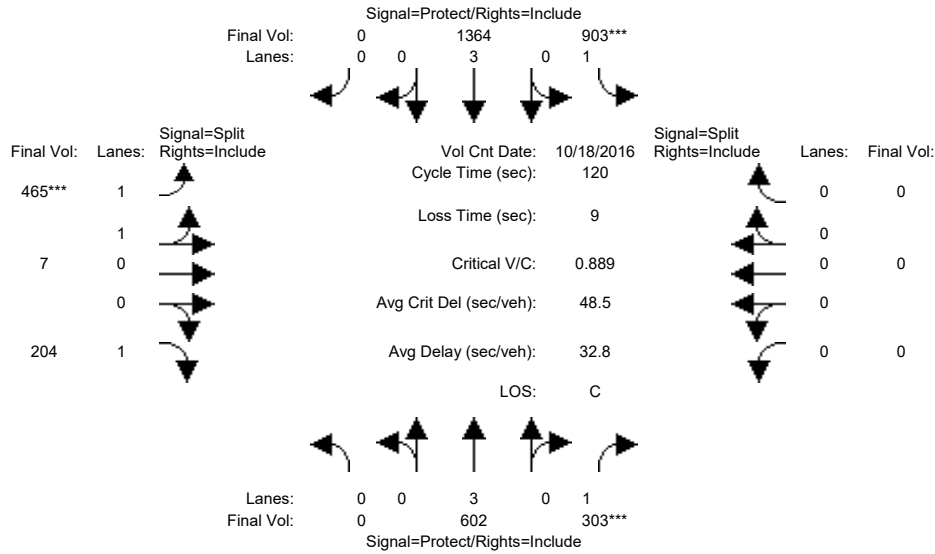
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 578 | 304 | 889 | 1352 | 0 | 482 | 7 | 174 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 578 | 304 | 889 | 1352 | 0 | 482 | 7 | 174 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 578 | 304 | 889 | 1352 | 0 | 482 | 7 | 174 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 578 | 304 | 889 | 1352 | 0 | 482 | 7 | 174 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 578 | 304 | 889 | 1352 | 0 | 482 | 7 | 174 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 578 | 304 | 889 | 1352 | 0 | 482 | 7 | 174 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3499 | 51 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.17 | 0.51 | 0.24 | 0.00 | 0.14 | 0.14 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | | **** | | | | |
| Green Time: | 0.0 | 23.5 | 23.5 | 68.8 | 92.3 | 0.0 | 18.7 | 18.7 | 18.7 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.52 | 0.89 | 0.89 | 0.31 | 0.00 | 0.89 | 0.89 | 0.64 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 43.6 | 69.9 | 31.8 | 4.2 | 0.0 | 65.5 | 65.5 | 52.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 43.6 | 69.9 | 31.8 | 4.2 | 0.0 | 65.5 | 65.5 | 52.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | E | C | A | A | E | E | D | A | A | A |
| HCM2k95thQ: | 0 | 12 | 23 | 51 | 9 | 0 | 23 | 23 | 14 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3033: 280/BIRD (S)



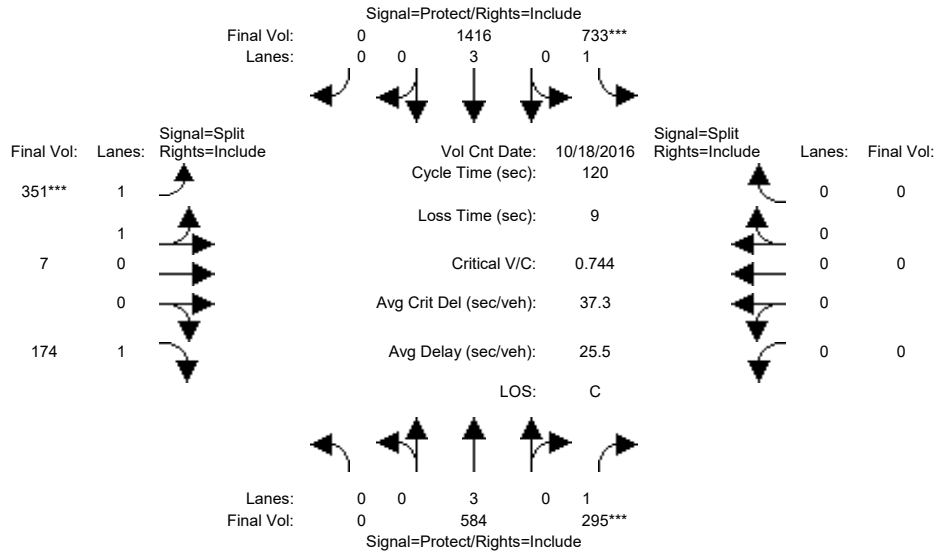
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 602 | 303 | 903 | 1364 | 0 | 465 | 7 | 204 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 602 | 303 | 903 | 1364 | 0 | 465 | 7 | 204 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 602 | 303 | 903 | 1364 | 0 | 465 | 7 | 204 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 602 | 303 | 903 | 1364 | 0 | 465 | 7 | 204 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 602 | 303 | 903 | 1364 | 0 | 465 | 7 | 204 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 602 | 303 | 903 | 1364 | 0 | 465 | 7 | 204 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.97 | 0.03 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3497 | 53 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.17 | 0.52 | 0.24 | 0.00 | 0.13 | 0.13 | 0.12 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 23.4 | 23.4 | 69.7 | 93.0 | 0.0 | 18.0 | 18.0 | 18.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.54 | 0.89 | 0.89 | 0.31 | 0.00 | 0.89 | 0.89 | 0.78 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 44.0 | 70.6 | 31.5 | 4.0 | 0.0 | 66.7 | 66.7 | 63.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 44.0 | 70.6 | 31.5 | 4.0 | 0.0 | 66.7 | 66.7 | 63.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | E | C | A | A | E | E | E | A | A | A |
| HCM2k95thQ: | 0 | 13 | 23 | 51 | 9 | 0 | 22 | 22 | 18 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3033: 280/BIRD (S)



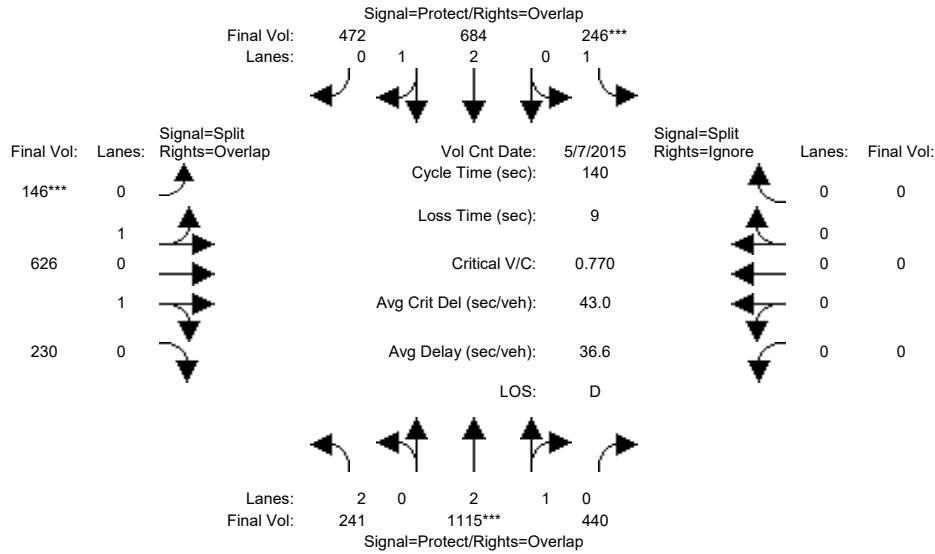
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 584 | 295 | 733 | 1416 | 0 | 351 | 7 | 174 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 584 | 295 | 733 | 1416 | 0 | 351 | 7 | 174 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 584 | 295 | 733 | 1416 | 0 | 351 | 7 | 174 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 584 | 295 | 733 | 1416 | 0 | 351 | 7 | 174 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 584 | 295 | 733 | 1416 | 0 | 351 | 7 | 174 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 584 | 295 | 733 | 1416 | 0 | 351 | 7 | 174 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.96 | 0.04 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 1750 | 5700 | 0 | 3481 | 69 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.17 | 0.42 | 0.25 | 0.00 | 0.10 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | **** | | | | | |
| Green Time: | 0.0 | 27.2 | 27.2 | 67.6 | 94.7 | 0.0 | 16.3 | 16.3 | 16.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.45 | 0.74 | 0.74 | 0.31 | 0.00 | 0.74 | 0.74 | 0.73 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 40.2 | 50.6 | 22.8 | 3.6 | 0.0 | 56.1 | 56.1 | 61.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 40.2 | 50.6 | 22.8 | 3.6 | 0.0 | 56.1 | 56.1 | 61.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | C | A | A | E | E | E | A | A | A |
| HCM2k95thQ: | 0 | 12 | 20 | 36 | 9 | 0 | 16 | 16 | 15 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5012: BASCOM AVE/MOORPARK AVE



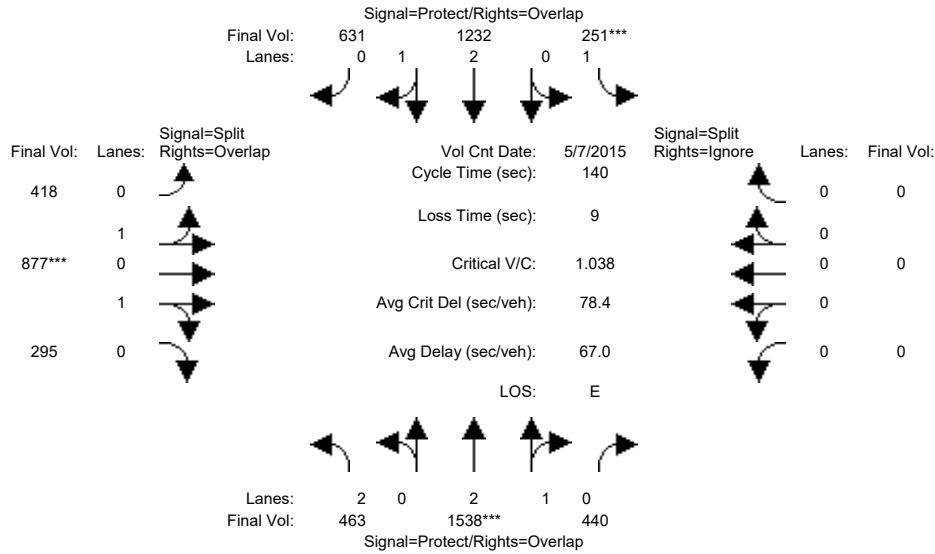
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 241 | 1115 | 440 | 246 | 684 | 472 | 146 | 626 | 230 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 241 | 1115 | 440 | 246 | 684 | 472 | 146 | 626 | 230 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 241 | 1115 | 440 | 246 | 684 | 472 | 146 | 626 | 230 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 241 | 1115 | 440 | 246 | 684 | 472 | 146 | 626 | 230 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 1115 | 440 | 246 | 684 | 472 | 146 | 626 | 230 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 241 | 1115 | 440 | 246 | 684 | 472 | 146 | 626 | 230 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.12 | 0.88 | 1.00 | 2.00 | 1.00 | 0.27 | 1.31 | 0.42 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4013 | 1584 | 1750 | 3800 | 1750 | 483 | 2073 | 761 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.28 | 0.28 | 0.14 | 0.18 | 0.27 | 0.30 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 22.7 | 50.5 | 50.5 | 25.6 | 53.4 | 108.3 | 54.9 | 54.9 | 77.6 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.47 | 0.77 | 0.77 | 0.77 | 0.47 | 0.35 | 0.77 | 0.77 | 0.54 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 53.9 | 41.5 | 41.5 | 65.3 | 32.8 | 5.0 | 39.9 | 39.9 | 20.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.9 | 41.5 | 41.5 | 65.3 | 32.8 | 5.0 | 39.9 | 39.9 | 20.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | D | D | E | C | A | D | D | C | A | A | A |
| HCM2k95thQ: | 11 | 34 | 34 | 20 | 19 | 13 | 36 | 32 | 27 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5012: BASCOM AVE/MOORPARK AVE



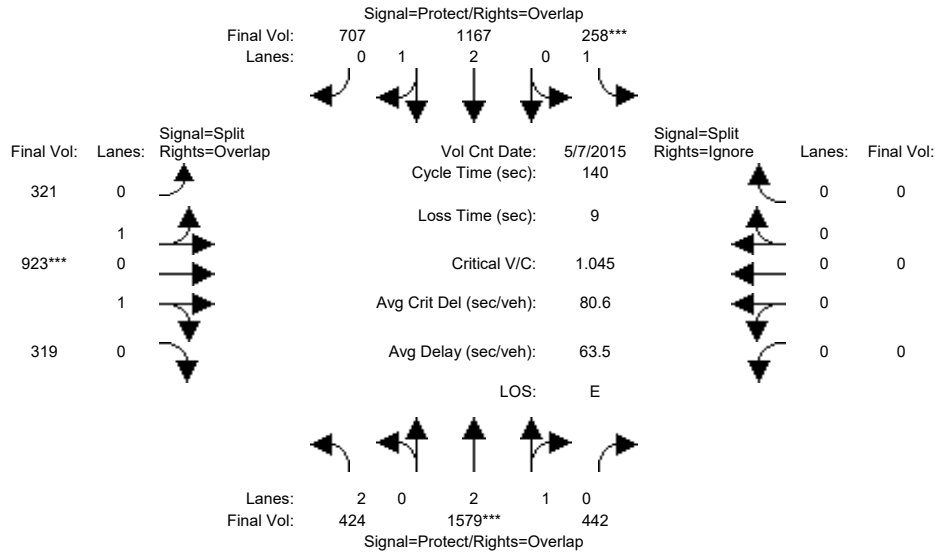
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 463 | 1538 | 440 | 251 | 1232 | 631 | 418 | 877 | 295 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 463 | 1538 | 440 | 251 | 1232 | 631 | 418 | 877 | 295 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 463 | 1538 | 440 | 251 | 1232 | 631 | 418 | 877 | 295 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 463 | 1538 | 440 | 251 | 1232 | 631 | 418 | 877 | 295 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 463 | 1538 | 440 | 251 | 1232 | 631 | 418 | 877 | 295 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 463 | 1538 | 440 | 251 | 1232 | 631 | 418 | 877 | 295 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.31 | 0.69 | 1.00 | 2.00 | 1.00 | 0.49 | 1.17 | 0.34 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4353 | 1245 | 1750 | 3800 | 1750 | 880 | 1847 | 621 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.35 | 0.35 | 0.14 | 0.32 | 0.36 | 0.47 | 0.47 | 0.47 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 20.9 | 47.6 | 47.6 | 19.3 | 46.1 | 110.1 | 64.0 | 64.0 | 84.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.98 | 1.04 | 1.04 | 1.04 | 0.98 | 0.46 | 1.04 | 1.04 | 0.78 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 96.8 | 77.5 | 77.5 | 128.6 | 63.8 | 5.1 | 71.6 | 71.6 | 22.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 96.8 | 77.5 | 77.5 | 128.6 | 63.8 | 5.1 | 71.6 | 71.6 | 22.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | E | E | F | E | A | E | E | C | A | A | A |
| HCM2k95thQ: | 25 | 55 | 55 | 23 | 42 | 17 | 64 | 57 | 44 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5012: BASCOM AVE/MOORPARK AVE



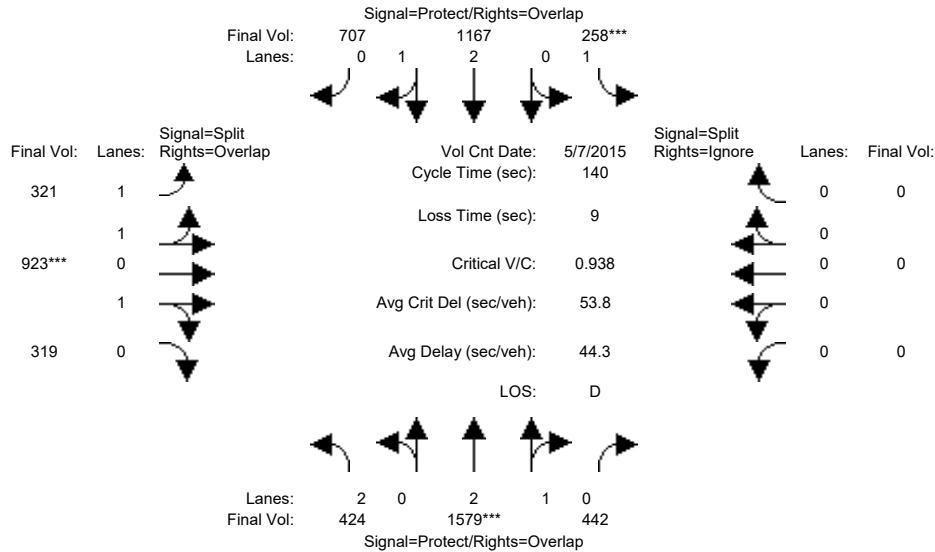
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.32 | 0.68 | 1.00 | 2.00 | 1.00 | 0.38 | 1.24 | 0.38 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4374 | 1224 | 1750 | 3800 | 1750 | 684 | 1967 | 680 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.36 | 0.36 | 0.15 | 0.31 | 0.40 | 0.47 | 0.47 | 0.47 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 20.8 | 48.4 | 48.4 | 19.8 | 47.4 | 110.2 | 62.9 | 62.9 | 83.6 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.91 | 1.04 | 1.04 | 1.04 | 0.91 | 0.51 | 1.04 | 1.04 | 0.79 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 80.0 | 79.1 | 79.1 | 129.6 | 50.6 | 5.4 | 74.5 | 74.5 | 23.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 80.0 | 79.1 | 79.1 | 129.6 | 50.6 | 5.4 | 74.5 | 74.5 | 23.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | E | E | E | F | D | A | E | E | C | A | A | A |
| HCM2k95thQ: | 22 | 57 | 57 | 25 | 40 | 20 | 70 | 63 | 46 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Amended GP Miti(AM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



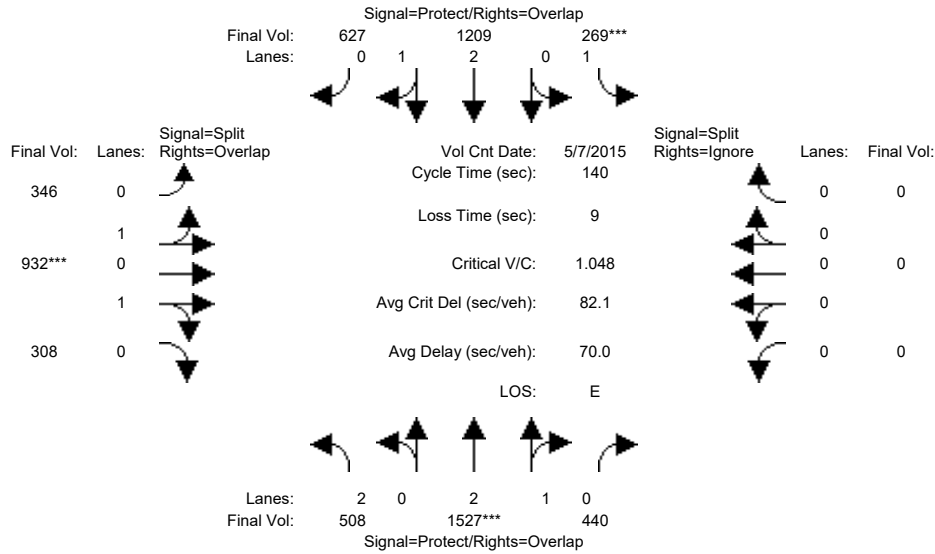
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 424 | 1579 | 442 | 258 | 1167 | 707 | 321 | 923 | 319 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.86 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.32 | 0.68 | 1.00 | 2.00 | 1.00 | 1.00 | 1.52 | 0.48 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4374 | 1224 | 1750 | 3800 | 1750 | 1750 | 2498 | 863 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.36 | 0.36 | 0.15 | 0.31 | 0.40 | 0.18 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 23.1 | 53.9 | 53.9 | 22.0 | 52.7 | 107.9 | 55.1 | 55.1 | 78.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.82 | 0.94 | 0.94 | 0.94 | 0.82 | 0.52 | 0.47 | 0.94 | 0.66 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 66.0 | 50.2 | 50.2 | 96.2 | 41.6 | 6.3 | 31.6 | 51.5 | 22.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.0 | 50.2 | 50.2 | 96.2 | 41.6 | 6.3 | 31.6 | 51.5 | 22.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | E | D | D | F | D | A | C | D | C | A | A | A |
| HCM2k95thQ: | 20 | 50 | 50 | 22 | 36 | 22 | 19 | 44 | 34 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



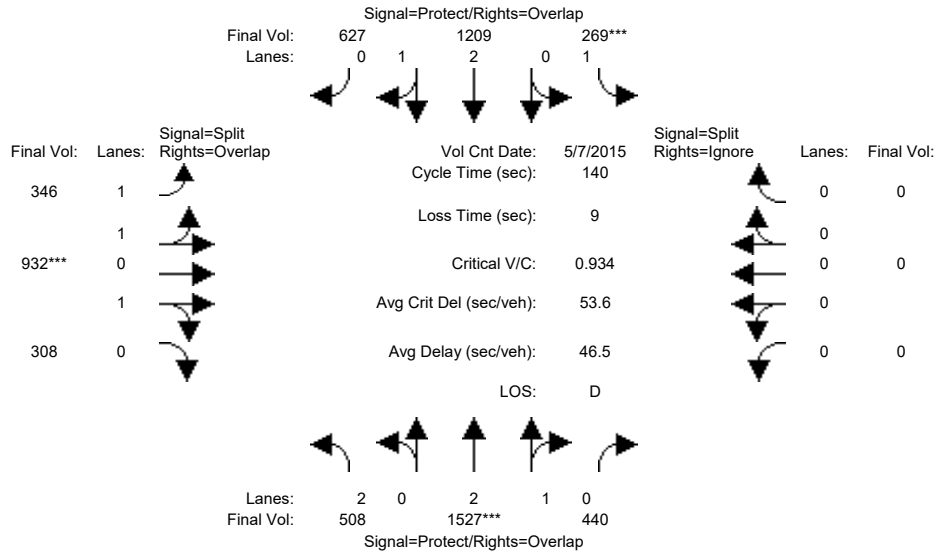
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.30 | 0.70 | 1.00 | 2.00 | 1.00 | 0.40 | 1.24 | 0.36 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4346 | 1252 | 1750 | 3800 | 1750 | 727 | 1959 | 647 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.35 | 0.35 | 0.15 | 0.32 | 0.36 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 22.7 | 46.9 | 46.9 | 20.5 | 44.8 | 108.3 | 63.5 | 63.5 | 86.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.00 | 1.05 | 1.05 | 1.05 | 1.00 | 0.46 | 1.05 | 1.05 | 0.77 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 97.1 | 81.3 | 81.3 | 129.2 | 67.2 | 5.7 | 75.2 | 75.2 | 21.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.1 | 81.3 | 81.3 | 129.2 | 67.2 | 5.7 | 75.2 | 75.2 | 21.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | F | E | A | E | E | C | A | A | A |
| HCM2k95thQ: | 28 | 56 | 56 | 27 | 47 | 18 | 71 | 63 | 45 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 Miti(AM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



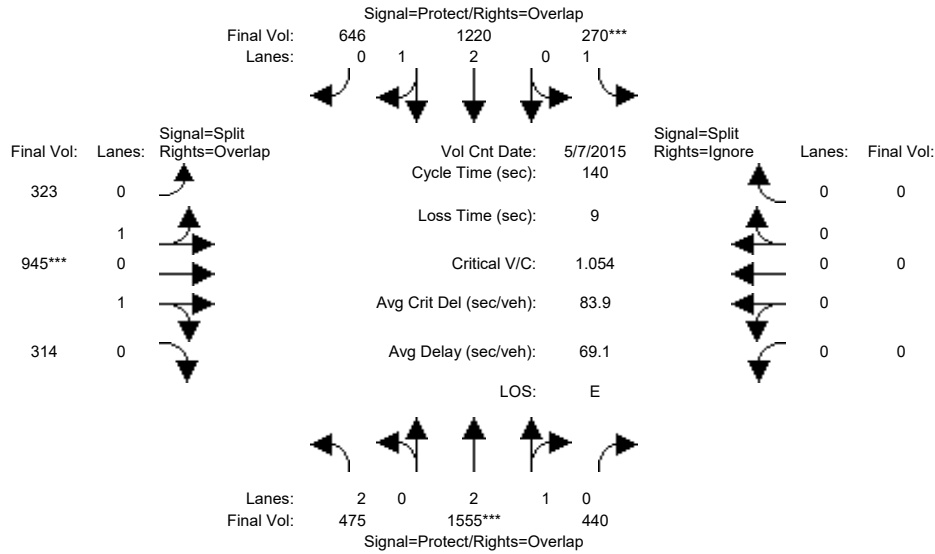
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 7 May 2015 << 7:45-8:45 | | | | | | | | | | | |
| Base Vol: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 508 | 1527 | 440 | 269 | 1209 | 627 | 346 | 932 | 308 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.86 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.30 | 0.70 | 1.00 | 2.00 | 1.00 | 1.00 | 1.54 | 0.46 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4346 | 1252 | 1750 | 3800 | 1750 | 1750 | 2524 | 834 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.35 | 0.35 | 0.15 | 0.32 | 0.36 | 0.20 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 25.5 | 52.6 | 52.6 | 23.0 | 50.2 | 105.5 | 55.3 | 55.3 | 80.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.89 | 0.93 | 0.93 | 0.93 | 0.89 | 0.48 | 0.50 | 0.93 | 0.64 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 71.4 | 50.5 | 50.5 | 93.7 | 47.3 | 6.7 | 32.0 | 50.7 | 20.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.4 | 50.5 | 50.5 | 93.7 | 47.3 | 6.7 | 32.0 | 50.7 | 20.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | E | D | D | F | D | A | C | D | C | A | A | A |
| HCM2k95thQ: | 25 | 49 | 49 | 24 | 41 | 20 | 21 | 44 | 33 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



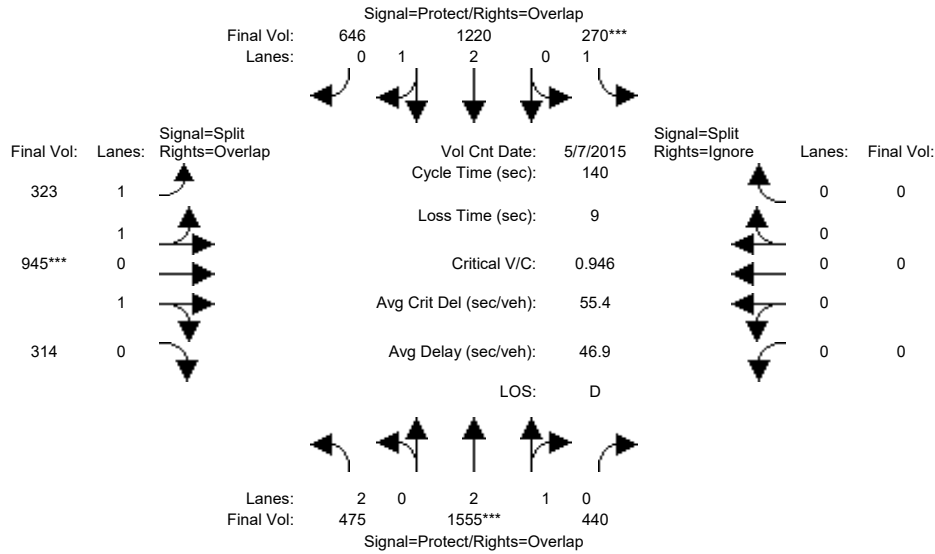
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.31 | 0.69 | 1.00 | 2.00 | 1.00 | 0.38 | 1.25 | 0.37 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4363 | 1235 | 1750 | 3800 | 1750 | 680 | 1988 | 661 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.36 | 0.36 | 0.15 | 0.32 | 0.37 | 0.48 | 0.48 | 0.48 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 21.7 | 47.4 | 47.4 | 20.5 | 46.2 | 109.3 | 63.1 | 63.1 | 84.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.97 | 1.05 | 1.05 | 1.05 | 0.97 | 0.47 | 1.05 | 1.05 | 0.78 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 92.7 | 82.8 | 82.8 | 130.8 | 61.1 | 5.4 | 77.2 | 77.2 | 22.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 92.7 | 82.8 | 82.8 | 130.8 | 61.1 | 5.4 | 77.2 | 77.2 | 22.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | F | E | A | E | E | C | A | A | A |
| HCM2k95thQ: | 26 | 57 | 57 | 27 | 46 | 19 | 71 | 64 | 46 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 Miti(AM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



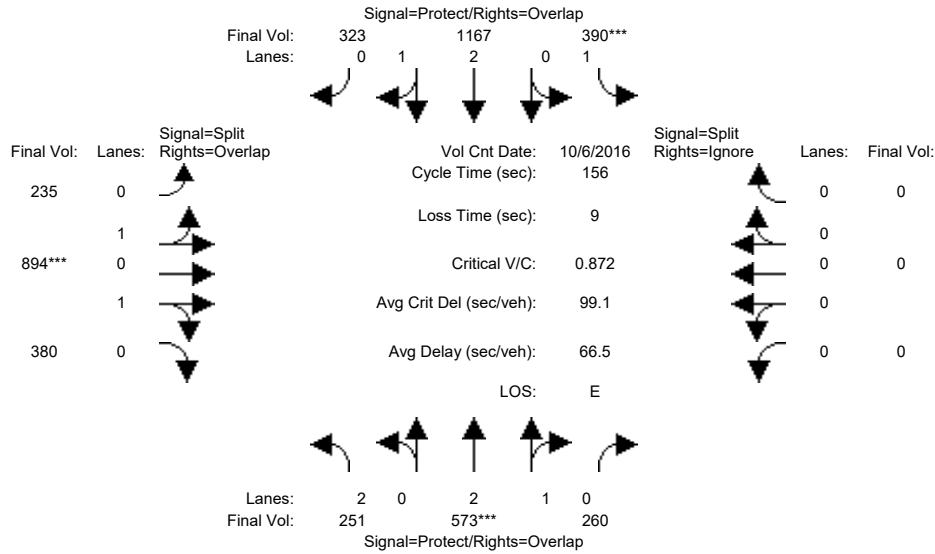
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 | | | | | | | | | | | | |
| Base Vol: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 475 | 1555 | 440 | 270 | 1220 | 646 | 323 | 945 | 314 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.86 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.31 | 0.69 | 1.00 | 2.00 | 1.00 | 1.00 | 1.53 | 0.47 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4363 | 1235 | 1750 | 3800 | 1750 | 1750 | 2521 | 838 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.36 | 0.36 | 0.15 | 0.32 | 0.37 | 0.18 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 24.1 | 52.7 | 52.7 | 22.8 | 51.4 | 106.9 | 55.5 | 55.5 | 79.6 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.87 | 0.95 | 0.95 | 0.95 | 0.87 | 0.48 | 0.47 | 0.95 | 0.66 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 71.1 | 52.1 | 52.1 | 96.9 | 45.6 | 6.3 | 31.4 | 52.5 | 21.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.1 | 52.1 | 52.1 | 96.9 | 45.6 | 6.3 | 31.4 | 52.5 | 21.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | E | D | D | F | D | A | C | D | C | A | A | A |
| HCM2k95thQ: | 23 | 50 | 50 | 24 | 41 | 20 | 19 | 45 | 34 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5012: BASCOM AVE/MOORPARK AVE



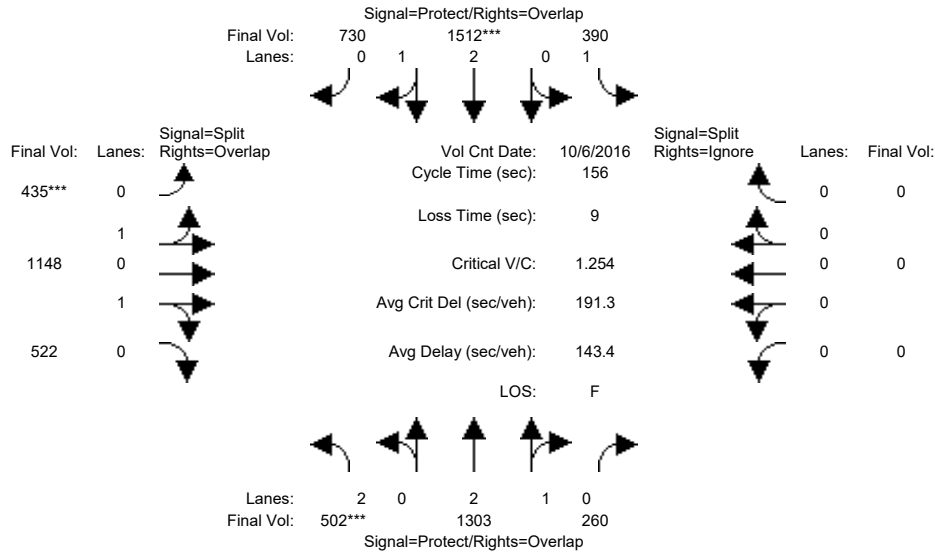
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 20 | 44 | 44 | 48 | 72 | 72 | 64 | 64 | 64 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 251 | 573 | 260 | 390 | 1167 | 323 | 235 | 894 | 380 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 251 | 573 | 260 | 390 | 1167 | 323 | 235 | 894 | 380 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 251 | 573 | 260 | 390 | 1167 | 323 | 235 | 894 | 380 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 251 | 573 | 260 | 390 | 1167 | 323 | 235 | 894 | 380 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 251 | 573 | 260 | 390 | 1167 | 323 | 235 | 894 | 380 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 251 | 573 | 260 | 390 | 1167 | 323 | 235 | 894 | 380 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.95 | 0.92 | 0.99 | 0.95 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.03 | 0.97 | 1.00 | 2.33 | 0.67 | 0.29 | 1.24 | 0.47 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 3850 | 1747 | 1750 | 4384 | 1214 | 519 | 1973 | 839 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.15 | 0.15 | 0.22 | 0.27 | 0.27 | 0.45 | 0.45 | 0.45 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 18.9 | 41.6 | 41.6 | 45.4 | 68.1 | 128.6 | 60.5 | 60.5 | 79.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.66 | 0.56 | 0.56 | 0.77 | 0.61 | 0.32 | 1.17 | 1.17 | 0.89 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 73.4 | 52.6 | 52.6 | 60.3 | 36.2 | 3.5 | 134.8 | 135 | 42.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 73.4 | 52.6 | 52.6 | 60.3 | 36.2 | 3.5 | 134.8 | 135 | 42.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | E | D | D | E | D | A | F | F | D | A | A | A |
| HCM2k95thQ: | 14 | 22 | 22 | 33 | 32 | 11 | 89 | 79 | 63 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5012: BASCOM AVE/MOORPARK AVE



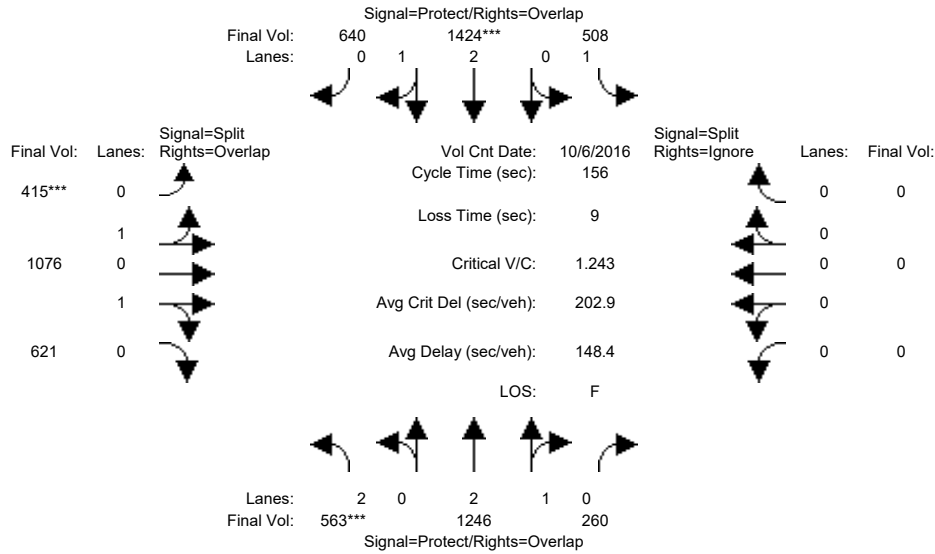
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 20 | 44 | 44 | 48 | 72 | 72 | 64 | 64 | 64 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 502 | 1303 | 260 | 390 | 1512 | 730 | 435 | 1148 | 522 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 502 | 1303 | 260 | 390 | 1512 | 730 | 435 | 1148 | 522 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 502 | 1303 | 260 | 390 | 1512 | 730 | 435 | 1148 | 522 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 502 | 1303 | 260 | 390 | 1512 | 730 | 435 | 1148 | 522 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 502 | 1303 | 260 | 390 | 1512 | 730 | 435 | 1148 | 522 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 502 | 1303 | 260 | 390 | 1512 | 730 | 435 | 1148 | 522 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.95 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.48 | 0.52 | 1.00 | 2.00 | 1.00 | 0.38 | 1.16 | 0.46 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4667 | 931 | 1750 | 3798 | 1800 | 692 | 1827 | 831 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.28 | 0.28 | 0.22 | 0.40 | 0.41 | 0.63 | 0.63 | 0.63 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 18.9 | 41.6 | 41.6 | 45.4 | 68.1 | 128.6 | 60.5 | 60.5 | 79.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.31 | 1.05 | 1.05 | 0.77 | 0.91 | 0.49 | 1.62 | 1.62 | 1.23 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 231.7 | 97.1 | 97.1 | 60.3 | 49.3 | 4.4 | 332.9 | 333 | 151.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 231.7 | 97.1 | 97.1 | 60.3 | 49.3 | 4.4 | 332.9 | 333 | 151.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | E | D | A | F | F | F | A | A | A |
| HCM2k95thQ: | 40 | 52 | 52 | 32 | 56 | 20 | 170 | 150 | 130 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5012: BASCOM AVE/MOORPARK AVE



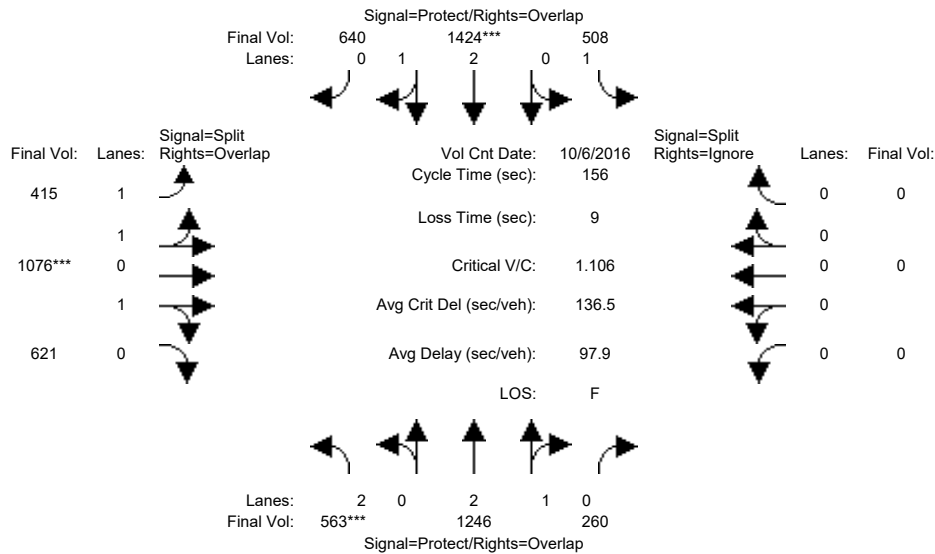
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 20 | 44 | 44 | 48 | 72 | 72 | 64 | 64 | 64 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 6 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.95 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.46 | 0.54 | 1.00 | 2.04 | 0.96 | 0.37 | 1.08 | 0.55 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4632 | 967 | 1750 | 3861 | 1735 | 661 | 1715 | 990 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.27 | 0.27 | 0.29 | 0.37 | 0.37 | 0.63 | 0.63 | 0.63 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 18.9 | 41.6 | 41.6 | 45.4 | 68.1 | 128.6 | 60.5 | 60.5 | 79.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.47 | 1.01 | 1.01 | 1.00 | 0.85 | 0.45 | 1.62 | 1.62 | 1.23 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 299.8 | 85.9 | 85.9 | 97.7 | 44.4 | 4.1 | 332.0 | 332 | 150.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 299.8 | 85.9 | 85.9 | 97.7 | 44.4 | 4.1 | 332.0 | 332 | 150.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | F | D | A | F | F | F | A | A | A |
| HCM2k95thQ: | 49 | 49 | 49 | 48 | 49 | 17 | 170 | 149 | 129 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Amended GP Miti(PM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



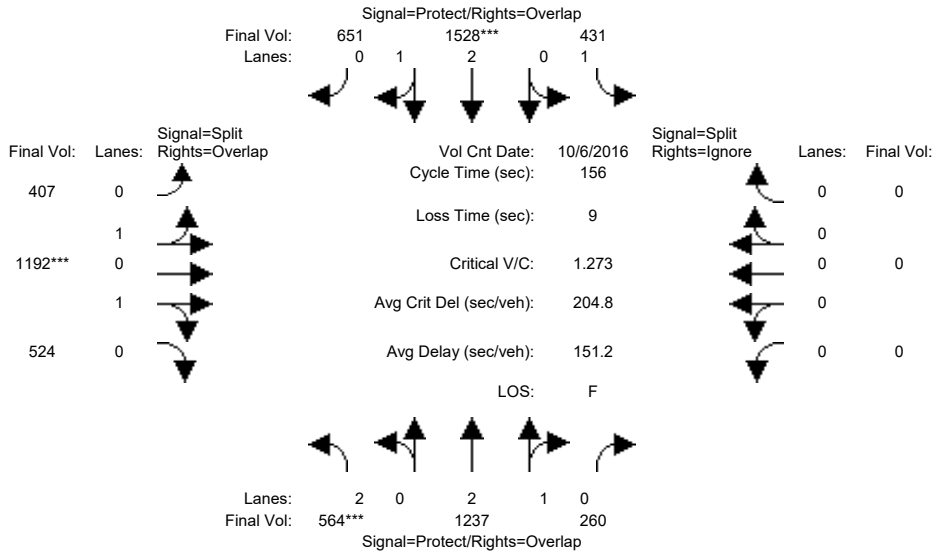
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 20 | 44 | 44 | 48 | 72 | 72 | 64 | 64 | 64 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 6 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 563 | 1246 | 260 | 508 | 1424 | 640 | 415 | 1076 | 621 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 0.87 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.46 | 0.54 | 1.00 | 2.04 | 0.96 | 1.00 | 1.31 | 0.69 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4632 | 967 | 1750 | 3861 | 1735 | 1750 | 2161 | 1247 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.27 | 0.27 | 0.29 | 0.37 | 0.37 | 0.24 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 18.9 | 41.6 | 41.6 | 45.4 | 68.1 | 128.6 | 60.5 | 60.5 | 79.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.47 | 1.01 | 1.01 | 1.00 | 0.85 | 0.45 | 0.61 | 1.28 | 0.98 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 299.8 | 85.9 | 85.9 | 97.7 | 44.4 | 4.1 | 40.8 | 183 | 54.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 299.8 | 85.9 | 85.9 | 97.7 | 44.4 | 4.1 | 40.8 | 183 | 54.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | F | D | A | D | F | D | A | A | A |
| HCM2k95thQ: | 49 | 49 | 49 | 48 | 49 | 17 | 30 | 96 | 77 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



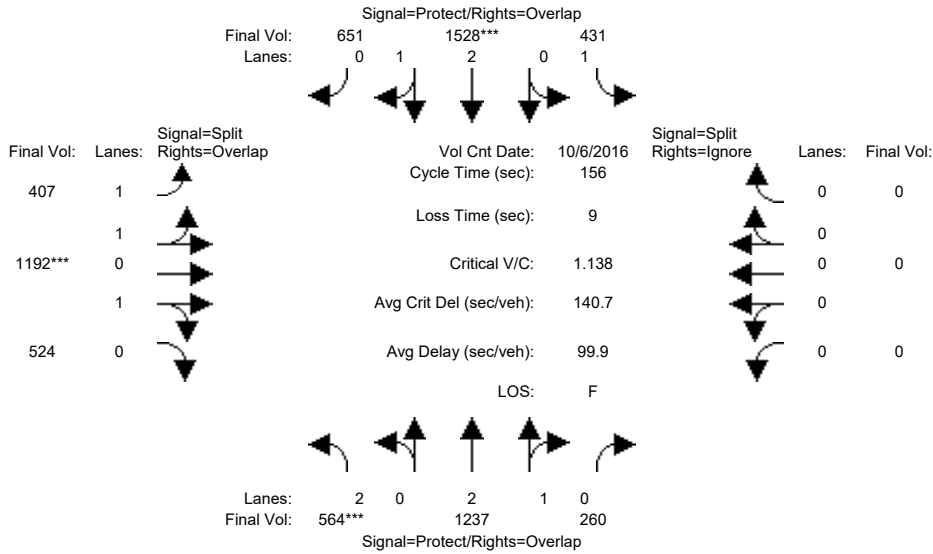
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 20 | 44 | 44 | 48 | 72 | 72 | 64 | 64 | 64 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.95 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.46 | 0.54 | 1.00 | 2.07 | 0.93 | 0.36 | 1.18 | 0.46 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4626 | 972 | 1750 | 3925 | 1672 | 641 | 1878 | 825 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.27 | 0.27 | 0.25 | 0.39 | 0.39 | 0.63 | 0.63 | 0.63 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 18.9 | 41.6 | 41.6 | 45.4 | 68.1 | 128.6 | 60.5 | 60.5 | 79.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.48 | 1.00 | 1.00 | 0.85 | 0.89 | 0.47 | 1.64 | 1.64 | 1.25 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 300.9 | 84.4 | 84.4 | 67.5 | 47.5 | 4.3 | 340.6 | 341 | 156.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 300.9 | 84.4 | 84.4 | 67.5 | 47.5 | 4.3 | 340.6 | 341 | 156.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | E | D | A | F | F | F | A | A | A |
| HCM2k95thQ: | 49 | 48 | 48 | 36 | 54 | 19 | 173 | 153 | 133 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 Miti(PM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



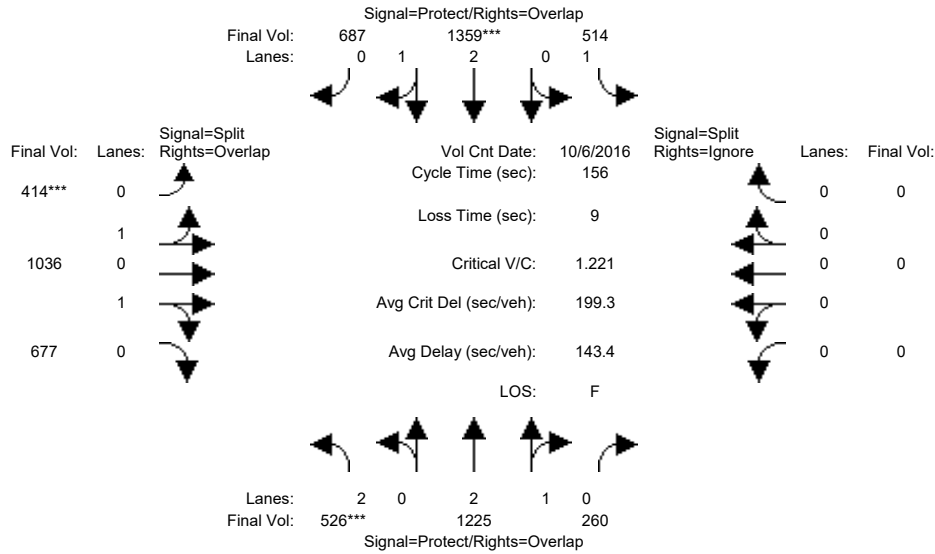
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 20 | 44 | 44 | 48 | 72 | 72 | 64 | 64 | 64 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 564 | 1237 | 260 | 431 | 1528 | 651 | 407 | 1192 | 524 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 0.87 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.46 | 0.54 | 1.00 | 2.07 | 0.93 | 1.00 | 1.43 | 0.57 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4626 | 972 | 1750 | 3925 | 1672 | 1750 | 2349 | 1033 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.27 | 0.27 | 0.25 | 0.39 | 0.39 | 0.23 | 0.51 | 0.51 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 18.9 | 41.6 | 41.6 | 45.4 | 68.1 | 128.6 | 60.5 | 60.5 | 79.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.48 | 1.00 | 1.00 | 0.85 | 0.89 | 0.47 | 0.60 | 1.31 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 300.9 | 84.4 | 84.4 | 67.5 | 47.5 | 4.3 | 40.6 | 194 | 59.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 300.9 | 84.4 | 84.4 | 67.5 | 47.5 | 4.3 | 40.6 | 194 | 59.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | E | D | A | D | F | E | A | A | A |
| HCM2k95thQ: | 49 | 48 | 48 | 36 | 54 | 19 | 29 | 100 | 81 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



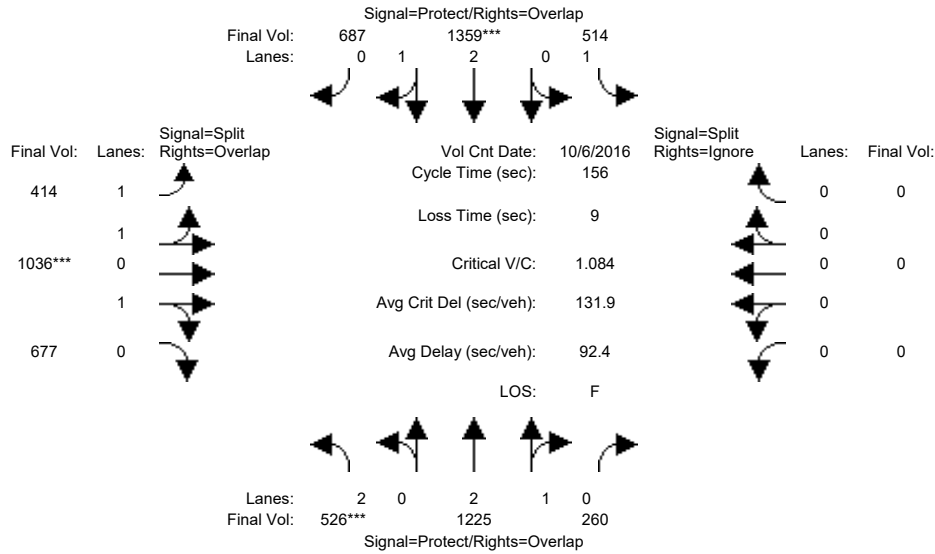
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 20 | 44 | 44 | 48 | 72 | 72 | 64 | 64 | 64 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.83 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.46 | 0.54 | 1.00 | 2.00 | 1.00 | 0.36 | 1.04 | 0.60 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4618 | 980 | 1750 | 3800 | 1750 | 657 | 1644 | 1074 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.27 | 0.27 | 0.29 | 0.36 | 0.39 | 0.63 | 0.63 | 0.63 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 18.9 | 41.6 | 41.6 | 45.4 | 68.1 | 128.6 | 60.5 | 60.5 | 79.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.38 | 0.99 | 0.99 | 1.01 | 0.82 | 0.48 | 1.62 | 1.62 | 1.24 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 258.2 | 82.4 | 82.4 | 100.8 | 43.1 | 4.3 | 335.0 | 335 | 152.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 258.2 | 82.4 | 82.4 | 100.8 | 43.1 | 4.3 | 335.0 | 335 | 152.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | F | D | A | F | F | F | A | A | A |
| HCM2k95thQ: | 44 | 47 | 47 | 49 | 47 | 19 | 171 | 151 | 130 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 Miti(PM)

Intersection #5012: BASCOM AVE/MOORPARK AVE



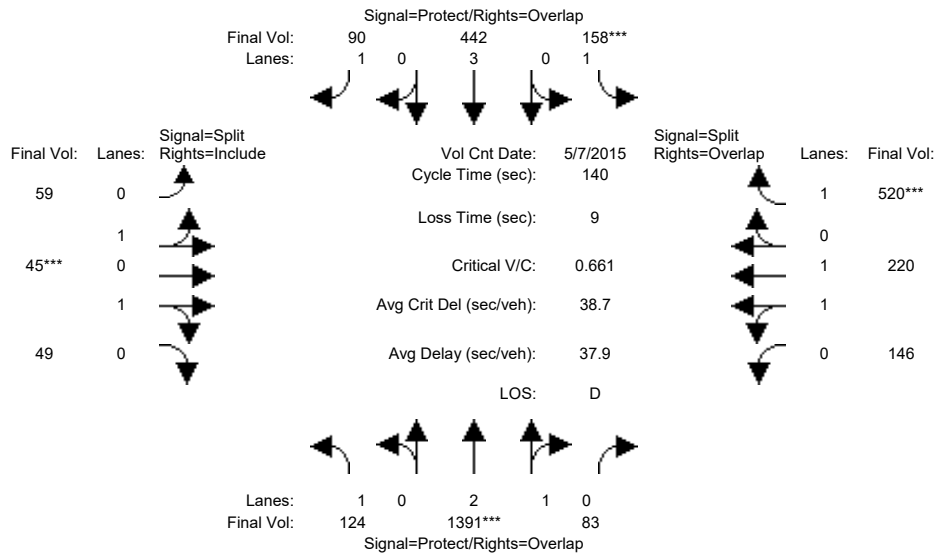
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 20 | 44 | 44 | 48 | 72 | 72 | 64 | 64 | 64 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Volume: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 526 | 1225 | 260 | 514 | 1359 | 687 | 414 | 1036 | 677 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.87 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.46 | 0.54 | 1.00 | 2.00 | 1.00 | 1.00 | 1.25 | 0.75 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3150 | 4618 | 980 | 1750 | 3800 | 1750 | 1750 | 2069 | 1352 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.27 | 0.27 | 0.29 | 0.36 | 0.39 | 0.24 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | | | |
| Green Time: | 18.9 | 41.6 | 41.6 | 45.4 | 68.1 | 128.6 | 60.5 | 60.5 | 79.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 1.38 | 0.99 | 0.99 | 1.01 | 0.82 | 0.48 | 0.61 | 1.29 | 0.98 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 258.2 | 82.4 | 82.4 | 100.8 | 43.1 | 4.3 | 40.8 | 186 | 55.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 258.2 | 82.4 | 82.4 | 100.8 | 43.1 | 4.3 | 40.8 | 186 | 55.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | F | F | D | A | D | F | E | A | A | A |
| HCM2k95thQ: | 44 | 47 | 47 | 49 | 47 | 19 | 30 | 97 | 78 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5009: BASCOM AVE/FRUITDALE AVE



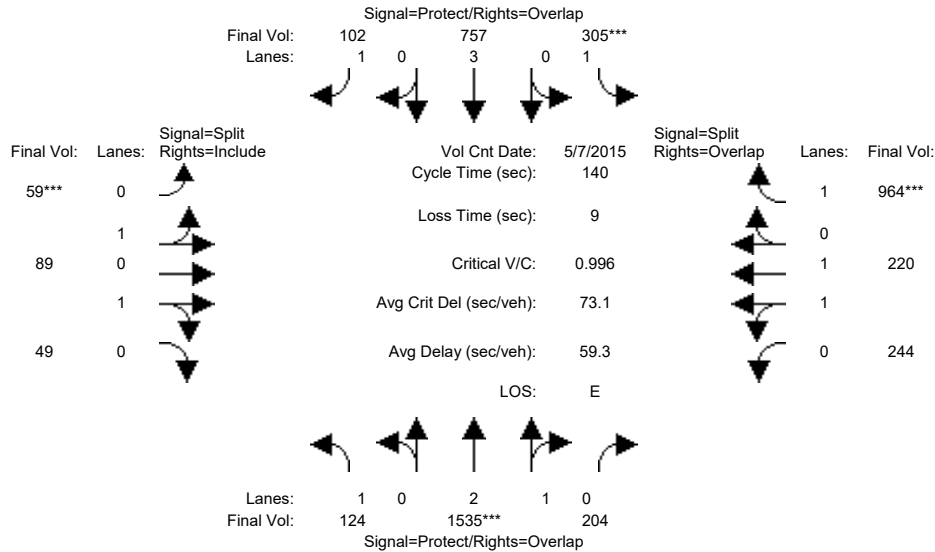
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 124 | 1391 | 83 | 158 | 442 | 90 | 59 | 45 | 49 | 146 | 220 | 520 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 124 | 1391 | 83 | 158 | 442 | 90 | 59 | 45 | 49 | 146 | 220 | 520 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 124 | 1391 | 83 | 158 | 442 | 90 | 59 | 45 | 49 | 146 | 220 | 520 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 124 | 1391 | 83 | 158 | 442 | 90 | 59 | 45 | 49 | 146 | 220 | 520 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 1391 | 83 | 158 | 442 | 90 | 59 | 45 | 49 | 146 | 220 | 520 |
| 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 |
| Final Volume: | 124 | 1391 | 83 | 158 | 442 | 90 | 59 | 45 | 49 | 146 | 220 | 520 |
| 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 | 1.00 | 0.92 | 0.49 | 0.95 | 0.95 | 0.60 | 0.99 | 0.92 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.10 | 0.43 | 0.47 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5284 | 315 | 1750 | 5700 | 1750 | 1018 | 776 | 845 | 1131 | 1883 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.26 | 0.26 | 0.09 | 0.08 | 0.05 | 0.06 | 0.06 | 0.06 | 0.13 | 0.12 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 35.8 | 55.8 | 99.6 | 19.1 | 39.1 | 51.4 | 12.3 | 12.3 | 12.3 | 43.8 | 43.8 | 62.9 |
| Volume/Cap: | 0.28 | 0.66 | 0.37 | 0.66 | 0.28 | 0.14 | 0.66 | 0.66 | 0.66 | 0.41 | 0.37 | 0.66 |
| Delay/Veh: | 42.1 | 35.1 | 8.0 | 64.1 | 39.5 | 29.6 | 68.8 | 68.8 | 68.8 | 38.2 | 37.6 | 32.3 |
| 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: | 42.1 | 35.1 | 8.0 | 64.1 | 39.5 | 29.6 | 68.8 | 68.8 | 68.8 | 38.2 | 37.6 | 32.3 |
| LOS by Move: | D | D | A | E | D | C | E | E | E | D | D | C |
| HCM2k95thQ: | 9 | 30 | 15 | 13 | 9 | 5 | 7 | 11 | 11 | 10 | 13 | 32 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5009: BASCOM AVE/FRUITDALE AVE



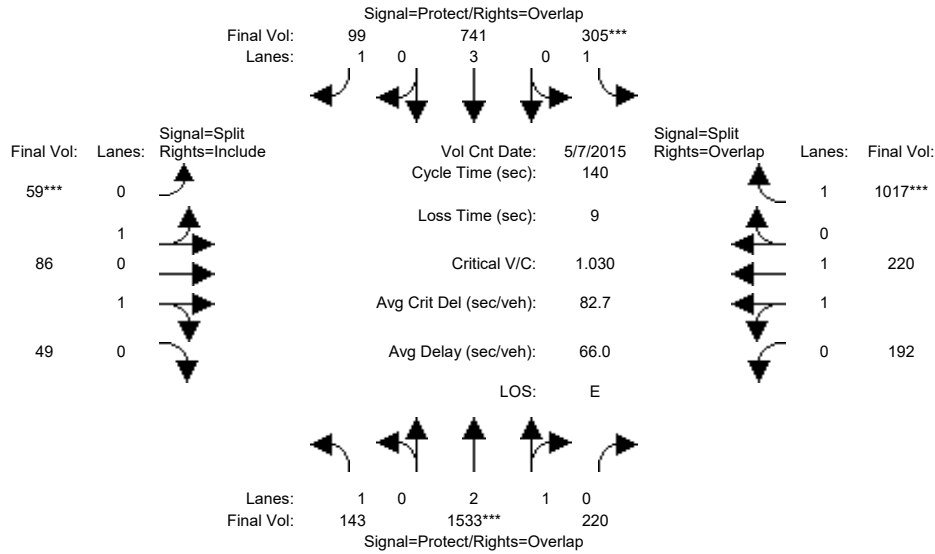
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 124 | 1535 | 204 | 305 | 757 | 102 | 59 | 89 | 49 | 244 | 220 | 964 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 124 | 1535 | 204 | 305 | 757 | 102 | 59 | 89 | 49 | 244 | 220 | 964 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 124 | 1535 | 204 | 305 | 757 | 102 | 59 | 89 | 49 | 244 | 220 | 964 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 124 | 1535 | 204 | 305 | 757 | 102 | 59 | 89 | 49 | 244 | 220 | 964 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 1535 | 204 | 305 | 757 | 102 | 59 | 89 | 49 | 244 | 220 | 964 |
| 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 |
| Final Volume: | 124 | 1535 | 204 | 305 | 757 | 102 | 59 | 89 | 49 | 244 | 220 | 964 |
| 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 | 1.00 | 0.92 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.64 | 0.36 | 1.00 | 3.00 | 1.00 | 0.91 | 0.70 | 0.39 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4942 | 657 | 1750 | 5700 | 1750 | 840 | 1268 | 698 | 1100 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.31 | 0.31 | 0.17 | 0.13 | 0.06 | 0.07 | 0.07 | 0.07 | 0.22 | 0.12 | 0.55 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 23.7 | 43.6 | 96.5 | 24.5 | 44.4 | 54.4 | 10.0 | 10.0 | 10.0 | 52.9 | 52.9 | 77.4 |
| Volume/Cap: | 0.42 | 1.00 | 0.45 | 1.00 | 0.42 | 0.15 | 0.98 | 0.98 | 0.98 | 0.59 | 0.31 | 1.00 |
| Delay/Veh: | 53.0 | 68.8 | 9.9 | 108.2 | 37.8 | 27.9 | 123.3 | 123 | 123.3 | 36.0 | 30.8 | 59.3 |
| 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: | 53.0 | 68.8 | 9.9 | 108.2 | 37.8 | 27.9 | 123.3 | 123 | 123.3 | 36.0 | 30.8 | 59.3 |
| LOS by Move: | D | E | A | F | D | C | F | F | F | D | C | E |
| HCM2k95thQ: | 10 | 46 | 20 | 29 | 15 | 6 | 11 | 17 | 17 | 16 | 12 | 76 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5009: BASCOM AVE/FRUITDALE AVE



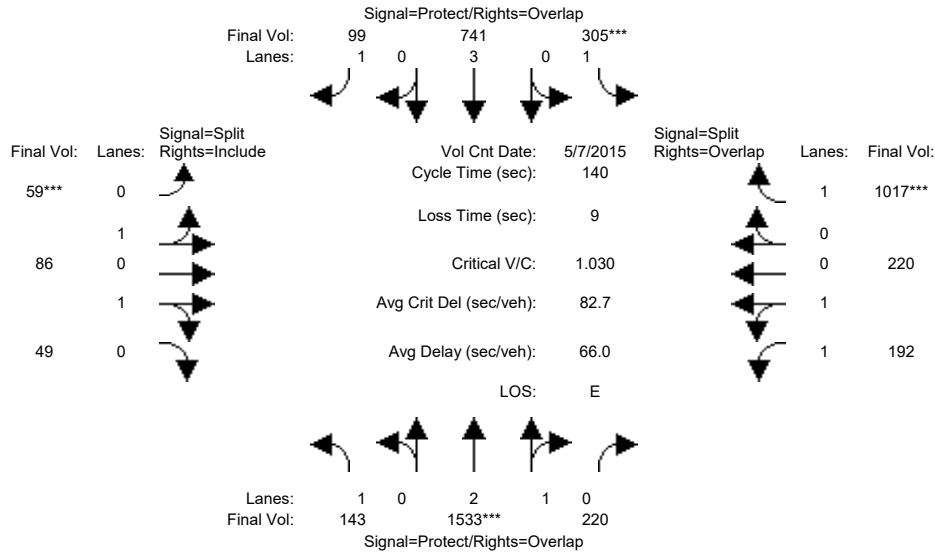
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| 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: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| 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 | 1.00 | 0.92 | 0.49 | 0.95 | 0.95 | 0.60 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.61 | 0.39 | 1.00 | 3.00 | 1.00 | 0.92 | 0.69 | 0.39 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4896 | 703 | 1750 | 5700 | 1750 | 850 | 1240 | 706 | 1131 | 1894 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.31 | 0.31 | 0.17 | 0.13 | 0.06 | 0.07 | 0.07 | 0.07 | 0.17 | 0.12 | 0.58 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 25.5 | 42.4 | 97.4 | 23.6 | 40.5 | 50.5 | 10.0 | 10.0 | 10.0 | 55.1 | 55.1 | 78.6 |
| Volume/Cap: | 0.45 | 1.03 | 0.45 | 1.03 | 0.45 | 0.16 | 0.97 | 0.97 | 0.97 | 0.43 | 0.30 | 1.03 |
| Delay/Veh: | 52.0 | 80.2 | 9.5 | 119.9 | 40.8 | 30.4 | 120.0 | 120 | 120.0 | 31.4 | 29.3 | 68.7 |
| 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: | 52.0 | 80.2 | 9.5 | 119.9 | 40.8 | 30.4 | 120.0 | 120 | 120.0 | 31.4 | 29.3 | 68.7 |
| LOS by Move: | D | F | A | F | D | C | F | F | F | C | C | E |
| HCM2k95thQ: | 11 | 50 | 20 | 31 | 16 | 6 | 11 | 17 | 17 | 12 | 12 | 86 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Amended GP Miti(AM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



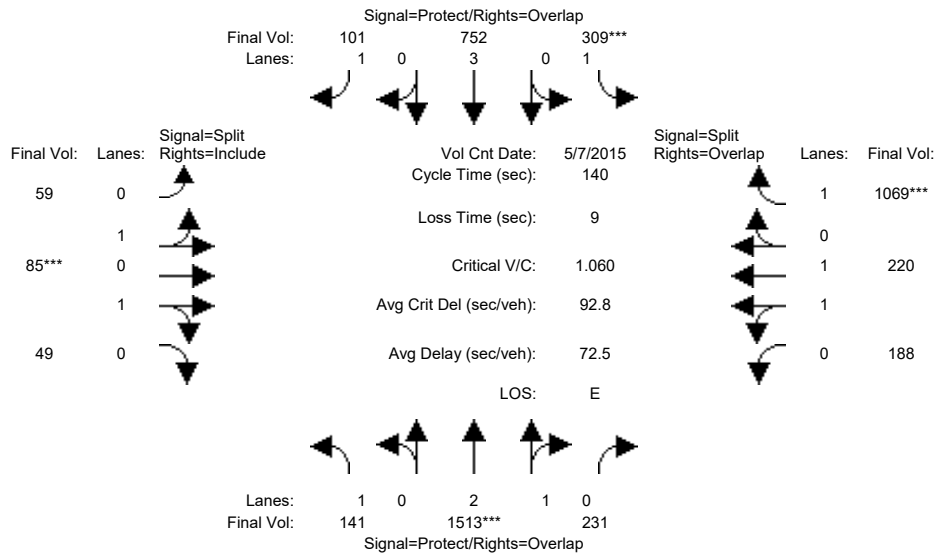
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| 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 |
| Final Volume: | 143 | 1533 | 220 | 305 | 741 | 99 | 59 | 86 | 49 | 192 | 220 | 1017 |
| 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 | 1.00 | 0.92 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.61 | 0.39 | 1.00 | 3.00 | 1.00 | 0.92 | 0.69 | 0.39 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4896 | 703 | 1750 | 5700 | 1750 | 850 | 1240 | 706 | 1100 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.31 | 0.31 | 0.17 | 0.13 | 0.06 | 0.07 | 0.07 | 0.07 | 0.17 | 0.12 | 0.58 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 25.5 | 42.4 | 97.4 | 23.6 | 40.5 | 50.5 | 10.0 | 10.0 | 10.0 | 55.1 | 55.1 | 78.6 |
| Volume/Cap: | 0.45 | 1.03 | 0.45 | 1.03 | 0.45 | 0.16 | 0.97 | 0.97 | 0.97 | 0.44 | 0.29 | 1.03 |
| Delay/Veh: | 52.0 | 80.2 | 9.5 | 119.9 | 40.8 | 30.4 | 120.0 | 120 | 120.0 | 31.6 | 29.3 | 68.7 |
| 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: | 52.0 | 80.2 | 9.5 | 119.9 | 40.8 | 30.4 | 120.0 | 120 | 120.0 | 31.6 | 29.3 | 68.7 |
| LOS by Move: | D | F | A | F | D | C | F | F | F | C | C | E |
| HCM2k95thQ: | 11 | 50 | 20 | 31 | 16 | 6 | 11 | 17 | 17 | 12 | 12 | 86 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



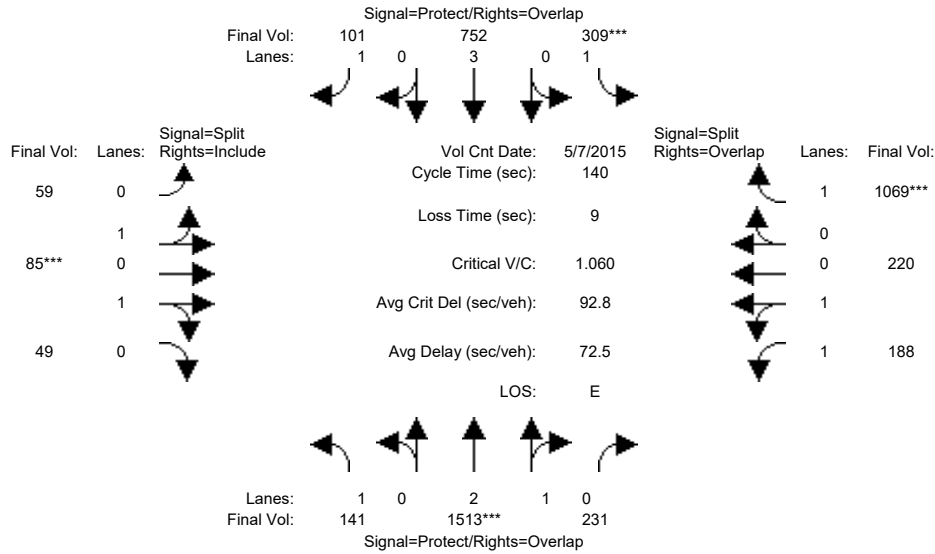
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| 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 |
| Final Volume: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| 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 | 1.00 | 0.92 | 0.49 | 0.95 | 0.95 | 0.60 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.59 | 0.41 | 1.00 | 3.00 | 1.00 | 0.93 | 0.68 | 0.39 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4857 | 742 | 1750 | 5700 | 1750 | 854 | 1230 | 709 | 1131 | 1893 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.31 | 0.31 | 0.18 | 0.13 | 0.06 | 0.07 | 0.07 | 0.07 | 0.17 | 0.12 | 0.61 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 24.3 | 40.9 | 97.8 | 23.2 | 39.8 | 49.8 | 10.0 | 10.0 | 10.0 | 57.0 | 57.0 | 80.1 |
| Volume/Cap: | 0.46 | 1.07 | 0.45 | 1.07 | 0.46 | 0.16 | 0.97 | 0.97 | 0.97 | 0.41 | 0.29 | 1.07 |
| Delay/Veh: | 53.1 | 92.2 | 9.3 | 130.2 | 41.6 | 31.0 | 118.9 | 119 | 118.9 | 29.8 | 28.0 | 78.1 |
| 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: | 53.1 | 92.2 | 9.3 | 130.2 | 41.6 | 31.0 | 118.9 | 119 | 118.9 | 29.8 | 28.0 | 78.1 |
| LOS by Move: | D | F | A | F | D | C | F | F | F | C | C | E |
| HCM2k95thQ: | 11 | 52 | 20 | 32 | 16 | 6 | 10 | 17 | 17 | 11 | 12 | 94 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 Miti(AM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | |
|----------------|-------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |
| 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 |
| Final Volume: | 141 | 1513 | 231 | 309 | 752 | 101 | 59 | 85 | 49 | 188 | 220 | 1069 |

| 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 | 1.00 | 0.92 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.59 | 0.41 | 1.00 | 3.00 | 1.00 | 0.93 | 0.68 | 0.39 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4857 | 742 | 1750 | 5700 | 1750 | 854 | 1230 | 709 | 1100 | 1900 | 1750 |

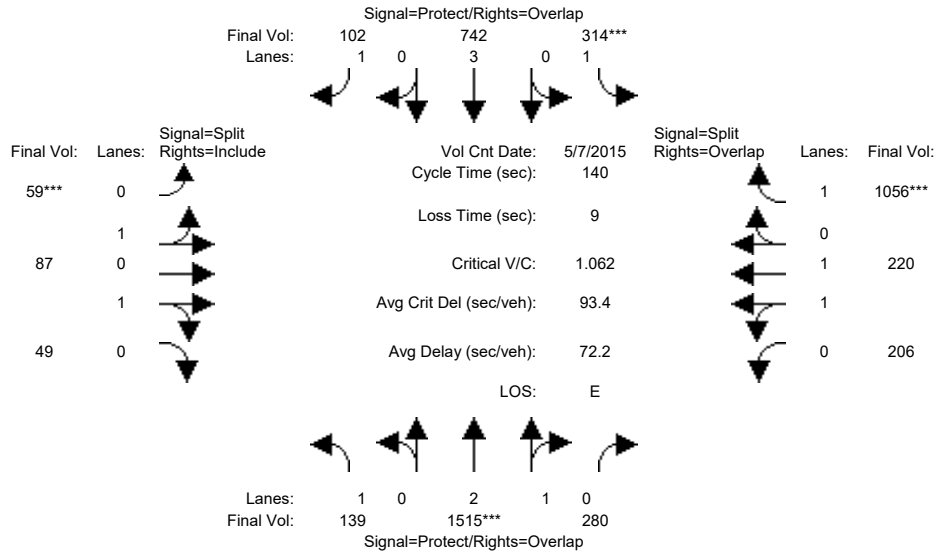
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|-------|------|------|-------|------|-------|------|------|------|
| Vol/Sat: | 0.08 | 0.31 | 0.31 | 0.18 | 0.13 | 0.06 | 0.07 | 0.07 | 0.07 | 0.17 | 0.12 | 0.61 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 24.3 | 40.9 | 97.8 | 23.2 | 39.8 | 49.8 | 10.0 | 10.0 | 10.0 | 57.0 | 57.0 | 80.1 |
| Volume/Cap: | 0.46 | 1.07 | 0.45 | 1.07 | 0.46 | 0.16 | 0.97 | 0.97 | 0.97 | 0.42 | 0.28 | 1.07 |
| Delay/Veh: | 53.1 | 92.2 | 9.3 | 130.2 | 41.6 | 31.0 | 118.9 | 119 | 118.9 | 30.0 | 28.0 | 78.1 |
| 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: | 53.1 | 92.2 | 9.3 | 130.2 | 41.6 | 31.0 | 118.9 | 119 | 118.9 | 30.0 | 28.0 | 78.1 |
| LOS by Move: | D | F | A | F | D | C | F | F | F | C | C | E |
| HCM2k95thQ: | 11 | 52 | 20 | 32 | 16 | 6 | 10 | 17 | 17 | 12 | 12 | 94 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



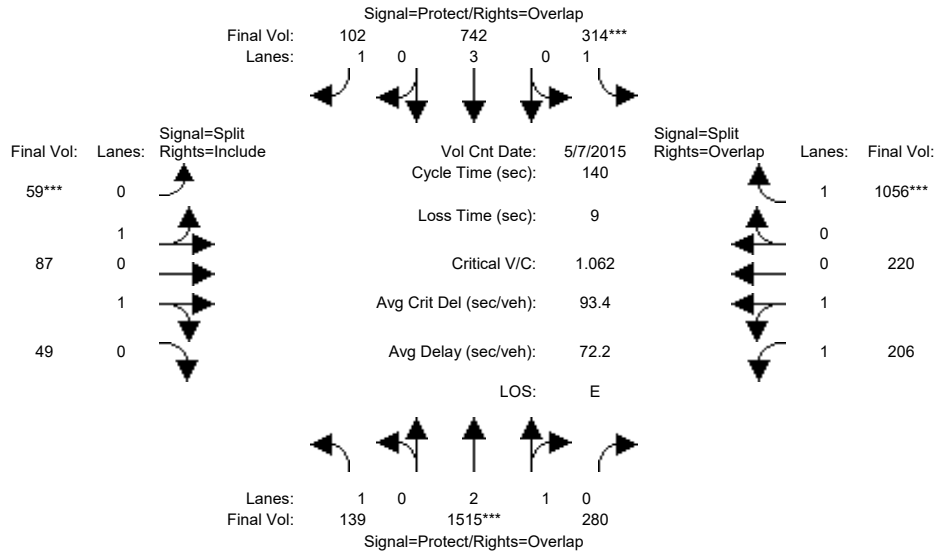
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 139 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| Growth Adj: | 1.00 | 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 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 139 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| 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 |
| Final Volume: | 139 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| 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 | 1.00 | 0.92 | 0.49 | 0.95 | 0.95 | 0.60 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.51 | 0.49 | 1.00 | 3.00 | 1.00 | 0.92 | 0.69 | 0.39 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4725 | 873 | 1750 | 5700 | 1750 | 847 | 1249 | 704 | 1131 | 1897 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.32 | 0.18 | 0.13 | 0.06 | 0.07 | 0.07 | 0.07 | 0.18 | 0.12 | 0.60 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 24.8 | 42.0 | 97.5 | 23.5 | 40.7 | 50.7 | 10.0 | 10.0 | 10.0 | 55.5 | 55.5 | 79.0 |
| Volume/Cap: | 0.45 | 1.07 | 0.46 | 1.07 | 0.45 | 0.16 | 0.98 | 0.98 | 0.98 | 0.46 | 0.29 | 1.07 |
| Delay/Veh: | 52.5 | 92.1 | 9.6 | 130.3 | 40.7 | 30.4 | 121.1 | 121 | 121.1 | 31.5 | 28.9 | 79.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.5 | 92.1 | 9.6 | 130.3 | 40.7 | 30.4 | 121.1 | 121 | 121.1 | 31.5 | 28.9 | 79.5 |
| LOS by Move: | D | F | A | F | D | C | F | F | F | C | C | E |
| HCM2k95thQ: | 11 | 53 | 21 | 33 | 16 | 6 | 11 | 17 | 17 | 13 | 12 | 93 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 Miti(AM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



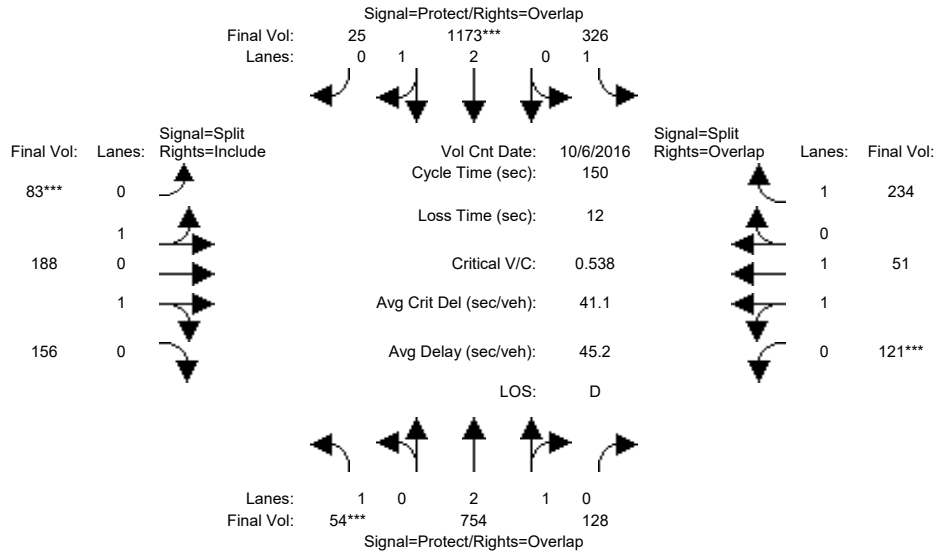
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 139 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| Growth Adj: | 1.00 | 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 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 139 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| 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 |
| Final Volume: | 139 | 1515 | 280 | 314 | 742 | 102 | 59 | 87 | 49 | 206 | 220 | 1056 |
| 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 | 1.00 | 0.92 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.51 | 0.49 | 1.00 | 3.00 | 1.00 | 0.92 | 0.69 | 0.39 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4725 | 873 | 1750 | 5700 | 1750 | 847 | 1249 | 704 | 1100 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.32 | 0.18 | 0.13 | 0.06 | 0.07 | 0.07 | 0.07 | 0.19 | 0.12 | 0.60 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 24.8 | 42.0 | 97.5 | 23.5 | 40.7 | 50.7 | 10.0 | 10.0 | 10.0 | 55.5 | 55.5 | 79.0 |
| Volume/Cap: | 0.45 | 1.07 | 0.46 | 1.07 | 0.45 | 0.16 | 0.98 | 0.98 | 0.98 | 0.47 | 0.29 | 1.07 |
| Delay/Veh: | 52.5 | 92.1 | 9.6 | 130.3 | 40.7 | 30.4 | 121.1 | 121 | 121.1 | 31.8 | 28.9 | 79.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.5 | 92.1 | 9.6 | 130.3 | 40.7 | 30.4 | 121.1 | 121 | 121.1 | 31.8 | 28.9 | 79.5 |
| LOS by Move: | D | F | A | F | D | C | F | F | F | C | C | E |
| HCM2k95thQ: | 11 | 53 | 21 | 33 | 16 | 6 | 11 | 17 | 17 | 13 | 12 | 93 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5009: BASCOM AVE/FRUITDALE AVE



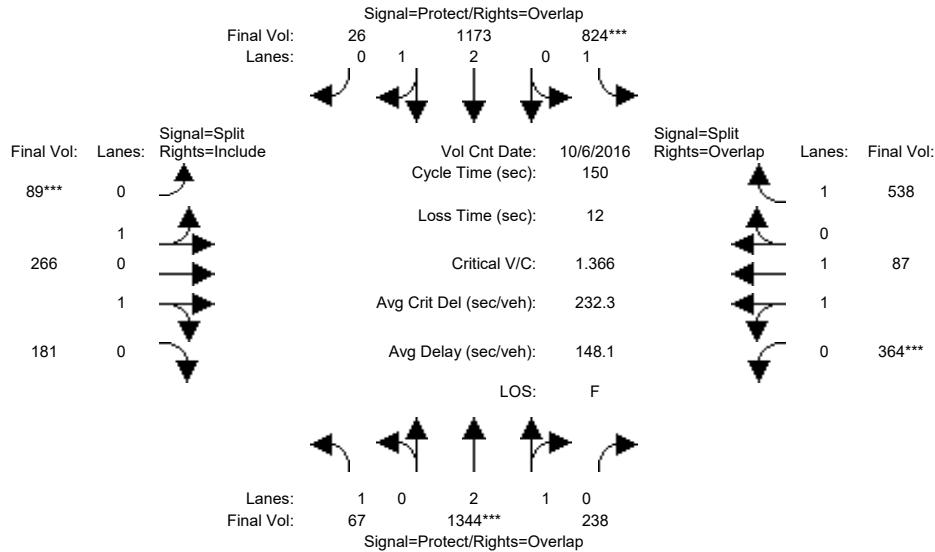
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 8 | 10 | 10 | 8 | 58 | 10 | 8 | 10 | 10 | 8 | 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: 6 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 54 | 754 | 128 | 326 | 1173 | 25 | 83 | 188 | 156 | 121 | 51 | 234 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 754 | 128 | 326 | 1173 | 25 | 83 | 188 | 156 | 121 | 51 | 234 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 54 | 754 | 128 | 326 | 1173 | 25 | 83 | 188 | 156 | 121 | 51 | 234 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 54 | 754 | 128 | 326 | 1173 | 25 | 83 | 188 | 156 | 121 | 51 | 234 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 754 | 128 | 326 | 1173 | 25 | 83 | 188 | 156 | 121 | 51 | 234 |
| 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 |
| Final Volume: | 54 | 754 | 128 | 326 | 1173 | 25 | 83 | 188 | 156 | 121 | 51 | 234 |
| 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 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.55 | 0.45 | 1.00 | 2.94 | 0.06 | 0.64 | 0.74 | 0.62 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4786 | 813 | 1750 | 5483 | 117 | 591 | 1339 | 1111 | 1100 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.16 | 0.19 | 0.21 | 0.21 | 0.14 | 0.14 | 0.14 | 0.11 | 0.03 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 8.6 | 31.3 | 61.9 | 37.0 | 59.6 | 98.7 | 39.1 | 39.1 | 39.1 | 30.7 | 30.7 | 67.6 |
| Volume/Cap: | 0.54 | 0.76 | 0.38 | 0.76 | 0.54 | 0.32 | 0.54 | 0.54 | 0.54 | 0.54 | 0.13 | 0.30 |
| Delay/Veh: | 74.5 | 58.7 | 30.8 | 59.8 | 34.9 | 11.2 | 48.4 | 48.4 | 48.4 | 55.2 | 48.8 | 26.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.5 | 58.7 | 30.8 | 59.8 | 34.9 | 11.2 | 48.4 | 48.4 | 48.4 | 55.2 | 48.8 | 26.3 |
| LOS by Move: | E | E | C | E | C | B | D | D | D | E | D | C |
| HCM2k95thQ: | 5 | 24 | 17 | 27 | 25 | 15 | 12 | 20 | 20 | 10 | 4 | 13 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5009: BASCOM AVE/FRUITDALE AVE



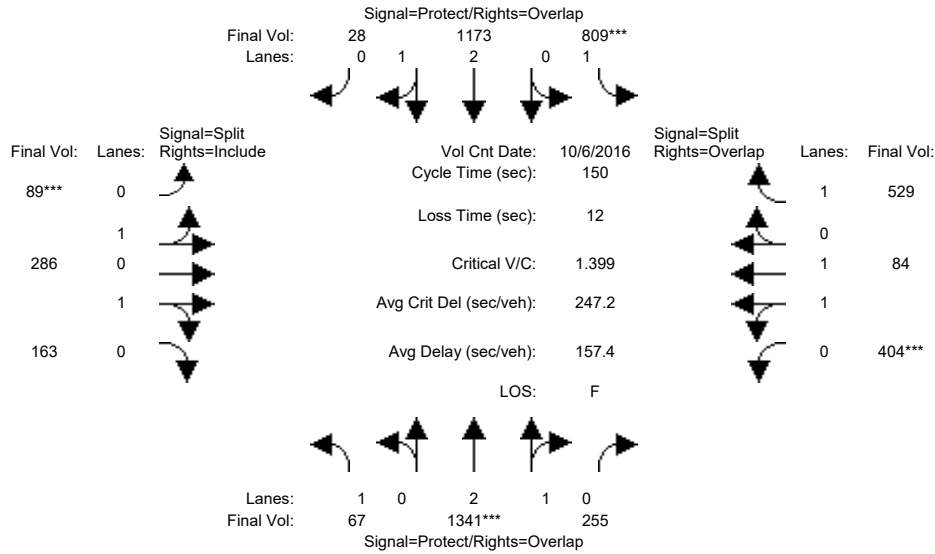
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 8 | 10 | 10 | 8 | 58 | 10 | 8 | 10 | 10 | 8 | 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: 6 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 67 | 1344 | 238 | 824 | 1173 | 26 | 89 | 266 | 181 | 364 | 87 | 538 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 1344 | 238 | 824 | 1173 | 26 | 89 | 266 | 181 | 364 | 87 | 538 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 67 | 1344 | 238 | 824 | 1173 | 26 | 89 | 266 | 181 | 364 | 87 | 538 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 67 | 1344 | 238 | 824 | 1173 | 26 | 89 | 266 | 181 | 364 | 87 | 538 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 1344 | 238 | 824 | 1173 | 26 | 89 | 266 | 181 | 364 | 87 | 538 |
| 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 |
| Final Volume: | 67 | 1344 | 238 | 824 | 1173 | 26 | 89 | 266 | 181 | 364 | 87 | 538 |
| 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 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.53 | 0.47 | 1.00 | 2.93 | 0.07 | 0.56 | 0.86 | 0.58 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4756 | 842 | 1750 | 5478 | 121 | 517 | 1544 | 1051 | 1100 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.28 | 0.47 | 0.21 | 0.21 | 0.17 | 0.17 | 0.17 | 0.33 | 0.05 | 0.31 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 10.0 | 31.0 | 67.4 | 51.7 | 72.7 | 91.6 | 18.9 | 18.9 | 18.9 | 36.3 | 36.3 | 88.1 |
| Volume/Cap: | 0.57 | 1.37 | 0.63 | 1.37 | 0.44 | 0.35 | 1.37 | 1.37 | 1.37 | 1.37 | 0.19 | 0.52 |
| Delay/Veh: | 74.6 | 230 | 32.2 | 224.3 | 25.5 | 14.5 | 245.8 | 246 | 245.8 | 239.8 | 45.2 | 19.0 |
| 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: | 74.6 | 230 | 32.2 | 224.3 | 25.5 | 14.5 | 245.8 | 246 | 245.8 | 239.8 | 45.2 | 19.0 |
| LOS by Move: | E | F | C | F | C | B | F | F | F | F | D | B |
| HCM2k95thQ: | 7 | 66 | 32 | 105 | 21 | 17 | 27 | 45 | 45 | 50 | 6 | 27 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #5009: BASCOM AVE/FRUITDALE AVE



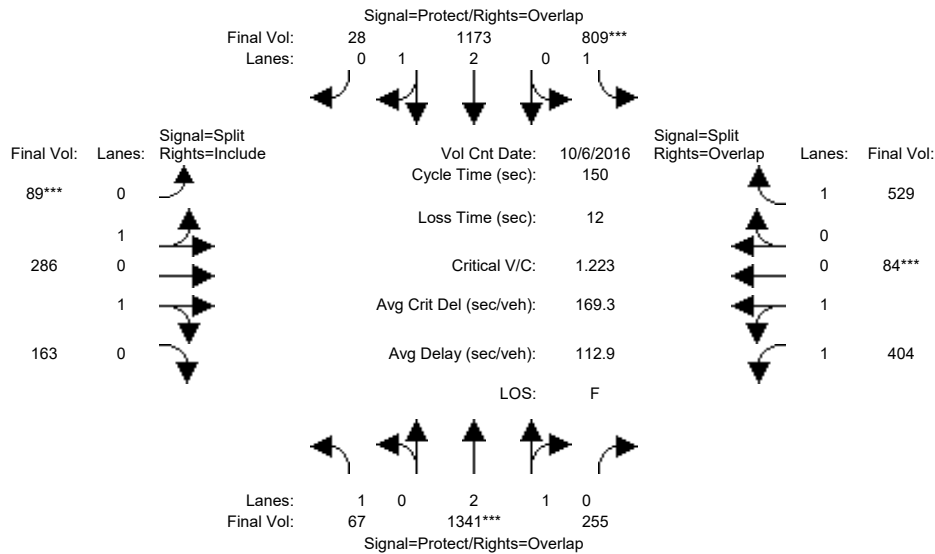
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 8 | 10 | 10 | 8 | 58 | 10 | 8 | 10 | 10 | 8 | 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: | 6 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| 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 |
| Final Volume: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| 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 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.50 | 0.50 | 1.00 | 2.93 | 0.07 | 0.56 | 0.92 | 0.52 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4704 | 895 | 1750 | 5469 | 131 | 515 | 1655 | 943 | 1100 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.29 | 0.29 | 0.46 | 0.21 | 0.21 | 0.17 | 0.17 | 0.17 | 0.37 | 0.04 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 9.7 | 30.6 | 69.9 | 49.6 | 70.4 | 88.9 | 18.5 | 18.5 | 18.5 | 39.4 | 39.4 | 88.9 |
| Volume/Cap: | 0.59 | 1.40 | 0.61 | 1.40 | 0.46 | 0.36 | 1.40 | 1.40 | 1.40 | 1.40 | 0.17 | 0.51 |
| Delay/Veh: | 76.3 | 245 | 30.3 | 240.3 | 27.0 | 15.9 | 260.6 | 261 | 260.6 | 251.6 | 42.7 | 18.2 |
| 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: | 76.3 | 245 | 30.3 | 240.3 | 27.0 | 15.9 | 260.6 | 261 | 260.6 | 251.6 | 42.7 | 18.2 |
| LOS by Move: | E | F | C | F | C | B | F | F | F | F | D | B |
| HCM2k95thQ: | 7 | 68 | 31 | 106 | 22 | 17 | 27 | 46 | 46 | 56 | 6 | 26 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Amended GP Miti(PM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



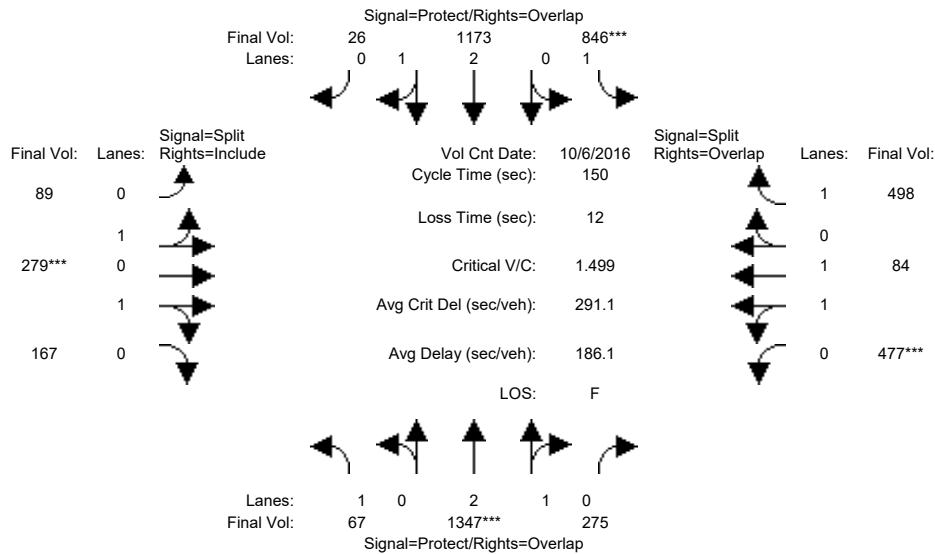
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 8 | 10 | 10 | 8 | 58 | 10 | 8 | 10 | 10 | 8 | 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: | 6 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| 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 |
| Final Volume: | 67 | 1341 | 255 | 809 | 1173 | 28 | 89 | 286 | 163 | 404 | 84 | 529 |
| 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 | 0.49 | 0.95 | 0.95 | 0.59 | 0.95 | 0.92 |
| Lanes: | 1.00 | 2.50 | 0.50 | 1.00 | 2.93 | 0.07 | 0.56 | 0.92 | 0.52 | 1.77 | 0.23 | 1.00 |
| Final Sat.: | 1750 | 4704 | 895 | 1750 | 5469 | 131 | 515 | 1655 | 943 | 1971 | 410 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.29 | 0.29 | 0.46 | 0.21 | 0.21 | 0.17 | 0.17 | 0.17 | 0.20 | 0.20 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 11.1 | 35.0 | 60.1 | 56.7 | 80.6 | 101.8 | 21.2 | 21.2 | 21.2 | 25.1 | 25.1 | 81.8 |
| Volume/Cap: | 0.52 | 1.22 | 0.71 | 1.22 | 0.40 | 0.32 | 1.22 | 1.22 | 1.22 | 1.22 | 1.22 | 0.55 |
| Delay/Veh: | 70.5 | 165 | 38.8 | 160.2 | 20.6 | 9.9 | 183.6 | 184 | 183.6 | 183.3 | 183 | 22.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 70.5 | 165 | 38.8 | 160.2 | 20.6 | 9.9 | 183.6 | 184 | 183.6 | 183.3 | 183 | 22.9 |
| LOS by Move: | E | F | D | F | C | A | F | F | F | F | F | C |
| HCM2k95thQ: | 6 | 59 | 35 | 91 | 19 | 14 | 25 | 41 | 41 | 30 | 44 | 29 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



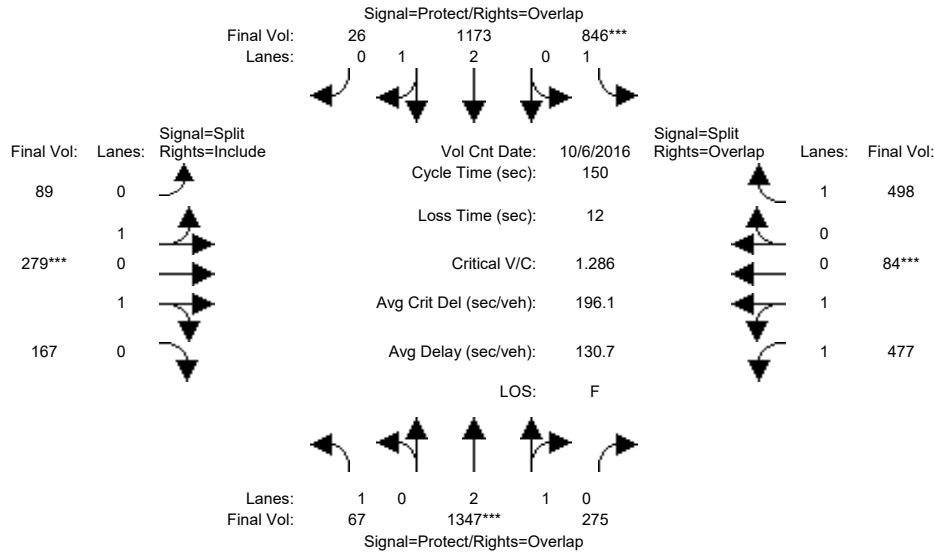
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 8 | 10 | 10 | 8 | 58 | 10 | 8 | 10 | 10 | 8 | 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: | 6 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| 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 |
| Final Volume: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| 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 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.47 | 0.53 | 1.00 | 2.93 | 0.07 | 0.56 | 0.90 | 0.54 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4649 | 949 | 1750 | 5478 | 121 | 518 | 1622 | 971 | 1100 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.29 | 0.29 | 0.48 | 0.21 | 0.21 | 0.17 | 0.17 | 0.17 | 0.43 | 0.04 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 9.4 | 29.0 | 72.4 | 48.4 | 68.0 | 85.2 | 17.2 | 17.2 | 17.2 | 43.4 | 43.4 | 91.8 |
| Volume/Cap: | 0.61 | 1.50 | 0.60 | 1.50 | 0.47 | 0.38 | 1.50 | 1.50 | 1.50 | 1.50 | 0.15 | 0.47 |
| Delay/Veh: | 78.4 | 290 | 28.6 | 284.4 | 28.7 | 17.9 | 305.1 | 305 | 305.1 | 291.3 | 39.6 | 16.1 |
| 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: | 78.4 | 290 | 28.6 | 284.4 | 28.7 | 17.9 | 305.1 | 305 | 305.1 | 291.3 | 39.6 | 16.1 |
| LOS by Move: | E | F | C | F | C | B | F | F | F | F | D | B |
| HCM2k95thQ: | 7 | 73 | 31 | 118 | 23 | 18 | 28 | 48 | 48 | 69 | 5 | 23 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 Miti(PM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



