Oakland Road Hotel and Car Wash Transportation Analysis Report

City of San Jose

May 22, 2019

Prepared for:

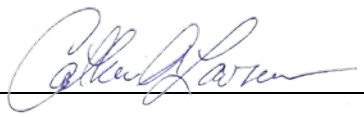
Blue Wave Express Car Wash

Prepared by:

Stantec Consulting Services Inc.

Sign-off Sheet

This document entitled Oakland Road Hotel and Car Wash Transportation Analysis Report was prepared by Stantec Consulting Services Inc. (“Stantec”) for the account of Blue Wave Express Car Wash (the “Client”).

Prepared by 

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Executive Summary

This transportation analysis has been prepared for the proposed Oakland Road hotel and Blue Wave car wash located on Oakland Road in the City of San Jose. A transportation analysis is required for this project in compliance with the City of San Jose's Transportation Impact Policy (Council Policy 5-1) and the Santa Clara County's Congestion Management Program (CMP). The analysis has been prepared in conformance with the requirements contained in the City's Transportation Analysis Handbook (2018).

The project site is located at the southwest corner of Oakland Road and Horning Street. The existing site is located on four separate parcels, which are to be combined and divided into two new parcels for the development of a 116-room business hotel on the north parcel (approximately 1.8 acres) and a drive-through car wash on the south parcel (approximately 0.8 acres). The car wash site also includes self-serve vacuum stalls and associated site improvements. A shared access drive aisle is to be constructed from Oakland Road for access to both proposed sites. A driveway is also proposed on Horning Street.

Project trips were calculated based on ITE trip rates and an existing car wash case study driveway count. Location based reduction for Suburban with Multifamily Housing area was applied to the hotel component of the project. Furthermore, trips generated by the existing development on the site were subtracted from the project trip generation to obtain net new project vehicle trips. A reduction for car wash pass-by trips was not taken, which results in a conservatively high trip generation estimate. The proposed project will generate 45 new vehicle trips during the AM peak hour, 62 new vehicle trips during the PM peak hour, and 723 new vehicle trips daily.

The proposed land uses cannot be evaluated with the City's VMT Evaluation Tool or with the Travel Demand Model because hotel does not fall into one of the designated land use categories. Therefore, the proposed hotel and car wash project trip generation estimates were converted to an equivalent amount of retail square footage based on the daily trips. The resulting retail square footage was compared with the CEQA VMT Analysis Screening Criteria in the Transportation Handbook 2018 to determine conformance to Council Policy 5-1. Based on the daily baseline vehicle trip generation for the proposed project, the project is equivalent to 38,000 square feet of retail uses, which exempts the project from a detailed CEQA VMT analysis per the small infill screening criteria of 100,000 square feet or less of retail space. The project site is located within two miles of the Mineta San Jose Airport, Civic Center, and Downtown San Jose. These local facilities will attract a large portion of the proposed business hotel trips. Furthermore, the proposed hotel will increase employment density (jobs/commercial acres in half-mile buffer), resulting in a lower VMT for the project than the existing VMT for the area. Additionally, motorists will choose a car wash that is convenient rather than drive miles out of their way to a car wash. If the proposed car wash is more convenient than an existing car wash, then motorists will divert existing car wash trips to the proposed car wash. Furthermore, the majority of car wash trips would be pass-by or diverted trips where the motorist stops at the car wash on their way to another destination.

The net new project trips were distributed to the surrounding street network based on levels and locations of development in relation to the project site. Separate distribution patterns for the business hotel and car wash were developed. The business hotel trips were primarily distributed to the Mineta San Jose Airport, Civic Center, and Downtown San Jose, while the car wash trips were distributed to surrounding residential and commercial areas.

The study area was defined and approved by City staff, and five signalized intersections and two stop-controlled intersections in proximity of the project site were identified as the study intersections. Peak hour turning movement counts were collected in July and September 2018 at the study intersections.

Background conditions were developed by adding trips from approved but not yet constructed projects in the City's ATI database to the existing intersection volumes. These background volumes provide the conditions against which the project impacts are evaluated.

The net new project vehicle-trips were added to the background volumes. The delay and LOS for background plus project conditions were compared with the background delay and LOS. Three study intersections operate at deficient LOS under background conditions; however, the project has no adverse effect on these or any of the study intersections.