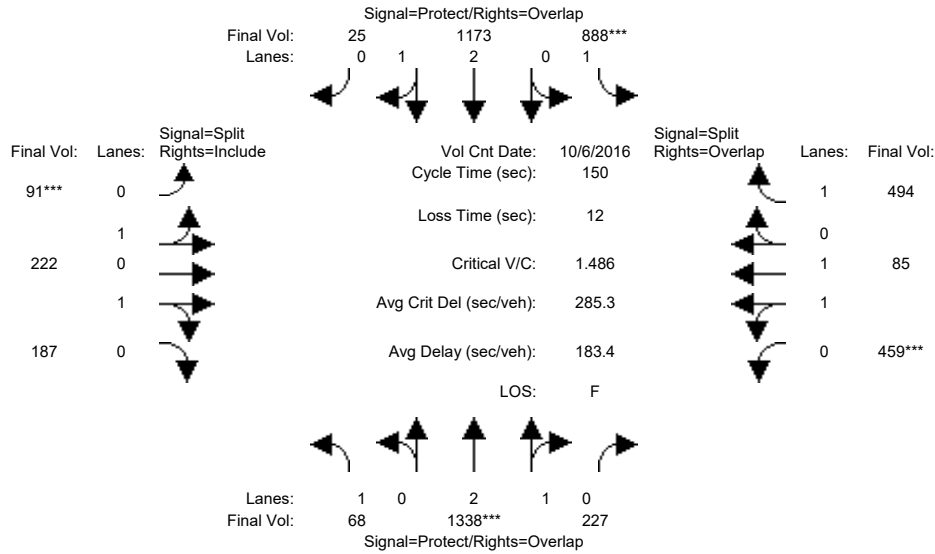
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 8 | 10 | 10 | 8 | 58 | 10 | 8 | 10 | 10 | 8 | 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: | 6 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| 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 |
| Final Volume: | 67 | 1347 | 275 | 846 | 1173 | 26 | 89 | 279 | 167 | 477 | 84 | 498 |
| 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 | 0.49 | 0.95 | 0.95 | 0.59 | 0.95 | 0.92 |
| Lanes: | 1.00 | 2.47 | 0.53 | 1.00 | 2.93 | 0.07 | 0.56 | 0.90 | 0.54 | 1.80 | 0.20 | 1.00 |
| Final Sat.: | 1750 | 4649 | 949 | 1750 | 5478 | 121 | 518 | 1622 | 971 | 2007 | 353 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.29 | 0.29 | 0.48 | 0.21 | 0.21 | 0.17 | 0.17 | 0.17 | 0.24 | 0.24 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.9 | 33.8 | 61.5 | 56.4 | 79.3 | 99.3 | 20.1 | 20.1 | 20.1 | 27.7 | 27.7 | 84.1 |
| Volume/Cap: | 0.53 | 1.29 | 0.71 | 1.29 | 0.41 | 0.32 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 0.51 |
| Delay/Veh: | 71.0 | 193 | 37.8 | 186.6 | 21.3 | 10.9 | 210.7 | 211 | 210.7 | 206.1 | 206 | 20.7 |
| 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: | 71.0 | 193 | 37.8 | 186.6 | 21.3 | 10.9 | 210.7 | 211 | 210.7 | 206.1 | 206 | 20.7 |
| LOS by Move: | E | F | D | F | C | B | F | F | F | F | F | C |
| HCM2k95thQ: | 6 | 63 | 35 | 101 | 20 | 15 | 26 | 43 | 43 | 36 | 53 | 26 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



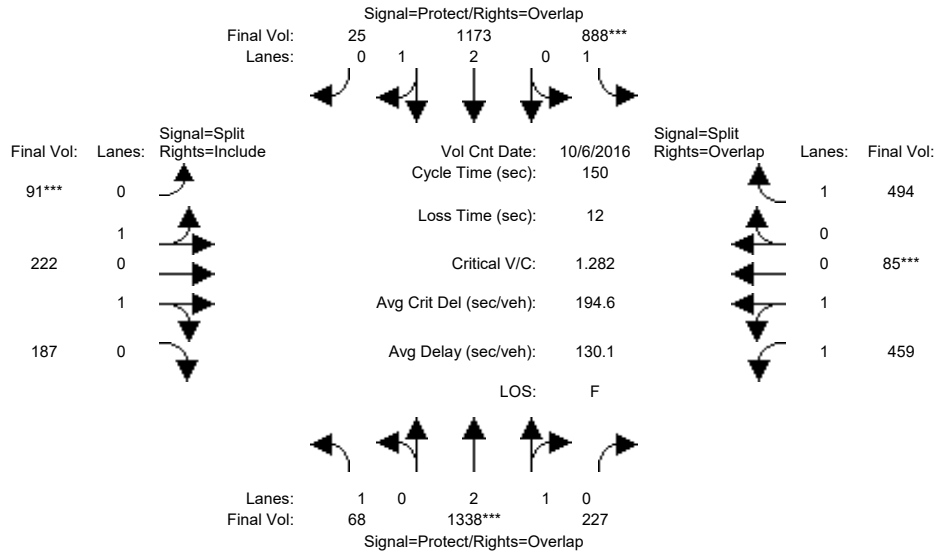
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 8 | 10 | 10 | 8 | 58 | 10 | 8 | 10 | 10 | 8 | 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: 6 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| 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 |
| Final Volume: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| 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 | 0.49 | 0.95 | 0.95 | 0.58 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.55 | 0.45 | 1.00 | 2.94 | 0.06 | 0.60 | 0.76 | 0.64 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4787 | 812 | 1750 | 5483 | 117 | 559 | 1364 | 1149 | 1100 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.28 | 0.51 | 0.21 | 0.21 | 0.16 | 0.16 | 0.16 | 0.42 | 0.04 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 9.6 | 28.2 | 70.3 | 51.2 | 69.8 | 86.2 | 16.4 | 16.4 | 16.4 | 42.1 | 42.1 | 93.4 |
| Volume/Cap: | 0.61 | 1.49 | 0.60 | 1.49 | 0.46 | 0.37 | 1.49 | 1.49 | 1.49 | 1.49 | 0.16 | 0.45 |
| Delay/Veh: | 77.4 | 285 | 29.7 | 276.9 | 27.4 | 17.3 | 300.7 | 301 | 300.7 | 286.7 | 40.6 | 15.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 77.4 | 285 | 29.7 | 276.9 | 27.4 | 17.3 | 300.7 | 301 | 300.7 | 286.7 | 40.6 | 15.2 |
| LOS by Move: | E | F | C | F | C | B | F | F | F | F | D | B |
| HCM2k95thQ: | 7 | 70 | 30 | 123 | 22 | 18 | 27 | 46 | 46 | 66 | 6 | 23 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 Miti(PM)

Intersection #5009: BASCOM AVE/FRUITDALE AVE



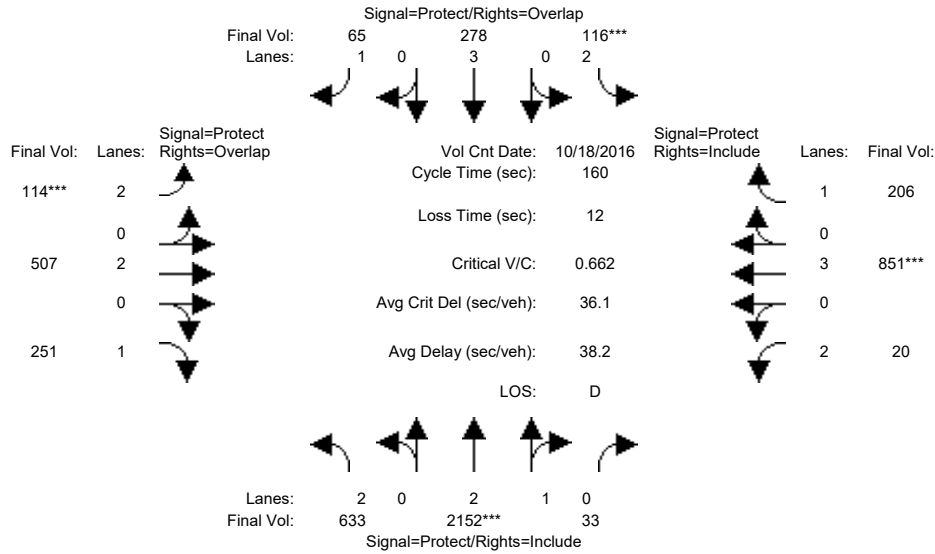
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 8 | 10 | 10 | 8 | 58 | 10 | 8 | 10 | 10 | 8 | 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: 6 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| 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 |
| Final Volume: | 68 | 1338 | 227 | 888 | 1173 | 25 | 91 | 222 | 187 | 459 | 85 | 494 |
| 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 | 0.49 | 0.95 | 0.95 | 0.59 | 0.95 | 0.92 |
| Lanes: | 1.00 | 2.55 | 0.45 | 1.00 | 2.94 | 0.06 | 0.60 | 0.76 | 0.64 | 1.79 | 0.21 | 1.00 |
| Final Sat.: | 1750 | 4787 | 812 | 1750 | 5483 | 117 | 559 | 1364 | 1149 | 1997 | 370 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.28 | 0.51 | 0.21 | 0.21 | 0.16 | 0.16 | 0.16 | 0.23 | 0.23 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 11.2 | 32.7 | 59.6 | 59.4 | 80.9 | 99.9 | 19.0 | 19.0 | 19.0 | 26.9 | 26.9 | 86.3 |
| Volume/Cap: | 0.52 | 1.28 | 0.70 | 1.28 | 0.40 | 0.32 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 0.49 |
| Delay/Veh: | 70.7 | 192 | 38.9 | 183.2 | 20.3 | 10.7 | 210.8 | 211 | 210.8 | 205.5 | 206 | 19.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 70.7 | 192 | 38.9 | 183.2 | 20.3 | 10.7 | 210.8 | 211 | 210.8 | 205.5 | 206 | 19.3 |
| LOS by Move: | E | F | D | F | C | B | F | F | F | F | F | B |
| HCM2k95thQ: | 7 | 61 | 34 | 106 | 19 | 15 | 25 | 41 | 41 | 34 | 51 | 25 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3095: CURTNER/MONTEREY



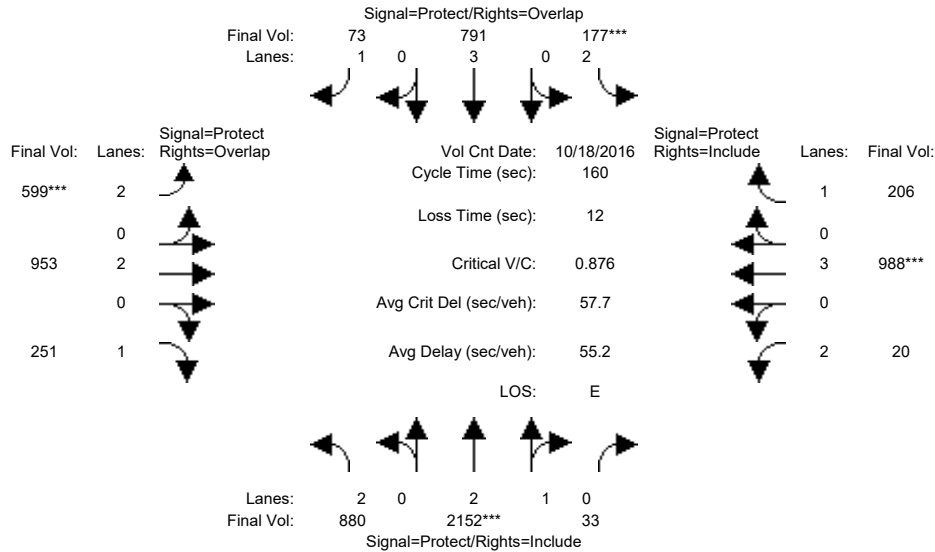
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 633 | 2152 | 33 | 116 | 278 | 65 | 114 | 507 | 251 | 20 | 851 | 206 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 633 | 2152 | 33 | 116 | 278 | 65 | 114 | 507 | 251 | 20 | 851 | 206 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 633 | 2152 | 33 | 116 | 278 | 65 | 114 | 507 | 251 | 20 | 851 | 206 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 633 | 2152 | 33 | 116 | 278 | 65 | 114 | 507 | 251 | 20 | 851 | 206 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 633 | 2152 | 33 | 116 | 278 | 65 | 114 | 507 | 251 | 20 | 851 | 206 |
| 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 |
| Final Volume: | 633 | 2152 | 33 | 116 | 278 | 65 | 114 | 507 | 251 | 20 | 851 | 206 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.95 | 0.05 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 5515 | 85 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.39 | 0.39 | 0.04 | 0.05 | 0.04 | 0.04 | 0.13 | 0.14 | 0.01 | 0.15 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 78.7 | 94.3 | 94.3 | 8.9 | 24.5 | 33.2 | 8.7 | 33.8 | 112.5 | 11.1 | 36.1 | 36.1 |
| Volume/Cap: | 0.41 | 0.66 | 0.66 | 0.66 | 0.32 | 0.18 | 0.66 | 0.63 | 0.20 | 0.09 | 0.66 | 0.52 |
| Delay/Veh: | 26.0 | 22.6 | 22.6 | 83.2 | 60.5 | 52.4 | 83.4 | 59.1 | 8.3 | 69.9 | 57.7 | 55.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.0 | 22.6 | 22.6 | 83.2 | 60.5 | 52.4 | 83.4 | 59.1 | 8.3 | 69.9 | 57.7 | 55.7 |
| LOS by Move: | C | C | C | F | E | D | F | E | A | E | E | E |
| HCM2k95thQ: | 21 | 40 | 40 | 7 | 8 | 5 | 7 | 20 | 9 | 1 | 23 | 17 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3095: CURTNER/MONTEREY



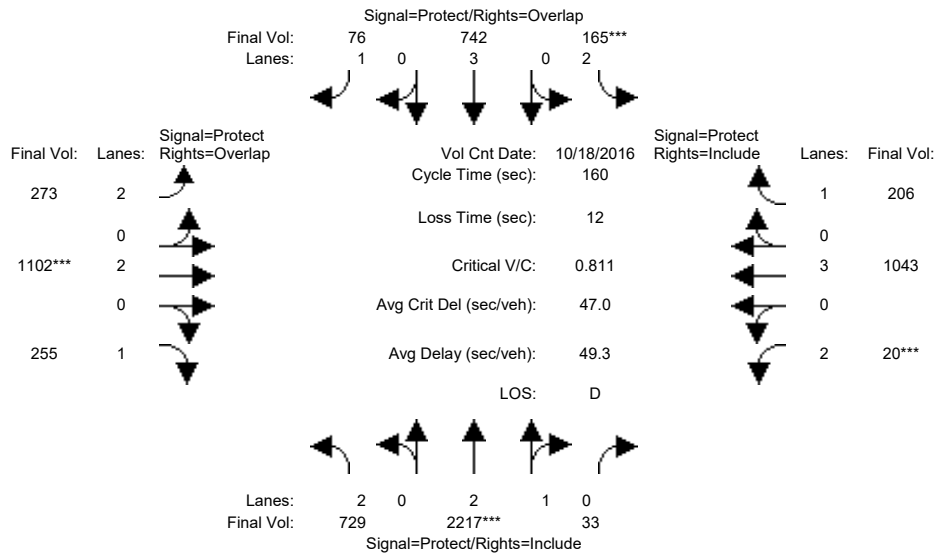
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 880 | 2152 | 33 | 177 | 791 | 73 | 599 | 953 | 251 | 20 | 988 | 206 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 880 | 2152 | 33 | 177 | 791 | 73 | 599 | 953 | 251 | 20 | 988 | 206 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 880 | 2152 | 33 | 177 | 791 | 73 | 599 | 953 | 251 | 20 | 988 | 206 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 880 | 2152 | 33 | 177 | 791 | 73 | 599 | 953 | 251 | 20 | 988 | 206 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 880 | 2152 | 33 | 177 | 791 | 73 | 599 | 953 | 251 | 20 | 988 | 206 |
| 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 |
| Final Volume: | 880 | 2152 | 33 | 177 | 791 | 73 | 599 | 953 | 251 | 20 | 988 | 206 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.95 | 0.05 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 5515 | 85 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.39 | 0.39 | 0.06 | 0.14 | 0.04 | 0.19 | 0.25 | 0.14 | 0.01 | 0.17 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 54.5 | 71.3 | 71.3 | 10.3 | 27.1 | 61.8 | 34.8 | 56.6 | 111.1 | 9.9 | 31.7 | 31.7 |
| Volume/Cap: | 0.82 | 0.88 | 0.88 | 0.88 | 0.82 | 0.11 | 0.88 | 0.71 | 0.21 | 0.10 | 0.88 | 0.59 |
| Delay/Veh: | 53.4 | 44.1 | 44.1 | 106.2 | 69.8 | 31.5 | 72.7 | 46.4 | 8.8 | 71.1 | 70.1 | 61.1 |
| 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: | 53.4 | 44.1 | 44.1 | 106.2 | 69.8 | 31.5 | 72.7 | 46.4 | 8.8 | 71.1 | 70.1 | 61.1 |
| LOS by Move: | D | D | D | F | E | C | E | D | A | E | E | E |
| HCM2k95thQ: | 38 | 51 | 51 | 11 | 23 | 5 | 31 | 33 | 9 | 1 | 28 | 18 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3095: CURTNER/MONTEREY



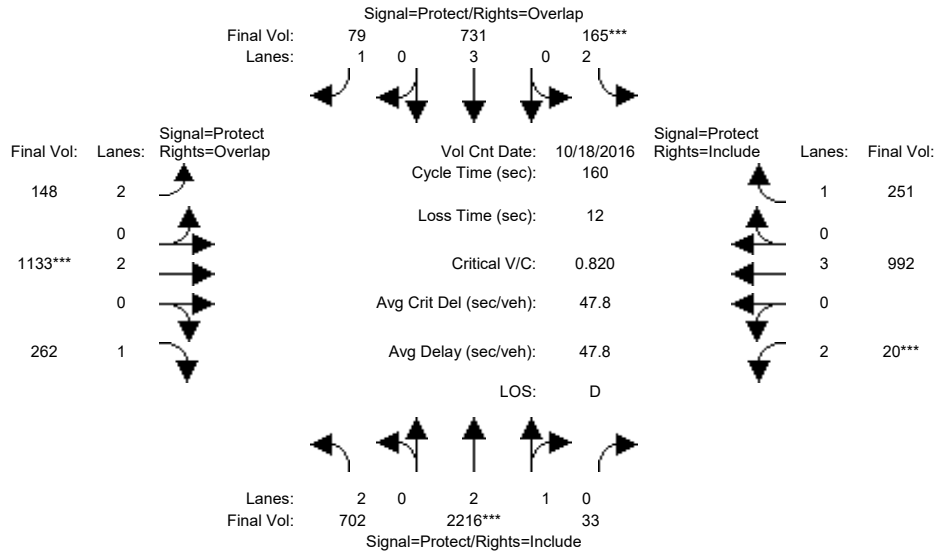
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 729 | 2217 | 33 | 165 | 742 | 76 | 273 | 1102 | 255 | 20 | 1043 | 206 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 729 | 2217 | 33 | 165 | 742 | 76 | 273 | 1102 | 255 | 20 | 1043 | 206 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 729 | 2217 | 33 | 165 | 742 | 76 | 273 | 1102 | 255 | 20 | 1043 | 206 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 729 | 2217 | 33 | 165 | 742 | 76 | 273 | 1102 | 255 | 20 | 1043 | 206 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 729 | 2217 | 33 | 165 | 742 | 76 | 273 | 1102 | 255 | 20 | 1043 | 206 |
| 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 |
| Final Volume: | 729 | 2217 | 33 | 165 | 742 | 76 | 273 | 1102 | 255 | 20 | 1043 | 206 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.95 | 0.05 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 5518 | 82 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.40 | 0.40 | 0.05 | 0.13 | 0.04 | 0.09 | 0.29 | 0.15 | 0.01 | 0.18 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 55.1 | 76.1 | 76.1 | 9.9 | 31.0 | 50.9 | 19.9 | 54.9 | 110.0 | 7.0 | 42.0 | 42.0 |
| Volume/Cap: | 0.67 | 0.84 | 0.84 | 0.84 | 0.67 | 0.14 | 0.70 | 0.84 | 0.21 | 0.15 | 0.70 | 0.45 |
| Delay/Veh: | 46.4 | 39.4 | 39.4 | 101.4 | 61.4 | 39.0 | 72.6 | 53.8 | 9.2 | 74.1 | 54.7 | 50.0 |
| 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: | 46.4 | 39.4 | 39.4 | 101.4 | 61.4 | 39.0 | 72.6 | 53.8 | 9.2 | 74.1 | 54.7 | 50.0 |
| LOS by Move: | D | D | D | F | E | D | E | D | A | E | D | D |
| HCM2k95thQ: | 31 | 54 | 54 | 10 | 20 | 5 | 15 | 42 | 9 | 1 | 27 | 16 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3095: CURTNER/MONTEREY



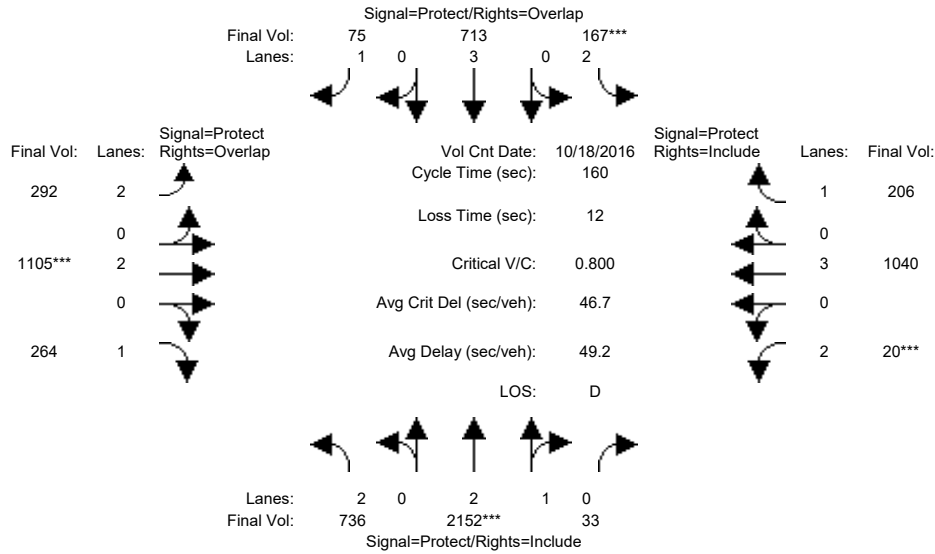
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 702 | 2216 | 33 | 165 | 731 | 79 | 148 | 1133 | 262 | 20 | 992 | 251 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 702 | 2216 | 33 | 165 | 731 | 79 | 148 | 1133 | 262 | 20 | 992 | 251 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 702 | 2216 | 33 | 165 | 731 | 79 | 148 | 1133 | 262 | 20 | 992 | 251 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 702 | 2216 | 33 | 165 | 731 | 79 | 148 | 1133 | 262 | 20 | 992 | 251 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 702 | 2216 | 33 | 165 | 731 | 79 | 148 | 1133 | 262 | 20 | 992 | 251 |
| 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 |
| Final Volume: | 702 | 2216 | 33 | 165 | 731 | 79 | 148 | 1133 | 262 | 20 | 992 | 251 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.95 | 0.05 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 5518 | 82 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.40 | 0.40 | 0.05 | 0.13 | 0.05 | 0.05 | 0.30 | 0.15 | 0.01 | 0.17 | 0.14 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 54.0 | 75.3 | 75.3 | 9.8 | 31.1 | 44.5 | 13.4 | 55.9 | 109.9 | 7.0 | 49.5 | 49.5 |
| Volume/Cap: | 0.66 | 0.85 | 0.85 | 0.85 | 0.66 | 0.16 | 0.56 | 0.85 | 0.22 | 0.15 | 0.56 | 0.46 |
| Delay/Veh: | 46.7 | 40.4 | 40.4 | 103.3 | 61.1 | 43.9 | 73.3 | 53.8 | 9.3 | 74.1 | 46.6 | 45.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.7 | 40.4 | 40.4 | 103.3 | 61.1 | 43.9 | 73.3 | 53.8 | 9.3 | 74.1 | 46.6 | 45.2 |
| LOS by Move: | D | D | D | F | E | D | E | D | A | E | D | D |
| HCM2k95thQ: | 30 | 53 | 53 | 11 | 20 | 6 | 8 | 44 | 10 | 1 | 24 | 19 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3095: CURTNER/MONTEREY



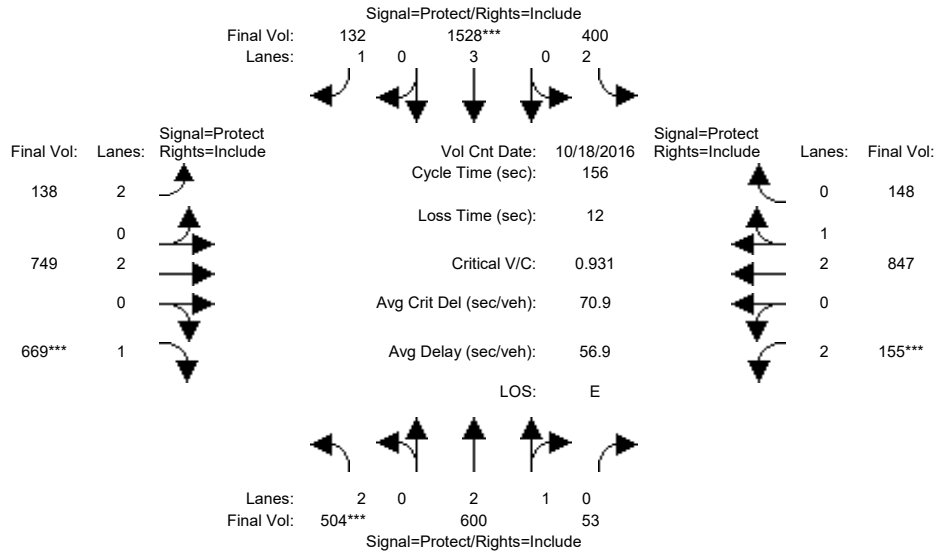
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 736 | 2152 | 33 | 167 | 713 | 75 | 292 | 1105 | 264 | 20 | 1040 | 206 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 736 | 2152 | 33 | 167 | 713 | 75 | 292 | 1105 | 264 | 20 | 1040 | 206 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 736 | 2152 | 33 | 167 | 713 | 75 | 292 | 1105 | 264 | 20 | 1040 | 206 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 736 | 2152 | 33 | 167 | 713 | 75 | 292 | 1105 | 264 | 20 | 1040 | 206 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 736 | 2152 | 33 | 167 | 713 | 75 | 292 | 1105 | 264 | 20 | 1040 | 206 |
| 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 |
| Final Volume: | 736 | 2152 | 33 | 167 | 713 | 75 | 292 | 1105 | 264 | 20 | 1040 | 206 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 2.95 | 0.05 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 5515 | 85 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.39 | 0.39 | 0.05 | 0.13 | 0.04 | 0.09 | 0.29 | 0.15 | 0.01 | 0.18 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 55.5 | 75.0 | 75.0 | 10.2 | 29.7 | 50.9 | 21.2 | 55.9 | 111.3 | 7.0 | 41.7 | 41.7 |
| Volume/Cap: | 0.67 | 0.83 | 0.83 | 0.83 | 0.67 | 0.13 | 0.70 | 0.83 | 0.22 | 0.15 | 0.70 | 0.45 |
| Delay/Veh: | 46.3 | 39.5 | 39.5 | 98.7 | 62.4 | 39.0 | 71.6 | 52.5 | 8.8 | 74.1 | 55.0 | 50.3 |
| 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: | 46.3 | 39.5 | 39.5 | 98.7 | 62.4 | 39.0 | 71.6 | 52.5 | 8.8 | 74.1 | 55.0 | 50.3 |
| LOS by Move: | D | D | D | F | E | D | E | D | A | E | E | D |
| HCM2k95thQ: | 31 | 51 | 51 | 11 | 20 | 5 | 16 | 42 | 10 | 1 | 27 | 16 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3095: CURTNER/MONTEREY



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | 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 Oct 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
|----------------|--|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 504 | 600 | 53 | 400 | 1528 | 132 | 138 | 749 | 669 | 155 | 847 | 148 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 504 | 600 | 53 | 400 | 1528 | 132 | 138 | 749 | 669 | 155 | 847 | 148 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 504 | 600 | 53 | 400 | 1528 | 132 | 138 | 749 | 669 | 155 | 847 | 148 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 504 | 600 | 53 | 400 | 1528 | 132 | 138 | 749 | 669 | 155 | 847 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 504 | 600 | 53 | 400 | 1528 | 132 | 138 | 749 | 669 | 155 | 847 | 148 |
| 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 |
| Final Volume: | 504 | 600 | 53 | 400 | 1528 | 132 | 138 | 749 | 669 | 155 | 847 | 148 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.99 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 |
| Lanes: | 2.00 | 2.75 | 0.25 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.54 | 0.46 |
| Final Sat.: | 3150 | 5145 | 454 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 4766 | 833 |

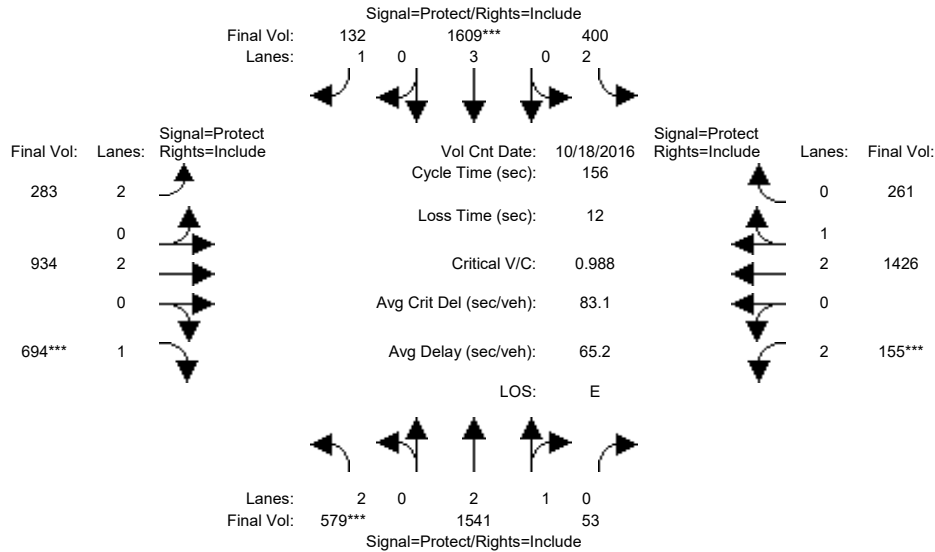
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Vol/Sat: | 0.16 | 0.12 | 0.12 | 0.13 | 0.27 | 0.08 | 0.04 | 0.20 | 0.38 | 0.05 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |
| Green Time: | 26.8 | 34.3 | 34.3 | 37.4 | 44.9 | 44.9 | 14.6 | 64.0 | 64.0 | 8.2 | 57.7 | 57.7 |
| Volume/Cap: | 0.93 | 0.53 | 0.53 | 0.53 | 0.93 | 0.26 | 0.47 | 0.48 | 0.93 | 0.93 | 0.48 | 0.48 |
| Delay/Veh: | 86.7 | 54.2 | 54.2 | 52.4 | 64.0 | 43.1 | 68.2 | 34.0 | 62.7 | 123.5 | 37.8 | 37.8 |
| 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: | 86.7 | 54.2 | 54.2 | 52.4 | 64.0 | 43.1 | 68.2 | 34.0 | 62.7 | 123.5 | 37.8 | 37.8 |
| LOS by Move: | F | D | D | D | E | D | E | C | E | F | D | D |
| HCM2k95thQ: | 28 | 17 | 17 | 18 | 42 | 10 | 7 | 23 | 56 | 10 | 22 | 22 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3095: CURTNER/MONTEREY



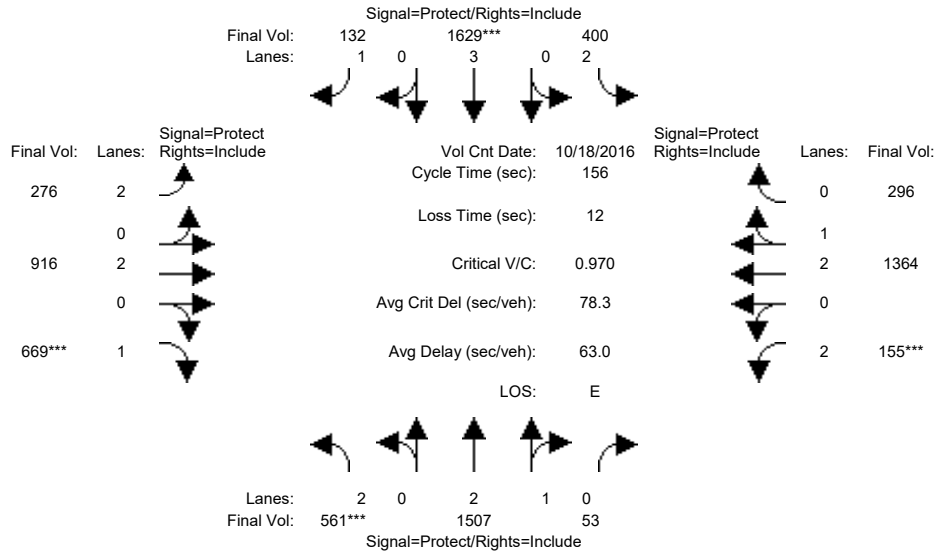
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | 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 Oct 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 579 | 1541 | 53 | 400 | 1609 | 132 | 283 | 934 | 694 | 155 | 1426 | 261 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 579 | 1541 | 53 | 400 | 1609 | 132 | 283 | 934 | 694 | 155 | 1426 | 261 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 579 | 1541 | 53 | 400 | 1609 | 132 | 283 | 934 | 694 | 155 | 1426 | 261 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 579 | 1541 | 53 | 400 | 1609 | 132 | 283 | 934 | 694 | 155 | 1426 | 261 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 579 | 1541 | 53 | 400 | 1609 | 132 | 283 | 934 | 694 | 155 | 1426 | 261 |
| 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 |
| Final Volume: | 579 | 1541 | 53 | 400 | 1609 | 132 | 283 | 934 | 694 | 155 | 1426 | 261 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 |
| Lanes: | 2.00 | 2.90 | 0.10 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.52 | 0.48 |
| Final Sat.: | 3150 | 5414 | 186 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 4732 | 866 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.28 | 0.28 | 0.13 | 0.28 | 0.08 | 0.09 | 0.25 | 0.40 | 0.05 | 0.30 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | **** | | | |
| Green Time: | 29.0 | 50.9 | 50.9 | 22.7 | 44.6 | 44.6 | 16.2 | 62.6 | 62.6 | 7.8 | 54.2 | 54.2 |
| Volume/Cap: | 0.99 | 0.87 | 0.87 | 0.87 | 0.99 | 0.26 | 0.87 | 0.61 | 0.99 | 0.99 | 0.87 | 0.87 |
| Delay/Veh: | 97.3 | 54.4 | 54.4 | 81.8 | 74.8 | 43.3 | 89.8 | 37.8 | 77.1 | 142.1 | 51.9 | 51.9 |
| 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: | 97.3 | 54.4 | 54.4 | 81.8 | 74.8 | 43.3 | 89.8 | 37.8 | 77.1 | 142.1 | 51.9 | 51.9 |
| LOS by Move: | F | D | D | F | E | D | F | D | E | F | D | D |
| HCM2k95thQ: | 33 | 42 | 42 | 22 | 46 | 10 | 16 | 30 | 63 | 11 | 44 | 44 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3095: CURTNER/MONTEREY



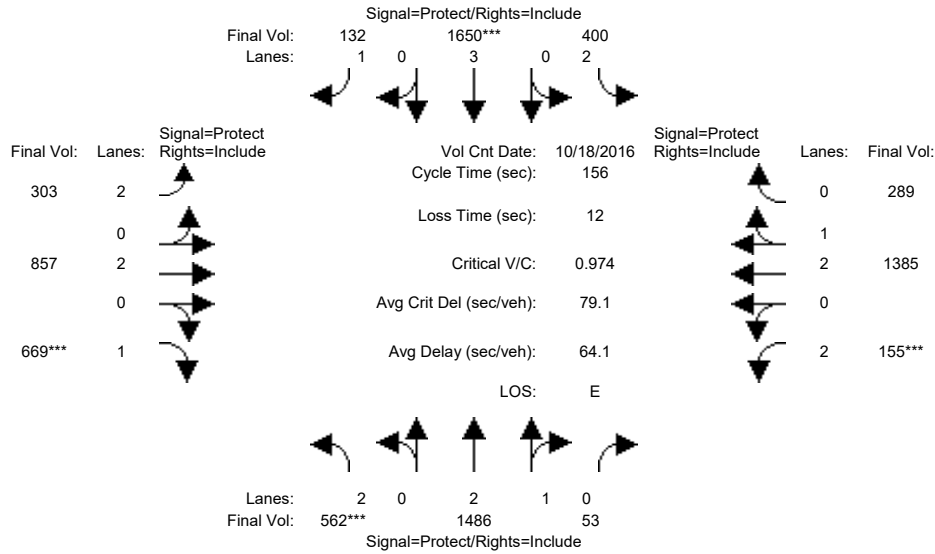
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | 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 Oct 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 561 | 1507 | 53 | 400 | 1629 | 132 | 276 | 916 | 669 | 155 | 1364 | 296 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 561 | 1507 | 53 | 400 | 1629 | 132 | 276 | 916 | 669 | 155 | 1364 | 296 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 561 | 1507 | 53 | 400 | 1629 | 132 | 276 | 916 | 669 | 155 | 1364 | 296 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 561 | 1507 | 53 | 400 | 1629 | 132 | 276 | 916 | 669 | 155 | 1364 | 296 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 561 | 1507 | 53 | 400 | 1629 | 132 | 276 | 916 | 669 | 155 | 1364 | 296 |
| 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 |
| Final Volume: | 561 | 1507 | 53 | 400 | 1629 | 132 | 276 | 916 | 669 | 155 | 1364 | 296 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 |
| Lanes: | 2.00 | 2.89 | 0.11 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.45 | 0.55 |
| Final Sat.: | 3150 | 5409 | 190 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 4600 | 998 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.28 | 0.28 | 0.13 | 0.29 | 0.08 | 0.09 | 0.24 | 0.38 | 0.05 | 0.30 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | **** | | | |
| Green Time: | 28.6 | 51.2 | 51.2 | 23.4 | 46.0 | 46.0 | 15.8 | 61.5 | 61.5 | 7.9 | 53.6 | 53.6 |
| Volume/Cap: | 0.97 | 0.85 | 0.85 | 0.85 | 0.97 | 0.26 | 0.86 | 0.61 | 0.97 | 0.97 | 0.86 | 0.86 |
| Delay/Veh: | 93.1 | 52.7 | 52.7 | 78.1 | 69.7 | 42.2 | 89.8 | 38.5 | 73.2 | 135.9 | 52.1 | 52.1 |
| 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: | 93.1 | 52.7 | 52.7 | 78.1 | 69.7 | 42.2 | 89.8 | 38.5 | 73.2 | 135.9 | 52.1 | 52.1 |
| LOS by Move: | F | D | D | E | E | D | F | D | E | F | D | D |
| HCM2k95thQ: | 32 | 40 | 40 | 21 | 46 | 10 | 16 | 29 | 59 | 11 | 43 | 43 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3095: CURTNER/MONTEREY



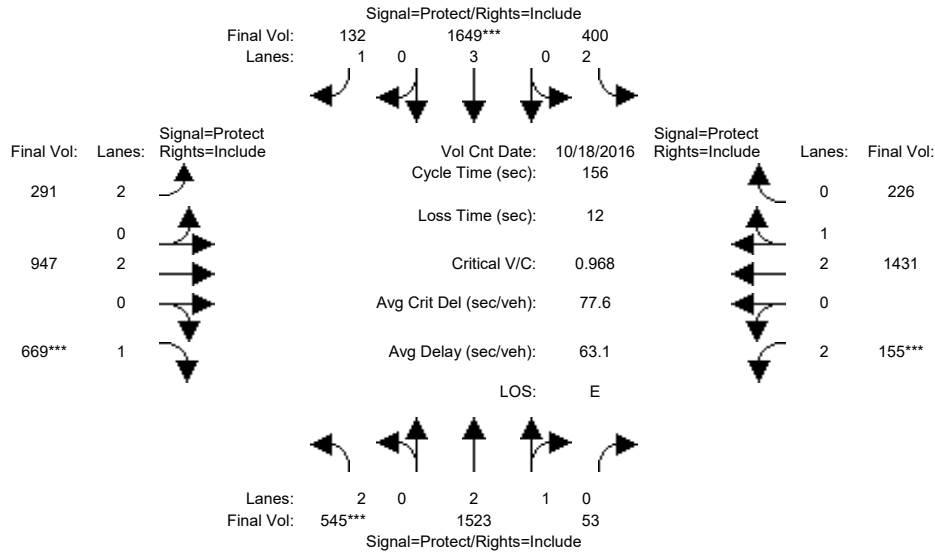
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 562 | 1486 | 53 | 400 | 1650 | 132 | 303 | 857 | 669 | 155 | 1385 | 289 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 562 | 1486 | 53 | 400 | 1650 | 132 | 303 | 857 | 669 | 155 | 1385 | 289 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 562 | 1486 | 53 | 400 | 1650 | 132 | 303 | 857 | 669 | 155 | 1385 | 289 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 562 | 1486 | 53 | 400 | 1650 | 132 | 303 | 857 | 669 | 155 | 1385 | 289 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 562 | 1486 | 53 | 400 | 1650 | 132 | 303 | 857 | 669 | 155 | 1385 | 289 |
| 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 |
| Final Volume: | 562 | 1486 | 53 | 400 | 1650 | 132 | 303 | 857 | 669 | 155 | 1385 | 289 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 |
| Lanes: | 2.00 | 2.89 | 0.11 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.46 | 0.54 |
| Final Sat.: | 3150 | 5407 | 193 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 4632 | 967 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.27 | 0.27 | 0.13 | 0.29 | 0.08 | 0.10 | 0.23 | 0.38 | 0.05 | 0.30 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | **** | | | |
| Green Time: | 28.6 | 51.2 | 51.2 | 23.7 | 46.3 | 46.3 | 16.8 | 61.2 | 61.2 | 7.9 | 52.3 | 52.3 |
| Volume/Cap: | 0.97 | 0.84 | 0.84 | 0.84 | 0.97 | 0.25 | 0.89 | 0.57 | 0.97 | 0.97 | 0.89 | 0.89 |
| Delay/Veh: | 94.3 | 52.0 | 52.0 | 76.5 | 70.4 | 41.9 | 92.9 | 37.7 | 74.5 | 137.4 | 55.1 | 55.1 |
| 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: | 94.3 | 52.0 | 52.0 | 76.5 | 70.4 | 41.9 | 92.9 | 37.7 | 74.5 | 137.4 | 55.1 | 55.1 |
| LOS by Move: | F | D | D | E | E | D | F | D | E | F | E | E |
| HCM2k95thQ: | 32 | 40 | 40 | 21 | 47 | 10 | 18 | 27 | 60 | 11 | 45 | 45 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3095: CURTNER/MONTEREY



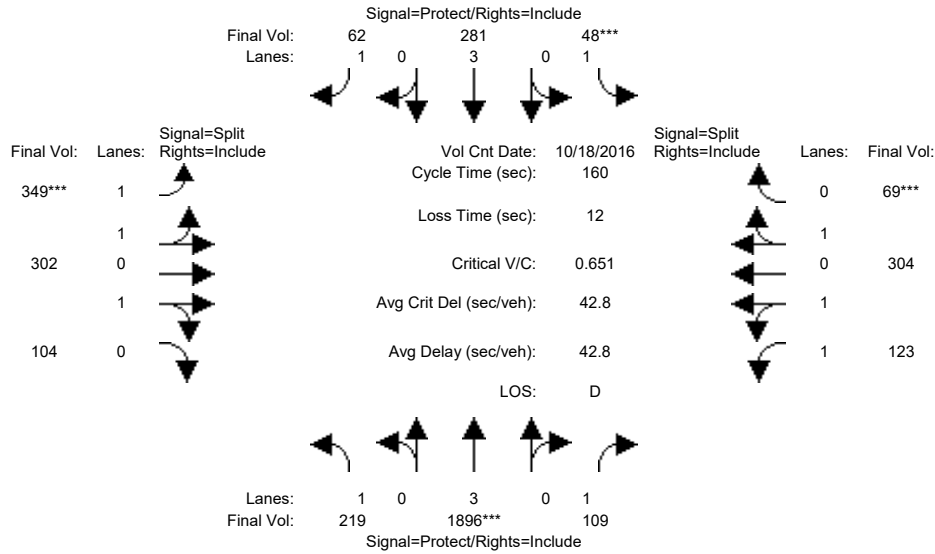
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | 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 Oct 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 545 | 1523 | 53 | 400 | 1649 | 132 | 291 | 947 | 669 | 155 | 1431 | 226 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 545 | 1523 | 53 | 400 | 1649 | 132 | 291 | 947 | 669 | 155 | 1431 | 226 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 545 | 1523 | 53 | 400 | 1649 | 132 | 291 | 947 | 669 | 155 | 1431 | 226 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 545 | 1523 | 53 | 400 | 1649 | 132 | 291 | 947 | 669 | 155 | 1431 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 545 | 1523 | 53 | 400 | 1649 | 132 | 291 | 947 | 669 | 155 | 1431 | 226 |
| 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 |
| Final Volume: | 545 | 1523 | 53 | 400 | 1649 | 132 | 291 | 947 | 669 | 155 | 1431 | 226 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 0.98 | 0.95 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.99 | 0.95 |
| Lanes: | 2.00 | 2.90 | 0.10 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.58 | 0.42 |
| Final Sat.: | 3150 | 5411 | 188 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 4835 | 764 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.28 | 0.28 | 0.13 | 0.29 | 0.08 | 0.09 | 0.25 | 0.38 | 0.05 | 0.30 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | **** | | | |
| Green Time: | 27.9 | 51.3 | 51.3 | 23.2 | 46.6 | 46.6 | 16.5 | 61.6 | 61.6 | 7.9 | 53.0 | 53.0 |
| Volume/Cap: | 0.97 | 0.86 | 0.86 | 0.86 | 0.97 | 0.25 | 0.87 | 0.63 | 0.97 | 0.97 | 0.87 | 0.87 |
| Delay/Veh: | 93.6 | 53.0 | 53.0 | 79.1 | 68.9 | 41.7 | 89.9 | 38.9 | 72.7 | 135.3 | 53.0 | 53.0 |
| 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: | 93.6 | 53.0 | 53.0 | 79.1 | 68.9 | 41.7 | 89.9 | 38.9 | 72.7 | 135.3 | 53.0 | 53.0 |
| LOS by Move: | F | D | D | E | E | D | F | D | E | F | D | D |
| HCM2k95thQ: | 31 | 41 | 41 | 21 | 46 | 10 | 17 | 31 | 59 | 11 | 43 | 43 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3060: ALMA/FIRST



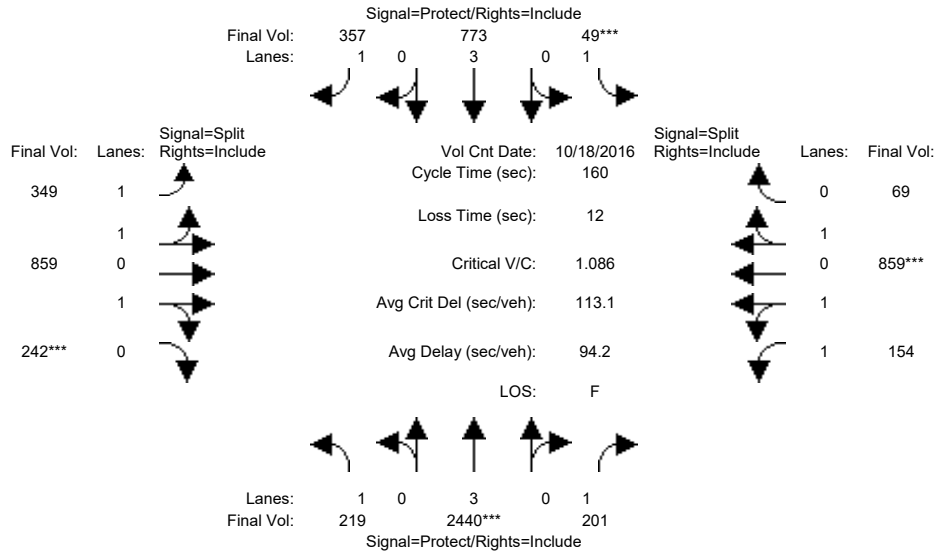
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 219 | 1896 | 109 | 48 | 281 | 62 | 349 | 302 | 104 | 123 | 304 | 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: | 219 | 1896 | 109 | 48 | 281 | 62 | 349 | 302 | 104 | 123 | 304 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 1896 | 109 | 48 | 281 | 62 | 349 | 302 | 104 | 123 | 304 | 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: | 219 | 1896 | 109 | 48 | 281 | 62 | 349 | 302 | 104 | 123 | 304 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 1896 | 109 | 48 | 281 | 62 | 349 | 302 | 104 | 123 | 304 | 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 |
| Final Volume: | 219 | 1896 | 109 | 48 | 281 | 62 | 349 | 302 | 104 | 123 | 304 | 69 |
| 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 | 0.93 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.40 | 1.19 | 0.41 | 1.00 | 1.62 | 0.38 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 2473 | 2140 | 737 | 1750 | 3015 | 684 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.33 | 0.06 | 0.03 | 0.05 | 0.04 | 0.14 | 0.14 | 0.14 | 0.07 | 0.10 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 59.1 | 81.6 | 81.6 | 7.0 | 29.5 | 29.5 | 34.6 | 34.6 | 34.6 | 24.7 | 24.7 | 24.7 |
| Volume/Cap: | 0.34 | 0.65 | 0.12 | 0.63 | 0.27 | 0.19 | 0.65 | 0.65 | 0.65 | 0.45 | 0.65 | 0.65 |
| Delay/Veh: | 36.7 | 29.3 | 20.5 | 90.5 | 56.1 | 55.4 | 58.5 | 58.5 | 58.5 | 61.8 | 65.6 | 65.6 |
| 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: | 36.7 | 29.3 | 20.5 | 90.5 | 56.1 | 55.4 | 58.5 | 58.5 | 58.5 | 61.8 | 65.6 | 65.6 |
| LOS by Move: | D | C | C | F | E | E | E | E | E | E | E | E |
| HCM2k95thQ: | 15 | 37 | 6 | 5 | 7 | 5 | 21 | 21 | 21 | 11 | 16 | 16 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3060: ALMA/FIRST



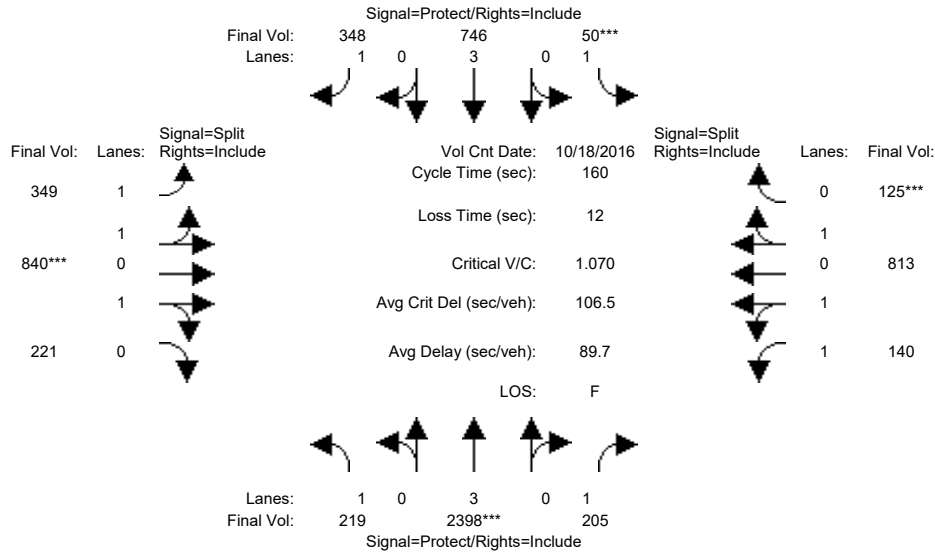
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 219 | 2440 | 201 | 49 | 773 | 357 | 349 | 859 | 242 | 154 | 859 | 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: | 219 | 2440 | 201 | 49 | 773 | 357 | 349 | 859 | 242 | 154 | 859 | 69 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 2440 | 201 | 49 | 773 | 357 | 349 | 859 | 242 | 154 | 859 | 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: | 219 | 2440 | 201 | 49 | 773 | 357 | 349 | 859 | 242 | 154 | 859 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 2440 | 201 | 49 | 773 | 357 | 349 | 859 | 242 | 154 | 859 | 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 |
| Final Volume: | 219 | 2440 | 201 | 49 | 773 | 357 | 349 | 859 | 242 | 154 | 859 | 69 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.55 | 0.45 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2886 | 813 | 1750 | 3425 | 275 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.43 | 0.11 | 0.03 | 0.14 | 0.20 | 0.20 | 0.30 | 0.30 | 0.09 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 26.2 | 61.8 | 61.8 | 7.0 | 42.6 | 42.6 | 43.0 | 43.0 | 43.0 | 36.2 | 36.2 | 36.2 |
| Volume/Cap: | 0.77 | 1.11 | 0.30 | 0.64 | 0.51 | 0.77 | 0.74 | 1.11 | 1.11 | 0.39 | 1.11 | 1.11 |
| Delay/Veh: | 75.7 | 105 | 34.3 | 92.1 | 50.1 | 61.5 | 55.0 | 119 | 118.6 | 52.6 | 125 | 125.1 |
| 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: | 75.7 | 105 | 34.3 | 92.1 | 50.1 | 61.5 | 55.0 | 119 | 118.6 | 52.6 | 125 | 125.1 |
| LOS by Move: | E | F | C | F | D | E | E | F | F | D | F | F |
| HCM2k95thQ: | 20 | 77 | 13 | 5 | 19 | 31 | 30 | 57 | 57 | 13 | 49 | 49 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3060: ALMA/FIRST



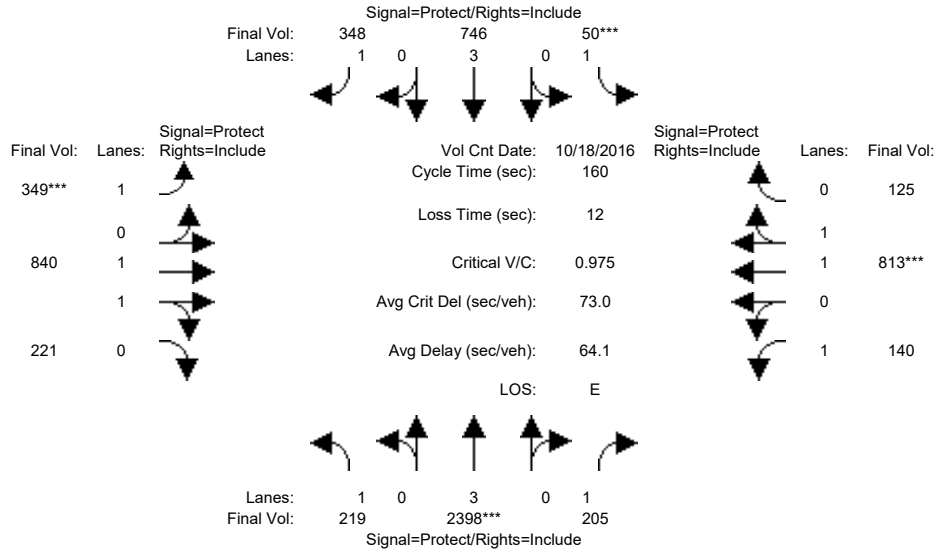
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 219 | 2398 | 205 | 50 | 746 | 348 | 349 | 840 | 221 | 140 | 813 | 125 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 219 | 2398 | 205 | 50 | 746 | 348 | 349 | 840 | 221 | 140 | 813 | 125 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 2398 | 205 | 50 | 746 | 348 | 349 | 840 | 221 | 140 | 813 | 125 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 219 | 2398 | 205 | 50 | 746 | 348 | 349 | 840 | 221 | 140 | 813 | 125 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 2398 | 205 | 50 | 746 | 348 | 349 | 840 | 221 | 140 | 813 | 125 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 219 | 2398 | 205 | 50 | 746 | 348 | 349 | 840 | 221 | 140 | 813 | 125 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.57 | 0.43 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2929 | 771 | 1750 | 3207 | 493 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.42 | 0.12 | 0.03 | 0.13 | 0.20 | 0.20 | 0.29 | 0.29 | 0.08 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 26.5 | 61.7 | 61.7 | 7.0 | 42.2 | 42.2 | 42.1 | 42.1 | 42.1 | 37.2 | 37.2 | 37.2 |
| Volume/Cap: | 0.75 | 1.09 | 0.30 | 0.65 | 0.50 | 0.75 | 0.76 | 1.09 | 1.09 | 0.34 | 1.09 | 1.09 |
| Delay/Veh: | 74.3 | 98.1 | 34.4 | 93.7 | 50.2 | 61.1 | 56.1 | 112 | 112.5 | 51.3 | 118 | 118.0 |
| 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: | 74.3 | 98.1 | 34.4 | 93.7 | 50.2 | 61.1 | 56.1 | 112 | 112.5 | 51.3 | 118 | 118.0 |
| LOS by Move: | E | F | C | F | D | E | E | F | F | D | F | F |
| HCM2k95thQ: | 21 | 76 | 14 | 6 | 18 | 30 | 30 | 54 | 54 | 11 | 49 | 49 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Amended GP Miti(AM)

Intersection #3060: ALMA/FIRST



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | 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 Oct 2016 | << | 7:30-8:30 |
|----------------|------|-------|-------|-------------|------|-----------|
| Base Vol: | 219 | 2398 | 205 | 50 | 746 | 348 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 219 | 2398 | 205 | 50 | 746 | 348 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 2398 | 205 | 50 | 746 | 348 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 219 | 2398 | 205 | 50 | 746 | 348 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 2398 | 205 | 50 | 746 | 348 |
| PCE Adj: | 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 |
| Final Volume: | 219 | 2398 | 205 | 50 | 746 | 348 |

| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.57 | 0.43 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2929 | 771 | 1750 | 3207 | 493 |

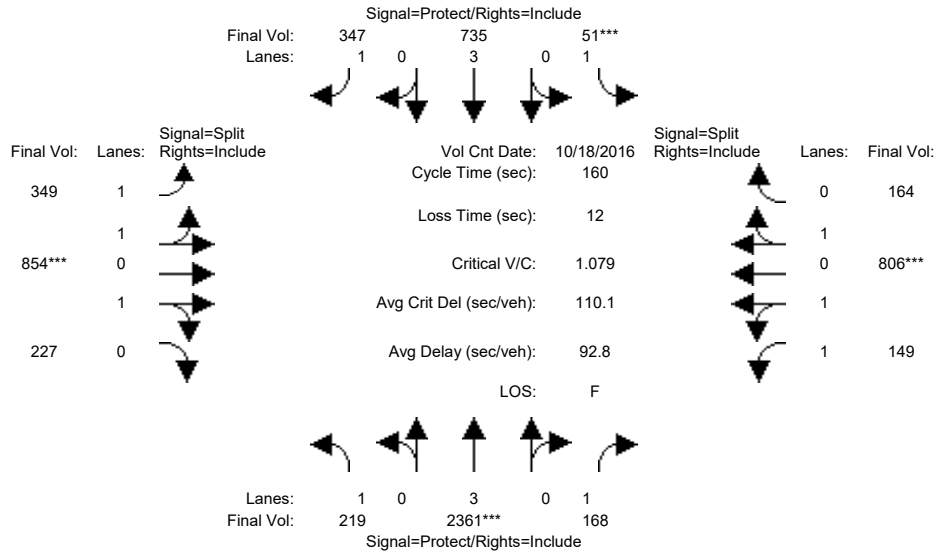
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.42 | 0.12 | 0.03 | 0.13 | 0.20 | 0.20 | 0.29 | 0.29 | 0.08 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 28.9 | 67.9 | 67.9 | 7.0 | 46.0 | 46.0 | 32.2 | 57.2 | 57.2 | 15.9 | 40.9 | 40.9 |
| Volume/Cap: | 0.69 | 0.99 | 0.28 | 0.65 | 0.46 | 0.69 | 0.99 | 0.80 | 0.80 | 0.80 | 0.99 | 0.99 |
| Delay/Veh: | 67.8 | 62.0 | 30.2 | 93.7 | 47.0 | 54.8 | 109.3 | 50.0 | 50.0 | 93.4 | 86.4 | 86.4 |
| 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: | 67.8 | 62.0 | 30.2 | 93.7 | 47.0 | 54.8 | 109.3 | 50.0 | 50.0 | 93.4 | 86.4 | 86.4 |
| LOS by Move: | E | E | C | F | D | D | F | D | D | F | F | F |
| HCM2k95thQ: | 20 | 68 | 13 | 6 | 18 | 29 | 36 | 41 | 41 | 15 | 44 | 44 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3060: ALMA/FIRST



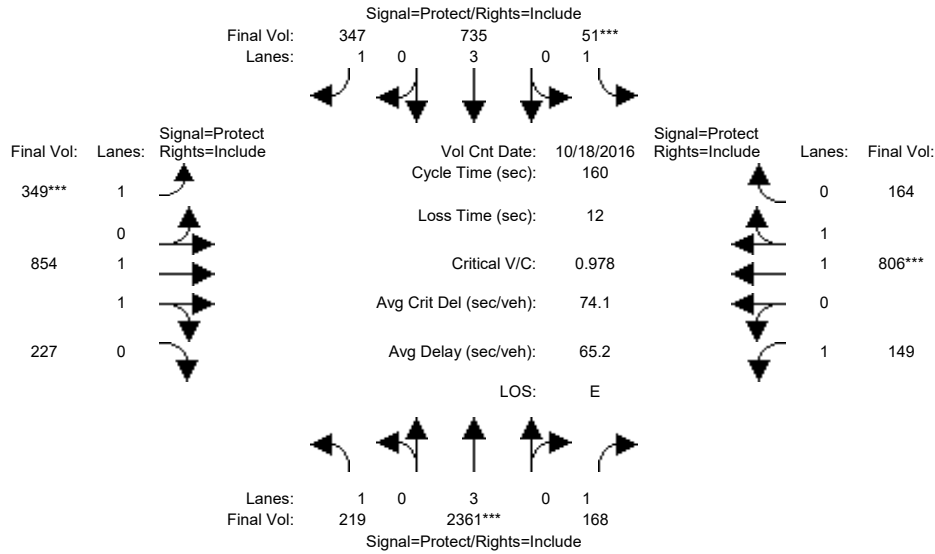
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|--------------------------|------|------|-------------|------|------|------------|------|-------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 7:30-8:30 | | | | | | | | | | | |
| Base Vol: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| 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: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.57 | 0.43 | 1.00 | 1.65 | 0.35 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2922 | 777 | 1750 | 3074 | 625 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.41 | 0.10 | 0.03 | 0.13 | 0.20 | 0.20 | 0.29 | 0.29 | 0.09 | 0.26 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 26.0 | 60.3 | 60.3 | 7.0 | 41.3 | 41.3 | 42.5 | 42.5 | 42.5 | 38.2 | 38.2 | 38.2 |
| Volume/Cap: | 0.77 | 1.10 | 0.25 | 0.67 | 0.50 | 0.77 | 0.75 | 1.10 | 1.10 | 0.36 | 1.10 | 1.10 |
| Delay/Veh: | 76.1 | 102 | 34.6 | 95.4 | 50.9 | 62.8 | 55.6 | 115 | 115.4 | 50.8 | 120 | 120.3 |
| 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: | 76.1 | 102 | 34.6 | 95.4 | 50.9 | 62.8 | 55.6 | 115 | 115.4 | 50.8 | 120 | 120.3 |
| LOS by Move: | E | F | C | F | D | E | E | F | F | D | F | F |
| HCM2k95thQ: | 21 | 75 | 11 | 6 | 18 | 30 | 30 | 56 | 56 | 12 | 51 | 51 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 Miti(AM)

Intersection #3060: ALMA/FIRST



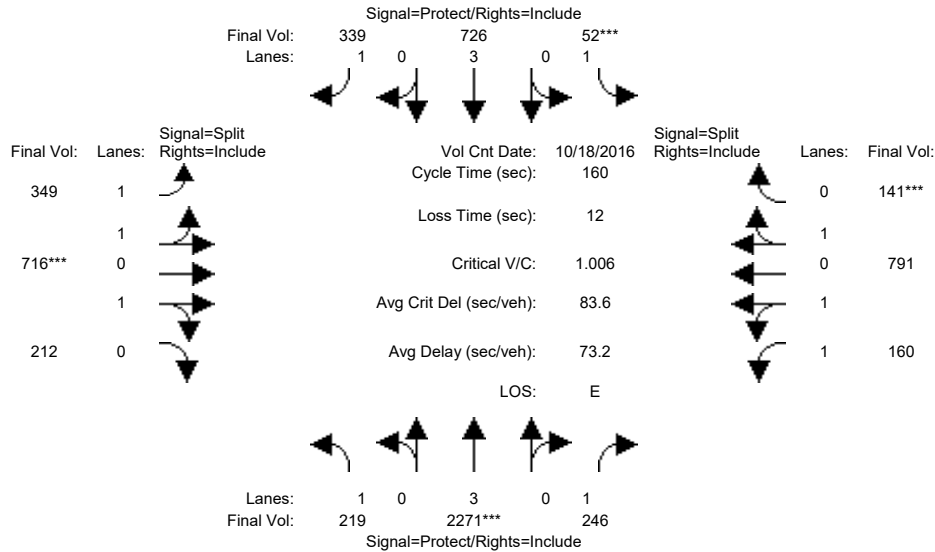
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|--------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| 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 Oct 2016 << 7:30-8:30 | | | | | | | | | | | |
| Base Vol: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| 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 |
| Final Volume: | 219 | 2361 | 168 | 51 | 735 | 347 | 349 | 854 | 227 | 149 | 806 | 164 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.57 | 0.43 | 1.00 | 1.65 | 0.35 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2922 | 777 | 1750 | 3074 | 625 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.41 | 0.10 | 0.03 | 0.13 | 0.20 | 0.20 | 0.29 | 0.29 | 0.09 | 0.26 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 28.5 | 66.7 | 66.7 | 7.0 | 45.2 | 45.2 | 32.1 | 57.5 | 57.5 | 16.8 | 42.2 | 42.2 |
| Volume/Cap: | 0.70 | 0.99 | 0.23 | 0.67 | 0.46 | 0.70 | 0.99 | 0.81 | 0.81 | 0.81 | 0.99 | 0.99 |
| Delay/Veh: | 68.8 | 63.4 | 30.3 | 95.4 | 47.5 | 55.9 | 110.1 | 50.3 | 50.3 | 93.4 | 86.0 | 86.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.8 | 63.4 | 30.3 | 95.4 | 47.5 | 55.9 | 110.1 | 50.3 | 50.3 | 93.4 | 86.0 | 86.0 |
| LOS by Move: | E | E | C | F | D | E | F | D | D | F | F | F |
| HCM2k95thQ: | 20 | 67 | 11 | 6 | 18 | 29 | 37 | 41 | 41 | 16 | 46 | 46 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3060: ALMA/FIRST



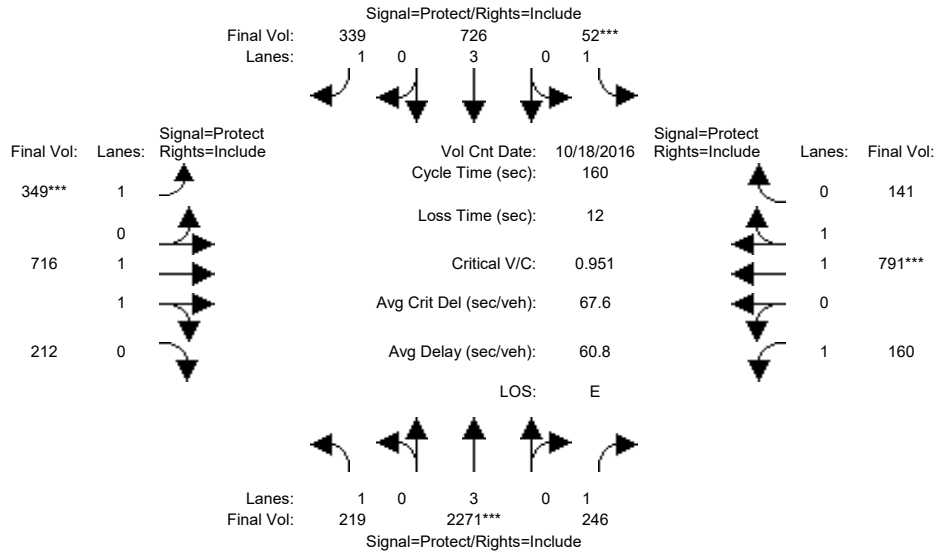
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| 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 |
| Final Volume: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.53 | 0.47 | 1.00 | 1.69 | 0.31 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2854 | 845 | 1750 | 3140 | 560 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.40 | 0.14 | 0.03 | 0.13 | 0.19 | 0.20 | 0.25 | 0.25 | 0.09 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 27.2 | 62.3 | 62.3 | 7.0 | 42.1 | 42.1 | 39.2 | 39.2 | 39.2 | 39.4 | 39.4 | 39.4 |
| Volume/Cap: | 0.74 | 1.02 | 0.36 | 0.68 | 0.48 | 0.74 | 0.81 | 1.02 | 1.02 | 0.37 | 1.02 | 1.02 |
| Delay/Veh: | 72.2 | 73.9 | 35.0 | 97.3 | 50.0 | 60.0 | 60.3 | 91.7 | 91.7 | 50.1 | 93.7 | 93.7 |
| 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: | 72.2 | 73.9 | 35.0 | 97.3 | 50.0 | 60.0 | 60.3 | 91.7 | 91.7 | 50.1 | 93.7 | 93.7 |
| LOS by Move: | E | E | D | F | D | E | E | F | F | D | F | F |
| HCM2k95thQ: | 20 | 67 | 17 | 6 | 18 | 29 | 31 | 45 | 45 | 13 | 46 | 46 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 Miti(AM)

Intersection #3060: ALMA/FIRST



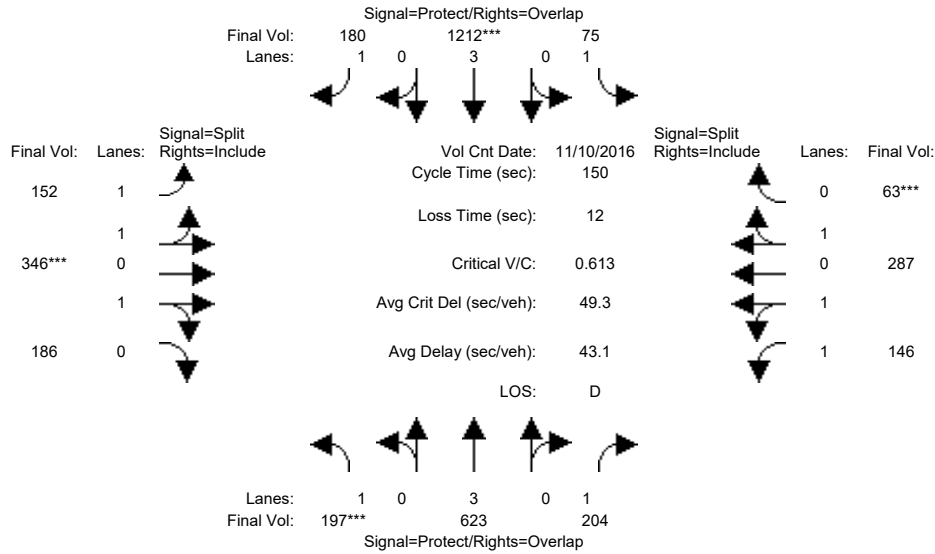
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| 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 |
| Final Volume: | 219 | 2271 | 246 | 52 | 726 | 339 | 349 | 716 | 212 | 160 | 791 | 141 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.53 | 0.47 | 1.00 | 1.69 | 0.31 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2854 | 845 | 1750 | 3140 | 560 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.40 | 0.14 | 0.03 | 0.13 | 0.19 | 0.20 | 0.25 | 0.25 | 0.09 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 28.7 | 66.1 | 66.1 | 7.0 | 44.4 | 44.4 | 33.1 | 54.9 | 54.9 | 20.0 | 41.8 | 41.8 |
| Volume/Cap: | 0.70 | 0.96 | 0.34 | 0.68 | 0.46 | 0.70 | 0.96 | 0.73 | 0.73 | 0.73 | 0.96 | 0.96 |
| Delay/Veh: | 68.4 | 57.2 | 32.3 | 97.3 | 48.1 | 56.2 | 100.7 | 48.3 | 48.3 | 79.3 | 79.1 | 79.1 |
| 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: | 68.4 | 57.2 | 32.3 | 97.3 | 48.1 | 56.2 | 100.7 | 48.3 | 48.3 | 79.3 | 79.1 | 79.1 |
| LOS by Move: | E | E | C | F | D | E | F | D | D | E | E | E |
| HCM2k95thQ: | 20 | 62 | 16 | 6 | 18 | 28 | 35 | 35 | 35 | 16 | 43 | 43 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3060: ALMA/FIRST



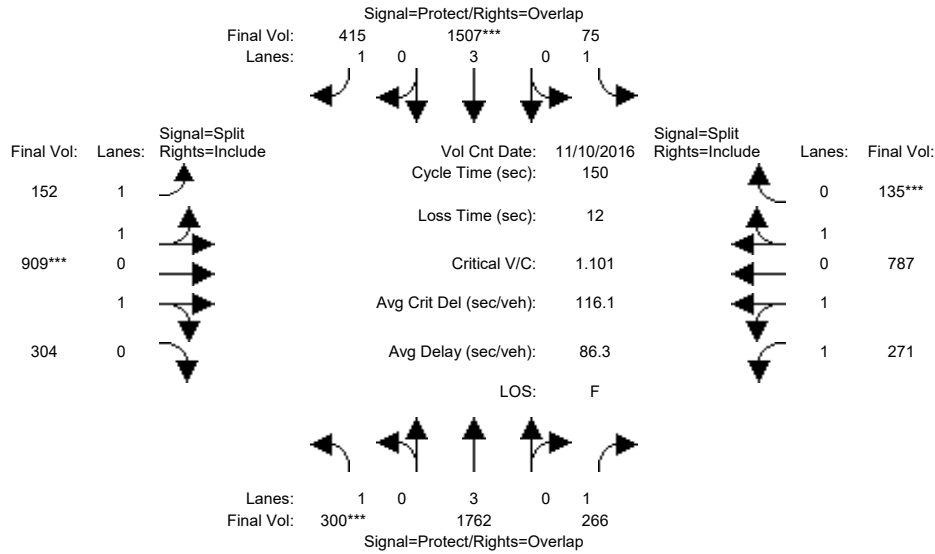
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 197 | 623 | 204 | 75 | 1212 | 180 | 152 | 346 | 186 | 146 | 287 | 63 |
| Growth Adj: | 1.00 | 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 | 623 | 204 | 75 | 1212 | 180 | 152 | 346 | 186 | 146 | 287 | 63 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 197 | 623 | 204 | 75 | 1212 | 180 | 152 | 346 | 186 | 146 | 287 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 197 | 623 | 204 | 75 | 1212 | 180 | 152 | 346 | 186 | 146 | 287 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 623 | 204 | 75 | 1212 | 180 | 152 | 346 | 186 | 146 | 287 | 63 |
| 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 |
| Final Volume: | 197 | 623 | 204 | 75 | 1212 | 180 | 152 | 346 | 186 | 146 | 287 | 63 |
| 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 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.28 | 0.72 | 1.00 | 1.63 | 0.37 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2405 | 1293 | 1750 | 3034 | 666 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.12 | 0.04 | 0.21 | 0.10 | 0.09 | 0.14 | 0.14 | 0.08 | 0.09 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | | | **** |
| Green Time: | 27.6 | 55.8 | 79.0 | 23.8 | 52.1 | 87.3 | 35.2 | 35.2 | 35.2 | 23.2 | 23.2 | 23.2 |
| Volume/Cap: | 0.61 | 0.29 | 0.22 | 0.27 | 0.61 | 0.18 | 0.37 | 0.61 | 0.61 | 0.54 | 0.61 | 0.61 |
| Delay/Veh: | 59.8 | 33.3 | 19.2 | 56.0 | 41.2 | 14.7 | 48.2 | 52.3 | 52.3 | 59.2 | 60.6 | 60.6 |
| 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: | 59.8 | 33.3 | 19.2 | 56.0 | 41.2 | 14.7 | 48.2 | 52.3 | 52.3 | 59.2 | 60.6 | 60.6 |
| LOS by Move: | E | C | B | E | D | B | D | D | D | E | E | E |
| HCM2k95thQ: | 17 | 12 | 10 | 6 | 27 | 8 | 12 | 20 | 20 | 13 | 15 | 15 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3060: ALMA/FIRST



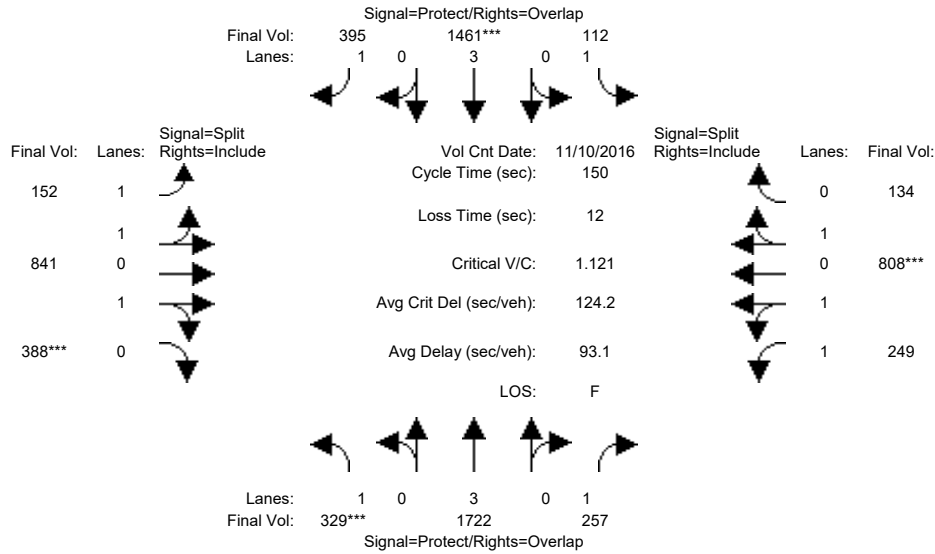
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 300 | 1762 | 266 | 75 | 1507 | 415 | 152 | 909 | 304 | 271 | 787 | 135 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 300 | 1762 | 266 | 75 | 1507 | 415 | 152 | 909 | 304 | 271 | 787 | 135 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 300 | 1762 | 266 | 75 | 1507 | 415 | 152 | 909 | 304 | 271 | 787 | 135 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 300 | 1762 | 266 | 75 | 1507 | 415 | 152 | 909 | 304 | 271 | 787 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 1762 | 266 | 75 | 1507 | 415 | 152 | 909 | 304 | 271 | 787 | 135 |
| 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 |
| Final Volume: | 300 | 1762 | 266 | 75 | 1507 | 415 | 152 | 909 | 304 | 271 | 787 | 135 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.48 | 0.52 | 1.00 | 1.70 | 0.30 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2772 | 927 | 1750 | 3158 | 542 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.31 | 0.15 | 0.04 | 0.26 | 0.24 | 0.09 | 0.33 | 0.33 | 0.15 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | | | **** |
| Green Time: | 23.4 | 51.6 | 85.5 | 7.8 | 36.0 | 80.7 | 44.7 | 44.7 | 44.7 | 34.0 | 34.0 | 34.0 |
| Volume/Cap: | 1.10 | 0.90 | 0.27 | 0.83 | 1.10 | 0.44 | 0.29 | 1.10 | 1.10 | 0.68 | 1.10 | 1.10 |
| Delay/Veh: | 147.6 | 52.8 | 16.5 | 113.9 | 114 | 21.3 | 40.5 | 111 | 110.6 | 54.3 | 117 | 117.4 |
| 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: | 147.6 | 52.8 | 16.5 | 113.9 | 114 | 21.3 | 40.5 | 111 | 110.6 | 54.3 | 117 | 117.4 |
| LOS by Move: | F | D | B | F | F | C | D | F | F | D | F | F |
| HCM2k95thQ: | 34 | 45 | 12 | 8 | 49 | 22 | 11 | 59 | 59 | 22 | 47 | 47 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3060: ALMA/FIRST



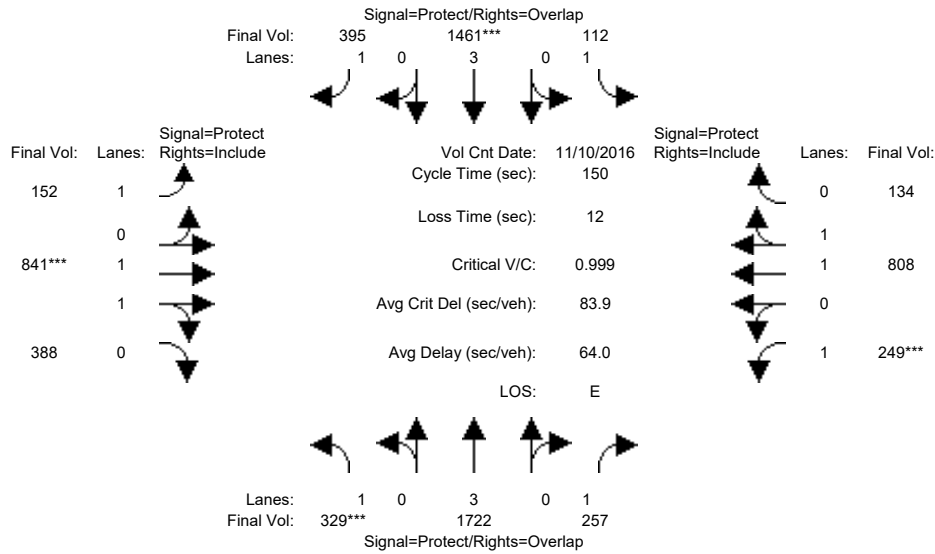
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| 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 |
| Final Volume: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| 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 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.35 | 0.65 | 1.00 | 1.71 | 0.29 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2531 | 1168 | 1750 | 3173 | 526 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.30 | 0.15 | 0.06 | 0.26 | 0.23 | 0.09 | 0.33 | 0.33 | 0.14 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | | **** | | **** | |
| Green Time: | 25.2 | 49.1 | 83.1 | 10.4 | 34.3 | 78.8 | 44.5 | 44.5 | 44.5 | 34.1 | 34.1 | 34.1 |
| Volume/Cap: | 1.12 | 0.92 | 0.26 | 0.92 | 1.12 | 0.43 | 0.29 | 1.12 | 1.12 | 0.63 | 1.12 | 1.12 |
| Delay/Veh: | 151.5 | 56.9 | 17.6 | 127.8 | 123 | 22.2 | 40.7 | 118 | 118.4 | 52.9 | 125 | 125.1 |
| 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: | 151.5 | 56.9 | 17.6 | 127.8 | 123 | 22.2 | 40.7 | 118 | 118.4 | 52.9 | 125 | 125.1 |
| LOS by Move: | F | E | B | F | F | C | D | F | F | D | F | F |
| HCM2k95thQ: | 38 | 45 | 12 | 13 | 49 | 21 | 11 | 61 | 61 | 20 | 49 | 49 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Amended GP Miti(PM)

Intersection #3060: ALMA/FIRST



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | 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: | 10 Nov 2016 | << | 4:30 - 5:30 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|----------------|------|------|------|------|------|------|
| Base Vol: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |
| 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 |
| Final Volume: | 329 | 1722 | 257 | 112 | 1461 | 395 | 152 | 841 | 388 | 249 | 808 | 134 |

| 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 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.35 | 0.65 | 1.00 | 1.71 | 0.29 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2531 | 1168 | 1750 | 3173 | 526 |

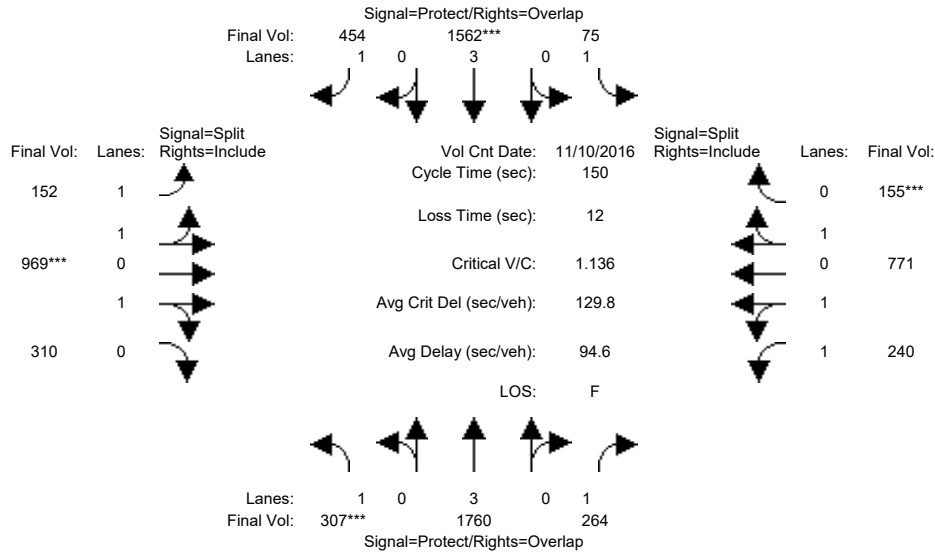
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|------|------|------|------|------|------|------|-------|------|------|
| Vol/Sat: | 0.19 | 0.30 | 0.15 | 0.06 | 0.26 | 0.23 | 0.09 | 0.33 | 0.33 | 0.14 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 28.2 | 55.1 | 76.4 | 11.7 | 38.5 | 56.6 | 18.1 | 49.9 | 49.9 | 21.4 | 53.1 | 53.1 |
| Volume/Cap: | 1.00 | 0.82 | 0.29 | 0.82 | 1.00 | 0.60 | 0.72 | 1.00 | 1.00 | 1.00 | 0.72 | 0.72 |
| Delay/Veh: | 110.1 | 45.8 | 21.3 | 99.7 | 79.0 | 39.1 | 74.8 | 75.4 | 75.4 | 120.9 | 43.9 | 43.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 110.1 | 45.8 | 21.3 | 99.7 | 79.0 | 39.1 | 74.8 | 75.4 | 75.4 | 120.9 | 43.9 | 43.9 |
| LOS by Move: | F | D | C | F | E | D | E | E | E | F | D | D |
| HCM2k95thQ: | 33 | 41 | 13 | 12 | 43 | 27 | 14 | 54 | 54 | 26 | 33 | 33 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3060: ALMA/FIRST



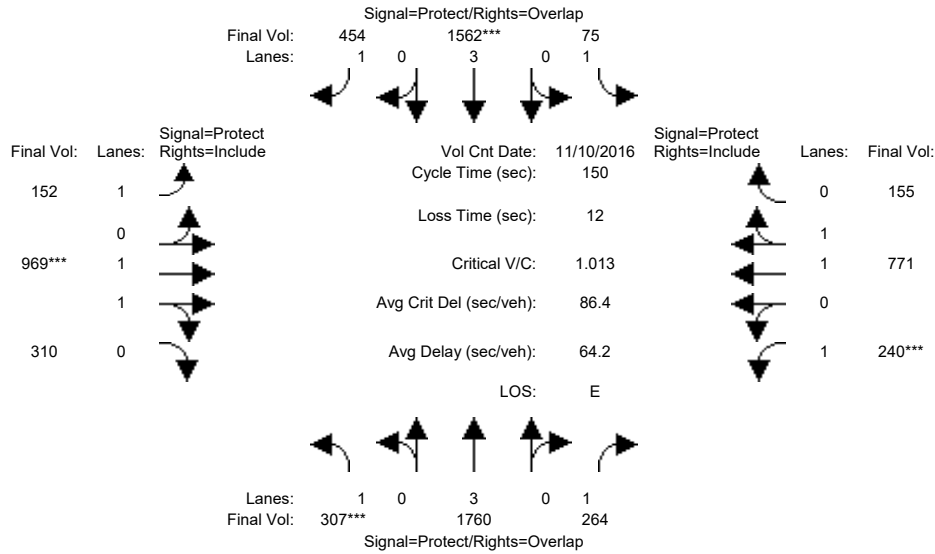
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 10 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| 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 |
| Final Volume: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.50 | 0.50 | 1.00 | 1.66 | 0.34 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2803 | 897 | 1750 | 3080 | 619 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.31 | 0.15 | 0.04 | 0.27 | 0.26 | 0.09 | 0.35 | 0.35 | 0.14 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | | | **** |
| Green Time: | 23.2 | 51.5 | 84.6 | 7.8 | 36.2 | 81.8 | 45.6 | 45.6 | 45.6 | 33.0 | 33.0 | 33.0 |
| Volume/Cap: | 1.14 | 0.90 | 0.27 | 0.83 | 1.14 | 0.48 | 0.29 | 1.14 | 1.14 | 0.62 | 1.14 | 1.14 |
| Delay/Veh: | 160.1 | 52.8 | 16.9 | 113.9 | 128 | 21.3 | 39.8 | 124 | 123.8 | 53.5 | 132 | 132.1 |
| 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: | 160.1 | 52.8 | 16.9 | 113.9 | 128 | 21.3 | 39.8 | 124 | 123.8 | 53.5 | 132 | 132.1 |
| LOS by Move: | F | D | B | F | F | C | D | F | F | D | F | F |
| HCM2k95thQ: | 36 | 45 | 12 | 8 | 53 | 24 | 11 | 64 | 64 | 20 | 49 | 49 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 Miti(PM)

Intersection #3060: ALMA/FIRST



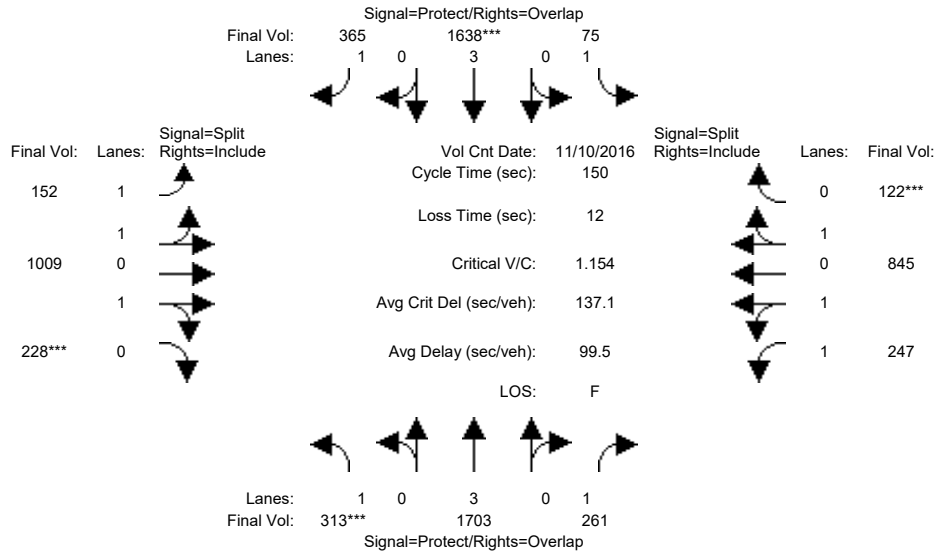
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 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: 10 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| 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 |
| Final Volume: | 307 | 1760 | 264 | 75 | 1562 | 454 | 152 | 969 | 310 | 240 | 771 | 155 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.50 | 0.50 | 1.00 | 1.66 | 0.34 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 2803 | 897 | 1750 | 3080 | 619 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.31 | 0.15 | 0.04 | 0.27 | 0.26 | 0.09 | 0.35 | 0.35 | 0.14 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 26.0 | 57.8 | 78.1 | 8.7 | 40.6 | 59.0 | 18.4 | 51.2 | 51.2 | 20.3 | 53.1 | 53.1 |
| Volume/Cap: | 1.01 | 0.80 | 0.29 | 0.74 | 1.01 | 0.66 | 0.71 | 1.01 | 1.01 | 1.01 | 0.71 | 0.71 |
| Delay/Veh: | 117.2 | 43.2 | 20.5 | 93.7 | 81.0 | 39.7 | 73.6 | 78.1 | 78.1 | 126.8 | 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: | 117.2 | 43.2 | 20.5 | 93.7 | 81.0 | 39.7 | 73.6 | 78.1 | 78.1 | 126.8 | 43.6 | 43.6 |
| LOS by Move: | F | D | C | F | F | D | E | E | E | F | D | D |
| HCM2k95thQ: | 32 | 40 | 14 | 8 | 46 | 31 | 14 | 56 | 56 | 26 | 32 | 32 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3060: ALMA/FIRST



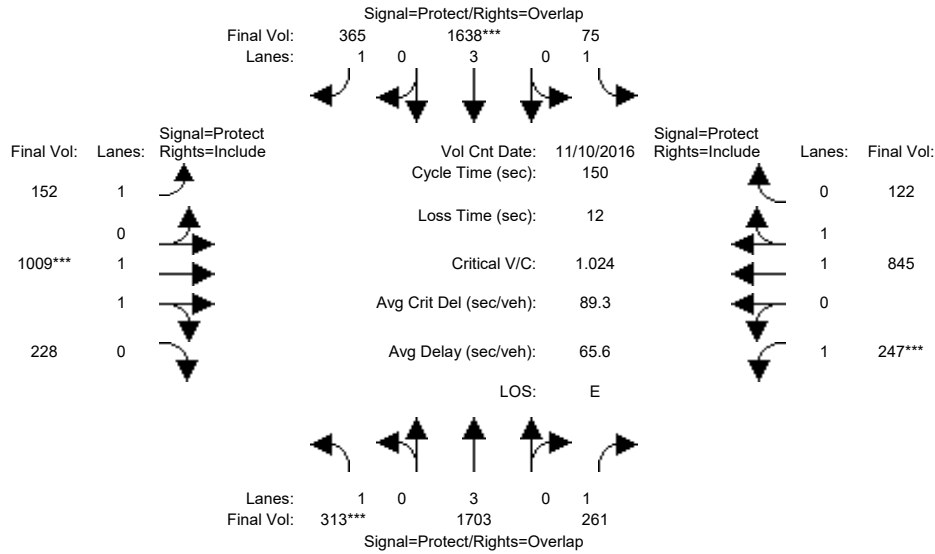
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|-------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 10 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| 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: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.62 | 0.38 | 1.00 | 1.74 | 0.26 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3018 | 682 | 1750 | 3233 | 467 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.30 | 0.15 | 0.04 | 0.29 | 0.21 | 0.09 | 0.33 | 0.33 | 0.14 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | | | **** | | | **** |
| Green Time: | 23.2 | 52.4 | 86.4 | 8.2 | 37.3 | 80.8 | 43.5 | 43.5 | 43.5 | 34.0 | 34.0 | 34.0 |
| Volume/Cap: | 1.15 | 0.86 | 0.26 | 0.79 | 1.15 | 0.39 | 0.30 | 1.15 | 1.15 | 0.62 | 1.15 | 1.15 |
| Delay/Veh: | 166.3 | 49.2 | 16.0 | 103.8 | 134 | 20.4 | 41.5 | 133 | 132.5 | 52.9 | 139 | 138.5 |
| 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: | 166.3 | 49.2 | 16.0 | 103.8 | 134 | 20.4 | 41.5 | 133 | 132.5 | 52.9 | 139 | 138.5 |
| LOS by Move: | F | D | B | F | F | C | D | F | F | D | F | F |
| HCM2k95thQ: | 37 | 42 | 12 | 8 | 56 | 19 | 11 | 64 | 64 | 20 | 51 | 51 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 Miti(PM)

Intersection #3060: ALMA/FIRST



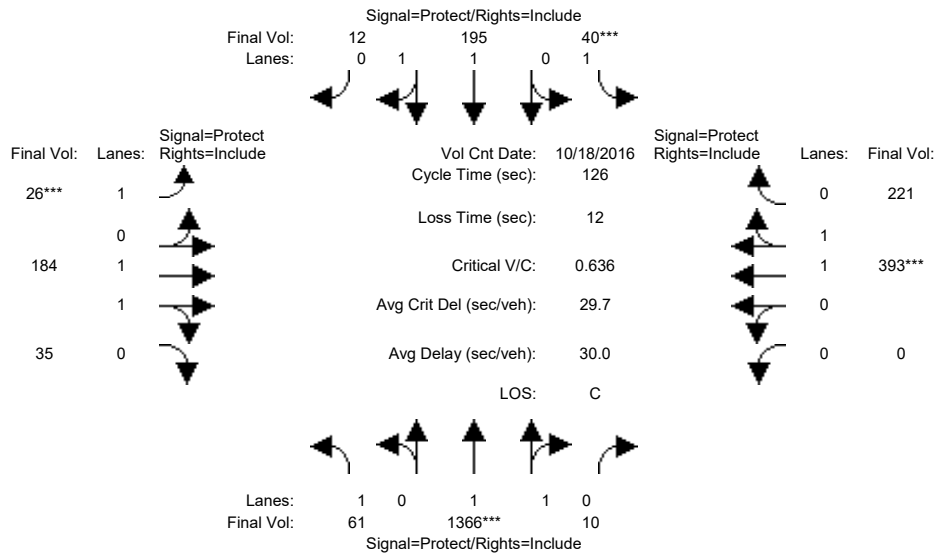
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | 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: | 10 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| 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 |
| Final Volume: | 313 | 1703 | 261 | 75 | 1638 | 365 | 152 | 1009 | 228 | 247 | 845 | 122 |
| 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 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.62 | 0.38 | 1.00 | 1.74 | 0.26 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 5700 | 1750 | 1750 | 3018 | 682 | 1750 | 3233 | 467 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.30 | 0.15 | 0.04 | 0.29 | 0.21 | 0.09 | 0.33 | 0.33 | 0.14 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 26.2 | 59.1 | 79.8 | 9.2 | 42.1 | 59.5 | 17.4 | 49.0 | 49.0 | 20.7 | 52.3 | 52.3 |
| Volume/Cap: | 1.02 | 0.76 | 0.28 | 0.70 | 1.02 | 0.53 | 0.75 | 1.02 | 1.02 | 1.02 | 0.75 | 0.75 |
| Delay/Veh: | 119.6 | 40.8 | 19.5 | 87.1 | 82.6 | 35.3 | 78.6 | 82.5 | 82.5 | 128.8 | 45.6 | 45.6 |
| 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: | 119.6 | 40.8 | 19.5 | 87.1 | 82.6 | 35.3 | 78.6 | 82.5 | 82.5 | 128.8 | 45.6 | 45.6 |
| LOS by Move: | F | D | B | F | F | D | E | F | F | F | D | D |
| HCM2k95thQ: | 33 | 38 | 13 | 8 | 49 | 24 | 14 | 55 | 55 | 27 | 34 | 34 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3097: FIRST/KEYES



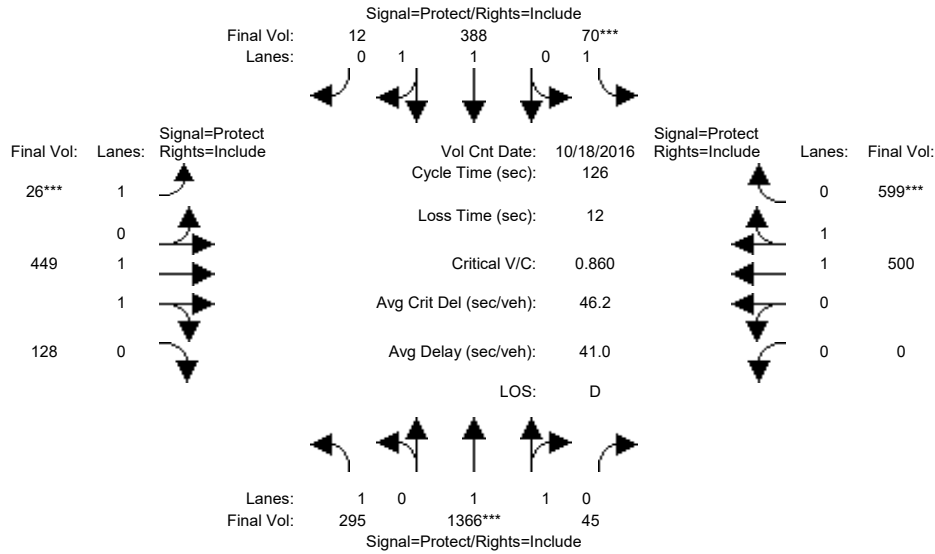
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:20-8:20 | | | | | | | | | | | | |
| Base Vol: | 61 | 1366 | 10 | 40 | 195 | 12 | 26 | 184 | 35 | 0 | 393 | 221 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 1366 | 10 | 40 | 195 | 12 | 26 | 184 | 35 | 0 | 393 | 221 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 61 | 1366 | 10 | 40 | 195 | 12 | 26 | 184 | 35 | 0 | 393 | 221 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 61 | 1366 | 10 | 40 | 195 | 12 | 26 | 184 | 35 | 0 | 393 | 221 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 1366 | 10 | 40 | 195 | 12 | 26 | 184 | 35 | 0 | 393 | 221 |
| 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 |
| Final Volume: | 61 | 1366 | 10 | 40 | 195 | 12 | 26 | 184 | 35 | 0 | 393 | 221 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 1.88 | 0.12 | 1.00 | 1.67 | 0.33 | 0.00 | 1.26 | 0.74 |
| Final Sat.: | 1750 | 3673 | 27 | 1750 | 3485 | 214 | 1750 | 3108 | 591 | 0 | 2367 | 1331 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.37 | 0.37 | 0.02 | 0.06 | 0.06 | 0.01 | 0.06 | 0.06 | 0.00 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 31.4 | 69.1 | 69.1 | 7.0 | 44.8 | 44.8 | 7.0 | 37.9 | 37.9 | 0.0 | 30.9 | 30.9 |
| Volume/Cap: | 0.14 | 0.68 | 0.68 | 0.41 | 0.16 | 0.16 | 0.27 | 0.20 | 0.20 | 0.00 | 0.68 | 0.68 |
| Delay/Veh: | 37.0 | 21.4 | 21.4 | 60.3 | 27.8 | 27.8 | 58.5 | 32.9 | 32.9 | 0.0 | 45.1 | 45.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.0 | 21.4 | 21.4 | 60.3 | 27.8 | 27.8 | 58.5 | 32.9 | 32.9 | 0.0 | 45.1 | 45.1 |
| LOS by Move: | D | C | C | E | C | C | E | C | C | A | D | D |
| HCM2k95thQ: | 4 | 33 | 33 | 3 | 5 | 5 | 2 | 6 | 6 | 0 | 22 | 22 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3097: FIRST/KEYES



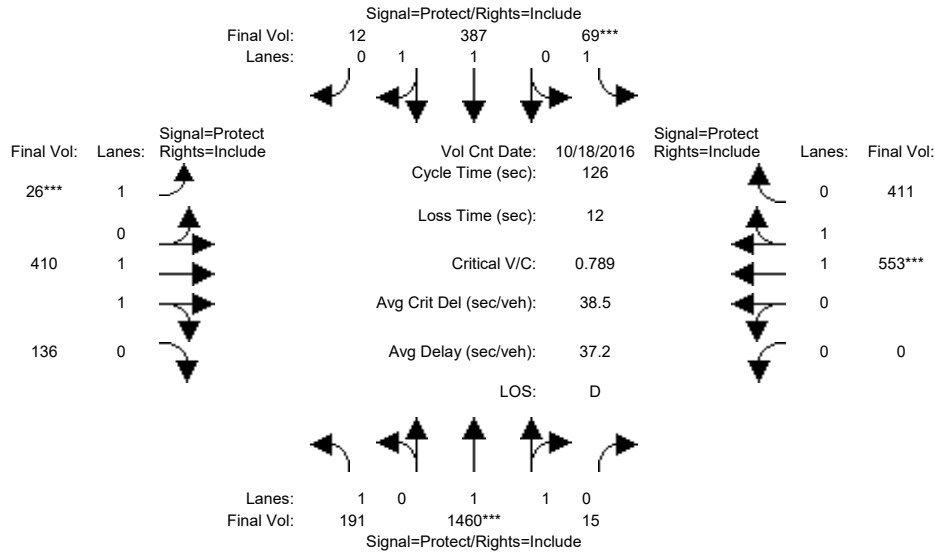
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:20-8:20 | | | | | | | | | | | | |
| Base Vol: | 295 | 1366 | 45 | 70 | 388 | 12 | 26 | 449 | 128 | 0 | 500 | 599 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 295 | 1366 | 45 | 70 | 388 | 12 | 26 | 449 | 128 | 0 | 500 | 599 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 295 | 1366 | 45 | 70 | 388 | 12 | 26 | 449 | 128 | 0 | 500 | 599 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 295 | 1366 | 45 | 70 | 388 | 12 | 26 | 449 | 128 | 0 | 500 | 599 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 295 | 1366 | 45 | 70 | 388 | 12 | 26 | 449 | 128 | 0 | 500 | 599 |
| 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 |
| Final Volume: | 295 | 1366 | 45 | 70 | 388 | 12 | 26 | 449 | 128 | 0 | 500 | 599 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.93 | 0.07 | 1.00 | 1.94 | 0.06 | 1.00 | 1.54 | 0.46 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3582 | 118 | 1750 | 3589 | 111 | 1750 | 2879 | 821 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.38 | 0.38 | 0.04 | 0.11 | 0.11 | 0.01 | 0.16 | 0.16 | 0.00 | 0.26 | 0.34 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 36.4 | 52.7 | 52.7 | 7.0 | 23.3 | 23.3 | 7.0 | 54.3 | 54.3 | 0.0 | 47.3 | 47.3 |
| Volume/Cap: | 0.58 | 0.91 | 0.91 | 0.72 | 0.58 | 0.58 | 0.27 | 0.36 | 0.36 | 0.00 | 0.70 | 0.91 |
| Delay/Veh: | 40.1 | 43.0 | 43.0 | 81.4 | 48.2 | 48.2 | 58.5 | 24.3 | 24.3 | 0.0 | 34.8 | 47.9 |
| 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: | 40.1 | 43.0 | 43.0 | 81.4 | 48.2 | 48.2 | 58.5 | 24.3 | 24.3 | 0.0 | 34.8 | 47.9 |
| LOS by Move: | D | D | D | F | D | D | E | C | C | A | C | D |
| HCM2k95thQ: | 18 | 40 | 40 | 6 | 14 | 14 | 2 | 14 | 14 | 0 | 29 | 45 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3097: FIRST/KEYES



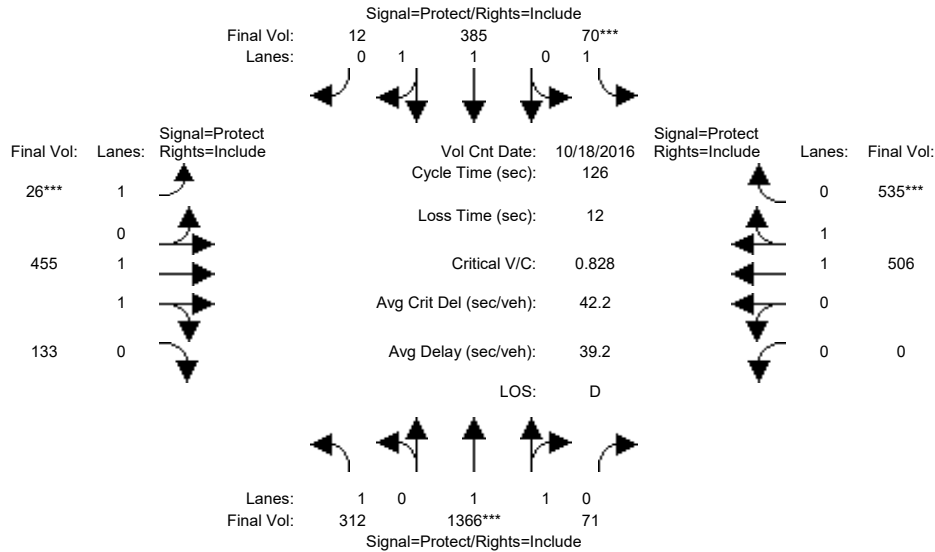
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:20-8:20 | | | | | | | | | | | | |
| Base Vol: | 191 | 1460 | 15 | 69 | 387 | 12 | 26 | 410 | 136 | 0 | 553 | 411 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 191 | 1460 | 15 | 69 | 387 | 12 | 26 | 410 | 136 | 0 | 553 | 411 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 191 | 1460 | 15 | 69 | 387 | 12 | 26 | 410 | 136 | 0 | 553 | 411 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 191 | 1460 | 15 | 69 | 387 | 12 | 26 | 410 | 136 | 0 | 553 | 411 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 191 | 1460 | 15 | 69 | 387 | 12 | 26 | 410 | 136 | 0 | 553 | 411 |
| 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 |
| Final Volume: | 191 | 1460 | 15 | 69 | 387 | 12 | 26 | 410 | 136 | 0 | 553 | 411 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 1.94 | 0.06 | 1.00 | 1.49 | 0.51 | 0.00 | 1.12 | 0.88 |
| Final Sat.: | 1750 | 3662 | 38 | 1750 | 3589 | 111 | 1750 | 2778 | 921 | 0 | 2121 | 1577 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.40 | 0.40 | 0.04 | 0.11 | 0.11 | 0.01 | 0.15 | 0.15 | 0.00 | 0.26 | 0.26 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 33.9 | 60.5 | 60.5 | 7.0 | 33.5 | 33.5 | 7.0 | 46.5 | 46.5 | 0.0 | 39.5 | 39.5 |
| Volume/Cap: | 0.41 | 0.83 | 0.83 | 0.71 | 0.41 | 0.41 | 0.27 | 0.40 | 0.40 | 0.00 | 0.83 | 0.83 |
| Delay/Veh: | 38.3 | 31.8 | 31.8 | 80.0 | 38.3 | 38.3 | 58.5 | 29.6 | 29.6 | 0.0 | 45.3 | 45.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.3 | 31.8 | 31.8 | 80.0 | 38.3 | 38.3 | 58.5 | 29.6 | 29.6 | 0.0 | 45.3 | 45.3 |
| LOS by Move: | D | C | C | F | D | D | E | C | C | A | D | D |
| HCM2k95thQ: | 12 | 42 | 42 | 6 | 12 | 12 | 2 | 15 | 15 | 0 | 34 | 34 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3097: FIRST/KEYES



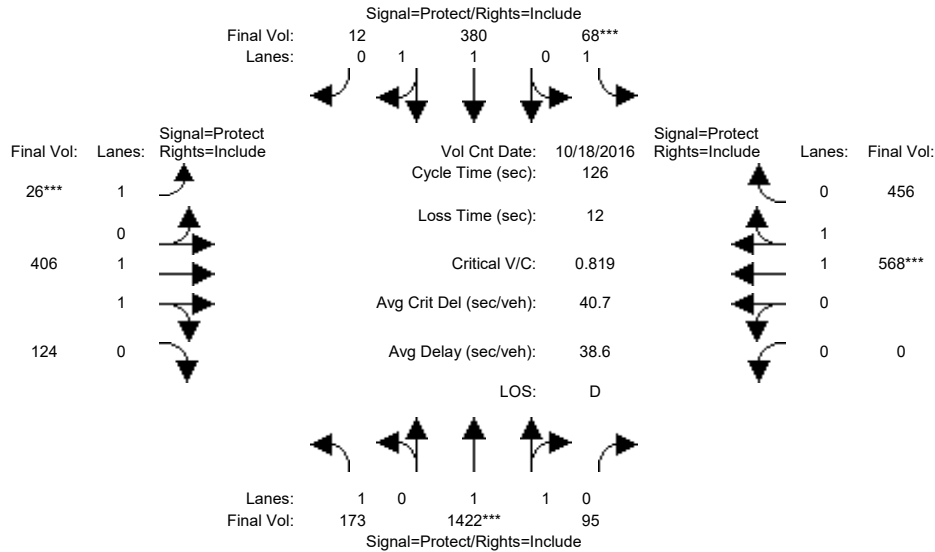
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:20-8:20 | | | | | | | | | | | | |
| Base Vol: | 312 | 1366 | 71 | 70 | 385 | 12 | 26 | 455 | 133 | 0 | 506 | 535 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 312 | 1366 | 71 | 70 | 385 | 12 | 26 | 455 | 133 | 0 | 506 | 535 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 312 | 1366 | 71 | 70 | 385 | 12 | 26 | 455 | 133 | 0 | 506 | 535 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 312 | 1366 | 71 | 70 | 385 | 12 | 26 | 455 | 133 | 0 | 506 | 535 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 312 | 1366 | 71 | 70 | 385 | 12 | 26 | 455 | 133 | 0 | 506 | 535 |
| 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 |
| Final Volume: | 312 | 1366 | 71 | 70 | 385 | 12 | 26 | 455 | 133 | 0 | 506 | 535 |
| 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 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.90 | 0.10 | 1.00 | 1.94 | 0.06 | 1.00 | 1.54 | 0.46 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3517 | 183 | 1750 | 3588 | 112 | 1750 | 2862 | 837 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.39 | 0.39 | 0.04 | 0.11 | 0.11 | 0.01 | 0.16 | 0.16 | 0.00 | 0.27 | 0.31 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 39.3 | 56.0 | 56.0 | 7.0 | 23.7 | 23.7 | 7.0 | 51.0 | 51.0 | 0.0 | 44.0 | 44.0 |
| Volume/Cap: | 0.57 | 0.87 | 0.87 | 0.72 | 0.57 | 0.57 | 0.27 | 0.39 | 0.39 | 0.00 | 0.76 | 0.87 |
| Delay/Veh: | 37.8 | 37.4 | 37.4 | 81.4 | 47.7 | 47.7 | 58.5 | 26.7 | 26.7 | 0.0 | 38.9 | 45.8 |
| 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: | 37.8 | 37.4 | 37.4 | 81.4 | 47.7 | 47.7 | 58.5 | 26.7 | 26.7 | 0.0 | 38.9 | 45.8 |
| LOS by Move: | D | D | D | F | D | D | E | C | C | A | D | D |
| HCM2k95thQ: | 19 | 44 | 44 | 6 | 13 | 13 | 2 | 15 | 15 | 0 | 32 | 40 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3097: FIRST/KEYES



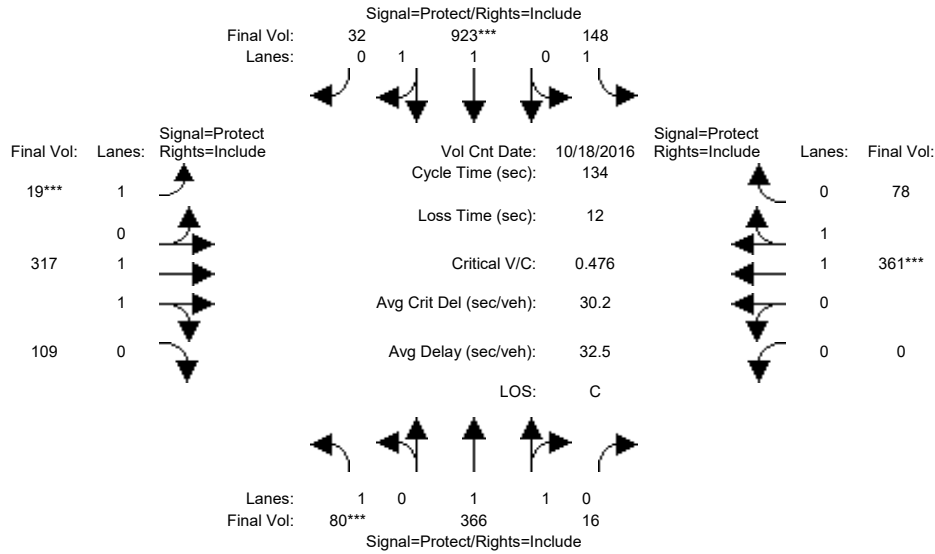
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:20-8:20 | | | | | | | | | | | | |
| Base Vol: | 173 | 1422 | 95 | 68 | 380 | 12 | 26 | 406 | 124 | 0 | 568 | 456 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 1422 | 95 | 68 | 380 | 12 | 26 | 406 | 124 | 0 | 568 | 456 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 173 | 1422 | 95 | 68 | 380 | 12 | 26 | 406 | 124 | 0 | 568 | 456 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 1422 | 95 | 68 | 380 | 12 | 26 | 406 | 124 | 0 | 568 | 456 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 1422 | 95 | 68 | 380 | 12 | 26 | 406 | 124 | 0 | 568 | 456 |
| 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 |
| Final Volume: | 173 | 1422 | 95 | 68 | 380 | 12 | 26 | 406 | 124 | 0 | 568 | 456 |
| 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 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.87 | 0.13 | 1.00 | 1.94 | 0.06 | 1.00 | 1.52 | 0.48 | 0.00 | 1.09 | 0.91 |
| Final Sat.: | 1750 | 3468 | 232 | 1750 | 3587 | 113 | 1750 | 2834 | 865 | 0 | 2051 | 1647 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.41 | 0.41 | 0.04 | 0.11 | 0.11 | 0.01 | 0.14 | 0.14 | 0.00 | 0.28 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 32.2 | 59.7 | 59.7 | 7.0 | 34.5 | 34.5 | 7.0 | 47.3 | 47.3 | 0.0 | 40.3 | 40.3 |
| Volume/Cap: | 0.39 | 0.87 | 0.87 | 0.70 | 0.39 | 0.39 | 0.27 | 0.38 | 0.38 | 0.00 | 0.87 | 0.87 |
| Delay/Veh: | 39.3 | 34.4 | 34.4 | 78.7 | 37.4 | 37.4 | 58.5 | 28.9 | 28.9 | 0.0 | 47.2 | 47.2 |
| 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: | 39.3 | 34.4 | 34.4 | 78.7 | 37.4 | 37.4 | 58.5 | 28.9 | 28.9 | 0.0 | 47.2 | 47.2 |
| LOS by Move: | D | C | C | E | D | D | E | C | C | A | D | D |
| HCM2k95thQ: | 11 | 45 | 45 | 6 | 12 | 12 | 2 | 14 | 14 | 0 | 37 | 37 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3097: FIRST/KEYES



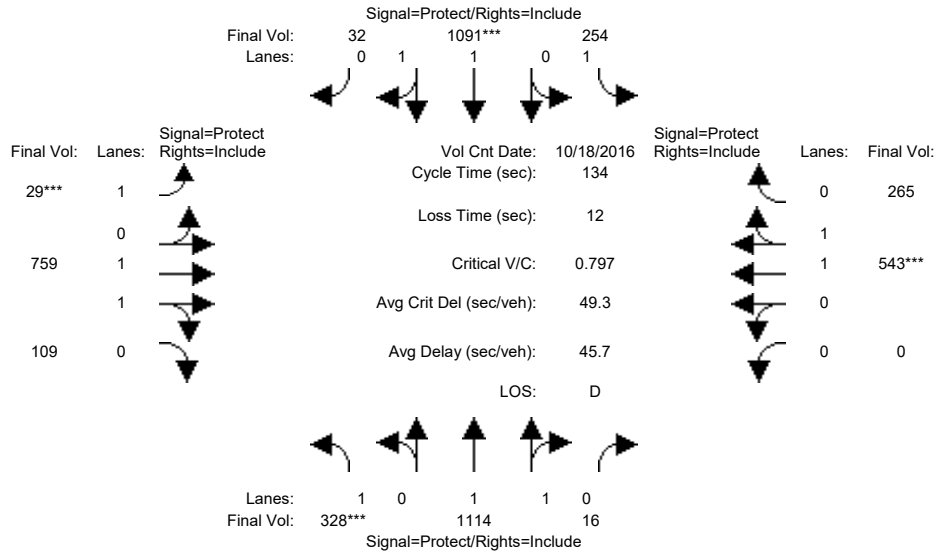
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 80 | 366 | 16 | 148 | 923 | 32 | 19 | 317 | 109 | 0 | 361 | 78 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 80 | 366 | 16 | 148 | 923 | 32 | 19 | 317 | 109 | 0 | 361 | 78 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 80 | 366 | 16 | 148 | 923 | 32 | 19 | 317 | 109 | 0 | 361 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 80 | 366 | 16 | 148 | 923 | 32 | 19 | 317 | 109 | 0 | 361 | 78 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 366 | 16 | 148 | 923 | 32 | 19 | 317 | 109 | 0 | 361 | 78 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 80 | 366 | 16 | 148 | 923 | 32 | 19 | 317 | 109 | 0 | 361 | 78 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.91 | 0.09 | 1.00 | 1.93 | 0.07 | 1.00 | 1.47 | 0.53 | 0.00 | 1.63 | 0.37 |
| Final Sat.: | 1750 | 3545 | 155 | 1750 | 3576 | 124 | 1750 | 2753 | 946 | 0 | 3042 | 657 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.10 | 0.10 | 0.08 | 0.26 | 0.26 | 0.01 | 0.12 | 0.12 | 0.00 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 12.4 | 45.5 | 45.5 | 37.2 | 70.3 | 70.3 | 7.0 | 39.3 | 39.3 | 0.0 | 32.3 | 32.3 |
| Volume/Cap: | 0.49 | 0.30 | 0.30 | 0.30 | 0.49 | 0.49 | 0.21 | 0.39 | 0.39 | 0.00 | 0.49 | 0.49 |
| Delay/Veh: | 60.1 | 32.8 | 32.8 | 38.5 | 20.6 | 20.6 | 62.0 | 38.1 | 38.1 | 0.0 | 44.2 | 44.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.1 | 32.8 | 32.8 | 38.5 | 20.6 | 20.6 | 62.0 | 38.1 | 38.1 | 0.0 | 44.2 | 44.2 |
| LOS by Move: | E | C | C | D | C | C | E | D | D | A | D | D |
| HCM2k95thQ: | 7 | 11 | 11 | 10 | 22 | 22 | 2 | 13 | 13 | 0 | 15 | 15 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3097: FIRST/KEYES



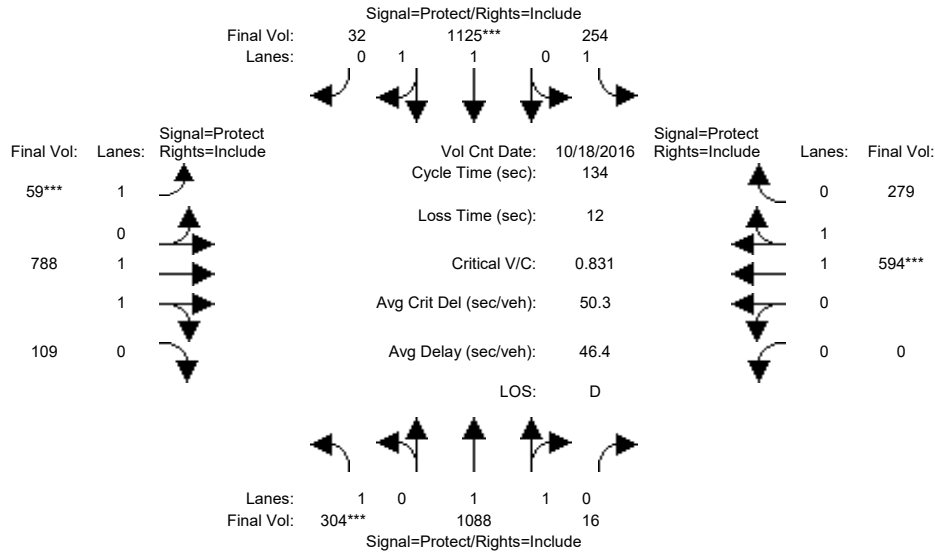
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 328 | 1114 | 16 | 254 | 1091 | 32 | 29 | 759 | 109 | 0 | 543 | 265 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 328 | 1114 | 16 | 254 | 1091 | 32 | 29 | 759 | 109 | 0 | 543 | 265 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 328 | 1114 | 16 | 254 | 1091 | 32 | 29 | 759 | 109 | 0 | 543 | 265 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 328 | 1114 | 16 | 254 | 1091 | 32 | 29 | 759 | 109 | 0 | 543 | 265 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 328 | 1114 | 16 | 254 | 1091 | 32 | 29 | 759 | 109 | 0 | 543 | 265 |
| 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 |
| Final Volume: | 328 | 1114 | 16 | 254 | 1091 | 32 | 29 | 759 | 109 | 0 | 543 | 265 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.94 | 0.06 | 1.00 | 1.74 | 0.26 | 0.00 | 1.33 | 0.67 |
| Final Sat.: | 1750 | 3648 | 52 | 1750 | 3594 | 105 | 1750 | 3235 | 465 | 0 | 2486 | 1213 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.31 | 0.31 | 0.15 | 0.30 | 0.30 | 0.02 | 0.23 | 0.23 | 0.00 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 30.4 | 53.9 | 53.9 | 25.6 | 49.2 | 49.2 | 7.0 | 42.4 | 42.4 | 0.0 | 35.4 | 35.4 |
| Volume/Cap: | 0.83 | 0.76 | 0.76 | 0.76 | 0.83 | 0.83 | 0.32 | 0.74 | 0.74 | 0.00 | 0.83 | 0.83 |
| Delay/Veh: | 62.6 | 36.7 | 36.7 | 60.9 | 42.8 | 42.8 | 63.2 | 43.5 | 43.5 | 0.0 | 52.3 | 52.3 |
| 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: | 62.6 | 36.7 | 36.7 | 60.9 | 42.8 | 42.8 | 63.2 | 43.5 | 43.5 | 0.0 | 52.3 | 52.3 |
| LOS by Move: | E | D | D | E | D | D | E | D | D | A | D | D |
| HCM2k95thQ: | 25 | 35 | 35 | 20 | 37 | 37 | 3 | 29 | 29 | 0 | 31 | 31 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3097: FIRST/KEYES



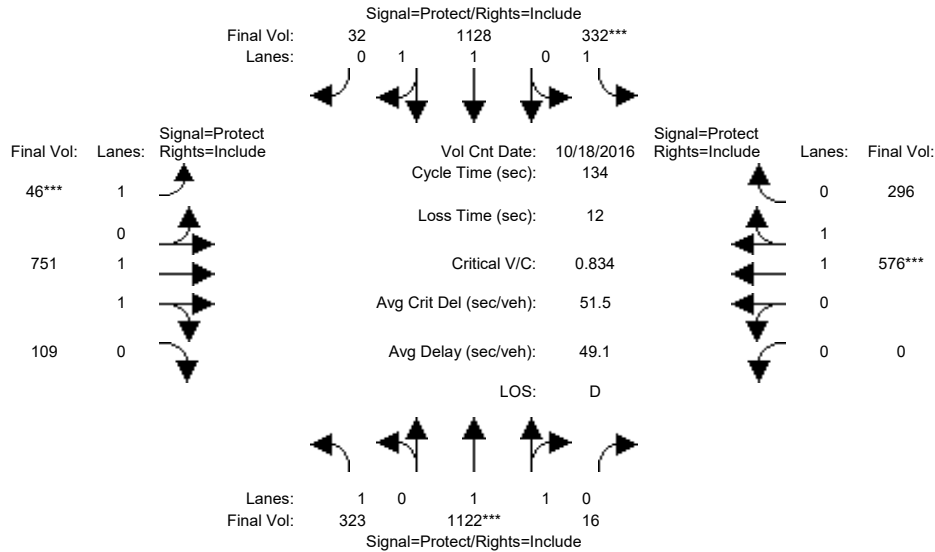
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 304 | 1088 | 16 | 254 | 1125 | 32 | 59 | 788 | 109 | 0 | 594 | 279 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 304 | 1088 | 16 | 254 | 1125 | 32 | 59 | 788 | 109 | 0 | 594 | 279 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 304 | 1088 | 16 | 254 | 1125 | 32 | 59 | 788 | 109 | 0 | 594 | 279 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 304 | 1088 | 16 | 254 | 1125 | 32 | 59 | 788 | 109 | 0 | 594 | 279 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 304 | 1088 | 16 | 254 | 1125 | 32 | 59 | 788 | 109 | 0 | 594 | 279 |
| 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 |
| Final Volume: | 304 | 1088 | 16 | 254 | 1125 | 32 | 59 | 788 | 109 | 0 | 594 | 279 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.94 | 0.06 | 1.00 | 1.75 | 0.25 | 0.00 | 1.34 | 0.66 |
| Final Sat.: | 1750 | 3646 | 54 | 1750 | 3598 | 102 | 1750 | 3250 | 450 | 0 | 2517 | 1182 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.30 | 0.30 | 0.15 | 0.31 | 0.31 | 0.03 | 0.24 | 0.24 | 0.00 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 27.7 | 52.1 | 52.1 | 25.3 | 49.8 | 49.8 | 7.0 | 44.6 | 44.6 | 0.0 | 37.6 | 37.6 |
| Volume/Cap: | 0.84 | 0.77 | 0.77 | 0.77 | 0.84 | 0.84 | 0.65 | 0.73 | 0.73 | 0.00 | 0.84 | 0.84 |
| Delay/Veh: | 67.2 | 38.2 | 38.2 | 61.9 | 43.4 | 43.4 | 77.1 | 41.6 | 41.6 | 0.0 | 51.8 | 51.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.2 | 38.2 | 38.2 | 61.9 | 43.4 | 43.4 | 77.1 | 41.6 | 41.6 | 0.0 | 51.8 | 51.8 |
| LOS by Move: | E | D | D | E | D | D | E | D | D | A | D | D |
| HCM2k95thQ: | 24 | 34 | 34 | 20 | 39 | 39 | 5 | 29 | 29 | 0 | 33 | 33 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3097: FIRST/KEYES



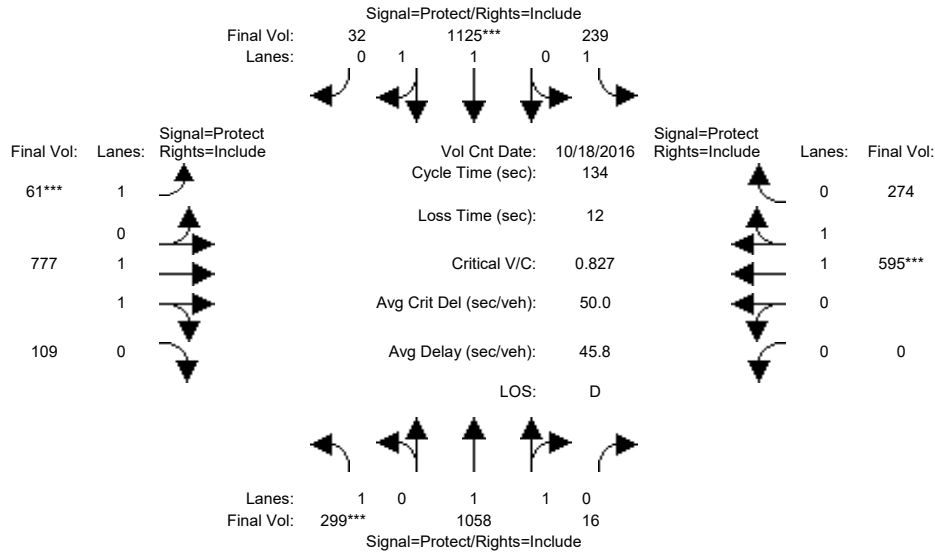
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Movement: | | | | | | | | | | | | |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 323 | 1122 | 16 | 332 | 1128 | 32 | 46 | 751 | 109 | 0 | 576 | 296 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 323 | 1122 | 16 | 332 | 1128 | 32 | 46 | 751 | 109 | 0 | 576 | 296 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 323 | 1122 | 16 | 332 | 1128 | 32 | 46 | 751 | 109 | 0 | 576 | 296 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 323 | 1122 | 16 | 332 | 1128 | 32 | 46 | 751 | 109 | 0 | 576 | 296 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 323 | 1122 | 16 | 332 | 1128 | 32 | 46 | 751 | 109 | 0 | 576 | 296 |
| 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 |
| Final Volume: | 323 | 1122 | 16 | 332 | 1128 | 32 | 46 | 751 | 109 | 0 | 576 | 296 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.94 | 0.06 | 1.00 | 1.74 | 0.26 | 0.00 | 1.30 | 0.70 |
| Final Sat.: | 1750 | 3648 | 52 | 1750 | 3598 | 102 | 1750 | 3231 | 469 | 0 | 2443 | 1255 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.31 | 0.31 | 0.19 | 0.31 | 0.31 | 0.03 | 0.23 | 0.23 | 0.00 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 28.9 | 48.3 | 48.3 | 29.8 | 49.1 | 49.1 | 7.0 | 44.0 | 44.0 | 0.0 | 37.0 | 37.0 |
| Volume/Cap: | 0.86 | 0.85 | 0.85 | 0.85 | 0.86 | 0.86 | 0.50 | 0.71 | 0.71 | 0.00 | 0.85 | 0.85 |
| Delay/Veh: | 67.7 | 45.2 | 45.2 | 66.6 | 44.7 | 44.7 | 66.2 | 41.3 | 41.3 | 0.0 | 53.1 | 53.1 |
| 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: | 67.7 | 45.2 | 45.2 | 66.6 | 44.7 | 44.7 | 66.2 | 41.3 | 41.3 | 0.0 | 53.1 | 53.1 |
| LOS by Move: | E | D | D | E | D | D | E | D | D | A | D | D |
| HCM2k95thQ: | 26 | 38 | 38 | 27 | 39 | 39 | 4 | 28 | 28 | 0 | 34 | 34 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3097: FIRST/KEYES



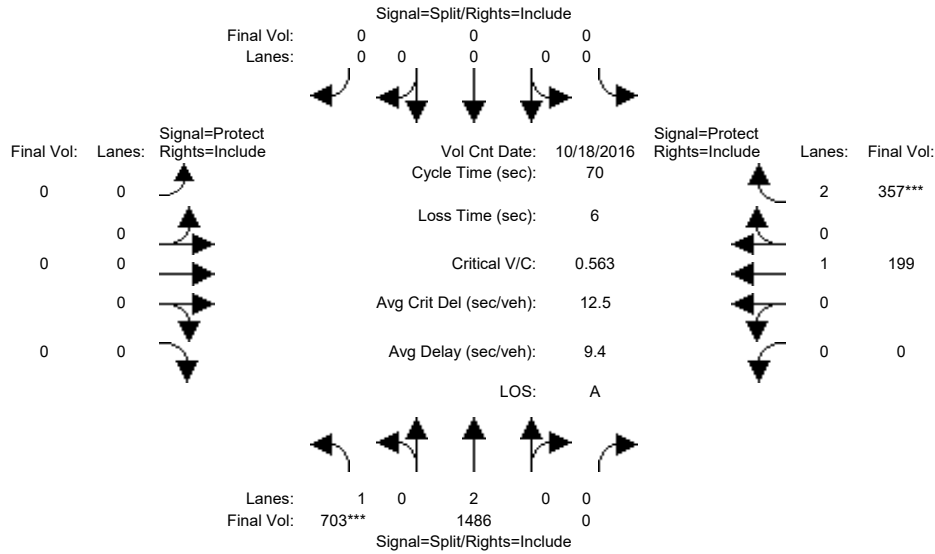
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 18 Oct 2016 << 5:00 - 6:00 PM | | | | | | | | | | | |
| Base Vol: | 299 | 1058 | 16 | 239 | 1125 | 32 | 61 | 777 | 109 | 0 | 595 | 274 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 299 | 1058 | 16 | 239 | 1125 | 32 | 61 | 777 | 109 | 0 | 595 | 274 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 299 | 1058 | 16 | 239 | 1125 | 32 | 61 | 777 | 109 | 0 | 595 | 274 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 299 | 1058 | 16 | 239 | 1125 | 32 | 61 | 777 | 109 | 0 | 595 | 274 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 299 | 1058 | 16 | 239 | 1125 | 32 | 61 | 777 | 109 | 0 | 595 | 274 |
| 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 |
| Final Volume: | 299 | 1058 | 16 | 239 | 1125 | 32 | 61 | 777 | 109 | 0 | 595 | 274 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.94 | 0.06 | 1.00 | 1.75 | 0.25 | 0.00 | 1.35 | 0.65 |
| Final Sat.: | 1750 | 3645 | 55 | 1750 | 3598 | 102 | 1750 | 3244 | 455 | 0 | 2533 | 1166 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.29 | 0.29 | 0.14 | 0.31 | 0.31 | 0.03 | 0.24 | 0.24 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 27.3 | 52.6 | 52.6 | 24.8 | 50.1 | 50.1 | 7.0 | 44.6 | 44.6 | 0.0 | 37.6 | 37.6 |
| Volume/Cap: | 0.84 | 0.74 | 0.74 | 0.74 | 0.84 | 0.84 | 0.67 | 0.72 | 0.72 | 0.00 | 0.84 | 0.84 |
| Delay/Veh: | 67.0 | 36.9 | 36.9 | 60.3 | 42.9 | 42.9 | 79.6 | 41.3 | 41.3 | 0.0 | 51.4 | 51.4 |
| 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: | 67.0 | 36.9 | 36.9 | 60.3 | 42.9 | 42.9 | 79.6 | 41.3 | 41.3 | 0.0 | 51.4 | 51.4 |
| LOS by Move: | E | D | D | E | D | D | E | D | D | A | D | D |
| HCM2k95thQ: | 24 | 33 | 33 | 19 | 38 | 38 | 6 | 29 | 29 | 0 | 33 | 33 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3034: 280/11TH (N)



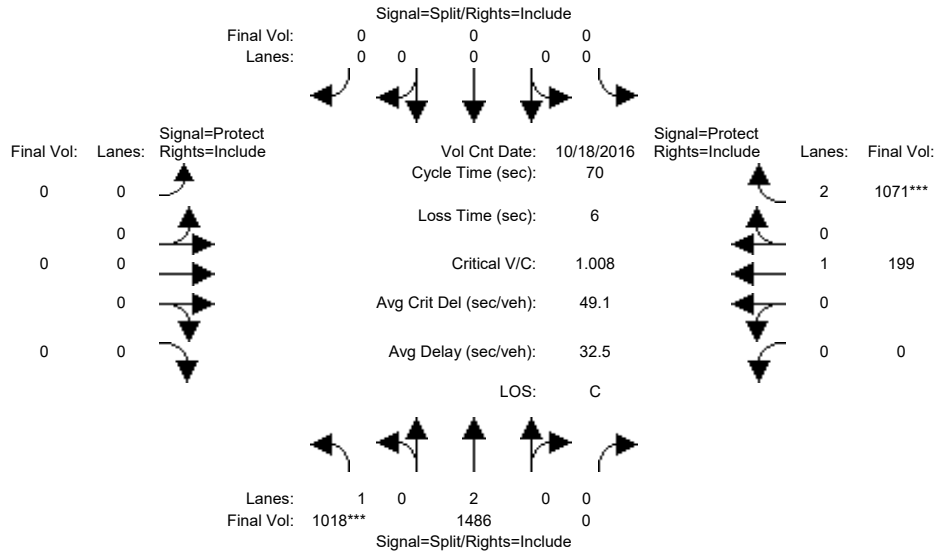
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 703 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 357 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 703 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 357 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 703 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 357 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 703 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 357 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 703 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 357 |
| 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: | 703 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 357 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.40 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.11 |
| Crit Moves: | **** | | | | | | | | | | | **** |
| Green Time: | 49.9 | 49.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | 14.1 |
| Volume/Cap: | 0.56 | 0.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.56 |
| Delay/Veh: | 5.4 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.2 | 26.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.4 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.2 | 26.4 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | C | C |
| HCM2k95thQ: | 15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3034: 280/11TH (N)



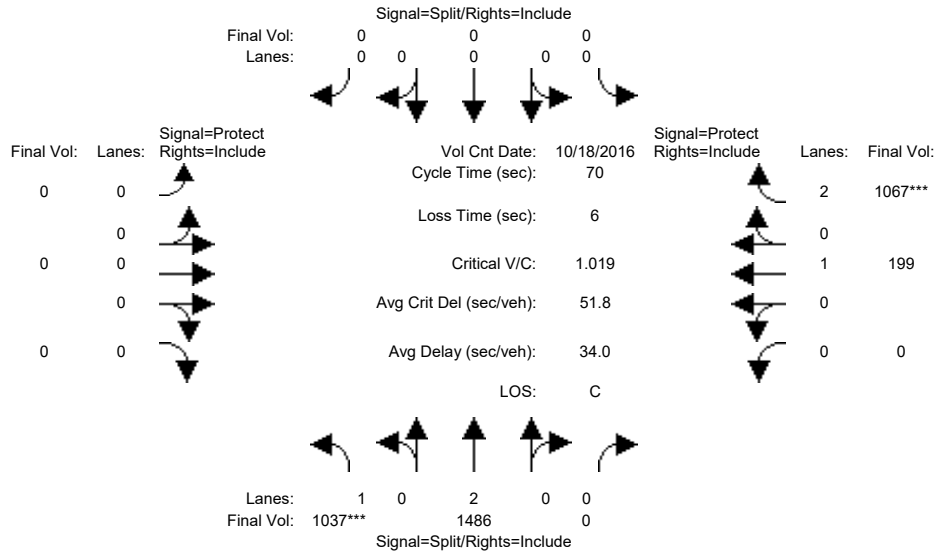
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 1018 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1071 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1018 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1071 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1018 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1071 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1018 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1071 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1018 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1071 |
| 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: | 1018 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1071 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.58 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.34 |
| Crit Moves: | **** | | | | | | | | | | | **** |
| Green Time: | 40.4 | 40.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.6 | 23.6 |
| Volume/Cap: | 1.01 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 1.01 |
| Delay/Veh: | 45.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 | 52.8 |
| 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: | 45.1 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 | 52.8 |
| LOS by Move: | D | B | A | A | A | A | A | A | A | A | B | D |
| HCM2k95thQ: | 49 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 37 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3034: 280/11TH (N)



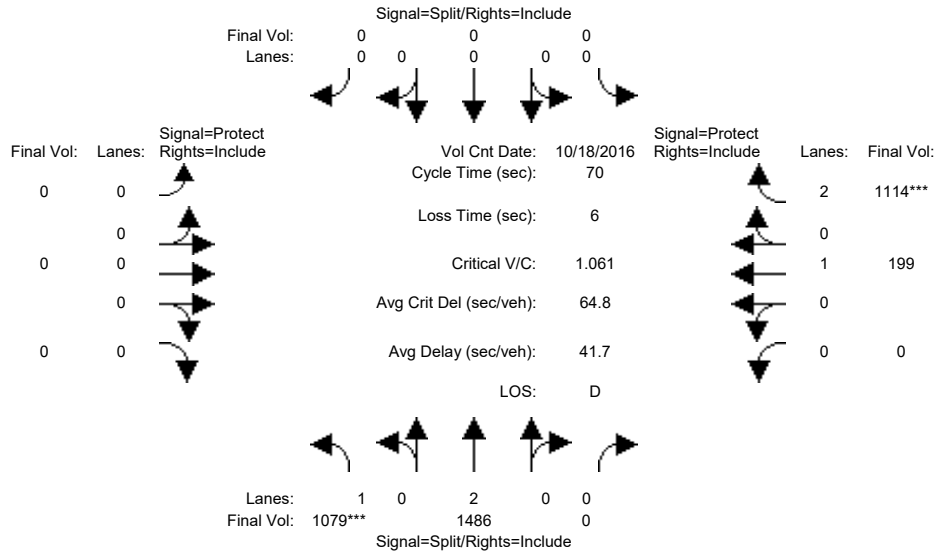
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 1037 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1067 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1037 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1067 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1037 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1067 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1037 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1067 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1037 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1067 |
| 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: | 1037 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1067 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.59 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.34 |
| Crit Moves: | **** | | | | | | | | | | | **** |
| Green Time: | 40.7 | 40.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.3 | 23.3 |
| Volume/Cap: | 1.02 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 1.02 |
| Delay/Veh: | 47.6 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.7 | 55.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.6 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.7 | 55.9 |
| LOS by Move: | D | B | A | A | A | A | A | A | A | A | B | E |
| HCM2k95thQ: | 51 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 37 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3034: 280/11TH (N)



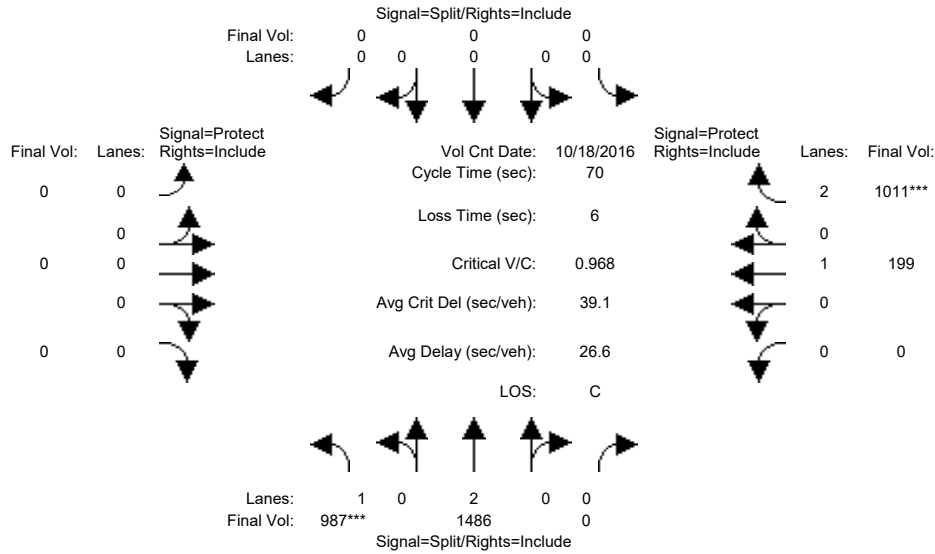
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 1079 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1079 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1114 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1079 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1114 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1079 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1079 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1114 |
| 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: | 1079 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1114 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.62 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.35 |
| Crit Moves: | **** | | | | | | | | | | | **** |
| Green Time: | 40.7 | 40.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.3 | 23.3 |
| Volume/Cap: | 1.06 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 1.06 |
| Delay/Veh: | 60.6 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.7 | 68.9 |
| 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: | 60.6 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.7 | 68.9 |
| LOS by Move: | E | B | A | A | A | A | A | A | A | A | B | E |
| HCM2k95thQ: | 58 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 41 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3034: 280/11TH (N)



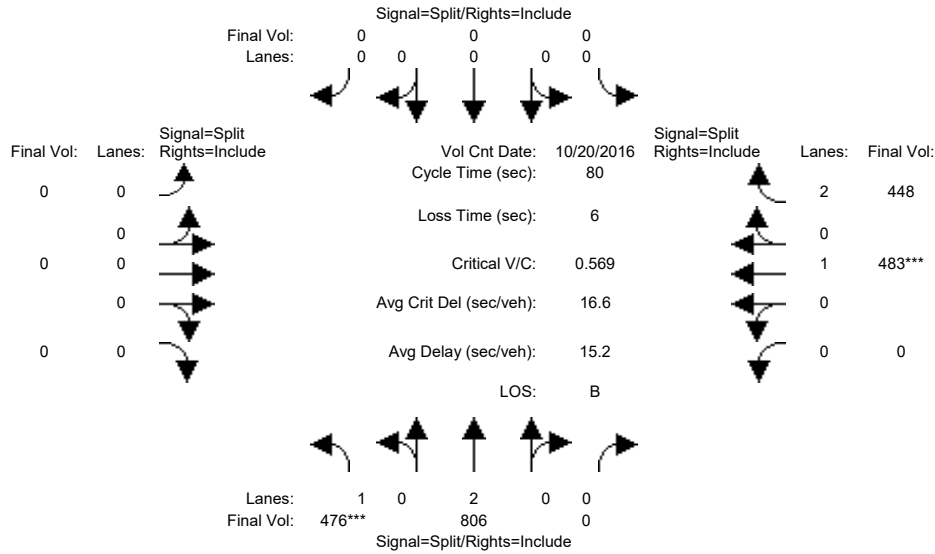
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 987 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1011 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 987 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1011 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 987 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1011 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 987 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1011 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 987 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1011 |
| 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: | 987 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 1011 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.56 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.32 |
| Crit Moves: | **** | | | | | | | | | | | **** |
| Green Time: | 40.8 | 40.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.2 | 23.2 |
| Volume/Cap: | 0.97 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.97 |
| Delay/Veh: | 34.7 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 | 43.5 |
| 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: | 34.7 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 | 43.5 |
| LOS by Move: | C | B | A | A | A | A | A | A | A | A | B | D |
| HCM2k95thQ: | 43 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 33 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3034: 280/11TH (N)



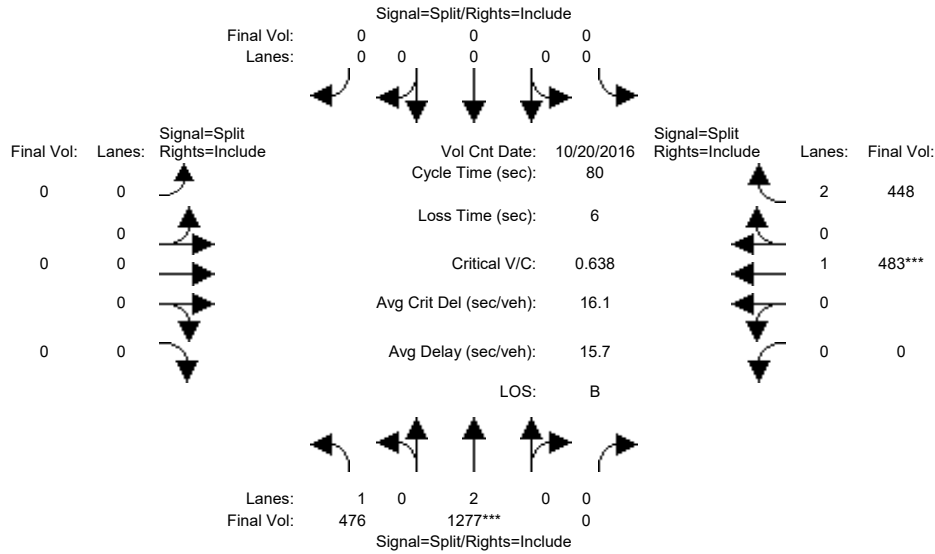
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 Oct 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 476 | 806 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 476 | 806 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 476 | 806 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 476 | 806 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 806 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| 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 |
| Final Volume: | 476 | 806 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.14 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 38.3 | 38.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.7 | 35.7 |
| Volume/Cap: | 0.57 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.32 |
| Delay/Veh: | 15.9 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.3 | 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: | 15.9 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.3 | 14.4 |
| LOS by Move: | B | B | A | A | A | A | A | A | A | A | B | B |
| HCM2k95thQ: | 17 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 9 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3034: 280/11TH (N)



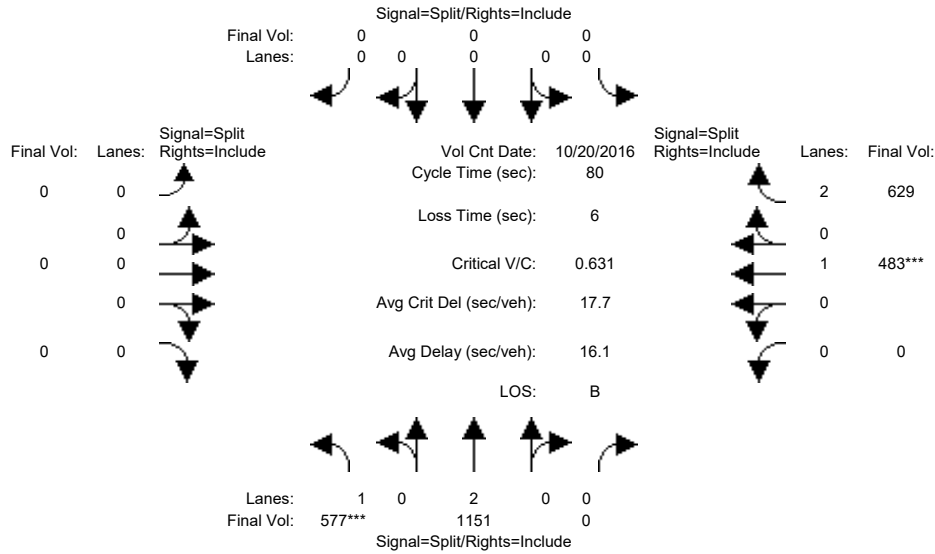
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 20 Oct 2016 << 4:00 - 5:00 PM | | | | | | | | | | | |
| Base Vol: | 476 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 476 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 476 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 476 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| 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: | 476 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 448 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.14 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 42.1 | 42.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.9 | 31.9 |
| Volume/Cap: | 0.52 | 0.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.36 |
| Delay/Veh: | 12.8 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.2 | 17.1 |
| 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: | 12.8 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.2 | 17.1 |
| LOS by Move: | B | B | A | A | A | A | A | A | A | A | C | B |
| HCM2k95thQ: | 15 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 9 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3034: 280/11TH (N)



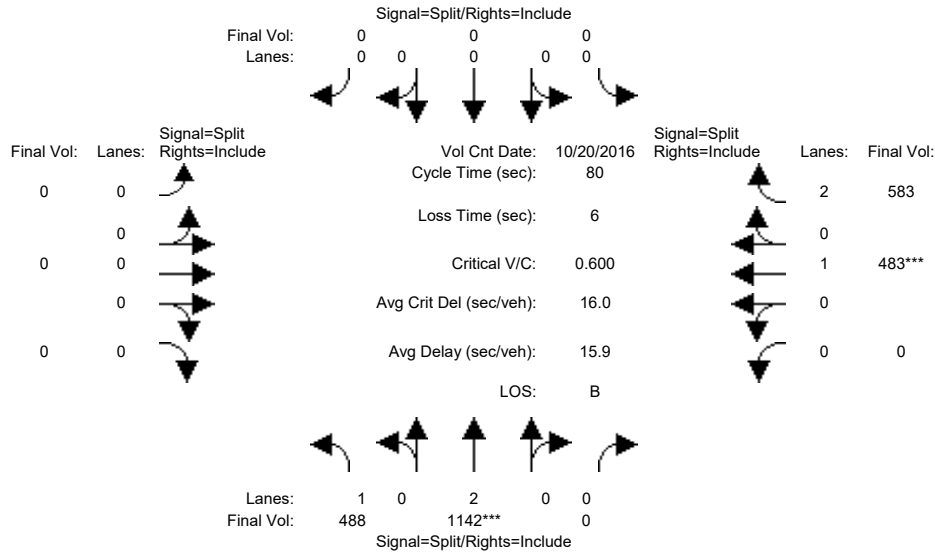
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 Oct 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 577 | 1151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 577 | 1151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 577 | 1151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 577 | 1151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 577 | 1151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| 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: | 577 | 1151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.20 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 41.8 | 41.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.2 | 32.2 |
| Volume/Cap: | 0.63 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.50 |
| Delay/Veh: | 15.1 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.8 | 18.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 15.1 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.8 | 18.1 |
| LOS by Move: | B | B | A | A | A | A | A | A | A | A | C | B |
| HCM2k95thQ: | 20 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 14 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3034: 280/11TH (N)



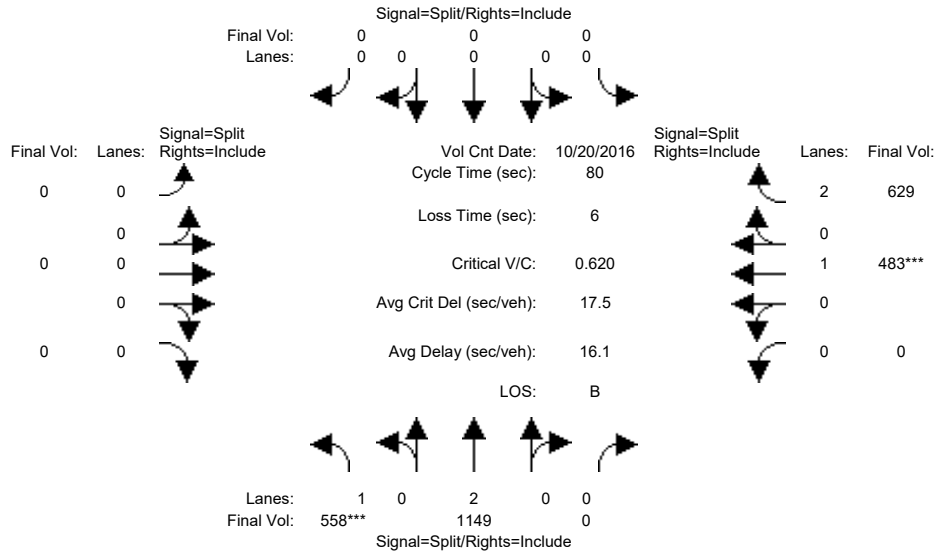
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 Oct 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 488 | 1142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 583 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 488 | 1142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 583 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 488 | 1142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 583 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 488 | 1142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 583 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 488 | 1142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 583 |
| 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: | 488 | 1142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 583 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.19 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 40.1 | 40.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.9 | 33.9 |
| Volume/Cap: | 0.56 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 | 0.44 |
| Delay/Veh: | 14.6 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.1 | 16.5 |
| 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: | 14.6 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.1 | 16.5 |
| LOS by Move: | B | B | A | A | A | A | A | A | A | A | B | B |
| HCM2k95thQ: | 17 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 12 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3034: 280/11TH (N)



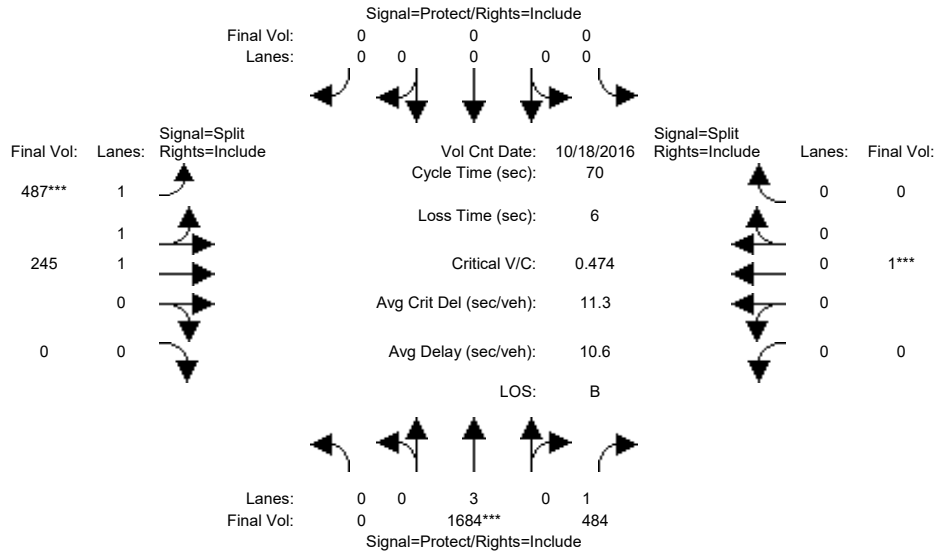
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 Oct 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 558 | 1149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 558 | 1149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 558 | 1149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 558 | 1149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 558 | 1149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| 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: | 558 | 1149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 629 |
| 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 | 0.83 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.20 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 41.2 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.8 | 32.8 |
| Volume/Cap: | 0.62 | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.62 | 0.49 |
| Delay/Veh: | 15.2 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.2 | 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: | 15.2 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.2 | 17.7 |
| LOS by Move: | B | B | A | A | A | A | A | A | A | A | C | B |
| HCM2k95thQ: | 19 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 14 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3035: 280/11TH (S)



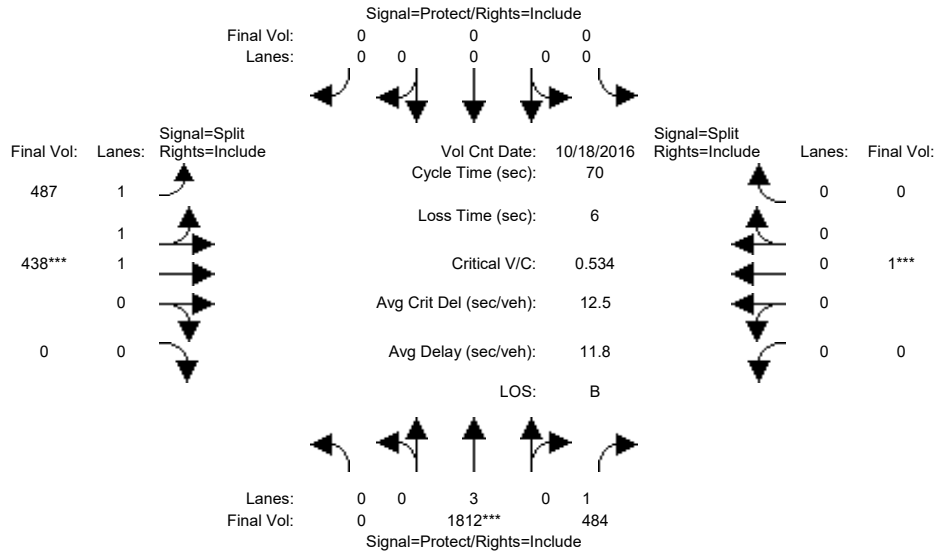
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 1684 | 484 | 0 | 0 | 0 | 487 | 245 | 0 | 0 | 1 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1684 | 484 | 0 | 0 | 0 | 487 | 245 | 0 | 0 | 1 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1684 | 484 | 0 | 0 | 0 | 487 | 245 | 0 | 0 | 1 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1684 | 484 | 0 | 0 | 0 | 487 | 245 | 0 | 0 | 1 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1684 | 484 | 0 | 0 | 0 | 487 | 245 | 0 | 0 | 1 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1684 | 484 | 0 | 0 | 0 | 487 | 245 | 0 | 0 | 1 | 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 | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 3550 | 1900 | 0 | 0 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.28 | 0.00 | 0.00 | 0.00 | 0.14 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 0.0 | 43.7 | 43.7 | 0.0 | 0.0 | 0.0 | 20.3 | 20.3 | 0.0 | 0.0 | 0.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.47 | 0.44 | 0.00 | 0.00 | 0.00 | 0.47 | 0.45 | 0.00 | 0.00 | 0.47 | 0.00 |
| Delay/Veh: | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 20.7 | 20.5 | 0.0 | 0.0 | 149 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 7.1 | 7.1 | 0.0 | 0.0 | 0.0 | 20.7 | 20.5 | 0.0 | 0.0 | 149 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | F | A |
| HCM2k95thQ: | 0 | 12 | 11 | 0 | 0 | 0 | 9 | 8 | 0 | 0 | 1 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3035: 280/11TH (S)



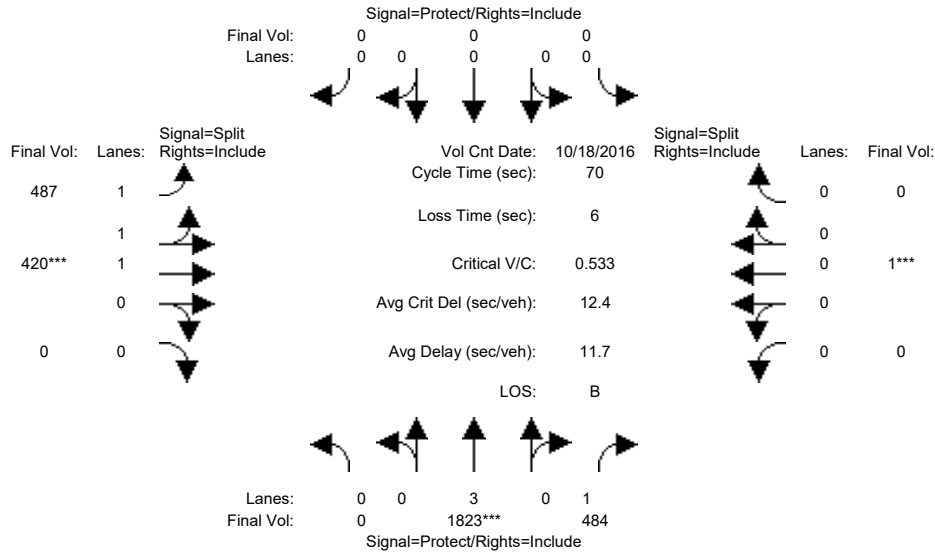
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 1812 | 484 | 0 | 0 | 0 | 487 | 438 | 0 | 0 | 1 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1812 | 484 | 0 | 0 | 0 | 487 | 438 | 0 | 0 | 1 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1812 | 484 | 0 | 0 | 0 | 487 | 438 | 0 | 0 | 1 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1812 | 484 | 0 | 0 | 0 | 487 | 438 | 0 | 0 | 1 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1812 | 484 | 0 | 0 | 0 | 487 | 438 | 0 | 0 | 1 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1812 | 484 | 0 | 0 | 0 | 487 | 438 | 0 | 0 | 1 | 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 | 0.93 | 0.98 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.62 | 1.38 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2867 | 2579 | 0 | 0 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.28 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 0.0 | 41.7 | 41.7 | 0.0 | 0.0 | 0.0 | 22.3 | 22.3 | 0.0 | 0.0 | 0.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.53 | 0.46 | 0.00 | 0.00 | 0.00 | 0.53 | 0.53 | 0.00 | 0.00 | 0.53 | 0.00 |
| Delay/Veh: | 0.0 | 8.6 | 8.3 | 0.0 | 0.0 | 0.0 | 19.9 | 19.9 | 0.0 | 0.0 | 203 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 8.6 | 8.3 | 0.0 | 0.0 | 0.0 | 19.9 | 19.9 | 0.0 | 0.0 | 203 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | B | B | A | A | F | A |
| HCM2k95thQ: | 0 | 13 | 11 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 1 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3035: 280/11TH (S)



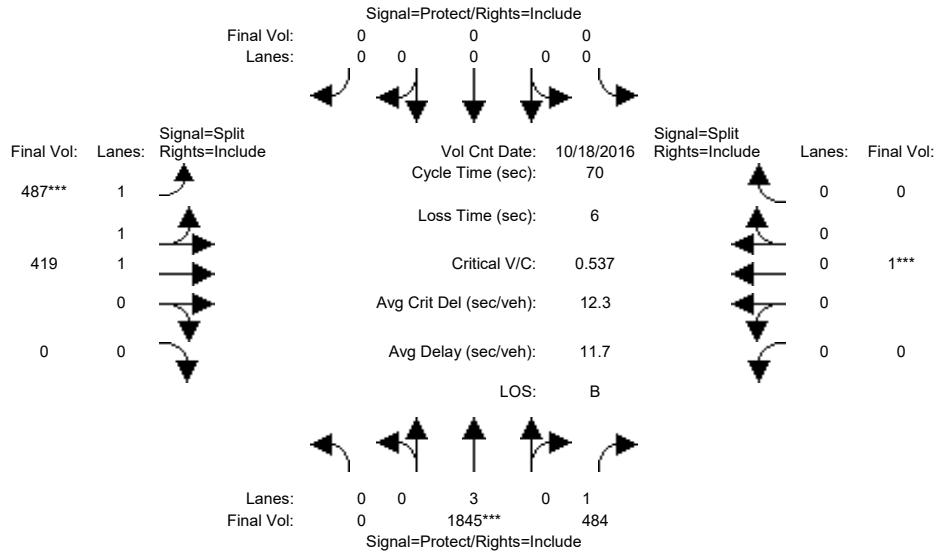
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 1823 | 484 | 0 | 0 | 0 | 487 | 420 | 0 | 0 | 1 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1823 | 484 | 0 | 0 | 0 | 487 | 420 | 0 | 0 | 1 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1823 | 484 | 0 | 0 | 0 | 487 | 420 | 0 | 0 | 1 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1823 | 484 | 0 | 0 | 0 | 487 | 420 | 0 | 0 | 1 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1823 | 484 | 0 | 0 | 0 | 487 | 420 | 0 | 0 | 1 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1823 | 484 | 0 | 0 | 0 | 487 | 420 | 0 | 0 | 1 | 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 | 0.93 | 0.99 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.65 | 1.35 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2924 | 2522 | 0 | 0 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.28 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 0.0 | 42.0 | 42.0 | 0.0 | 0.0 | 0.0 | 21.9 | 21.9 | 0.0 | 0.0 | 0.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.53 | 0.46 | 0.00 | 0.00 | 0.00 | 0.53 | 0.53 | 0.00 | 0.00 | 0.53 | 0.00 |
| Delay/Veh: | 0.0 | 8.4 | 8.0 | 0.0 | 0.0 | 0.0 | 20.2 | 20.2 | 0.0 | 0.0 | 201 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 8.4 | 8.0 | 0.0 | 0.0 | 0.0 | 20.2 | 20.2 | 0.0 | 0.0 | 201 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | F | A |
| HCM2k95thQ: | 0 | 14 | 12 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 1 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3035: 280/11TH (S)



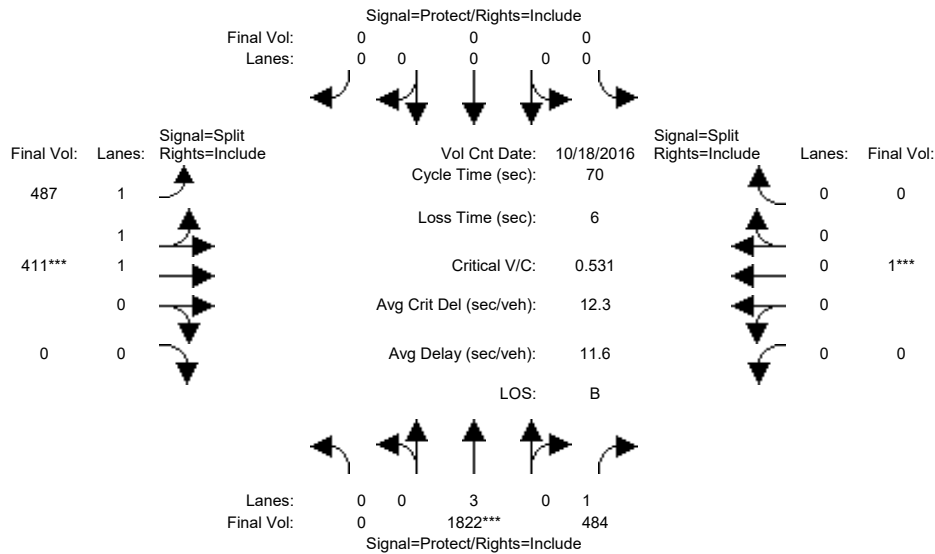
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 18 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 1845 | 484 | 0 | 0 | 0 | 487 | 419 | 0 | 0 | 1 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1845 | 484 | 0 | 0 | 0 | 487 | 419 | 0 | 0 | 1 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1845 | 484 | 0 | 0 | 0 | 487 | 419 | 0 | 0 | 1 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1845 | 484 | 0 | 0 | 0 | 487 | 419 | 0 | 0 | 1 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1845 | 484 | 0 | 0 | 0 | 487 | 419 | 0 | 0 | 1 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1845 | 484 | 0 | 0 | 0 | 487 | 419 | 0 | 0 | 1 | 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 | 0.93 | 0.99 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.65 | 1.35 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2927 | 2518 | 0 | 0 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.28 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 0.0 | 42.2 | 42.2 | 0.0 | 0.0 | 0.0 | 21.7 | 21.7 | 0.0 | 0.0 | 0.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.54 | 0.46 | 0.00 | 0.00 | 0.00 | 0.54 | 0.54 | 0.00 | 0.00 | 0.54 | 0.00 |
| Delay/Veh: | 0.0 | 8.3 | 7.9 | 0.0 | 0.0 | 0.0 | 20.3 | 20.3 | 0.0 | 0.0 | 206 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 8.3 | 7.9 | 0.0 | 0.0 | 0.0 | 20.3 | 20.3 | 0.0 | 0.0 | 206 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | F | A |
| HCM2k95thQ: | 0 | 14 | 12 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 1 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3035: 280/11TH (S)



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 18 Oct 2016 | << | 7:15-8:15 | | | | | | |
|----------------|------|-------|-------|-------------|------|-----------|------|------|------|------|------|------|
| Base Vol: | 0 | 1822 | 484 | 0 | 0 | 0 | 487 | 411 | 0 | 0 | 1 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1822 | 484 | 0 | 0 | 0 | 487 | 411 | 0 | 0 | 1 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1822 | 484 | 0 | 0 | 0 | 487 | 411 | 0 | 0 | 1 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1822 | 484 | 0 | 0 | 0 | 487 | 411 | 0 | 0 | 1 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1822 | 484 | 0 | 0 | 0 | 487 | 411 | 0 | 0 | 1 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1822 | 484 | 0 | 0 | 0 | 487 | 411 | 0 | 0 | 1 | 0 |

| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.99 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.67 | 1.33 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2953 | 2492 | 0 | 0 | 1900 | 0 |

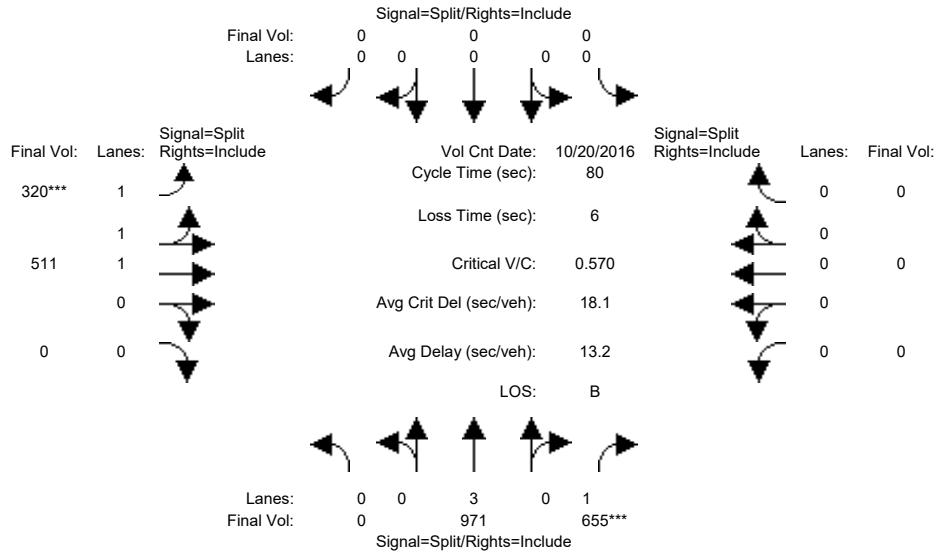
| Capacity Analysis Module: | Vol/Sat: | 0.00 | 0.32 | 0.28 | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 0.0 | 42.2 | 42.2 | 0.0 | 0.0 | 0.0 | 21.8 | 21.8 | 0.0 | 0.0 | 0.1 | 0.0 | |
| Volume/Cap: | 0.00 | 0.53 | 0.46 | 0.00 | 0.00 | 0.00 | 0.53 | 0.53 | 0.00 | 0.00 | 0.53 | 0.00 | |
| Delay/Veh: | 0.0 | 8.3 | 8.0 | 0.0 | 0.0 | 0.0 | 20.2 | 20.2 | 0.0 | 0.0 | 199 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.3 | 8.0 | 0.0 | 0.0 | 0.0 | 20.2 | 20.2 | 0.0 | 0.0 | 199 | 0.0 | |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | F | A | |
| HCM2k95thQ: | 0 | 14 | 12 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 1 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3035: 280/11TH (S)



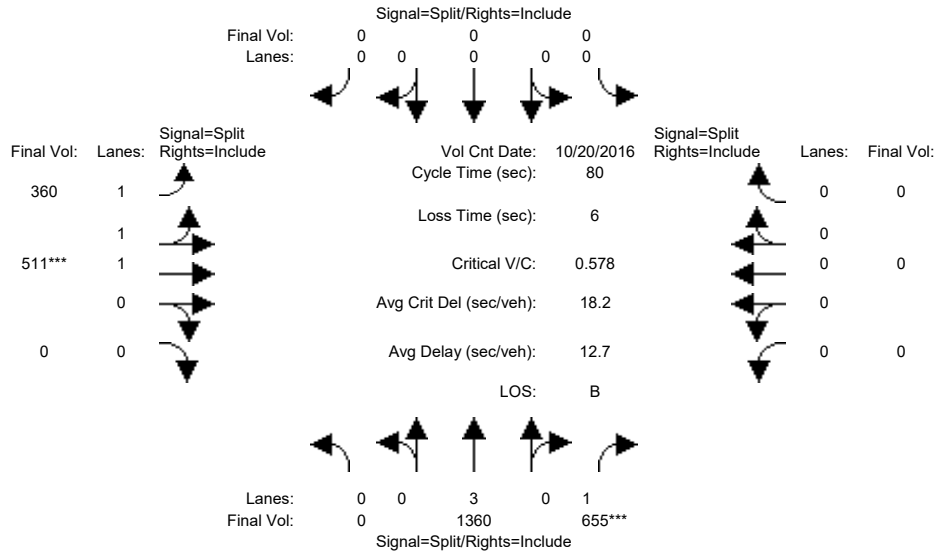
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 971 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 971 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 971 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 971 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 971 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 971 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.19 | 1.81 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2097 | 3349 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.37 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 52.6 | 52.6 | 0.0 | 0.0 | 0.0 | 21.4 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.26 | 0.57 | 0.00 | 0.00 | 0.00 | 0.57 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 5.7 | 8.2 | 0.0 | 0.0 | 0.0 | 25.8 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 5.7 | 8.2 | 0.0 | 0.0 | 0.0 | 25.8 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | A | A |
| HCM2k95thQ: | 0 | 6 | 18 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3035: 280/11TH (S)



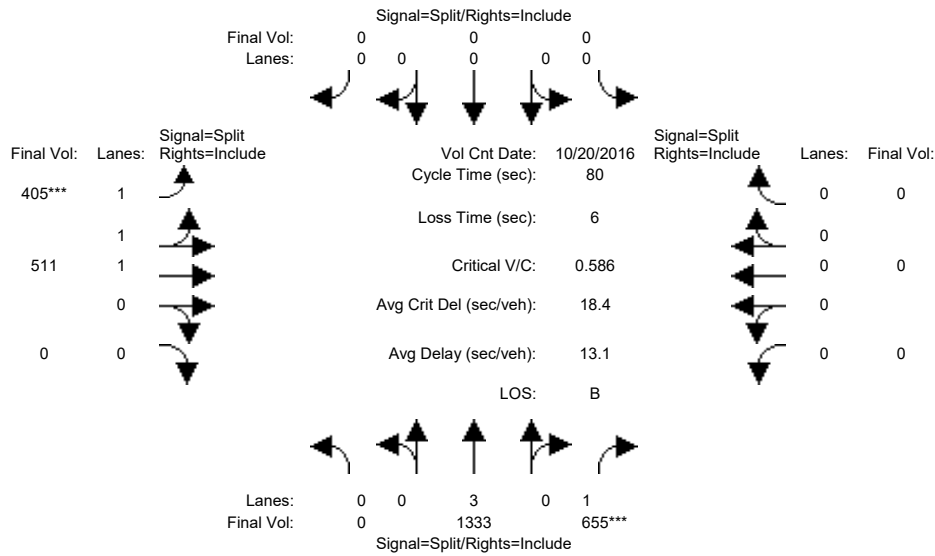
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 20 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1360 | 655 | 0 | 0 | 0 | 360 | 511 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1360 | 655 | 0 | 0 | 0 | 360 | 511 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1360 | 655 | 0 | 0 | 0 | 360 | 511 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1360 | 655 | 0 | 0 | 0 | 360 | 511 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1360 | 655 | 0 | 0 | 0 | 360 | 511 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1360 | 655 | 0 | 0 | 0 | 360 | 511 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.98 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.28 | 1.72 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2251 | 3195 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.37 | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | | |
| Green Time: | 0.0 | 51.8 | 51.8 | 0.0 | 0.0 | 0.0 | 22.2 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.37 | 0.58 | 0.00 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 6.6 | 8.7 | 0.0 | 0.0 | 0.0 | 25.5 | 25.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.6 | 8.7 | 0.0 | 0.0 | 0.0 | 25.5 | 25.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | A | A |
| HCM2k95thQ: | 0 | 10 | 18 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3035: 280/11TH (S)



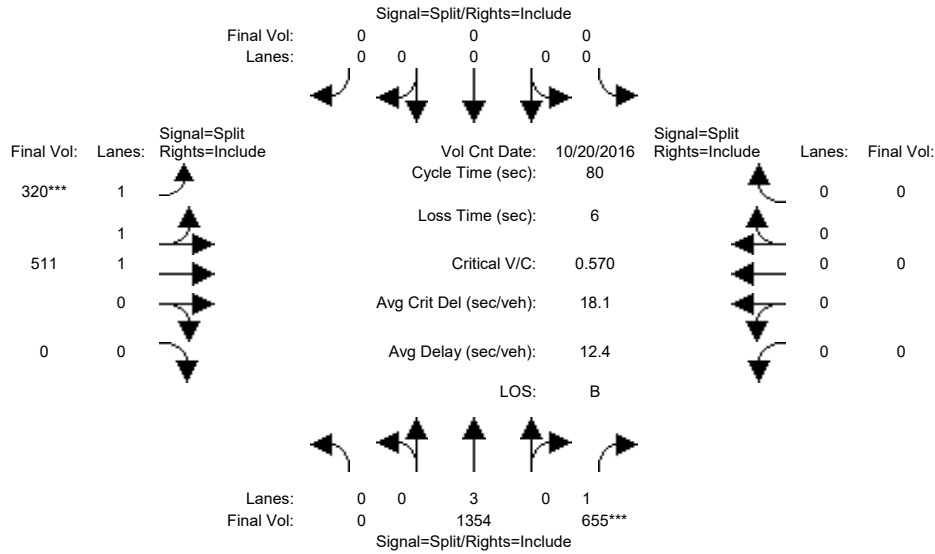
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1333 | 655 | 0 | 0 | 0 | 405 | 511 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1333 | 655 | 0 | 0 | 0 | 405 | 511 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1333 | 655 | 0 | 0 | 0 | 405 | 511 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1333 | 655 | 0 | 0 | 0 | 405 | 511 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1333 | 655 | 0 | 0 | 0 | 405 | 511 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1333 | 655 | 0 | 0 | 0 | 405 | 511 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.98 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.37 | 1.63 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2408 | 3038 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.37 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 51.1 | 51.1 | 0.0 | 0.0 | 0.0 | 22.9 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.37 | 0.59 | 0.00 | 0.00 | 0.00 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 6.9 | 9.2 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.9 | 9.2 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | A | A |
| HCM2k95thQ: | 0 | 10 | 18 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3035: 280/11TH (S)



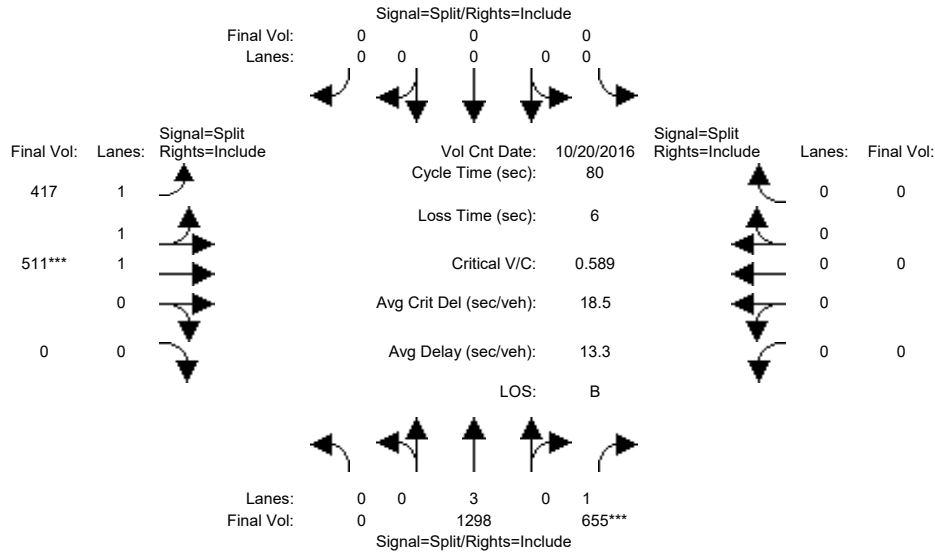
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1354 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1354 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1354 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1354 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1354 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1354 | 655 | 0 | 0 | 0 | 320 | 511 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.19 | 1.81 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2097 | 3349 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.37 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 52.6 | 52.6 | 0.0 | 0.0 | 0.0 | 21.4 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.36 | 0.57 | 0.00 | 0.00 | 0.00 | 0.57 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 6.2 | 8.2 | 0.0 | 0.0 | 0.0 | 25.8 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.2 | 8.2 | 0.0 | 0.0 | 0.0 | 25.8 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | A | A |
| HCM2k95thQ: | 0 | 10 | 18 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3035: 280/11TH (S)



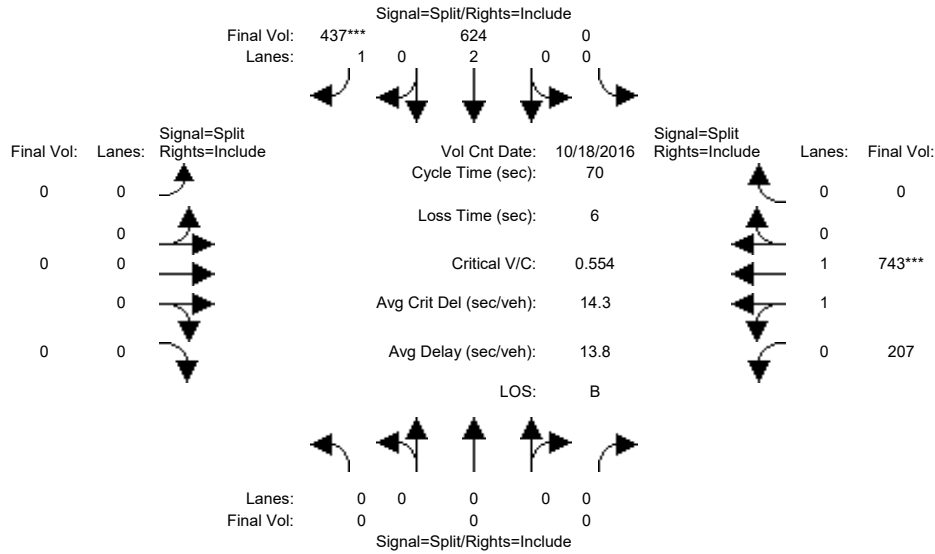
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 Oct 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1298 | 655 | 0 | 0 | 0 | 417 | 511 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1298 | 655 | 0 | 0 | 0 | 417 | 511 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1298 | 655 | 0 | 0 | 0 | 417 | 511 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1298 | 655 | 0 | 0 | 0 | 417 | 511 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1298 | 655 | 0 | 0 | 0 | 417 | 511 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1298 | 655 | 0 | 0 | 0 | 417 | 511 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.93 | 0.98 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.39 | 1.61 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 0 | 0 | 2447 | 2999 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.37 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 50.8 | 50.8 | 0.0 | 0.0 | 0.0 | 23.2 | 23.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.36 | 0.59 | 0.00 | 0.00 | 0.00 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 6.9 | 9.3 | 0.0 | 0.0 | 0.0 | 24.9 | 24.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.9 | 9.3 | 0.0 | 0.0 | 0.0 | 24.9 | 24.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | C | A | A | A | A |
| HCM2k95thQ: | 0 | 10 | 19 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3040: 280/10TH (N)



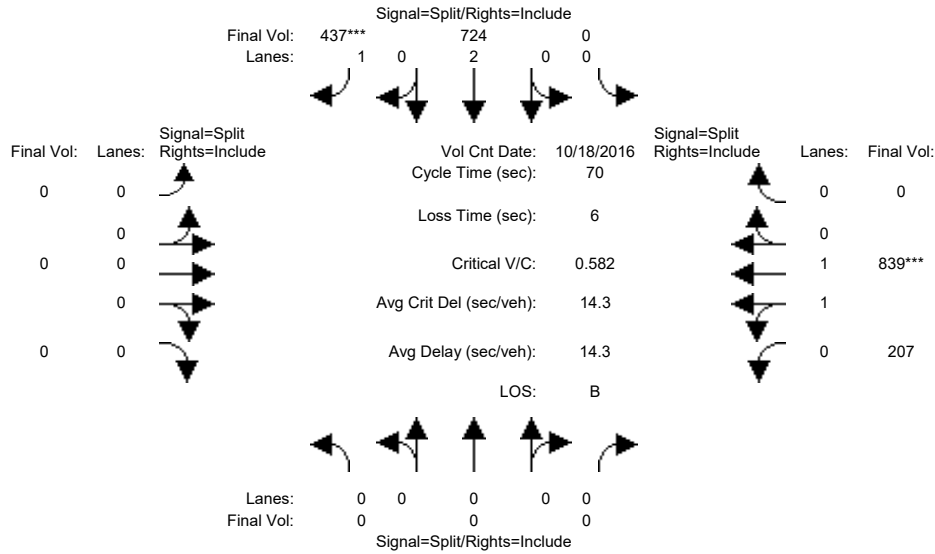
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 624 | 437 | 0 | 0 | 0 | 207 | 743 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 624 | 437 | 0 | 0 | 0 | 207 | 743 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 624 | 437 | 0 | 0 | 0 | 207 | 743 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 624 | 437 | 0 | 0 | 0 | 207 | 743 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 624 | 437 | 0 | 0 | 0 | 207 | 743 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 624 | 437 | 0 | 0 | 0 | 207 | 743 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.45 | 1.55 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 806 | 2893 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.25 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 31.6 | 31.6 | 0.0 | 0.0 | 0.0 | 32.4 | 32.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.55 | 0.00 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 12.8 | 14.9 | 0.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 12.8 | 14.9 | 0.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 |
| LOS by Move: | A | A | A | A | B | B | A | A | A | B | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 8 | 14 | 0 | 0 | 0 | 14 | 14 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3040: 280/10TH (N)



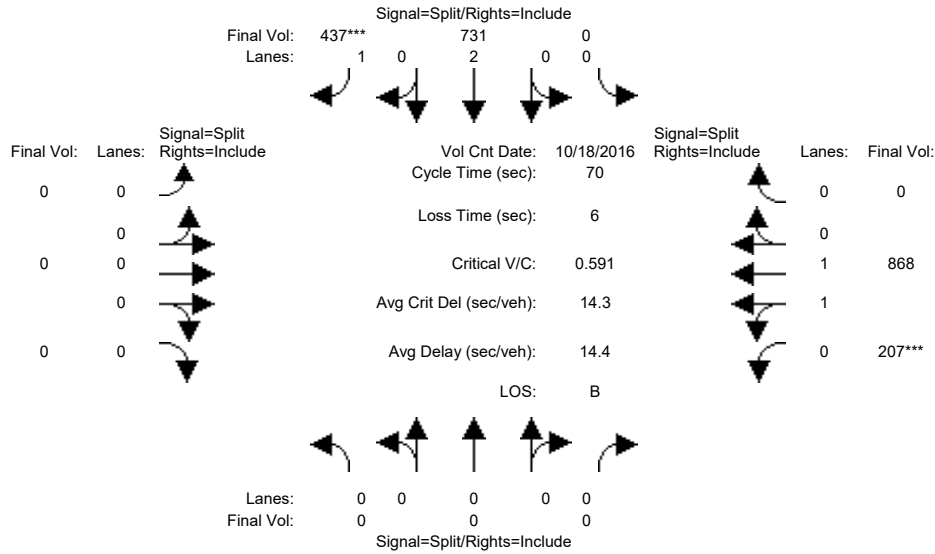
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 724 | 437 | 0 | 0 | 0 | 207 | 839 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 724 | 437 | 0 | 0 | 0 | 207 | 839 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 724 | 437 | 0 | 0 | 0 | 207 | 839 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 724 | 437 | 0 | 0 | 0 | 207 | 839 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 724 | 437 | 0 | 0 | 0 | 207 | 839 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 724 | 437 | 0 | 0 | 0 | 207 | 839 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.41 | 1.59 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 732 | 2967 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.25 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.00 |
| Crit Moves: | | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 30.0 | 0.0 | 0.0 | 0.0 | 34.0 | 34.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.58 | 0.00 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 16.4 | 0.0 | 0.0 | 0.0 | 13.4 | 13.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 16.4 | 0.0 | 0.0 | 0.0 | 13.4 | 13.4 | 0.0 |
| LOS by Move: | A | A | A | A | B | B | A | A | A | B | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 10 | 14 | 0 | 0 | 0 | 15 | 15 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3040: 280/10TH (N)



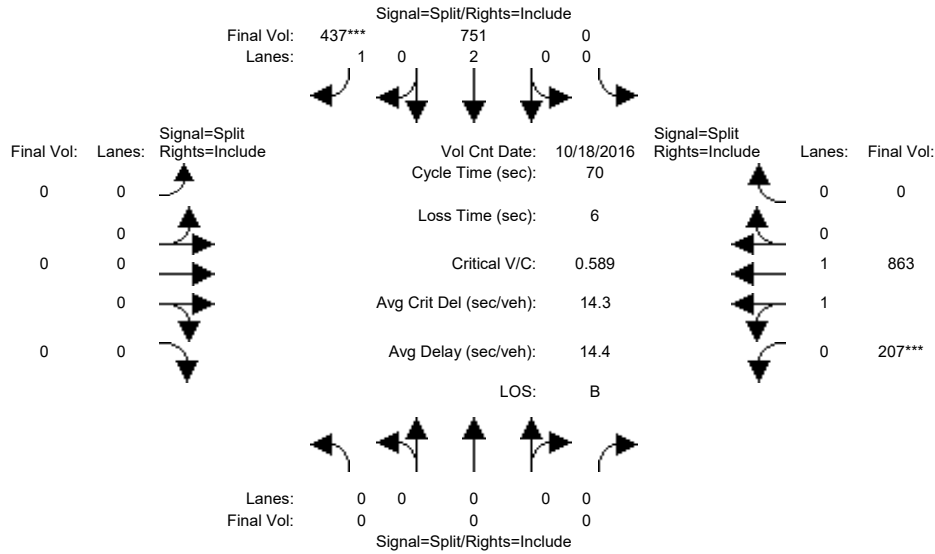
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 731 | 437 | 0 | 0 | 0 | 207 | 868 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 731 | 437 | 0 | 0 | 0 | 207 | 868 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 731 | 437 | 0 | 0 | 0 | 207 | 868 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 731 | 437 | 0 | 0 | 0 | 207 | 868 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 731 | 437 | 0 | 0 | 0 | 207 | 868 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 731 | 437 | 0 | 0 | 0 | 207 | 868 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.40 | 1.60 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 712 | 2987 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.25 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 |
| Crit Moves: | ***** | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 29.6 | 29.6 | 0.0 | 0.0 | 0.0 | 34.4 | 34.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 | 0.59 | 0.00 | 0.00 | 0.00 | 0.59 | 0.59 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 16.8 | 0.0 | 0.0 | 0.0 | 13.3 | 13.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 16.8 | 0.0 | 0.0 | 0.0 | 13.3 | 13.3 | 0.0 |
| LOS by Move: | A | A | A | A | B | B | A | A | A | B | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 16 | 16 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3040: 280/10TH (N)