The City adopted the US-101/Oakland Road/Mabury Road Transportation Development Policy (TDP) in 2007 which defines the interchange capacity available, identifies the required improvements for future development in the area, establishes a traffic fee program for new development in the area to fund the improvements, and allows the LOS of signalized intersections covered by the TDP to temporarily exceed the City's LOS standards until the required improvements are constructed. Major regional transportation projects that are recognized as necessary to provide adequate access to the US 101 freeway and the planned BART station include modification of the US 101/Oakland Road interchange and construction of the US 101/Mabury Road interchange. The City Council established a Traffic Impact Fee program to cover the unfunded cost of the Planned Improvements. Based on the trip distribution and assignment, the project adds 14 PM peak hour trips to the Oakland Road/US 101 interchange. This volume of project trips could be reduced if the business hotel were to provide a shuttle service for guests to and from destinations such as the airport.

The project entrance on Oakland Road opposite Boardwalk Way is proposed to be signalized. The raised median would be modified, and the existing residential development on the east side of Oakland Road (Modern Ice Townhomes) would be given full access to Oakland Road. This location would operate at LOS F without a signal. With a signal, the intersection operates at LOS B during the AM and PM peak hours. A signal and median break at this location would provide pedestrian connectivity between the residential uses on the east side and the commercial uses on the west side of Oakland Road and a controlled crossing of Oakland Road for bicyclists.

The project has no adverse effect on the surrounding streets and no off-site mitigation is necessary.

1.0 INTRODUCTION

This transportation analysis has been prepared for the proposed Oakland Road hotel and Blue Wave car wash located on Oakland Road in the City of San Jose. A transportation analysis is required for this project in compliance with the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the Santa Clara County's Congestion Management Program (CMP). The analysis has been prepared in conformance with the requirements contained in the City's Transportation Analysis Handbook (2018). This report summarizes the project's potential transportation impacts, if any, and presents appropriate mitigation measures, if necessary.

1.1 PROJECT DESCRIPTION

The project site is located on the west side of Oakland Road between Horning Street and Madera Avenue. **Figure 1-1** illustrates the location of the project site. The existing site is located on four separate parcels, which are to be combined and divided into two new parcels for the development of a 116-room business hotel on the north parcel (approximately 1.8 acres) and an automated drive-through car wash on the south parcel (approximately 0.8 acres). The car wash site also includes self-serve vacuum stalls and associated site improvements. A shared access drive aisle is to be constructed from Oakland Road for access to both proposed sites. This driveway is opposite Boardwalk Way, and the existing median break is proposed to be modified to provide full access to the project driveway, as well as Boardwalk Way, from Oakland Road. A traffic signal at this location has been evaluated. A driveway is also proposed on Horning Street. **Figure 1-2** illustrates the proposed site plan.

The project site is currently developed with permitted auto-related businesses such as a tire and wheel shop, truck and car wash, and graphic design/car wrap business.

1.2 CEQA TRANSPORTATION ANALYSIS SCOPE

Council Policy 5-1 aligns with California Senate Bill 743 (SB 743) that establishes the thresholds for transportation impacts under the California Environmental Quality Act (CEQA), removing transportation "Level of Service" (LOS) based on delay and congestion and replacing it with "Vehicle-Miles Traveled" (VMT). VMT refers to the amount of and distance of automobile travel in a day attributed to a development project. VMT is measured by multiplying the total vehicle trips generated by a development project by the average distance of those trips. In the City of San Jose, VMT is calculated using the Origin-Destination VMT method, which measures the full distance of vehicle travel with one end within the project.

Increased vehicle travel associated with development projects results in several undesirable consequences. Increased vehicle travel leads to increased greenhouse gases and poor air quality, leads to health issues such as chronic diseases (associated with poor air quality and reduced physical activity) and worse mental health, has negative effects on other road users such as pedestrians, cyclists, and transit users, results in more vehicle collisions, requires more infrastructure which increases impermeable surfaces (raising flood risks and polluting waterways) and loss of natural habitat, and increases interactions with nature leading to more collisions with wildlife. SB 743 attempts to diminish these undesirable outcomes by encouraging development that reduces vehicle travel.