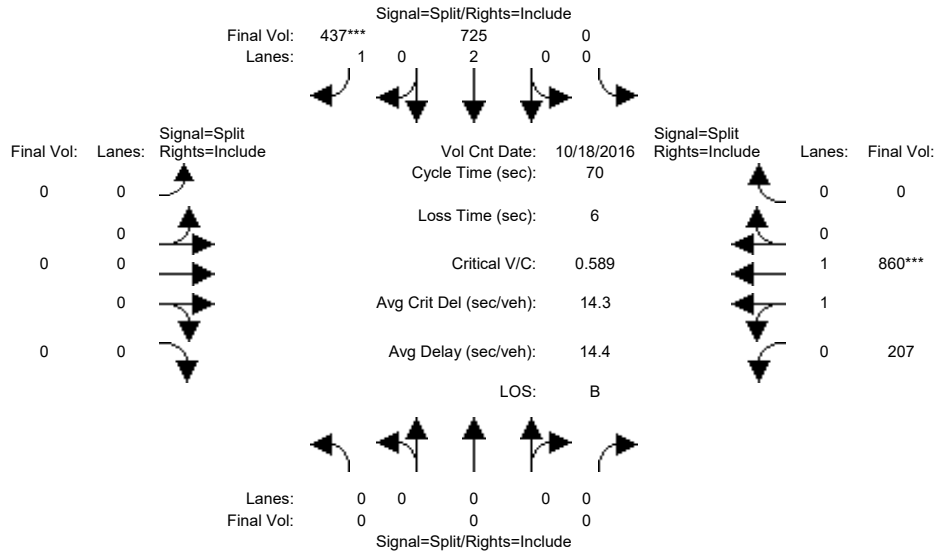
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 751 | 437 | 0 | 0 | 0 | 207 | 863 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 751 | 437 | 0 | 0 | 0 | 207 | 863 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 751 | 437 | 0 | 0 | 0 | 207 | 863 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 751 | 437 | 0 | 0 | 0 | 207 | 863 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 751 | 437 | 0 | 0 | 0 | 207 | 863 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 751 | 437 | 0 | 0 | 0 | 207 | 863 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.40 | 1.60 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 716 | 2984 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.25 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 |
| Crit Moves: | | | | | | | | | | | | **** |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 29.7 | 29.7 | 0.0 | 0.0 | 0.0 | 34.3 | 34.3 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.59 | 0.00 | 0.00 | 0.00 | 0.59 | 0.59 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 16.8 | 0.0 | 0.0 | 0.0 | 13.3 | 13.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 16.8 | 0.0 | 0.0 | 0.0 | 13.3 | 13.3 | 0.0 |
| LOS by Move: | A | A | A | A | B | B | A | A | A | B | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 16 | 16 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3040: 280/10TH (N)



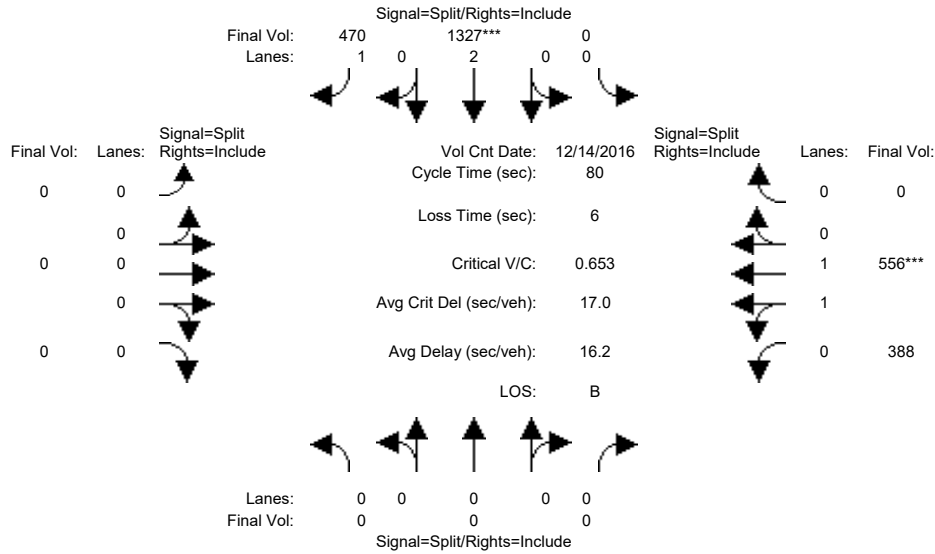
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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 Oct 2016 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 725 | 437 | 0 | 0 | 0 | 207 | 860 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 725 | 437 | 0 | 0 | 0 | 207 | 860 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 725 | 437 | 0 | 0 | 0 | 207 | 860 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 725 | 437 | 0 | 0 | 0 | 207 | 860 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 725 | 437 | 0 | 0 | 0 | 207 | 860 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 0 | 725 | 437 | 0 | 0 | 0 | 207 | 860 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.40 | 1.60 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 718 | 2982 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.25 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 29.7 | 29.7 | 0.0 | 0.0 | 0.0 | 34.3 | 34.3 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.59 | 0.00 | 0.00 | 0.00 | 0.59 | 0.59 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.5 | 16.7 | 0.0 | 0.0 | 0.0 | 13.3 | 13.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.5 | 16.7 | 0.0 | 0.0 | 0.0 | 13.3 | 13.3 | 0.0 |
| LOS by Move: | A | A | A | A | B | B | A | A | A | B | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 16 | 16 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3040: 280/10TH (N)



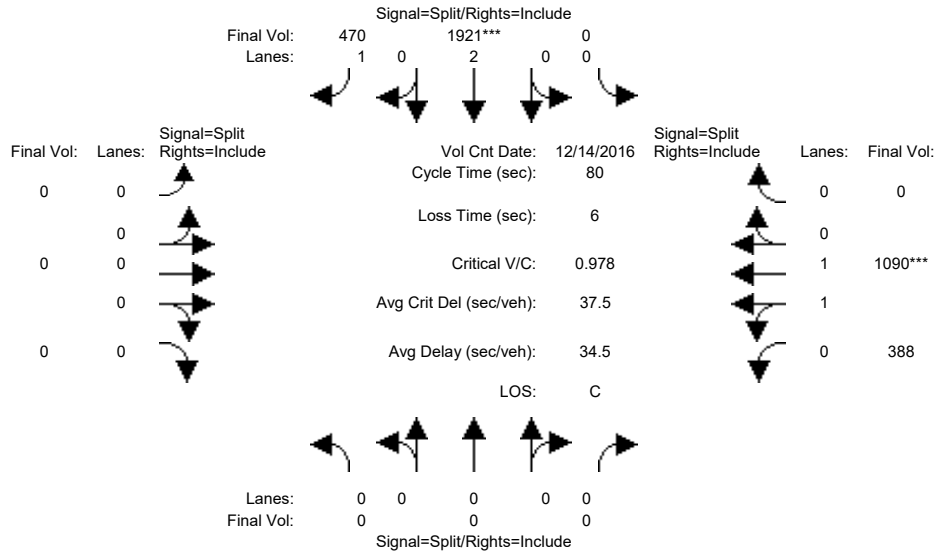
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 14 Dec 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 1327 | 470 | 0 | 0 | 0 | 388 | 556 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 1327 | 470 | 0 | 0 | 0 | 388 | 556 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 1327 | 470 | 0 | 0 | 0 | 388 | 556 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 1327 | 470 | 0 | 0 | 0 | 388 | 556 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 1327 | 470 | 0 | 0 | 0 | 388 | 556 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 1327 | 470 | 0 | 0 | 0 | 388 | 556 | 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 | 0.95 | 0.99 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.84 | 1.16 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 1520 | 2178 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.27 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 42.8 | 42.8 | 0.0 | 0.0 | 0.0 | 31.2 | 31.2 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.50 | 0.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | 12.3 | 0.0 | 0.0 | 0.0 | 21.0 | 21.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | 12.3 | 0.0 | 0.0 | 0.0 | 21.0 | 21.0 | 0.0 |
| LOS by Move: | A | A | A | A | B | B | A | A | A | C | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 21 | 15 | 0 | 0 | 0 | 18 | 18 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3040: 280/10TH (N)



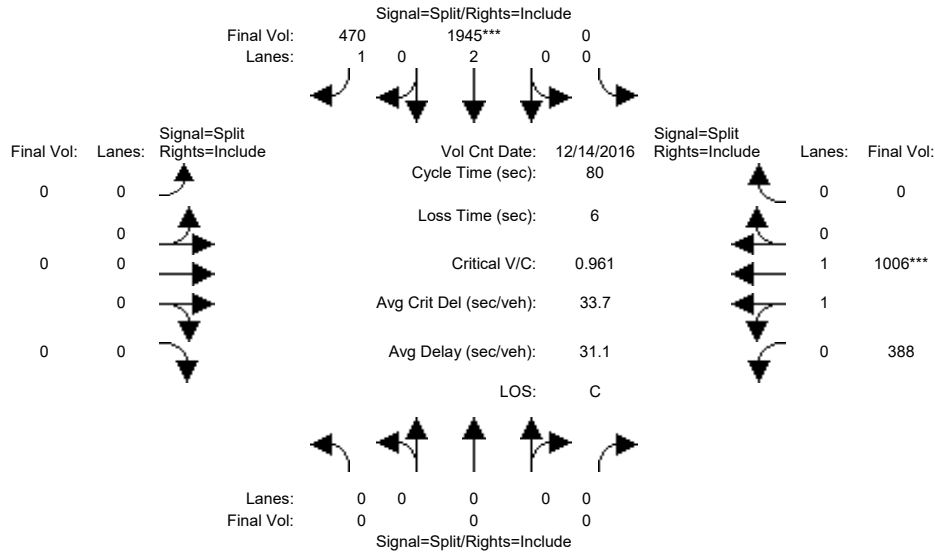
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 14 Dec 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 1921 | 470 | 0 | 0 | 0 | 388 | 1090 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 1921 | 470 | 0 | 0 | 0 | 388 | 1090 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 1921 | 470 | 0 | 0 | 0 | 388 | 1090 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 1921 | 470 | 0 | 0 | 0 | 388 | 1090 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 1921 | 470 | 0 | 0 | 0 | 388 | 1090 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 1921 | 470 | 0 | 0 | 0 | 388 | 1090 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.54 | 1.46 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 971 | 2728 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.27 | 0.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 41.3 | 41.3 | 0.0 | 0.0 | 0.0 | 32.7 | 32.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.98 | 0.52 | 0.00 | 0.00 | 0.00 | 0.98 | 0.98 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 34.4 | 13.3 | 0.0 | 0.0 | 0.0 | 41.5 | 41.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 34.4 | 13.3 | 0.0 | 0.0 | 0.0 | 41.5 | 41.5 | 0.0 |
| LOS by Move: | A | A | A | A | C | B | A | A | A | D | D | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 45 | 15 | 0 | 0 | 0 | 37 | 37 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3040: 280/10TH (N)



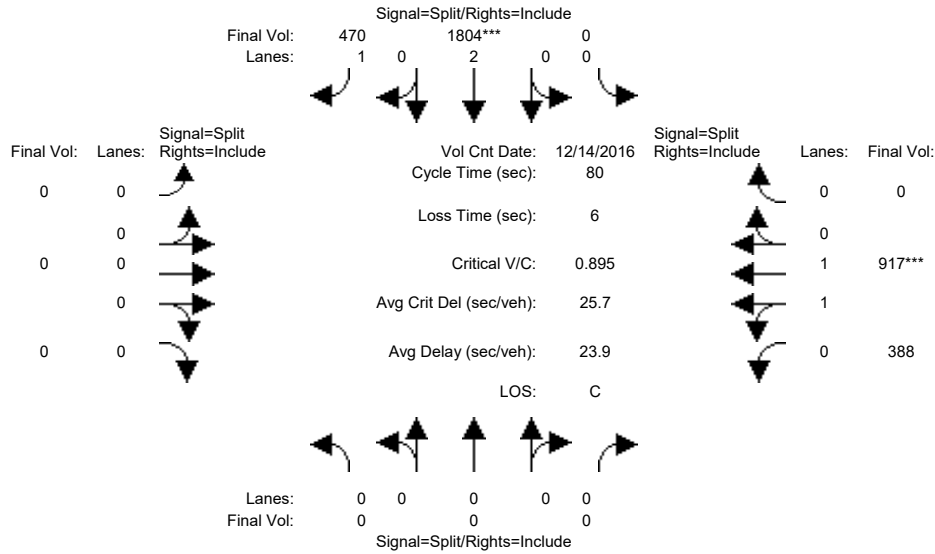
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 14 Dec 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 1006 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 1006 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 1006 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 1006 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 1006 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 1006 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.57 | 1.43 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 1030 | 2669 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.27 | 0.00 | 0.00 | 0.00 | 0.38 | 0.38 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 42.6 | 42.6 | 0.0 | 0.0 | 0.0 | 31.4 | 31.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.96 | 0.50 | 0.00 | 0.00 | 0.00 | 0.96 | 0.96 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 12.4 | 0.0 | 0.0 | 0.0 | 39.0 | 39.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 12.4 | 0.0 | 0.0 | 0.0 | 39.0 | 39.0 | 0.0 |
| LOS by Move: | A | A | A | A | C | B | A | A | A | D | D | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 44 | 15 | 0 | 0 | 0 | 34 | 34 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3040: 280/10TH (N)



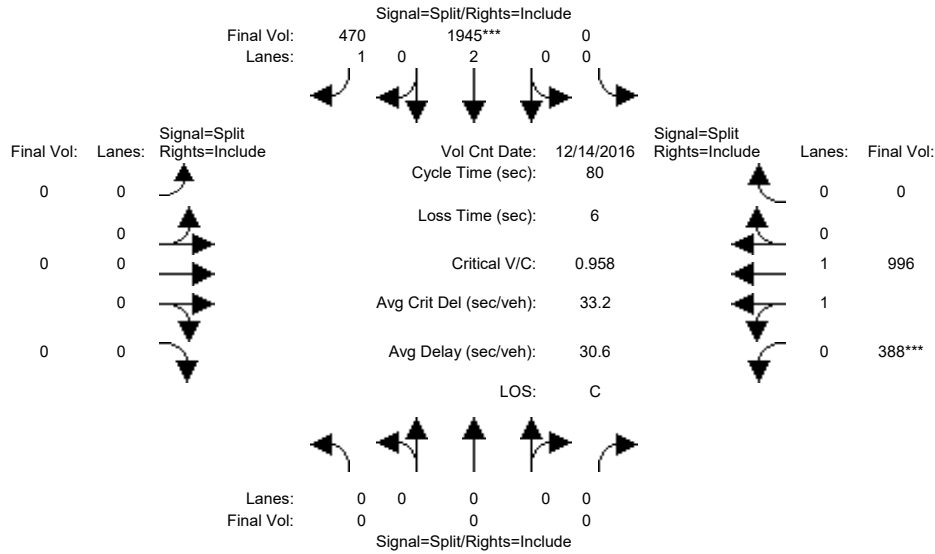
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: | 14 Dec 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 1804 | 470 | 0 | 0 | 0 | 388 | 917 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 1804 | 470 | 0 | 0 | 0 | 388 | 917 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 1804 | 470 | 0 | 0 | 0 | 388 | 917 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 1804 | 470 | 0 | 0 | 0 | 388 | 917 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 1804 | 470 | 0 | 0 | 0 | 388 | 917 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 1804 | 470 | 0 | 0 | 0 | 388 | 917 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.61 | 1.39 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 1100 | 2599 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.27 | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 42.5 | 42.5 | 0.0 | 0.0 | 0.0 | 31.5 | 31.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.89 | 0.51 | 0.00 | 0.00 | 0.00 | 0.89 | 0.89 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 22.4 | 12.5 | 0.0 | 0.0 | 0.0 | 30.2 | 30.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 22.4 | 12.5 | 0.0 | 0.0 | 0.0 | 30.2 | 30.2 | 0.0 |
| LOS by Move: | A | A | A | A | C | B | A | A | A | C | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 36 | 15 | 0 | 0 | 0 | 29 | 29 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3040: 280/10TH (N)



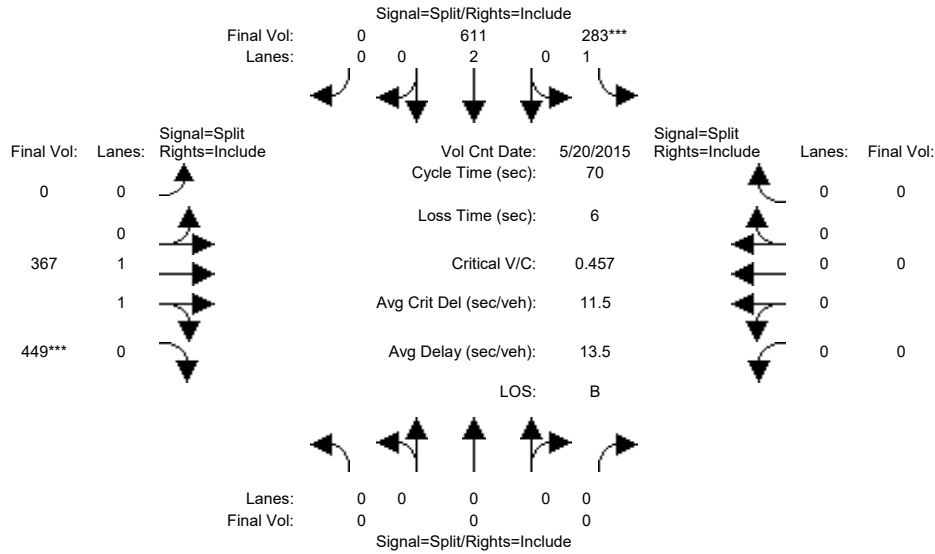
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: | 14 Dec 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 996 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 996 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 996 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 996 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 996 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 1945 | 470 | 0 | 0 | 0 | 388 | 996 | 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 | 0.95 | 0.98 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.58 | 1.42 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 1037 | 2662 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.27 | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 0.0 | 42.7 | 42.7 | 0.0 | 0.0 | 0.0 | 31.3 | 31.3 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.96 | 0.50 | 0.00 | 0.00 | 0.00 | 0.96 | 0.96 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 29.4 | 12.3 | 0.0 | 0.0 | 0.0 | 38.6 | 38.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 29.4 | 12.3 | 0.0 | 0.0 | 0.0 | 38.6 | 38.6 | 0.0 |
| LOS by Move: | A | A | A | A | C | B | A | A | A | D | D | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 44 | 15 | 0 | 0 | 0 | 34 | 34 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3041: 280/10TH (S)



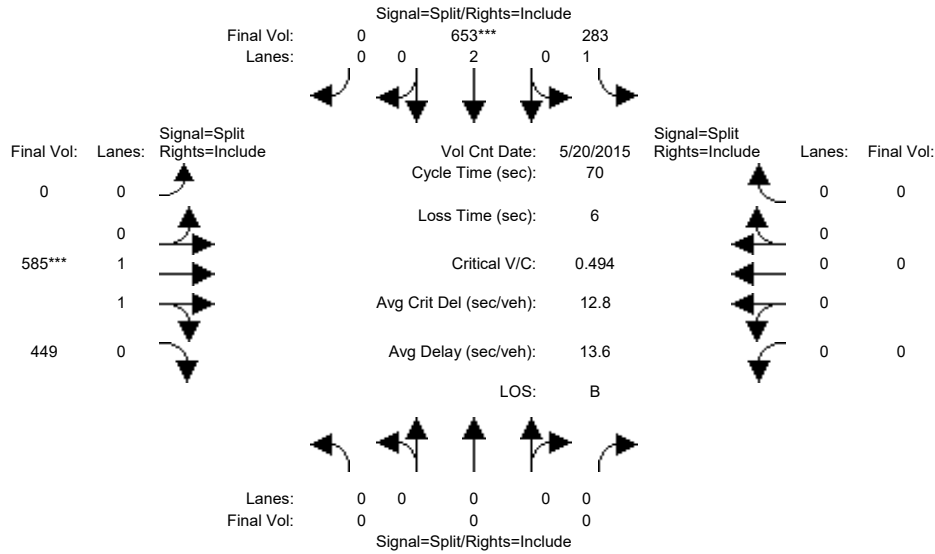
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15 | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 283 | 611 | 0 | 0 | 367 | 449 | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | 283 | 611 | 0 | 0 | 367 | 449 | 0 | 0 | 0 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 0 | 0 | 283 | 611 | 0 | 0 | 367 | 449 | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 0 | 283 | 611 | 0 | 0 | 367 | 449 | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | 283 | 611 | 0 | 0 | 367 | 449 | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Final Volume: | 0 | 0 | 0 | 283 | 611 | 0 | 0 | 367 | 449 | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.19 | 0.26 | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | **** | | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 24.7 | 24.7 | 0.0 | 0.0 | 39.3 | 39.3 | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.45 | 0.00 | 0.00 | 0.34 | 0.46 | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.0 | 17.7 | 0.0 | 0.0 | 8.5 | 9.3 | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.0 | 17.7 | 0.0 | 0.0 | 8.5 | 9.3 | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | B | B | A | A | A | A | A | A | A | |
| HCM2k95thQ: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 9 | 12 | 0 | 0 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3041: 280/10TH (S)



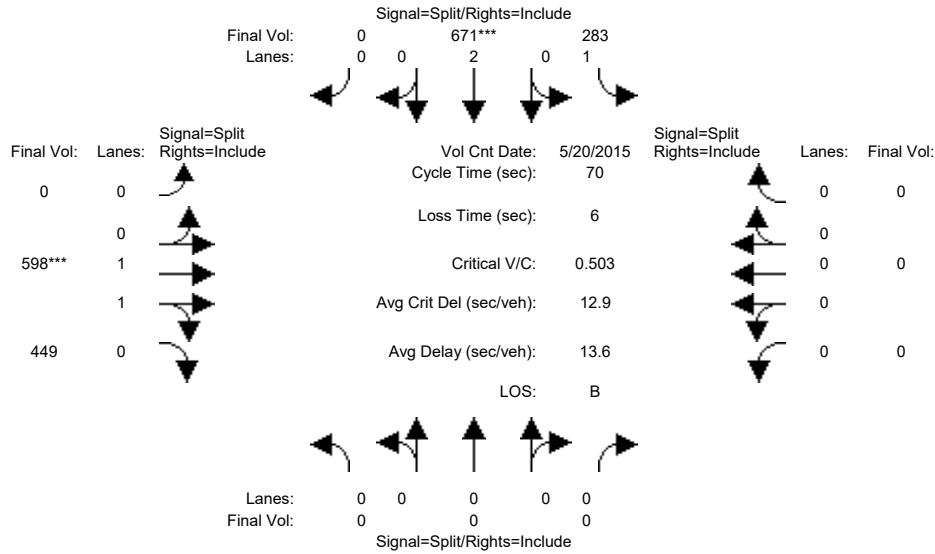
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 283 | 653 | 0 | 0 | 585 | 449 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 283 | 653 | 0 | 0 | 585 | 449 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 283 | 653 | 0 | 0 | 585 | 449 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 283 | 653 | 0 | 0 | 585 | 449 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 283 | 653 | 0 | 0 | 585 | 449 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 283 | 653 | 0 | 0 | 585 | 449 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.11 | 0.89 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 2092 | 1606 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.17 | 0.00 | 0.00 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 24.4 | 24.4 | 0.0 | 0.0 | 39.6 | 39.6 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.49 | 0.00 | 0.00 | 0.49 | 0.49 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.3 | 18.3 | 0.0 | 0.0 | 9.3 | 9.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.3 | 18.3 | 0.0 | 0.0 | 9.3 | 9.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | B | B | A | A | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 14 | 14 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3041: 280/10TH (S)



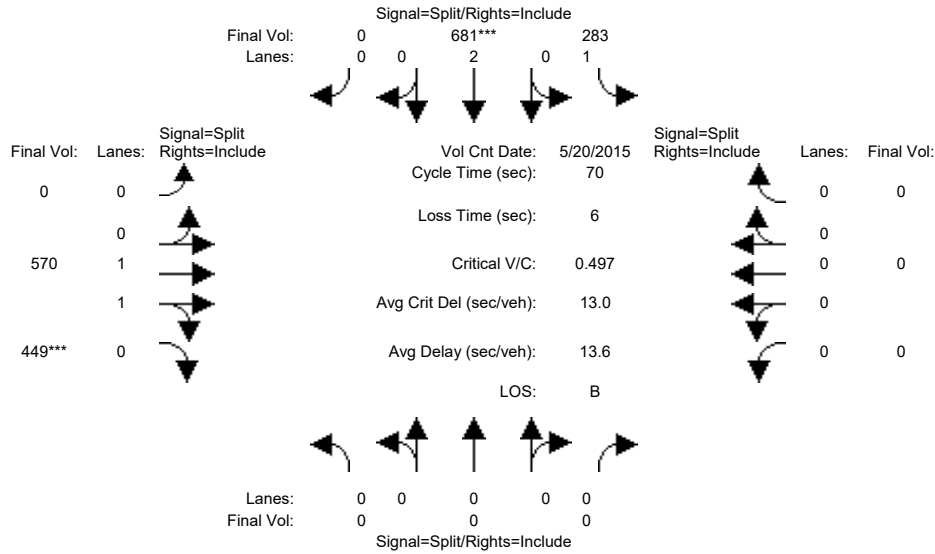
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 283 | 671 | 0 | 0 | 598 | 449 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 283 | 671 | 0 | 0 | 598 | 449 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 283 | 671 | 0 | 0 | 598 | 449 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 283 | 671 | 0 | 0 | 598 | 449 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 283 | 671 | 0 | 0 | 598 | 449 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 283 | 671 | 0 | 0 | 598 | 449 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.12 | 0.88 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 2112 | 1586 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.18 | 0.00 | 0.00 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 24.6 | 24.6 | 0.0 | 0.0 | 39.4 | 39.4 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.50 | 0.00 | 0.00 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.1 | 18.2 | 0.0 | 0.0 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.1 | 18.2 | 0.0 | 0.0 | 9.5 | 9.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | B | B | A | A | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 10 | 11 | 0 | 0 | 14 | 14 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3041: 280/10TH (S)



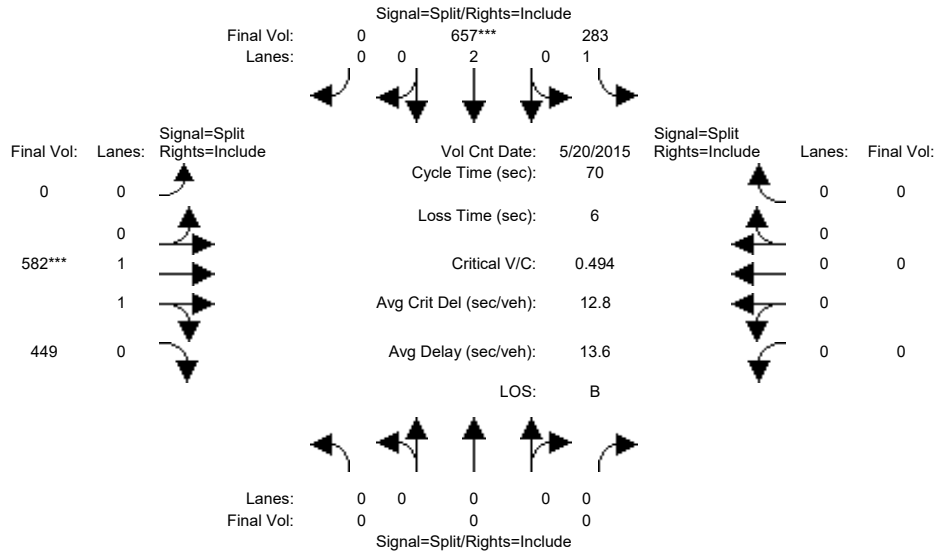
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 283 | 681 | 0 | 0 | 570 | 449 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 283 | 681 | 0 | 0 | 570 | 449 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 283 | 681 | 0 | 0 | 570 | 449 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 283 | 681 | 0 | 0 | 570 | 449 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 283 | 681 | 0 | 0 | 570 | 449 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 283 | 681 | 0 | 0 | 570 | 449 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.09 | 0.91 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 2068 | 1629 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.18 | 0.00 | 0.00 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 25.2 | 25.2 | 0.0 | 0.0 | 38.8 | 38.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.45 | 0.50 | 0.00 | 0.00 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.6 | 17.7 | 0.0 | 0.0 | 9.8 | 9.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.6 | 17.7 | 0.0 | 0.0 | 9.8 | 9.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | B | B | A | A | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 10 | 11 | 0 | 0 | 14 | 14 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3041: 280/10TH (S)



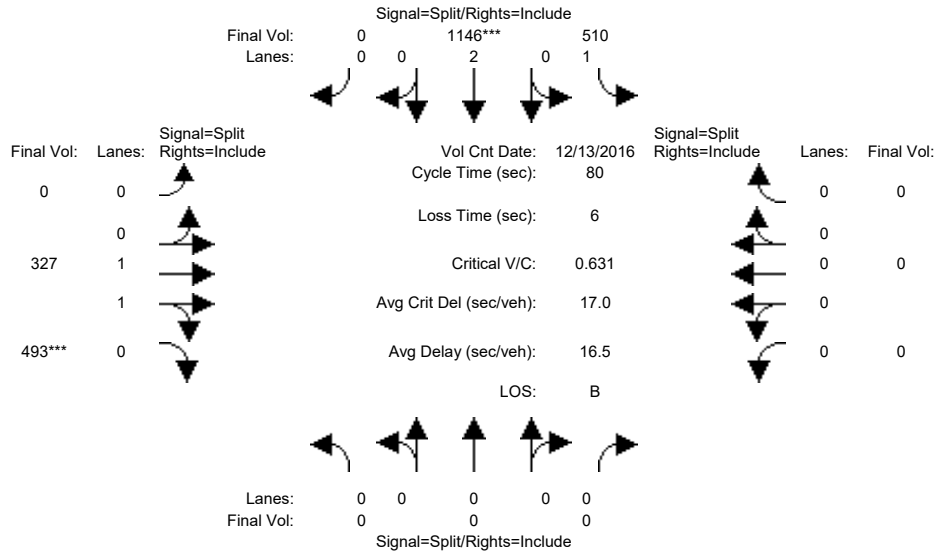
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15 | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 283 | 657 | 0 | 0 | 582 | 449 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 283 | 657 | 0 | 0 | 582 | 449 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 283 | 657 | 0 | 0 | 582 | 449 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 283 | 657 | 0 | 0 | 582 | 449 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 283 | 657 | 0 | 0 | 582 | 449 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 283 | 657 | 0 | 0 | 582 | 449 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.11 | 0.89 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 2087 | 1610 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.17 | 0.00 | 0.00 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 24.5 | 24.5 | 0.0 | 0.0 | 39.5 | 39.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.49 | 0.00 | 0.00 | 0.49 | 0.49 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.2 | 18.2 | 0.0 | 0.0 | 9.4 | 9.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.2 | 18.2 | 0.0 | 0.0 | 9.4 | 9.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | B | B | A | A | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 10 | 11 | 0 | 0 | 14 | 14 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3041: 280/10TH (S)



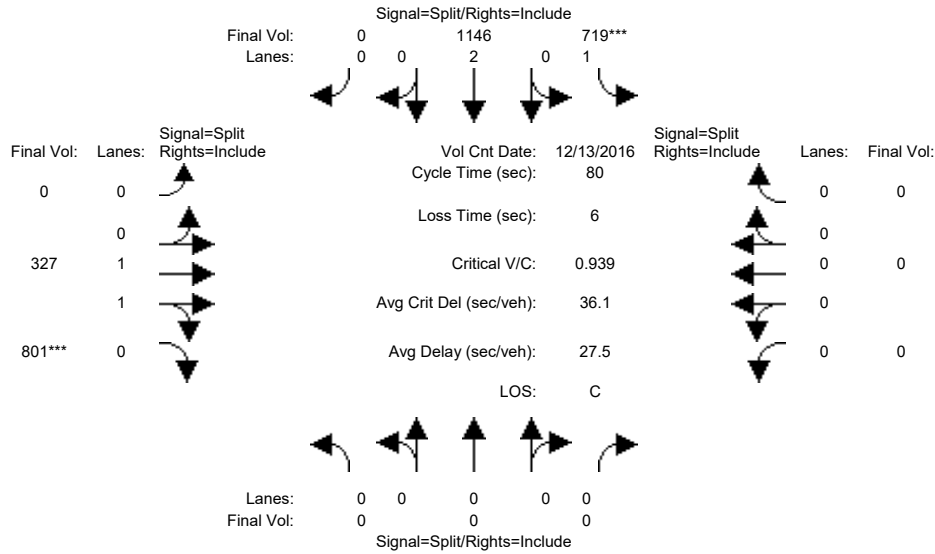
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Dec 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 510 | 1146 | 0 | 0 | 327 | 493 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 510 | 1146 | 0 | 0 | 327 | 493 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 510 | 1146 | 0 | 0 | 327 | 493 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 510 | 1146 | 0 | 0 | 327 | 493 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 510 | 1146 | 0 | 0 | 327 | 493 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 510 | 1146 | 0 | 0 | 327 | 493 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.29 | 0.30 | 0.00 | 0.00 | 0.17 | 0.28 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 38.3 | 38.3 | 0.0 | 0.0 | 35.7 | 35.7 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.61 | 0.63 | 0.00 | 0.00 | 0.39 | 0.63 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.7 | 16.3 | 0.0 | 0.0 | 14.9 | 18.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.7 | 16.3 | 0.0 | 0.0 | 14.9 | 18.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | B | B | A | A | B | B | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 18 | 19 | 0 | 0 | 11 | 20 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3041: 280/10TH (S)



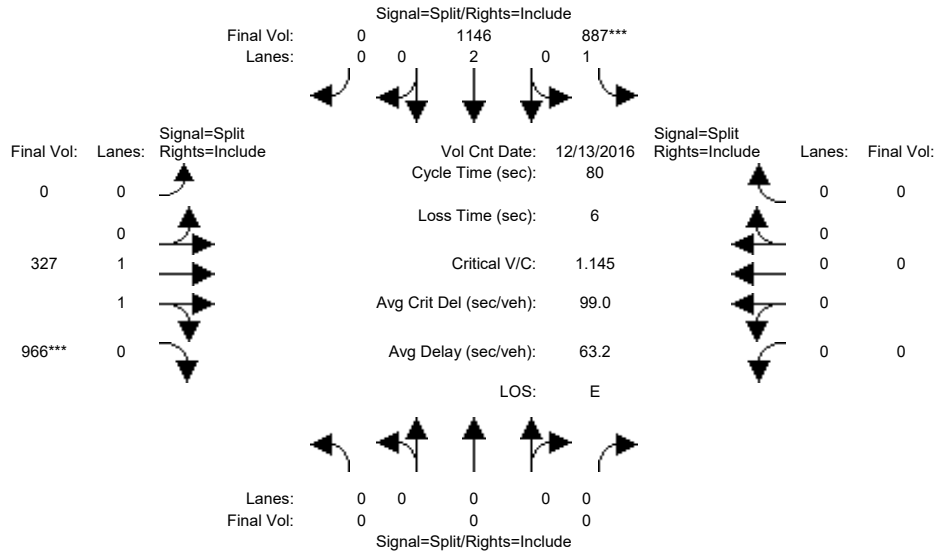
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Volume Module: >> Count Date: 13 Dec 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 719 | 1146 | 0 | 0 | 327 | 801 | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | 719 | 1146 | 0 | 0 | 327 | 801 | 0 | 0 | 0 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 0 | 0 | 719 | 1146 | 0 | 0 | 327 | 801 | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 0 | 719 | 1146 | 0 | 0 | 327 | 801 | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | 719 | 1146 | 0 | 0 | 327 | 801 | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Final Volume: | 0 | 0 | 0 | 719 | 1146 | 0 | 0 | 327 | 801 | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.41 | 0.30 | 0.00 | 0.00 | 0.17 | 0.46 | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | **** | | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 35.0 | 35.0 | 0.0 | 0.0 | 39.0 | 39.0 | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.94 | 0.69 | 0.00 | 0.00 | 0.35 | 0.94 | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 40.7 | 19.4 | 0.0 | 0.0 | 12.8 | 33.2 | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 40.7 | 19.4 | 0.0 | 0.0 | 12.8 | 33.2 | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | D | B | A | A | B | C | A | A | A | |
| HCM2k95thQ: | 0 | 0 | 0 | 30 | 19 | 0 | 0 | 10 | 42 | 0 | 0 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3041: 280/10TH (S)



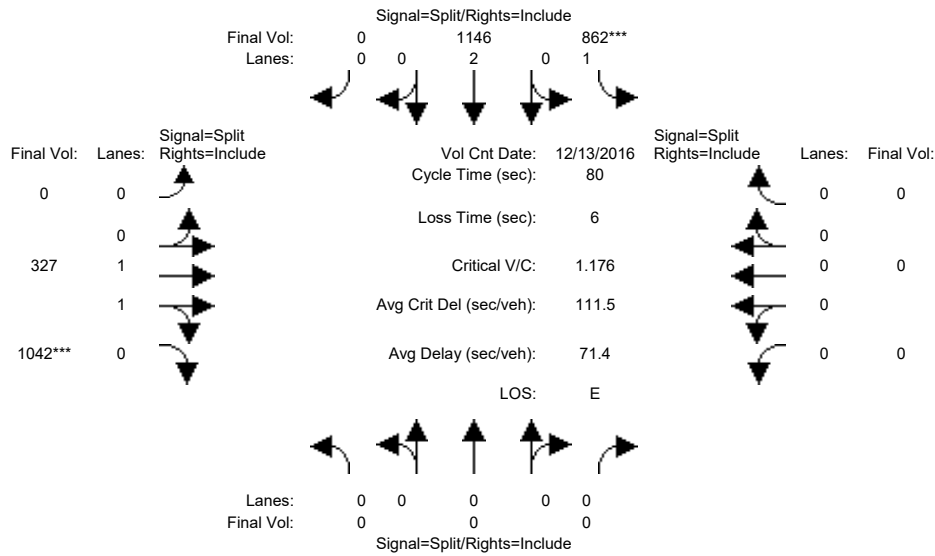
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Volume Module: >> Count Date: 13 Dec 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 887 | 1146 | 0 | 0 | 327 | 966 | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | 887 | 1146 | 0 | 0 | 327 | 966 | 0 | 0 | 0 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 0 | 0 | 887 | 1146 | 0 | 0 | 327 | 966 | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 0 | 887 | 1146 | 0 | 0 | 327 | 966 | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | 887 | 1146 | 0 | 0 | 327 | 966 | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | 887 | 1146 | 0 | 0 | 327 | 966 | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.51 | 0.30 | 0.00 | 0.00 | 0.17 | 0.55 | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | **** | | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 35.4 | 35.4 | 0.0 | 0.0 | 38.6 | 38.6 | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.14 | 0.68 | 0.00 | 0.00 | 0.36 | 1.14 | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 102.4 | 18.9 | 0.0 | 0.0 | 13.0 | 96.6 | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 102.4 | 18.9 | 0.0 | 0.0 | 13.0 | 96.6 | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | F | B | A | A | B | F | A | A | A | |
| HCM2k95thQ: | 0 | 0 | 0 | 59 | 19 | 0 | 0 | 10 | 71 | 0 | 0 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3041: 280/10TH (S)



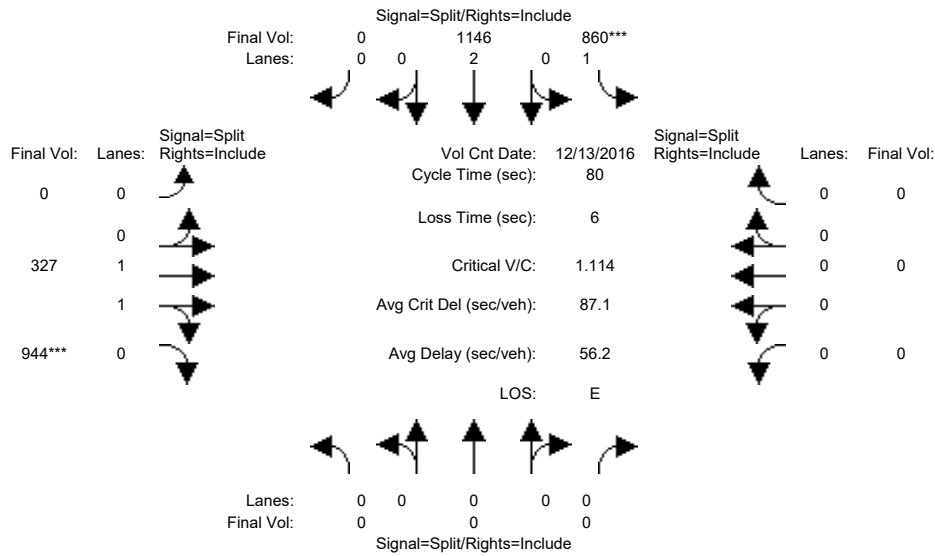
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|---|-------------|------|------|-------------|------|------|------------|------|-------|------------|------|------|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Volume Module: >> Count Date: 13 Dec 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 862 | 1146 | 0 | 0 | 327 | 1042 | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | 862 | 1146 | 0 | 0 | 327 | 1042 | 0 | 0 | 0 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 0 | 0 | 862 | 1146 | 0 | 0 | 327 | 1042 | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 0 | 862 | 1146 | 0 | 0 | 327 | 1042 | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | 862 | 1146 | 0 | 0 | 327 | 1042 | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Final Volume: | 0 | 0 | 0 | 862 | 1146 | 0 | 0 | 327 | 1042 | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.49 | 0.30 | 0.00 | 0.00 | 0.17 | 0.60 | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | **** | | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.5 | 33.5 | 0.0 | 0.0 | 40.5 | 40.5 | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.18 | 0.72 | 0.00 | 0.00 | 0.34 | 1.18 | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 116.5 | 21.0 | 0.0 | 0.0 | 11.8 | 108.3 | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 116.5 | 21.0 | 0.0 | 0.0 | 11.8 | 108.3 | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | F | C | A | A | B | F | A | A | A | |
| HCM2k95thQ: | 0 | 0 | 0 | 62 | 20 | 0 | 0 | 9 | 79 | 0 | 0 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3041: 280/10TH (S)



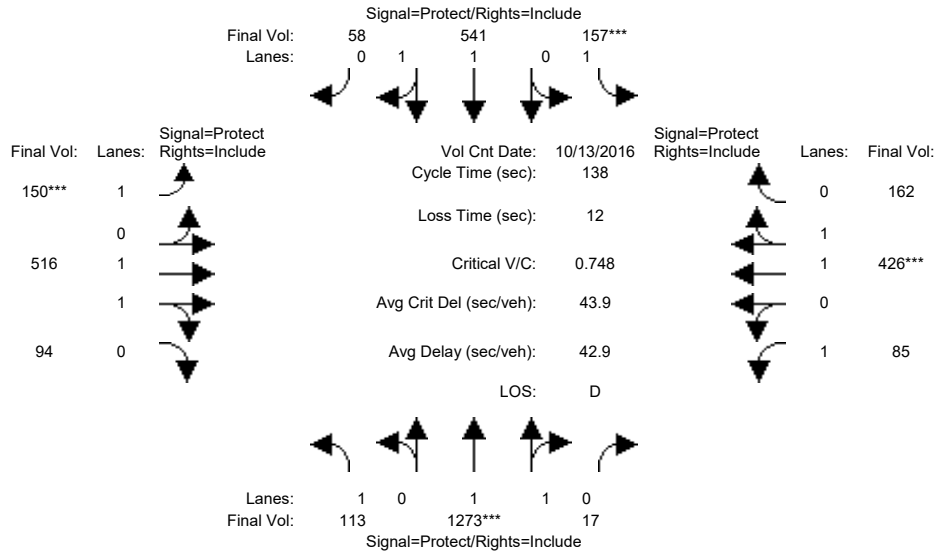
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Volume Module: >> Count Date: 13 Dec 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 860 | 1146 | 0 | 0 | 327 | 944 | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | 860 | 1146 | 0 | 0 | 327 | 944 | 0 | 0 | 0 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 0 | 0 | 860 | 1146 | 0 | 0 | 327 | 944 | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 0 | 860 | 1146 | 0 | 0 | 327 | 944 | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | 860 | 1146 | 0 | 0 | 327 | 944 | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Final Volume: | 0 | 0 | 0 | 860 | 1146 | 0 | 0 | 327 | 944 | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 0 | 0 | 1750 | 3800 | 0 | 0 | 1900 | 1750 | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.49 | 0.30 | 0.00 | 0.00 | 0.17 | 0.54 | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | **** | | | | | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 35.3 | 35.3 | 0.0 | 0.0 | 38.7 | 38.7 | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.11 | 0.68 | 0.00 | 0.00 | 0.36 | 1.11 | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 90.9 | 19.1 | 0.0 | 0.0 | 12.9 | 84.5 | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 90.9 | 19.1 | 0.0 | 0.0 | 12.9 | 84.5 | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | F | B | A | A | B | F | A | A | A | |
| HCM2k95thQ: | 0 | 0 | 0 | 54 | 19 | 0 | 0 | 10 | 66 | 0 | 0 | 0 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3058: ALAMEDA/NAGLEE



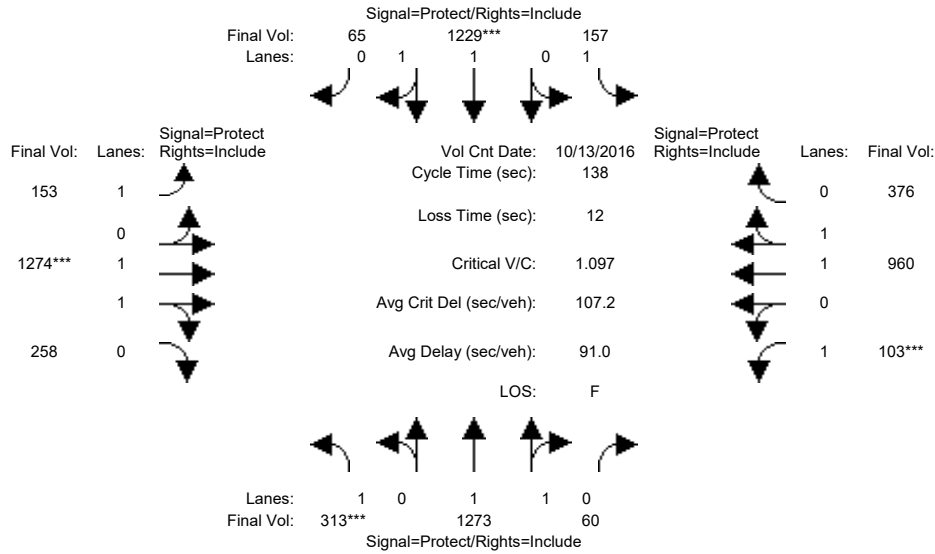
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Movement: | | | | | | | | | | | | |
| Min. Green: | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 113 | 1273 | 17 | 157 | 541 | 58 | 150 | 516 | 94 | 85 | 426 | 162 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 113 | 1273 | 17 | 157 | 541 | 58 | 150 | 516 | 94 | 85 | 426 | 162 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 113 | 1273 | 17 | 157 | 541 | 58 | 150 | 516 | 94 | 85 | 426 | 162 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 113 | 1273 | 17 | 157 | 541 | 58 | 150 | 516 | 94 | 85 | 426 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 113 | 1273 | 17 | 157 | 541 | 58 | 150 | 516 | 94 | 85 | 426 | 162 |
| 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 |
| Final Volume: | 113 | 1273 | 17 | 157 | 541 | 58 | 150 | 516 | 94 | 85 | 426 | 162 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.80 | 0.20 | 1.00 | 1.68 | 0.32 | 1.00 | 1.43 | 0.57 |
| Final Sat.: | 1750 | 3651 | 49 | 1750 | 3341 | 358 | 1750 | 3129 | 570 | 1750 | 2680 | 1019 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.35 | 0.35 | 0.09 | 0.16 | 0.16 | 0.09 | 0.16 | 0.16 | 0.05 | 0.16 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 23.1 | 64.3 | 64.3 | 16.5 | 57.8 | 57.8 | 15.8 | 34.5 | 34.5 | 10.6 | 29.3 | 29.3 |
| Volume/Cap: | 0.39 | 0.75 | 0.75 | 0.75 | 0.39 | 0.39 | 0.75 | 0.66 | 0.66 | 0.63 | 0.75 | 0.75 |
| Delay/Veh: | 52.0 | 32.1 | 32.1 | 72.5 | 28.0 | 28.0 | 73.5 | 48.2 | 48.2 | 71.1 | 54.9 | 54.9 |
| 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: | 52.0 | 32.1 | 32.1 | 72.5 | 28.0 | 28.0 | 73.5 | 48.2 | 48.2 | 71.1 | 54.9 | 54.9 |
| LOS by Move: | D | C | C | E | C | C | E | D | D | E | D | D |
| HCM2k95thQ: | 9 | 38 | 38 | 14 | 16 | 16 | 13 | 21 | 21 | 8 | 22 | 22 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3058: ALAMEDA/NAGLEE



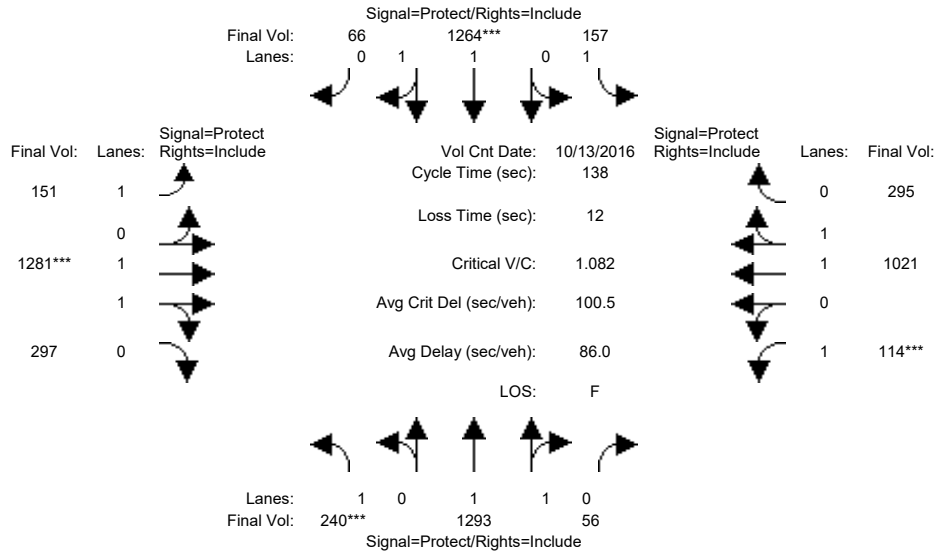
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 313 | 1273 | 60 | 157 | 1229 | 65 | 153 | 1274 | 258 | 103 | 960 | 376 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 313 | 1273 | 60 | 157 | 1229 | 65 | 153 | 1274 | 258 | 103 | 960 | 376 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 313 | 1273 | 60 | 157 | 1229 | 65 | 153 | 1274 | 258 | 103 | 960 | 376 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 313 | 1273 | 60 | 157 | 1229 | 65 | 153 | 1274 | 258 | 103 | 960 | 376 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 313 | 1273 | 60 | 157 | 1229 | 65 | 153 | 1274 | 258 | 103 | 960 | 376 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 313 | 1273 | 60 | 157 | 1229 | 65 | 153 | 1274 | 258 | 103 | 960 | 376 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.91 | 0.09 | 1.00 | 1.90 | 0.10 | 1.00 | 1.65 | 0.35 | 1.00 | 1.42 | 0.58 |
| Final Sat.: | 1750 | 3533 | 167 | 1750 | 3514 | 186 | 1750 | 3076 | 623 | 1750 | 2658 | 1041 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.36 | 0.36 | 0.09 | 0.35 | 0.35 | 0.09 | 0.41 | 0.41 | 0.06 | 0.36 | 0.36 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 22.5 | 53.2 | 53.2 | 13.3 | 44.0 | 44.0 | 11.6 | 52.1 | 52.1 | 7.4 | 47.9 | 47.9 |
| Volume/Cap: | 1.10 | 0.93 | 0.93 | 0.93 | 1.10 | 1.10 | 1.04 | 1.10 | 1.10 | 1.10 | 1.04 | 1.04 |
| Delay/Veh: | 139.5 | 52.2 | 52.2 | 112.2 | 104 | 103.9 | 148.6 | 98.1 | 98.1 | 186.8 | 81.3 | 81.3 |
| 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: | 139.5 | 52.2 | 52.2 | 112.2 | 104 | 103.9 | 148.6 | 98.1 | 98.1 | 186.8 | 81.3 | 81.3 |
| LOS by Move: | F | D | D | F | F | F | F | F | F | F | F | F |
| HCM2k95thQ: | 30 | 43 | 43 | 15 | 58 | 58 | 14 | 62 | 62 | 13 | 55 | 55 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3058: ALAMEDA/NAGLEE



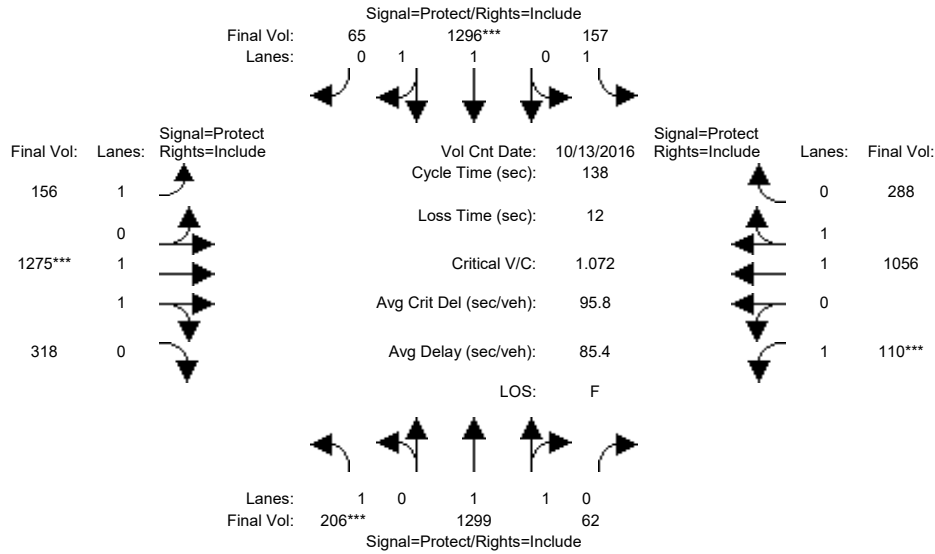
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|--------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| 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: | 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | |
| Base Vol: | 240 | 1293 | 56 | 157 | 1264 | 66 | 151 | 1281 | 297 | 114 | 1021 | 295 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 240 | 1293 | 56 | 157 | 1264 | 66 | 151 | 1281 | 297 | 114 | 1021 | 295 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 240 | 1293 | 56 | 157 | 1264 | 66 | 151 | 1281 | 297 | 114 | 1021 | 295 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 240 | 1293 | 56 | 157 | 1264 | 66 | 151 | 1281 | 297 | 114 | 1021 | 295 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 240 | 1293 | 56 | 157 | 1264 | 66 | 151 | 1281 | 297 | 114 | 1021 | 295 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 240 | 1293 | 56 | 157 | 1264 | 66 | 151 | 1281 | 297 | 114 | 1021 | 295 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.91 | 0.09 | 1.00 | 1.90 | 0.10 | 1.00 | 1.61 | 0.39 | 1.00 | 1.54 | 0.46 |
| Final Sat.: | 1750 | 3546 | 154 | 1750 | 3516 | 184 | 1750 | 3003 | 696 | 1750 | 2870 | 829 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.36 | 0.36 | 0.09 | 0.36 | 0.36 | 0.09 | 0.43 | 0.43 | 0.07 | 0.36 | 0.36 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 17.5 | 50.8 | 50.8 | 12.5 | 45.8 | 45.8 | 12.2 | 54.4 | 54.4 | 8.3 | 50.5 | 50.5 |
| Volume/Cap: | 1.08 | 0.99 | 0.99 | 0.99 | 1.08 | 1.08 | 0.97 | 1.08 | 1.08 | 1.08 | 0.97 | 0.97 |
| Delay/Veh: | 144.4 | 65.3 | 65.3 | 131.1 | 97.2 | 97.2 | 126.7 | 91.1 | 91.1 | 176.5 | 61.4 | 61.4 |
| 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: | 144.4 | 65.3 | 65.3 | 131.1 | 97.2 | 97.2 | 126.7 | 91.1 | 91.1 | 176.5 | 61.4 | 61.4 |
| LOS by Move: | F | E | E | F | F | F | F | F | F | F | E | E |
| HCM2k95thQ: | 26 | 54 | 54 | 16 | 58 | 58 | 13 | 62 | 62 | 14 | 51 | 51 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3058: ALAMEDA/NAGLEE



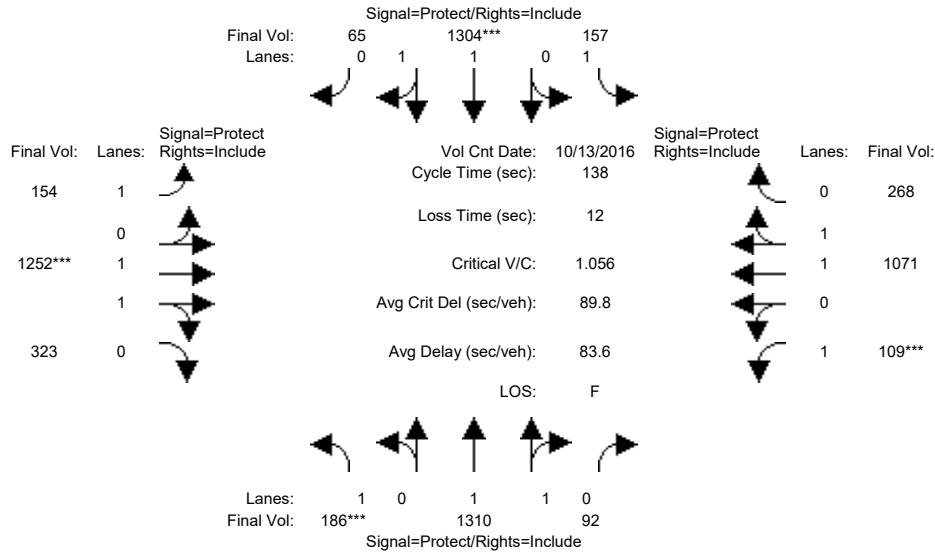
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 206 | 1299 | 62 | 157 | 1296 | 65 | 156 | 1275 | 318 | 110 | 1056 | 288 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 206 | 1299 | 62 | 157 | 1296 | 65 | 156 | 1275 | 318 | 110 | 1056 | 288 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 206 | 1299 | 62 | 157 | 1296 | 65 | 156 | 1275 | 318 | 110 | 1056 | 288 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 206 | 1299 | 62 | 157 | 1296 | 65 | 156 | 1275 | 318 | 110 | 1056 | 288 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 1299 | 62 | 157 | 1296 | 65 | 156 | 1275 | 318 | 110 | 1056 | 288 |
| 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 |
| Final Volume: | 206 | 1299 | 62 | 157 | 1296 | 65 | 156 | 1275 | 318 | 110 | 1056 | 288 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.91 | 0.09 | 1.00 | 1.90 | 0.10 | 1.00 | 1.59 | 0.41 | 1.00 | 1.56 | 0.44 |
| Final Sat.: | 1750 | 3531 | 169 | 1750 | 3523 | 177 | 1750 | 2961 | 738 | 1750 | 2907 | 793 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.37 | 0.37 | 0.09 | 0.37 | 0.37 | 0.09 | 0.43 | 0.43 | 0.06 | 0.36 | 0.36 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 15.1 | 50.2 | 50.2 | 12.3 | 47.3 | 47.3 | 12.5 | 55.4 | 55.4 | 8.1 | 51.0 | 51.0 |
| Volume/Cap: | 1.07 | 1.01 | 1.01 | 1.01 | 1.07 | 1.07 | 0.98 | 1.07 | 1.07 | 1.07 | 0.98 | 0.98 |
| Delay/Veh: | 146.9 | 71.0 | 71.0 | 137.8 | 92.4 | 92.4 | 128.8 | 86.7 | 86.7 | 174.7 | 63.4 | 63.4 |
| 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: | 146.9 | 71.0 | 71.0 | 137.8 | 92.4 | 92.4 | 128.8 | 86.7 | 86.7 | 174.7 | 63.4 | 63.4 |
| LOS by Move: | F | E | E | F | F | F | F | F | F | F | E | E |
| HCM2k95thQ: | 22 | 54 | 54 | 16 | 58 | 58 | 16 | 67 | 67 | 13 | 53 | 53 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3058: ALAMEDA/NAGLEE



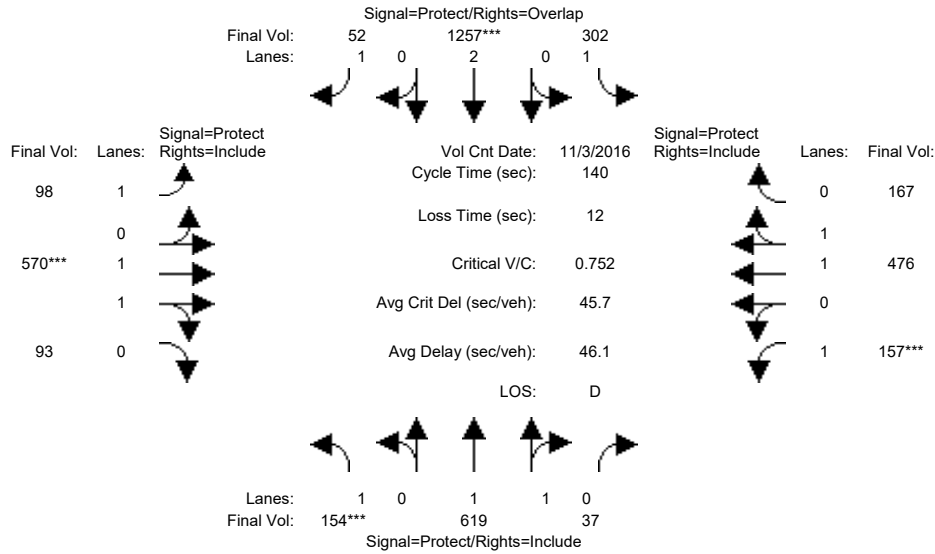
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 186 | 1310 | 92 | 157 | 1304 | 65 | 154 | 1252 | 323 | 109 | 1071 | 268 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 186 | 1310 | 92 | 157 | 1304 | 65 | 154 | 1252 | 323 | 109 | 1071 | 268 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 186 | 1310 | 92 | 157 | 1304 | 65 | 154 | 1252 | 323 | 109 | 1071 | 268 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 186 | 1310 | 92 | 157 | 1304 | 65 | 154 | 1252 | 323 | 109 | 1071 | 268 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 186 | 1310 | 92 | 157 | 1304 | 65 | 154 | 1252 | 323 | 109 | 1071 | 268 |
| 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 |
| Final Volume: | 186 | 1310 | 92 | 157 | 1304 | 65 | 154 | 1252 | 323 | 109 | 1071 | 268 |
| 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 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.87 | 0.13 | 1.00 | 1.90 | 0.10 | 1.00 | 1.58 | 0.42 | 1.00 | 1.59 | 0.41 |
| Final Sat.: | 1750 | 3457 | 243 | 1750 | 3524 | 176 | 1750 | 2941 | 759 | 1750 | 2959 | 740 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.38 | 0.38 | 0.09 | 0.37 | 0.37 | 0.09 | 0.43 | 0.43 | 0.06 | 0.36 | 0.36 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 13.9 | 50.3 | 50.3 | 11.9 | 48.3 | 48.3 | 12.5 | 55.6 | 55.6 | 8.1 | 51.3 | 51.3 |
| Volume/Cap: | 1.06 | 1.04 | 1.04 | 1.04 | 1.06 | 1.06 | 0.97 | 1.06 | 1.06 | 1.06 | 0.97 | 0.97 |
| Delay/Veh: | 145.5 | 79.2 | 79.2 | 147.0 | 86.1 | 86.1 | 126.1 | 80.9 | 80.9 | 169.5 | 61.0 | 61.0 |
| 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: | 145.5 | 79.2 | 79.2 | 147.0 | 86.1 | 86.1 | 126.1 | 80.9 | 80.9 | 169.5 | 61.0 | 61.0 |
| LOS by Move: | F | E | E | F | F | F | F | F | F | F | E | E |
| HCM2k95thQ: | 20 | 57 | 57 | 17 | 57 | 57 | 16 | 65 | 65 | 13 | 52 | 52 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3058: ALAMEDA/NAGLEE



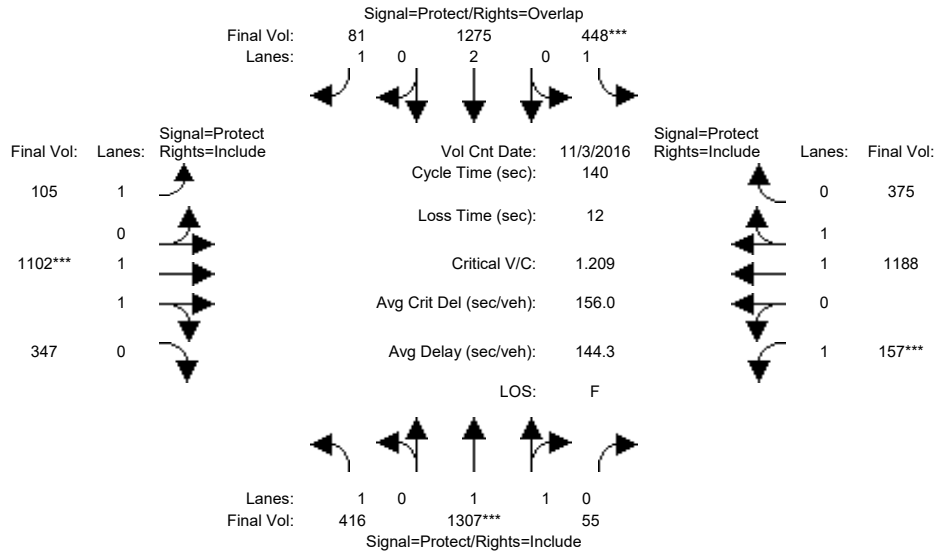
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | 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: | 3 Nov 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 154 | 619 | 37 | 302 | 1257 | 52 | 98 | 570 | 93 | 157 | 476 | 167 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 154 | 619 | 37 | 302 | 1257 | 52 | 98 | 570 | 93 | 157 | 476 | 167 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 154 | 619 | 37 | 302 | 1257 | 52 | 98 | 570 | 93 | 157 | 476 | 167 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 154 | 619 | 37 | 302 | 1257 | 52 | 98 | 570 | 93 | 157 | 476 | 167 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 619 | 37 | 302 | 1257 | 52 | 98 | 570 | 93 | 157 | 476 | 167 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 154 | 619 | 37 | 302 | 1257 | 52 | 98 | 570 | 93 | 157 | 476 | 167 |
| 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 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.88 | 0.12 | 1.00 | 2.00 | 1.00 | 1.00 | 1.71 | 0.29 | 1.00 | 1.47 | 0.53 |
| Final Sat.: | 1750 | 3491 | 209 | 1750 | 3800 | 1750 | 1750 | 3181 | 519 | 1750 | 2738 | 961 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.18 | 0.18 | 0.17 | 0.33 | 0.03 | 0.06 | 0.18 | 0.18 | 0.09 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green Time: | 16.4 | 39.5 | 39.5 | 38.4 | 61.6 | 73.8 | 12.2 | 33.4 | 33.4 | 16.7 | 37.9 | 37.9 |
| Volume/Cap: | 0.75 | 0.63 | 0.63 | 0.63 | 0.75 | 0.06 | 0.64 | 0.75 | 0.75 | 0.75 | 0.64 | 0.64 |
| Delay/Veh: | 74.3 | 45.1 | 45.1 | 47.2 | 34.8 | 16.2 | 70.8 | 53.2 | 53.2 | 73.9 | 46.5 | 46.5 |
| 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: | 74.3 | 45.1 | 45.1 | 47.2 | 34.8 | 16.2 | 70.8 | 53.2 | 53.2 | 73.9 | 46.5 | 46.5 |
| LOS by Move: | E | D | D | D | C | B | E | D | D | E | D | D |
| HCM2k95thQ: | 14 | 22 | 22 | 21 | 37 | 2 | 9 | 24 | 24 | 14 | 22 | 22 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3058: ALAMEDA/NAGLEE



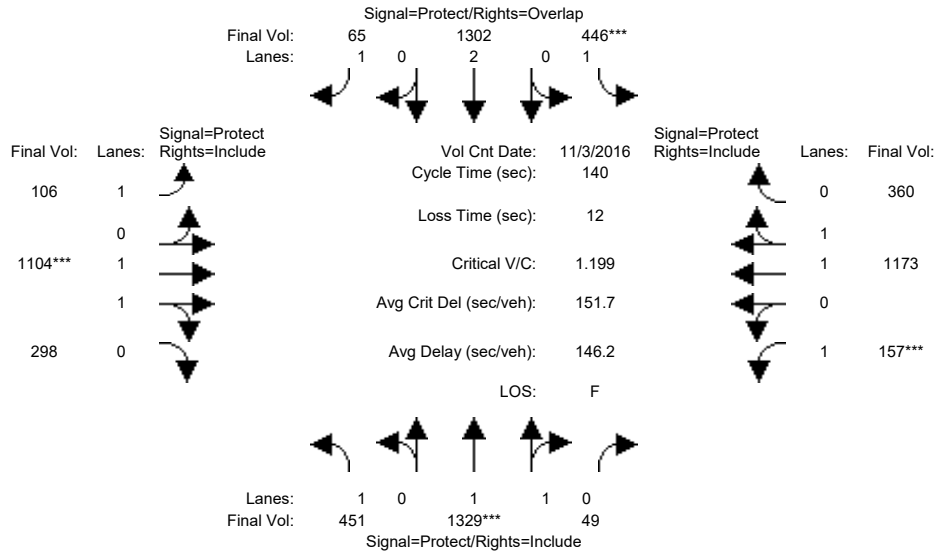
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|-------|-------------|------|------|------------|------|-------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | 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: | 3 Nov 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 416 | 1307 | 55 | 448 | 1275 | 81 | 105 | 1102 | 347 | 157 | 1188 | 375 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 416 | 1307 | 55 | 448 | 1275 | 81 | 105 | 1102 | 347 | 157 | 1188 | 375 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 416 | 1307 | 55 | 448 | 1275 | 81 | 105 | 1102 | 347 | 157 | 1188 | 375 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 416 | 1307 | 55 | 448 | 1275 | 81 | 105 | 1102 | 347 | 157 | 1188 | 375 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 416 | 1307 | 55 | 448 | 1275 | 81 | 105 | 1102 | 347 | 157 | 1188 | 375 |
| 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 |
| Final Volume: | 416 | 1307 | 55 | 448 | 1275 | 81 | 105 | 1102 | 347 | 157 | 1188 | 375 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 1.51 | 0.49 | 1.00 | 1.51 | 0.49 |
| Final Sat.: | 1750 | 3550 | 149 | 1750 | 3800 | 1750 | 1750 | 2813 | 886 | 1750 | 2812 | 888 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.37 | 0.37 | 0.26 | 0.34 | 0.05 | 0.06 | 0.39 | 0.39 | 0.09 | 0.42 | 0.42 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 30.0 | 42.6 | 42.6 | 29.6 | 42.3 | 49.2 | 6.9 | 45.4 | 45.4 | 10.4 | 48.8 | 48.8 |
| Volume/Cap: | 1.11 | 1.21 | 1.21 | 1.21 | 1.11 | 0.13 | 1.21 | 1.21 | 1.21 | 1.21 | 1.21 | 1.21 |
| Delay/Veh: | 134.9 | 151 | 151.3 | 172.0 | 111 | 31.0 | 230.9 | 149 | 149.5 | 210.7 | 148 | 148.4 |
| 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: | 134.9 | 151 | 151.3 | 172.0 | 111 | 31.0 | 230.9 | 149 | 149.5 | 210.7 | 148 | 148.4 |
| LOS by Move: | F | F | F | F | F | C | F | F | F | F | F | F |
| HCM2k95thQ: | 43 | 70 | 70 | 50 | 56 | 5 | 13 | 70 | 70 | 21 | 80 | 80 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3058: ALAMEDA/NAGLEE



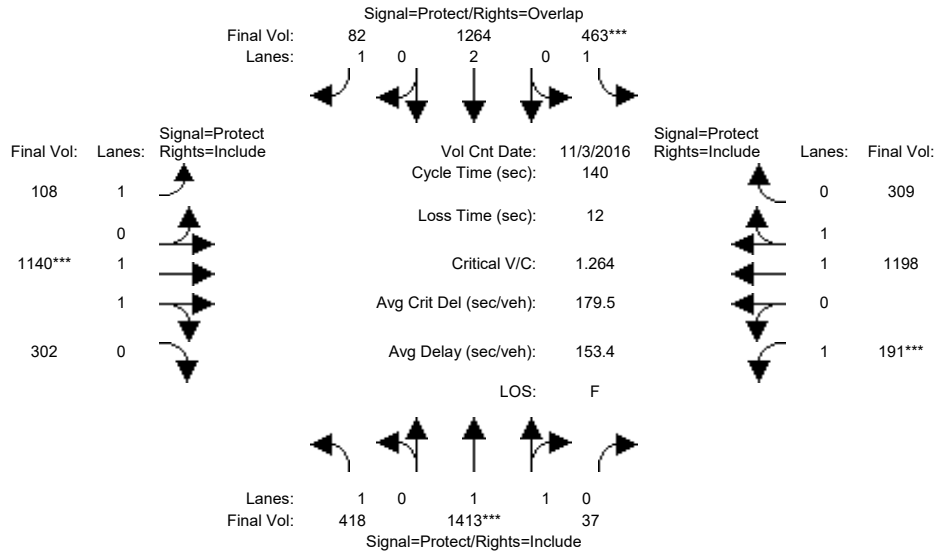
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|-------|-------------|------|------|------------|------|-------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 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: 3 Nov 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 451 | 1329 | 49 | 446 | 1302 | 65 | 106 | 1104 | 298 | 157 | 1173 | 360 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 451 | 1329 | 49 | 446 | 1302 | 65 | 106 | 1104 | 298 | 157 | 1173 | 360 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 451 | 1329 | 49 | 446 | 1302 | 65 | 106 | 1104 | 298 | 157 | 1173 | 360 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1329 | 49 | 446 | 1302 | 65 | 106 | 1104 | 298 | 157 | 1173 | 360 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 451 | 1329 | 49 | 446 | 1302 | 65 | 106 | 1104 | 298 | 157 | 1173 | 360 |
| 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 |
| Final Volume: | 451 | 1329 | 49 | 446 | 1302 | 65 | 106 | 1104 | 298 | 157 | 1173 | 360 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.93 | 0.07 | 1.00 | 2.00 | 1.00 | 1.00 | 1.56 | 0.44 | 1.00 | 1.52 | 0.48 |
| Final Sat.: | 1750 | 3568 | 132 | 1750 | 3800 | 1750 | 1750 | 2913 | 786 | 1750 | 2830 | 869 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.37 | 0.37 | 0.25 | 0.34 | 0.04 | 0.06 | 0.38 | 0.38 | 0.09 | 0.41 | 0.41 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 31.4 | 43.5 | 43.5 | 29.8 | 41.8 | 48.8 | 7.0 | 44.3 | 44.3 | 10.5 | 47.8 | 47.8 |
| Volume/Cap: | 1.15 | 1.20 | 1.20 | 1.20 | 1.15 | 0.11 | 1.21 | 1.20 | 1.20 | 1.20 | 1.21 | 1.21 |
| Delay/Veh: | 146.2 | 146 | 146.3 | 167.7 | 126 | 30.9 | 231.5 | 146 | 145.8 | 206.5 | 150 | 150.3 |
| 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: | 146.2 | 146 | 146.3 | 167.7 | 126 | 30.9 | 231.5 | 146 | 145.8 | 206.5 | 150 | 150.3 |
| LOS by Move: | F | F | F | F | F | C | F | F | F | F | F | F |
| HCM2k95thQ: | 48 | 70 | 70 | 49 | 60 | 4 | 14 | 67 | 67 | 21 | 78 | 78 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3058: ALAMEDA/NAGLEE



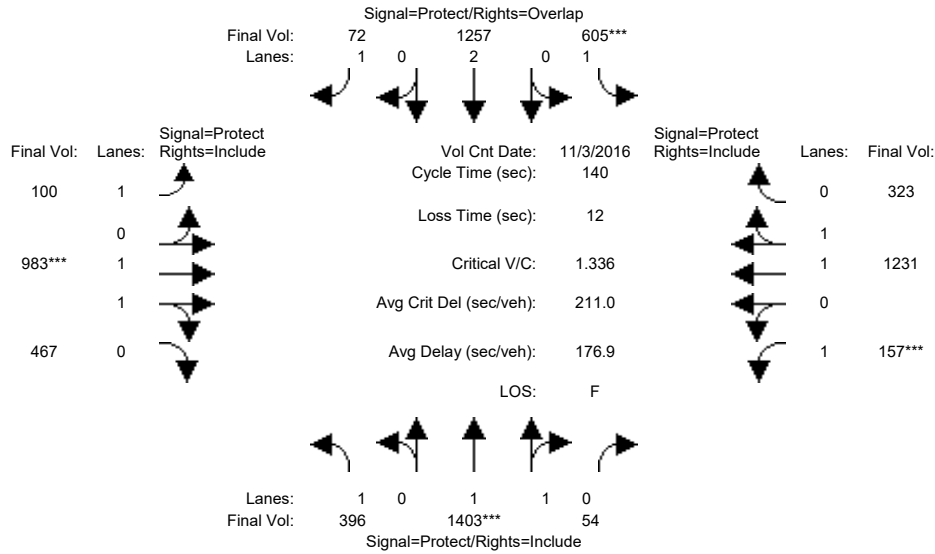
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|-------|-------------|------|------|------------|------|-------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| 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: | 3 Nov 2016 << 4:45 - 5:45 PM | | | | | | | | | | | |
| Base Vol: | 418 | 1413 | 37 | 463 | 1264 | 82 | 108 | 1140 | 302 | 191 | 1198 | 309 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 418 | 1413 | 37 | 463 | 1264 | 82 | 108 | 1140 | 302 | 191 | 1198 | 309 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 418 | 1413 | 37 | 463 | 1264 | 82 | 108 | 1140 | 302 | 191 | 1198 | 309 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 418 | 1413 | 37 | 463 | 1264 | 82 | 108 | 1140 | 302 | 191 | 1198 | 309 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 418 | 1413 | 37 | 463 | 1264 | 82 | 108 | 1140 | 302 | 191 | 1198 | 309 |
| 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 |
| Final Volume: | 418 | 1413 | 37 | 463 | 1264 | 82 | 108 | 1140 | 302 | 191 | 1198 | 309 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 2.00 | 1.00 | 1.00 | 1.57 | 0.43 | 1.00 | 1.58 | 0.42 |
| Final Sat.: | 1750 | 3606 | 94 | 1750 | 3800 | 1750 | 1750 | 2925 | 775 | 1750 | 2941 | 759 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.39 | 0.39 | 0.26 | 0.33 | 0.05 | 0.06 | 0.39 | 0.39 | 0.11 | 0.41 | 0.41 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 30.4 | 43.4 | 43.4 | 29.3 | 42.3 | 49.6 | 7.3 | 43.2 | 43.2 | 12.1 | 48.0 | 48.0 |
| Volume/Cap: | 1.10 | 1.26 | 1.26 | 1.26 | 1.10 | 0.13 | 1.19 | 1.26 | 1.26 | 1.26 | 1.19 | 1.19 |
| Delay/Veh: | 130.7 | 174 | 174.1 | 194.2 | 107 | 30.7 | 219.9 | 174 | 174.2 | 224.8 | 139 | 138.8 |
| 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: | 130.7 | 174 | 174.1 | 194.2 | 107 | 30.7 | 219.9 | 174 | 174.2 | 224.8 | 139 | 138.8 |
| LOS by Move: | F | F | F | F | F | C | F | F | F | F | F | F |
| HCM2k95thQ: | 43 | 78 | 78 | 54 | 55 | 5 | 13 | 75 | 75 | 26 | 75 | 75 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3058: ALAMEDA/NAGLEE



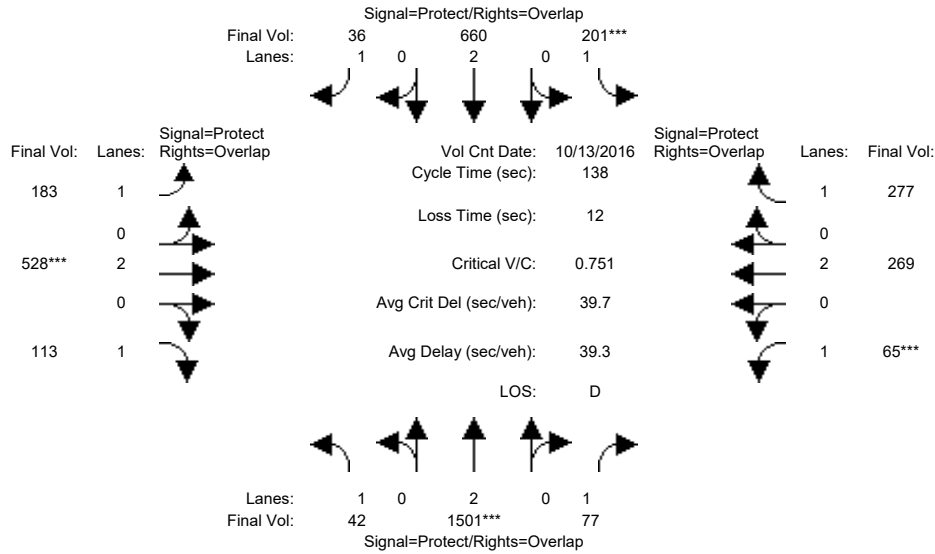
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|-------|-------------|------|------|------------|------|-------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 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: 3 Nov 2016 << 4:45 - 5:45 PM | | | | | | | | | | | | |
| Base Vol: | 396 | 1403 | 54 | 605 | 1257 | 72 | 100 | 983 | 467 | 157 | 1231 | 323 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 396 | 1403 | 54 | 605 | 1257 | 72 | 100 | 983 | 467 | 157 | 1231 | 323 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 396 | 1403 | 54 | 605 | 1257 | 72 | 100 | 983 | 467 | 157 | 1231 | 323 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 396 | 1403 | 54 | 605 | 1257 | 72 | 100 | 983 | 467 | 157 | 1231 | 323 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 396 | 1403 | 54 | 605 | 1257 | 72 | 100 | 983 | 467 | 157 | 1231 | 323 |
| 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 |
| Final Volume: | 396 | 1403 | 54 | 605 | 1257 | 72 | 100 | 983 | 467 | 157 | 1231 | 323 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 1.34 | 0.66 | 1.00 | 1.57 | 0.43 |
| Final Sat.: | 1750 | 3563 | 137 | 1750 | 3800 | 1750 | 1750 | 2507 | 1191 | 1750 | 2930 | 769 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.39 | 0.39 | 0.35 | 0.33 | 0.04 | 0.06 | 0.39 | 0.39 | 0.09 | 0.42 | 0.42 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 31.5 | 41.3 | 41.3 | 36.2 | 46.0 | 52.1 | 6.0 | 41.1 | 41.1 | 9.4 | 44.4 | 44.4 |
| Volume/Cap: | 1.01 | 1.34 | 1.34 | 1.34 | 1.01 | 0.11 | 1.32 | 1.34 | 1.34 | 1.34 | 1.32 | 1.32 |
| Delay/Veh: | 101.2 | 207 | 206.8 | 217.4 | 74.0 | 28.9 | 279.2 | 207 | 206.9 | 263.0 | 199 | 199.2 |
| 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: | 101.2 | 207 | 206.8 | 217.4 | 74.0 | 28.9 | 279.2 | 207 | 206.9 | 263.0 | 199 | 199.2 |
| LOS by Move: | F | F | F | F | E | C | F | F | F | F | F | F |
| HCM2k95thQ: | 37 | 84 | 84 | 73 | 49 | 4 | 14 | 81 | 81 | 23 | 88 | 88 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3057: ALAMEDA/HEDDING



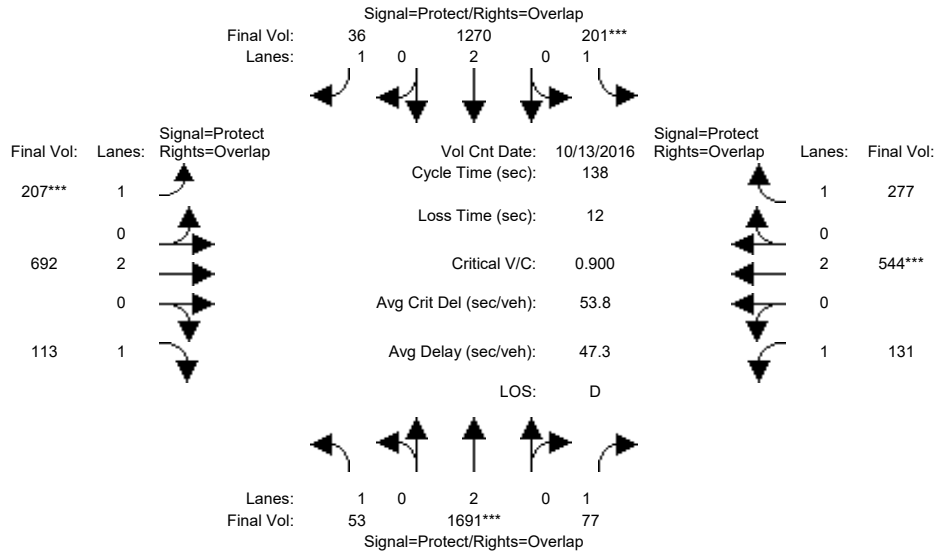
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 42 | 1501 | 77 | 201 | 660 | 36 | 183 | 528 | 113 | 65 | 269 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 1501 | 77 | 201 | 660 | 36 | 183 | 528 | 113 | 65 | 269 | 277 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 1501 | 77 | 201 | 660 | 36 | 183 | 528 | 113 | 65 | 269 | 277 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 42 | 1501 | 77 | 201 | 660 | 36 | 183 | 528 | 113 | 65 | 269 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 1501 | 77 | 201 | 660 | 36 | 183 | 528 | 113 | 65 | 269 | 277 |
| 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 |
| Final Volume: | 42 | 1501 | 77 | 201 | 660 | 36 | 183 | 528 | 113 | 65 | 269 | 277 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.40 | 0.04 | 0.11 | 0.17 | 0.02 | 0.10 | 0.14 | 0.06 | 0.04 | 0.07 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 21.1 | 72.4 | 79.4 | 21.1 | 72.4 | 91.6 | 19.2 | 25.5 | 46.6 | 7.0 | 13.3 | 34.4 |
| Volume/Cap: | 0.16 | 0.75 | 0.08 | 0.75 | 0.33 | 0.03 | 0.75 | 0.75 | 0.19 | 0.73 | 0.73 | 0.64 |
| Delay/Veh: | 51.0 | 27.4 | 13.0 | 67.4 | 19.0 | 8.0 | 69.5 | 57.9 | 32.5 | 91.2 | 68.2 | 49.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.0 | 27.4 | 13.0 | 67.4 | 19.0 | 8.0 | 69.5 | 57.9 | 32.5 | 91.2 | 68.2 | 49.3 |
| LOS by Move: | D | C | B | E | B | A | E | E | C | F | E | D |
| HCM2k95thQ: | 3 | 40 | 3 | 17 | 15 | 1 | 15 | 20 | 7 | 6 | 11 | 20 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3057: ALAMEDA/HEDDING



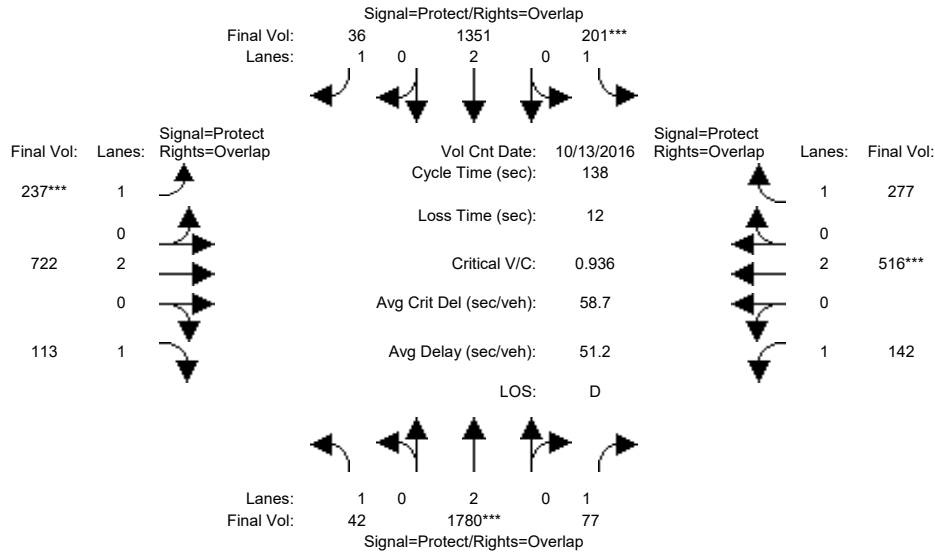
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 53 | 1691 | 77 | 201 | 1270 | 36 | 207 | 692 | 113 | 131 | 544 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 1691 | 77 | 201 | 1270 | 36 | 207 | 692 | 113 | 131 | 544 | 277 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 53 | 1691 | 77 | 201 | 1270 | 36 | 207 | 692 | 113 | 131 | 544 | 277 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 53 | 1691 | 77 | 201 | 1270 | 36 | 207 | 692 | 113 | 131 | 544 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 1691 | 77 | 201 | 1270 | 36 | 207 | 692 | 113 | 131 | 544 | 277 |
| 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 |
| Final Volume: | 53 | 1691 | 77 | 201 | 1270 | 36 | 207 | 692 | 113 | 131 | 544 | 277 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.45 | 0.04 | 0.11 | 0.33 | 0.02 | 0.12 | 0.18 | 0.06 | 0.07 | 0.14 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 11.3 | 68.3 | 80.0 | 17.6 | 74.6 | 92.7 | 18.1 | 28.4 | 39.7 | 11.7 | 22.0 | 39.6 |
| Volume/Cap: | 0.37 | 0.90 | 0.08 | 0.90 | 0.62 | 0.03 | 0.90 | 0.88 | 0.22 | 0.88 | 0.90 | 0.55 |
| Delay/Veh: | 61.6 | 38.1 | 12.8 | 93.7 | 22.5 | 7.6 | 92.7 | 64.9 | 37.6 | 104.4 | 73.3 | 43.0 |
| 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: | 61.6 | 38.1 | 12.8 | 93.7 | 22.5 | 7.6 | 92.7 | 64.9 | 37.6 | 104.4 | 73.3 | 43.0 |
| LOS by Move: | E | D | B | F | C | A | F | E | D | F | E | D |
| HCM2k95thQ: | 4 | 50 | 3 | 19 | 31 | 1 | 16 | 24 | 7 | 11 | 19 | 18 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3057: ALAMEDA/HEDDING



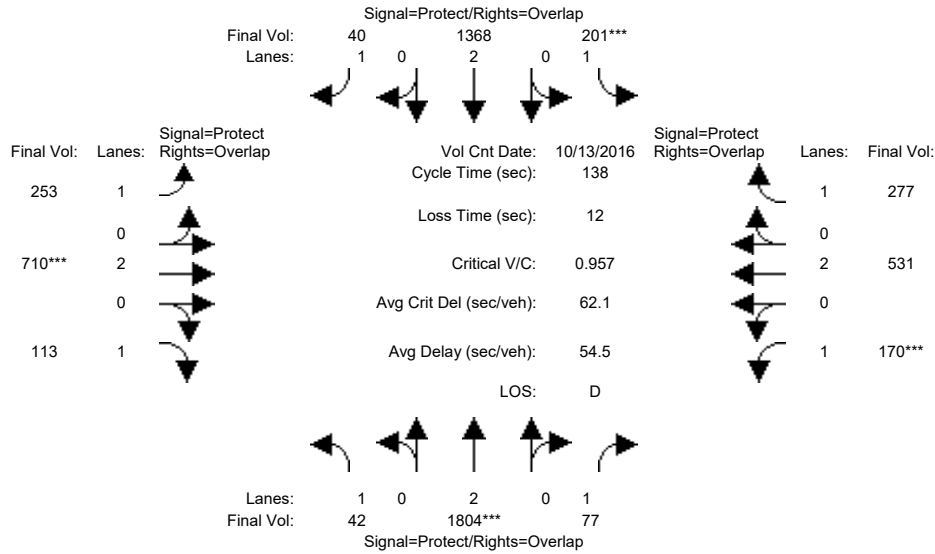
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 42 | 1780 | 77 | 201 | 1351 | 36 | 237 | 722 | 113 | 142 | 516 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 1780 | 77 | 201 | 1351 | 36 | 237 | 722 | 113 | 142 | 516 | 277 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 1780 | 77 | 201 | 1351 | 36 | 237 | 722 | 113 | 142 | 516 | 277 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 42 | 1780 | 77 | 201 | 1351 | 36 | 237 | 722 | 113 | 142 | 516 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 1780 | 77 | 201 | 1351 | 36 | 237 | 722 | 113 | 142 | 516 | 277 |
| 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 |
| Final Volume: | 42 | 1780 | 77 | 201 | 1351 | 36 | 237 | 722 | 113 | 142 | 516 | 277 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.47 | 0.04 | 0.11 | 0.36 | 0.02 | 0.14 | 0.19 | 0.06 | 0.08 | 0.14 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.7 | 69.1 | 81.0 | 16.9 | 75.3 | 95.2 | 20.0 | 28.0 | 38.8 | 12.0 | 20.0 | 37.0 |
| Volume/Cap: | 0.31 | 0.94 | 0.07 | 0.94 | 0.65 | 0.03 | 0.94 | 0.94 | 0.23 | 0.94 | 0.94 | 0.59 |
| Delay/Veh: | 61.4 | 41.7 | 12.3 | 103.7 | 22.9 | 6.8 | 97.8 | 72.6 | 38.4 | 116.6 | 81.9 | 46.0 |
| 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: | 61.4 | 41.7 | 12.3 | 103.7 | 22.9 | 6.8 | 97.8 | 72.6 | 38.4 | 116.6 | 81.9 | 46.0 |
| LOS by Move: | E | D | B | F | C | A | F | E | D | F | F | D |
| HCM2k95thQ: | 3 | 53 | 3 | 19 | 34 | 1 | 22 | 29 | 8 | 13 | 20 | 19 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3057: ALAMEDA/HEDDING



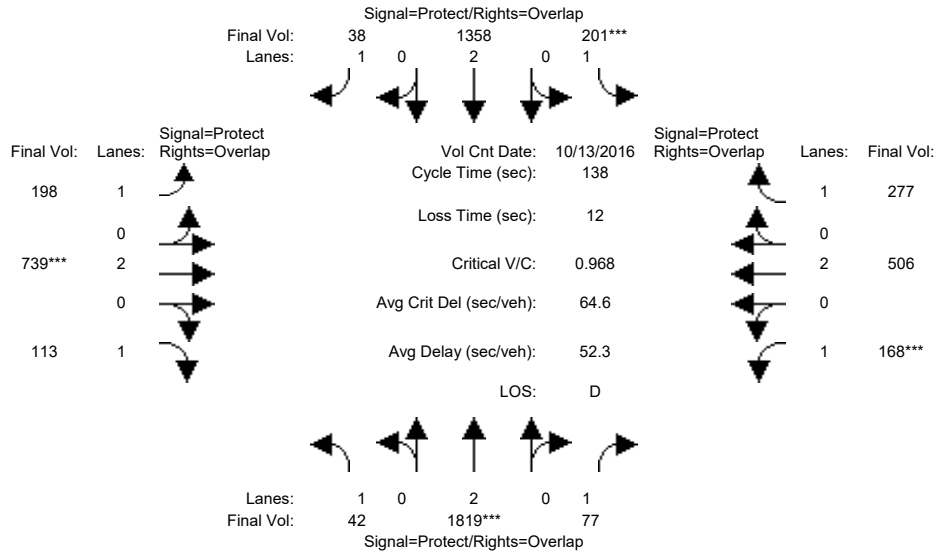
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 42 | 1804 | 77 | 201 | 1368 | 40 | 253 | 710 | 113 | 170 | 531 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 1804 | 77 | 201 | 1368 | 40 | 253 | 710 | 113 | 170 | 531 | 277 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 1804 | 77 | 201 | 1368 | 40 | 253 | 710 | 113 | 170 | 531 | 277 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 42 | 1804 | 77 | 201 | 1368 | 40 | 253 | 710 | 113 | 170 | 531 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 1804 | 77 | 201 | 1368 | 40 | 253 | 710 | 113 | 170 | 531 | 277 |
| 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 |
| Final Volume: | 42 | 1804 | 77 | 201 | 1368 | 40 | 253 | 710 | 113 | 170 | 531 | 277 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.47 | 0.04 | 0.11 | 0.36 | 0.02 | 0.14 | 0.19 | 0.06 | 0.10 | 0.14 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.5 | 68.5 | 82.5 | 16.6 | 74.5 | 95.4 | 20.8 | 26.9 | 37.5 | 14.0 | 20.1 | 36.7 |
| Volume/Cap: | 0.32 | 0.96 | 0.07 | 0.96 | 0.67 | 0.03 | 0.96 | 0.96 | 0.24 | 0.96 | 0.96 | 0.60 |
| Delay/Veh: | 61.7 | 45.5 | 11.7 | 110.0 | 23.6 | 6.8 | 101.9 | 77.9 | 39.4 | 116.4 | 86.4 | 46.3 |
| 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: | 61.7 | 45.5 | 11.7 | 110.0 | 23.6 | 6.8 | 101.9 | 77.9 | 39.4 | 116.4 | 86.4 | 46.3 |
| LOS by Move: | E | D | B | F | C | A | F | E | D | F | F | D |
| HCM2k95thQ: | 3 | 55 | 3 | 20 | 35 | 1 | 24 | 29 | 8 | 16 | 21 | 19 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3057: ALAMEDA/HEDDING



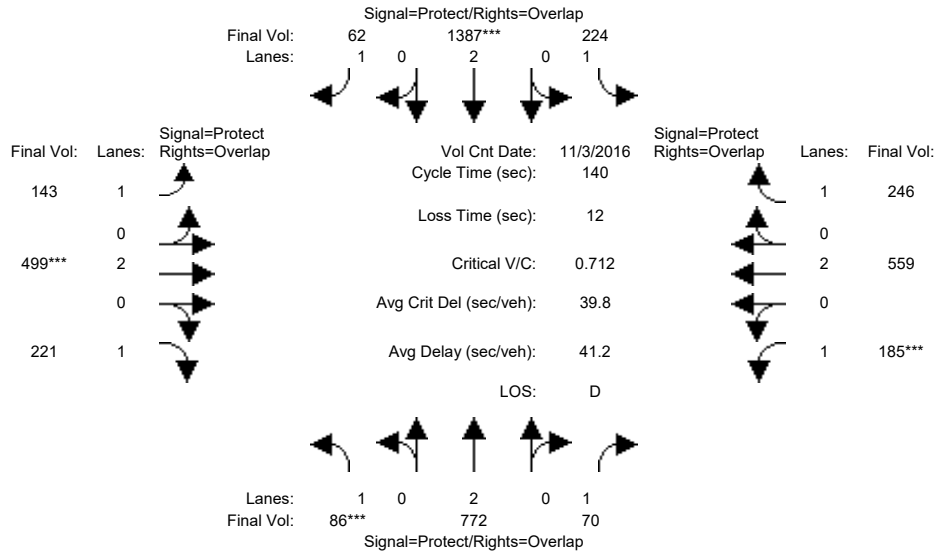
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 42 | 1819 | 77 | 201 | 1358 | 38 | 198 | 739 | 113 | 168 | 506 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 1819 | 77 | 201 | 1358 | 38 | 198 | 739 | 113 | 168 | 506 | 277 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 1819 | 77 | 201 | 1358 | 38 | 198 | 739 | 113 | 168 | 506 | 277 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 42 | 1819 | 77 | 201 | 1358 | 38 | 198 | 739 | 113 | 168 | 506 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 1819 | 77 | 201 | 1358 | 38 | 198 | 739 | 113 | 168 | 506 | 277 |
| 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 |
| Final Volume: | 42 | 1819 | 77 | 201 | 1358 | 38 | 198 | 739 | 113 | 168 | 506 | 277 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.48 | 0.04 | 0.11 | 0.36 | 0.02 | 0.11 | 0.19 | 0.06 | 0.10 | 0.13 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.5 | 68.2 | 81.9 | 16.4 | 74.1 | 93.1 | 19.0 | 27.7 | 38.2 | 13.7 | 22.4 | 38.8 |
| Volume/Cap: | 0.31 | 0.97 | 0.07 | 0.97 | 0.67 | 0.03 | 0.82 | 0.97 | 0.23 | 0.97 | 0.82 | 0.56 |
| Delay/Veh: | 61.7 | 47.8 | 12.0 | 113.7 | 23.9 | 7.5 | 77.5 | 79.6 | 38.8 | 120.7 | 64.5 | 43.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.7 | 47.8 | 12.0 | 113.7 | 23.9 | 7.5 | 77.5 | 79.6 | 38.8 | 120.7 | 64.5 | 43.9 |
| LOS by Move: | E | D | B | F | C | A | E | E | D | F | E | D |
| HCM2k95thQ: | 3 | 56 | 3 | 20 | 34 | 1 | 17 | 30 | 8 | 16 | 19 | 19 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3057: ALAMEDA/HEDDING



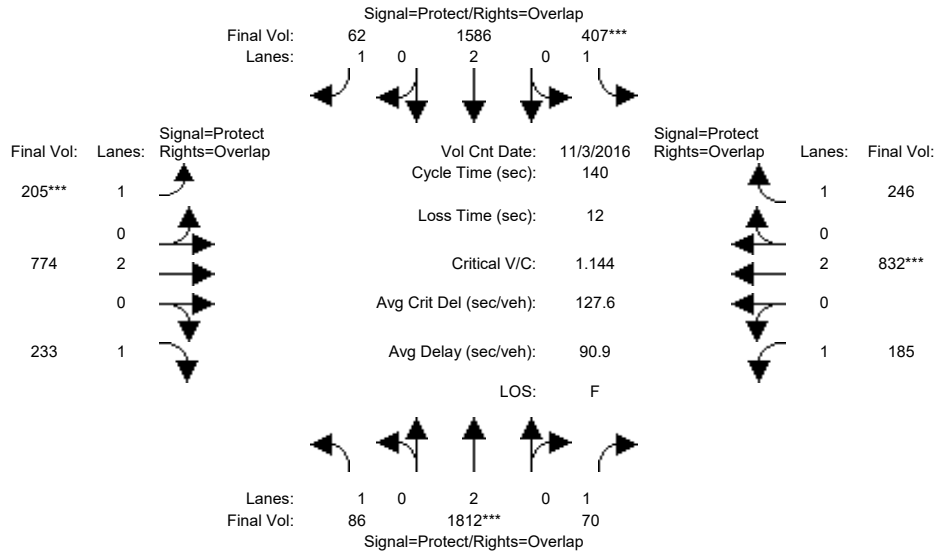
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 86 | 772 | 70 | 224 | 1387 | 62 | 143 | 499 | 221 | 185 | 559 | 246 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 772 | 70 | 224 | 1387 | 62 | 143 | 499 | 221 | 185 | 559 | 246 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 86 | 772 | 70 | 224 | 1387 | 62 | 143 | 499 | 221 | 185 | 559 | 246 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 772 | 70 | 224 | 1387 | 62 | 143 | 499 | 221 | 185 | 559 | 246 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 772 | 70 | 224 | 1387 | 62 | 143 | 499 | 221 | 185 | 559 | 246 |
| 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 |
| Final Volume: | 86 | 772 | 70 | 224 | 1387 | 62 | 143 | 499 | 221 | 185 | 559 | 246 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.20 | 0.04 | 0.13 | 0.37 | 0.04 | 0.08 | 0.13 | 0.13 | 0.11 | 0.15 | 0.14 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 9.7 | 49.9 | 70.7 | 31.5 | 71.7 | 88.4 | 16.6 | 25.8 | 35.5 | 20.8 | 30.0 | 61.4 |
| Volume/Cap: | 0.71 | 0.57 | 0.08 | 0.57 | 0.71 | 0.06 | 0.69 | 0.71 | 0.50 | 0.71 | 0.69 | 0.32 |
| Delay/Veh: | 81.8 | 36.9 | 17.9 | 50.2 | 27.5 | 9.9 | 68.5 | 57.1 | 45.5 | 65.7 | 53.2 | 25.9 |
| 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: | 81.8 | 36.9 | 17.9 | 50.2 | 27.5 | 9.9 | 68.5 | 57.1 | 45.5 | 65.7 | 53.2 | 25.9 |
| LOS by Move: | F | D | B | D | C | A | E | E | D | E | D | C |
| HCM2k95thQ: | 8 | 23 | 3 | 17 | 37 | 2 | 12 | 18 | 16 | 15 | 20 | 13 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3057: ALAMEDA/HEDDING



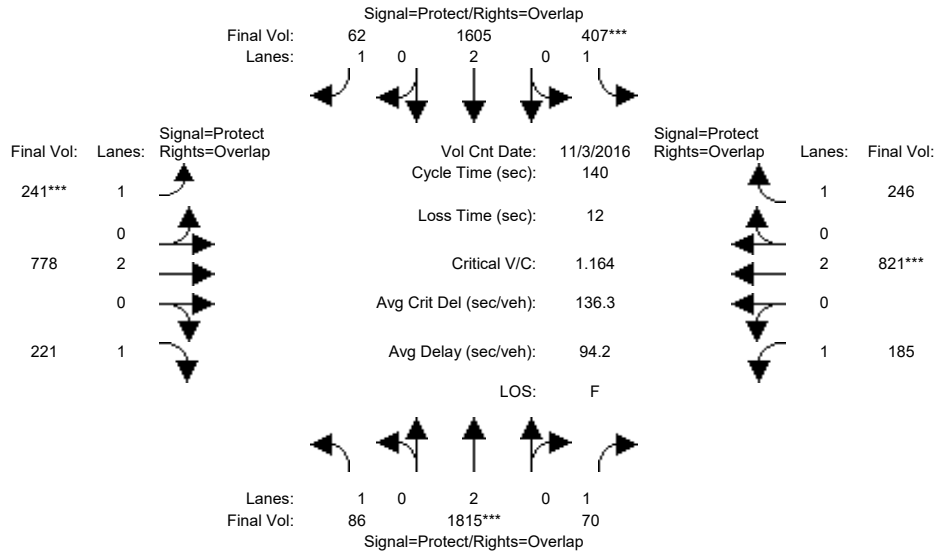
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 86 | 1812 | 70 | 407 | 1586 | 62 | 205 | 774 | 233 | 185 | 832 | 246 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 1812 | 70 | 407 | 1586 | 62 | 205 | 774 | 233 | 185 | 832 | 246 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 86 | 1812 | 70 | 407 | 1586 | 62 | 205 | 774 | 233 | 185 | 832 | 246 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 1812 | 70 | 407 | 1586 | 62 | 205 | 774 | 233 | 185 | 832 | 246 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 1812 | 70 | 407 | 1586 | 62 | 205 | 774 | 233 | 185 | 832 | 246 |
| 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 |
| Final Volume: | 86 | 1812 | 70 | 407 | 1586 | 62 | 205 | 774 | 233 | 185 | 832 | 246 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.48 | 0.04 | 0.23 | 0.42 | 0.04 | 0.12 | 0.20 | 0.13 | 0.11 | 0.22 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 9.3 | 58.4 | 72.4 | 28.5 | 77.6 | 91.9 | 14.3 | 27.1 | 36.4 | 14.1 | 26.8 | 55.3 |
| Volume/Cap: | 0.74 | 1.14 | 0.08 | 1.14 | 0.75 | 0.05 | 1.14 | 1.05 | 0.51 | 1.05 | 1.14 | 0.36 |
| Delay/Veh: | 86.3 | 113 | 17.0 | 148.4 | 25.5 | 8.6 | 173.9 | 104 | 45.2 | 145.5 | 137 | 30.1 |
| 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: | 86.3 | 113 | 17.0 | 148.4 | 25.5 | 8.6 | 173.9 | 104 | 45.2 | 145.5 | 137 | 30.1 |
| LOS by Move: | F | F | B | F | C | A | F | F | D | F | F | C |
| HCM2k95thQ: | 7 | 77 | 3 | 43 | 42 | 2 | 25 | 36 | 17 | 19 | 40 | 14 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3057: ALAMEDA/HEDDING



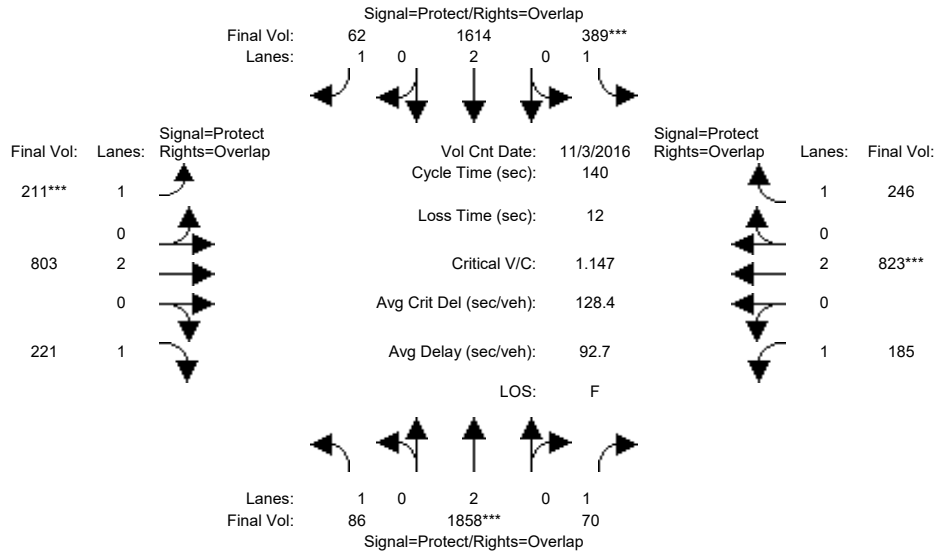
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 86 | 1815 | 70 | 407 | 1605 | 62 | 241 | 778 | 221 | 185 | 821 | 246 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 1815 | 70 | 407 | 1605 | 62 | 241 | 778 | 221 | 185 | 821 | 246 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 86 | 1815 | 70 | 407 | 1605 | 62 | 241 | 778 | 221 | 185 | 821 | 246 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 1815 | 70 | 407 | 1605 | 62 | 241 | 778 | 221 | 185 | 821 | 246 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 1815 | 70 | 407 | 1605 | 62 | 241 | 778 | 221 | 185 | 821 | 246 |
| 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 |
| Final Volume: | 86 | 1815 | 70 | 407 | 1605 | 62 | 241 | 778 | 221 | 185 | 821 | 246 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.48 | 0.04 | 0.23 | 0.42 | 0.04 | 0.14 | 0.20 | 0.13 | 0.11 | 0.22 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 9.0 | 57.5 | 72.0 | 28.0 | 76.4 | 93.0 | 16.6 | 28.1 | 37.1 | 14.5 | 26.0 | 54.0 |
| Volume/Cap: | 0.76 | 1.16 | 0.08 | 1.16 | 0.77 | 0.05 | 1.16 | 1.02 | 0.48 | 1.02 | 1.16 | 0.36 |
| Delay/Veh: | 90.0 | 122 | 17.3 | 156.5 | 26.9 | 8.2 | 175.4 | 94.0 | 44.0 | 135.3 | 146 | 31.1 |
| 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: | 90.0 | 122 | 17.3 | 156.5 | 26.9 | 8.2 | 175.4 | 94.0 | 44.0 | 135.3 | 146 | 31.1 |
| LOS by Move: | F | F | B | F | C | A | F | F | D | F | F | C |
| HCM2k95thQ: | 7 | 79 | 3 | 44 | 43 | 2 | 29 | 35 | 16 | 18 | 40 | 14 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3057: ALAMEDA/HEDDING



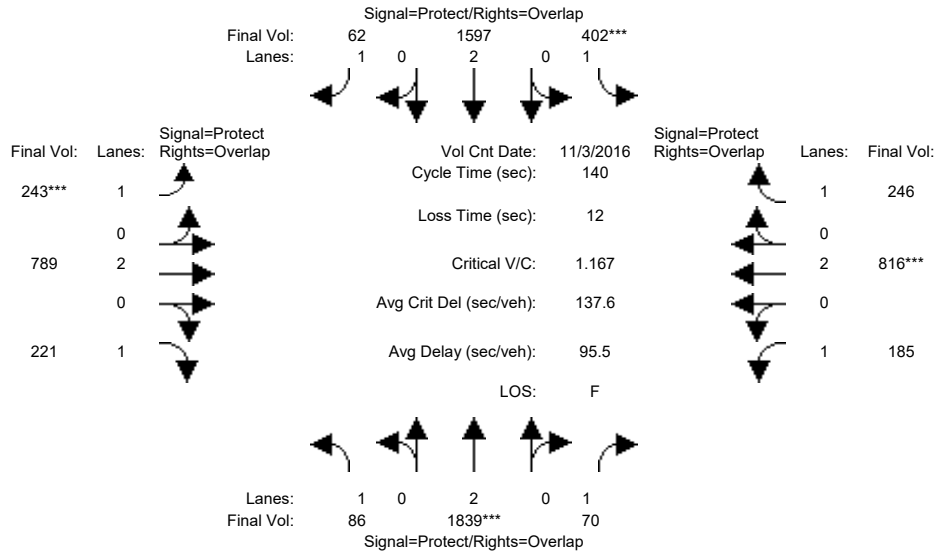
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 86 | 1858 | 70 | 389 | 1614 | 62 | 211 | 803 | 221 | 185 | 823 | 246 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 1858 | 70 | 389 | 1614 | 62 | 211 | 803 | 221 | 185 | 823 | 246 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 86 | 1858 | 70 | 389 | 1614 | 62 | 211 | 803 | 221 | 185 | 823 | 246 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 1858 | 70 | 389 | 1614 | 62 | 211 | 803 | 221 | 185 | 823 | 246 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 1858 | 70 | 389 | 1614 | 62 | 211 | 803 | 221 | 185 | 823 | 246 |
| 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 |
| Final Volume: | 86 | 1858 | 70 | 389 | 1614 | 62 | 211 | 803 | 221 | 185 | 823 | 246 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.49 | 0.04 | 0.22 | 0.42 | 0.04 | 0.12 | 0.21 | 0.13 | 0.11 | 0.22 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 9.1 | 59.7 | 73.4 | 27.1 | 77.7 | 92.4 | 14.7 | 27.4 | 36.6 | 13.7 | 26.4 | 53.6 |
| Volume/Cap: | 0.75 | 1.15 | 0.08 | 1.15 | 0.77 | 0.05 | 1.15 | 1.08 | 0.48 | 1.08 | 1.15 | 0.37 |
| Delay/Veh: | 88.4 | 114 | 16.5 | 151.3 | 25.8 | 8.4 | 174.0 | 112 | 44.5 | 154.2 | 139 | 31.4 |
| 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: | 88.4 | 114 | 16.5 | 151.3 | 25.8 | 8.4 | 174.0 | 112 | 44.5 | 154.2 | 139 | 31.4 |
| LOS by Move: | F | F | B | F | C | A | F | F | D | F | F | C |
| HCM2k95thQ: | 7 | 79 | 3 | 41 | 43 | 2 | 25 | 38 | 16 | 20 | 40 | 14 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3057: ALAMEDA/HEDDING



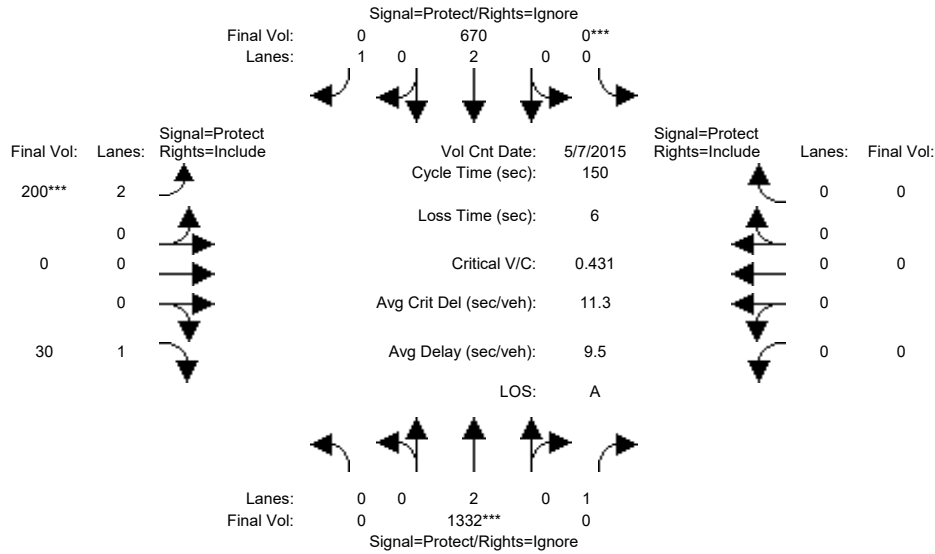
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 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: 3 Nov 2016 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 86 | 1839 | 70 | 402 | 1597 | 62 | 243 | 789 | 221 | 185 | 816 | 246 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 86 | 1839 | 70 | 402 | 1597 | 62 | 243 | 789 | 221 | 185 | 816 | 246 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 86 | 1839 | 70 | 402 | 1597 | 62 | 243 | 789 | 221 | 185 | 816 | 246 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 1839 | 70 | 402 | 1597 | 62 | 243 | 789 | 221 | 185 | 816 | 246 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 1839 | 70 | 402 | 1597 | 62 | 243 | 789 | 221 | 185 | 816 | 246 |
| 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 |
| Final Volume: | 86 | 1839 | 70 | 402 | 1597 | 62 | 243 | 789 | 221 | 185 | 816 | 246 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.48 | 0.04 | 0.23 | 0.42 | 0.04 | 0.14 | 0.21 | 0.13 | 0.11 | 0.21 | 0.14 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 9.1 | 58.0 | 72.3 | 27.6 | 76.5 | 93.1 | 16.7 | 28.1 | 37.2 | 14.3 | 25.8 | 53.3 |
| Volume/Cap: | 0.76 | 1.17 | 0.08 | 1.17 | 0.77 | 0.05 | 1.17 | 1.03 | 0.48 | 1.03 | 1.17 | 0.37 |
| Delay/Veh: | 89.1 | 124 | 17.1 | 158.4 | 26.7 | 8.1 | 176.5 | 97.7 | 44.0 | 139.5 | 147 | 31.6 |
| 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: | 89.1 | 124 | 17.1 | 158.4 | 26.7 | 8.1 | 176.5 | 97.7 | 44.0 | 139.5 | 147 | 31.6 |
| LOS by Move: | F | F | B | F | C | A | F | F | D | F | F | C |
| HCM2k95thQ: | 7 | 81 | 3 | 43 | 43 | 2 | 29 | 35 | 16 | 19 | 40 | 14 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3047: 880/ALAMEDA (S)



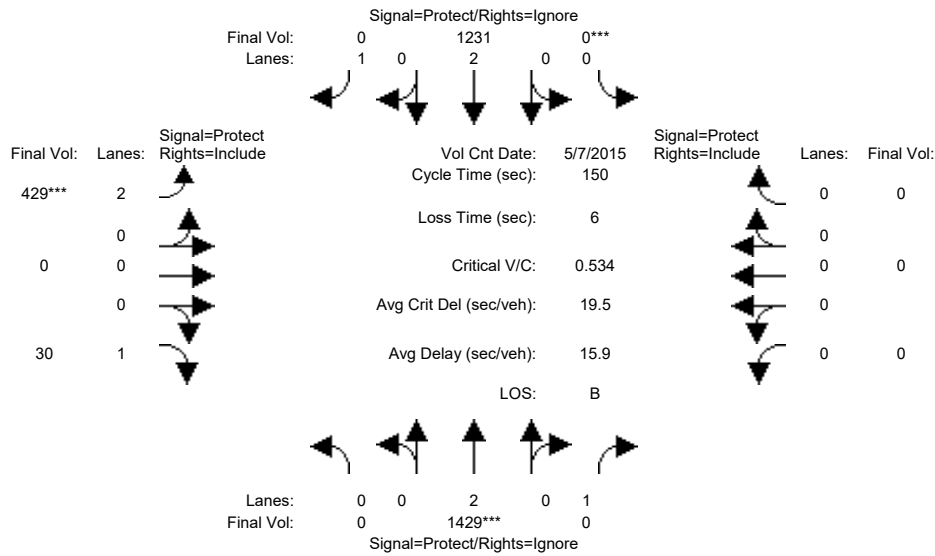
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 1332 | 308 | 0 | 670 | 176 | 200 | 0 | 30 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1332 | 308 | 0 | 670 | 176 | 200 | 0 | 30 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1332 | 308 | 0 | 670 | 176 | 200 | 0 | 30 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1332 | 0 | 0 | 670 | 0 | 200 | 0 | 30 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1332 | 0 | 0 | 670 | 0 | 200 | 0 | 30 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1332 | 0 | 0 | 670 | 0 | 200 | 0 | 30 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.00 | 0.00 | 0.18 | 0.00 | 0.06 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | **** | | **** | | **** | | **** | | **** | |
| Green Time: | 0.0 | 122 | 0.0 | 0.0 | 122 | 0.0 | 22.1 | 0.0 | 22.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.43 | 0.00 | 0.00 | 0.22 | 0.00 | 0.43 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 4.1 | 0.0 | 0.0 | 3.2 | 0.0 | 58.9 | 0.0 | 55.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 4.1 | 0.0 | 0.0 | 3.2 | 0.0 | 58.9 | 0.0 | 55.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | E | A | E | A | A | A |
| HCM2k95thQ: | 0 | 16 | 0 | 0 | 7 | 0 | 10 | 0 | 3 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3047: 880/ALAMEDA (S)



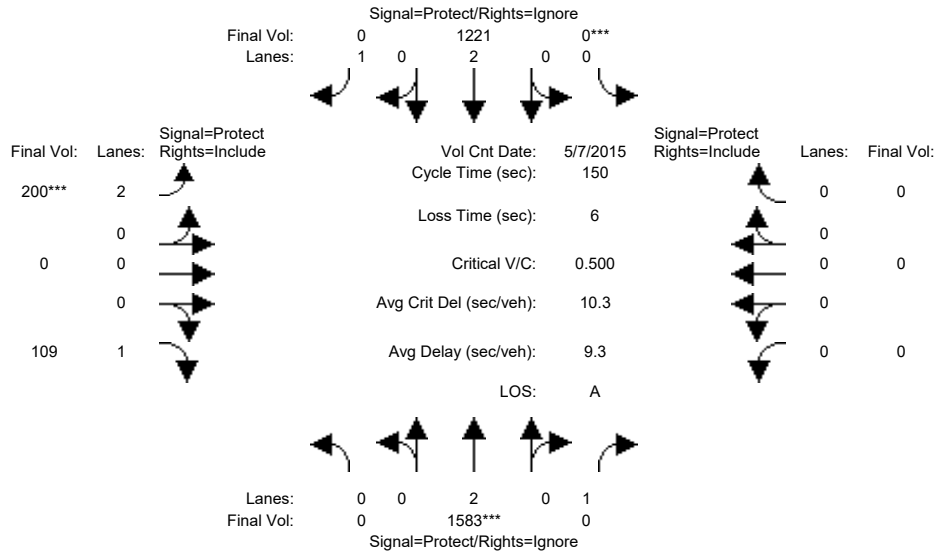
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 1429 | 308 | 0 | 1231 | 176 | 429 | 0 | 30 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1429 | 308 | 0 | 1231 | 176 | 429 | 0 | 30 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1429 | 308 | 0 | 1231 | 176 | 429 | 0 | 30 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1429 | 0 | 0 | 1231 | 0 | 429 | 0 | 30 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1429 | 0 | 0 | 1231 | 0 | 429 | 0 | 30 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1429 | 0 | 0 | 1231 | 0 | 429 | 0 | 30 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | 0.00 | 0.32 | 0.00 | 0.14 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 106 | 0.0 | 0.0 | 106 | 0.0 | 38.3 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.53 | 0.00 | 0.00 | 0.46 | 0.00 | 0.53 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.7 | 0.0 | 0.0 | 9.8 | 0.0 | 48.9 | 0.0 | 42.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.7 | 0.0 | 0.0 | 9.8 | 0.0 | 48.9 | 0.0 | 42.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | A | A | D | A | D | A | A | A |
| HCM2k95thQ: | 0 | 26 | 0 | 0 | 21 | 0 | 19 | 0 | 2 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3047: 880/ALAMEDA (S)



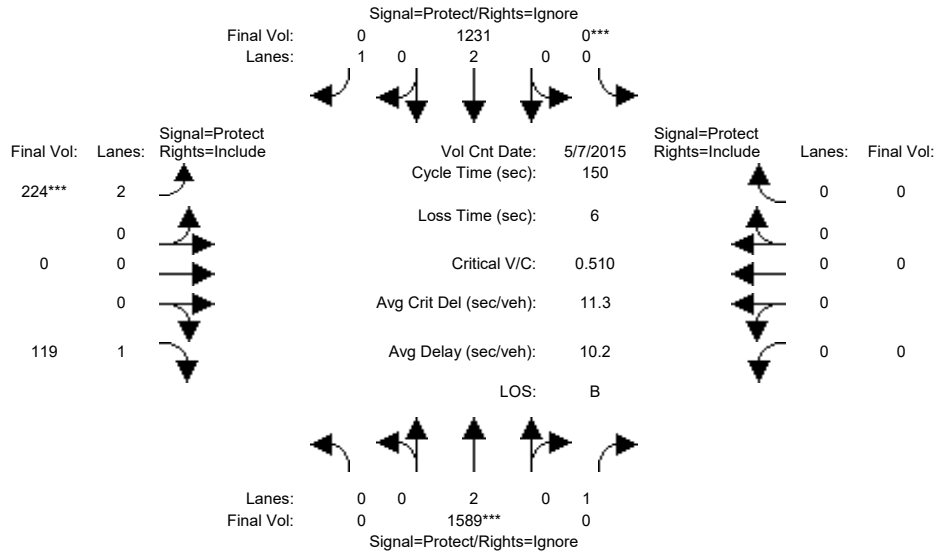
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 1583 | 308 | 0 | 1221 | 176 | 200 | 0 | 109 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1583 | 308 | 0 | 1221 | 176 | 200 | 0 | 109 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1583 | 308 | 0 | 1221 | 176 | 200 | 0 | 109 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1583 | 0 | 0 | 1221 | 0 | 200 | 0 | 109 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1583 | 0 | 0 | 1221 | 0 | 200 | 0 | 109 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1583 | 0 | 0 | 1221 | 0 | 200 | 0 | 109 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.00 | 0.00 | 0.32 | 0.00 | 0.06 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 125 | 0.0 | 0.0 | 125 | 0.0 | 19.0 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.50 | 0.00 | 0.00 | 0.39 | 0.00 | 0.50 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 3.7 | 0.0 | 0.0 | 3.2 | 0.0 | 62.0 | 0.0 | 62.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 3.7 | 0.0 | 0.0 | 3.2 | 0.0 | 62.0 | 0.0 | 62.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | E | A | E | A | A | A |
| HCM2k95thQ: | 0 | 18 | 0 | 0 | 13 | 0 | 11 | 0 | 11 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3047: 880/ALAMEDA (S)



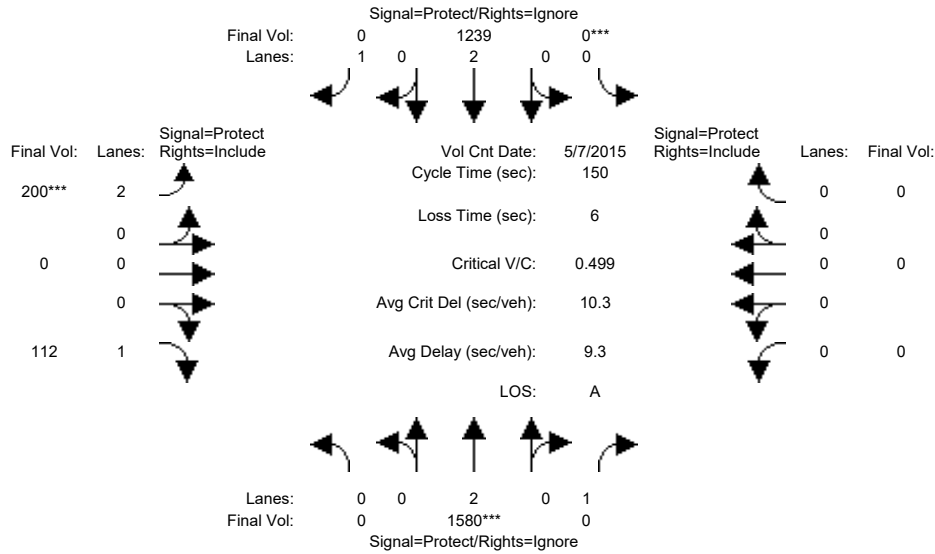
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 1589 | 308 | 0 | 1231 | 176 | 224 | 0 | 119 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1589 | 308 | 0 | 1231 | 176 | 224 | 0 | 119 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1589 | 308 | 0 | 1231 | 176 | 224 | 0 | 119 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1589 | 0 | 0 | 1231 | 0 | 224 | 0 | 119 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1589 | 0 | 0 | 1231 | 0 | 224 | 0 | 119 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1589 | 0 | 0 | 1231 | 0 | 224 | 0 | 119 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.00 | 0.00 | 0.32 | 0.00 | 0.07 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 123 | 0.0 | 0.0 | 123 | 0.0 | 20.9 | 0.0 | 20.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.51 | 0.00 | 0.00 | 0.39 | 0.00 | 0.51 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 4.3 | 0.0 | 0.0 | 3.7 | 0.0 | 60.8 | 0.0 | 61.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 4.3 | 0.0 | 0.0 | 3.7 | 0.0 | 60.8 | 0.0 | 61.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | E | A | E | A | A | A |
| HCM2k95thQ: | 0 | 19 | 0 | 0 | 14 | 0 | 12 | 0 | 11 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3047: 880/ALAMEDA (S)



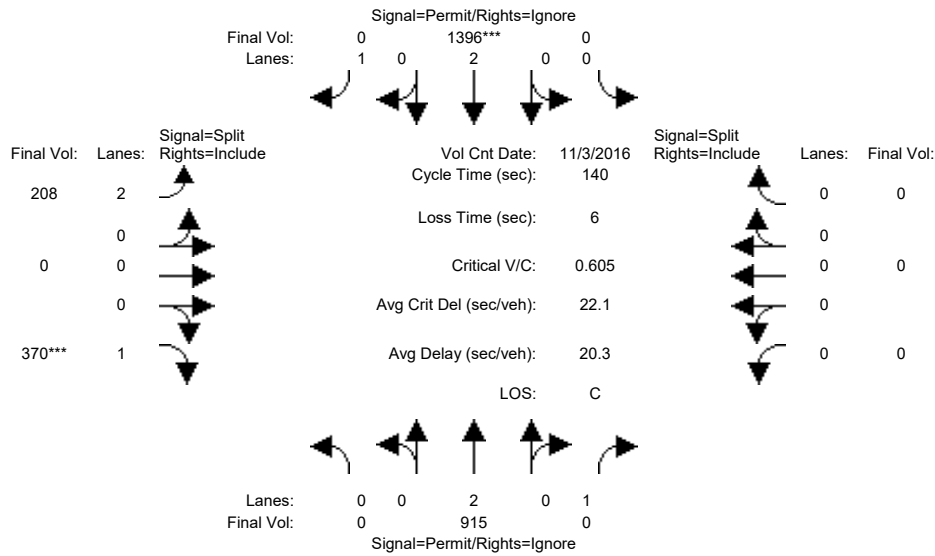
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 7 May 2015 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 1580 | 308 | 0 | 1239 | 176 | 200 | 0 | 112 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1580 | 308 | 0 | 1239 | 176 | 200 | 0 | 112 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1580 | 308 | 0 | 1239 | 176 | 200 | 0 | 112 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1580 | 0 | 0 | 1239 | 0 | 200 | 0 | 112 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1580 | 0 | 0 | 1239 | 0 | 200 | 0 | 112 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1580 | 0 | 0 | 1239 | 0 | 200 | 0 | 112 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.00 | 0.00 | 0.33 | 0.00 | 0.06 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 125 | 0.0 | 0.0 | 125 | 0.0 | 19.1 | 0.0 | 19.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.50 | 0.00 | 0.00 | 0.39 | 0.00 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 3.7 | 0.0 | 0.0 | 3.2 | 0.0 | 62.0 | 0.0 | 62.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 3.7 | 0.0 | 0.0 | 3.2 | 0.0 | 62.0 | 0.0 | 62.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | E | A | E | A | A | A |
| HCM2k95thQ: | 0 | 18 | 0 | 0 | 13 | 0 | 11 | 0 | 11 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3047: 880/ALAMEDA (S)



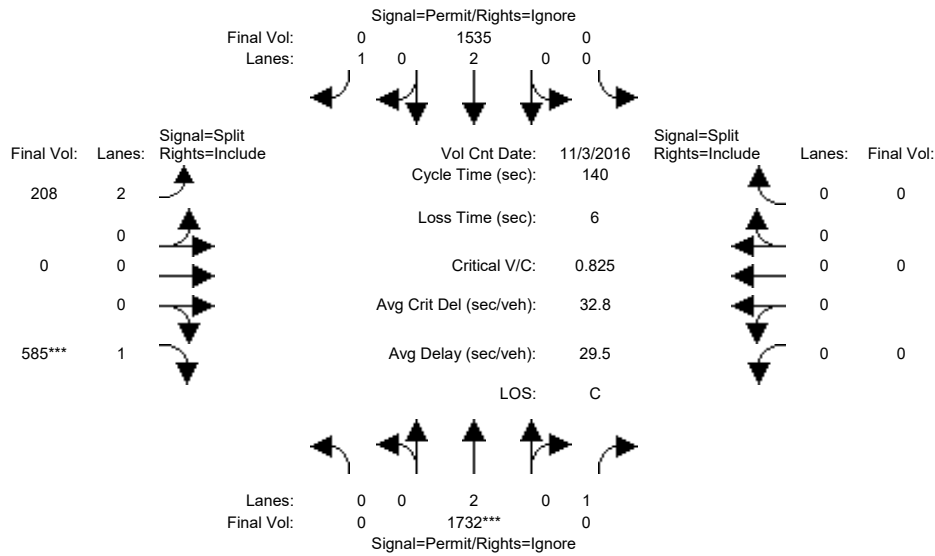
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 915 | 276 | 0 | 1396 | 459 | 208 | 0 | 370 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 915 | 276 | 0 | 1396 | 459 | 208 | 0 | 370 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 915 | 276 | 0 | 1396 | 459 | 208 | 0 | 370 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 915 | 0 | 0 | 1396 | 0 | 208 | 0 | 370 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 915 | 0 | 0 | 1396 | 0 | 208 | 0 | 370 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 915 | 0 | 0 | 1396 | 0 | 208 | 0 | 370 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.00 | 0.00 | 0.37 | 0.00 | 0.07 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 85.1 | 0.0 | 0.0 | 85.1 | 0.0 | 48.9 | 0.0 | 48.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.40 | 0.00 | 0.00 | 0.60 | 0.00 | 0.19 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 14.3 | 0.0 | 0.0 | 17.5 | 0.0 | 31.8 | 0.0 | 39.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 14.3 | 0.0 | 0.0 | 17.5 | 0.0 | 31.8 | 0.0 | 39.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | B | A | C | A | D | A | A | A |
| HCM2k95thQ: | 0 | 18 | 0 | 0 | 31 | 0 | 7 | 0 | 25 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3047: 880/ALAMEDA (S)



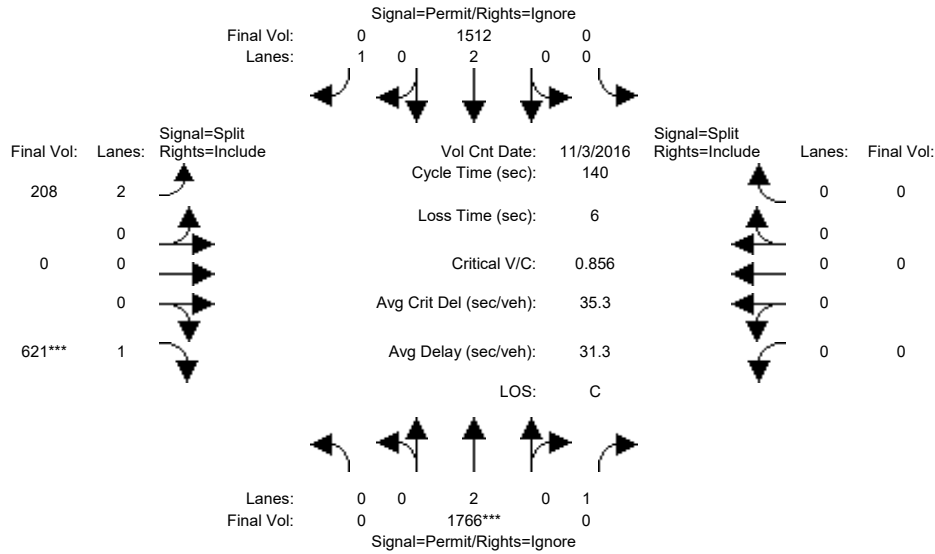
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1732 | 276 | 0 | 1535 | 459 | 208 | 0 | 585 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1732 | 276 | 0 | 1535 | 459 | 208 | 0 | 585 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1732 | 276 | 0 | 1535 | 459 | 208 | 0 | 585 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1732 | 0 | 0 | 1535 | 0 | 208 | 0 | 585 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1732 | 0 | 0 | 1535 | 0 | 208 | 0 | 585 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1732 | 0 | 0 | 1535 | 0 | 208 | 0 | 585 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.40 | 0.00 | 0.07 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 0.0 | 77.3 | 0.0 | 0.0 | 77.3 | 0.0 | 56.7 | 0.0 | 56.7 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.83 | 0.00 | 0.00 | 0.73 | 0.00 | 0.16 | 0.00 | 0.83 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 28.6 | 0.0 | 0.0 | 24.9 | 0.0 | 26.6 | 0.0 | 45.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 28.6 | 0.0 | 0.0 | 24.9 | 0.0 | 26.6 | 0.0 | 45.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | C | A | C | A | D | A | A | A |
| HCM2k95thQ: | 0 | 46 | 0 | 0 | 38 | 0 | 7 | 0 | 43 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3047: 880/ALAMEDA (S)



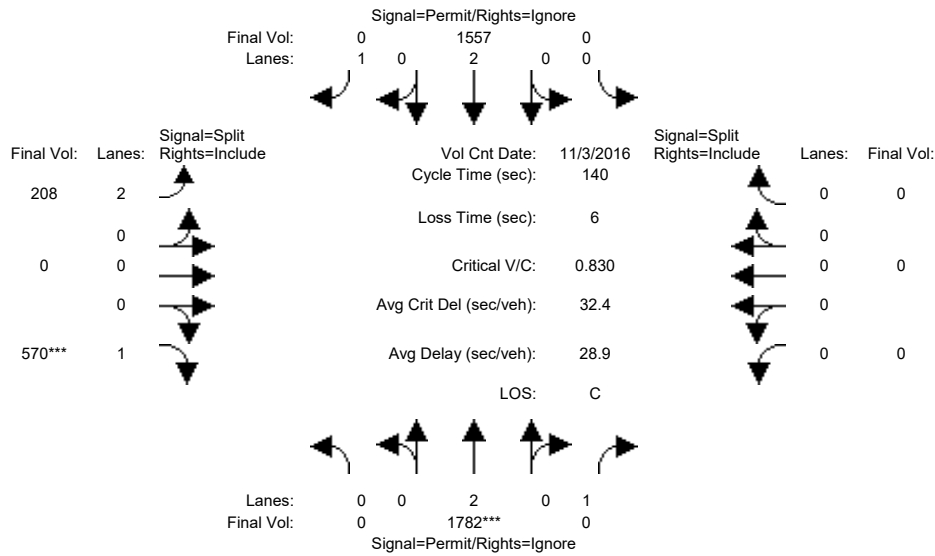
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1766 | 276 | 0 | 1512 | 459 | 208 | 0 | 621 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1766 | 276 | 0 | 1512 | 459 | 208 | 0 | 621 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1766 | 276 | 0 | 1512 | 459 | 208 | 0 | 621 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1766 | 0 | 0 | 1512 | 0 | 208 | 0 | 621 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1766 | 0 | 0 | 1512 | 0 | 208 | 0 | 621 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1766 | 0 | 0 | 1512 | 0 | 208 | 0 | 621 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.40 | 0.00 | 0.07 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | | |
| Green Time: | 0.0 | 76.0 | 0.0 | 0.0 | 76.0 | 0.0 | 58.0 | 0.0 | 58.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.86 | 0.00 | 0.00 | 0.73 | 0.00 | 0.16 | 0.00 | 0.86 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 31.1 | 0.0 | 0.0 | 25.7 | 0.0 | 25.8 | 0.0 | 47.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 31.1 | 0.0 | 0.0 | 25.7 | 0.0 | 25.8 | 0.0 | 47.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | C | A | C | A | D | A | A | A |
| HCM2k95thQ: | 0 | 48 | 0 | 0 | 38 | 0 | 6 | 0 | 46 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3047: 880/ALAMEDA (S)



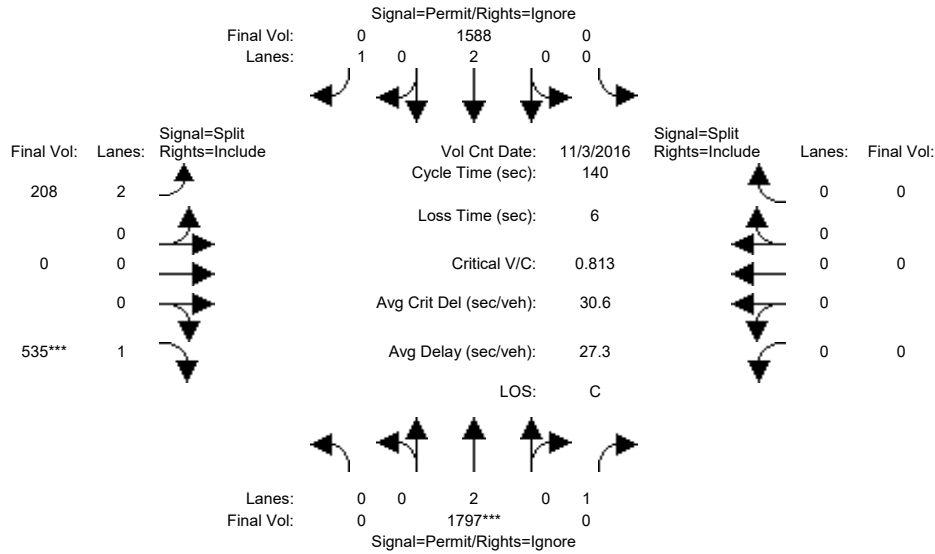
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1782 | 276 | 0 | 1557 | 459 | 208 | 0 | 570 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1782 | 276 | 0 | 1557 | 459 | 208 | 0 | 570 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1782 | 276 | 0 | 1557 | 459 | 208 | 0 | 570 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1782 | 0 | 0 | 1557 | 0 | 208 | 0 | 570 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1782 | 0 | 0 | 1557 | 0 | 208 | 0 | 570 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1782 | 0 | 0 | 1557 | 0 | 208 | 0 | 570 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | 0.00 | 0.41 | 0.00 | 0.07 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | | |
| Green Time: | 0.0 | 79.1 | 0.0 | 0.0 | 79.1 | 0.0 | 54.9 | 0.0 | 54.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.83 | 0.00 | 0.00 | 0.73 | 0.00 | 0.17 | 0.00 | 0.83 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 27.8 | 0.0 | 0.0 | 23.7 | 0.0 | 27.7 | 0.0 | 46.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 27.8 | 0.0 | 0.0 | 23.7 | 0.0 | 27.7 | 0.0 | 46.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | C | A | C | A | D | A | A | A |
| HCM2k95thQ: | 0 | 47 | 0 | 0 | 38 | 0 | 7 | 0 | 42 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3047: 880/ALAMEDA (S)



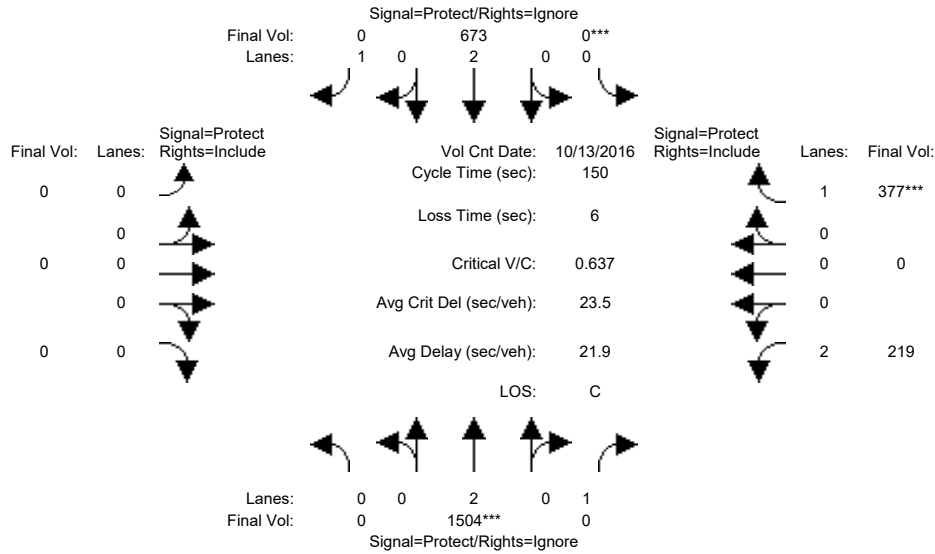
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1797 | 276 | 0 | 1588 | 459 | 208 | 0 | 535 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1797 | 276 | 0 | 1588 | 459 | 208 | 0 | 535 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1797 | 276 | 0 | 1588 | 459 | 208 | 0 | 535 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1797 | 0 | 0 | 1588 | 0 | 208 | 0 | 535 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1797 | 0 | 0 | 1588 | 0 | 208 | 0 | 535 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1797 | 0 | 0 | 1588 | 0 | 208 | 0 | 535 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 3150 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | 0.00 | 0.42 | 0.00 | 0.07 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | | |
| Green Time: | 0.0 | 81.4 | 0.0 | 0.0 | 81.4 | 0.0 | 52.6 | 0.0 | 52.6 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.81 | 0.00 | 0.00 | 0.72 | 0.00 | 0.18 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 25.7 | 0.0 | 0.0 | 22.2 | 0.0 | 29.3 | 0.0 | 47.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 25.7 | 0.0 | 0.0 | 22.2 | 0.0 | 29.3 | 0.0 | 47.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | C | A | C | A | D | A | A | A |
| HCM2k95thQ: | 0 | 46 | 0 | 0 | 38 | 0 | 7 | 0 | 40 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3046: 880/ALAMEDA (N)



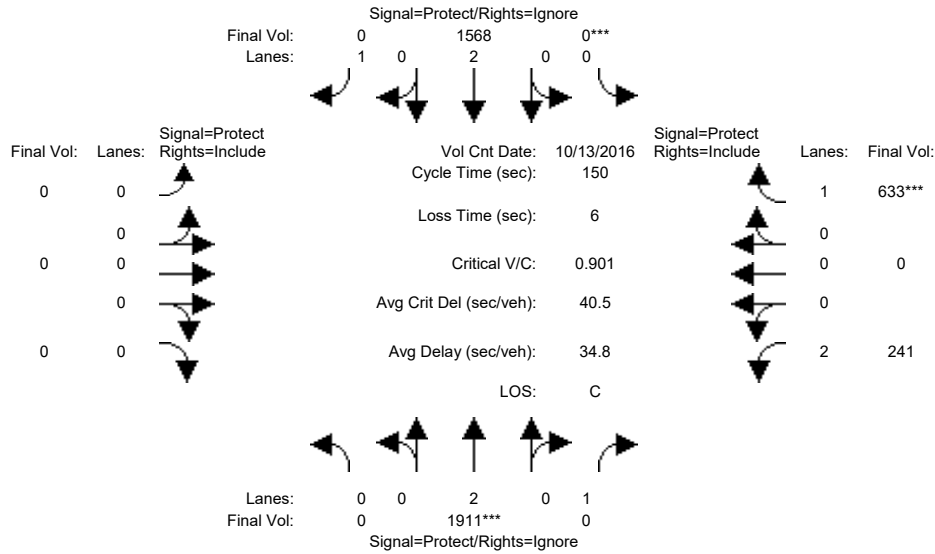
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 0 | 1504 | 321 | 0 | 673 | 143 | 0 | 0 | 0 | 219 | 0 | 377 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1504 | 321 | 0 | 673 | 143 | 0 | 0 | 0 | 219 | 0 | 377 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1504 | 321 | 0 | 673 | 143 | 0 | 0 | 0 | 219 | 0 | 377 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1504 | 0 | 0 | 673 | 0 | 0 | 0 | 0 | 219 | 0 | 377 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1504 | 0 | 0 | 673 | 0 | 0 | 0 | 0 | 219 | 0 | 377 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1504 | 0 | 0 | 673 | 0 | 0 | 0 | 0 | 219 | 0 | 377 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.22 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 93.2 | 0.0 | 0.0 | 93.2 | 0.0 | 0.0 | 0.0 | 0.0 | 50.8 | 0.0 | 50.8 |
| Volume/Cap: | 0.00 | 0.64 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.64 |
| Delay/Veh: | 0.0 | 18.4 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35.4 | 0.0 | 44.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.4 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35.4 | 0.0 | 44.2 |
| LOS by Move: | A | B | A | A | B | A | A | A | A | D | A | D |
| HCM2k95thQ: | 0 | 36 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 8 | 0 | 28 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3046: 880/ALAMEDA (N)



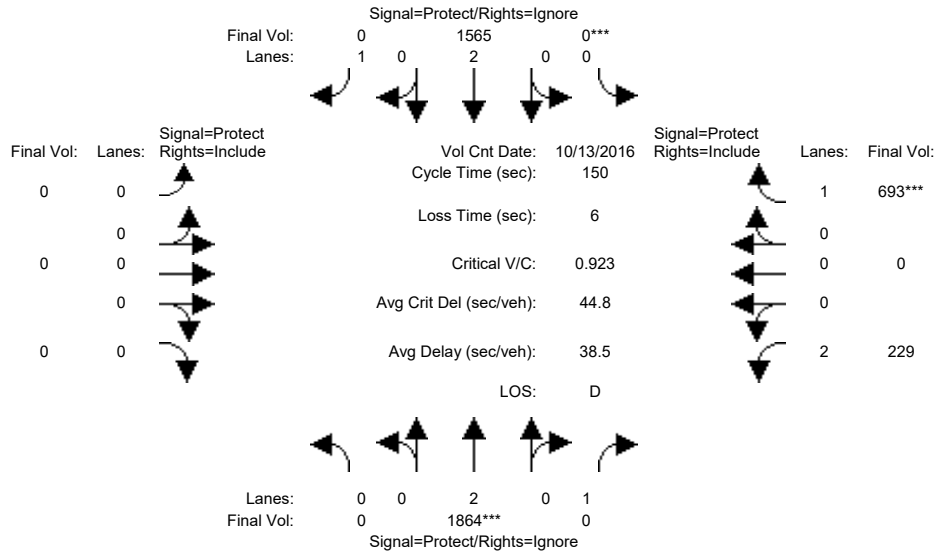
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 0 | 1911 | 321 | 0 | 1568 | 143 | 0 | 0 | 0 | 241 | 0 | 633 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1911 | 321 | 0 | 1568 | 143 | 0 | 0 | 0 | 241 | 0 | 633 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1911 | 321 | 0 | 1568 | 143 | 0 | 0 | 0 | 241 | 0 | 633 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1911 | 0 | 0 | 1568 | 0 | 0 | 0 | 0 | 241 | 0 | 633 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1911 | 0 | 0 | 1568 | 0 | 0 | 0 | 0 | 241 | 0 | 633 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1911 | 0 | 0 | 1568 | 0 | 0 | 0 | 0 | 241 | 0 | 633 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.50 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.36 |
| Crit Moves: | **** | | **** | | **** | | **** | | **** | | **** | |
| Green Time: | 0.0 | 83.8 | 0.0 | 0.0 | 83.8 | 0.0 | 0.0 | 0.0 | 0.0 | 60.2 | 0.0 | 60.2 |
| Volume/Cap: | 0.00 | 0.90 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.90 |
| Delay/Veh: | 0.0 | 35.2 | 0.0 | 0.0 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29.2 | 0.0 | 56.8 |
| 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: | 0.0 | 35.2 | 0.0 | 0.0 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29.2 | 0.0 | 56.8 |
| LOS by Move: | A | D | A | A | C | A | A | A | A | C | A | E |
| HCM2k95thQ: | 0 | 63 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 8 | 0 | 52 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3046: 880/ALAMEDA (N)



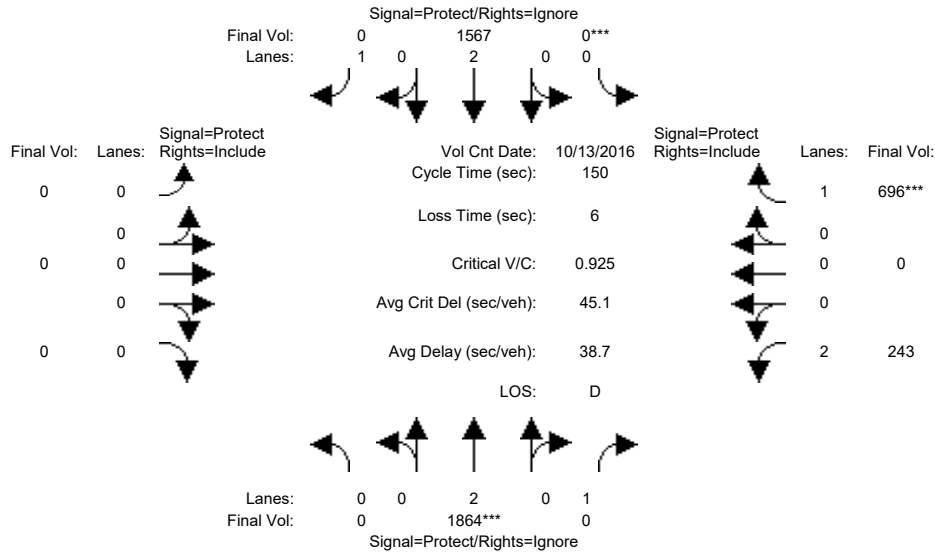
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 0 | 1864 | 321 | 0 | 1565 | 143 | 0 | 0 | 0 | 229 | 0 | 693 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1864 | 321 | 0 | 1565 | 143 | 0 | 0 | 0 | 229 | 0 | 693 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1864 | 321 | 0 | 1565 | 143 | 0 | 0 | 0 | 229 | 0 | 693 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1864 | 0 | 0 | 1565 | 0 | 0 | 0 | 0 | 229 | 0 | 693 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1864 | 0 | 0 | 1565 | 0 | 0 | 0 | 0 | 229 | 0 | 693 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1864 | 0 | 0 | 1565 | 0 | 0 | 0 | 0 | 229 | 0 | 693 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.40 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 79.7 | 0.0 | 0.0 | 79.7 | 0.0 | 0.0 | 0.0 | 0.0 | 64.3 | 0.0 | 64.3 |
| Volume/Cap: | 0.00 | 0.92 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.92 |
| Delay/Veh: | 0.0 | 40.1 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.4 | 0.0 | 57.5 |
| 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: | 0.0 | 40.1 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.4 | 0.0 | 57.5 |
| LOS by Move: | A | D | A | A | C | A | A | A | A | C | A | E |
| HCM2k95thQ: | 0 | 65 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 7 | 0 | 57 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3046: 880/ALAMEDA (N)



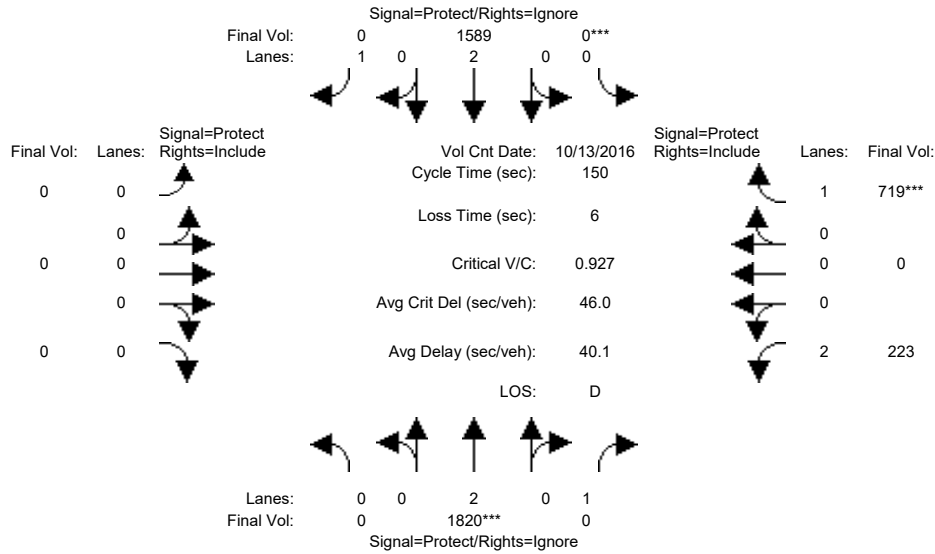
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 0 | 1864 | 321 | 0 | 1567 | 143 | 0 | 0 | 0 | 243 | 0 | 696 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1864 | 321 | 0 | 1567 | 143 | 0 | 0 | 0 | 243 | 0 | 696 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1864 | 321 | 0 | 1567 | 143 | 0 | 0 | 0 | 243 | 0 | 696 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1864 | 0 | 0 | 1567 | 0 | 0 | 0 | 0 | 243 | 0 | 696 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1864 | 0 | 0 | 1567 | 0 | 0 | 0 | 0 | 243 | 0 | 696 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1864 | 0 | 0 | 1567 | 0 | 0 | 0 | 0 | 243 | 0 | 696 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.40 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 79.5 | 0.0 | 0.0 | 79.5 | 0.0 | 0.0 | 0.0 | 0.0 | 64.5 | 0.0 | 64.5 |
| Volume/Cap: | 0.00 | 0.93 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.93 |
| Delay/Veh: | 0.0 | 40.4 | 0.0 | 0.0 | 30.2 | 0.0 | 0.0 | 0.0 | 0.0 | 26.5 | 0.0 | 57.7 |
| 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: | 0.0 | 40.4 | 0.0 | 0.0 | 30.2 | 0.0 | 0.0 | 0.0 | 0.0 | 26.5 | 0.0 | 57.7 |
| LOS by Move: | A | D | A | A | C | A | A | A | A | C | A | E |
| HCM2k95thQ: | 0 | 65 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 8 | 0 | 58 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3046: 880/ALAMEDA (N)



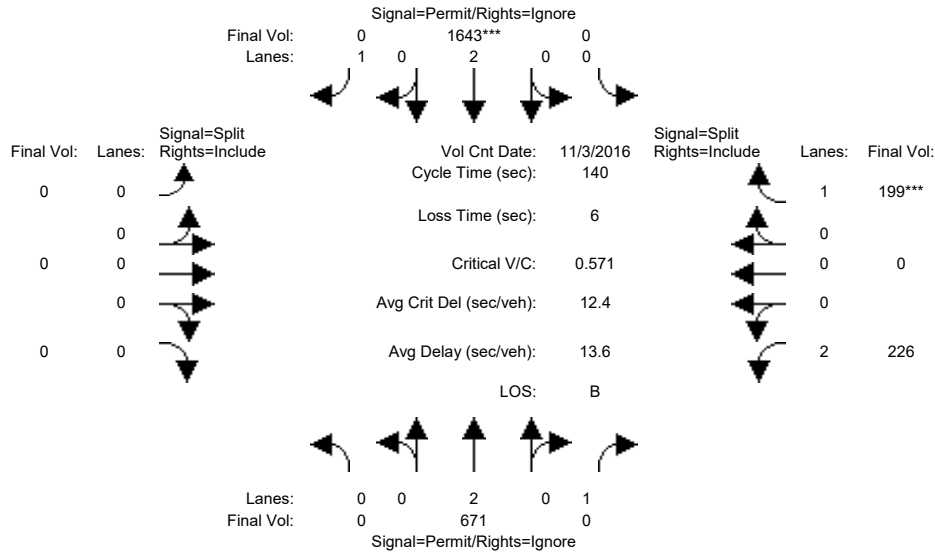
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 13 Oct 2016 << 7:40-8:40 | | | | | | | | | | | | |
| Base Vol: | 0 | 1820 | 321 | 0 | 1589 | 143 | 0 | 0 | 0 | 223 | 0 | 719 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1820 | 321 | 0 | 1589 | 143 | 0 | 0 | 0 | 223 | 0 | 719 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1820 | 321 | 0 | 1589 | 143 | 0 | 0 | 0 | 223 | 0 | 719 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1820 | 0 | 0 | 1589 | 0 | 0 | 0 | 0 | 223 | 0 | 719 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1820 | 0 | 0 | 1589 | 0 | 0 | 0 | 0 | 223 | 0 | 719 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1820 | 0 | 0 | 1589 | 0 | 0 | 0 | 0 | 223 | 0 | 719 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.41 |
| Crit Moves: | **** | | **** | | **** | | **** | | **** | | **** | |
| Green Time: | 0.0 | 77.5 | 0.0 | 0.0 | 77.5 | 0.0 | 0.0 | 0.0 | 0.0 | 66.5 | 0.0 | 66.5 |
| Volume/Cap: | 0.00 | 0.93 | 0.00 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.93 |
| Delay/Veh: | 0.0 | 41.8 | 0.0 | 0.0 | 32.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25.1 | 0.0 | 56.6 |
| 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: | 0.0 | 41.8 | 0.0 | 0.0 | 32.7 | 0.0 | 0.0 | 0.0 | 0.0 | 25.1 | 0.0 | 56.6 |
| LOS by Move: | A | D | A | A | C | A | A | A | A | C | A | E |
| HCM2k95thQ: | 0 | 64 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 7 | 0 | 59 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3046: 880/ALAMEDA (N)



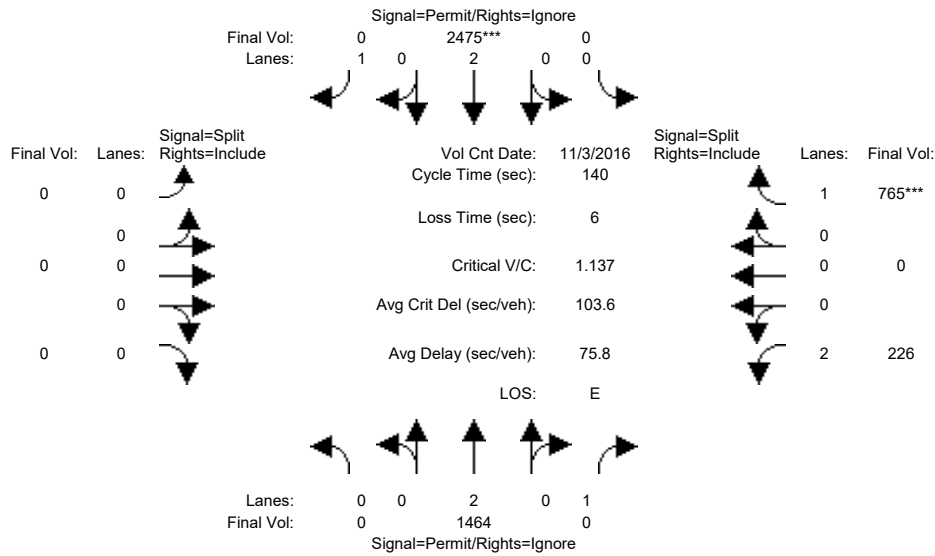
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 671 | 427 | 0 | 1643 | 236 | 0 | 0 | 0 | 226 | 0 | 199 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 671 | 427 | 0 | 1643 | 236 | 0 | 0 | 0 | 226 | 0 | 199 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 671 | 427 | 0 | 1643 | 236 | 0 | 0 | 0 | 226 | 0 | 199 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 671 | 0 | 0 | 1643 | 0 | 0 | 0 | 0 | 226 | 0 | 199 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 671 | 0 | 0 | 1643 | 0 | 0 | 0 | 0 | 226 | 0 | 199 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 671 | 0 | 0 | 1643 | 0 | 0 | 0 | 0 | 226 | 0 | 199 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.11 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 106 | 0.0 | 0.0 | 106 | 0.0 | 0.0 | 0.0 | 0.0 | 27.9 | 0.0 | 27.9 |
| Volume/Cap: | 0.00 | 0.23 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.57 |
| Delay/Veh: | 0.0 | 5.0 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 48.7 | 0.0 | 52.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 5.0 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 48.7 | 0.0 | 52.9 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | D |
| HCM2k95thQ: | 0 | 8 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 10 | 0 | 17 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3046: 880/ALAMEDA (N)



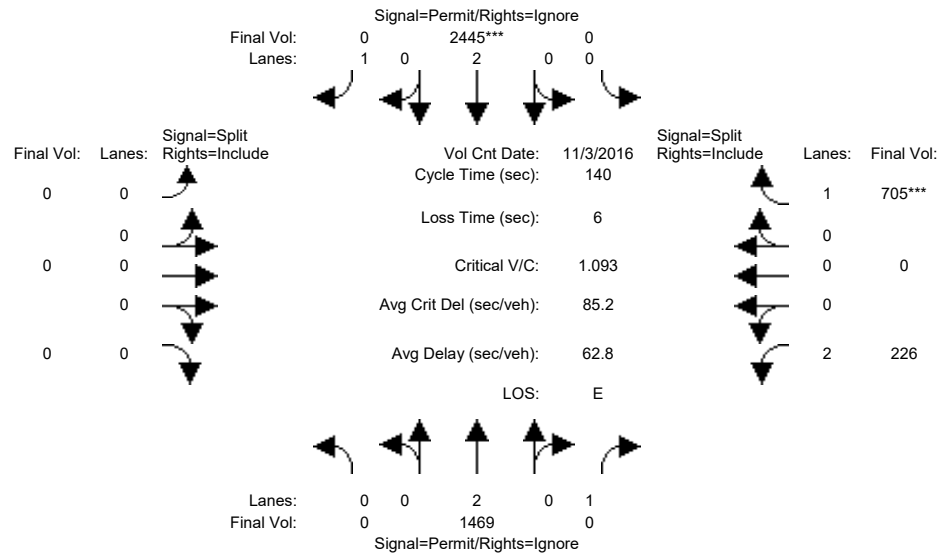
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1464 | 427 | 0 | 2475 | 236 | 0 | 0 | 0 | 226 | 0 | 765 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1464 | 427 | 0 | 2475 | 236 | 0 | 0 | 0 | 226 | 0 | 765 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1464 | 427 | 0 | 2475 | 236 | 0 | 0 | 0 | 226 | 0 | 765 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1464 | 0 | 0 | 2475 | 0 | 0 | 0 | 0 | 226 | 0 | 765 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1464 | 0 | 0 | 2475 | 0 | 0 | 0 | 0 | 226 | 0 | 765 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1464 | 0 | 0 | 2475 | 0 | 0 | 0 | 0 | 226 | 0 | 765 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.00 | 0.00 | 0.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.44 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 80.2 | 0.0 | 0.0 | 80.2 | 0.0 | 0.0 | 0.0 | 0.0 | 53.8 | 0.0 | 53.8 |
| Volume/Cap: | 0.00 | 0.67 | 0.00 | 0.00 | 1.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 1.14 |
| Delay/Veh: | 0.0 | 21.6 | 0.0 | 0.0 | 97.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28.7 | 0.0 | 122.1 |
| 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: | 0.0 | 21.6 | 0.0 | 0.0 | 97.9 | 0.0 | 0.0 | 0.0 | 0.0 | 28.7 | 0.0 | 122.1 |
| LOS by Move: | A | C | A | A | F | A | A | A | A | C | A | F |
| HCM2k95thQ: | 0 | 35 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 7 | 0 | 78 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3046: 880/ALAMEDA (N)



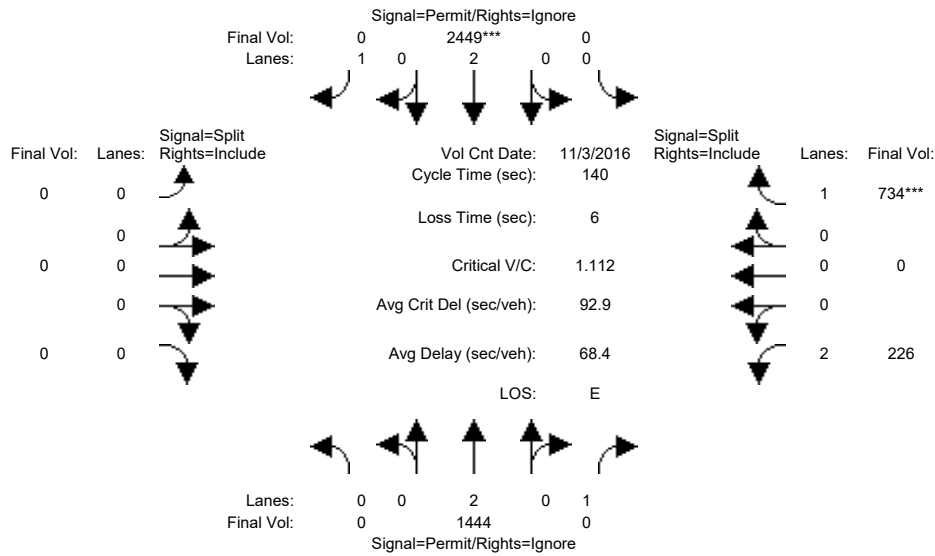
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1469 | 427 | 0 | 2445 | 236 | 0 | 0 | 0 | 226 | 0 | 705 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1469 | 427 | 0 | 2445 | 236 | 0 | 0 | 0 | 226 | 0 | 705 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1469 | 427 | 0 | 2445 | 236 | 0 | 0 | 0 | 226 | 0 | 705 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1469 | 0 | 0 | 2445 | 0 | 0 | 0 | 0 | 226 | 0 | 705 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1469 | 0 | 0 | 2445 | 0 | 0 | 0 | 0 | 226 | 0 | 705 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1469 | 0 | 0 | 2445 | 0 | 0 | 0 | 0 | 226 | 0 | 705 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.40 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 82.4 | 0.0 | 0.0 | 82.4 | 0.0 | 0.0 | 0.0 | 0.0 | 51.6 | 0.0 | 51.6 |
| Volume/Cap: | 0.00 | 0.66 | 0.00 | 0.00 | 1.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 1.09 |
| Delay/Veh: | 0.0 | 20.0 | 0.0 | 0.0 | 78.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30.2 | 0.0 | 107.7 |
| 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: | 0.0 | 20.0 | 0.0 | 0.0 | 78.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30.2 | 0.0 | 107.7 |
| LOS by Move: | A | C | A | A | E | A | A | A | A | C | A | F |
| HCM2k95thQ: | 0 | 34 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 8 | 0 | 69 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3046: 880/ALAMEDA (N)



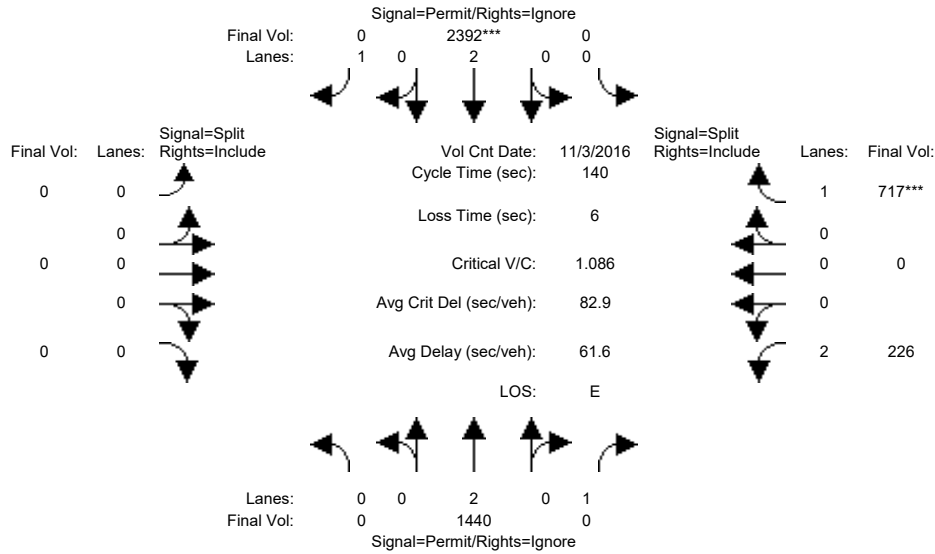
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1444 | 427 | 0 | 2449 | 236 | 0 | 0 | 0 | 226 | 0 | 734 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1444 | 427 | 0 | 2449 | 236 | 0 | 0 | 0 | 226 | 0 | 734 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1444 | 427 | 0 | 2449 | 236 | 0 | 0 | 0 | 226 | 0 | 734 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1444 | 0 | 0 | 2449 | 0 | 0 | 0 | 0 | 226 | 0 | 734 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1444 | 0 | 0 | 2449 | 0 | 0 | 0 | 0 | 226 | 0 | 734 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1444 | 0 | 0 | 2449 | 0 | 0 | 0 | 0 | 226 | 0 | 734 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.42 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 81.2 | 0.0 | 0.0 | 81.2 | 0.0 | 0.0 | 0.0 | 0.0 | 52.8 | 0.0 | 52.8 |
| Volume/Cap: | 0.00 | 0.66 | 0.00 | 0.00 | 1.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 1.11 |
| Delay/Veh: | 0.0 | 20.7 | 0.0 | 0.0 | 86.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 113.3 |
| 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: | 0.0 | 20.7 | 0.0 | 0.0 | 86.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 113.3 |
| LOS by Move: | A | C | A | A | F | A | A | A | A | C | A | F |
| HCM2k95thQ: | 0 | 34 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 8 | 0 | 73 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3046: 880/ALAMEDA (N)



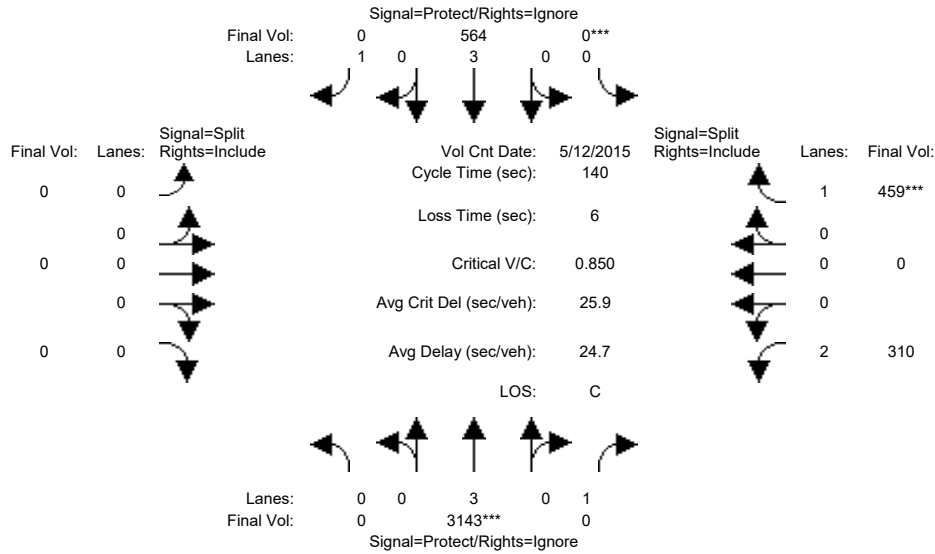
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: | 3 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1440 | 427 | 0 | 2392 | 236 | 0 | 0 | 0 | 226 | 0 | 717 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1440 | 427 | 0 | 2392 | 236 | 0 | 0 | 0 | 226 | 0 | 717 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1440 | 427 | 0 | 2392 | 236 | 0 | 0 | 0 | 226 | 0 | 717 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1440 | 0 | 0 | 2392 | 0 | 0 | 0 | 0 | 226 | 0 | 717 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1440 | 0 | 0 | 2392 | 0 | 0 | 0 | 0 | 226 | 0 | 717 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1440 | 0 | 0 | 2392 | 0 | 0 | 0 | 0 | 226 | 0 | 717 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3800 | 1750 | 0 | 3800 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | 0.00 | 0.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.41 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 81.2 | 0.0 | 0.0 | 81.2 | 0.0 | 0.0 | 0.0 | 0.0 | 52.8 | 0.0 | 52.8 |
| Volume/Cap: | 0.00 | 0.65 | 0.00 | 0.00 | 1.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 1.09 |
| Delay/Veh: | 0.0 | 20.6 | 0.0 | 0.0 | 76.5 | 0.0 | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 104.1 |
| 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: | 0.0 | 20.6 | 0.0 | 0.0 | 76.5 | 0.0 | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 104.1 |
| LOS by Move: | A | C | A | A | E | A | A | A | A | C | A | F |
| HCM2k95thQ: | 0 | 34 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 8 | 0 | 69 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3052: 880/COLEMAN (N)



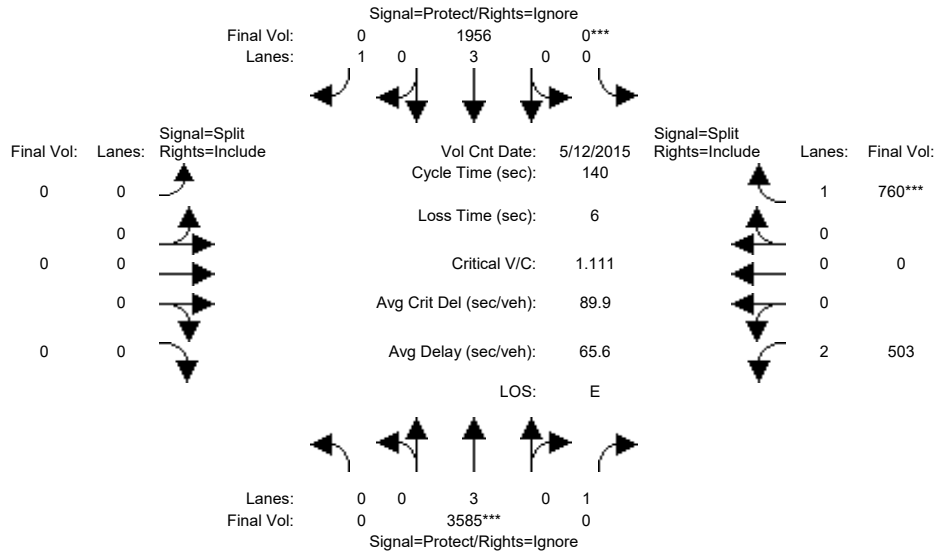
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 12 May 2015 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 3143 | 178 | 0 | 564 | 183 | 0 | 0 | 0 | 310 | 0 | 459 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3143 | 178 | 0 | 564 | 183 | 0 | 0 | 0 | 310 | 0 | 459 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 3143 | 178 | 0 | 564 | 183 | 0 | 0 | 0 | 310 | 0 | 459 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3143 | 0 | 0 | 564 | 0 | 0 | 0 | 0 | 310 | 0 | 459 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3143 | 0 | 0 | 564 | 0 | 0 | 0 | 0 | 310 | 0 | 459 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3143 | 0 | 0 | 564 | 0 | 0 | 0 | 0 | 310 | 0 | 459 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.55 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.26 |
| Crit Moves: | **** | | **** | | **** | | **** | | **** | | **** | |
| Green Time: | 0.0 | 90.8 | 0.0 | 0.0 | 90.8 | 0.0 | 0.0 | 0.0 | 0.0 | 43.2 | 0.0 | 43.2 |
| Volume/Cap: | 0.00 | 0.85 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.85 |
| Delay/Veh: | 0.0 | 21.3 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 37.3 | 0.0 | 57.5 |
| 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: | 0.0 | 21.3 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 37.3 | 0.0 | 57.5 |
| LOS by Move: | A | C | A | A | A | A | A | A | A | D | A | E |
| HCM2k95thQ: | 0 | 54 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 12 | 0 | 37 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3052: 880/COLEMAN (N)



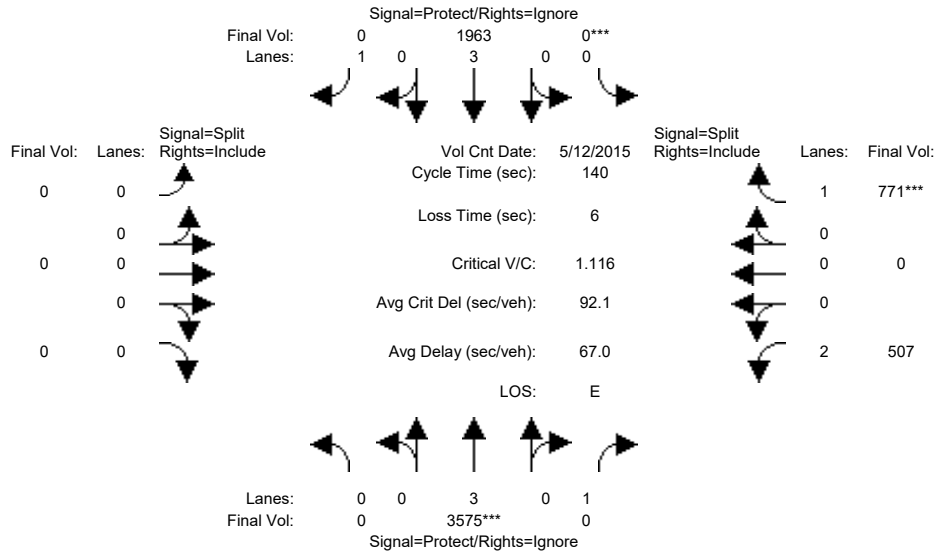
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 12 May 2015 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 3585 | 178 | 0 | 1956 | 183 | 0 | 0 | 0 | 503 | 0 | 760 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3585 | 178 | 0 | 1956 | 183 | 0 | 0 | 0 | 503 | 0 | 760 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 3585 | 178 | 0 | 1956 | 183 | 0 | 0 | 0 | 503 | 0 | 760 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3585 | 0 | 0 | 1956 | 0 | 0 | 0 | 0 | 503 | 0 | 760 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3585 | 0 | 0 | 1956 | 0 | 0 | 0 | 0 | 503 | 0 | 760 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3585 | 0 | 0 | 1956 | 0 | 0 | 0 | 0 | 503 | 0 | 760 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.63 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.43 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 79.3 | 0.0 | 0.0 | 79.3 | 0.0 | 0.0 | 0.0 | 0.0 | 54.7 | 0.0 | 54.7 |
| Volume/Cap: | 0.00 | 1.11 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 1.11 |
| Delay/Veh: | 0.0 | 85.3 | 0.0 | 0.0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 111.6 |
| 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: | 0.0 | 85.3 | 0.0 | 0.0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 111.6 |
| LOS by Move: | A | F | A | A | C | A | A | A | A | C | A | F |
| HCM2k95thQ: | 0 | 94 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 17 | 0 | 75 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3052: 880/COLEMAN (N)



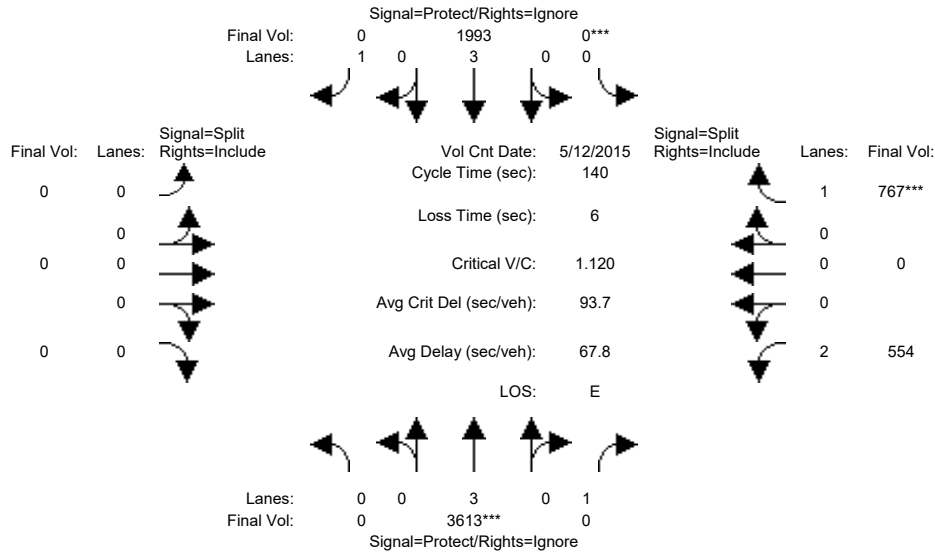
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 12 May 2015 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 3575 | 178 | 0 | 1963 | 183 | 0 | 0 | 0 | 507 | 0 | 771 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3575 | 178 | 0 | 1963 | 183 | 0 | 0 | 0 | 507 | 0 | 771 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 3575 | 178 | 0 | 1963 | 183 | 0 | 0 | 0 | 507 | 0 | 771 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3575 | 0 | 0 | 1963 | 0 | 0 | 0 | 0 | 507 | 0 | 771 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3575 | 0 | 0 | 1963 | 0 | 0 | 0 | 0 | 507 | 0 | 771 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3575 | 0 | 0 | 1963 | 0 | 0 | 0 | 0 | 507 | 0 | 771 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.63 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.44 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 78.7 | 0.0 | 0.0 | 78.7 | 0.0 | 0.0 | 0.0 | 0.0 | 55.3 | 0.0 | 55.3 |
| Volume/Cap: | 0.00 | 1.12 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 1.12 |
| Delay/Veh: | 0.0 | 87.6 | 0.0 | 0.0 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.8 | 0.0 | 112.9 |
| 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: | 0.0 | 87.6 | 0.0 | 0.0 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.8 | 0.0 | 112.9 |
| LOS by Move: | A | F | A | A | C | A | A | A | A | C | A | F |
| HCM2k95thQ: | 0 | 95 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 17 | 0 | 76 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3052: 880/COLEMAN (N)



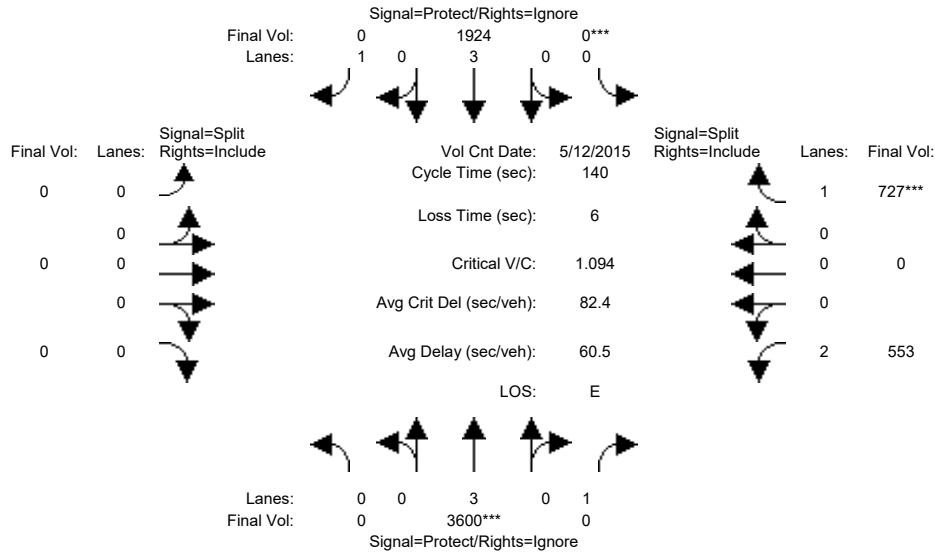
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 12 May 2015 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 3613 | 178 | 0 | 1993 | 183 | 0 | 0 | 0 | 554 | 0 | 767 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3613 | 178 | 0 | 1993 | 183 | 0 | 0 | 0 | 554 | 0 | 767 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 3613 | 178 | 0 | 1993 | 183 | 0 | 0 | 0 | 554 | 0 | 767 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 3613 | 0 | 0 | 1993 | 0 | 0 | 0 | 0 | 554 | 0 | 767 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3613 | 0 | 0 | 1993 | 0 | 0 | 0 | 0 | 554 | 0 | 767 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3613 | 0 | 0 | 1993 | 0 | 0 | 0 | 0 | 554 | 0 | 767 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.63 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.44 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 79.2 | 0.0 | 0.0 | 79.2 | 0.0 | 0.0 | 0.0 | 0.0 | 54.8 | 0.0 | 54.8 |
| Volume/Cap: | 0.00 | 1.12 | 0.00 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 1.12 |
| Delay/Veh: | 0.0 | 89.2 | 0.0 | 0.0 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31.7 | 0.0 | 115.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 89.2 | 0.0 | 0.0 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 | 31.7 | 0.0 | 115.0 |
| LOS by Move: | A | F | A | A | C | A | A | A | A | C | A | F |
| HCM2k95thQ: | 0 | 97 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 19 | 0 | 76 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3052: 880/COLEMAN (N)



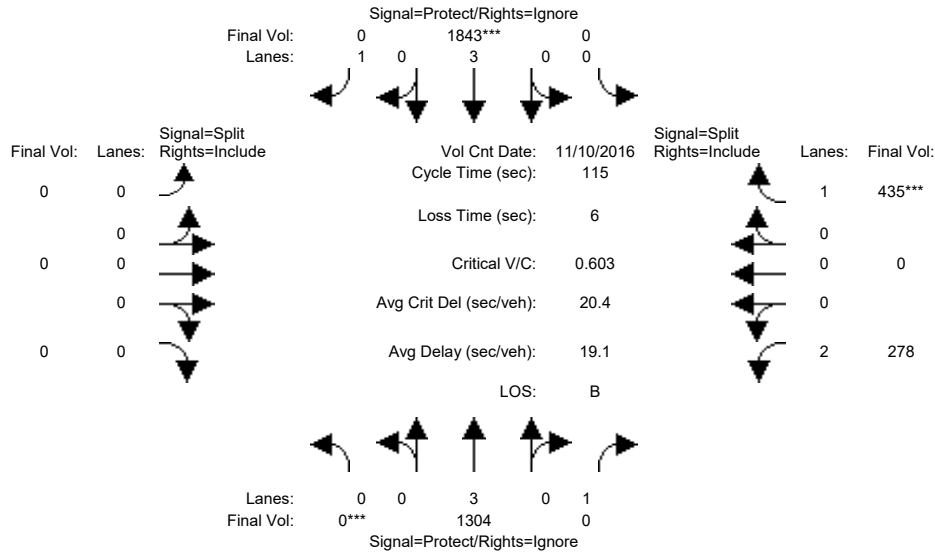
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | |
|-------------------------------|--------------------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|--|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: | 12 May 2015 << 8:00-9:00 | | | | | | | | | | | | |
| Base Vol: | 0 | 3600 | 178 | 0 | 1924 | 183 | 0 | 0 | 0 | 553 | 0 | 727 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 3600 | 178 | 0 | 1924 | 183 | 0 | 0 | 0 | 553 | 0 | 727 | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Initial Fut: | 0 | 3600 | 178 | 0 | 1924 | 183 | 0 | 0 | 0 | 553 | 0 | 727 | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 3600 | 0 | 0 | 1924 | 0 | 0 | 0 | 0 | 553 | 0 | 727 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3600 | 0 | 0 | 1924 | 0 | 0 | 0 | 0 | 553 | 0 | 727 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 3600 | 0 | 0 | 1924 | 0 | 0 | 0 | 0 | 553 | 0 | 727 | |
| 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 | 0.83 | 1.00 | 0.92 | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.63 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.42 | |
| Crit Moves: | **** | | **** | | | | | | | | | **** | |
| Green Time: | 0.0 | 80.8 | 0.0 | 0.0 | 80.8 | 0.0 | 0.0 | 0.0 | 0.0 | 53.2 | 0.0 | 53.2 | |
| Volume/Cap: | 0.00 | 1.09 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 1.09 | |
| Delay/Veh: | 0.0 | 77.5 | 0.0 | 0.0 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 32.9 | 0.0 | 106.7 | |
| 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: | 0.0 | 77.5 | 0.0 | 0.0 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 32.9 | 0.0 | 106.7 | |
| LOS by Move: | A | E | A | A | B | A | A | A | A | C | A | F | |
| HCM2k95thQ: | 0 | 92 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 19 | 0 | 71 | |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3052: 880/COLEMAN (N)



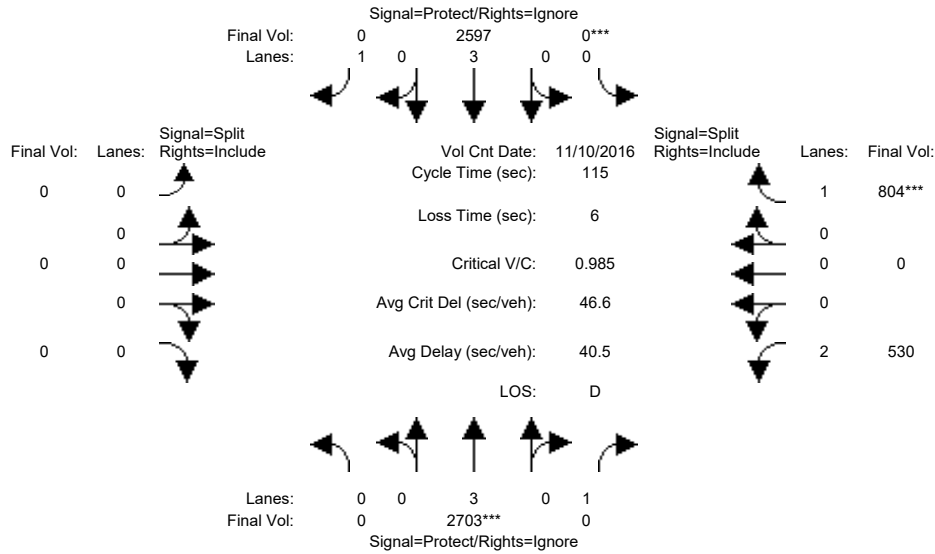
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: | 10 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | |
| Base Vol: | 0 | 1304 | 268 | 0 | 1843 | 525 | 0 | 0 | 0 | 278 | 0 | 435 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1304 | 268 | 0 | 1843 | 525 | 0 | 0 | 0 | 278 | 0 | 435 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1304 | 268 | 0 | 1843 | 525 | 0 | 0 | 0 | 278 | 0 | 435 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1304 | 0 | 0 | 1843 | 0 | 0 | 0 | 0 | 278 | 0 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1304 | 0 | 0 | 1843 | 0 | 0 | 0 | 0 | 278 | 0 | 435 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1304 | 0 | 0 | 1843 | 0 | 0 | 0 | 0 | 278 | 0 | 435 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.25 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 0.0 | 61.6 | 0.0 | 0.0 | 61.6 | 0.0 | 0.0 | 0.0 | 0.0 | 47.4 | 0.0 | 47.4 |
| Volume/Cap: | 0.00 | 0.43 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.60 |
| Delay/Veh: | 0.0 | 16.2 | 0.0 | 0.0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 | 27.9 |
| 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: | 0.0 | 16.2 | 0.0 | 0.0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 | 27.9 |
| LOS by Move: | A | B | A | A | B | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 17 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 7 | 0 | 24 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3052: 880/COLEMAN (N)



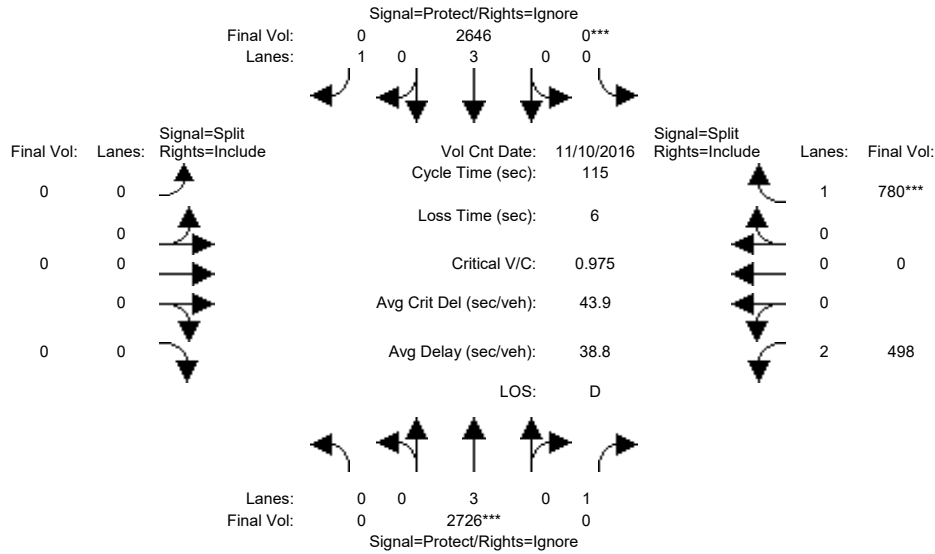
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 10 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 2703 | 268 | 0 | 2597 | 525 | 0 | 0 | 0 | 530 | 0 | 804 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2703 | 268 | 0 | 2597 | 525 | 0 | 0 | 0 | 530 | 0 | 804 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2703 | 268 | 0 | 2597 | 525 | 0 | 0 | 0 | 530 | 0 | 804 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2703 | 0 | 0 | 2597 | 0 | 0 | 0 | 0 | 530 | 0 | 804 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2703 | 0 | 0 | 2597 | 0 | 0 | 0 | 0 | 530 | 0 | 804 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2703 | 0 | 0 | 2597 | 0 | 0 | 0 | 0 | 530 | 0 | 804 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.46 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 55.4 | 0.0 | 0.0 | 55.4 | 0.0 | 0.0 | 0.0 | 0.0 | 53.6 | 0.0 | 53.6 |
| Volume/Cap: | 0.00 | 0.99 | 0.00 | 0.00 | 0.95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.99 |
| Delay/Veh: | 0.0 | 43.2 | 0.0 | 0.0 | 36.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 | 0.0 | 58.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 43.2 | 0.0 | 0.0 | 36.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 | 0.0 | 58.0 |
| LOS by Move: | A | D | A | A | D | A | A | A | A | B | A | E |
| HCM2k95thQ: | 0 | 49 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 14 | 0 | 59 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3052: 880/COLEMAN (N)



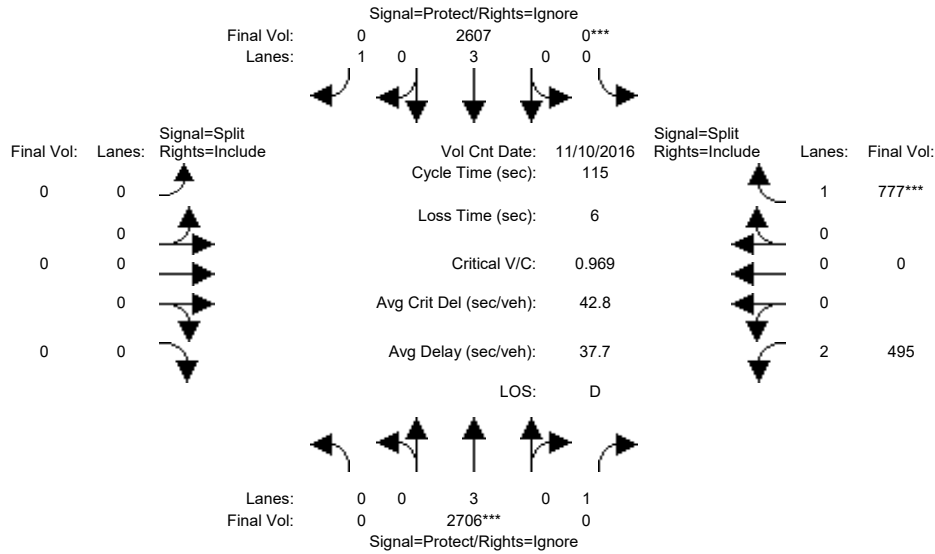
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 10 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 2726 | 268 | 0 | 2646 | 525 | 0 | 0 | 0 | 498 | 0 | 780 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2726 | 268 | 0 | 2646 | 525 | 0 | 0 | 0 | 498 | 0 | 780 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2726 | 268 | 0 | 2646 | 525 | 0 | 0 | 0 | 498 | 0 | 780 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2726 | 0 | 0 | 2646 | 0 | 0 | 0 | 0 | 498 | 0 | 780 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2726 | 0 | 0 | 2646 | 0 | 0 | 0 | 0 | 498 | 0 | 780 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2726 | 0 | 0 | 2646 | 0 | 0 | 0 | 0 | 498 | 0 | 780 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.45 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 56.4 | 0.0 | 0.0 | 56.4 | 0.0 | 0.0 | 0.0 | 0.0 | 52.6 | 0.0 | 52.6 |
| Volume/Cap: | 0.00 | 0.97 | 0.00 | 0.00 | 0.95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.97 |
| Delay/Veh: | 0.0 | 40.3 | 0.0 | 0.0 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 56.2 |
| 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: | 0.0 | 40.3 | 0.0 | 0.0 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 56.2 |
| LOS by Move: | A | D | A | A | D | A | A | A | A | C | A | E |
| HCM2k95thQ: | 0 | 48 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 13 | 0 | 56 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3052: 880/COLEMAN (N)



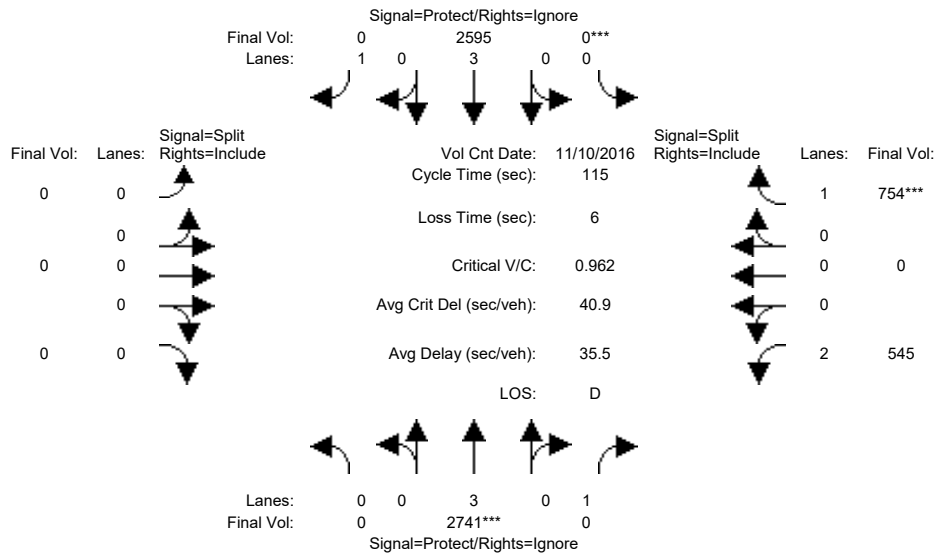
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 10 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 2706 | 268 | 0 | 2607 | 525 | 0 | 0 | 0 | 495 | 0 | 777 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2706 | 268 | 0 | 2607 | 525 | 0 | 0 | 0 | 495 | 0 | 777 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2706 | 268 | 0 | 2607 | 525 | 0 | 0 | 0 | 495 | 0 | 777 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2706 | 0 | 0 | 2607 | 0 | 0 | 0 | 0 | 495 | 0 | 777 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2706 | 0 | 0 | 2607 | 0 | 0 | 0 | 0 | 495 | 0 | 777 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2706 | 0 | 0 | 2607 | 0 | 0 | 0 | 0 | 495 | 0 | 777 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.44 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 0.0 | 56.3 | 0.0 | 0.0 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 | 52.7 | 0.0 | 52.7 |
| Volume/Cap: | 0.00 | 0.97 | 0.00 | 0.00 | 0.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.97 |
| Delay/Veh: | 0.0 | 39.3 | 0.0 | 0.0 | 34.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20.2 | 0.0 | 54.8 |
| 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: | 0.0 | 39.3 | 0.0 | 0.0 | 34.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20.2 | 0.0 | 54.8 |
| LOS by Move: | A | D | A | A | C | A | A | A | A | C | A | D |
| HCM2k95thQ: | 0 | 48 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 56 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3052: 880/COLEMAN (N)



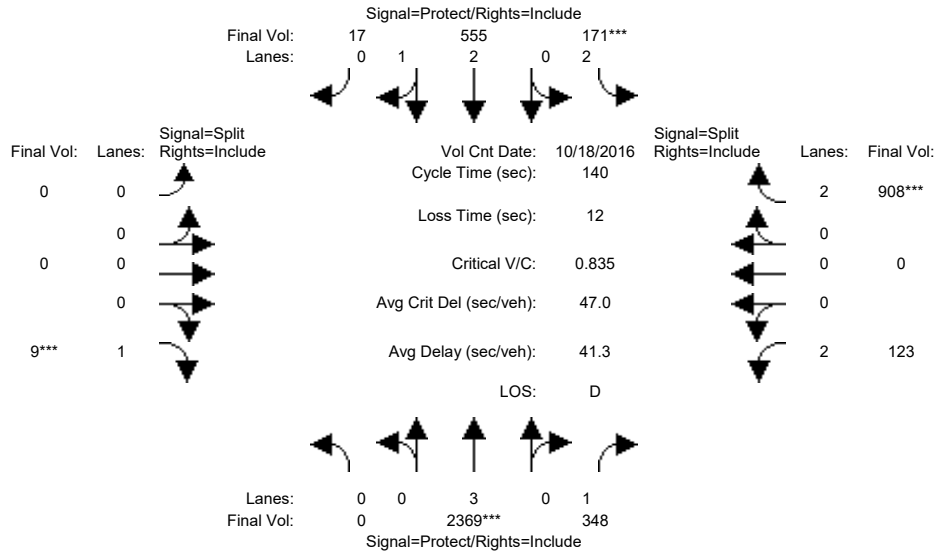
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 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: 10 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 2741 | 268 | 0 | 2595 | 525 | 0 | 0 | 0 | 545 | 0 | 754 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2741 | 268 | 0 | 2595 | 525 | 0 | 0 | 0 | 545 | 0 | 754 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2741 | 268 | 0 | 2595 | 525 | 0 | 0 | 0 | 545 | 0 | 754 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2741 | 0 | 0 | 2595 | 0 | 0 | 0 | 0 | 545 | 0 | 754 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2741 | 0 | 0 | 2595 | 0 | 0 | 0 | 0 | 545 | 0 | 754 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 2741 | 0 | 0 | 2595 | 0 | 0 | 0 | 0 | 545 | 0 | 754 |
| 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5700 | 1750 | 0 | 5700 | 1750 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.43 |
| Crit Moves: | **** | | **** | | **** | | **** | | **** | | **** | |
| Green Time: | 0.0 | 57.5 | 0.0 | 0.0 | 57.5 | 0.0 | 0.0 | 0.0 | 0.0 | 51.5 | 0.0 | 51.5 |
| Volume/Cap: | 0.00 | 0.96 | 0.00 | 0.00 | 0.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.96 |
| Delay/Veh: | 0.0 | 37.3 | 0.0 | 0.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 54.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 37.3 | 0.0 | 0.0 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 54.0 |
| LOS by Move: | A | D | A | A | C | A | A | A | A | C | A | D |
| HCM2k95thQ: | 0 | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 14 | 0 | 54 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3053: 880/COLEMAN (S)



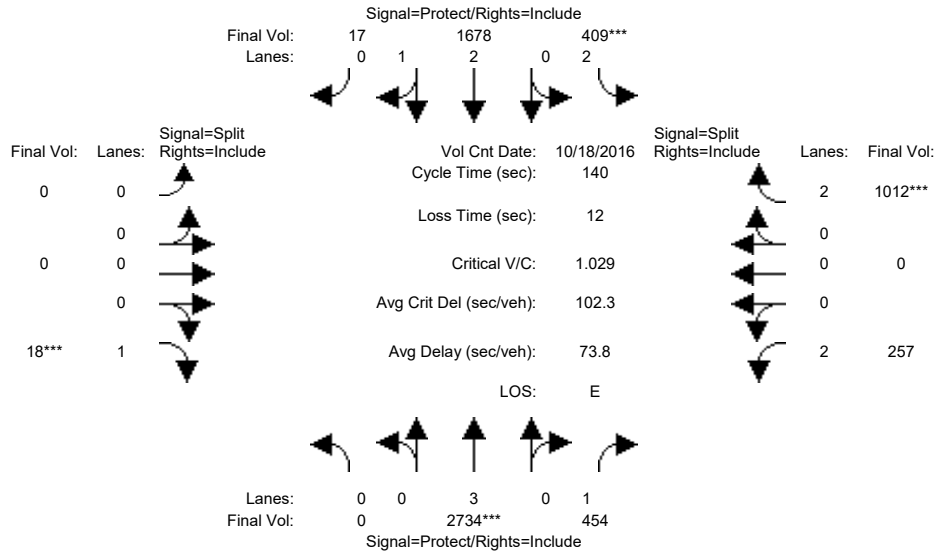
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 2369 | 348 | 171 | 555 | 17 | 0 | 0 | 9 | 123 | 0 | 908 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2369 | 348 | 171 | 555 | 17 | 0 | 0 | 9 | 123 | 0 | 908 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2369 | 348 | 171 | 555 | 17 | 0 | 0 | 9 | 123 | 0 | 908 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2369 | 348 | 171 | 555 | 17 | 0 | 0 | 9 | 123 | 0 | 908 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2369 | 348 | 171 | 555 | 17 | 0 | 0 | 9 | 123 | 0 | 908 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2369 | 348 | 171 | 555 | 17 | 0 | 0 | 9 | 123 | 0 | 908 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.91 | 0.09 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5433 | 166 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.20 | 0.05 | 0.10 | 0.10 | 0.00 | 0.00 | 0.01 | 0.04 | 0.00 | 0.29 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 64.7 | 64.7 | 8.4 | 73.1 | 73.1 | 0.0 | 0.0 | 10.0 | 44.9 | 0.0 | 44.9 |
| Volume/Cap: | 0.00 | 0.90 | 0.43 | 0.90 | 0.20 | 0.20 | 0.00 | 0.00 | 0.07 | 0.12 | 0.00 | 0.90 |
| Delay/Veh: | 0.0 | 39.3 | 25.7 | 103.8 | 17.8 | 17.8 | 0.0 | 0.0 | 60.9 | 33.7 | 0.0 | 56.2 |
| 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: | 0.0 | 39.3 | 25.7 | 103.8 | 17.8 | 17.8 | 0.0 | 0.0 | 60.9 | 33.7 | 0.0 | 56.2 |
| LOS by Move: | A | D | C | F | B | B | A | A | E | C | A | E |
| HCM2k95thQ: | 0 | 50 | 19 | 10 | 8 | 8 | 0 | 0 | 1 | 4 | 0 | 42 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3053: 880/COLEMAN (S)



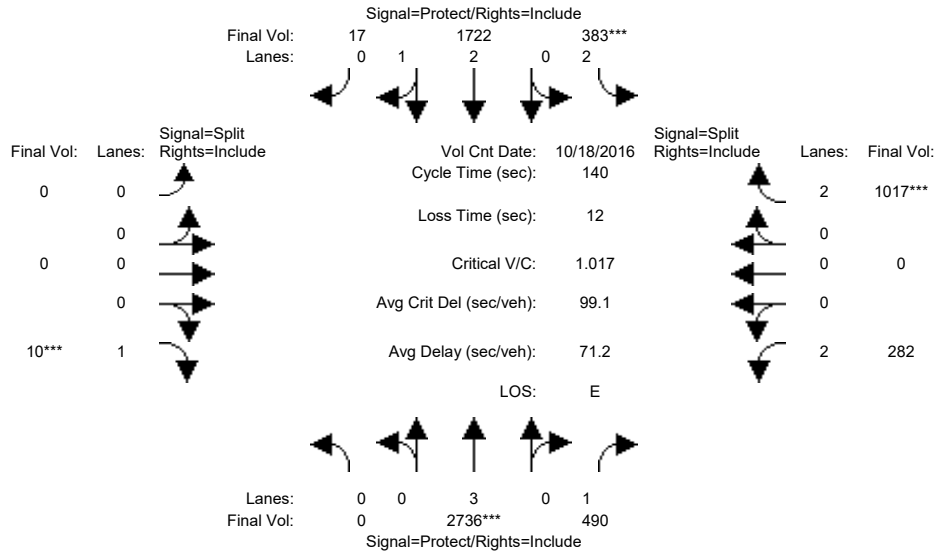
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 2734 | 454 | 409 | 1678 | 17 | 0 | 0 | 18 | 257 | 0 | 1012 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2734 | 454 | 409 | 1678 | 17 | 0 | 0 | 18 | 257 | 0 | 1012 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2734 | 454 | 409 | 1678 | 17 | 0 | 0 | 18 | 257 | 0 | 1012 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2734 | 454 | 409 | 1678 | 17 | 0 | 0 | 18 | 257 | 0 | 1012 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2734 | 454 | 409 | 1678 | 17 | 0 | 0 | 18 | 257 | 0 | 1012 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2734 | 454 | 409 | 1678 | 17 | 0 | 0 | 18 | 257 | 0 | 1012 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5544 | 56 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.26 | 0.13 | 0.30 | 0.30 | 0.00 | 0.00 | 0.01 | 0.08 | 0.00 | 0.32 |
| Crit Moves: | **** | | **** | | | | **** | | **** | | | |
| Green Time: | 0.0 | 60.8 | 60.8 | 16.5 | 77.3 | 77.3 | 0.0 | 0.0 | 10.0 | 40.7 | 0.0 | 40.7 |
| Volume/Cap: | 0.00 | 1.10 | 0.60 | 1.10 | 0.55 | 0.55 | 0.00 | 0.00 | 0.14 | 0.28 | 0.00 | 1.10 |
| Delay/Veh: | 0.0 | 93.3 | 31.6 | 139.7 | 20.4 | 20.4 | 0.0 | 0.0 | 61.5 | 38.5 | 0.0 | 112.2 |
| 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: | 0.0 | 93.3 | 31.6 | 139.7 | 20.4 | 20.4 | 0.0 | 0.0 | 61.5 | 38.5 | 0.0 | 112.2 |
| LOS by Move: | A | F | C | F | C | C | A | A | E | D | A | F |
| HCM2k95thQ: | 0 | 72 | 26 | 25 | 27 | 27 | 0 | 0 | 2 | 10 | 0 | 58 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3053: 880/COLEMAN (S)



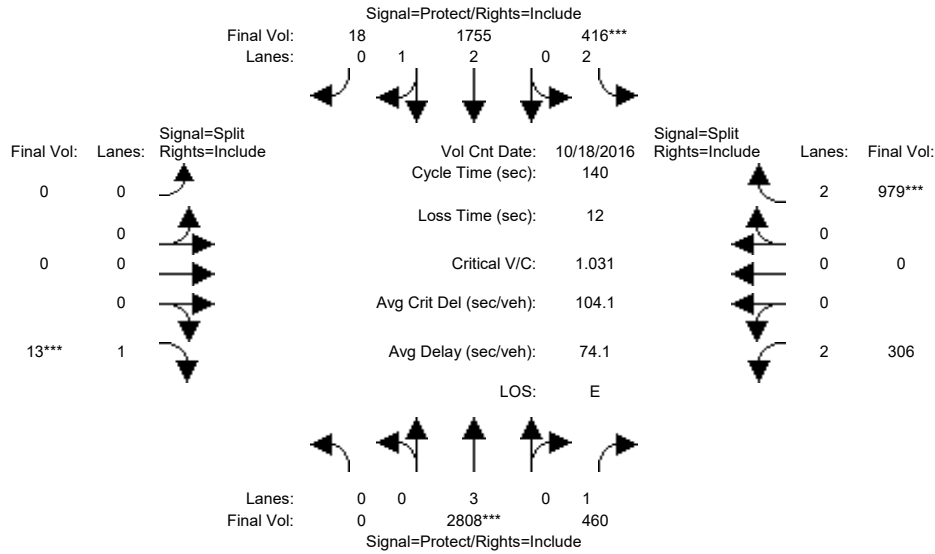
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 2736 | 490 | 383 | 1722 | 17 | 0 | 0 | 10 | 282 | 0 | 1017 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2736 | 490 | 383 | 1722 | 17 | 0 | 0 | 10 | 282 | 0 | 1017 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2736 | 490 | 383 | 1722 | 17 | 0 | 0 | 10 | 282 | 0 | 1017 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2736 | 490 | 383 | 1722 | 17 | 0 | 0 | 10 | 282 | 0 | 1017 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2736 | 490 | 383 | 1722 | 17 | 0 | 0 | 10 | 282 | 0 | 1017 |
| 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 |
| Final Volume: | 0 | 2736 | 490 | 383 | 1722 | 17 | 0 | 0 | 10 | 282 | 0 | 1017 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5545 | 55 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.28 | 0.12 | 0.31 | 0.31 | 0.00 | 0.00 | 0.01 | 0.09 | 0.00 | 0.32 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 61.3 | 61.3 | 15.5 | 76.8 | 76.8 | 0.0 | 0.0 | 10.0 | 41.2 | 0.0 | 41.2 |
| Volume/Cap: | 0.00 | 1.10 | 0.64 | 1.10 | 0.57 | 0.57 | 0.00 | 0.00 | 0.08 | 0.30 | 0.00 | 1.10 |
| Delay/Veh: | 0.0 | 90.0 | 32.6 | 139.0 | 20.9 | 20.9 | 0.0 | 0.0 | 61.0 | 38.5 | 0.0 | 109.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 90.0 | 32.6 | 139.0 | 20.9 | 20.9 | 0.0 | 0.0 | 61.0 | 38.5 | 0.0 | 109.0 |
| LOS by Move: | A | F | C | F | C | C | A | A | E | D | A | F |
| HCM2k95thQ: | 0 | 74 | 29 | 24 | 28 | 28 | 0 | 0 | 1 | 11 | 0 | 58 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3053: 880/COLEMAN (S)



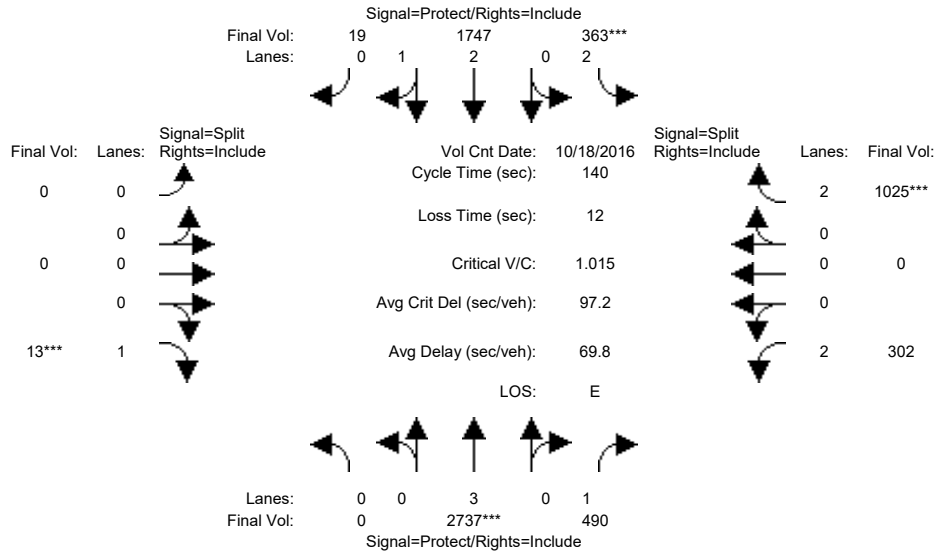
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 2808 | 460 | 416 | 1755 | 18 | 0 | 0 | 13 | 306 | 0 | 979 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2808 | 460 | 416 | 1755 | 18 | 0 | 0 | 13 | 306 | 0 | 979 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2808 | 460 | 416 | 1755 | 18 | 0 | 0 | 13 | 306 | 0 | 979 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2808 | 460 | 416 | 1755 | 18 | 0 | 0 | 13 | 306 | 0 | 979 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2808 | 460 | 416 | 1755 | 18 | 0 | 0 | 13 | 306 | 0 | 979 |
| 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 |
| Final Volume: | 0 | 2808 | 460 | 416 | 1755 | 18 | 0 | 0 | 13 | 306 | 0 | 979 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5543 | 57 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.26 | 0.13 | 0.32 | 0.32 | 0.00 | 0.00 | 0.01 | 0.10 | 0.00 | 0.31 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 62.1 | 62.1 | 16.7 | 78.8 | 78.8 | 0.0 | 0.0 | 10.0 | 39.2 | 0.0 | 39.2 |
| Volume/Cap: | 0.00 | 1.11 | 0.59 | 1.11 | 0.56 | 0.56 | 0.00 | 0.00 | 0.10 | 0.35 | 0.00 | 1.11 |
| Delay/Veh: | 0.0 | 94.8 | 30.6 | 141.3 | 19.8 | 19.8 | 0.0 | 0.0 | 61.2 | 40.4 | 0.0 | 115.5 |
| 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: | 0.0 | 94.8 | 30.6 | 141.3 | 19.8 | 19.8 | 0.0 | 0.0 | 61.2 | 40.4 | 0.0 | 115.5 |
| LOS by Move: | A | F | C | F | B | B | A | A | E | D | A | F |
| HCM2k95thQ: | 0 | 78 | 27 | 26 | 28 | 28 | 0 | 0 | 1 | 12 | 0 | 57 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3053: 880/COLEMAN (S)



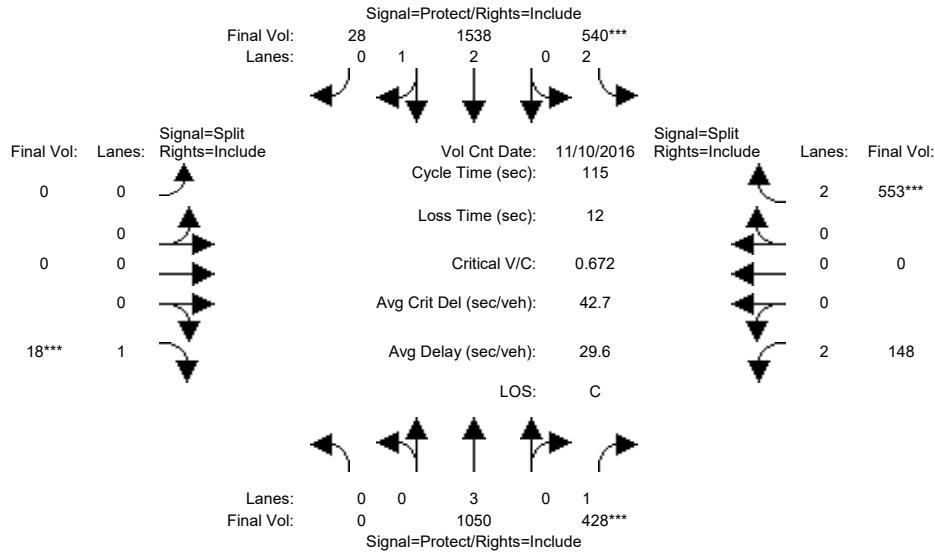
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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 Oct 2016 << 7:35-8:35 | | | | | | | | | | | | |
| Base Vol: | 0 | 2737 | 490 | 363 | 1747 | 19 | 0 | 0 | 13 | 302 | 0 | 1025 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2737 | 490 | 363 | 1747 | 19 | 0 | 0 | 13 | 302 | 0 | 1025 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2737 | 490 | 363 | 1747 | 19 | 0 | 0 | 13 | 302 | 0 | 1025 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2737 | 490 | 363 | 1747 | 19 | 0 | 0 | 13 | 302 | 0 | 1025 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2737 | 490 | 363 | 1747 | 19 | 0 | 0 | 13 | 302 | 0 | 1025 |
| 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 |
| Final Volume: | 0 | 2737 | 490 | 363 | 1747 | 19 | 0 | 0 | 13 | 302 | 0 | 1025 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5540 | 60 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.28 | 0.12 | 0.32 | 0.32 | 0.00 | 0.00 | 0.01 | 0.10 | 0.00 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 61.5 | 61.5 | 14.8 | 76.3 | 76.3 | 0.0 | 0.0 | 10.0 | 41.7 | 0.0 | 41.7 |
| Volume/Cap: | 0.00 | 1.09 | 0.64 | 1.09 | 0.58 | 0.58 | 0.00 | 0.00 | 0.10 | 0.32 | 0.00 | 1.09 |
| Delay/Veh: | 0.0 | 88.1 | 32.3 | 139.1 | 21.4 | 21.4 | 0.0 | 0.0 | 61.2 | 38.4 | 0.0 | 107.1 |
| 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: | 0.0 | 88.1 | 32.3 | 139.1 | 21.4 | 21.4 | 0.0 | 0.0 | 61.2 | 38.4 | 0.0 | 107.1 |
| LOS by Move: | A | F | C | F | C | C | A | A | E | D | A | F |
| HCM2k95thQ: | 0 | 74 | 29 | 23 | 29 | 29 | 0 | 0 | 1 | 12 | 0 | 58 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3053: 880/COLEMAN (S)



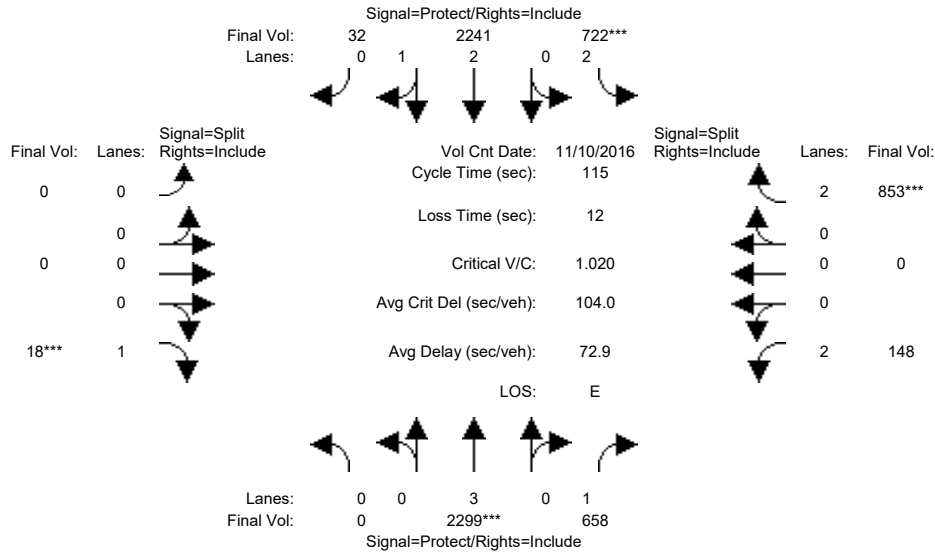
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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: 10 Nov 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1050 | 428 | 540 | 1538 | 28 | 0 | 0 | 18 | 148 | 0 | 553 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.94 | 0.06 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5500 | 100 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.24 | 0.17 | 0.28 | 0.28 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.18 |
| Crit Moves: | | | **** | **** | | | | | **** | | | **** |
| Green Time: | 0.0 | 38.4 | 38.4 | 27.0 | 65.4 | 65.4 | 0.0 | 0.0 | 10.0 | 27.6 | 0.0 | 27.6 |
| Volume/Cap: | 0.00 | 0.55 | 0.73 | 0.73 | 0.49 | 0.49 | 0.00 | 0.00 | 0.12 | 0.20 | 0.00 | 0.73 |
| Delay/Veh: | 0.0 | 31.6 | 38.4 | 44.4 | 15.0 | 15.0 | 0.0 | 0.0 | 48.8 | 35.0 | 0.0 | 44.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 31.6 | 38.4 | 44.4 | 15.0 | 15.0 | 0.0 | 0.0 | 48.8 | 35.0 | 0.0 | 44.0 |
| LOS by Move: | A | C | D | D | B | B | A | A | D | C | A | D |
| HCM2k95thQ: | 0 | 18 | 25 | 19 | 20 | 20 | 0 | 0 | 1 | 5 | 0 | 22 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3053: 880/COLEMAN (S)



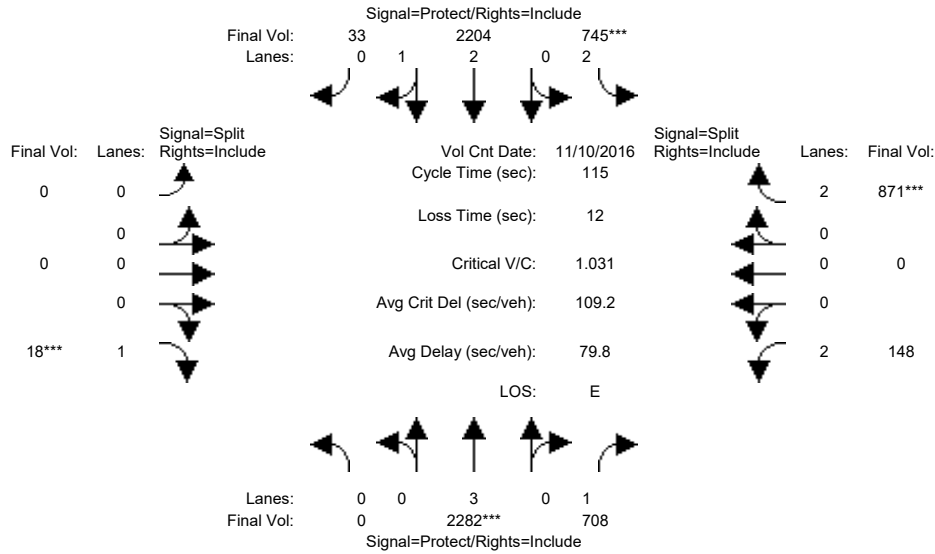
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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: | 10 Nov 2016 << 4:15 - 5:15 PM | | | | | | | | | | | |
| Base Vol: | 0 | 2299 | 658 | 722 | 2241 | 32 | 0 | 0 | 18 | 148 | 0 | 853 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2299 | 658 | 722 | 2241 | 32 | 0 | 0 | 18 | 148 | 0 | 853 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2299 | 658 | 722 | 2241 | 32 | 0 | 0 | 18 | 148 | 0 | 853 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2299 | 658 | 722 | 2241 | 32 | 0 | 0 | 18 | 148 | 0 | 853 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2299 | 658 | 722 | 2241 | 32 | 0 | 0 | 18 | 148 | 0 | 853 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2299 | 658 | 722 | 2241 | 32 | 0 | 0 | 18 | 148 | 0 | 853 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.96 | 0.04 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5521 | 79 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.38 | 0.23 | 0.41 | 0.41 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 41.5 | 41.5 | 23.6 | 65.1 | 65.1 | 0.0 | 0.0 | 10.0 | 27.9 | 0.0 | 27.9 |
| Volume/Cap: | 0.00 | 1.12 | 1.04 | 1.12 | 0.72 | 0.72 | 0.00 | 0.00 | 0.12 | 0.19 | 0.00 | 1.12 |
| Delay/Veh: | 0.0 | 96.7 | 83.7 | 117.8 | 19.0 | 19.0 | 0.0 | 0.0 | 48.8 | 34.8 | 0.0 | 113.2 |
| 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: | 0.0 | 96.7 | 83.7 | 117.8 | 19.0 | 19.0 | 0.0 | 0.0 | 48.8 | 34.8 | 0.0 | 113.2 |
| LOS by Move: | A | F | F | F | B | B | A | A | D | C | A | F |
| HCM2k95thQ: | 0 | 58 | 48 | 35 | 32 | 32 | 0 | 0 | 1 | 5 | 0 | 46 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3053: 880/COLEMAN (S)



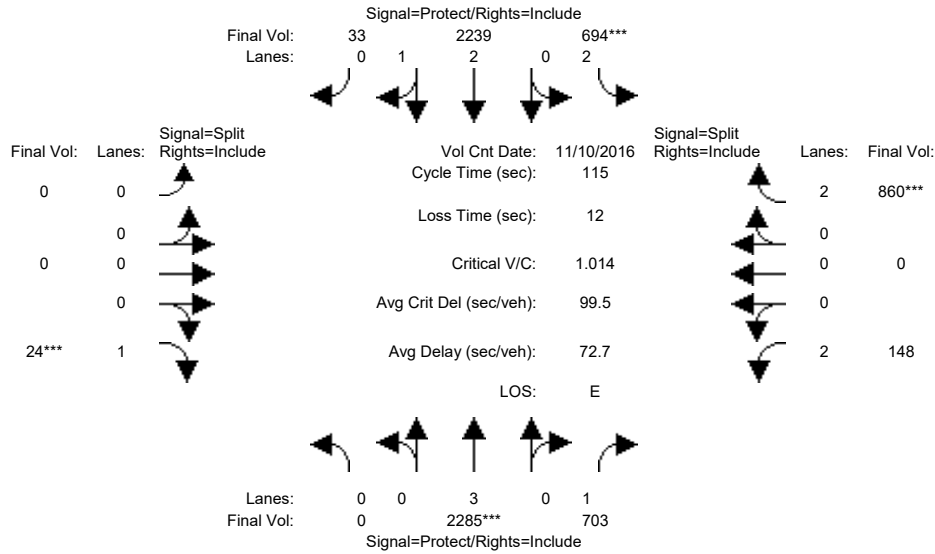
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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: 10 Nov 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 2282 | 708 | 745 | 2204 | 33 | 0 | 0 | 18 | 148 | 0 | 871 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2282 | 708 | 745 | 2204 | 33 | 0 | 0 | 18 | 148 | 0 | 871 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2282 | 708 | 745 | 2204 | 33 | 0 | 0 | 18 | 148 | 0 | 871 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2282 | 708 | 745 | 2204 | 33 | 0 | 0 | 18 | 148 | 0 | 871 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2282 | 708 | 745 | 2204 | 33 | 0 | 0 | 18 | 148 | 0 | 871 |
| 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 |
| Final Volume: | 0 | 2282 | 708 | 745 | 2204 | 33 | 0 | 0 | 18 | 148 | 0 | 871 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.95 | 0.05 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5517 | 83 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.40 | 0.24 | 0.40 | 0.40 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 40.8 | 40.8 | 24.1 | 64.8 | 64.8 | 0.0 | 0.0 | 10.0 | 28.2 | 0.0 | 28.2 |
| Volume/Cap: | 0.00 | 1.13 | 1.14 | 1.13 | 0.71 | 0.71 | 0.00 | 0.00 | 0.12 | 0.19 | 0.00 | 1.13 |
| Delay/Veh: | 0.0 | 102 | 118.9 | 121.9 | 19.0 | 19.0 | 0.0 | 0.0 | 48.8 | 34.5 | 0.0 | 117.6 |
| 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: | 0.0 | 102 | 118.9 | 121.9 | 19.0 | 19.0 | 0.0 | 0.0 | 48.8 | 34.5 | 0.0 | 117.6 |
| LOS by Move: | A | F | F | F | B | B | A | A | D | C | A | F |
| HCM2k95thQ: | 0 | 58 | 60 | 36 | 31 | 31 | 0 | 0 | 1 | 5 | 0 | 48 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3053: 880/COLEMAN (S)



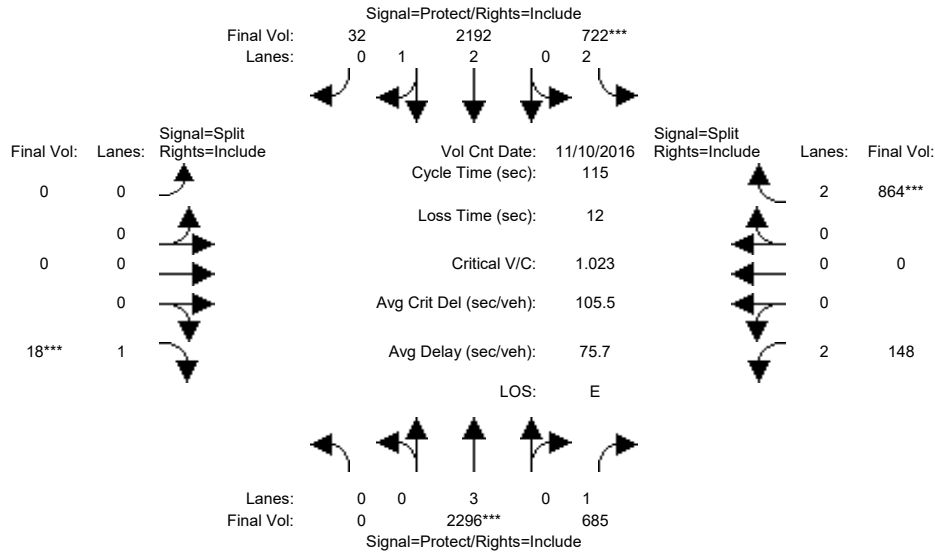
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|-------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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: | 10 Nov 2016 << 4:15 - 5:15 PM | | | | | | | | | | | |
| Base Vol: | 0 | 2285 | 703 | 694 | 2239 | 33 | 0 | 0 | 24 | 148 | 0 | 860 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2285 | 703 | 694 | 2239 | 33 | 0 | 0 | 24 | 148 | 0 | 860 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2285 | 703 | 694 | 2239 | 33 | 0 | 0 | 24 | 148 | 0 | 860 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2285 | 703 | 694 | 2239 | 33 | 0 | 0 | 24 | 148 | 0 | 860 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2285 | 703 | 694 | 2239 | 33 | 0 | 0 | 24 | 148 | 0 | 860 |
| 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 |
| Final Volume: | 0 | 2285 | 703 | 694 | 2239 | 33 | 0 | 0 | 24 | 148 | 0 | 860 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.95 | 0.05 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5519 | 81 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.40 | 0.22 | 0.41 | 0.41 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 41.7 | 41.7 | 22.9 | 64.6 | 64.6 | 0.0 | 0.0 | 10.0 | 28.4 | 0.0 | 28.4 |
| Volume/Cap: | 0.00 | 1.11 | 1.11 | 1.11 | 0.72 | 0.72 | 0.00 | 0.00 | 0.16 | 0.19 | 0.00 | 1.11 |
| Delay/Veh: | 0.0 | 92.1 | 105.8 | 114.5 | 19.4 | 19.4 | 0.0 | 0.0 | 49.1 | 34.3 | 0.0 | 108.5 |
| 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: | 0.0 | 92.1 | 105.8 | 114.5 | 19.4 | 19.4 | 0.0 | 0.0 | 49.1 | 34.3 | 0.0 | 108.5 |
| LOS by Move: | A | F | F | F | B | B | A | A | D | C | A | F |
| HCM2k95thQ: | 0 | 56 | 57 | 33 | 32 | 32 | 0 | 0 | 2 | 5 | 0 | 46 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3053: 880/COLEMAN (S)



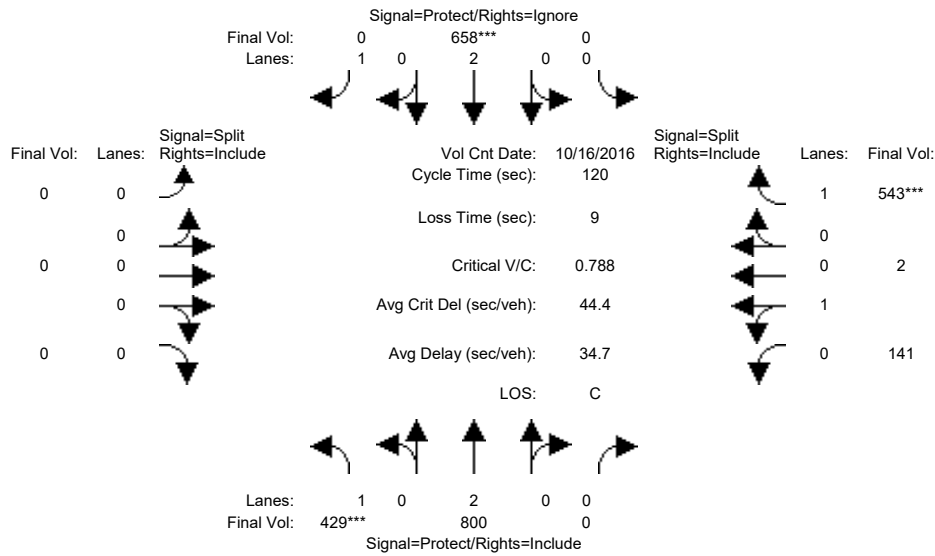
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 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: 10 Nov 2016 << 4:15 - 5:15 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 2296 | 685 | 722 | 2192 | 32 | 0 | 0 | 18 | 148 | 0 | 864 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2296 | 685 | 722 | 2192 | 32 | 0 | 0 | 18 | 148 | 0 | 864 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 2296 | 685 | 722 | 2192 | 32 | 0 | 0 | 18 | 148 | 0 | 864 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2296 | 685 | 722 | 2192 | 32 | 0 | 0 | 18 | 148 | 0 | 864 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2296 | 685 | 722 | 2192 | 32 | 0 | 0 | 18 | 148 | 0 | 864 |
| 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 |
| Final Volume: | 0 | 2296 | 685 | 722 | 2192 | 32 | 0 | 0 | 18 | 148 | 0 | 864 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.83 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 2.96 | 0.04 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5700 | 1750 | 3150 | 5519 | 81 | 0 | 0 | 1750 | 3150 | 0 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.39 | 0.23 | 0.40 | 0.40 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 41.3 | 41.3 | 23.5 | 64.9 | 64.9 | 0.0 | 0.0 | 10.0 | 28.1 | 0.0 | 28.1 |
| Volume/Cap: | 0.00 | 1.12 | 1.09 | 1.12 | 0.70 | 0.70 | 0.00 | 0.00 | 0.12 | 0.19 | 0.00 | 1.12 |
| Delay/Veh: | 0.0 | 98.3 | 99.3 | 119.2 | 18.9 | 18.9 | 0.0 | 0.0 | 48.8 | 34.5 | 0.0 | 114.3 |
| 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: | 0.0 | 98.3 | 99.3 | 119.2 | 18.9 | 18.9 | 0.0 | 0.0 | 48.8 | 34.5 | 0.0 | 114.3 |
| LOS by Move: | A | F | F | F | B | B | A | A | D | C | A | F |
| HCM2k95thQ: | 0 | 58 | 54 | 35 | 31 | 31 | 0 | 0 | 1 | 5 | 0 | 47 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3021: 101/OAKLAND (N)



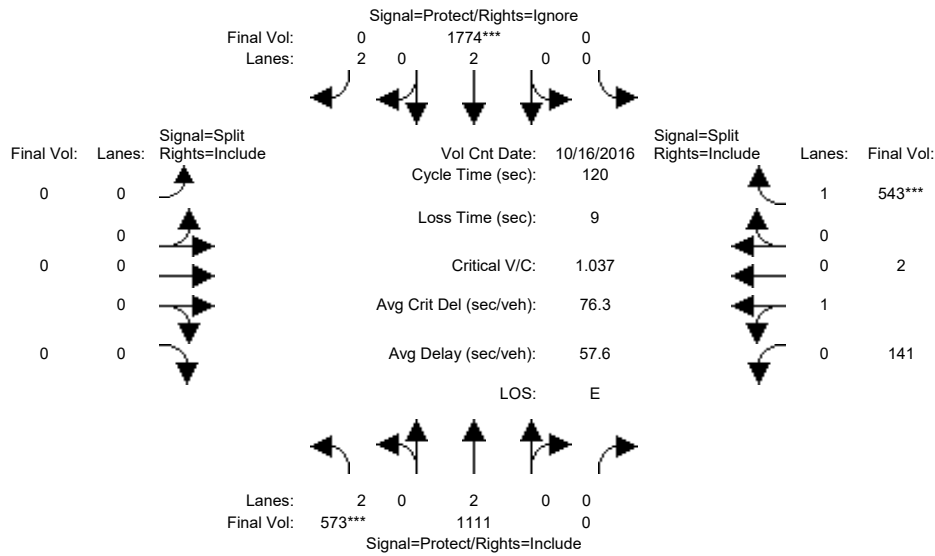
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 16 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 429 | 800 | 0 | 0 | 658 | 812 | 0 | 0 | 0 | 141 | 2 | 543 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 429 | 800 | 0 | 0 | 658 | 812 | 0 | 0 | 0 | 141 | 2 | 543 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 429 | 800 | 0 | 0 | 658 | 812 | 0 | 0 | 0 | 141 | 2 | 543 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 429 | 800 | 0 | 0 | 658 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 429 | 800 | 0 | 0 | 658 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 429 | 800 | 0 | 0 | 658 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| 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 | 0.95 | 0.95 | 0.92 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 1775 | 25 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.21 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.31 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 37.3 | 63.7 | 0.0 | 0.0 | 26.4 | 0.0 | 0.0 | 0.0 | 0.0 | 47.3 | 47.3 | 47.3 |
| Volume/Cap: | 0.79 | 0.40 | 0.00 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.79 |
| Delay/Veh: | 45.2 | 16.8 | 0.0 | 0.0 | 49.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24.1 | 24.1 | 38.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.2 | 16.8 | 0.0 | 0.0 | 49.2 | 0.0 | 0.0 | 0.0 | 0.0 | 24.1 | 24.1 | 38.0 |
| LOS by Move: | D | B | A | A | D | A | A | A | A | C | C | D |
| HCM2k95thQ: | 28 | 16 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 7 | 7 | 35 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3021: 101/OAKLAND (N)



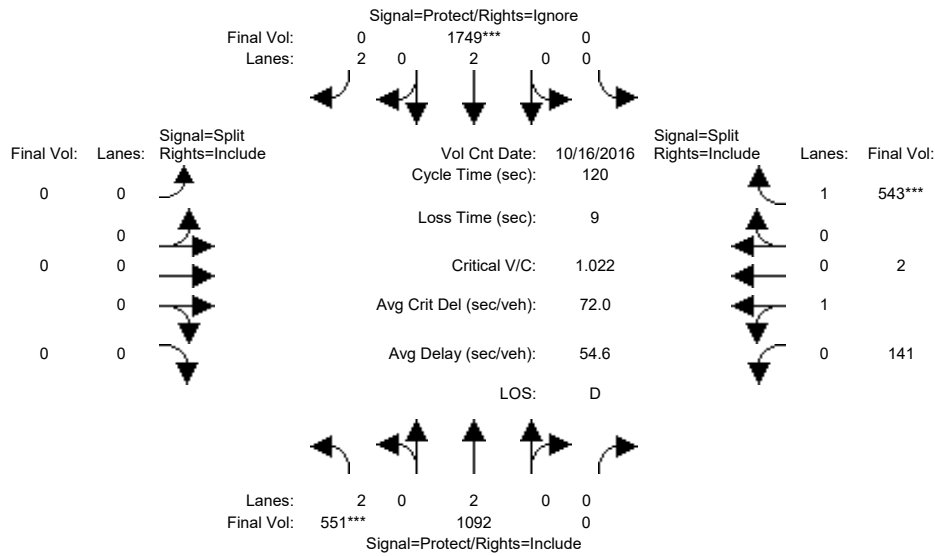
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 16 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 573 | 1111 | 0 | 0 | 1774 | 830 | 0 | 0 | 0 | 141 | 2 | 543 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 573 | 1111 | 0 | 0 | 1774 | 830 | 0 | 0 | 0 | 141 | 2 | 543 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 573 | 1111 | 0 | 0 | 1774 | 830 | 0 | 0 | 0 | 141 | 2 | 543 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 573 | 1111 | 0 | 0 | 1774 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 573 | 1111 | 0 | 0 | 1774 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 573 | 1111 | 0 | 0 | 1774 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 3150 | 3800 | 0 | 0 | 3800 | 3150 | 0 | 0 | 0 | 1775 | 25 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.29 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.31 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 21.1 | 75.1 | 0.0 | 0.0 | 54.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.9 | 35.9 | 35.9 |
| Volume/Cap: | 1.04 | 0.47 | 0.00 | 0.00 | 1.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 1.04 |
| Delay/Veh: | 97.6 | 12.0 | 0.0 | 0.0 | 64.9 | 0.0 | 0.0 | 0.0 | 0.0 | 32.3 | 32.3 | 91.2 |
| 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: | 97.6 | 12.0 | 0.0 | 0.0 | 64.9 | 0.0 | 0.0 | 0.0 | 0.0 | 32.3 | 32.3 | 91.2 |
| LOS by Move: | F | B | A | A | E | A | A | A | A | C | C | F |
| HCM2k95thQ: | 27 | 19 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 8 | 8 | 48 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3021: 101/OAKLAND (N)



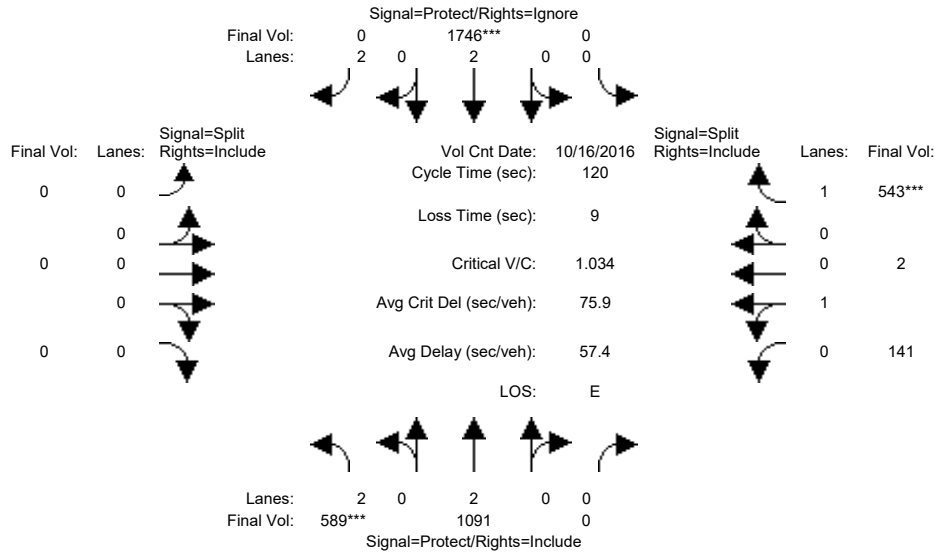
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 16 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 551 | 1092 | 0 | 0 | 1749 | 856 | 0 | 0 | 0 | 141 | 2 | 543 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 551 | 1092 | 0 | 0 | 1749 | 856 | 0 | 0 | 0 | 141 | 2 | 543 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 551 | 1092 | 0 | 0 | 1749 | 856 | 0 | 0 | 0 | 141 | 2 | 543 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 551 | 1092 | 0 | 0 | 1749 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 551 | 1092 | 0 | 0 | 1749 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 551 | 1092 | 0 | 0 | 1749 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 3150 | 3800 | 0 | 0 | 3800 | 3150 | 0 | 0 | 0 | 1775 | 25 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.29 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.31 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 20.5 | 74.6 | 0.0 | 0.0 | 54.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.4 | 36.4 | 36.4 |
| Volume/Cap: | 1.02 | 0.46 | 0.00 | 0.00 | 1.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 1.02 |
| Delay/Veh: | 94.2 | 12.2 | 0.0 | 0.0 | 60.5 | 0.0 | 0.0 | 0.0 | 0.0 | 31.9 | 31.9 | 86.6 |
| 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: | 94.2 | 12.2 | 0.0 | 0.0 | 60.5 | 0.0 | 0.0 | 0.0 | 0.0 | 31.9 | 31.9 | 86.6 |
| LOS by Move: | F | B | A | A | E | A | A | A | A | C | C | F |
| HCM2k95thQ: | 26 | 19 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 8 | 8 | 47 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3021: 101/OAKLAND (N)



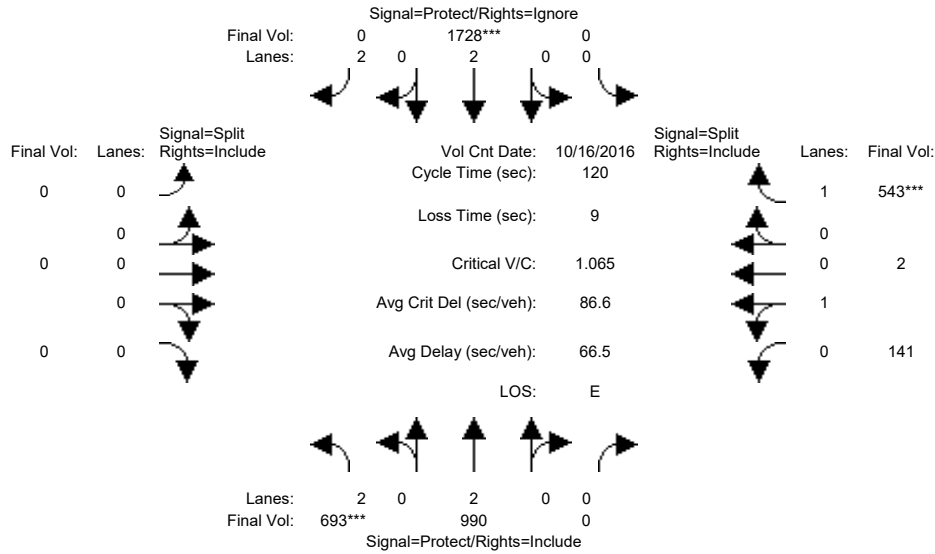
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|--------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: | 16 Oct 2016 << 7:30-8:30 | | | | | | | | | | | |
| Base Vol: | 589 | 1091 | 0 | 0 | 1746 | 824 | 0 | 0 | 0 | 141 | 2 | 543 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 589 | 1091 | 0 | 0 | 1746 | 824 | 0 | 0 | 0 | 141 | 2 | 543 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 589 | 1091 | 0 | 0 | 1746 | 824 | 0 | 0 | 0 | 141 | 2 | 543 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 589 | 1091 | 0 | 0 | 1746 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 589 | 1091 | 0 | 0 | 1746 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 589 | 1091 | 0 | 0 | 1746 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 3150 | 3800 | 0 | 0 | 3800 | 3150 | 0 | 0 | 0 | 1775 | 25 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.29 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.31 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 21.7 | 75.0 | 0.0 | 0.0 | 53.3 | 0.0 | 0.0 | 0.0 | 0.0 | 36.0 | 36.0 | 36.0 |
| Volume/Cap: | 1.03 | 0.46 | 0.00 | 0.00 | 1.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 1.03 |
| Delay/Veh: | 96.0 | 12.0 | 0.0 | 0.0 | 64.6 | 0.0 | 0.0 | 0.0 | 0.0 | 32.2 | 32.2 | 90.4 |
| 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: | 96.0 | 12.0 | 0.0 | 0.0 | 64.6 | 0.0 | 0.0 | 0.0 | 0.0 | 32.2 | 32.2 | 90.4 |
| LOS by Move: | F | B | A | A | E | A | A | A | A | C | C | F |
| HCM2k95thQ: | 28 | 18 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 8 | 8 | 48 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3021: 101/OAKLAND (N)



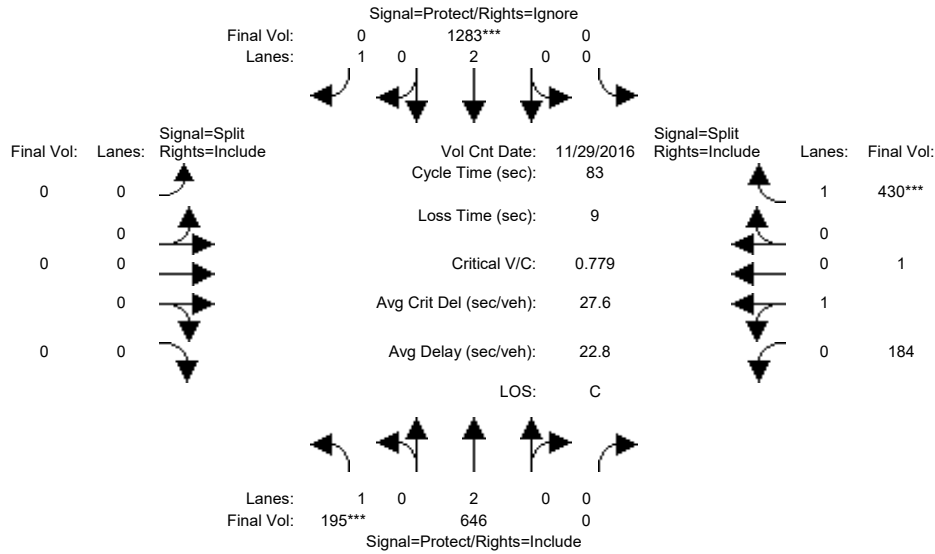
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 16 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 693 | 990 | 0 | 0 | 1728 | 812 | 0 | 0 | 0 | 141 | 2 | 543 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 693 | 990 | 0 | 0 | 1728 | 812 | 0 | 0 | 0 | 141 | 2 | 543 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 693 | 990 | 0 | 0 | 1728 | 812 | 0 | 0 | 0 | 141 | 2 | 543 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 693 | 990 | 0 | 0 | 1728 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 693 | 990 | 0 | 0 | 1728 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 693 | 990 | 0 | 0 | 1728 | 0 | 0 | 0 | 0 | 141 | 2 | 543 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 3150 | 3800 | 0 | 0 | 3800 | 3150 | 0 | 0 | 0 | 1775 | 25 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.26 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.31 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 24.8 | 76.0 | 0.0 | 0.0 | 51.2 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 35.0 | 35.0 |
| Volume/Cap: | 1.06 | 0.41 | 0.00 | 0.00 | 1.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.27 | 1.06 |
| Delay/Veh: | 101.4 | 11.0 | 0.0 | 0.0 | 76.3 | 0.0 | 0.0 | 0.0 | 0.0 | 33.0 | 33.0 | 100.8 |
| 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: | 101.4 | 11.0 | 0.0 | 0.0 | 76.3 | 0.0 | 0.0 | 0.0 | 0.0 | 33.0 | 33.0 | 100.8 |
| LOS by Move: | F | B | A | A | E | A | A | A | A | C | C | F |
| HCM2k95thQ: | 33 | 16 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 8 | 8 | 49 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3021: 101/OAKLAND (N)



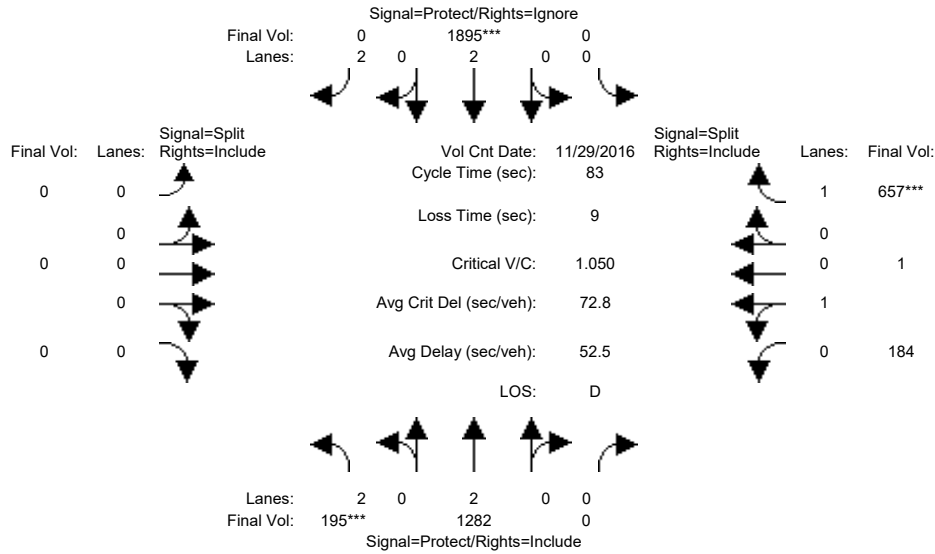
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: | 29 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 195 | 646 | 0 | 0 | 1283 | 370 | 0 | 0 | 0 | 184 | 1 | 430 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 195 | 646 | 0 | 0 | 1283 | 370 | 0 | 0 | 0 | 184 | 1 | 430 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 195 | 646 | 0 | 0 | 1283 | 370 | 0 | 0 | 0 | 184 | 1 | 430 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 195 | 646 | 0 | 0 | 1283 | 0 | 0 | 0 | 0 | 184 | 1 | 430 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 195 | 646 | 0 | 0 | 1283 | 0 | 0 | 0 | 0 | 184 | 1 | 430 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 195 | 646 | 0 | 0 | 1283 | 0 | 0 | 0 | 0 | 184 | 1 | 430 |
| 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 | 0.95 | 0.95 | 0.92 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 1750 | 3800 | 0 | 0 | 3800 | 1750 | 0 | 0 | 0 | 1790 | 10 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.17 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.25 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 11.9 | 47.8 | 0.0 | 0.0 | 36.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.2 | 26.2 | 26.2 |
| Volume/Cap: | 0.78 | 0.30 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.33 | 0.78 |
| Delay/Veh: | 48.7 | 9.1 | 0.0 | 0.0 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22.0 | 22.0 | 32.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.7 | 9.1 | 0.0 | 0.0 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 22.0 | 22.0 | 32.8 |
| LOS by Move: | D | A | A | A | C | A | A | A | A | C | C | C |
| HCM2k95thQ: | 11 | 8 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 8 | 8 | 23 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3021: 101/OAKLAND (N)



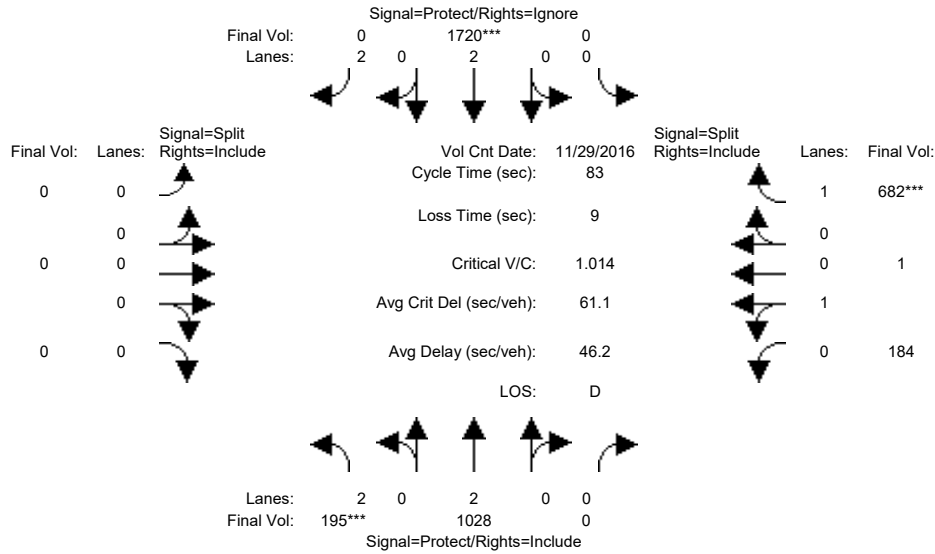
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: | 29 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 195 | 1282 | 0 | 0 | 1895 | 783 | 0 | 0 | 0 | 184 | 1 | 657 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 195 | 1282 | 0 | 0 | 1895 | 783 | 0 | 0 | 0 | 184 | 1 | 657 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 195 | 1282 | 0 | 0 | 1895 | 783 | 0 | 0 | 0 | 184 | 1 | 657 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 195 | 1282 | 0 | 0 | 1895 | 0 | 0 | 0 | 0 | 184 | 1 | 657 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 195 | 1282 | 0 | 0 | 1895 | 0 | 0 | 0 | 0 | 184 | 1 | 657 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 195 | 1282 | 0 | 0 | 1895 | 0 | 0 | 0 | 0 | 184 | 1 | 657 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 3150 | 3800 | 0 | 0 | 3800 | 3150 | 0 | 0 | 0 | 1790 | 10 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.34 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.38 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 7.0 | 45.2 | 0.0 | 0.0 | 38.2 | 0.0 | 0.0 | 0.0 | 0.0 | 28.8 | 28.8 | 28.8 |
| Volume/Cap: | 0.73 | 0.62 | 0.00 | 0.00 | 1.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.30 | 1.08 |
| Delay/Veh: | 47.2 | 13.6 | 0.0 | 0.0 | 70.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 | 88.1 |
| 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: | 47.2 | 13.6 | 0.0 | 0.0 | 70.2 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 20.0 | 88.1 |
| LOS by Move: | D | B | A | A | E | A | A | A | A | C | C | F |
| HCM2k95thQ: | 6 | 20 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 7 | 7 | 48 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3021: 101/OAKLAND (N)



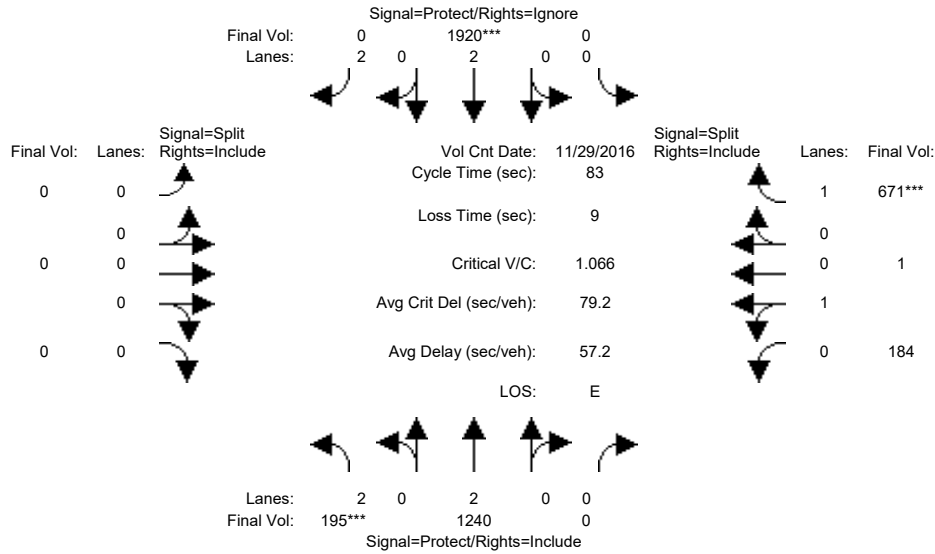
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: 29 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 195 | 1028 | 0 | 0 | 1720 | 803 | 0 | 0 | 0 | 184 | 1 | 682 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 195 | 1028 | 0 | 0 | 1720 | 803 | 0 | 0 | 0 | 184 | 1 | 682 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 195 | 1028 | 0 | 0 | 1720 | 803 | 0 | 0 | 0 | 184 | 1 | 682 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 195 | 1028 | 0 | 0 | 1720 | 0 | 0 | 0 | 0 | 184 | 1 | 682 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 195 | 1028 | 0 | 0 | 1720 | 0 | 0 | 0 | 0 | 184 | 1 | 682 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 195 | 1028 | 0 | 0 | 1720 | 0 | 0 | 0 | 0 | 184 | 1 | 682 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 3150 | 3800 | 0 | 0 | 3800 | 3150 | 0 | 0 | 0 | 1790 | 10 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.27 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.39 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 7.0 | 43.0 | 0.0 | 0.0 | 36.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.0 | 31.0 | 31.0 |
| Volume/Cap: | 0.73 | 0.52 | 0.00 | 0.00 | 1.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 1.04 |
| Delay/Veh: | 47.2 | 13.5 | 0.0 | 0.0 | 58.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.4 | 18.4 | 73.1 |
| 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: | 47.2 | 13.5 | 0.0 | 0.0 | 58.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.4 | 18.4 | 73.1 |
| LOS by Move: | D | B | A | A | E | A | A | A | A | B | B | E |
| HCM2k95thQ: | 6 | 15 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 7 | 7 | 47 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3021: 101/OAKLAND (N)



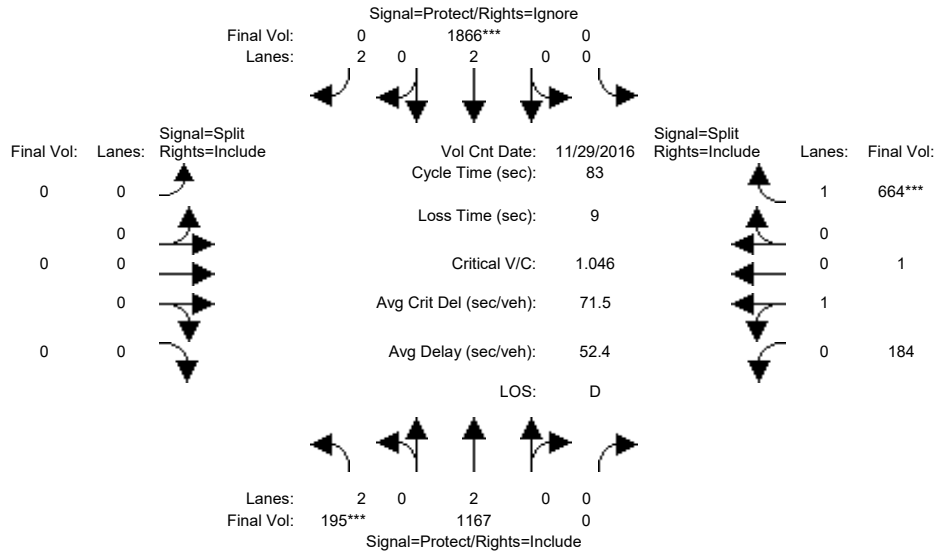
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: | 29 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 195 | 1240 | 0 | 0 | 1920 | 791 | 0 | 0 | 0 | 184 | 1 | 671 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 195 | 1240 | 0 | 0 | 1920 | 791 | 0 | 0 | 0 | 184 | 1 | 671 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 195 | 1240 | 0 | 0 | 1920 | 791 | 0 | 0 | 0 | 184 | 1 | 671 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 195 | 1240 | 0 | 0 | 1920 | 0 | 0 | 0 | 0 | 184 | 1 | 671 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 195 | 1240 | 0 | 0 | 1920 | 0 | 0 | 0 | 0 | 184 | 1 | 671 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 195 | 1240 | 0 | 0 | 1920 | 0 | 0 | 0 | 0 | 184 | 1 | 671 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 3150 | 3800 | 0 | 0 | 3800 | 3150 | 0 | 0 | 0 | 1790 | 10 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.33 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.38 |
| Crit Moves: | **** | | | | **** | | | | | | | **** |
| Green Time: | 7.0 | 45.1 | 0.0 | 0.0 | 38.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28.9 | 28.9 | 28.9 |
| Volume/Cap: | 0.73 | 0.60 | 0.00 | 0.00 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.30 | 1.10 |
| Delay/Veh: | 47.2 | 13.3 | 0.0 | 0.0 | 77.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19.9 | 19.9 | 94.2 |
| 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: | 47.2 | 13.3 | 0.0 | 0.0 | 77.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19.9 | 19.9 | 94.2 |
| LOS by Move: | D | B | A | A | E | A | A | A | A | B | B | F |
| HCM2k95thQ: | 6 | 19 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 7 | 7 | 50 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3021: 101/OAKLAND (N)



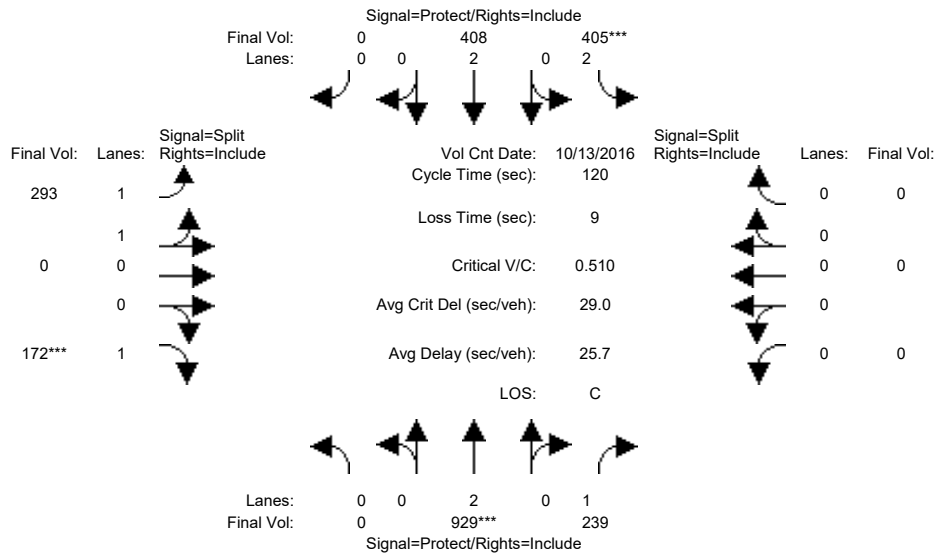
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 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: | 29 Nov 2016 << 4:30 - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 195 | 1167 | 0 | 0 | 1866 | 737 | 0 | 0 | 0 | 184 | 1 | 664 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 195 | 1167 | 0 | 0 | 1866 | 737 | 0 | 0 | 0 | 184 | 1 | 664 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 195 | 1167 | 0 | 0 | 1866 | 737 | 0 | 0 | 0 | 184 | 1 | 664 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 195 | 1167 | 0 | 0 | 1866 | 0 | 0 | 0 | 0 | 184 | 1 | 664 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 195 | 1167 | 0 | 0 | 1866 | 0 | 0 | 0 | 0 | 184 | 1 | 664 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 195 | 1167 | 0 | 0 | 1866 | 0 | 0 | 0 | 0 | 184 | 1 | 664 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.01 | 1.00 |
| Final Sat.: | 3150 | 3800 | 0 | 0 | 3800 | 3150 | 0 | 0 | 0 | 1790 | 10 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.31 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.38 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 7.0 | 44.8 | 0.0 | 0.0 | 37.8 | 0.0 | 0.0 | 0.0 | 0.0 | 29.2 | 29.2 | 29.2 |
| Volume/Cap: | 0.73 | 0.57 | 0.00 | 0.00 | 1.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.29 | 1.08 |
| Delay/Veh: | 47.2 | 13.1 | 0.0 | 0.0 | 68.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19.7 | 19.7 | 86.1 |
| 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: | 47.2 | 13.1 | 0.0 | 0.0 | 68.8 | 0.0 | 0.0 | 0.0 | 0.0 | 19.7 | 19.7 | 86.1 |
| LOS by Move: | D | B | A | A | E | A | A | A | A | B | B | F |
| HCM2k95thQ: | 6 | 18 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 7 | 7 | 48 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3022: 101/OAKLAND (S)



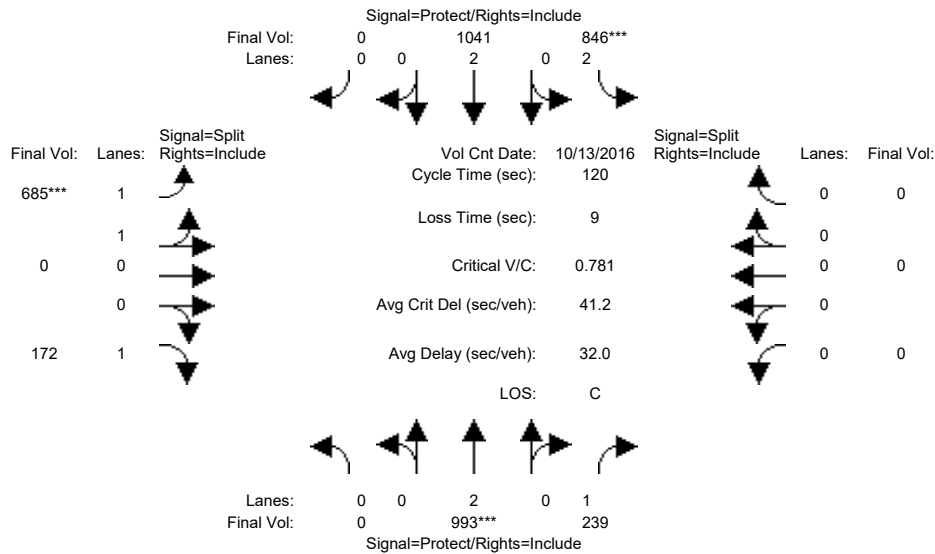
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 929 | 239 | 405 | 408 | 0 | 293 | 0 | 172 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 929 | 239 | 405 | 408 | 0 | 293 | 0 | 172 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 929 | 239 | 405 | 408 | 0 | 293 | 0 | 172 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 929 | 239 | 405 | 408 | 0 | 293 | 0 | 172 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 929 | 239 | 405 | 408 | 0 | 293 | 0 | 172 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 929 | 239 | 405 | 408 | 0 | 293 | 0 | 172 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3550 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.14 | 0.13 | 0.11 | 0.00 | 0.08 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 57.6 | 57.6 | 30.3 | 87.9 | 0.0 | 23.1 | 0.0 | 23.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.51 | 0.28 | 0.51 | 0.15 | 0.00 | 0.43 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 21.7 | 19.0 | 39.0 | 4.8 | 0.0 | 43.0 | 0.0 | 44.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.7 | 19.0 | 39.0 | 4.8 | 0.0 | 43.0 | 0.0 | 44.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | B | D | A | A | D | A | D | A | A | A |
| HCM2k95thQ: | 0 | 20 | 11 | 14 | 4 | 0 | 10 | 0 | 13 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3022: 101/OAKLAND (S)



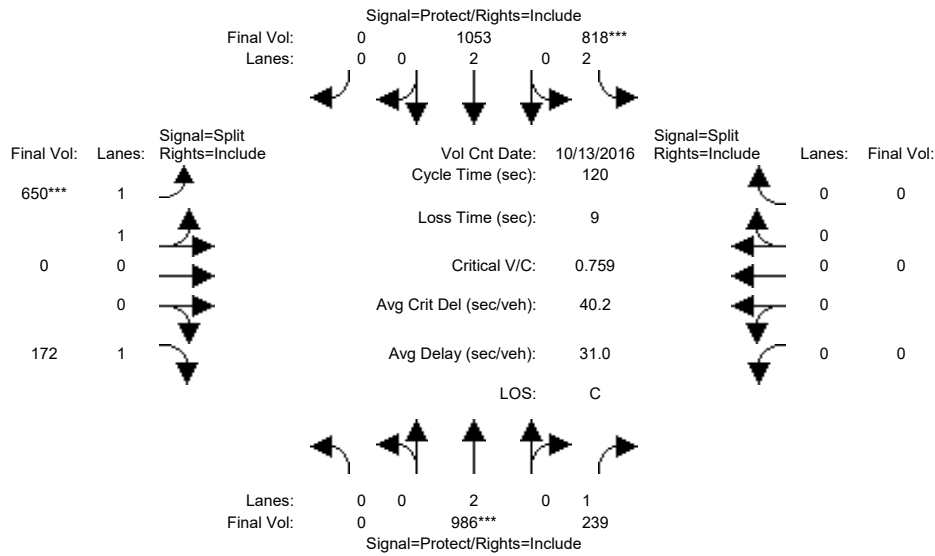
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 993 | 239 | 846 | 1041 | 0 | 685 | 0 | 172 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 993 | 239 | 846 | 1041 | 0 | 685 | 0 | 172 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 993 | 239 | 846 | 1041 | 0 | 685 | 0 | 172 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 993 | 239 | 846 | 1041 | 0 | 685 | 0 | 172 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 993 | 239 | 846 | 1041 | 0 | 685 | 0 | 172 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 993 | 239 | 846 | 1041 | 0 | 685 | 0 | 172 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3550 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.14 | 0.27 | 0.27 | 0.00 | 0.19 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 40.1 | 40.1 | 41.2 | 81.4 | 0.0 | 29.6 | 0.0 | 29.6 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.78 | 0.41 | 0.78 | 0.40 | 0.00 | 0.78 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 39.2 | 31.3 | 39.1 | 8.7 | 0.0 | 46.8 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 39.2 | 31.3 | 39.1 | 8.7 | 0.0 | 46.8 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | C | D | A | A | D | A | D | A | A | A |
| HCM2k95thQ: | 0 | 27 | 13 | 27 | 15 | 0 | 25 | 0 | 11 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3022: 101/OAKLAND (S)



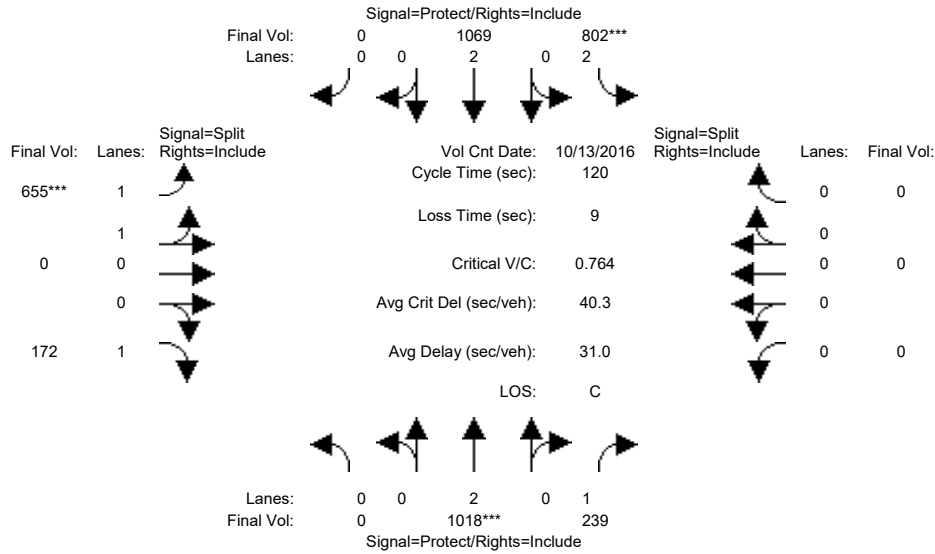
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 986 | 239 | 818 | 1053 | 0 | 650 | 0 | 172 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 986 | 239 | 818 | 1053 | 0 | 650 | 0 | 172 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 986 | 239 | 818 | 1053 | 0 | 650 | 0 | 172 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 986 | 239 | 818 | 1053 | 0 | 650 | 0 | 172 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 986 | 239 | 818 | 1053 | 0 | 650 | 0 | 172 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 986 | 239 | 818 | 1053 | 0 | 650 | 0 | 172 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3550 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.14 | 0.26 | 0.28 | 0.00 | 0.18 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 41.0 | 41.0 | 41.0 | 82.1 | 0.0 | 28.9 | 0.0 | 28.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.76 | 0.40 | 0.76 | 0.41 | 0.00 | 0.76 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 37.8 | 30.5 | 38.3 | 8.4 | 0.0 | 46.3 | 0.0 | 39.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 37.8 | 30.5 | 38.3 | 8.4 | 0.0 | 46.3 | 0.0 | 39.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | C | D | A | A | D | A | D | A | A | A |
| HCM2k95thQ: | 0 | 27 | 13 | 26 | 15 | 0 | 24 | 0 | 11 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (AM)

Intersection #3022: 101/OAKLAND (S)



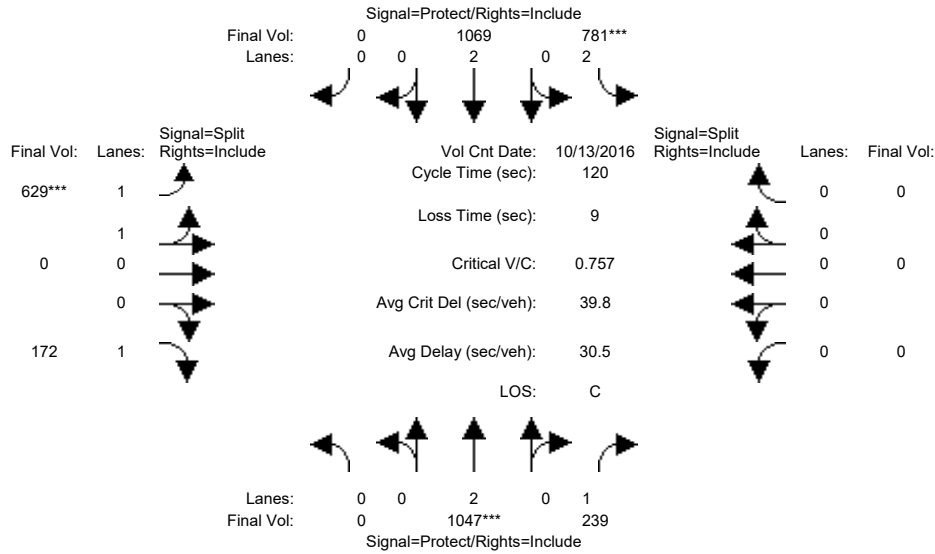
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 1018 | 239 | 802 | 1069 | 0 | 655 | 0 | 172 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1018 | 239 | 802 | 1069 | 0 | 655 | 0 | 172 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1018 | 239 | 802 | 1069 | 0 | 655 | 0 | 172 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1018 | 239 | 802 | 1069 | 0 | 655 | 0 | 172 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1018 | 239 | 802 | 1069 | 0 | 655 | 0 | 172 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1018 | 239 | 802 | 1069 | 0 | 655 | 0 | 172 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3550 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.14 | 0.25 | 0.28 | 0.00 | 0.18 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 42.1 | 42.1 | 40.0 | 82.0 | 0.0 | 29.0 | 0.0 | 29.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.76 | 0.39 | 0.76 | 0.41 | 0.00 | 0.76 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 37.3 | 29.7 | 39.2 | 8.5 | 0.0 | 46.5 | 0.0 | 38.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 37.3 | 29.7 | 39.2 | 8.5 | 0.0 | 46.5 | 0.0 | 38.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | C | D | A | A | D | A | D | A | A | A |
| HCM2k95thQ: | 0 | 28 | 13 | 26 | 15 | 0 | 24 | 0 | 11 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (AM)

Intersection #3022: 101/OAKLAND (S)



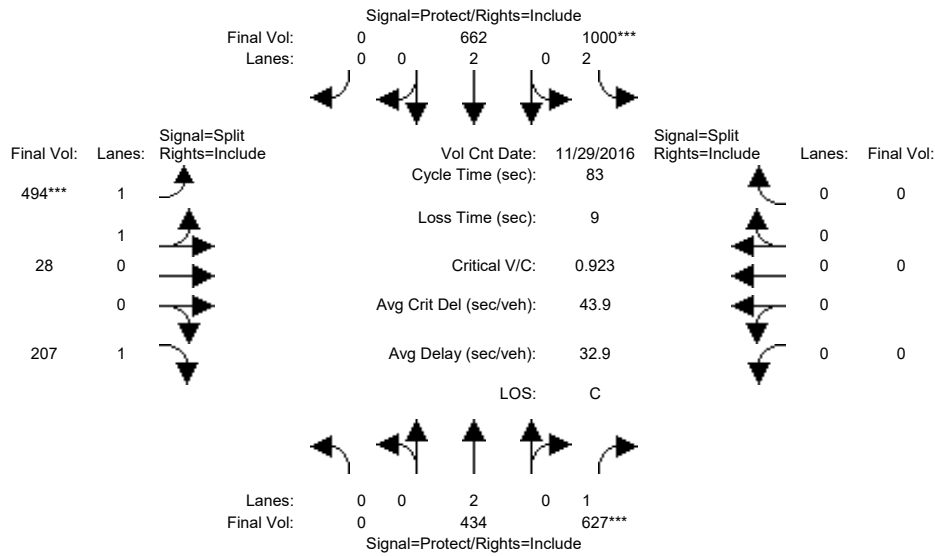
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 13 Oct 2016 << 7:30-8:30 | | | | | | | | | | | | |
| Base Vol: | 0 | 1047 | 239 | 781 | 1069 | 0 | 629 | 0 | 172 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1047 | 239 | 781 | 1069 | 0 | 629 | 0 | 172 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1047 | 239 | 781 | 1069 | 0 | 629 | 0 | 172 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1047 | 239 | 781 | 1069 | 0 | 629 | 0 | 172 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1047 | 239 | 781 | 1069 | 0 | 629 | 0 | 172 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 1047 | 239 | 781 | 1069 | 0 | 629 | 0 | 172 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3550 | 0 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.14 | 0.25 | 0.28 | 0.00 | 0.18 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 43.7 | 43.7 | 39.3 | 82.9 | 0.0 | 28.1 | 0.0 | 28.1 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.76 | 0.38 | 0.76 | 0.41 | 0.00 | 0.76 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 36.0 | 28.5 | 39.4 | 8.1 | 0.0 | 46.8 | 0.0 | 39.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 36.0 | 28.5 | 39.4 | 8.1 | 0.0 | 46.8 | 0.0 | 39.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | C | D | A | A | D | A | D | A | A | A |
| HCM2k95thQ: | 0 | 28 | 13 | 25 | 15 | 0 | 23 | 0 | 12 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3022: 101/OAKLAND (S)



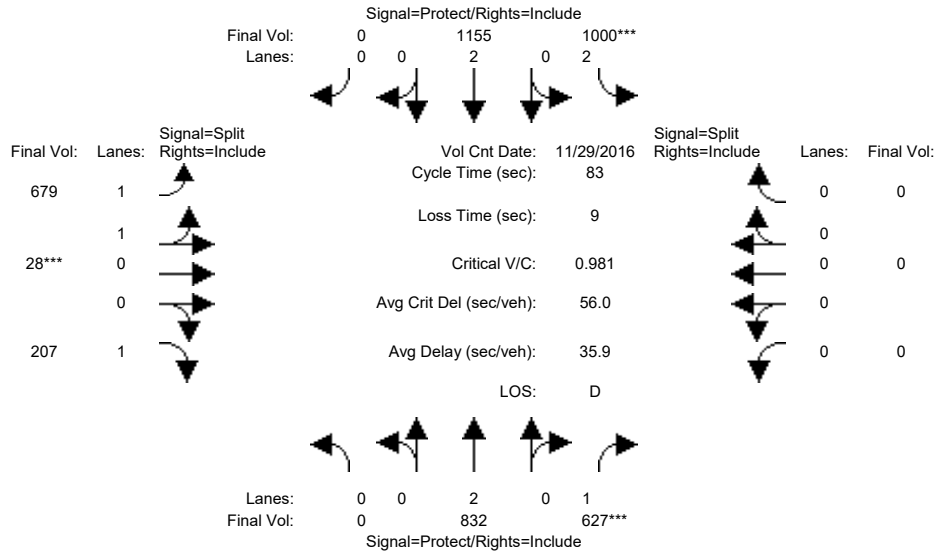
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 29 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 434 | 627 | 1000 | 662 | 0 | 494 | 28 | 207 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 434 | 627 | 1000 | 662 | 0 | 494 | 28 | 207 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 434 | 627 | 1000 | 662 | 0 | 494 | 28 | 207 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 434 | 627 | 1000 | 662 | 0 | 494 | 28 | 207 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 434 | 627 | 1000 | 662 | 0 | 494 | 28 | 207 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 434 | 627 | 1000 | 662 | 0 | 494 | 28 | 207 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.89 | 0.11 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3360 | 190 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.36 | 0.32 | 0.17 | 0.00 | 0.15 | 0.15 | 0.12 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | **** | | | | | |
| Green Time: | 0.0 | 32.2 | 32.2 | 28.6 | 60.8 | 0.0 | 13.2 | 13.2 | 13.2 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.29 | 0.92 | 0.92 | 0.24 | 0.00 | 0.92 | 0.92 | 0.74 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 17.6 | 42.4 | 38.9 | 3.6 | 0.0 | 55.2 | 55.2 | 43.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 17.6 | 42.4 | 38.9 | 3.6 | 0.0 | 55.2 | 55.2 | 43.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | D | D | A | A | E | E | D | A | A | A |
| HCM2k95thQ: | 0 | 7 | 32 | 28 | 5 | 0 | 20 | 20 | 14 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3022: 101/OAKLAND (S)



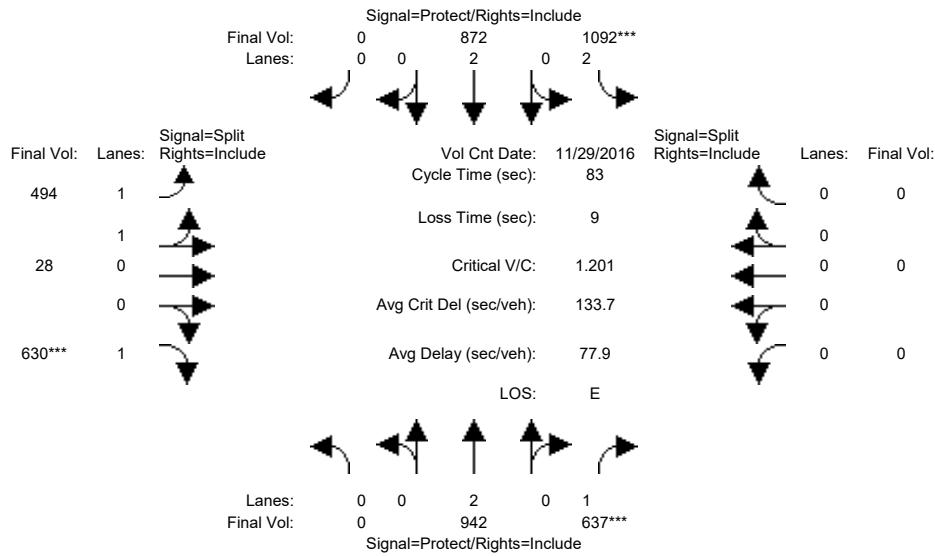
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 29 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 832 | 627 | 1000 | 1155 | 0 | 679 | 28 | 207 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 832 | 627 | 1000 | 1155 | 0 | 679 | 28 | 207 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 832 | 627 | 1000 | 1155 | 0 | 679 | 28 | 207 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 832 | 627 | 1000 | 1155 | 0 | 679 | 28 | 207 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 832 | 627 | 1000 | 1155 | 0 | 679 | 28 | 207 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 832 | 627 | 1000 | 1155 | 0 | 679 | 28 | 207 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.92 | 0.08 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3409 | 141 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.36 | 0.32 | 0.30 | 0.00 | 0.20 | 0.20 | 0.12 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 30.3 | 30.3 | 26.9 | 57.2 | 0.0 | 16.8 | 16.8 | 16.8 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.60 | 0.98 | 0.98 | 0.44 | 0.00 | 0.98 | 0.98 | 0.58 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 22.2 | 56.9 | 51.4 | 5.9 | 0.0 | 61.7 | 61.7 | 32.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 22.2 | 56.9 | 51.4 | 5.9 | 0.0 | 61.7 | 61.7 | 32.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | E | D | A | A | E | E | C | A | A | A |
| HCM2k95thQ: | 0 | 15 | 33 | 26 | 12 | 0 | 27 | 27 | 12 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

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

Intersection #3022: 101/OAKLAND (S)



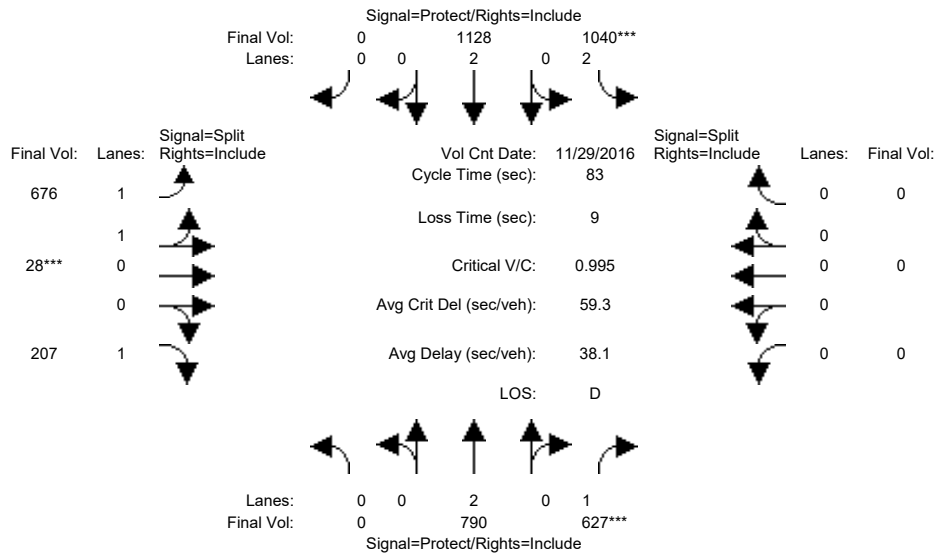
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|-------|-------------|------|------|------------|------|-------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 29 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 942 | 637 | 1092 | 872 | 0 | 494 | 28 | 630 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 942 | 637 | 1092 | 872 | 0 | 494 | 28 | 630 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 942 | 637 | 1092 | 872 | 0 | 494 | 28 | 630 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 942 | 637 | 1092 | 872 | 0 | 494 | 28 | 630 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 942 | 637 | 1092 | 872 | 0 | 494 | 28 | 630 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 942 | 637 | 1092 | 872 | 0 | 494 | 28 | 630 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.89 | 0.11 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3360 | 190 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.36 | 0.35 | 0.23 | 0.00 | 0.15 | 0.15 | 0.36 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 25.2 | 25.2 | 24.0 | 49.1 | 0.0 | 24.9 | 24.9 | 24.9 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.82 | 1.20 | 1.20 | 0.39 | 0.00 | 0.49 | 0.49 | 1.20 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 31.5 | 136.4 | 130.5 | 9.1 | 0.0 | 24.2 | 24.2 | 136.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 31.5 | 136.4 | 130.5 | 9.1 | 0.0 | 24.2 | 24.2 | 136.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | F | F | A | A | C | C | F | A | A | A |
| HCM2k95thQ: | 0 | 20 | 51 | 47 | 10 | 0 | 12 | 12 | 55 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 1 (PM)

Intersection #3022: 101/OAKLAND (S)



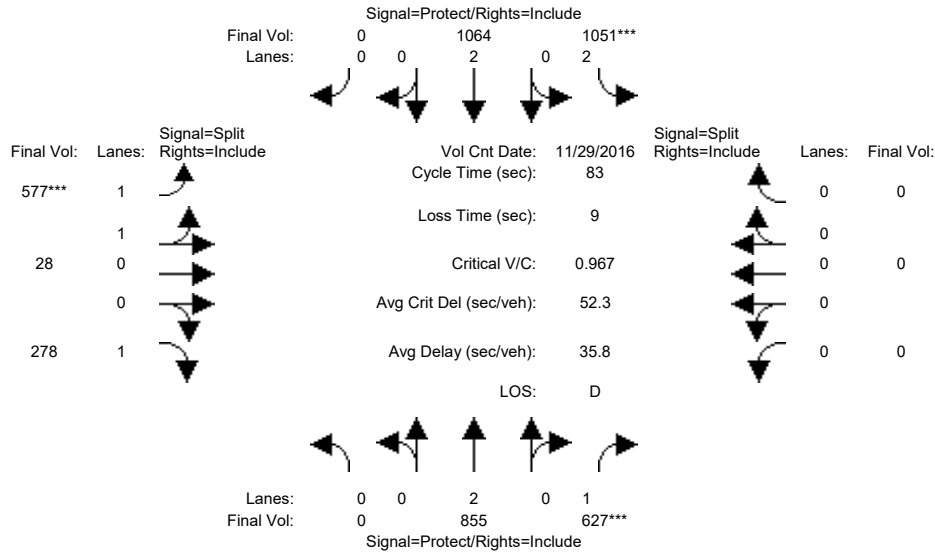
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 29 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | | |
| Base Vol: | 0 | 790 | 627 | 1040 | 1128 | 0 | 676 | 28 | 207 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 790 | 627 | 1040 | 1128 | 0 | 676 | 28 | 207 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 790 | 627 | 1040 | 1128 | 0 | 676 | 28 | 207 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 790 | 627 | 1040 | 1128 | 0 | 676 | 28 | 207 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 790 | 627 | 1040 | 1128 | 0 | 676 | 28 | 207 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 790 | 627 | 1040 | 1128 | 0 | 676 | 28 | 207 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.92 | 0.08 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3409 | 141 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.21 | 0.36 | 0.33 | 0.30 | 0.00 | 0.20 | 0.20 | 0.12 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | | **** | | | | |
| Green Time: | 0.0 | 29.9 | 29.9 | 27.6 | 57.5 | 0.0 | 16.5 | 16.5 | 16.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.58 | 0.99 | 0.99 | 0.43 | 0.00 | 0.99 | 0.99 | 0.59 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 22.1 | 60.9 | 54.1 | 5.7 | 0.0 | 65.6 | 65.6 | 32.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 22.1 | 60.9 | 54.1 | 5.7 | 0.0 | 65.6 | 65.6 | 32.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | E | D | A | A | E | E | C | A | A | A |
| HCM2k95thQ: | 0 | 14 | 34 | 28 | 11 | 0 | 27 | 27 | 12 | 0 | 0 | 0 |

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

City of San Jose
Downtown San Jose Strategy Plan Update

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AGP Alt 2 (PM)

Intersection #3022: 101/OAKLAND (S)



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------------|-------------------------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 10 | 10 | 7 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: | 29 Nov 2016 << 4:00 - 5:00 PM | | | | | | | | | | | |
| Base Vol: | 0 | 855 | 627 | 1051 | 1064 | 0 | 577 | 28 | 278 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 855 | 627 | 1051 | 1064 | 0 | 577 | 28 | 278 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 855 | 627 | 1051 | 1064 | 0 | 577 | 28 | 278 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 855 | 627 | 1051 | 1064 | 0 | 577 | 28 | 278 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 855 | 627 | 1051 | 1064 | 0 | 577 | 28 | 278 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 855 | 627 | 1051 | 1064 | 0 | 577 | 28 | 278 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.93 | 0.95 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.91 | 0.09 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3800 | 1750 | 3150 | 3800 | 0 | 3386 | 164 | 1750 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.36 | 0.33 | 0.28 | 0.00 | 0.17 | 0.17 | 0.16 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 30.7 | 30.7 | 28.6 | 59.4 | 0.0 | 14.6 | 14.6 | 14.6 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.61 | 0.97 | 0.97 | 0.39 | 0.00 | 0.97 | 0.97 | 0.90 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 22.0 | 52.9 | 46.5 | 4.8 | 0.0 | 61.8 | 61.8 | 61.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 22.0 | 52.9 | 46.5 | 4.8 | 0.0 | 61.8 | 61.8 | 61.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | D | D | A | A | E | E | E | A | A | A |
| HCM2k95thQ: | 0 | 16 | 32 | 27 | 10 | 0 | 23 | 23 | 20 | 0 | 0 | 0 |

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

Appendix C

Freeway Levels of Service

Existing Freeway Levels of Service

| Freeway | Freeway Segment | Direction | Peak Hour | Mixed-Flow Lane | | | | | HOV Lane | | | | |
|---------|---|-----------|-----------|-------------------------|-------------------------|---------------------|----------------------|------------------|-------------------------|-------------------------|---------------------|----------------------|------------------|
| | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume ¹ | Density ¹ | LOS ¹ | Avg. Speed ¹ | # of Lanes ¹ | Volume ¹ | Density ¹ | LOS ¹ |
| | | | | | | | | | | | | | |
| 1 | SR 87 from Capitol Expressway to Curtner Avenue | NB | AM | 11.0 | 2.0 | 2,490 | 113 | F | 14.0 | 1.0 | 1,400 | 100 | F |
| | | NB | PM | 65.0 | 2.0 | 3,770 | 29 | D | 70.0 | 1.0 | 700 | 10 | A |
| 2 | SR 87 from Curtner Avenue to Almaden Road | NB | AM | 12.0 | 2.0 | 2,600 | 108 | F | 21.0 | 1.0 | 1,680 | 80 | F |
| | | NB | PM | 65.0 | 2.0 | 4,030 | 31 | D | 70.0 | 1.0 | 1,400 | 20 | C |
| 3 | SR 87 from Almaden Road to Alma Avenue | NB | AM | 35.0 | 2.0 | 4,060 | 58 | E | 43.0 | 1.0 | 2,110 | 49 | E |
| | | NB | PM | 47.0 | 2.0 | 4,330 | 46 | D | 70.0 | 1.0 | 1,190 | 17 | B |
| 4 | SR 87 from Alma Avenue to I-280 | NB | AM | 62.0 | 2.0 | 4,340 | 35 | D | 66.0 | 1.0 | 1,790 | 27 | D |
| | | NB | PM | 52.0 | 2.0 | 4,370 | 42 | D | 70.0 | 1.0 | 1,050 | 15 | B |
| 5 | SR 87 from I-280 to Julian Street | NB | AM | 16.0 | 2.0 | 2,980 | 93 | F | 25.0 | 1.0 | 1,800 | 72 | F |
| | | NB | PM | 67.0 | 2.0 | 2,000 | 15 | B | 70.0 | 1.0 | 770 | 11 | A |
| 6 | SR 87 from Julian Street to Coleman Avenue | NB | AM | 13.0 | 2.0 | 2,660 | 102 | F | 31.0 | 1.0 | 1,960 | 63 | F |
| | | NB | PM | 63.0 | 2.0 | 4,290 | 34 | D | 70.0 | 1.0 | 910 | 13 | B |
| 7 | SR 87 from Coleman Street to Taylor Street | NB | AM | 13.0 | 2.0 | 2,660 | 102 | F | 31.0 | 1.0 | 1,960 | 63 | F |
| | | NB | PM | 63.0 | 2.0 | 4,290 | 34 | D | 70.0 | 1.0 | 910 | 13 | B |
| 8 | SR 87 from Taylor Street to Skyport Drive | NB | AM | 32.0 | 2.0 | 3,970 | 62 | F | 61.0 | 1.0 | 2,200 | 36 | D |
| | | NB | PM | 67.0 | 2.0 | 2,270 | 17 | B | 70.0 | 1.0 | 280 | 4 | A |
| 9 | SR 87 from Skyport Drive to US 101 | NB | AM | 8.0 | 2.0 | 2,050 | 128 | F | 13.0 | 1.0 | 1,330 | 102 | F |
| | | NB | PM | 66.0 | 2.0 | 3,300 | 25 | C | 70.0 | 1.0 | 560 | 8 | A |
| 10 | I-280 from Saratoga Avenue to Winchester Boulevard | EB | AM | 63.0 | 3.0 | 6,430 | 34 | D | 67.0 | 1.0 | 880 | 13 | B |
| | | EB | PM | 15.0 | 3.0 | 4,320 | 96 | F | 40.0 | 1.0 | 2,520 | 63 | F |
| 11 | I-280 from Winchester Boulevard to I-880 | EB | AM | 66.0 | 3.0 | 4,360 | 22 | C | 67.0 | 1.0 | 1,080 | 16 | B |
| | | EB | PM | 14.0 | 3.0 | 4,250 | 101 | F | 30.0 | 1.0 | 2,010 | 67 | F |
| 12 | I-280 from I-880 to Meridian Avenue | EB | AM | 66.0 | 3.0 | 4,560 | 23 | C | 67.0 | 1.0 | 810 | 12 | B |
| | | EB | PM | 13.0 | 3.0 | 3,980 | 102 | F | 30.0 | 1.0 | 2,430 | 81 | F |
| 13 | I-280 from Meridian Avenue to Bird Avenue | EB | AM | 47.0 | 4.0 | 8,650 | 46 | D | -- | -- | -- | -- | -- |
| | | EB | PM | 13.0 | 4.0 | 5,410 | 104 | F | -- | -- | -- | -- | -- |
| 14 | I-280 from Bird Avenue to SR 87 | EB | AM | 66.0 | 4.0 | 5,550 | 21 | C | -- | -- | -- | -- | -- |
| | | EB | PM | 22.0 | 4.0 | 6,960 | 79 | F | -- | -- | -- | -- | -- |
| 15 | I-280 from SR 87 to Tenth Street | EB | AM | 67.0 | 4.0 | 4,530 | 17 | B | -- | -- | -- | -- | -- |
| | | EB | PM | 28.0 | 4.0 | 7,510 | 67 | F | -- | -- | -- | -- | -- |
| 16 | I-280 from Tenth Street to McLaughlin Avenue | EB | AM | 66.0 | 4.0 | 5,550 | 21 | C | -- | -- | -- | -- | -- |
| | | EB | PM | 50.0 | 4.0 | 8,800 | 44 | D | -- | -- | -- | -- | -- |
| 17 | I-280 from McLaughlin Avenue to US 101 | EB | AM | 67.0 | 4.0 | 4,790 | 18 | B | -- | -- | -- | -- | -- |
| | | EB | PM | 62.0 | 4.0 | 8,680 | 35 | D | -- | -- | -- | -- | -- |
| 18 | I-680 from US 101 to King Road | NB | AM | 66.0 | 4.0 | 6,600 | 25 | C | -- | -- | -- | -- | -- |
| | | NB | PM | 65.0 | 4.0 | 7,540 | 29 | D | -- | -- | -- | -- | -- |
| 19 | I-680 from King Road to Capitol Expressway | NB | AM | 21.0 | 4.0 | 6,720 | 80 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 64.0 | 4.0 | 8,200 | 32 | D | -- | -- | -- | -- | -- |
| 20 | I-680 from Capitol Expressway to Alum Rock Avenue | NB | AM | 19.0 | 4.0 | 6,460 | 85 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 66.0 | 4.0 | 6,080 | 23 | C | -- | -- | -- | -- | -- |
| 21 | I-680 from Alum Rock Avenue to McKee Road | NB | AM | 26.0 | 4.0 | 7,390 | 71 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 66.0 | 4.0 | 5,810 | 22 | C | -- | -- | -- | -- | -- |
| 22 | I-880 from I-280 to Stevens Creek Boulevard | NB | AM | 15.0 | 3.0 | 4,410 | 98 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 67.0 | 3.0 | 2,220 | 11 | A | -- | -- | -- | -- | -- |
| 23 | I-880 from Stevens Creek Boulevard to North Bascom Avenue | NB | AM | 10.0 | 3.0 | 3,480 | 116 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 22.0 | 3.0 | 5,150 | 78 | F | -- | -- | -- | -- | -- |
| 24 | I-880 from North Bascom Avenue to The Alameda | NB | AM | 27.0 | 3.0 | 5,510 | 68 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 14.0 | 3.0 | 4,250 | 101 | F | -- | -- | -- | -- | -- |
| 25 | I-880 from The Alameda to Coleman Avenue | NB | AM | 15.0 | 3.0 | 4,280 | 95 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 8.0 | 3.0 | 2,980 | 124 | F | -- | -- | -- | -- | -- |
| 26 | I-880 from Coleman Avenue to SR 87 | NB | AM | 19.0 | 3.0 | 4,910 | 86 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 17.0 | 3.0 | 4,650 | 91 | F | -- | -- | -- | -- | -- |
| 27 | I-880 from SR 87 to North First Street | NB | AM | 19.0 | 3.0 | 4,910 | 86 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 17.0 | 3.0 | 4,650 | 91 | F | -- | -- | -- | -- | -- |
| 28 | I-880 from North First Street to US 101 | NB | AM | 28.0 | 3.0 | 5,630 | 67 | F | -- | -- | -- | -- | -- |
| | | NB | PM | 19.0 | 3.0 | 4,850 | 85 | F | -- | -- | -- | -- | -- |
| 29 | I-880 from US 101 to East Brokaw Road | NB | AM | 45.0 | 3.0 | 6,480 | 48 | E | 67.0 | 1.0 | 940 | 14 | B |
| | | NB | PM | 65.0 | 3.0 | 6,050 | 31 | D | 70.0 | 1.0 | 1,050 | 15 | B |
| 30 | I-880 from East Brokaw Road to Montague Expressway | NB | AM | 66.0 | 3.0 | 4,760 | 24 | C | 67.0 | 1.0 | 1,210 | 18 | B |
| | | NB | PM | 66.0 | 3.0 | 4,560 | 23 | C | 70.0 | 1.0 | 840 | 12 | B |
| 31 | US 101 from Story Road to I-280 | NB | AM | 18.0 | 3.0 | 4,810 | 89 | F | 19.0 | 1.0 | 1,600 | 84 | F |
| | | NB | PM | 67.0 | 3.0 | 3,000 | 15 | B | 70.0 | 1.0 | 490 | 7 | A |
| 32 | US 101 from I-280 to Santa Clara Street | NB | AM | 9.0 | 3.0 | 3,240 | 120 | F | 9.0 | 1.0 | 1,100 | 122 | F |
| | | NB | PM | 66.0 | 3.0 | 3,770 | 19 | C | 70.0 | 1.0 | 840 | 12 | B |
| 33 | US 101 from Santa Clara Street to McKee Road | NB | AM | 11.0 | 3.0 | 3,630 | 110 | F | 15.0 | 1.0 | 1,460 | 97 | F |
| | | NB | PM | 66.0 | 3.0 | 4,160 | 21 | C | 70.0 | 1.0 | 700 | 10 | A |
| 34 | US 101 from McKee Road to Oakland Road | NB | AM | 11.0 | 3.0 | 3,700 | 112 | F | 18.0 | 1.0 | 1,570 | 87 | F |
| | | NB | PM | 66.0 | 3.0 | 4,560 | 23 | C | 70.0 | 1.0 | 490 | 7 | A |
| 35 | US 101 from Oakland Road to I-880 | NB | AM | 12.0 | 3.0 | 3,860 | 107 | F | 14.0 | 1.0 | 1,400 | 100 | F |
| | | NB | PM | 66.0 | 3.0 | 3,960 | 20 | C | 70.0 | 1.0 | 350 | 5 | A |
| 36 | US 101 from I-880 to Old Bayshore Highway | NB | AM | 8.0 | 3.0 | 3,050 | 127 | F | 15.0 | 1.0 | 1,470 | 98 | F |
| | | NB | PM | 67.0 | 3.0 | 3,200 | 16 | B | 70.0 | 1.0 | 840 | 12 | B |
| 37 | US 101 from Old Bayshore Highway to North First Street | NB | AM | 9.0 | 3.0 | 3,300 | 122 | F | 12.0 | 1.0 | 1,300 | 108 | F |
| | | NB | PM | 67.0 | 3.0 | 3,400 | 17 | B | 70.0 | 1.0 | 560 | 8 | A |
| 38 | US 101 from North First Street to Guadalupe Parkway (SR 87) | NB | AM | 12.0 | 3.0 | 3,890 | 108 | F | 11.0 | 1.0 | 1,210 | 110 | F |
| | | NB | PM | 67.0 | 3.0 | 2,800 | 14 | B | 70.0 | 1.0 | 630 | 9 | A |
| 39 | US 101 from Guadalupe Parkway (SR 87) to North First Street | SB | AM | 67.0 | 3.0 | 3,200 | 16 | B | 67.0 | 1.0 | 210 | 3 | A |
| | | SB | PM | 24.0 | 3.0 | 5,400 | 75 | F | 30.0 | 1.0 | 2,190 | 73 | F |
| 40 | US 101 from North First Street to Old Bayshore Highway | SB | AM | 67.0 | 3.0 | 2,600 | 13 | B | 67.0 | 1.0 | 140 | 2 | A |
| | | SB | PM | 6.0 | 3.0 | 2,880 | 160 | F | 20.0 | 1.0 | 2,160 | 108 | F |
| 41 | US 101 from Old Bayshore Highway to I-880 | SB | AM | 67.0 | 3.0 | 3,600 | 18 | B | 67.0 | 1.0 | 410 | 6 | A |
| | | SB | PM | 6.0 | 3.0 | 2,450 | 136 | F | 20.0 | 1.0 | 1,800 | 90 | F |
| 42 | US 101 from I-880 to Oakland Road | SB | AM | 67.0 | 3.0 | 3,600 | 18 | B | 67.0 | 1.0 | 470 | 7 | A |
| | | SB | PM | 12.0 | 3.0 | 3,930 | 109 | F | 30.0 | 1.0 | 2,310 | 77 | F |

Existing Freeway Levels of Service

| Freeway | Freeway Segment | Direction | Peak Hour | Mixed-Flow Lane | | | | | HOV Lane | | | | |
|---------|---|-----------|-----------|-------------------------|-------------------------|---------------------|----------------------|------------------|-------------------------|-------------------------|---------------------|----------------------|------------------|
| | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume ¹ | Density ¹ | LOS ¹ | Avg. Speed ¹ | # of Lanes ¹ | Volume ¹ | Density ¹ | LOS ¹ |
| 43 | US 101 from Oakland Road to McKee Road | SB | AM | 67.0 | 3.0 | 3,200 | 16 | B | 67.0 | 1.0 | 270 | 4 | A |
| | | SB | PM | 36.0 | 3.0 | 6,050 | 56 | E | 70.0 | 1.0 | 2,520 | 36 | D |
| 44 | US 101 from McKee Road to Santa Clara Street | SB | AM | 66.0 | 3.0 | 3,770 | 19 | C | 67.0 | 1.0 | 670 | 10 | A |
| | | SB | PM | 40.0 | 3.0 | 6,240 | 52 | E | 50.0 | 1.0 | 2,300 | 46 | D |
| 45 | US 101 from Santa Clara Street to I-280 | SB | AM | 67.0 | 3.0 | 3,200 | 16 | B | 67.0 | 1.0 | 270 | 4 | A |
| | | SB | PM | 39.0 | 3.0 | 6,210 | 53 | E | 60.0 | 1.0 | 2,280 | 38 | D |
| 46 | US 101 from I-280 to Story Road | SB | AM | 67.0 | 3.0 | 2,800 | 14 | B | 67.0 | 1.0 | 340 | 5 | A |
| | | SB | PM | 65.0 | 3.0 | 6,050 | 31 | D | 70.0 | 1.0 | 2,380 | 34 | D |
| 47 | I-880 from Montague Expressway to East Brokaw Road | SB | AM | 17.0 | 3.0 | 4,650 | 91 | F | 66.0 | 1.0 | 1,390 | 21 | C |
| | | SB | PM | 19.0 | 3.0 | 4,790 | 84 | F | 60.0 | 1.0 | 2,400 | 40 | D |
| 48 | I-880 from East Brokaw Road to US 101 | SB | AM | 16.0 | 3.0 | 4,420 | 92 | F | 27.0 | 1.0 | 1,840 | 68 | F |
| | | SB | PM | 24.0 | 3.0 | 5,400 | 75 | F | 60.0 | 1.0 | 2,460 | 41 | D |
| 49 | I-880 from US 101 to North First Street | SB | AM | 15.0 | 3.0 | 4,370 | 97 | F | -- | -- | -- | -- | -- |
| | | SB | PM | 29.0 | 3.0 | 5,660 | 65 | F | -- | -- | -- | -- | -- |
| 50 | I-880 from North First Street to SR 87 | SB | AM | 22.0 | 3.0 | 5,150 | 78 | F | -- | -- | -- | -- | -- |
| | | SB | PM | 22.0 | 3.0 | 5,150 | 78 | F | -- | -- | -- | -- | -- |
| 51 | I-880 from SR 87 to Coleman Avenue | SB | AM | 22.0 | 3.0 | 5,150 | 78 | F | -- | -- | -- | -- | -- |
| | | SB | PM | 22.0 | 3.0 | 5,150 | 78 | F | -- | -- | -- | -- | -- |
| 52 | I-880 from Coleman Avenue to The Alameda | SB | AM | 65.0 | 3.0 | 6,050 | 31 | D | -- | -- | -- | -- | -- |
| | | SB | PM | 18.0 | 3.0 | 4,810 | 89 | F | -- | -- | -- | -- | -- |
| 53 | I-880 from The Alameda to North Bascom Avenue | SB | AM | 65.0 | 3.0 | 5,850 | 30 | D | -- | -- | -- | -- | -- |
| | | SB | PM | 36.0 | 3.0 | 6,050 | 56 | E | -- | -- | -- | -- | -- |
| 54 | I-880 from North Bascom Avenue to Stevens Creek Boulevard | SB | AM | 28.0 | 3.0 | 5,630 | 67 | F | -- | -- | -- | -- | -- |
| | | SB | PM | 48.0 | 3.0 | 6,480 | 45 | D | -- | -- | -- | -- | -- |
| 55 | I-880 from Stevens Creek Boulevard to I-280 | SB | AM | 66.0 | 3.0 | 4,760 | 24 | C | -- | -- | -- | -- | -- |
| | | SB | PM | 66.0 | 3.0 | 5,150 | 26 | C | -- | -- | -- | -- | -- |
| 56 | I-680 from McKee Road to Alum Rock Avenue | SB | AM | 17.0 | 4.0 | 6,190 | 91 | F | -- | -- | -- | -- | -- |
| | | SB | PM | 37.0 | 4.0 | 8,140 | 55 | E | -- | -- | -- | -- | -- |
| 57 | I-680 from Alum Rock Avenue to Capitol Expressway | SB | AM | 13.0 | 4.0 | 5,460 | 105 | F | -- | -- | -- | -- | -- |
| | | SB | PM | 65.0 | 4.0 | 7,540 | 29 | D | -- | -- | -- | -- | -- |
| 58 | I-680 from Capitol Expressway to King Road | SB | AM | 10.0 | 4.0 | 5,060 | 115 | F | -- | -- | -- | -- | -- |
| | | SB | PM | 66.0 | 4.0 | 7,560 | 26 | C | -- | -- | -- | -- | -- |
| 59 | I-680 from King Road to US 101 | SB | AM | 13.0 | 4.0 | 5,460 | 105 | F | -- | -- | -- | -- | -- |
| | | SB | PM | 66.0 | 4.0 | 6,600 | 25 | C | -- | -- | -- | -- | -- |
| 60 | I-280 from US 101 to McLaughlin Avenue | WB | AM | 11.0 | 4.0 | 4,930 | 112 | F | -- | -- | -- | -- | -- |
| | | WB | PM | 66.0 | 4.0 | 6,600 | 25 | C | -- | -- | -- | -- | -- |
| 61 | I-280 from McLaughlin Avenue to Tenth Street | WB | AM | 18.0 | 4.0 | 6,410 | 89 | F | -- | -- | -- | -- | -- |
| | | WB | PM | 65.0 | 4.0 | 7,540 | 29 | D | -- | -- | -- | -- | -- |
| 62 | I-280 from Tenth Street to SR 87 | WB | AM | 20.0 | 4.0 | 6,640 | 83 | F | -- | -- | -- | -- | -- |
| | | WB | PM | 61.0 | 4.0 | 8,790 | 36 | D | -- | -- | -- | -- | -- |
| 63 | I-280 from SR 87 to Bird Avenue | WB | AM | 13.0 | 4.0 | 5,310 | 102 | F | -- | -- | -- | -- | -- |
| | | WB | PM | 19.0 | 4.0 | 6,390 | 84 | F | -- | -- | -- | -- | -- |
| 64 | I-280 from Bird Avenue to Meridian Avenue | WB | AM | 13.0 | 4.0 | 5,310 | 102 | F | -- | -- | -- | -- | -- |
| | | WB | PM | 57.0 | 4.0 | 8,900 | 39 | D | -- | -- | -- | -- | -- |
| 65 | I-280 from Meridian Avenue to I-880 | WB | AM | 10.0 | 3.0 | 3,880 | 114 | F | 13.0 | 1.0 | 1,340 | 103 | F |
| | | WB | PM | 66.0 | 3.0 | 4,720 | 21 | C | 70.0 | 1.0 | 700 | 10 | A |
| 66 | I-280 from I-880 to Winchester Boulevard | WB | AM | 12.0 | 3.0 | 3,860 | 107 | F | 15.0 | 1.0 | 1,430 | 95 | F |
| | | WB | PM | 51.0 | 3.0 | 6,580 | 43 | D | 70.0 | 1.0 | 1,400 | 20 | C |
| 67 | I-280 from Winchester Boulevard to Saratoga Avenue | WB | AM | 17.0 | 3.0 | 4,590 | 90 | F | 20.0 | 1.0 | 1,640 | 82 | F |
| | | WB | PM | 55.0 | 3.0 | 6,600 | 40 | D | 70.0 | 1.0 | 1,120 | 16 | B |
| 68 | SR 87 from US 101 to Skyport Drive | SB | AM | 66.0 | 2.0 | 2,780 | 21 | C | 67.0 | 1.0 | 540 | 8 | A |
| | | SB | PM | 14.0 | 2.0 | 2,800 | 100 | F | 70.0 | 1.0 | 2,520 | 36 | D |
| 69 | SR 87 from Skyport Drive to Taylor Street | SB | AM | 66.0 | 2.0 | 3,040 | 23 | C | 67.0 | 1.0 | 270 | 4 | A |
| | | SB | PM | 14.0 | 2.0 | 2,800 | 100 | F | 70.0 | 1.0 | 1,960 | 28 | D |
| 70 | SR 87 from Taylor Street to Coleman Street | SB | AM | 66.0 | 2.0 | 3,040 | 23 | C | 67.0 | 1.0 | 410 | 6 | A |
| | | SB | PM | 16.0 | 2.0 | 3,010 | 94 | F | 70.0 | 1.0 | 2,520 | 36 | D |
| 71 | SR 87 from Coleman Avenue to Julian Street | SB | AM | 66.0 | 2.0 | 3,040 | 23 | C | 67.0 | 1.0 | 410 | 6 | A |
| | | SB | PM | 16.0 | 2.0 | 3,010 | 94 | F | 70.0 | 1.0 | 2,520 | 36 | D |
| 72 | SR 87 from Julian Street to I-280 | SB | AM | 67.0 | 2.0 | 1,870 | 14 | B | 67.0 | 1.0 | 410 | 6 | A |
| | | SB | PM | 27.0 | 2.0 | 3,730 | 69 | F | 70.0 | 1.0 | 2,520 | 36 | D |
| 73 | SR 87 from I-280 to Alma Avenue | SB | AM | 67.0 | 2.0 | 2,000 | 15 | B | 67.0 | 1.0 | 540 | 8 | A |
| | | SB | PM | 20.0 | 2.0 | 3,280 | 82 | F | 40.0 | 1.0 | 2,160 | 54 | E |
| 74 | SR 87 from Alma Avenue to Almaden Avenue | SB | AM | 66.0 | 2.0 | 3,540 | 27 | D | 67.0 | 1.0 | 410 | 6 | A |
| | | SB | PM | 21.0 | 2.0 | 3,410 | 81 | F | 50.0 | 1.0 | 2,350 | 47 | E |
| 75 | SR 87 from Almaden Avenue to Curtner Avenue | SB | AM | 66.0 | 2.0 | 2,640 | 20 | C | 67.0 | 1.0 | 540 | 8 | A |
| | | SB | PM | 45.0 | 2.0 | 4,320 | 48 | E | 70.0 | 1.0 | 2,450 | 35 | D |
| 76 | SR 87 from Curtner Avenue to Capitol Expressway | SB | AM | 67.0 | 2.0 | 2,130 | 16 | B | 67.0 | 1.0 | 410 | 6 | A |
| | | SB | PM | 51.0 | 2.0 | 4,390 | 43 | D | 70.0 | 1.0 | 1,960 | 28 | D |

¹Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016. Entries denoted in bold indicate unacceptable LOS F conditions.

Downtown Freeway LOS - 2040 Existing General Plan

| 2040 Existing General Plan | | | | | | | | | | | | | | |
|----------------------------|---------|--|-----------|-----------|-------------------------|-------------------------|--------|---------|-----|---------------------------|---------------------------|--------|---------|-----|
| # | Freeway | Segment | Direction | Peak Hour | Mixed-Flow Lane | | | | | HOV Lane | | | | |
| | | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume | Density | LOS | Avg. Speed ^{1,2} | # of Lanes ^{1,3} | Volume | Density | LOS |
| 1 | SR 87 | from Capitol Expressway to Curtner Avenue | NB | AM | 11.0 | 2.0 | 2,868 | 130 | F | 14.0 | 1.0 | 1,679 | 120 | F |
| | | | NB | PM | 65.0 | 2.0 | 4,413 | 34 | D | 70.0 | 1.0 | 775 | 11 | A |
| 2 | SR 87 | from Curtner Avenue to Almaden Road | NB | AM | 12.0 | 2.0 | 2,778 | 116 | F | 21.0 | 1.0 | 1,938 | 92 | F |
| | | | NB | PM | 65.0 | 2.0 | 4,482 | 34 | D | 70.0 | 1.0 | 1,546 | 22 | C |
| 3 | SR 87 | from Almaden Road to Alma Avenue | NB | AM | 35.0 | 2.0 | 4,302 | 61 | F | 43.0 | 1.0 | 2,419 | 56 | E |
| | | | NB | PM | 47.0 | 2.0 | 4,810 | 51 | E | 70.0 | 1.0 | 1,342 | 19 | C |
| 4 | SR 87 | from Alma Avenue to I-280 | NB | AM | 62.0 | 2.0 | 4,818 | 39 | D | 66.0 | 1.0 | 2,157 | 33 | D |
| | | | NB | PM | 52.0 | 2.0 | 4,938 | 47 | E | 70.0 | 1.0 | 1,295 | 19 | C |
| 5 | SR 87 | from I-280 to Julian Street | NB | AM | 16.0 | 2.0 | 3,191 | 100 | F | 25.0 | 1.0 | 2,206 | 88 | F |
| | | | NB | PM | 67.0 | 2.0 | 2,438 | 18 | B | 70.0 | 1.0 | 770 | 11 | A |
| 6 | SR 87 | from Julian Street to Coleman Avenue | NB | AM | 13.0 | 2.0 | 2,864 | 110 | F | 31.0 | 1.0 | 2,479 | 80 | F |
| | | | NB | PM | 63.0 | 2.0 | 5,354 | 42 | D | 70.0 | 1.0 | 910 | 13 | B |
| 7 | SR 87 | from Coleman Street to Taylor Street | NB | AM | 13.0 | 2.0 | 2,864 | 110 | F | 31.0 | 1.0 | 2,479 | 80 | F |
| | | | NB | PM | 63.0 | 2.0 | 5,354 | 42 | D | 70.0 | 1.0 | 910 | 13 | B |
| 8 | SR 87 | from Taylor Street to Skyport Drive | NB | AM | 32.0 | 2.0 | 4,540 | 71 | F | 61.0 | 1.0 | 2,859 | 47 | E |
| | | | NB | PM | 67.0 | 2.0 | 3,425 | 26 | C | 70.0 | 1.0 | 348 | 5 | A |
| 9 | SR 87 | from Skyport Drive to US 101 | NB | AM | 8.0 | 2.0 | 2,768 | 173 | F | 13.0 | 1.0 | 2,063 | 159 | F |
| | | | NB | PM | 66.0 | 2.0 | 4,074 | 31 | D | 70.0 | 1.0 | 934 | 13 | B |
| 10 | I-280 | from Saratoga Avenue to Winchester Boulevard | EB | AM | 63.0 | 3.0 | 7,161 | 38 | D | 67.0 | 1.0 | 1,543 | 23 | C |
| | | | EB | PM | 15.0 | 3.0 | 4,925 | 109 | F | 40.0 | 1.0 | 3,123 | 78 | F |
| 11 | I-280 | from Winchester Boulevard to I-880 | EB | AM | 66.0 | 3.0 | 5,408 | 27 | D | 67.0 | 1.0 | 1,673 | 25 | C |
| | | | EB | PM | 14.0 | 3.0 | 5,102 | 121 | F | 30.0 | 1.0 | 2,782 | 93 | F |
| 12 | I-280 | from I-880 to Meridian Avenue | EB | AM | 66.0 | 3.0 | 6,639 | 34 | D | 67.0 | 1.0 | 980 | 15 | B |
| | | | EB | PM | 13.0 | 3.0 | 5,835 | 150 | F | 30.0 | 1.0 | 3,122 | 104 | F |
| 13 | I-280 | from Meridian Avenue to Bird Avenue | EB | AM | 47.0 | 4.0 | 9,692 | 52 | E | 55.0 | 1.0 | 1,249 | 23 | C |
| | | | EB | PM | 13.0 | 4.0 | 6,467 | 124 | F | 55.0 | 1.0 | 1,952 | 35 | D |
| 14 | I-280 | from Bird Avenue to SR 87 | EB | AM | 66.0 | 4.0 | 6,325 | 24 | C | 55.0 | 1.0 | 522 | 9 | A |
| | | | EB | PM | 22.0 | 4.0 | 7,176 | 82 | F | 55.0 | 1.0 | 1,723 | 31 | D |
| 15 | I-280 | from SR 87 to Tenth Street | EB | AM | 67.0 | 4.0 | 5,783 | 22 | C | 55.0 | 1.0 | 694 | 13 | B |
| | | | EB | PM | 28.0 | 4.0 | 8,746 | 78 | F | 55.0 | 1.0 | 1,900 | 35 | D |
| 16 | I-280 | from Tenth Street to McLaughlin Avenue | EB | AM | 66.0 | 4.0 | 7,347 | 28 | D | 55.0 | 1.0 | 697 | 13 | B |
| | | | EB | PM | 50.0 | 4.0 | 9,851 | 49 | E | 55.0 | 1.0 | 2,149 | 39 | D |
| 17 | I-280 | from McLaughlin Avenue to US 101 | EB | AM | 67.0 | 4.0 | 6,112 | 23 | C | 55.0 | 1.0 | 687 | 12 | B |
| | | | EB | PM | 62.0 | 4.0 | 9,669 | 39 | D | 55.0 | 1.0 | 1,993 | 36 | D |
| 18 | I-680 | from US 101 to King Road | NB | AM | 66.0 | 4.0 | 8,043 | 30 | D | 55.0 | 1.0 | 687 | 12 | B |
| | | | NB | PM | 65.0 | 4.0 | 9,018 | 35 | D | 55.0 | 1.0 | 1,993 | 36 | D |
| 19 | I-680 | from King Road to Capitol Expressway | NB | AM | 21.0 | 4.0 | 7,650 | 91 | F | 55.0 | 1.0 | 708 | 13 | B |
| | | | NB | PM | 64.0 | 4.0 | 10,066 | 39 | D | 55.0 | 1.0 | 1,818 | 33 | D |
| 20 | I-680 | from Capitol Expressway to Alum Rock Avenue | NB | AM | 19.0 | 4.0 | 7,320 | 96 | F | 55.0 | 1.0 | 401 | 7 | A |
| | | | NB | PM | 66.0 | 4.0 | 8,205 | 31 | D | 55.0 | 1.0 | 1,690 | 31 | D |
| 21 | I-680 | from Alum Rock Avenue to McKee Road | NB | AM | 26.0 | 4.0 | 8,084 | 78 | F | 55.0 | 1.0 | 401 | 7 | A |
| | | | NB | PM | 66.0 | 4.0 | 8,307 | 31 | D | 55.0 | 1.0 | 1,690 | 31 | D |
| 22 | I-880 | from I-280 to Stevens Creek Boulevard | NB | AM | 15.0 | 3.0 | 4,410 | 98 | F | 55.0 | 1.0 | 1,577 | 29 | D |
| | | | NB | PM | 67.0 | 3.0 | 2,274 | 11 | A | 55.0 | 1.0 | 1,426 | 26 | C |
| 23 | I-880 | from Stevens Creek Boulevard to North Bascom Avenue | NB | AM | 10.0 | 3.0 | 3,932 | 131 | F | 55.0 | 1.0 | 1,463 | 27 | D |
| | | | NB | PM | 22.0 | 3.0 | 5,444 | 82 | F | 55.0 | 1.0 | 1,602 | 29 | D |
| 24 | I-880 | from North Bascom Avenue to The Alameda | NB | AM | 27.0 | 3.0 | 5,848 | 72 | F | 55.0 | 1.0 | 1,626 | 30 | D |
| | | | NB | PM | 14.0 | 3.0 | 4,772 | 114 | F | 55.0 | 1.0 | 1,729 | 31 | D |
| 25 | I-880 | from The Alameda to Coleman Avenue | NB | AM | 15.0 | 3.0 | 4,904 | 109 | F | 55.0 | 1.0 | 1,531 | 28 | D |
| | | | NB | PM | 8.0 | 3.0 | 3,515 | 146 | F | 55.0 | 1.0 | 1,920 | 35 | D |
| 26 | I-880 | from Coleman Avenue to SR 87 | NB | AM | 19.0 | 3.0 | 5,530 | 97 | F | 55.0 | 1.0 | 1,643 | 30 | D |
| | | | NB | PM | 17.0 | 3.0 | 5,299 | 104 | F | 55.0 | 1.0 | 2,184 | 40 | D |
| 27 | I-880 | from SR 87 to North First Street | NB | AM | 19.0 | 3.0 | 5,530 | 97 | F | 55.0 | 1.0 | 1,643 | 30 | D |
| | | | NB | PM | 17.0 | 3.0 | 5,299 | 104 | F | 55.0 | 1.0 | 2,184 | 40 | D |
| 28 | I-880 | from North First Street to US 101 | NB | AM | 28.0 | 3.0 | 6,396 | 76 | F | 55.0 | 1.0 | 1,400 | 25 | C |
| | | | NB | PM | 19.0 | 3.0 | 5,297 | 93 | F | 55.0 | 1.0 | 1,892 | 34 | D |
| 29 | I-880 | from US 101 to East Brokaw Road | NB | AM | 45.0 | 3.0 | 7,092 | 53 | E | 67.0 | 1.0 | 1,080 | 16 | B |
| | | | NB | PM | 65.0 | 3.0 | 7,659 | 39 | D | 70.0 | 1.0 | 1,922 | 27 | D |
| 30 | I-880 | from East Brokaw Road to Montague Expressway | NB | AM | 66.0 | 3.0 | 5,235 | 26 | C | 67.0 | 1.0 | 1,259 | 19 | C |
| | | | NB | PM | 66.0 | 3.0 | 6,355 | 32 | D | 70.0 | 1.0 | 1,663 | 24 | C |
| 31 | US 101 | from Story Road to I-280 | NB | AM | 18.0 | 3.0 | 5,118 | 95 | F | 19.0 | 1.0 | 1,856 | 98 | F |
| | | | NB | PM | 67.0 | 3.0 | 3,848 | 19 | C | 70.0 | 1.0 | 815 | 12 | B |
| 32 | US 101 | from I-280 to Santa Clara Street | NB | AM | 9.0 | 3.0 | 3,869 | 143 | F | 9.0 | 1.0 | 1,439 | 160 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,097 | 26 | C | 70.0 | 1.0 | 951 | 14 | B |
| 33 | US 101 | from Santa Clara Street to McKee Road | NB | AM | 11.0 | 3.0 | 4,043 | 123 | F | 15.0 | 1.0 | 1,664 | 111 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,180 | 26 | C | 70.0 | 1.0 | 700 | 10 | A |
| 34 | US 101 | from McKee Road to Oakland Road | NB | AM | 11.0 | 3.0 | 4,145 | 126 | F | 18.0 | 1.0 | 1,774 | 99 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,891 | 30 | D | 70.0 | 1.0 | 490 | 7 | A |
| 35 | US 101 | from Oakland Road to I-880 | NB | AM | 12.0 | 3.0 | 4,648 | 129 | F | 14.0 | 1.0 | 1,818 | 130 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,761 | 29 | D | 70.0 | 1.0 | 420 | 6 | A |
| 36 | US 101 | from I-880 to Old Bayshore Highway | NB | AM | 8.0 | 3.0 | 4,111 | 171 | F | 15.0 | 1.0 | 1,888 | 126 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,735 | 24 | C | 70.0 | 1.0 | 910 | 13 | B |
| 37 | US 101 | from Old Bayshore Highway to North First Street | NB | AM | 9.0 | 3.0 | 4,620 | 171 | F | 12.0 | 1.0 | 1,786 | 149 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,448 | 22 | C | 70.0 | 1.0 | 903 | 13 | B |
| 38 | US 101 | from North First Street to Guadalupe Parkway (SR 87) | NB | AM | 12.0 | 3.0 | 4,456 | 124 | F | 11.0 | 1.0 | 1,696 | 154 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,872 | 24 | C | 70.0 | 1.0 | 973 | 14 | B |
| 39 | US 101 | from Guadalupe Parkway (SR 87) to North First Street | SB | AM | 67.0 | 3.0 | 4,565 | 23 | C | 67.0 | 1.0 | 352 | 5 | A |
| | | | SB | PM | 24.0 | 3.0 | 6,074 | 84 | F | 30.0 | 1.0 | 2,731 | 91 | F |
| 40 | US 101 | from North First Street to Old Bayshore Highway | SB | AM | 67.0 | 3.0 | 4,248 | 21 | C | 67.0 | 1.0 | 282 | 4 | A |
| | | | SB | PM | 6.0 | 3.0 | 3,539 | 197 | F | 20.0 | 1.0 | 2,701 | 135 | F |
| 41 | US 101 | from Old Bayshore Highway to I-880 | SB | AM | 67.0 | 3.0 | 5,501 | 27 | D | 67.0 | 1.0 | 484 | 7 | A |
| | | | SB | PM | 6.0 | 3.0 | 3,956 | 220 | F | 20.0 | 1.0 | 2,282 | 114 | F |
| 42 | US 101 | from I-880 to Oakland Road | SB | AM | 67.0 | 3.0 | 5,674 | 28 | D | 67.0 | 1.0 | 544 | 8 | A |
| | | | SB | PM | 12.0 | 3.0 | 4,722 | 131 | F | 30.0 | 1.0 | 2,792 | 93 | F |

Downtown Freeway LOS - 2040 Existing General Plan

| # | Freeway | Segment | Direction | Peak Hour | 2040 Existing General Plan | | | | | | | | | |
|----|---------|---|-----------|-----------|----------------------------|-------------------------|--------|------------|-----|---------------------------|---------------------------|--------|------------|-----|
| | | | | | Mixed-Flow Lane | | | | | HOV Lane | | | | |
| | | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume | Density | LOS | Avg. Speed ^{1,2} | # of Lanes ^{1,3} | Volume | Density | LOS |
| 43 | US 101 | from Oakland Road to McKee Road | SB | AM | 67.0 | 3.0 | 5,362 | 27 | D | 67.0 | 1.0 | 344 | 5 | A |
| | | | SB | PM | 36.0 | 3.0 | 6,674 | 62 | F | 70.0 | 1.0 | 3,002 | 43 | D |
| 44 | US 101 | from McKee Road to Santa Clara Street | SB | AM | 66.0 | 3.0 | 5,281 | 27 | D | 67.0 | 1.0 | 670 | 10 | A |
| | | | SB | PM | 40.0 | 3.0 | 6,873 | 57 | E | 50.0 | 1.0 | 2,426 | 49 | E |
| 45 | US 101 | from Santa Clara Street to I-280 | SB | AM | 67.0 | 3.0 | 5,218 | 26 | C | 67.0 | 1.0 | 364 | 5 | A |
| | | | SB | PM | 39.0 | 3.0 | 7,018 | 60 | F | 60.0 | 1.0 | 2,470 | 41 | D |
| 46 | US 101 | from I-280 to Story Road | SB | AM | 67.0 | 3.0 | 4,564 | 23 | C | 67.0 | 1.0 | 596 | 9 | A |
| | | | SB | PM | 65.0 | 3.0 | 6,324 | 32 | D | 70.0 | 1.0 | 2,565 | 37 | D |
| 47 | I-880 | from Montague Expressway to East Brokaw Road | SB | AM | 17.0 | 3.0 | 6,264 | 123 | F | 66.0 | 1.0 | 2,160 | 33 | D |
| | | | SB | PM | 19.0 | 3.0 | 5,674 | 100 | F | 60.0 | 1.0 | 2,538 | 42 | D |
| 48 | I-880 | from East Brokaw Road to US 101 | SB | AM | 16.0 | 3.0 | 5,803 | 121 | F | 27.0 | 1.0 | 2,593 | 96 | F |
| | | | SB | PM | 24.0 | 3.0 | 6,293 | 87 | F | 60.0 | 1.0 | 2,978 | 50 | E |
| 49 | I-880 | from US 101 to North First Street | SB | AM | 15.0 | 3.0 | 4,623 | 103 | F | 55.0 | 1.0 | 1,909 | 35 | D |
| | | | SB | PM | 29.0 | 3.0 | 6,249 | 72 | F | 55.0 | 1.0 | 1,883 | 34 | D |
| 50 | I-880 | from North First Street to SR 87 | SB | AM | 22.0 | 3.0 | 5,725 | 87 | F | 55.0 | 1.0 | 2,133 | 39 | D |
| | | | SB | PM | 22.0 | 3.0 | 6,177 | 94 | F | 55.0 | 1.0 | 2,173 | 40 | D |
| 51 | I-880 | from SR 87 to Coleman Avenue | SB | AM | 22.0 | 3.0 | 5,725 | 87 | F | 55.0 | 1.0 | 2,133 | 39 | D |
| | | | SB | PM | 22.0 | 3.0 | 6,177 | 94 | F | 55.0 | 1.0 | 2,173 | 40 | D |
| 52 | I-880 | from Coleman Avenue to The Alameda | SB | AM | 65.0 | 3.0 | 6,631 | 34 | D | 55.0 | 1.0 | 1,866 | 34 | D |
| | | | SB | PM | 18.0 | 3.0 | 5,744 | 106 | F | 55.0 | 1.0 | 1,973 | 36 | D |
| 53 | I-880 | from The Alameda to North Bascom Avenue | SB | AM | 65.0 | 3.0 | 6,304 | 32 | D | 55.0 | 1.0 | 1,589 | 29 | D |
| | | | SB | PM | 36.0 | 3.0 | 6,788 | 63 | F | 55.0 | 1.0 | 1,904 | 35 | D |
| 54 | I-880 | from North Bascom Avenue to Stevens Creek Boulevard | SB | AM | 28.0 | 3.0 | 6,157 | 73 | F | 55.0 | 1.0 | 1,655 | 30 | D |
| | | | SB | PM | 48.0 | 3.0 | 6,859 | 48 | E | 55.0 | 1.0 | 1,927 | 35 | D |
| 55 | I-880 | from Stevens Creek Boulevard to I-280 | SB | AM | 66.0 | 3.0 | 4,832 | 24 | C | 55.0 | 1.0 | 1,446 | 26 | C |
| | | | SB | PM | 66.0 | 3.0 | 5,178 | 26 | C | 55.0 | 1.0 | 1,704 | 31 | D |
| 56 | I-680 | from McKee Road to Alum Rock Avenue | SB | AM | 17.0 | 4.0 | 8,114 | 119 | F | 55.0 | 1.0 | 1,864 | 34 | D |
| | | | SB | PM | 37.0 | 4.0 | 9,482 | 64 | F | 55.0 | 1.0 | 1,500 | 27 | D |
| 57 | I-680 | from Alum Rock Avenue to Capitol Expressway | SB | AM | 13.0 | 4.0 | 7,386 | 142 | F | 55.0 | 1.0 | 1,864 | 34 | D |
| | | | SB | PM | 65.0 | 4.0 | 8,938 | 34 | D | 55.0 | 1.0 | 1,500 | 27 | D |
| 58 | I-680 | from Capitol Expressway to King Road | SB | AM | 10.0 | 4.0 | 6,846 | 171 | F | 55.0 | 1.0 | 2,059 | 37 | D |
| | | | SB | PM | 66.0 | 4.0 | 9,009 | 34 | D | 55.0 | 1.0 | 1,636 | 30 | D |
| 59 | I-680 | from King Road to US 101 | SB | AM | 13.0 | 4.0 | 6,462 | 124 | F | 55.0 | 1.0 | 1,808 | 33 | D |
| | | | SB | PM | 66.0 | 4.0 | 8,009 | 30 | D | 55.0 | 1.0 | 1,677 | 30 | D |
| 60 | I-280 | from US 101 to McLaughlin Avenue | WB | AM | 11.0 | 4.0 | 5,932 | 135 | F | 55.0 | 1.0 | 1,808 | 33 | D |
| | | | WB | PM | 66.0 | 4.0 | 8,009 | 30 | D | 55.0 | 1.0 | 1,677 | 30 | D |
| 61 | I-280 | from McLaughlin Avenue to Tenth Street | WB | AM | 18.0 | 4.0 | 7,096 | 99 | F | 55.0 | 1.0 | 2,273 | 41 | D |
| | | | WB | PM | 65.0 | 4.0 | 9,132 | 35 | D | 55.0 | 1.0 | 1,852 | 34 | D |
| 62 | I-280 | from Tenth Street to SR 87 | WB | AM | 20.0 | 4.0 | 7,454 | 93 | F | 55.0 | 1.0 | 2,139 | 39 | D |
| | | | WB | PM | 61.0 | 4.0 | 9,484 | 39 | D | 55.0 | 1.0 | 1,582 | 29 | D |
| 63 | I-280 | from SR 87 to Bird Avenue | WB | AM | 13.0 | 4.0 | 5,535 | 106 | F | 55.0 | 1.0 | 1,872 | 34 | D |
| | | | WB | PM | 19.0 | 4.0 | 7,136 | 94 | F | 55.0 | 1.0 | 1,248 | 23 | C |
| 64 | I-280 | from Bird Avenue to Meridian Avenue | WB | AM | 13.0 | 4.0 | 6,090 | 117 | F | 55.0 | 1.0 | 2,060 | 37 | D |
| | | | WB | PM | 57.0 | 4.0 | 9,964 | 44 | D | 55.0 | 1.0 | 1,896 | 34 | D |
| 65 | I-280 | from Meridian Avenue to I-880 | WB | AM | 10.0 | 3.0 | 5,561 | 185 | F | 13.0 | 1.0 | 1,936 | 149 | F |
| | | | WB | PM | 66.0 | 3.0 | 7,237 | 37 | D | 70.0 | 1.0 | 1,012 | 14 | B |
| 66 | I-280 | from I-880 to Winchester Boulevard | WB | AM | 12.0 | 3.0 | 4,183 | 116 | F | 15.0 | 1.0 | 2,060 | 137 | F |
| | | | WB | PM | 51.0 | 3.0 | 7,176 | 47 | E | 70.0 | 1.0 | 1,938 | 28 | D |
| 67 | I-280 | from Winchester Boulevard to Saratoga Avenue | WB | AM | 17.0 | 3.0 | 5,152 | 101 | F | 20.0 | 1.0 | 2,191 | 110 | F |
| | | | WB | PM | 55.0 | 3.0 | 7,517 | 46 | D | 70.0 | 1.0 | 1,603 | 23 | C |
| 68 | SR 87 | from US 101 to Skyport Drive | SB | AM | 66.0 | 2.0 | 4,266 | 32 | D | 67.0 | 1.0 | 753 | 11 | A |
| | | | SB | PM | 14.0 | 2.0 | 3,716 | 133 | F | 70.0 | 1.0 | 3,528 | 50 | E |
| 69 | SR 87 | from Skyport Drive to Taylor Street | SB | AM | 66.0 | 2.0 | 4,456 | 34 | D | 67.0 | 1.0 | 412 | 6 | A |
| | | | SB | PM | 14.0 | 2.0 | 3,538 | 126 | F | 70.0 | 1.0 | 2,515 | 36 | D |
| 70 | SR 87 | from Taylor Street to Coleman Street | SB | AM | 66.0 | 2.0 | 4,219 | 32 | D | 67.0 | 1.0 | 544 | 8 | A |
| | | | SB | PM | 16.0 | 2.0 | 3,638 | 114 | F | 70.0 | 1.0 | 2,893 | 41 | D |
| 71 | SR 87 | from Coleman Avenue to Julian Street | SB | AM | 66.0 | 2.0 | 4,219 | 32 | D | 67.0 | 1.0 | 544 | 8 | A |
| | | | SB | PM | 16.0 | 2.0 | 3,638 | 114 | F | 70.0 | 1.0 | 2,893 | 41 | D |
| 72 | SR 87 | from Julian Street to I-280 | SB | AM | 67.0 | 2.0 | 3,062 | 23 | C | 67.0 | 1.0 | 538 | 8 | A |
| | | | SB | PM | 27.0 | 2.0 | 4,968 | 92 | F | 70.0 | 1.0 | 2,858 | 41 | D |
| 73 | SR 87 | from I-280 to Alma Avenue | SB | AM | 67.0 | 2.0 | 2,432 | 18 | B | 67.0 | 1.0 | 919 | 14 | B |
| | | | SB | PM | 20.0 | 2.0 | 3,554 | 89 | F | 40.0 | 1.0 | 2,310 | 58 | E |
| 74 | SR 87 | from Alma Avenue to Almaden Avenue | SB | AM | 66.0 | 2.0 | 4,268 | 32 | D | 67.0 | 1.0 | 827 | 12 | B |
| | | | SB | PM | 21.0 | 2.0 | 3,701 | 88 | F | 50.0 | 1.0 | 2,651 | 53 | E |
| 75 | SR 87 | from Almaden Avenue to Curtner Avenue | SB | AM | 66.0 | 2.0 | 3,273 | 25 | C | 67.0 | 1.0 | 830 | 12 | B |
| | | | SB | PM | 45.0 | 2.0 | 4,641 | 52 | E | 70.0 | 1.0 | 2,666 | 38 | D |
| 76 | SR 87 | from Curtner Avenue to Capitol Expressway | SB | AM | 67.0 | 2.0 | 2,983 | 22 | C | 67.0 | 1.0 | 616 | 9 | A |
| | | | SB | PM | 51.0 | 2.0 | 4,766 | 47 | E | 70.0 | 1.0 | 2,177 | 31 | D |

¹Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

²The average speed for future HOV lanes were assumed to be 55 mph.

³Future HOV number of lanes were obtained from travel demand forecasting model.

Entries denoted in bold indicate unacceptable LOS F conditions.

Downtown Freeway LOS - 2040 Amended General Plan

| # | Freeway | Segment | Direction | Peak Hour | 2040 Amended General Plan | | | | | | | | | |
|----|---------|--|-----------|-----------|---------------------------|-------------------------|--------|---------|-----|---------------------------|---------------------------|--------|---------|-----|
| | | | | | Mixed-Flow Lane | | | | | HOV Lane | | | | |
| | | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume | Density | LOS | Avg. Speed ^{1,2} | # of Lanes ^{1,3} | Volume | Density | LOS |
| 1 | SR 87 | from Capitol Expressway to Curtner Avenue | NB | AM | 11.0 | 2.0 | 2,860 | 130 | F | 14.0 | 1.0 | 1,708 | 122 | F |
| | | | NB | PM | 65.0 | 2.0 | 4,372 | 34 | D | 70.0 | 1.0 | 727 | 10 | A |
| 2 | SR 87 | from Curtner Avenue to Almaden Road | NB | AM | 12.0 | 2.0 | 2,803 | 117 | F | 21.0 | 1.0 | 2,015 | 96 | F |
| | | | NB | PM | 65.0 | 2.0 | 4,443 | 34 | D | 70.0 | 1.0 | 1,502 | 21 | C |
| 3 | SR 87 | from Almaden Road to Alma Avenue | NB | AM | 35.0 | 2.0 | 4,350 | 62 | F | 43.0 | 1.0 | 2,433 | 57 | E |
| | | | NB | PM | 47.0 | 2.0 | 4,792 | 51 | E | 70.0 | 1.0 | 1,292 | 18 | B |
| 4 | SR 87 | from Alma Avenue to I-280 | NB | AM | 62.0 | 2.0 | 4,835 | 39 | D | 66.0 | 1.0 | 2,169 | 33 | D |
| | | | NB | PM | 52.0 | 2.0 | 4,853 | 47 | E | 70.0 | 1.0 | 1,279 | 18 | B |
| 5 | SR 87 | from I-280 to Julian Street | NB | AM | 16.0 | 2.0 | 3,127 | 98 | F | 25.0 | 1.0 | 2,184 | 87 | F |
| | | | NB | PM | 67.0 | 2.0 | 2,383 | 18 | B | 70.0 | 1.0 | 770 | 11 | A |
| 6 | SR 87 | from Julian Street to Coleman Avenue | NB | AM | 13.0 | 2.0 | 2,872 | 110 | F | 31.0 | 1.0 | 2,487 | 80 | F |
| | | | NB | PM | 63.0 | 2.0 | 5,408 | 43 | D | 70.0 | 1.0 | 910 | 13 | B |
| 7 | SR 87 | from Coleman Street to Taylor Street | NB | AM | 13.0 | 2.0 | 2,872 | 110 | F | 31.0 | 1.0 | 2,487 | 80 | F |
| | | | NB | PM | 63.0 | 2.0 | 5,408 | 43 | D | 70.0 | 1.0 | 910 | 13 | B |
| 8 | SR 87 | from Taylor Street to Skyport Drive | NB | AM | 32.0 | 2.0 | 4,535 | 71 | F | 61.0 | 1.0 | 2,866 | 47 | E |
| | | | NB | PM | 67.0 | 2.0 | 3,468 | 26 | C | 70.0 | 1.0 | 337 | 5 | A |
| 9 | SR 87 | from Skyport Drive to US 101 | NB | AM | 8.0 | 2.0 | 2,794 | 175 | F | 13.0 | 1.0 | 1,994 | 153 | F |
| | | | NB | PM | 66.0 | 2.0 | 4,103 | 31 | D | 70.0 | 1.0 | 880 | 13 | B |
| 10 | I-280 | from Saratoga Avenue to Winchester Boulevard | EB | AM | 63.0 | 3.0 | 7,153 | 38 | D | 67.0 | 1.0 | 1,545 | 23 | C |
| | | | EB | PM | 15.0 | 3.0 | 4,956 | 110 | F | 40.0 | 1.0 | 3,081 | 77 | F |
| 11 | I-280 | from Winchester Boulevard to I-880 | EB | AM | 66.0 | 3.0 | 5,425 | 27 | D | 67.0 | 1.0 | 1,672 | 25 | C |
| | | | EB | PM | 14.0 | 3.0 | 5,074 | 121 | F | 30.0 | 1.0 | 2,838 | 95 | F |
| 12 | I-280 | from I-880 to Meridian Avenue | EB | AM | 66.0 | 3.0 | 6,560 | 33 | D | 67.0 | 1.0 | 955 | 14 | B |
| | | | EB | PM | 13.0 | 3.0 | 5,832 | 150 | F | 30.0 | 1.0 | 3,207 | 107 | F |
| 13 | I-280 | from Meridian Avenue to Bird Avenue | EB | AM | 47.0 | 4.0 | 9,601 | 51 | E | 55.0 | 1.0 | 1,253 | 23 | C |
| | | | EB | PM | 13.0 | 4.0 | 6,540 | 126 | F | 55.0 | 1.0 | 1,961 | 36 | D |
| 14 | I-280 | from Bird Avenue to SR 87 | EB | AM | 66.0 | 4.0 | 6,197 | 23 | C | 55.0 | 1.0 | 536 | 10 | A |
| | | | EB | PM | 22.0 | 4.0 | 7,276 | 83 | F | 55.0 | 1.0 | 1,749 | 32 | D |
| 15 | I-280 | from SR 87 to Tenth Street | EB | AM | 67.0 | 4.0 | 5,714 | 21 | C | 55.0 | 1.0 | 697 | 13 | B |
| | | | EB | PM | 28.0 | 4.0 | 8,804 | 79 | F | 55.0 | 1.0 | 1,906 | 35 | D |
| 16 | I-280 | from Tenth Street to McLaughlin Avenue | EB | AM | 66.0 | 4.0 | 7,310 | 28 | D | 55.0 | 1.0 | 705 | 13 | B |
| | | | EB | PM | 50.0 | 4.0 | 9,823 | 49 | E | 55.0 | 1.0 | 2,155 | 39 | D |
| 17 | I-280 | from McLaughlin Avenue to US 101 | EB | AM | 67.0 | 4.0 | 6,065 | 23 | C | 55.0 | 1.0 | 698 | 13 | B |
| | | | EB | PM | 62.0 | 4.0 | 9,622 | 39 | D | 55.0 | 1.0 | 1,986 | 36 | D |
| 18 | I-680 | from US 101 to King Road | NB | AM | 66.0 | 4.0 | 8,020 | 30 | D | 55.0 | 1.0 | 698 | 13 | B |
| | | | NB | PM | 65.0 | 4.0 | 9,065 | 35 | D | 55.0 | 1.0 | 1,986 | 36 | D |
| 19 | I-680 | from King Road to Capitol Expressway | NB | AM | 21.0 | 4.0 | 7,648 | 91 | F | 55.0 | 1.0 | 737 | 13 | B |
| | | | NB | PM | 64.0 | 4.0 | 10,072 | 39 | D | 55.0 | 1.0 | 1,820 | 33 | D |
| 20 | I-680 | from Capitol Expressway to Alum Rock Avenue | NB | AM | 19.0 | 4.0 | 7,302 | 96 | F | 55.0 | 1.0 | 426 | 8 | A |
| | | | NB | PM | 66.0 | 4.0 | 8,211 | 31 | D | 55.0 | 1.0 | 1,686 | 31 | D |
| 21 | I-680 | from Alum Rock Avenue to McKee Road | NB | AM | 26.0 | 4.0 | 8,103 | 78 | F | 55.0 | 1.0 | 426 | 8 | A |
| | | | NB | PM | 66.0 | 4.0 | 8,202 | 31 | D | 55.0 | 1.0 | 1,686 | 31 | D |
| 22 | I-880 | from I-280 to Stevens Creek Boulevard | NB | AM | 15.0 | 3.0 | 4,410 | 98 | F | 55.0 | 1.0 | 1,599 | 29 | D |
| | | | NB | PM | 67.0 | 3.0 | 2,360 | 12 | B | 55.0 | 1.0 | 1,463 | 27 | D |
| 23 | I-880 | from Stevens Creek Boulevard to North Bascom Avenue | NB | AM | 10.0 | 3.0 | 3,961 | 132 | F | 55.0 | 1.0 | 1,480 | 27 | D |
| | | | NB | PM | 22.0 | 3.0 | 5,454 | 83 | F | 55.0 | 1.0 | 1,605 | 29 | D |
| 24 | I-880 | from North Bascom Avenue to The Alameda | NB | AM | 27.0 | 3.0 | 5,730 | 71 | F | 55.0 | 1.0 | 1,666 | 30 | D |
| | | | NB | PM | 14.0 | 3.0 | 4,702 | 112 | F | 55.0 | 1.0 | 1,715 | 31 | D |
| 25 | I-880 | from The Alameda to Coleman Avenue | NB | AM | 15.0 | 3.0 | 4,906 | 109 | F | 55.0 | 1.0 | 1,518 | 28 | D |
| | | | NB | PM | 8.0 | 3.0 | 3,555 | 148 | F | 55.0 | 1.0 | 1,917 | 35 | D |
| 26 | I-880 | from Coleman Avenue to SR 87 | NB | AM | 19.0 | 3.0 | 5,521 | 97 | F | 55.0 | 1.0 | 1,623 | 30 | D |
| | | | NB | PM | 17.0 | 3.0 | 5,318 | 104 | F | 55.0 | 1.0 | 2,190 | 40 | D |
| 27 | I-880 | from SR 87 to North First Street | NB | AM | 19.0 | 3.0 | 5,521 | 97 | F | 55.0 | 1.0 | 1,623 | 30 | D |
| | | | NB | PM | 17.0 | 3.0 | 5,318 | 104 | F | 55.0 | 1.0 | 2,190 | 40 | D |
| 28 | I-880 | from North First Street to US 101 | NB | AM | 28.0 | 3.0 | 6,372 | 76 | F | 55.0 | 1.0 | 1,388 | 25 | C |
| | | | NB | PM | 19.0 | 3.0 | 5,313 | 93 | F | 55.0 | 1.0 | 1,907 | 35 | D |
| 29 | I-880 | from US 101 to East Brokaw Road | NB | AM | 45.0 | 3.0 | 7,110 | 53 | E | 67.0 | 1.0 | 1,072 | 16 | B |
| | | | NB | PM | 65.0 | 3.0 | 7,692 | 39 | D | 70.0 | 1.0 | 1,939 | 28 | D |
| 30 | I-880 | from East Brokaw Road to Montague Expressway | NB | AM | 66.0 | 3.0 | 5,235 | 26 | C | 67.0 | 1.0 | 1,256 | 19 | C |
| | | | NB | PM | 66.0 | 3.0 | 6,346 | 32 | D | 70.0 | 1.0 | 1,667 | 24 | C |
| 31 | US 101 | from Story Road to I-280 | NB | AM | 18.0 | 3.0 | 5,154 | 95 | F | 19.0 | 1.0 | 1,888 | 99 | F |
| | | | NB | PM | 67.0 | 3.0 | 3,840 | 19 | C | 70.0 | 1.0 | 681 | 10 | A |
| 32 | US 101 | from I-280 to Santa Clara Street | NB | AM | 9.0 | 3.0 | 3,879 | 144 | F | 9.0 | 1.0 | 1,471 | 163 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,121 | 26 | C | 70.0 | 1.0 | 840 | 12 | B |
| 33 | US 101 | from Santa Clara Street to McKee Road | NB | AM | 11.0 | 3.0 | 3,987 | 121 | F | 15.0 | 1.0 | 1,664 | 111 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,166 | 26 | C | 70.0 | 1.0 | 700 | 10 | A |
| 34 | US 101 | from McKee Road to Oakland Road | NB | AM | 11.0 | 3.0 | 4,172 | 126 | F | 18.0 | 1.0 | 1,774 | 99 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,838 | 29 | D | 70.0 | 1.0 | 490 | 7 | A |
| 35 | US 101 | from Oakland Road to I-880 | NB | AM | 12.0 | 3.0 | 4,665 | 130 | F | 14.0 | 1.0 | 1,819 | 130 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,762 | 29 | D | 70.0 | 1.0 | 419 | 6 | A |
| 36 | US 101 | from I-880 to Old Bayshore Highway | NB | AM | 8.0 | 3.0 | 4,122 | 172 | F | 15.0 | 1.0 | 1,889 | 126 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,730 | 24 | C | 70.0 | 1.0 | 909 | 13 | B |
| 37 | US 101 | from Old Bayshore Highway to North First Street | NB | AM | 9.0 | 3.0 | 4,605 | 171 | F | 12.0 | 1.0 | 1,789 | 149 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,416 | 22 | C | 70.0 | 1.0 | 905 | 13 | B |
| 38 | US 101 | from North First Street to Guadalupe Parkway (SR 87) | NB | AM | 12.0 | 3.0 | 4,471 | 124 | F | 11.0 | 1.0 | 1,699 | 154 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,831 | 24 | C | 70.0 | 1.0 | 975 | 14 | B |
| 39 | US 101 | from Guadalupe Parkway (SR 87) to North First Street | SB | AM | 67.0 | 3.0 | 4,558 | 23 | C | 67.0 | 1.0 | 357 | 5 | A |
| | | | SB | PM | 24.0 | 3.0 | 6,067 | 84 | F | 30.0 | 1.0 | 2,727 | 91 | F |
| 40 | US 101 | from North First Street to Old Bayshore Highway | SB | AM | 67.0 | 3.0 | 4,241 | 21 | C | 67.0 | 1.0 | 287 | 4 | A |
| | | | SB | PM | 6.0 | 3.0 | 3,508 | 195 | F | 20.0 | 1.0 | 2,697 | 135 | F |
| 41 | US 101 | from Old Bayshore Highway to I-880 | SB | AM | 67.0 | 3.0 | 5,522 | 27 | D | 67.0 | 1.0 | 469 | 7 | A |
| | | | SB | PM | 6.0 | 3.0 | 3,950 | 219 | F | 20.0 | 1.0 | 2,269 | 113 | F |
| 42 | US 101 | from I-880 to Oakland Road | SB | AM | 67.0 | 3.0 | 5,641 | 28 | D | 67.0 | 1.0 | 529 | 8 | A |
| | | | SB | PM | 12.0 | 3.0 | 4,773 | 133 | F | 30.0 | 1.0 | 2,779 | 93 | F |

Downtown Freeway LOS - 2040 Amended General Plan

| # | Freeway | Segment | Direction | Peak Hour | 2040 Amended General Plan | | | | | | | | | |
|----|---------|---|-----------|-----------|---------------------------|-------------------------|--------|------------|----------|---------------------------|---------------------------|--------|------------|-----|
| | | | | | Mixed-Flow Lane | | | | HOV Lane | | | | | |
| | | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume | Density | LOS | Avg. Speed ^{1,2} | # of Lanes ^{1,3} | Volume | Density | LOS |
| 43 | US 101 | from Oakland Road to McKee Road | SB | AM | 67.0 | 3.0 | 5,314 | 26 | C | 67.0 | 1.0 | 329 | 5 | A |
| | | | SB | PM | 36.0 | 3.0 | 6,738 | 62 | F | 70.0 | 1.0 | 2,989 | 43 | D |
| 44 | US 101 | from McKee Road to Santa Clara Street | SB | AM | 66.0 | 3.0 | 5,228 | 26 | C | 67.0 | 1.0 | 670 | 10 | A |
| | | | SB | PM | 40.0 | 3.0 | 6,721 | 56 | E | 50.0 | 1.0 | 2,465 | 49 | E |
| 45 | US 101 | from Santa Clara Street to I-280 | SB | AM | 67.0 | 3.0 | 5,151 | 26 | C | 67.0 | 1.0 | 320 | 5 | A |
| | | | SB | PM | 39.0 | 3.0 | 7,084 | 61 | F | 60.0 | 1.0 | 2,402 | 40 | D |
| 46 | US 101 | from I-280 to Story Road | SB | AM | 67.0 | 3.0 | 4,465 | 22 | C | 67.0 | 1.0 | 519 | 8 | A |
| | | | SB | PM | 65.0 | 3.0 | 6,346 | 33 | D | 70.0 | 1.0 | 2,585 | 37 | D |
| 47 | I-880 | from Montague Expressway to East Brokaw Road | SB | AM | 17.0 | 3.0 | 6,275 | 123 | F | 66.0 | 1.0 | 2,159 | 33 | D |
| | | | SB | PM | 19.0 | 3.0 | 5,670 | 99 | F | 60.0 | 1.0 | 2,518 | 42 | D |
| 48 | I-880 | from East Brokaw Road to US 101 | SB | AM | 16.0 | 3.0 | 5,825 | 121 | F | 27.0 | 1.0 | 2,601 | 96 | F |
| | | | SB | PM | 24.0 | 3.0 | 6,280 | 87 | F | 60.0 | 1.0 | 2,972 | 50 | E |
| 49 | I-880 | from US 101 to North First Street | SB | AM | 15.0 | 3.0 | 4,636 | 103 | F | 55.0 | 1.0 | 1,916 | 35 | D |
| | | | SB | PM | 29.0 | 3.0 | 6,252 | 72 | F | 55.0 | 1.0 | 1,845 | 34 | D |
| 50 | I-880 | from North First Street to SR 87 | SB | AM | 22.0 | 3.0 | 5,751 | 87 | F | 55.0 | 1.0 | 2,144 | 39 | D |
| | | | SB | PM | 22.0 | 3.0 | 6,139 | 93 | F | 55.0 | 1.0 | 2,178 | 40 | D |
| 51 | I-880 | from SR 87 to Coleman Avenue | SB | AM | 22.0 | 3.0 | 5,751 | 87 | F | 55.0 | 1.0 | 2,144 | 39 | D |
| | | | SB | PM | 22.0 | 3.0 | 6,139 | 93 | F | 55.0 | 1.0 | 2,178 | 40 | D |
| 52 | I-880 | from Coleman Avenue to The Alameda | SB | AM | 65.0 | 3.0 | 6,656 | 34 | D | 55.0 | 1.0 | 1,874 | 34 | D |
| | | | SB | PM | 18.0 | 3.0 | 5,718 | 106 | F | 55.0 | 1.0 | 1,998 | 36 | D |
| 53 | I-880 | from The Alameda to North Bascom Avenue | SB | AM | 65.0 | 3.0 | 6,314 | 32 | D | 55.0 | 1.0 | 1,594 | 29 | D |
| | | | SB | PM | 36.0 | 3.0 | 6,731 | 62 | F | 55.0 | 1.0 | 1,882 | 34 | D |
| 54 | I-880 | from North Bascom Avenue to Stevens Creek Boulevard | SB | AM | 28.0 | 3.0 | 6,190 | 74 | F | 55.0 | 1.0 | 1,663 | 30 | D |
| | | | SB | PM | 48.0 | 3.0 | 6,936 | 48 | E | 55.0 | 1.0 | 1,898 | 35 | D |
| 55 | I-880 | from Stevens Creek Boulevard to I-280 | SB | AM | 66.0 | 3.0 | 4,854 | 25 | C | 55.0 | 1.0 | 1,458 | 27 | D |
| | | | SB | PM | 66.0 | 3.0 | 5,194 | 26 | C | 55.0 | 1.0 | 1,721 | 31 | D |
| 56 | I-680 | from McKee Road to Alum Rock Avenue | SB | AM | 17.0 | 4.0 | 8,124 | 119 | F | 55.0 | 1.0 | 1,863 | 34 | D |
| | | | SB | PM | 37.0 | 4.0 | 9,466 | 64 | F | 55.0 | 1.0 | 1,538 | 28 | D |
| 57 | I-680 | from Alum Rock Avenue to Capitol Expressway | SB | AM | 13.0 | 4.0 | 7,340 | 141 | F | 55.0 | 1.0 | 1,863 | 34 | D |
| | | | SB | PM | 65.0 | 4.0 | 8,914 | 34 | D | 55.0 | 1.0 | 1,538 | 28 | D |
| 58 | I-680 | from Capitol Expressway to King Road | SB | AM | 10.0 | 4.0 | 6,812 | 170 | F | 55.0 | 1.0 | 2,051 | 37 | D |
| | | | SB | PM | 66.0 | 4.0 | 9,112 | 35 | D | 55.0 | 1.0 | 1,611 | 29 | D |
| 59 | I-680 | from King Road to US 101 | SB | AM | 13.0 | 4.0 | 6,450 | 124 | F | 55.0 | 1.0 | 1,805 | 33 | D |
| | | | SB | PM | 66.0 | 4.0 | 8,078 | 31 | D | 55.0 | 1.0 | 1,665 | 30 | D |
| 60 | I-280 | from US 101 to McLaughlin Avenue | WB | AM | 11.0 | 4.0 | 5,920 | 135 | F | 55.0 | 1.0 | 1,805 | 33 | D |
| | | | WB | PM | 66.0 | 4.0 | 8,078 | 31 | D | 55.0 | 1.0 | 1,665 | 30 | D |
| 61 | I-280 | from McLaughlin Avenue to Tenth Street | WB | AM | 18.0 | 4.0 | 7,125 | 99 | F | 55.0 | 1.0 | 2,282 | 41 | D |
| | | | WB | PM | 65.0 | 4.0 | 9,114 | 35 | D | 55.0 | 1.0 | 1,854 | 34 | D |
| 62 | I-280 | from Tenth Street to SR 87 | WB | AM | 20.0 | 4.0 | 7,455 | 93 | F | 55.0 | 1.0 | 2,141 | 39 | D |
| | | | WB | PM | 61.0 | 4.0 | 9,557 | 39 | D | 55.0 | 1.0 | 1,568 | 29 | D |
| 63 | I-280 | from SR 87 to Bird Avenue | WB | AM | 13.0 | 4.0 | 5,749 | 111 | F | 55.0 | 1.0 | 1,895 | 34 | D |
| | | | WB | PM | 19.0 | 4.0 | 7,126 | 94 | F | 55.0 | 1.0 | 1,228 | 22 | C |
| 64 | I-280 | from Bird Avenue to Meridian Avenue | WB | AM | 13.0 | 4.0 | 6,180 | 119 | F | 55.0 | 1.0 | 2,068 | 38 | D |
| | | | WB | PM | 57.0 | 4.0 | 9,970 | 44 | D | 55.0 | 1.0 | 1,867 | 34 | D |
| 65 | I-280 | from Meridian Avenue to I-880 | WB | AM | 10.0 | 3.0 | 5,658 | 189 | F | 13.0 | 1.0 | 1,902 | 146 | F |
| | | | WB | PM | 66.0 | 3.0 | 7,202 | 36 | D | 70.0 | 1.0 | 996 | 14 | B |
| 66 | I-280 | from I-880 to Winchester Boulevard | WB | AM | 12.0 | 3.0 | 4,224 | 117 | F | 15.0 | 1.0 | 2,073 | 138 | F |
| | | | WB | PM | 51.0 | 3.0 | 7,092 | 46 | D | 70.0 | 1.0 | 1,925 | 28 | D |
| 67 | I-280 | from Winchester Boulevard to Saratoga Avenue | WB | AM | 17.0 | 3.0 | 5,226 | 102 | F | 20.0 | 1.0 | 2,220 | 111 | F |
| | | | WB | PM | 55.0 | 3.0 | 7,305 | 44 | D | 70.0 | 1.0 | 1,640 | 23 | C |
| 68 | SR 87 | from US 101 to Skyport Drive | SB | AM | 66.0 | 2.0 | 4,281 | 32 | D | 67.0 | 1.0 | 734 | 11 | A |
| | | | SB | PM | 14.0 | 2.0 | 3,721 | 133 | F | 70.0 | 1.0 | 3,494 | 50 | E |
| 69 | SR 87 | from Skyport Drive to Taylor Street | SB | AM | 66.0 | 2.0 | 4,435 | 34 | D | 67.0 | 1.0 | 438 | 7 | A |
| | | | SB | PM | 14.0 | 2.0 | 3,533 | 126 | F | 70.0 | 1.0 | 2,546 | 36 | D |
| 70 | SR 87 | from Taylor Street to Coleman Street | SB | AM | 66.0 | 2.0 | 4,184 | 32 | D | 67.0 | 1.0 | 564 | 8 | A |
| | | | SB | PM | 16.0 | 2.0 | 3,781 | 118 | F | 70.0 | 1.0 | 2,807 | 40 | D |
| 71 | SR 87 | from Coleman Avenue to Julian Street | SB | AM | 66.0 | 2.0 | 4,184 | 32 | D | 67.0 | 1.0 | 564 | 8 | A |
| | | | SB | PM | 16.0 | 2.0 | 3,781 | 118 | F | 70.0 | 1.0 | 2,807 | 40 | D |
| 72 | SR 87 | from Julian Street to I-280 | SB | AM | 67.0 | 2.0 | 3,093 | 23 | C | 67.0 | 1.0 | 570 | 9 | A |
| | | | SB | PM | 27.0 | 2.0 | 5,040 | 93 | F | 70.0 | 1.0 | 2,878 | 41 | D |
| 73 | SR 87 | from I-280 to Alma Avenue | SB | AM | 67.0 | 2.0 | 2,430 | 18 | B | 67.0 | 1.0 | 929 | 14 | B |
| | | | SB | PM | 20.0 | 2.0 | 3,568 | 89 | F | 40.0 | 1.0 | 2,313 | 58 | E |
| 74 | SR 87 | from Alma Avenue to Almaden Avenue | SB | AM | 66.0 | 2.0 | 4,240 | 32 | D | 67.0 | 1.0 | 785 | 12 | B |
| | | | SB | PM | 21.0 | 2.0 | 3,726 | 89 | F | 50.0 | 1.0 | 2,674 | 53 | E |
| 75 | SR 87 | from Almaden Avenue to Curtner Avenue | SB | AM | 66.0 | 2.0 | 3,236 | 25 | C | 67.0 | 1.0 | 818 | 12 | B |
| | | | SB | PM | 45.0 | 2.0 | 4,655 | 52 | E | 70.0 | 1.0 | 2,697 | 39 | D |
| 76 | SR 87 | from Curtner Avenue to Capitol Expressway | SB | AM | 67.0 | 2.0 | 2,899 | 22 | C | 67.0 | 1.0 | 594 | 9 | A |
| | | | SB | PM | 51.0 | 2.0 | 4,800 | 47 | E | 70.0 | 1.0 | 2,206 | 32 | D |

¹Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

²The average speed for future HOV lanes were assumed to be 55 mph.

³Future HOV number of lanes were obtained from travel demand forecasting model.

Entries denoted in bold indicate unacceptable LOS F conditions.

Downtown Freeway LOS - 2040 Alternative 1 General Plan

| # | Freeway | Segment | Direction | Peak Hour | 2040 Alternative 1 General Plan | | | | | | | | | |
|----|---------|--|-----------|-----------|---------------------------------|-------------------------|--------|---------|-----|---------------------------|---------------------------|--------|---------|-----|
| | | | | | Mixed-Flow Lane | | | | | HOV Lane | | | | |
| | | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume | Density | LOS | Avg. Speed ^{1,2} | # of Lanes ^{1,3} | Volume | Density | LOS |
| 1 | SR 87 | from Capitol Expressway to Curtner Avenue | NB | AM | 11.0 | 2.0 | 2,865 | 130 | F | 14.0 | 1.0 | 1,704 | 122 | F |
| | | | NB | PM | 65.0 | 2.0 | 4,398 | 34 | D | 70.0 | 1.0 | 721 | 10 | A |
| 2 | SR 87 | from Curtner Avenue to Almaden Road | NB | AM | 12.0 | 2.0 | 2,799 | 117 | F | 21.0 | 1.0 | 2,003 | 95 | F |
| | | | NB | PM | 65.0 | 2.0 | 4,446 | 34 | D | 70.0 | 1.0 | 1,467 | 21 | C |
| 3 | SR 87 | from Almaden Road to Alma Avenue | NB | AM | 35.0 | 2.0 | 4,337 | 62 | F | 43.0 | 1.0 | 2,443 | 57 | E |
| | | | NB | PM | 47.0 | 2.0 | 4,800 | 51 | E | 70.0 | 1.0 | 1,262 | 18 | B |
| 4 | SR 87 | from Alma Avenue to I-280 | NB | AM | 62.0 | 2.0 | 4,964 | 40 | D | 66.0 | 1.0 | 2,148 | 33 | D |
| | | | NB | PM | 52.0 | 2.0 | 4,875 | 47 | E | 70.0 | 1.0 | 1,252 | 18 | B |
| 5 | SR 87 | from I-280 to Julian Street | NB | AM | 16.0 | 2.0 | 3,034 | 95 | F | 25.0 | 1.0 | 2,247 | 90 | F |
| | | | NB | PM | 67.0 | 2.0 | 2,393 | 18 | B | 70.0 | 1.0 | 770 | 11 | A |
| 6 | SR 87 | from Julian Street to Coleman Avenue | NB | AM | 13.0 | 2.0 | 2,853 | 110 | F | 31.0 | 1.0 | 2,528 | 82 | F |
| | | | NB | PM | 63.0 | 2.0 | 5,379 | 43 | D | 70.0 | 1.0 | 910 | 13 | B |
| 7 | SR 87 | from Coleman Street to Taylor Street | NB | AM | 13.0 | 2.0 | 2,853 | 110 | F | 31.0 | 1.0 | 2,528 | 82 | F |
| | | | NB | PM | 63.0 | 2.0 | 5,379 | 43 | D | 70.0 | 1.0 | 910 | 13 | B |
| 8 | SR 87 | from Taylor Street to Skyport Drive | NB | AM | 32.0 | 2.0 | 4,527 | 71 | F | 61.0 | 1.0 | 2,867 | 47 | E |
| | | | NB | PM | 67.0 | 2.0 | 3,424 | 26 | C | 70.0 | 1.0 | 354 | 5 | A |
| 9 | SR 87 | from Skyport Drive to US 101 | NB | AM | 8.0 | 2.0 | 2,769 | 173 | F | 13.0 | 1.0 | 2,033 | 156 | F |
| | | | NB | PM | 66.0 | 2.0 | 4,162 | 32 | D | 70.0 | 1.0 | 780 | 11 | A |
| 10 | I-280 | from Saratoga Avenue to Winchester Boulevard | EB | AM | 63.0 | 3.0 | 7,156 | 38 | D | 67.0 | 1.0 | 1,541 | 23 | C |
| | | | EB | PM | 15.0 | 3.0 | 4,970 | 110 | F | 40.0 | 1.0 | 3,083 | 77 | F |
| 11 | I-280 | from Winchester Boulevard to I-880 | EB | AM | 66.0 | 3.0 | 5,409 | 27 | D | 67.0 | 1.0 | 1,660 | 25 | C |
| | | | EB | PM | 14.0 | 3.0 | 5,071 | 121 | F | 30.0 | 1.0 | 2,853 | 95 | F |
| 12 | I-280 | from I-880 to Meridian Avenue | EB | AM | 66.0 | 3.0 | 6,548 | 33 | D | 67.0 | 1.0 | 964 | 14 | B |
| | | | EB | PM | 13.0 | 3.0 | 5,855 | 150 | F | 30.0 | 1.0 | 3,150 | 105 | F |
| 13 | I-280 | from Meridian Avenue to Bird Avenue | EB | AM | 47.0 | 4.0 | 9,570 | 51 | E | 55.0 | 1.0 | 1,247 | 23 | C |
| | | | EB | PM | 13.0 | 4.0 | 6,616 | 127 | F | 55.0 | 1.0 | 1,973 | 36 | D |
| 14 | I-280 | from Bird Avenue to SR 87 | EB | AM | 66.0 | 4.0 | 6,166 | 23 | C | 55.0 | 1.0 | 542 | 10 | A |
| | | | EB | PM | 22.0 | 4.0 | 7,277 | 83 | F | 55.0 | 1.0 | 1,714 | 31 | D |
| 15 | I-280 | from SR 87 to Tenth Street | EB | AM | 67.0 | 4.0 | 5,711 | 21 | C | 55.0 | 1.0 | 703 | 13 | B |
| | | | EB | PM | 28.0 | 4.0 | 8,823 | 79 | F | 55.0 | 1.0 | 1,875 | 34 | D |
| 16 | I-280 | from Tenth Street to McLaughlin Avenue | EB | AM | 66.0 | 4.0 | 7,301 | 28 | D | 55.0 | 1.0 | 712 | 13 | B |
| | | | EB | PM | 50.0 | 4.0 | 9,844 | 49 | E | 55.0 | 1.0 | 2,152 | 39 | D |
| 17 | I-280 | from McLaughlin Avenue to US 101 | EB | AM | 67.0 | 4.0 | 6,052 | 23 | C | 55.0 | 1.0 | 700 | 13 | B |
| | | | EB | PM | 62.0 | 4.0 | 9,644 | 39 | D | 55.0 | 1.0 | 1,999 | 36 | D |
| 18 | I-680 | from US 101 to King Road | NB | AM | 66.0 | 4.0 | 7,997 | 30 | D | 55.0 | 1.0 | 700 | 13 | B |
| | | | NB | PM | 65.0 | 4.0 | 9,015 | 35 | D | 55.0 | 1.0 | 1,999 | 36 | D |
| 19 | I-680 | from King Road to Capitol Expressway | NB | AM | 21.0 | 4.0 | 7,698 | 92 | F | 55.0 | 1.0 | 726 | 13 | B |
| | | | NB | PM | 64.0 | 4.0 | 10,109 | 39 | D | 55.0 | 1.0 | 1,813 | 33 | D |
| 20 | I-680 | from Capitol Expressway to Alum Rock Avenue | NB | AM | 19.0 | 4.0 | 7,343 | 97 | F | 55.0 | 1.0 | 416 | 8 | A |
| | | | NB | PM | 66.0 | 4.0 | 8,250 | 31 | D | 55.0 | 1.0 | 1,685 | 31 | D |
| 21 | I-680 | from Alum Rock Avenue to McKee Road | NB | AM | 26.0 | 4.0 | 8,137 | 78 | F | 55.0 | 1.0 | 416 | 8 | A |
| | | | NB | PM | 66.0 | 4.0 | 8,288 | 31 | D | 55.0 | 1.0 | 1,685 | 31 | D |
| 22 | I-880 | from I-280 to Stevens Creek Boulevard | NB | AM | 15.0 | 3.0 | 4,410 | 98 | F | 55.0 | 1.0 | 1,584 | 29 | D |
| | | | NB | PM | 67.0 | 3.0 | 2,365 | 12 | B | 55.0 | 1.0 | 1,462 | 27 | D |
| 23 | I-880 | from Stevens Creek Boulevard to North Bascom Avenue | NB | AM | 10.0 | 3.0 | 3,973 | 132 | F | 55.0 | 1.0 | 1,462 | 27 | D |
| | | | NB | PM | 22.0 | 3.0 | 5,443 | 82 | F | 55.0 | 1.0 | 1,601 | 29 | D |
| 24 | I-880 | from North Bascom Avenue to The Alameda | NB | AM | 27.0 | 3.0 | 5,752 | 71 | F | 55.0 | 1.0 | 1,646 | 30 | D |
| | | | NB | PM | 14.0 | 3.0 | 4,694 | 112 | F | 55.0 | 1.0 | 1,710 | 31 | D |
| 25 | I-880 | from The Alameda to Coleman Avenue | NB | AM | 15.0 | 3.0 | 4,908 | 109 | F | 55.0 | 1.0 | 1,527 | 28 | D |
| | | | NB | PM | 8.0 | 3.0 | 3,548 | 148 | F | 55.0 | 1.0 | 1,931 | 35 | D |
| 26 | I-880 | from Coleman Avenue to SR 87 | NB | AM | 19.0 | 3.0 | 5,531 | 97 | F | 55.0 | 1.0 | 1,639 | 30 | D |
| | | | NB | PM | 17.0 | 3.0 | 5,335 | 105 | F | 55.0 | 1.0 | 2,195 | 40 | D |
| 27 | I-880 | from SR 87 to North First Street | NB | AM | 19.0 | 3.0 | 5,531 | 97 | F | 55.0 | 1.0 | 1,639 | 30 | D |
| | | | NB | PM | 17.0 | 3.0 | 5,335 | 105 | F | 55.0 | 1.0 | 2,195 | 40 | D |
| 28 | I-880 | from North First Street to US 101 | NB | AM | 28.0 | 3.0 | 6,412 | 76 | F | 55.0 | 1.0 | 1,403 | 26 | C |
| | | | NB | PM | 19.0 | 3.0 | 5,369 | 94 | F | 55.0 | 1.0 | 1,901 | 35 | D |
| 29 | I-880 | from US 101 to East Brokaw Road | NB | AM | 45.0 | 3.0 | 7,156 | 53 | E | 67.0 | 1.0 | 1,098 | 16 | B |
| | | | NB | PM | 65.0 | 3.0 | 7,678 | 39 | D | 70.0 | 1.0 | 1,928 | 28 | D |
| 30 | I-880 | from East Brokaw Road to Montague Expressway | NB | AM | 66.0 | 3.0 | 5,223 | 26 | C | 67.0 | 1.0 | 1,277 | 19 | C |
| | | | NB | PM | 66.0 | 3.0 | 6,354 | 32 | D | 70.0 | 1.0 | 1,664 | 24 | C |
| 31 | US 101 | from Story Road to I-280 | NB | AM | 18.0 | 3.0 | 5,150 | 95 | F | 19.0 | 1.0 | 1,876 | 99 | F |
| | | | NB | PM | 67.0 | 3.0 | 3,839 | 19 | C | 70.0 | 1.0 | 726 | 10 | A |
| 32 | US 101 | from I-280 to Santa Clara Street | NB | AM | 9.0 | 3.0 | 3,856 | 143 | F | 9.0 | 1.0 | 1,491 | 166 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,107 | 26 | C | 70.0 | 1.0 | 899 | 13 | B |
| 33 | US 101 | from Santa Clara Street to McKee Road | NB | AM | 11.0 | 3.0 | 4,043 | 123 | F | 15.0 | 1.0 | 1,630 | 109 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,176 | 26 | C | 70.0 | 1.0 | 700 | 10 | A |
| 34 | US 101 | from McKee Road to Oakland Road | NB | AM | 11.0 | 3.0 | 4,211 | 128 | F | 18.0 | 1.0 | 1,740 | 97 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,858 | 30 | D | 70.0 | 1.0 | 490 | 7 | A |
| 35 | US 101 | from Oakland Road to I-880 | NB | AM | 12.0 | 3.0 | 4,676 | 130 | F | 14.0 | 1.0 | 1,832 | 131 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,802 | 29 | D | 70.0 | 1.0 | 408 | 6 | A |
| 36 | US 101 | from I-880 to Old Bayshore Highway | NB | AM | 8.0 | 3.0 | 4,026 | 168 | F | 15.0 | 1.0 | 1,902 | 127 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,655 | 23 | C | 70.0 | 1.0 | 898 | 13 | B |
| 37 | US 101 | from Old Bayshore Highway to North First Street | NB | AM | 9.0 | 3.0 | 4,557 | 169 | F | 12.0 | 1.0 | 1,775 | 148 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,419 | 22 | C | 70.0 | 1.0 | 885 | 13 | B |
| 38 | US 101 | from North First Street to Guadalupe Parkway (SR 87) | NB | AM | 12.0 | 3.0 | 4,458 | 124 | F | 11.0 | 1.0 | 1,685 | 153 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,876 | 24 | C | 70.0 | 1.0 | 955 | 14 | B |
| 39 | US 101 | from Guadalupe Parkway (SR 87) to North First Street | SB | AM | 67.0 | 3.0 | 4,539 | 23 | C | 67.0 | 1.0 | 340 | 5 | A |
| | | | SB | PM | 24.0 | 3.0 | 6,102 | 85 | F | 30.0 | 1.0 | 2,728 | 91 | F |
| 40 | US 101 | from North First Street to Old Bayshore Highway | SB | AM | 67.0 | 3.0 | 4,217 | 21 | C | 67.0 | 1.0 | 270 | 4 | A |
| | | | SB | PM | 6.0 | 3.0 | 3,531 | 196 | F | 20.0 | 1.0 | 2,698 | 135 | F |
| 41 | US 101 | from Old Bayshore Highway to I-880 | SB | AM | 67.0 | 3.0 | 5,442 | 27 | D | 67.0 | 1.0 | 464 | 7 | A |
| | | | SB | PM | 6.0 | 3.0 | 3,881 | 216 | F | 20.0 | 1.0 | 2,297 | 115 | F |
| 42 | US 101 | from I-880 to Oakland Road | SB | AM | 67.0 | 3.0 | 5,658 | 28 | D | 67.0 | 1.0 | 524 | 8 | A |
| | | | SB | PM | 12.0 | 3.0 | 4,757 | 132 | F | 30.0 | 1.0 | 2,807 | 94 | F |

Downtown Freeway LOS - 2040 Alternative 1 General Plan

| # | Freeway | Segment | Direction | Peak Hour | 2040 Alternative 1 General Plan | | | | | | | | | |
|----|---------|---|-----------|-----------|---------------------------------|-------------------------|--------|------------|----------|---------------------------|---------------------------|--------|------------|-----|
| | | | | | Mixed-Flow Lane | | | | HOV Lane | | | | | |
| | | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume | Density | LOS | Avg. Speed ^{1,2} | # of Lanes ^{1,3} | Volume | Density | LOS |
| 43 | US 101 | from Oakland Road to McKee Road | SB | AM | 67.0 | 3.0 | 5,336 | 27 | D | 67.0 | 1.0 | 324 | 5 | A |
| | | | SB | PM | 36.0 | 3.0 | 6,735 | 62 | F | 70.0 | 1.0 | 3,017 | 43 | D |
| 44 | US 101 | from McKee Road to Santa Clara Street | SB | AM | 66.0 | 3.0 | 5,203 | 26 | C | 67.0 | 1.0 | 670 | 10 | A |
| | | | SB | PM | 40.0 | 3.0 | 6,835 | 57 | E | 50.0 | 1.0 | 2,456 | 49 | E |
| 45 | US 101 | from Santa Clara Street to I-280 | SB | AM | 67.0 | 3.0 | 5,140 | 26 | C | 67.0 | 1.0 | 331 | 5 | A |
| | | | SB | PM | 39.0 | 3.0 | 7,139 | 61 | F | 60.0 | 1.0 | 2,465 | 41 | D |
| 46 | US 101 | from I-280 to Story Road | SB | AM | 67.0 | 3.0 | 4,465 | 22 | C | 67.0 | 1.0 | 534 | 8 | A |
| | | | SB | PM | 65.0 | 3.0 | 6,284 | 32 | D | 70.0 | 1.0 | 2,555 | 37 | D |
| 47 | I-880 | from Montague Expressway to East Brokaw Road | SB | AM | 17.0 | 3.0 | 6,295 | 123 | F | 66.0 | 1.0 | 2,165 | 33 | D |
| | | | SB | PM | 19.0 | 3.0 | 5,699 | 100 | F | 60.0 | 1.0 | 2,502 | 42 | D |
| 48 | I-880 | from East Brokaw Road to US 101 | SB | AM | 16.0 | 3.0 | 5,837 | 122 | F | 27.0 | 1.0 | 2,604 | 96 | F |
| | | | SB | PM | 24.0 | 3.0 | 6,301 | 88 | F | 60.0 | 1.0 | 2,996 | 50 | E |
| 49 | I-880 | from US 101 to North First Street | SB | AM | 15.0 | 3.0 | 4,665 | 104 | F | 55.0 | 1.0 | 1,922 | 35 | D |
| | | | SB | PM | 29.0 | 3.0 | 6,249 | 72 | F | 55.0 | 1.0 | 1,886 | 34 | D |
| 50 | I-880 | from North First Street to SR 87 | SB | AM | 22.0 | 3.0 | 5,780 | 88 | F | 55.0 | 1.0 | 2,150 | 39 | D |
| | | | SB | PM | 22.0 | 3.0 | 6,163 | 93 | F | 55.0 | 1.0 | 2,176 | 40 | D |
| 51 | I-880 | from SR 87 to Coleman Avenue | SB | AM | 22.0 | 3.0 | 5,780 | 88 | F | 55.0 | 1.0 | 2,150 | 39 | D |
| | | | SB | PM | 22.0 | 3.0 | 6,163 | 93 | F | 55.0 | 1.0 | 2,176 | 40 | D |
| 52 | I-880 | from Coleman Avenue to The Alameda | SB | AM | 65.0 | 3.0 | 6,656 | 34 | D | 55.0 | 1.0 | 1,872 | 34 | D |
| | | | SB | PM | 18.0 | 3.0 | 5,729 | 106 | F | 55.0 | 1.0 | 1,983 | 36 | D |
| 53 | I-880 | from The Alameda to North Bascom Avenue | SB | AM | 65.0 | 3.0 | 6,299 | 32 | D | 55.0 | 1.0 | 1,587 | 29 | D |
| | | | SB | PM | 36.0 | 3.0 | 6,704 | 62 | F | 55.0 | 1.0 | 1,911 | 35 | D |
| 54 | I-880 | from North Bascom Avenue to Stevens Creek Boulevard | SB | AM | 28.0 | 3.0 | 6,152 | 73 | F | 55.0 | 1.0 | 1,656 | 30 | D |
| | | | SB | PM | 48.0 | 3.0 | 6,923 | 48 | E | 55.0 | 1.0 | 1,932 | 35 | D |
| 55 | I-880 | from Stevens Creek Boulevard to I-280 | SB | AM | 66.0 | 3.0 | 4,814 | 24 | C | 55.0 | 1.0 | 1,439 | 26 | C |
| | | | SB | PM | 66.0 | 3.0 | 5,207 | 26 | C | 55.0 | 1.0 | 1,709 | 31 | D |
| 56 | I-680 | from McKee Road to Alum Rock Avenue | SB | AM | 17.0 | 4.0 | 8,168 | 120 | F | 55.0 | 1.0 | 1,871 | 34 | D |
| | | | SB | PM | 37.0 | 4.0 | 9,503 | 64 | F | 55.0 | 1.0 | 1,490 | 27 | D |
| 57 | I-680 | from Alum Rock Avenue to Capitol Expressway | SB | AM | 13.0 | 4.0 | 7,355 | 141 | F | 55.0 | 1.0 | 1,871 | 34 | D |
| | | | SB | PM | 65.0 | 4.0 | 8,950 | 34 | D | 55.0 | 1.0 | 1,490 | 27 | D |
| 58 | I-680 | from Capitol Expressway to King Road | SB | AM | 10.0 | 4.0 | 6,849 | 171 | F | 55.0 | 1.0 | 2,060 | 37 | D |
| | | | SB | PM | 66.0 | 4.0 | 9,140 | 35 | D | 55.0 | 1.0 | 1,637 | 30 | D |
| 59 | I-680 | from King Road to US 101 | SB | AM | 13.0 | 4.0 | 6,483 | 125 | F | 55.0 | 1.0 | 1,815 | 33 | D |
| | | | SB | PM | 66.0 | 4.0 | 7,972 | 30 | D | 55.0 | 1.0 | 1,661 | 30 | D |
| 60 | I-280 | from US 101 to McLaughlin Avenue | WB | AM | 11.0 | 4.0 | 5,953 | 135 | F | 55.0 | 1.0 | 1,815 | 33 | D |
| | | | WB | PM | 66.0 | 4.0 | 7,972 | 30 | D | 55.0 | 1.0 | 1,661 | 30 | D |
| 61 | I-280 | from McLaughlin Avenue to Tenth Street | WB | AM | 18.0 | 4.0 | 7,155 | 99 | F | 55.0 | 1.0 | 2,286 | 42 | D |
| | | | WB | PM | 65.0 | 4.0 | 9,133 | 35 | D | 55.0 | 1.0 | 1,842 | 33 | D |
| 62 | I-280 | from Tenth Street to SR 87 | WB | AM | 20.0 | 4.0 | 7,511 | 94 | F | 55.0 | 1.0 | 2,151 | 39 | D |
| | | | WB | PM | 61.0 | 4.0 | 9,582 | 39 | D | 55.0 | 1.0 | 1,588 | 29 | D |
| 63 | I-280 | from SR 87 to Bird Avenue | WB | AM | 13.0 | 4.0 | 5,457 | 105 | F | 55.0 | 1.0 | 1,869 | 34 | D |
| | | | WB | PM | 19.0 | 4.0 | 7,169 | 94 | F | 55.0 | 1.0 | 1,226 | 22 | C |
| 64 | I-280 | from Bird Avenue to Meridian Avenue | WB | AM | 13.0 | 4.0 | 6,203 | 119 | F | 55.0 | 1.0 | 2,084 | 38 | D |
| | | | WB | PM | 57.0 | 4.0 | 9,994 | 44 | D | 55.0 | 1.0 | 1,869 | 34 | D |
| 65 | I-280 | from Meridian Avenue to I-880 | WB | AM | 10.0 | 3.0 | 5,723 | 191 | F | 13.0 | 1.0 | 1,858 | 143 | F |
| | | | WB | PM | 66.0 | 3.0 | 7,212 | 36 | D | 70.0 | 1.0 | 973 | 14 | B |
| 66 | I-280 | from I-880 to Winchester Boulevard | WB | AM | 12.0 | 3.0 | 4,117 | 114 | F | 15.0 | 1.0 | 2,037 | 136 | F |
| | | | WB | PM | 51.0 | 3.0 | 7,161 | 47 | E | 70.0 | 1.0 | 1,907 | 27 | D |
| 67 | I-280 | from Winchester Boulevard to Saratoga Avenue | WB | AM | 17.0 | 3.0 | 5,285 | 104 | F | 20.0 | 1.0 | 2,275 | 114 | F |
| | | | WB | PM | 55.0 | 3.0 | 7,300 | 44 | D | 70.0 | 1.0 | 1,646 | 24 | C |
| 68 | SR 87 | from US 101 to Skyport Drive | SB | AM | 66.0 | 2.0 | 4,293 | 33 | D | 67.0 | 1.0 | 722 | 11 | A |
| | | | SB | PM | 14.0 | 2.0 | 3,794 | 136 | F | 70.0 | 1.0 | 3,364 | 48 | E |
| 69 | SR 87 | from Skyport Drive to Taylor Street | SB | AM | 66.0 | 2.0 | 4,441 | 34 | D | 67.0 | 1.0 | 428 | 6 | A |
| | | | SB | PM | 14.0 | 2.0 | 3,530 | 126 | F | 70.0 | 1.0 | 2,552 | 36 | D |
| 70 | SR 87 | from Taylor Street to Coleman Street | SB | AM | 66.0 | 2.0 | 4,215 | 32 | D | 67.0 | 1.0 | 528 | 8 | A |
| | | | SB | PM | 16.0 | 2.0 | 3,741 | 117 | F | 70.0 | 1.0 | 2,915 | 42 | D |
| 71 | SR 87 | from Coleman Avenue to Julian Street | SB | AM | 66.0 | 2.0 | 4,215 | 32 | D | 67.0 | 1.0 | 528 | 8 | A |
| | | | SB | PM | 16.0 | 2.0 | 3,741 | 117 | F | 70.0 | 1.0 | 2,915 | 42 | D |
| 72 | SR 87 | from Julian Street to I-280 | SB | AM | 67.0 | 2.0 | 3,064 | 23 | C | 67.0 | 1.0 | 534 | 8 | A |
| | | | SB | PM | 27.0 | 2.0 | 5,042 | 93 | F | 70.0 | 1.0 | 2,875 | 41 | D |
| 73 | SR 87 | from I-280 to Alma Avenue | SB | AM | 67.0 | 2.0 | 2,433 | 18 | B | 67.0 | 1.0 | 899 | 13 | B |
| | | | SB | PM | 20.0 | 2.0 | 3,582 | 90 | F | 40.0 | 1.0 | 2,315 | 58 | E |
| 74 | SR 87 | from Alma Avenue to Almaden Avenue | SB | AM | 66.0 | 2.0 | 4,233 | 32 | D | 67.0 | 1.0 | 787 | 12 | B |
| | | | SB | PM | 21.0 | 2.0 | 3,757 | 89 | F | 50.0 | 1.0 | 2,649 | 53 | E |
| 75 | SR 87 | from Almaden Avenue to Curtner Avenue | SB | AM | 66.0 | 2.0 | 3,235 | 25 | C | 67.0 | 1.0 | 801 | 12 | B |
| | | | SB | PM | 45.0 | 2.0 | 4,609 | 51 | E | 70.0 | 1.0 | 2,680 | 38 | D |
| 76 | SR 87 | from Curtner Avenue to Capitol Expressway | SB | AM | 67.0 | 2.0 | 2,897 | 22 | C | 67.0 | 1.0 | 583 | 9 | A |
| | | | SB | PM | 51.0 | 2.0 | 4,787 | 47 | E | 70.0 | 1.0 | 2,239 | 32 | D |

¹Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

²The average speed for future HOV lanes were assumed to be 55 mph.

³Future HOV number of lanes were obtained from travel demand forecasting model.

Entries denoted in bold indicate unacceptable LOS F conditions.

Downtown Freeway LOS - 2040 Alternative 2 General Plan

| 2040 Alternative 2 General Plan | | | | | | | | | | | | | | |
|---------------------------------|---------|--|-----------|-----------|-------------------------|-------------------------|--------|---------|-----|---------------------------|---------------------------|--------|---------|-----|
| # | Freeway | Segment | Direction | Peak Hour | Mixed-Flow Lane | | | | | HOV Lane | | | | |
| | | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume | Density | LOS | Avg. Speed ^{1,2} | # of Lanes ^{1,3} | Volume | Density | LOS |
| 1 | SR 87 | from Capitol Expressway to Curtner Avenue | NB | AM | 11.0 | 2.0 | 2,879 | 131 | F | 14.0 | 1.0 | 1,719 | 123 | F |
| | | | NB | PM | 65.0 | 2.0 | 4,372 | 34 | D | 70.0 | 1.0 | 729 | 10 | A |
| 2 | SR 87 | from Curtner Avenue to Almaden Road | NB | AM | 12.0 | 2.0 | 2,781 | 116 | F | 21.0 | 1.0 | 2,045 | 97 | F |
| | | | NB | PM | 65.0 | 2.0 | 4,442 | 34 | D | 70.0 | 1.0 | 1,469 | 21 | C |
| 3 | SR 87 | from Almaden Road to Alma Avenue | NB | AM | 35.0 | 2.0 | 4,352 | 62 | F | 43.0 | 1.0 | 2,421 | 56 | E |
| | | | NB | PM | 47.0 | 2.0 | 4,770 | 51 | E | 70.0 | 1.0 | 1,269 | 18 | B |
| 4 | SR 87 | from Alma Avenue to I-280 | NB | AM | 62.0 | 2.0 | 4,890 | 39 | D | 66.0 | 1.0 | 2,185 | 33 | D |
| | | | NB | PM | 52.0 | 2.0 | 4,862 | 47 | E | 70.0 | 1.0 | 1,255 | 18 | B |
| 5 | SR 87 | from I-280 to Julian Street | NB | AM | 16.0 | 2.0 | 3,164 | 99 | F | 25.0 | 1.0 | 2,192 | 88 | F |
| | | | NB | PM | 67.0 | 2.0 | 2,392 | 18 | B | 70.0 | 1.0 | 770 | 11 | A |
| 6 | SR 87 | from Julian Street to Coleman Avenue | NB | AM | 13.0 | 2.0 | 2,910 | 112 | F | 31.0 | 1.0 | 2,513 | 81 | F |
| | | | NB | PM | 63.0 | 2.0 | 5,456 | 43 | D | 70.0 | 1.0 | 910 | 13 | B |
| 7 | SR 87 | from Coleman Street to Taylor Street | NB | AM | 13.0 | 2.0 | 2,910 | 112 | F | 31.0 | 1.0 | 2,513 | 81 | F |
| | | | NB | PM | 63.0 | 2.0 | 5,456 | 43 | D | 70.0 | 1.0 | 910 | 13 | B |
| 8 | SR 87 | from Taylor Street to Skyport Drive | NB | AM | 32.0 | 2.0 | 4,535 | 71 | F | 61.0 | 1.0 | 2,847 | 47 | E |
| | | | NB | PM | 67.0 | 2.0 | 3,463 | 26 | C | 70.0 | 1.0 | 352 | 5 | A |
| 9 | SR 87 | from Skyport Drive to US 101 | NB | AM | 8.0 | 2.0 | 2,758 | 172 | F | 13.0 | 1.0 | 2,001 | 154 | F |
| | | | NB | PM | 66.0 | 2.0 | 4,088 | 31 | D | 70.0 | 1.0 | 887 | 13 | B |
| 10 | I-280 | from Saratoga Avenue to Winchester Boulevard | EB | AM | 63.0 | 3.0 | 7,154 | 38 | D | 67.0 | 1.0 | 1,549 | 23 | C |
| | | | EB | PM | 15.0 | 3.0 | 4,937 | 110 | F | 40.0 | 1.0 | 3,101 | 78 | F |
| 11 | I-280 | from Winchester Boulevard to I-880 | EB | AM | 66.0 | 3.0 | 5,414 | 27 | D | 67.0 | 1.0 | 1,673 | 25 | C |
| | | | EB | PM | 14.0 | 3.0 | 5,088 | 121 | F | 30.0 | 1.0 | 2,854 | 95 | F |
| 12 | I-280 | from I-880 to Meridian Avenue | EB | AM | 66.0 | 3.0 | 6,635 | 34 | D | 67.0 | 1.0 | 957 | 14 | B |
| | | | EB | PM | 13.0 | 3.0 | 5,854 | 150 | F | 30.0 | 1.0 | 3,181 | 106 | F |
| 13 | I-280 | from Meridian Avenue to Bird Avenue | EB | AM | 47.0 | 4.0 | 9,638 | 51 | E | 55.0 | 1.0 | 1,248 | 23 | C |
| | | | EB | PM | 13.0 | 4.0 | 6,591 | 127 | F | 55.0 | 1.0 | 1,971 | 36 | D |
| 14 | I-280 | from Bird Avenue to SR 87 | EB | AM | 66.0 | 4.0 | 6,263 | 24 | C | 55.0 | 1.0 | 540 | 10 | A |
| | | | EB | PM | 22.0 | 4.0 | 7,286 | 83 | F | 55.0 | 1.0 | 1,733 | 32 | D |
| 15 | I-280 | from SR 87 to Tenth Street | EB | AM | 67.0 | 4.0 | 5,764 | 22 | C | 55.0 | 1.0 | 702 | 13 | B |
| | | | EB | PM | 28.0 | 4.0 | 8,836 | 79 | F | 55.0 | 1.0 | 1,910 | 35 | D |
| 16 | I-280 | from Tenth Street to McLaughlin Avenue | EB | AM | 66.0 | 4.0 | 7,296 | 28 | D | 55.0 | 1.0 | 708 | 13 | B |
| | | | EB | PM | 50.0 | 4.0 | 9,852 | 49 | E | 55.0 | 1.0 | 2,157 | 39 | D |
| 17 | I-280 | from McLaughlin Avenue to US 101 | EB | AM | 67.0 | 4.0 | 6,061 | 23 | C | 55.0 | 1.0 | 701 | 13 | B |
| | | | EB | PM | 62.0 | 4.0 | 9,649 | 39 | D | 55.0 | 1.0 | 1,965 | 36 | D |
| 18 | I-680 | from US 101 to King Road | NB | AM | 66.0 | 4.0 | 8,086 | 31 | D | 55.0 | 1.0 | 701 | 13 | B |
| | | | NB | PM | 65.0 | 4.0 | 9,054 | 35 | D | 55.0 | 1.0 | 1,965 | 36 | D |
| 19 | I-680 | from King Road to Capitol Expressway | NB | AM | 21.0 | 4.0 | 7,722 | 92 | F | 55.0 | 1.0 | 745 | 14 | B |
| | | | NB | PM | 64.0 | 4.0 | 10,094 | 39 | D | 55.0 | 1.0 | 1,812 | 33 | D |
| 20 | I-680 | from Capitol Expressway to Alum Rock Avenue | NB | AM | 19.0 | 4.0 | 7,317 | 96 | F | 55.0 | 1.0 | 432 | 8 | A |
| | | | NB | PM | 66.0 | 4.0 | 8,234 | 31 | D | 55.0 | 1.0 | 1,671 | 30 | D |
| 21 | I-680 | from Alum Rock Avenue to McKee Road | NB | AM | 26.0 | 4.0 | 8,092 | 78 | F | 55.0 | 1.0 | 432 | 8 | A |
| | | | NB | PM | 66.0 | 4.0 | 8,239 | 31 | D | 55.0 | 1.0 | 1,671 | 30 | D |
| 22 | I-880 | from I-280 to Stevens Creek Boulevard | NB | AM | 15.0 | 3.0 | 4,410 | 98 | F | 55.0 | 1.0 | 1,580 | 29 | D |
| | | | NB | PM | 67.0 | 3.0 | 2,360 | 12 | B | 55.0 | 1.0 | 1,457 | 26 | C |
| 23 | I-880 | from Stevens Creek Boulevard to North Bascom Avenue | NB | AM | 10.0 | 3.0 | 3,969 | 132 | F | 55.0 | 1.0 | 1,460 | 27 | D |
| | | | NB | PM | 22.0 | 3.0 | 5,468 | 83 | F | 55.0 | 1.0 | 1,614 | 29 | D |
| 24 | I-880 | from North Bascom Avenue to The Alameda | NB | AM | 27.0 | 3.0 | 5,771 | 71 | F | 55.0 | 1.0 | 1,651 | 30 | D |
| | | | NB | PM | 14.0 | 3.0 | 4,684 | 112 | F | 55.0 | 1.0 | 1,717 | 31 | D |
| 25 | I-880 | from The Alameda to Coleman Avenue | NB | AM | 15.0 | 3.0 | 4,960 | 110 | F | 55.0 | 1.0 | 1,506 | 27 | D |
| | | | NB | PM | 8.0 | 3.0 | 3,587 | 149 | F | 55.0 | 1.0 | 1,938 | 35 | D |
| 26 | I-880 | from Coleman Avenue to SR 87 | NB | AM | 19.0 | 3.0 | 5,521 | 97 | F | 55.0 | 1.0 | 1,614 | 29 | D |
| | | | NB | PM | 17.0 | 3.0 | 5,342 | 105 | F | 55.0 | 1.0 | 2,203 | 40 | D |
| 27 | I-880 | from SR 87 to North First Street | NB | AM | 19.0 | 3.0 | 5,521 | 97 | F | 55.0 | 1.0 | 1,614 | 29 | D |
| | | | NB | PM | 17.0 | 3.0 | 5,342 | 105 | F | 55.0 | 1.0 | 2,203 | 40 | D |
| 28 | I-880 | from North First Street to US 101 | NB | AM | 28.0 | 3.0 | 6,391 | 76 | F | 55.0 | 1.0 | 1,383 | 25 | C |
| | | | NB | PM | 19.0 | 3.0 | 5,320 | 93 | F | 55.0 | 1.0 | 1,907 | 35 | D |
| 29 | I-880 | from US 101 to East Brokaw Road | NB | AM | 45.0 | 3.0 | 7,062 | 52 | E | 67.0 | 1.0 | 1,060 | 16 | B |
| | | | NB | PM | 65.0 | 3.0 | 7,657 | 39 | D | 70.0 | 1.0 | 1,934 | 28 | D |
| 30 | I-880 | from East Brokaw Road to Montague Expressway | NB | AM | 66.0 | 3.0 | 5,227 | 26 | C | 67.0 | 1.0 | 1,243 | 19 | C |
| | | | NB | PM | 66.0 | 3.0 | 6,375 | 32 | D | 70.0 | 1.0 | 1,669 | 24 | C |
| 31 | US 101 | from Story Road to I-280 | NB | AM | 18.0 | 3.0 | 5,204 | 96 | F | 19.0 | 1.0 | 1,892 | 100 | F |
| | | | NB | PM | 67.0 | 3.0 | 3,840 | 19 | C | 70.0 | 1.0 | 661 | 9 | A |
| 32 | US 101 | from I-280 to Santa Clara Street | NB | AM | 9.0 | 3.0 | 3,907 | 145 | F | 9.0 | 1.0 | 1,490 | 166 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,123 | 26 | C | 70.0 | 1.0 | 840 | 12 | B |
| 33 | US 101 | from Santa Clara Street to McKee Road | NB | AM | 11.0 | 3.0 | 4,029 | 122 | F | 15.0 | 1.0 | 1,655 | 110 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,154 | 26 | C | 70.0 | 1.0 | 700 | 10 | A |
| 34 | US 101 | from McKee Road to Oakland Road | NB | AM | 11.0 | 3.0 | 4,181 | 127 | F | 18.0 | 1.0 | 1,765 | 98 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,835 | 29 | D | 70.0 | 1.0 | 490 | 7 | A |
| 35 | US 101 | from Oakland Road to I-880 | NB | AM | 12.0 | 3.0 | 4,692 | 130 | F | 14.0 | 1.0 | 1,823 | 130 | F |
| | | | NB | PM | 66.0 | 3.0 | 5,684 | 29 | D | 70.0 | 1.0 | 441 | 6 | A |
| 36 | US 101 | from I-880 to Old Bayshore Highway | NB | AM | 8.0 | 3.0 | 4,084 | 170 | F | 15.0 | 1.0 | 1,893 | 126 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,691 | 23 | C | 70.0 | 1.0 | 931 | 13 | B |
| 37 | US 101 | from Old Bayshore Highway to North First Street | NB | AM | 9.0 | 3.0 | 4,551 | 169 | F | 12.0 | 1.0 | 1,790 | 149 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,411 | 22 | C | 70.0 | 1.0 | 912 | 13 | B |
| 38 | US 101 | from North First Street to Guadalupe Parkway (SR 87) | NB | AM | 12.0 | 3.0 | 4,434 | 123 | F | 11.0 | 1.0 | 1,700 | 155 | F |
| | | | NB | PM | 67.0 | 3.0 | 4,840 | 24 | C | 70.0 | 1.0 | 982 | 14 | B |
| 39 | US 101 | from Guadalupe Parkway (SR 87) to North First Street | SB | AM | 67.0 | 3.0 | 4,536 | 23 | C | 67.0 | 1.0 | 351 | 5 | A |
| | | | SB | PM | 24.0 | 3.0 | 6,031 | 84 | F | 30.0 | 1.0 | 2,698 | 90 | F |
| 40 | US 101 | from North First Street to Old Bayshore Highway | SB | AM | 67.0 | 3.0 | 4,241 | 21 | C | 67.0 | 1.0 | 281 | 4 | A |
| | | | SB | PM | 6.0 | 3.0 | 3,506 | 195 | F | 20.0 | 1.0 | 2,668 | 133 | F |
| 41 | US 101 | from Old Bayshore Highway to I-880 | SB | AM | 67.0 | 3.0 | 5,505 | 27 | D | 67.0 | 1.0 | 446 | 7 | A |
| | | | SB | PM | 6.0 | 3.0 | 3,858 | 214 | F | 20.0 | 1.0 | 2,287 | 114 | F |
| 42 | US 101 | from I-880 to Oakland Road | SB | AM | 67.0 | 3.0 | 5,680 | 28 | D | 67.0 | 1.0 | 506 | 8 | A |
| | | | SB | PM | 12.0 | 3.0 | 4,729 | 131 | F | 30.0 | 1.0 | 2,797 | 93 | F |

Downtown Freeway LOS - 2040 Alternative 2 General Plan

| # | Freeway | Segment | Direction | Peak Hour | 2040 Alternative 2 General Plan | | | | | | | | | |
|----|---------|---|-----------|-----------|---------------------------------|-------------------------|--------|------------|-----|---------------------------|---------------------------|--------|------------|-----|
| | | | | | Mixed-Flow Lane | | | | | HOV Lane | | | | |
| | | | | | Avg. Speed ¹ | # of Lanes ¹ | Volume | Density | LOS | Avg. Speed ^{1,2} | # of Lanes ^{1,3} | Volume | Density | LOS |
| 43 | US 101 | from Oakland Road to McKee Road | SB | AM | 67.0 | 3.0 | 5,312 | 26 | C | 67.0 | 1.0 | 306 | 5 | A |
| | | | SB | PM | 36.0 | 3.0 | 6,742 | 62 | F | 70.0 | 1.0 | 3,007 | 43 | D |
| 44 | US 101 | from McKee Road to Santa Clara Street | SB | AM | 66.0 | 3.0 | 5,250 | 27 | D | 67.0 | 1.0 | 670 | 10 | A |
| | | | SB | PM | 40.0 | 3.0 | 6,788 | 57 | E | 50.0 | 1.0 | 2,449 | 49 | E |
| 45 | US 101 | from Santa Clara Street to I-280 | SB | AM | 67.0 | 3.0 | 5,131 | 26 | C | 67.0 | 1.0 | 270 | 4 | A |
| | | | SB | PM | 39.0 | 3.0 | 7,074 | 60 | F | 60.0 | 1.0 | 2,459 | 41 | D |
| 46 | US 101 | from I-280 to Story Road | SB | AM | 67.0 | 3.0 | 4,451 | 22 | C | 67.0 | 1.0 | 415 | 6 | A |
| | | | SB | PM | 65.0 | 3.0 | 6,416 | 33 | D | 70.0 | 1.0 | 2,584 | 37 | D |
| 47 | I-880 | from Montague Expressway to East Brokaw Road | SB | AM | 17.0 | 3.0 | 6,291 | 123 | F | 66.0 | 1.0 | 2,164 | 33 | D |
| | | | SB | PM | 19.0 | 3.0 | 5,648 | 99 | F | 60.0 | 1.0 | 2,495 | 42 | D |
| 48 | I-880 | from East Brokaw Road to US 101 | SB | AM | 16.0 | 3.0 | 5,778 | 120 | F | 27.0 | 1.0 | 2,584 | 96 | F |
| | | | SB | PM | 24.0 | 3.0 | 6,267 | 87 | F | 60.0 | 1.0 | 2,981 | 50 | E |
| 49 | I-880 | from US 101 to North First Street | SB | AM | 15.0 | 3.0 | 4,624 | 103 | F | 55.0 | 1.0 | 1,907 | 35 | D |
| | | | SB | PM | 29.0 | 3.0 | 6,248 | 72 | F | 55.0 | 1.0 | 1,862 | 34 | D |
| 50 | I-880 | from North First Street to SR 87 | SB | AM | 22.0 | 3.0 | 5,731 | 87 | F | 55.0 | 1.0 | 2,134 | 39 | D |
| | | | SB | PM | 22.0 | 3.0 | 6,155 | 93 | F | 55.0 | 1.0 | 2,176 | 40 | D |
| 51 | I-880 | from SR 87 to Coleman Avenue | SB | AM | 22.0 | 3.0 | 5,731 | 87 | F | 55.0 | 1.0 | 2,134 | 39 | D |
| | | | SB | PM | 22.0 | 3.0 | 6,155 | 93 | F | 55.0 | 1.0 | 2,176 | 40 | D |
| 52 | I-880 | from Coleman Avenue to The Alameda | SB | AM | 65.0 | 3.0 | 6,619 | 34 | D | 55.0 | 1.0 | 1,864 | 34 | D |
| | | | SB | PM | 18.0 | 3.0 | 5,763 | 107 | F | 55.0 | 1.0 | 1,992 | 36 | D |
| 53 | I-880 | from The Alameda to North Bascom Avenue | SB | AM | 65.0 | 3.0 | 6,278 | 32 | D | 55.0 | 1.0 | 1,586 | 29 | D |
| | | | SB | PM | 36.0 | 3.0 | 6,687 | 62 | F | 55.0 | 1.0 | 1,899 | 35 | D |
| 54 | I-880 | from North Bascom Avenue to Stevens Creek Boulevard | SB | AM | 28.0 | 3.0 | 6,155 | 73 | F | 55.0 | 1.0 | 1,654 | 30 | D |
| | | | SB | PM | 48.0 | 3.0 | 6,919 | 48 | E | 55.0 | 1.0 | 1,923 | 35 | D |
| 55 | I-880 | from Stevens Creek Boulevard to I-280 | SB | AM | 66.0 | 3.0 | 4,796 | 24 | C | 55.0 | 1.0 | 1,435 | 26 | C |
| | | | SB | PM | 66.0 | 3.0 | 5,244 | 26 | C | 55.0 | 1.0 | 1,710 | 31 | D |
| 56 | I-680 | from McKee Road to Alum Rock Avenue | SB | AM | 17.0 | 4.0 | 8,169 | 120 | F | 55.0 | 1.0 | 1,870 | 34 | D |
| | | | SB | PM | 37.0 | 4.0 | 9,437 | 64 | F | 55.0 | 1.0 | 1,559 | 28 | D |
| 57 | I-680 | from Alum Rock Avenue to Capitol Expressway | SB | AM | 13.0 | 4.0 | 7,416 | 143 | F | 55.0 | 1.0 | 1,870 | 34 | D |
| | | | SB | PM | 65.0 | 4.0 | 8,898 | 34 | D | 55.0 | 1.0 | 1,559 | 28 | D |
| 58 | I-680 | from Capitol Expressway to King Road | SB | AM | 10.0 | 4.0 | 6,852 | 171 | F | 55.0 | 1.0 | 2,059 | 37 | D |
| | | | SB | PM | 66.0 | 4.0 | 9,127 | 35 | D | 55.0 | 1.0 | 1,613 | 29 | D |
| 59 | I-680 | from King Road to US 101 | SB | AM | 13.0 | 4.0 | 6,467 | 124 | F | 55.0 | 1.0 | 1,806 | 33 | D |
| | | | SB | PM | 66.0 | 4.0 | 8,084 | 31 | D | 55.0 | 1.0 | 1,688 | 31 | D |
| 60 | I-280 | from US 101 to McLaughlin Avenue | WB | AM | 11.0 | 4.0 | 5,937 | 135 | F | 55.0 | 1.0 | 1,806 | 33 | D |
| | | | WB | PM | 66.0 | 4.0 | 8,084 | 31 | D | 55.0 | 1.0 | 1,688 | 31 | D |
| 61 | I-280 | from McLaughlin Avenue to Tenth Street | WB | AM | 18.0 | 4.0 | 7,101 | 99 | F | 55.0 | 1.0 | 2,272 | 41 | D |
| | | | WB | PM | 65.0 | 4.0 | 9,132 | 35 | D | 55.0 | 1.0 | 1,864 | 34 | D |
| 62 | I-280 | from Tenth Street to SR 87 | WB | AM | 20.0 | 4.0 | 7,507 | 94 | F | 55.0 | 1.0 | 2,146 | 39 | D |
| | | | WB | PM | 61.0 | 4.0 | 9,501 | 39 | D | 55.0 | 1.0 | 1,595 | 29 | D |
| 63 | I-280 | from SR 87 to Bird Avenue | WB | AM | 13.0 | 4.0 | 5,806 | 112 | F | 55.0 | 1.0 | 1,908 | 35 | D |
| | | | WB | PM | 19.0 | 4.0 | 7,098 | 93 | F | 55.0 | 1.0 | 1,221 | 22 | C |
| 64 | I-280 | from Bird Avenue to Meridian Avenue | WB | AM | 13.0 | 4.0 | 6,221 | 120 | F | 55.0 | 1.0 | 2,095 | 38 | D |
| | | | WB | PM | 57.0 | 4.0 | 9,992 | 44 | D | 55.0 | 1.0 | 1,869 | 34 | D |
| 65 | I-280 | from Meridian Avenue to I-880 | WB | AM | 10.0 | 3.0 | 5,642 | 188 | F | 13.0 | 1.0 | 1,921 | 148 | F |
| | | | WB | PM | 66.0 | 3.0 | 7,199 | 36 | D | 70.0 | 1.0 | 989 | 14 | B |
| 66 | I-280 | from I-880 to Winchester Boulevard | WB | AM | 12.0 | 3.0 | 4,212 | 117 | F | 15.0 | 1.0 | 2,073 | 138 | F |
| | | | WB | PM | 51.0 | 3.0 | 7,082 | 46 | D | 70.0 | 1.0 | 1,906 | 27 | D |
| 67 | I-280 | from Winchester Boulevard to Saratoga Avenue | WB | AM | 17.0 | 3.0 | 5,181 | 102 | F | 20.0 | 1.0 | 2,213 | 111 | F |
| | | | WB | PM | 55.0 | 3.0 | 7,316 | 44 | D | 70.0 | 1.0 | 1,619 | 23 | C |
| 68 | SR 87 | from US 101 to Skyport Drive | SB | AM | 66.0 | 2.0 | 4,252 | 32 | D | 67.0 | 1.0 | 726 | 11 | A |
| | | | SB | PM | 14.0 | 2.0 | 3,683 | 132 | F | 70.0 | 1.0 | 3,500 | 50 | E |
| 69 | SR 87 | from Skyport Drive to Taylor Street | SB | AM | 66.0 | 2.0 | 4,436 | 34 | D | 67.0 | 1.0 | 430 | 6 | A |
| | | | SB | PM | 14.0 | 2.0 | 3,520 | 126 | F | 70.0 | 1.0 | 2,544 | 36 | D |
| 70 | SR 87 | from Taylor Street to Coleman Street | SB | AM | 66.0 | 2.0 | 4,274 | 32 | D | 67.0 | 1.0 | 545 | 8 | A |
| | | | SB | PM | 16.0 | 2.0 | 3,715 | 116 | F | 70.0 | 1.0 | 2,913 | 42 | D |
| 71 | SR 87 | from Coleman Avenue to Julian Street | SB | AM | 66.0 | 2.0 | 4,274 | 32 | D | 67.0 | 1.0 | 545 | 8 | A |
| | | | SB | PM | 16.0 | 2.0 | 3,715 | 116 | F | 70.0 | 1.0 | 2,913 | 42 | D |
| 72 | SR 87 | from Julian Street to I-280 | SB | AM | 67.0 | 2.0 | 3,068 | 23 | C | 67.0 | 1.0 | 554 | 8 | A |
| | | | SB | PM | 27.0 | 2.0 | 5,078 | 94 | F | 70.0 | 1.0 | 2,889 | 41 | D |
| 73 | SR 87 | from I-280 to Alma Avenue | SB | AM | 67.0 | 2.0 | 2,426 | 18 | B | 67.0 | 1.0 | 908 | 14 | B |
| | | | SB | PM | 20.0 | 2.0 | 3,588 | 90 | F | 40.0 | 1.0 | 2,319 | 58 | E |
| 74 | SR 87 | from Alma Avenue to Almaden Avenue | SB | AM | 66.0 | 2.0 | 4,213 | 32 | D | 67.0 | 1.0 | 757 | 11 | A |
| | | | SB | PM | 21.0 | 2.0 | 3,724 | 89 | F | 50.0 | 1.0 | 2,696 | 54 | E |
| 75 | SR 87 | from Almaden Avenue to Curtner Avenue | SB | AM | 66.0 | 2.0 | 3,207 | 24 | C | 67.0 | 1.0 | 758 | 11 | A |
| | | | SB | PM | 45.0 | 2.0 | 4,729 | 53 | E | 70.0 | 1.0 | 2,644 | 38 | D |
| 76 | SR 87 | from Curtner Avenue to Capitol Expressway | SB | AM | 67.0 | 2.0 | 2,877 | 21 | C | 67.0 | 1.0 | 539 | 8 | A |
| | | | SB | PM | 51.0 | 2.0 | 4,813 | 47 | E | 70.0 | 1.0 | 2,216 | 32 | D |

¹Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

²The average speed for future HOV lanes were assumed to be 55 mph.

³Future HOV number of lanes were obtained from travel demand forecasting model.

Entries denoted in bold indicate unacceptable LOS F conditions.

Appendix D

Traffic Model Assumptions



Draft Memorandum

Date: December 1, 2017
To: Ramses Madou, City of San Jose
From: At van den Hout
Subject: Summary of CSJ Model Update Validation Results

Hexagon Transportation Consultants, Inc., has completed the update and validation of the City of San Jose Travel Forecasting Model (CSJ model). The CSJ model is a refinement of the C/CAG VTA Bi-County transportation model (VTA Model) and provides more analytical detail and a higher level of accuracy of simulated travel in the City of San Jose.

The work associated with the model update involved:

- 1) Review and refinement of VTA's most recent trip-based model
- 2) Refinement of the traffic analysis zones (TAZ's) in West San Jose (the Urban Village areas)
- 3) Review of VTA's 2015 highway and transit networks and making updates where necessary
- 4) Updating the modeling program (script) files to accommodate the new zone system
- 5) Recalibration of the home-based-work trip generation and distribution models against county-to-county travel movements obtained from the most recent American Community Survey.
- 6) Validation of the highway and transit assignments based on year recent traffic counts and transit boardings.
- 7) Calculation of VMT per capita and VMT per job for San Jose and the nine county Bay Area Region

Hexagon worked closely with VTA staff to ensure that the changes that were made to the VTA model were justifiable and acceptable to VTA. As described in our scope of work, we completed the following tasks.

Review and Refinement of VTA's Model and Input Files

Hexagon obtained a copy of VTA's 2015 travel forecasting model and supporting input files. We successfully ran the model and replicated VTA's 2015 forecasting results using VTA's 2015 land use data base and transportation networks.

Based on our review, refinements and corrections were made to the transportation networks, land use data file and the travel demand model, which are listed below.

Network Changes

- The roadway network was reviewed, roadways were added and corrections were made to the number of lanes, capacity and speed coding to more accurately represent the characteristics of the roadway system in the larger San Jose area.
- Transit networks were updated to align with the updated roadway system



- The network variable “city code” identifies the roadways that are located within each city in Santa Clara County. Several roadway segments of US 101 and I-880, identified as San Jose links, were revised with the corrected city code.
- The link distances were recalculated based on the node xy-coordinates and the Pythagoras theorem.

Land Use Changes

- VTA’s 2015 land use file was updated for all San Jose TAZ’s with City of San Jose land use data. The City of San Jose land use data contains about 21,900 fewer households and about 72,300 fewer jobs compared to VTA’s numbers for the year 2015.
- Updated the student enrollment for all high schools and colleges in San Jose.
- Updated the employed residents for all TAZ’s in Santa Clara County based on *ABAG Projections 2017* data for the year 2015.

Model Changes

- Changed the home-based work trip generation code by capping the work attractions to a maximum value of 2.0 attractions per job.
- Applied a local bus reduction factor in the home-based grade school mode choice model to account for school busing.
- Replaced the Akcelik travel time functions with the BPR algorithm in the final highway assignment module
- Updated the ZAGE2000U.DBF file to include San Mateo County zones (1491-1687)
- Updated the ZHBSCHOOLGEN.DBF file to include San Mateo County zones (1491-1687)
- Updated the ZHBWA.PRN file to include San Mateo County zones (1491-1687)
- Changed the external drive access mode choice constant to better estimate external transit ridership from San Joaquin County.

Updated Highway and Transit Networks and Zone System

Hexagon updated the traffic zone system by subdividing the VTA zones in the Urban Village area into approximately 60 smaller zones. This was done to be able to isolate existing and future trip making characteristics of the Urban Village land uses. Collector roads and residential streets were added to the network to provide additional analytical detail to the transportation system. Network coding of the roadway system in the larger San Jose area was checked for accuracy and, where needed, corrections were made to the coding of the number of lanes, facility type designation, travel speeds, lane capacities and turn penalties. VTA’s transit routes were revised to align with the updated highway network.

Updated Model Program Files

The VTA model consists of a chain of programs (or script files) that processes the transportation networks, the land use, demographic and socio-economic data and other key model inputs. Using these data, the model performs a series of calculations to determine the number of trips generated, where trips begin and end, the mode of transportation trips are on, and the routes taken by the trips. These programs were updated in order to incorporate the new traffic zones that were added in the Urban Village area.

Updated 2015 Land Use Data

The 2015 VTA land use data set is generally consistent with the *2013 ABAG Projections* for the year 2015. The City of San Jose recently updated their 2008 land use data base to the year 2015 by adding development projects that were completed and occupied in this seven-year time period. It appears that the 2015 CSJ land use data set is different from the VTA in terms of the number of housing units and jobs. The CSJ land use data set is believed to more accurately reflect year 2015 land use activity in San Jose. Therefore, for the TAZ's within the City of San Jose, San Jose's land use data was used while for all other TAZ's representing the rest of the region, the model assumed the same ABAG consistent land use data from the VTA.

Recalibrated Trip Distribution Model

In order to maintain consistency with the travel patterns from the VTA model, Hexagon recalibrated the home-based work trip generation and distribution models against county to county travel flows from the 2013 American Community Survey.

Peak Hour Highway Model Validation

The CSJ model was validated against existing AM and PM peak-hour traffic counts. The AM and PM peak hour model validation used the same validation criteria and targets than those used in the validation of the 2008 CSJ model:

- 1) The volumes on roadway links for which counts are available should be within x percent of the counts, where the value of x varies by facility type.
- 2) At least 75 percent of the roadway links for which counts are available should be within the maximum desirable deviation
- 3) The model-wide coefficient of determination (R^2) should be greater than 0.77
- 4) The correlation coefficient between the actual ground counts and the estimated traffic volumes should be greater than 88 percent.
- 5) The Root Mean Square Error (RMSE) should not exceed 40 percent.

Summary tables of these five peak-hour highway model validation tests are shown in Tables 1 through 5, respectively. The tables show that all validation targets have been met or exceeded.

Table 1
Highway Validation by Facility Type

| Facility Type | AM Peak | | | | | PM Peak | | | | |
|-----------------------|------------------|------------------|------------|--------------|-------------|------------------|------------------|------------|--------------|-------------|
| | Traffic Count | Model Volume | Count | Target | Target Met? | Traffic Count | Model Volume | Count | Target | Target Met? |
| Freeways | 242,645 | 234,376 | -3% | +/- 7% | Yes | 262,128 | 252,004 | -4% | +/- 7% | Yes |
| Arterials | 1,813,260 | 1,756,471 | -3% | +/- 10% | Yes | 1,924,179 | 1,923,131 | 0% | +/- 10% | Yes |
| Collectors | 55,641 | 42,353 | -24% | +/- 25% | Yes | 63,413 | 48,725 | -23% | +/- 25% | Yes |
| Ramps | 59,701 | 64,781 | 9% | +/- 25% | Yes | 59,256 | 68,892 | 16% | +/- 25% | Yes |
| All Facilities | 2,111,546 | 2,033,200 | -4% | +/-5% | Yes | 2,249,720 | 2,223,860 | -1% | +/-5% | Yes |

Table 2
Maximum Desirable Deviation

| Time Period | Maximum Deviation | Target | Target Met? |
|--------------|-------------------|--------|-------------|
| AM Peak-Hour | 93% | 75% | Yes |
| PM Peak-Hour | 91% | 75% | Yes |

Table 3
Coefficient of Determination

| Time Period | Coefficient of Determination [R ²] | Target | Target Met? |
|--------------|--|--------|-------------|
| AM Peak-Hour | 87% | 77% | Yes |
| PM Peak-Hour | 87% | 77% | Yes |

Table 4
Correlation Coefficient

| Time Period | Correlation Coefficient | Target | Target Met? |
|--------------|-------------------------|--------|-------------|
| AM Peak-Hour | 94% | 88% | Yes |
| PM Peak-Hour | 94% | 88% | Yes |

Table 5
Percent Root Mean Square Error

| Time Period | %RMSE | Target | Target Met? |
|--------------|-------|--------|-------------|
| AM Peak-Hour | 34% | 40% | Yes |
| PM Peak-Hour | 33% | 40% | Yes |

Average Daily Traffic and VMT Model Validation

The 2008 City of San Jose model used the sum of the traffic assignments of four time periods to estimate daily traffic volumes. Trip tables were developed for the morning (5:00 AM – 9:00 AM), midday (9:00 AM– 3:00 PM), afternoon (3:00 PM – 7:00 PM) and night (7:00 PM – 5:00 AM) time periods and these trip tables were then assigned to the highway network. The traffic volumes of the four traffic assignments were added together to estimate the daily traffic volumes. It was found that this method did not result in accurate estimates of daily traffic when compared to observed 24- hour counts. A different method of estimating daily traffic volumes was used in the 2015 model update. This method applies factors to the AM and PM peak-hour traffic assignments to estimate daily traffic volumes. It was found that applying a factor of 6.5 times the sum of the AM and PM peak hour assignment volumes gave the best results. Table 6 below shows the comparison of observed and estimated daily traffic volumes by facility type. The estimated volumes compare very well for the freeways and arterials but less so for collector streets. There is a very strong

correlation between the daily counts and the daily model estimated volumes. Regression analysis of daily traffic volumes at 381 locations shows a 92% correlation between observed and estimated volumes.

These daily volumes and the roadway segment distances were then used to calculate and compare model estimated and observed VMT's. As shown in Table 6, the model estimated daily volumes are very close to the actual counts.

Table 6
Average Daily Traffic and VMT Validation

| Facility Type | Average Daily Volumes | | | Daily Vehicle Miles Traveled | | |
|---------------|-----------------------|------------------|-------------|------------------------------|------------------|-------------|
| | Counts | Estimated | Ratio | Counts | Estimated | Ratio |
| Freeways | 3,259,254 | 3,117,660 | 0.96 | 1,239,069 | 1,247,608 | 1.01 |
| Arterials | 2,478,600 | 2,502,117 | 1.01 | 511,070 | 508,164 | 0.99 |
| Collectors | 161,200 | 134,635 | 0.84 | 37,256 | 27,261 | 0.73 |
| All | 5,899,054 | 5,754,411 | 0.98 | 1,787,395 | 1,783,033 | 1.00 |

Transit Model Validation

The CSJ model was validated against observed transit ridership. The transit validation focused on comparing:

- Systemwide estimated ridership by transit mode (BART, Caltrain, ACE, Capital Corridor, VTA LRT, VTA Express Bus and VTA Local Bus),
- Daily ridership at high volume VTA routes, and
- Daily boardings at the Diridon, Tamien, Capitol and Blossom Hill Caltrain Stations.

The target for transit systemwide validation is to be within 10% of the counts. However, larger differences are expected at the route level. Tables 7, 8, and 9 present comparisons of observed and estimated transit ridership. Overall, the model estimates existing transit ridership levels very well.

Table 7
Comparison of Daily Transit Trips by Operator

| Transit Mode | Daily Boardings | | | |
|-------------------|-----------------|----------------|---------------|-----------|
| | Observed | Estimated | Difference | |
| BART | 403,898 | 406,265 | 2,367 | 1% |
| LRT [VTA] | 38,704 | 41,037 | 2,333 | 6% |
| Guadalupe LRT | 23,191 | 21,898 | -1,293 | -6% |
| Almaden LRT | 936 | 795 | -141 | -15% |
| Tasman LRT | 14,576 | 18,344 | 3,768 | 26% |
| Caltrain | 58,243 | 52,425 | -5,818 | -10% |
| Capitol | 2,300 | 2,684 | 384 | 17% |
| ACE | 5,040 | 4,627 | -413 | -8% |
| Express Bus [VTA] | 5,891 | 6,553 | 662 | 11% |
| Local Bus [VTA] | 102,841 | 116,422 | 13,581 | 13% |
| Total | 616,917 | 630,013 | 13,096 | 2% |

Table 8
Comparison of Daily Boardings at CSJ Caltrain Stations

| Train Station | Daily Boardings | | | |
|---------------|-----------------|--------------|------------|------------|
| | Observed | Estimated | Difference | |
| Diridon | 4,160 | 4,112 | -49 | -1% |
| Tamien | 1,102 | 917 | -186 | -17% |
| Capitol | 43 | 85 | 42 | 97% |
| Blossom Hill | 120 | 280 | 160 | 133% |
| Total | 5,425 | 5,393 | -33 | -1% |

Table 9
Comparison of Daily Boardings at High Volume VTA Routes

| VTA Routes with > 3,000 Boardings | Daily Boardings | | | |
|--------------------------------------|-----------------|---------------|---------------|------------|
| | Observed | Estimated | Difference | |
| Route 22/522 | 19,144 | 21,956 | 2,812 | 15% |
| Route 23/523 | 11,909 | 10,116 | -1,793 | -15% |
| Route 25 | 7,648 | 5,025 | -2,623 | -34% |
| Route 66 | 6,912 | 5,890 | -1,022 | -15% |
| Route 68 | 5,898 | 7,233 | 1,335 | 23% |
| Route 70 | 5,040 | 4,353 | -687 | -14% |
| Route 64 | 4,005 | 3,141 | -864 | -22% |
| Route 55 | 3,262 | 2,888 | -374 | -11% |
| Route 26 | 3,184 | 3,890 | 706 | 22% |
| Route 181 | 3,023 | 3,703 | 680 | 22% |
| Total | 70,025 | 68,195 | -1,830 | -3% |

Average VMT per Capita and per Job

Hexagon updated VMT per Capita and VMT per Job calculations for the zones in the nine Bay Area region. The zonal data was aggregated by geographical area to calculate the VMT values for the Region, the City of San Jose, Downtown San Jose and the Urban Village area. As per Senate Bill 743 Guidelines, VMT per capita was calculated for home-based productions only while the VMT per job was calculated based on the home-based work attractions. The resulting VMT data for these geographical areas is shown in Table 10 below.

Table 10
Average VMT per Capita and per Job

| Area | Residential VMT ¹ | Population | Residential VMT per Capita ² | Employment VMT ³ | Jobs | Employment VMT per Job ⁴ |
|------------------|------------------------------|------------------|---|-----------------------------|------------------|-------------------------------------|
| City of San Jose | 11,986,185 | 1,006,768 | 11.91 | 5,368,806 | 376,903 | 14.24 |
| DownTown | 82,432 | 10,647 | 7.74 | 316,602 | 31,804 | 9.95 |
| Urban Villages | 186,029 | 19,967 | 9.32 | 271,613 | 22,403 | 12.12 |
| Region | 95,524,630 | 7,263,197 | 13.15 | 52,008,759 | 3,618,532 | 14.37 |

¹ Residential VMT = Home-Based Trip Productions * Distance

² Residential VMT per Capita = Residential VMT / Population

³ Employment VMT = Home-Based Work Trip Attractions * Distance

⁴ Employment VMT per Job = Employment VMT / Jobs

The residential VMT per capita for the City of San Jose is about 1.25 miles lower than the region. The Citywide employment VMT per job is slightly less (0.13 miles) than the region. As expected, the VMT's of the land uses in downtown San Jose, and to a lesser degree in the Urban Village area, are lower compared to the City average because of the proximity to transit and the concentration of complementary land uses.

Appendix E

City Council Policy 5-1

COUNCIL POLICY

| | | |
|--------------------------------------|---------------------|----------------------|
| TITLE | PAGE | POLICY NUMBER |
| Transportation Analysis Policy | 1 of 15 | 5-1 |
| EFFECTIVE DATE March 29, 2018 | REVISED DATE | |

APPROVED BY COUNCIL ACTION February 27, 2018 by Resolution No. 78520.

BACKGROUND

This Council Policy 5-1, "Transportation Analysis Policy" ("Policy"), will replace the existing Council Policy 5-3, "Transportation Impact Policy" as the Policy for transportation development review in the City of San José ("City"). This Policy aligns the City's transportation analysis with California Senate Bill 743 ("SB 743") and the City's goals as set forth in the City's Envision San José 2040 General Plan ("General Plan"). This Policy establishes the thresholds for transportation impacts under the California Environmental Quality Act ("CEQA"), removing transportation *Level of Service ("LOS")* and replacing it with *Vehicle Miles Traveled ("VMT")*. Appendix A defines terms in this Policy noted in Italics.

The City's General Plan sets forth a vision and comprehensive road map to guide the City's continued growth through the year 2040. The General Plan strategically links land use and transportation to reduce the environmental impacts of growth by promoting compact mixed-use development that supports walking, biking, and transit use. The General Plan seeks to focus new developments in Planned Growth Areas, bringing together office, residential, and service land uses to *internalize trips* and reduce *VMT*. The General Plan also encourages the development and use of non-automobile transportation modes to minimize vehicle trip generation and reduce *VMT*.

APPLICABILITY OF POLICY (PIPELINE PROVISIONS)

This Policy is effective thirty (30) days after approval by the City Council ("Effective Date"). Any proposed development project (including adjustments or amendments to existing projects) with a complete Universal Planning Application on file with the Department of Building, Planning, and Code Enforcement on or after the Effective Date shall comply with this Policy, except for the following:

1. **Interim Period:** The City may determine in writing that a proposed project with a complete Universal Planning Application and an approved transportation work scope issued by the Department of Public Works prior to the Effective Date can (a) proceed with transportation analysis and comply with the existing Council Policy 5-3, provided that a final transportation work scope was issued by the Department of Public Works within one year prior to the Effective Date of this Policy; or (b) proceed with CEQA transportation analysis under VMT and comply with this Policy. Prior written approval from the Public Works Director is required to determine compliance with existing Council Policy 5-3 or this Policy. For example, if a project submits a complete Universal Planning Application prior to the Effective Date, the project applicant may proceed with traffic analysis under existing City Council Policy 5-3 or with prior written approval from the Public Works Director to proceed under this Policy.
2. **Subsequent Reviews:** The City may determine in writing that subsequent discretionary approval(s) required for a project approved prior to the Effective Date may continue to be analyzed under the prior environmental clearance and existing City Council Policy 5-3 after the Effective Date; provided

there is no Substantial Change to the project, as defined in California Public Resources Code Section 21166 and CEQA Guidelines Sections 15162-15164.

For example, if the City approved an environmental impact report (EIR) or mitigated negative declaration (MND) for a project prior to the Effective Date, the City may determine that subsequent discretionary approvals required after the Effective Date may continue to be analyzed under the previously approved environmental impact report or mitigated negative declaration for the project if there is no Substantial Change.

In such instances, the City may determine that the proposed project is consistent with the previously approved environmental clearance (use of a previously certified EIR/MND). If the proposed project is still within the scope of and fully evaluated in the previously approved environmental clearance and only minor technical changes have been made to the proposed project and there are no Substantial Changes, an addendum to the previously certified EIR/MND may be adequate as defined in CEQA Guidelines Section 15164.

3. Subsequent Review for Projects in Existing Area Development Policies (ADPs) and Transportation Development Policies (TDPs): The City may determine in writing that a proposed project be analyzed under the previously approved environmental clearance for the ADPs/TDPs and City Council Policy 5-3 if there is No Substantial Change, as defined in California Public Resources Code Section 21166 and CEQA Guidelines Sections 15162-15164. To be eligible for this determination, the proposed project that submits a complete Universal Planning Application after the Effective Date of this Policy must be located within an existing ADP or TDP area.

For example, if a new project located within the North San José ADP submits a complete Universal Planning Application after the Effective Date, the City may determine that the project be analyzed under the previously approved North San José ADP EIR, if the proposed project is consistent with the previously approved EIR. If the proposed project is within the scope and fully evaluated in the previously approved EIR and only minor technical changes have been made to the proposed project and there are no Substantial Changes, an addendum to the previously approved EIR may be adequate as defined in CEQA Guidelines Section 15164.

Existing ADPs and TDPs include the Evergreen-East Hills Development Policy, North San José Area Development Policy, Edenvale Area Development Policy, US-101/Oakland/Mabury Transportation Development Policy, and I-280/Winchester Boulevard Interchange Transportation Development Policy.

All projects located within an existing ADP or TDP area shall continue to be subject to any traffic impact fees adopted by the City Council. Adoption of this Policy does not negate, supersede, or otherwise modify existing requirements or permit conditions.

PURPOSE

This Policy establishes:

- 1) VMT as the metric to measure transportation environmental impacts in conformance with CEQA.
- 2) The Transportation Analysis framework for proposed developments, land use plans, transportation projects, and any other plans or developments (collectively "Projects" in this Policy) in the City.
- 3) The requirement that Projects perform Local Transportation Analysis (LTA) to demonstrate conformance with multimodal transportation strategies, goals, and policies in the General Plan and address adverse effects to the transportation system.

POLICY

San José is establishing *VMT* as the metric for CEQA transportation analysis to foster a more sustainable and vibrant city. *VMT*-based policies support dense, mixed-use, infill Projects as established in the General Plan's Planned Growth Areas. By establishing a transportation system which encourages improved land uses with viable transportation options, this Policy provides resources to develop a robust multimodal transportation network as envisioned in the General Plan. Projects consistent with this Policy will reduce the City's environmental footprint from transportation and land uses, and create lively places served by a variety of transportation options.

Transportation Analysis Framework

A Transportation Analysis (TA) for a proposed Project provides information the City must have to inform the CEQA environmental review and decision-making processes. Projects that need transportation evaluation must prepare a TA report consisting of a CEQA *VMT* evaluation and/or LTA. Sections I and II below describe the Policy provisions guiding the *VMT* evaluation and LTA. Appendix B, "Policy Implementation Procedures" provides implementation details.

Detailed methodologies and requirements are explained in the City's *Transportation Analysis Handbook*. TA's must comply with relevant professional standards and the methodology included within the City's *Transportation Analysis Handbook*, which can be found on the Department of Public Works Development Services website. Appendix C presents a flow chart of the TA process.

I. Vehicle Miles Traveled CEQA Transportation Analysis

In accordance with CEQA, all proposed Projects are required to analyze transportation as a component of environmental review. This Policy establishes:

- 1) screening criteria under which Projects are not required to submit detailed *VMT* analysis;
- 2) thresholds for identifying transportation environmental impact;
- 3) requirements for Projects to mitigate significant transportation impacts; and
- 4) the City's mechanism for reviewing Projects with significant and unavoidable impacts, all under CEQA.

Projects that do not meet the screening criteria are required to prepare a detailed *VMT* analysis and identify potential transportation impacts and propose mitigations and/or improvements.

A. Project Screening Criteria

The requirements to prepare a detailed *VMT* analysis applies to all Projects except the following types of Projects because the City Council finds, as documented in the administrative record for this Policy that these Projects will further City goals and policies and will not result in significant transportation impacts:

1. Small Infill Projects;
2. Local-Serving Retail;
3. Local-Serving Public Facilities;
4. Transit Supportive Projects in Planned Growth Areas with Low *VMT* and High Quality Transit;
5. Restricted Affordable, Transit Supportive Residential Projects in Planned Growth Areas with High Quality Transit;
6. Transportation Projects that reduce or do not increase *VMT*.

These screening criteria are further defined and explained in Appendix B.

B. Vehicle Miles Traveled CEQA Transportation Thresholds of Significance

Projects that do not meet the above screening criteria must include a detailed evaluation of the VMT produced by the Project. The thresholds of significance used to measure VMT are described by Project type in Table 1. Projects that have a significant VMT must include feasible mitigation measures which will avoid or substantially lessen such significant effects.

Table 1 - Project Type and VMT Thresholds of Significance¹

| Project Types (as categorized in the General Plan) | Threshold for Determination of Significant Transportation Impact |
|---|---|
| Residential Uses | VMT per resident greater than the more stringent of the following thresholds: 1) 15 percent below the Citywide per resident VMT, OR 2) 15 percent below regional VMT per resident. |
| General Employment Uses (e.g. office, R&D) | VMT per employee greater than 15 percent below existing regional VMT per employee. |
| Industrial Employment Uses (e.g. warehouse, manufacturing and distribution uses) | VMT per employee greater than existing regional VMT per employee. |
| Retail Uses (Including Hotel) | A net increase in the total existing VMT for the region. |
| Public/Quasi-Public Uses | Public/Quasi-Public land use projects will be analyzed using the most relevant threshold as determined by Public Works Director for the proposed use on the site from the enumerated project types in this Table 1. |
| Mixed-Uses | Each land use component of a mixed-use project will be analyzed independently, applying the significance threshold for each land use component from the enumerated project types in this Table 1. |
| Change of Use or Additions to Existing Development | Changes of use or additions to existing development will be analyzed applying the significance threshold for each land use component from the enumerated project types in this Table 1. |
| Urban Village, Station Area Plans, Development Policy, Specific Strategy or Other Area Plans | Each land use component will be analyzed independently, applying the significance threshold for each land use component from the enumerated project types in this Table 1. |
| General Plan Amendments | General Plan Amendments will be analyzed in conformance with the General Plan's definition of VMT. An increase in City total VMT is a significant transportation impact. |
| Transportation Projects | Net increase in VMT greater than that consistent with the Regional Sustainable Communities Strategy. |

¹ For the Purposes of this Policy, the region is the Bay Area's Metropolitan Planning Organization's boundaries.

C. Less than Significant Impact with Mitigation

If a Project is found to have a significant impact on *VMT*, the impact must be reduced by modifying Project *VMT* to an acceptable level (below the established thresholds of significance applicable to the Project) and/or mitigating the impact through multimodal transportation improvements, or establishing a *Trip Cap*.

D. Significant and Unavoidable Impacts

If a Project cannot fully mitigate its impacts on *VMT*, the Project applicant may:

- i. Propose to modify the Project such that the impacts on *VMT* can be mitigated to a less than significant level;
- ii. Relocate the Project to a low *VMT* site; or
- iii. Request the City Council to adopt a Statement of Overriding Considerations for the significant impact on *VMT* as part of an EIR certification.

When significant impacts are unavoidable, a detailed statement of overriding considerations in addition to findings are required as defined in CEQA Guidelines Sections 15191 and 15193. Based on the General Plan and State CEQA Guidelines, this Policy finds that benefits of certain projects may outweigh the unavoidable significant impacts on *VMT* and could be considered acceptable in certain circumstances as outlined below:

- i. The Project is consistent with the 2040 General Plan and demonstrates overriding benefits in accordance with Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3); *and*
- ii. The Project mitigates its *VMT* impacts to the maximum extent feasible per the City's *VMT* Evaluation Tool; *and*
- iii. The Project is either:
 - a. 100% affordable residential project, or
 - b. The Project constructs or funds multimodal transportation improvements as detailed in Appendix B and is:
 - (i) Market-rate housing located within Urban Villages as defined in the City's General Plan;
 - (ii) Commercial; or
 - (iii) Industrial.

A statement of overriding considerations may also be warranted in certain other circumstances such as Projects' impacts on other jurisdictions facilities (e.g., freeway impacts) that are not measured with *VMT* metric.

II. Local Transportation Analysis

The following section establishes the City's LTA requirements. All Projects may be required to submit an LTA as determined by the Public Works Director. Land use and area plans typically do not have sufficient detail to conduct an LTA and therefore, may not be required to perform one until a specific development Project application is filed consistent with the land use or area plan. An LTA analyzes the effects of a Project on transportation, access, circulation, and related safety elements proximate to the Project and establishes consistency with the General Plan or other City requirements. An LTA proposes improvements to address adverse effects identified in the analysis. Components of an LTA are discussed in the City's Transportation Analysis Handbook and include, but are not limited to:

- Local operational analysis, including safety and signalized intersection operations;
- Site access and circulation analysis;
- Local neighborhood effects analysis;
- Local multimodal analysis;
- Compliance with the County's Congestion Management Program.

LTA's provide additional information to evaluate transportation conditions proximate to a Project and supplements the *VMT* analysis. LTA's implement the multimodal vision of the City's General Plan. The General Plan directs new development to help build out the inter-connected, multimodal transportation networks needed to fulfil its vision. The following General Plan Policies guide the implementation of LTA's:

CD-3.3 - Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

LU-9.1 - Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas.

PR-8.5 - Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter formal agreements with the City to maintain trails adjacent to their properties.

TR-1.2 - Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.

TR-1.4 - Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.

TR-2.8 - Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.

An LTA must identify the existing condition of pedestrian, bicycle, transit and vehicular transportation systems and facilities that would serve, or may be affected by, the proposed Project. Further analysis of site design and access, neighborhood traffic issues, local transportation safety and other area transportation issues may also be studied as specified in the City's Transportation Analysis Handbook and as determined by the City's Departments of Public Works. The Project applicant must complete the proposed LTA prior to, or in conjunction with, the Project's environmental review requirements.

**APPENDIX A
TO CITY COUNCIL POLICY 5-1
DEFINITIONS OF TERMS**

| Term | Definition |
|---|---|
| High Quality Transit Areas | High quality transit areas are within one half mile of a <i>high quality transit corridor</i> or <i>major transit stop</i> . |
| High Quality Transit Corridor | Pub. Resources Code § 21155 (b), as may be amended: "A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours". |
| Internalized trips | Are trips that occur within a Project area whereas they would normally begin or end at further locations outside the Project area. |
| Level of Service (LOS) | Is a measure of automobile delay through a roadway facility, graded on a scale A through F. |
| Major Transit Stop | Pub. Resources Code § 21064.3, as may be amended: "Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods". |
| Planned Growth Areas | Areas designated in the City's General Plan to accommodate certain growth expected in the General Plan's horizon. |
| Transportation Demand Management (TDM) | Strategies to incentivize the more efficient use of existing transportation infrastructure through modal change particularly the encouragement of pedestrian, bike, and transit use. |
| Trip Cap | A maximum number of vehicle trips that a Project can generate on any given day. |
| Vehicle Miles Traveled (VMT) | As used in this Policy, a measure of the amount of automobile travel associated with a Project. VMT is measured by multiplying the total vehicle trips by the average distance of those trips, adjusted for the number of people in the vehicles. For residential and employment land uses, <i>VMT</i> is measured for each person who will occupy or use a Project. For large retail and transportation Projects, the net amount of <i>VMT</i> is measured. |

**APPENDIX B
TO CITY COUNCIL POLICY 5-1
POLICY IMPLEMENTATION PROCEDURES**

The Project applicant² must submit a Transportation Analysis (TA) that identifies:

- 1) Potential transportation impacts as defined in the *VMT* section of this Policy and adverse effects on nearby transportation facilities as identified by the LTA section of this Policy.
- 2) Mitigations for significant impacts found in the *VMT* analysis and improvements to address adverse effects identified in the LTA analysis. This may include impacts and adverse effects on any multimodal transportation facility (e.g., pedestrian facilities, transit stops, transit reliability, sidewalks, bicycle lanes, roadways, and roadway capacity, etc.).

Both the *VMT* analysis and LTA must comply with professional standards and the methodology included in the City's Transportation Analysis Handbook. TAs must be prepared by a qualified traffic engineer to the satisfaction of the Director of Public Works.

The City's Transportation Analysis Handbook has instructions and procedures to prepare a TA, including the criteria for determination of significance of transportation impacts and to evaluate the effectiveness of mitigation measures. The City's Department of Transportation maintains this Handbook and posts it to the City Public Work's Development Services website. The Handbook is updated on a periodic basis to include evolving industry best practices.

CEQA VMT Implementation Procedures

CEQA Guidelines Section 15126.2 requires that environmental documents determine significant or potentially significant impacts as part of environmental review, including assessment of traffic and transportation effects. The CEQA VMT Implementation Procedures include the following determinations:

- **Project Screening Criteria**
- **CEQA VMT Transportation Thresholds of Significance**
- **Less than Significant with and without Mitigation/s**
- **Significant and Unavoidable Impacts**

These determinations are further explained below.

A. Project Screening Criteria

The requirement to perform detailed *VMT* analysis applies to all Projects except the types of Projects that meet the following screening criteria because the Council finds that these Projects will not result in significant transportation impacts and will advance other City goals and policies:

1. **Small Infill Projects:** The City Council finds that these Projects, individually and cumulatively, will not result in significant impacts on the transportation system and will conform to the City's General Plan, and other City goals and policies:
 - a. All office buildings of 10,000 square feet of gross floor area or less.
 - b. All industrial buildings of 30,000 square feet of gross floor area or less.

² For this Policy, the term "applicant" refers to the individual or entity that has requested an entitlement or discretionary development approval from the City of San José.

- c. All single-family detached residential Projects of 15 or fewer dwelling units.
- d. All single-family attached or multi-family residential Projects of 25 or fewer units.

In no case shall any of these above types of small infill Projects meet the screening criteria if they are increments of a larger Project or "site" as defined in Chapter 20.200 of the San José Municipal Code.

- 2. **Local-Serving Retail:** Local-serving retail typically diverts existing trips from established local retail to new local retail without measurably increasing trips outside of the area. In recognition of this effect, retail commercial Projects up to a combined total of 100,000 gross square feet meet the City's screening criteria. This criterion is not applicable to hotels/motels, given disparate and context-specific travel patterns, or Projects that contain drive-through retail as defined in City Council Policy 6-10 "Criteria for the Review of Drive-through Uses", due to the high auto-traffic volume associated with this type of Project.

In no case shall a Project meet the screening criteria if it is an increment of a larger Project or "site" as defined in Chapter 20.200 of the San José Municipal Code.

- 3. **Local-Serving Public Facilities:** Local-serving public facilities either produce very low VMT or divert existing trips from established local facilities to new local facilities without measurably increasing trips outside of the area. For these reasons, they meet the City's screening criteria. These facilities must be publicly owned or controlled; this does not include schools, public or private. Examples of these Projects are:

- a. Branch Library
- b. Community Center
- c. Fire station
- d. Pumping station
- e. Passive Parks

- 4. **Transit Supportive Projects in Planned Growth Areas with Low VMT and High Quality Transit:** In accordance with State Law and the City's General Plan, proposed transit supportive Projects within City Planned Growth Areas, that have VMT below the threshold applicable to the Project's land use, and located near *high-quality transit* meet the City's screening criteria.

~~Residential and commercial Projects, as well as mixed-use Projects which are a mix of these above enumerated uses, meet the screening criteria if they meet **all** the following minimum criteria (a through f):~~

- a. Located within a Planned Growth Area as defined in the General Plan;
- b. Located within ½ mile of an existing *major transit stop* or a stop along a *high-quality transit corridor*;
- c. The Project area VMT, as defined by the City's Transportation Model, is less than or equal to the CEQA VMT threshold for the proposed land use(s);
- d. Provides a transit-supporting Project density, measured as:
 - i. A minimum Floor Area Ratio (FAR) of 0.75 for commercial Projects, or commercial portions of a mixed-use Project, based on gross floor area;

- ii. A minimum of 35 dwelling units per acre for residential Projects³, or residential portions of a mixed-use Project; or
 - iii. If the Project is in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 dwelling units per acre, the Project must meet the maximum density allowed in the Planned Growth Area.
- e. Provides a minimal amount of parking:
- i. Propose no greater than the minimum number of parking spaces required by Title 20 of the San José Municipal Code (the Zoning Code).
 - ii. For Projects in Urban Villages, Downtown or other areas that allow for lowered parking rates:
 - The number of parking spaces proposed must be adjusted to the lowest amount allowed by Zoning Code. For example, in an Urban Village a 50% off-street parking reduction is allowed by Municipal Code Section 20.90.220, if a Project meets certain geographic and transportation demand management criteria. All actions required by the Zoning Code to reduce parking requirements must still be carried out. For example, if a Transportation Demand Management plan is required to lower parking requirements it must still be completed; or
 - The proposed number of parking spaces can be up to the general zoned minimum without the further reduction to Urban Villages, Downtown or other areas, if the parking provided is shared and publicly available and/or “unbundled” as defined in Chapter 20.200 of the Zoning Code.
 - f. Does not adversely affect pedestrian, bike, or transit infrastructure. For example, sidewalk widths cannot be reduced below the City’s Complete Streets standard; bike lanes cannot be altered to reduce their accessibility or size beyond the City’ Complete Streets standard.

5. Restricted Affordable, Transit Supportive Residential Projects in Planned Growth Areas with High Quality Transit: Residents of affordable residential Projects typically have a lower VMT footprint than residents in market rate residential Projects. This pattern is particularly evident in affordable residential Projects near transit.⁴ In recognition of this effect, and in accordance with State Guidelines and the City’s General Plan, proposed transit supportive, restricted, affordable housing Projects within City Planned Growth Areas, that are near *high quality transit*, meet the City’s screening criteria.

Affordable residential Projects, as well as affordable residential portions of mixed-use Projects, meet the screening criteria if the Project meets **all** the following minimum criteria (a through f):

- a. Provide 100% restricted affordable units, excluding unrestricted manager units, at or below income levels as defined in General Plan Policy IP-5.12. Affordability restrictions must be recorded and extend for a minimum of 55 years for rental homes or 45 years for for-sale homes.
- b. Located within a Planned Growth Area as defined in the General Plan.
- c. Located within ½ mile of an *existing major transit stop* or a stop along *high quality transit corridor*.

³ 35 units per acre is derived from the California State Office of Planning and Research’s suggested FAR of 0.75.

⁴ Newmark and Hass, “Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy”, The California Housing Partnership, 2015.

- d. A minimum of 35 dwelling units per acre:
 - i. If the Project is in a Planned Growth Area that has a maximum density below 35 dwelling units per acre, the Project must meet the maximum density allowed in that Planned Growth Area.
 - ii. Projects that are proposed in areas where *VMT* is above the CEQA Threshold for Determination of Significant Transportation Impact must include a TDM plan approved by the Public Workers Director as part of their LTA.
- e. Provides a minimal amount of parking:
 - i. Propose no greater than the minimum number of parking spaces required by Title 20 of the San José Municipal Code (the Zoning Code).
 - ii. For Projects in Urban Villages or Downtown:
 - The number of parking spaces proposed must be adjusted to the lowest amount allowed by the Zoning Code. For example, a street parking reduction of 50 percent is allowed in Urban Villages by Municipal Code Section 20.90.220, if a Project meets certain geographic and transportation demand management criteria.
 - The proposed number of parking spaces can be up to the general zoned minimum without the further reduction to Urban Villages, Downtown or other areas, if the parking provided is shared and publicly available and/or “unbundled” as defined in Chapter 20.200 of the Zoning Code.
- f. Does not adversely affect pedestrian, bike, or transit infrastructure. For example, sidewalk widths cannot be reduced below the City’s Complete Streets standard; bike lanes cannot be altered to reduce their accessibility or size beyond the City’ Complete Streets standard.

6. Transportation Projects that reduce or do not affect VMT: Transportation Projects that inherently support environmental, land use, and transportation goals of the City and State by reducing significant traffic impacts to a less than significant level or being neutral to meet the City’s screening criteria. Examples include transportation Projects that enhance pedestrian, bike, or transit infrastructure, and transportation Projects that maintain current infrastructure, without adding new automobile capacity. The Governor’s Office of Planning and Research in the 2017 Guidelines for Implementing SB 743 published a list of such Projects that is enumerated below:

- Rehabilitation, maintenance, replacement, and repair Projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle lanes.
- Roadway shoulder enhancements to provide “breakdown space,” otherwise improve safety or provide bicycle access.
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not utilized as through lanes.
- Addition of roadway capacity on local or collector streets provided the Project also substantially improves conditions for pedestrians, bicyclists, and, if applicable, transit.

- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially decrease impedance to use.
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through travel lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane to separate preferential vehicles (e.g. HOV, HOT, or trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features.
- Traffic metering systems.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.
- Adoption of or increase in tolls.
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.
- Initiation of new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance Projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.
- Installation of publicly available alternative fuel/charging infrastructure.
- Addition of passing lanes in rural areas that do not increase overall vehicle capacity along the corridor.

B. CEQA VMT Transportation Thresholds of Significance

VMT, as used in this Policy, measures the amount of personal motorized vehicle travel associated with a Project. *VMT* is measured by multiplying the total vehicle trips by the average distance those trips travel.

For residential and employment uses other than retail commercial uses, *VMT* is measured for each person who will occupy or use the Project. For retail commercial and transportation Projects, the net amount of *VMT* is measured to identify potential impacts.

The thresholds of significance, by Project type used by the City of San José to measure *VMT* are described in Table 1 of this Policy. Detailed methods for calculating *VMT* by Project type are further described in the City's Transportation Analysis Handbook.

C. Less than Significant with Mitigation

If a Project is determined to have a significant impact on *VMT*, it must reduce that impact by modifying the Project *VMT* to an acceptable level; that is below the established thresholds of significance applicable to the Project and/or mitigating the impact through multimodal transportation network improvements, or transportation demand management program as measured by a *Trip Cap*.

Methodologies for measuring and mitigating *VMT* for Projects are described in the City's Transportation Analysis Handbook. These methodologies for measuring and mitigating *VMT* for Projects must conform to the City's Transportation Analysis Handbook.

A *Trip Cap* as used in this Policy is a maximum number of vehicle trips allowed during any given day associated with a Project. The City, in coordination with the Project applicant, will set a Project's *Trip Cap* at a level that is reasonably attainable through proven means and enables the Project's *VMT* to be reduced below the relevant threshold(s). The TA must include a plan for implementation and funding of the *Trip Cap* for the life of the Project and will become part of the Project's conditions of approval. Further, this plan must include methods for an annual trip mitigation, monitoring and reporting program (MMRP). The requirements of *Trip Cap* monitoring must include contingency plan for the City to make changes if the *Trip Cap* compliance reports demonstrate a failure to reduce the number of vehicles.

A short grace period not to exceed six (6) months will be provided to Projects that are not in compliance with their *Trip Cap* requirements based on the annual monitoring report. Such a non-conforming Project will be required to submit a new *Trip Cap* implementation plan which includes how and why the already established plan failed and new strategies and measures to attain the *Trip Cap*.

Monetary fees will be assessed if a Project is not in compliance with its *Trip Cap* after the grace period. The annual monetary fees are set at 1/5th the cost of the Transportation System Improvement(s) value defined in Section D2 below. Monetary fees collected will be used in the same manner as described in Section D2 below.

D. Significant and Unavoidable Impacts

If a Project is unable to fully mitigate *VMT* impact(s) and thus results in significant and unavoidable *VMT* transportation impact(s), the Project may:

1. Modify/Change or relocate the Project to a low *VMT* site to meet *VMT* threshold(s). This could include the following: Changing the Project type, increasing density and land use diversity, adjusting Project design, reducing off-street parking supply, replacing market rate units with affordable housing units, include local multimodal transportation network improvements as part of the Project, or undertake the Project in an area of the City where *VMT* is lower; or
2. The City Council may adopt a statement of overriding considerations as part of the environmental impact report certification process pursuant to Public Resources Code 21081.

Council will only consider a statement of overriding considerations for Projects that meet the following criteria:

- a. Commercial or industrial Projects that:
 - i. Demonstrate overriding benefits to the City, as determined by the City Council, in accordance with Public Resources Code 21081, based on a recommendation by City staff; and
 - ii. Are consistent with the General Plan, and any applicable area plan(s).
- b. Residential Projects that:
 - i. Are located in Urban Villages as defined in the City's General Plan;
 - ii. Demonstrate overriding benefits to the City, as determined by the City Council, in accordance with Public Resources Code 21081, based on a recommendation by City staff;
 - iii. Meet the density requirements specified in the Transit Supportive Projects in *Planned Growth Areas* with Low *VMT* and *High Quality Transit* screening criteria; and

iv. Are consistent with the General Plan, and any applicable area plan(s).

To be eligible under clauses a. and b. above, a Project must also construct or fund multimodal transportation improvement(s), called Transportation System Improvement(s) that will improve system efficiency and/or safety, enhance non-auto travel modes, and promote citywide reduction of VMT. A Project's contribution, either through construction or payment towards improvements and expansion of the City's multimodal transportation system, is a way to achieve and be consistent with the related General Plan goals and policies.

The value of Transportation System Improvements that a Project applicant must construct or fund will be based on the amount of VMT impacts their Project is unable to mitigate. Table 2, VMT Values for Transportation System Improvements shows the values for commercial, industrial, and residential Projects per vehicle mile traveled not mitigated.

Table 2 - VMT Value for Transportation System Improvements

| Project Type | Value |
|------------------------|---|
| Commercial; Industrial | \$3,200 per Vehicle Mile Traveled not mitigated |
| Residential | \$2,300 per Vehicle Mile Traveled not mitigated |

The value of Transportation System Improvements will increase annually, on January 1st in line with the Engineering News-Record Construction Cost Index (ENR CCI) to ensure that the value remains consistent over time.

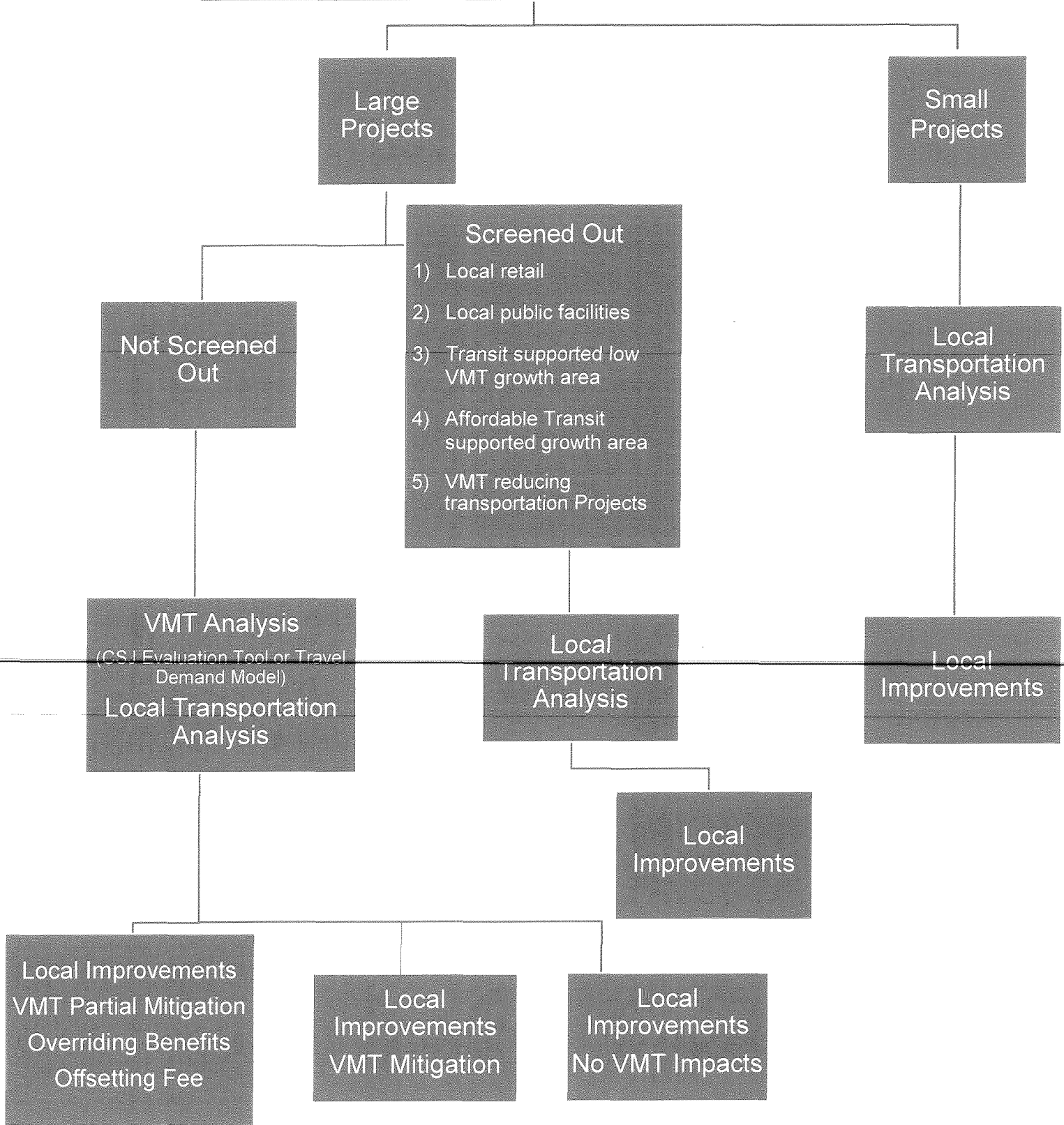
For purposes of clarification, improvements to the citywide multimodal transportation system as discussed in this section are not "mitigation" for significant VMT impacts, as mitigation is defined by CEQA. Such improvements would not necessarily reduce or avoid the significance of VMT impacts that cannot be mitigated. These improvements to the multimodal transportation system are one of the overriding benefits to the community and findings made to this effect that can assist the Council in determining whether the overriding benefits of the proposed Project outweigh the significant effects on the environment.

c. Affordable housing Projects that are 100% restricted affordable units, excluding unrestricted manager units, at or below income levels as defined in General Plan Policy IP-5.12. Affordability restrictions must be recorded and extend for a minimum of 55 years for rental homes or 45 years for for-sale homes.

Affordable housing Projects must be consistent with the General Plan, as well as any applicable area plan(s), and the City Council may consider a statement of overriding considerations even if the Project's VMT impact cannot be fully mitigated to a less than significant level. These affordable housing Projects will be required to mitigate their VMT impacts to the maximum extent feasible, as determined by the City of San José's Vehicle Miles Traveled Evaluation Tool, including implementation of a tailored TDM plan. However, these Projects would not be required to construct or fund Transportation System Improvements.

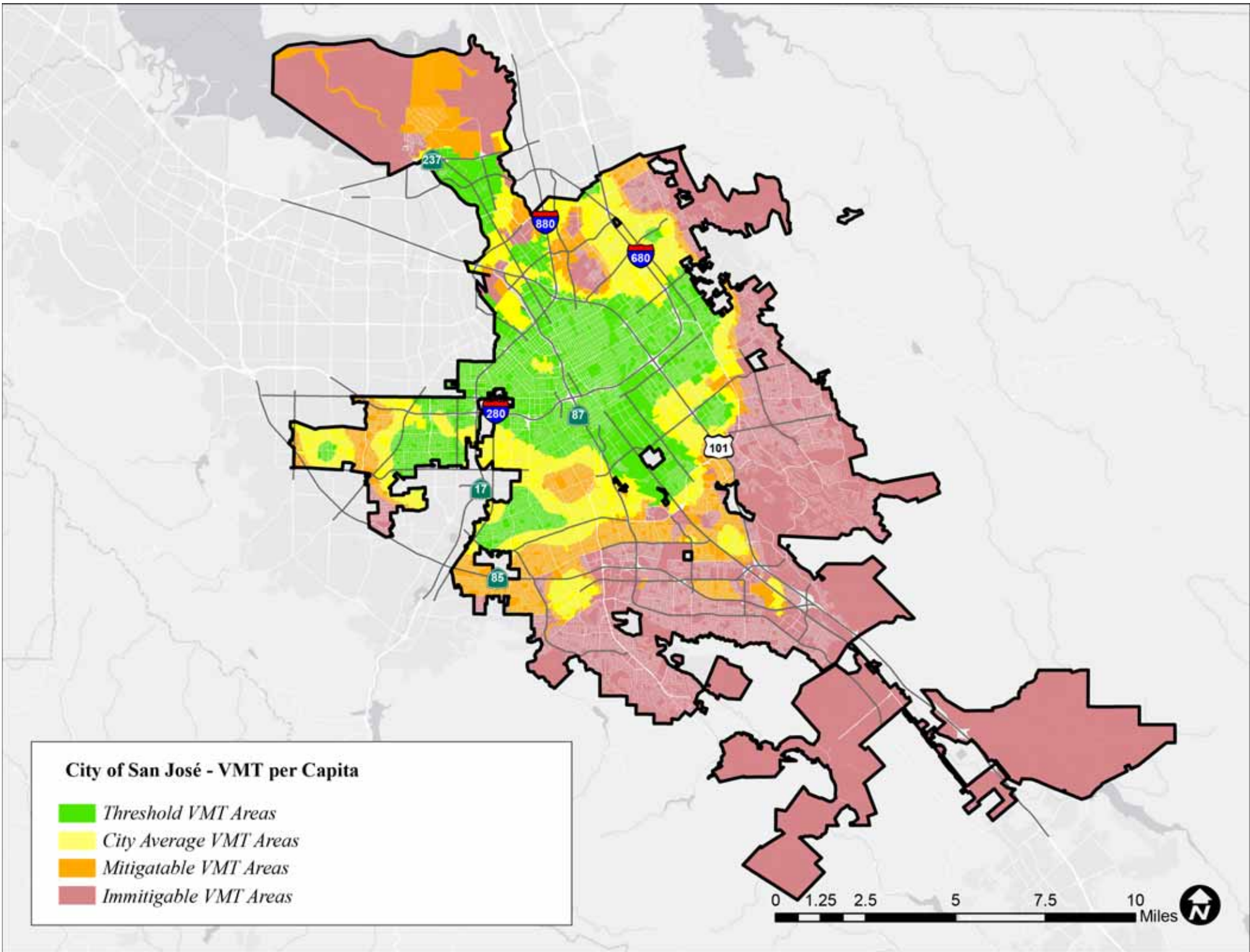
**APPENDIX C
TO CITY COUNCIL POLICY 5-1
Flow Chart of the Transportation Analysis Process**

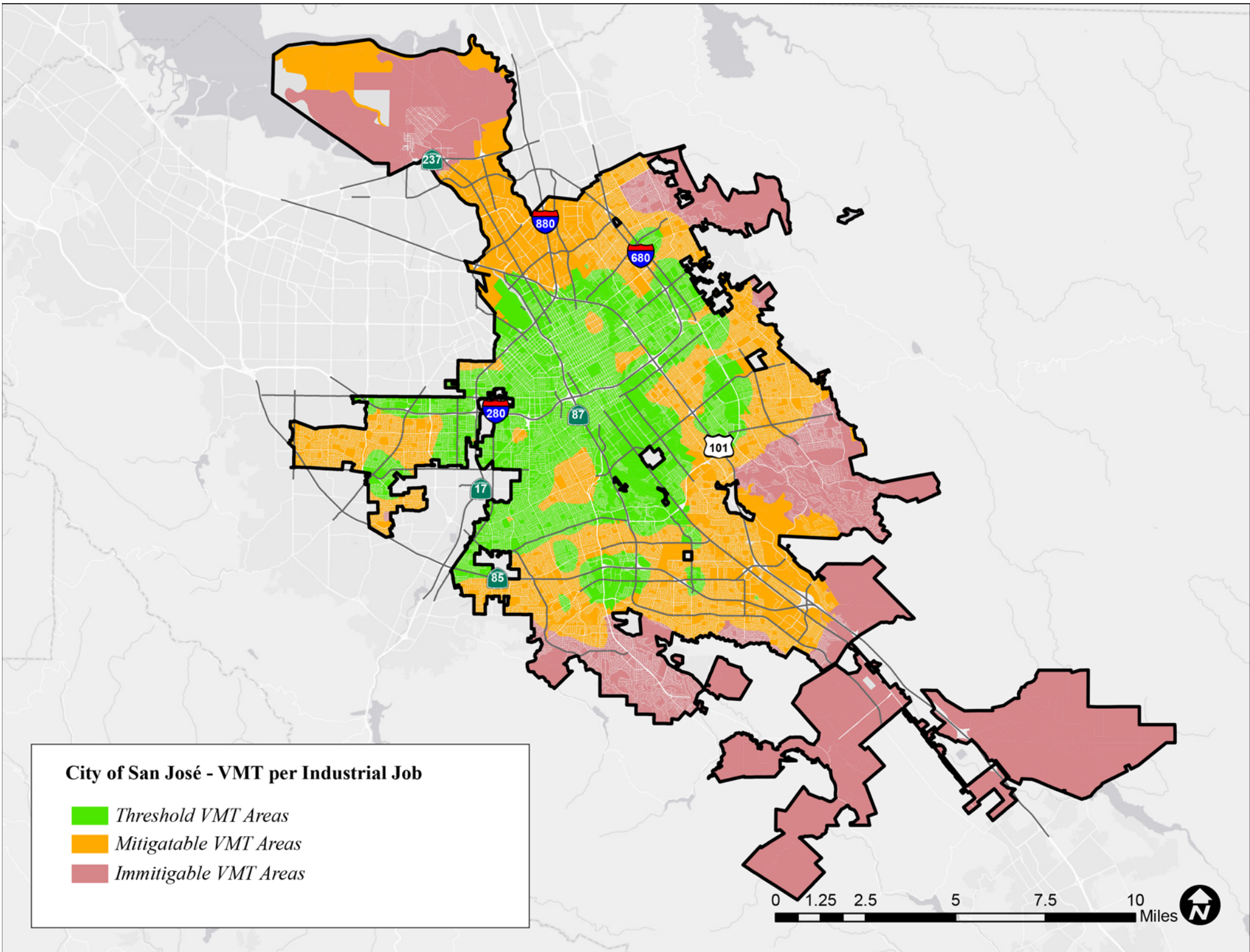
Transportation Analysis Scoping



Appendix F

VMT Heat Maps





City of San José - VMT per Industrial Job

- *Threshold VMT Areas*
- *Mitigatable VMT Areas*
- *Immitigable VMT Areas*