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Figure 1-1

Project Site Location

1.2

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Figure 1-2

Proposed Site Plan

The intention of SB 743 is to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." VMT exceeding an applicable threshold of significance may indicate a significant impact. If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project VMT to an acceptable level and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap.

A project could have a significant transportation impact on the environment if it:

a) Conflicts with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths

b) Conflicts or is inconsistent with CEQA Guidelines Section 15064.2, Subdivision (b)(1)

c) Substantially increases hazards due to a geometric design feature or incompatible uses

d) Results in inadequate emergency access.

The City has chosen a net increase in the total existing VMT for the region (i.e. the Bay Area's Metropolitan Planning Organization's boundaries) as the determination of significant transportation impact. For development projects that do not meet the City's screening criteria, the VMT analysis consists of a comparison of the project's potential impacts related to VMT and other significance criteria. For retail, hotel, or school projects, the total VMT for the region without and with the project is calculated. The threshold for significance for retail projects is a net increase in the existing regional total VMT.

A detailed CEQA transportation analysis is not required if a project meets the City's screening criteria. New retail development typically redistributes existing trips instead of creating new trips. Local-serving retail projects may shorten vehicle-trips and reduce VMT by diverting trips from existing local retail to new local retail without measurably increasing trips outside the local area. The City has defined retail projects below 100,000 square feet as local-serving shopping centers. Therefore, it is presumed that retail projects no larger than 100,000 square feet will have a less than significant VMT impact and do not require a detailed CEQA transportation analysis.

As City staff outlined in the workscope letter for this project dated May 17, 2018, the proposed land uses cannot be evaluated with the City's VMT Evaluation Tool or with the Travel Demand Model. The VMT Evaluation Tool has four categories of land uses (Residential, Office, Retail, and Industrial), and hotel does not fall into any of the designated land use categories. Therefore, both the business hotel and the car wash require a qualitative evaluation and comparison to retail land uses as defined in Council Policy 5-1. The proposed hotel and car wash project trip generation estimates are converted to an equivalent amount of retail square footage based on the daily trips. The resulting retail square footage is compared with the CEQA VMT Analysis Screening Criteria in the Transportation Handbook 2018 to determine conformance to Council Policy 5-1 for the proposed 116-room hotel and automated car wash.

1.3 LOCAL TRANSPORTATION ANALYSIS SCOPE

The project is subject to the City's Local Transportation Analysis (LTA) as specified in the Council Policy 5-1 and must comply with methodology included in the City's Transportation Analysis Handbook. The project's effects on transportation, access, circulation, and related safety elements in the proximate area of the project are evaluated. The traffic study provides near term impact analysis of the proposed project as required by the City. The analysis will address project impacts compared with the background no-project scenario.

Seven study intersections have been identified by Public Works staff, and the project's effects on the operation of these study intersections were evaluated under background conditions. Five of the study intersections are controlled by traffic signals, and the remaining two study intersections are two-way stop-controlled T-intersections, although both stop-controlled intersections are restricted to right turns only because of the raised median along Oakland Road.

The following intersections are included in the analysis:

Intersection	Control	Jurisdiction
1. Oakland Road & Mabury Road	Two-Way Stop Sign	San Jose
2. Oakland Road & US 101 NB	Signal	San Jose/Caltrans
3. Oakland Road & US 101 SB	Signal	San Jose/Caltrans
4. Oakland Road & Horning Street	Two-Way Stop Sign	San Jose
5. Oakland Road & Hedding Street	Signal	San Jose
6. 11th Street & Hedding Street	Signal	San Jose
7. 10th Street & Hedding Street	Signal	San Jose

The US 101 interchange study intersections are identified on the CMP network. They are outside of an Infill Opportunity Zone (IOZ).

The project site is designated as Combined Industrial/Commercial (CIC) in the City's Envision San Jose 2040 General Plan (February 2018). Hotel is a permitted use in CIC, and car wash is a conditional permit use. The project is consistent with the current General Plan; therefore, a General Plan Amendment (GPA) long-range transportation analysis is not required.

The project site is located south of the US 101 interchange at Oakland Road. The interchange is the subject of the City's adopted US 101/Oakland Road/Mabury Road Transportation Development Policy (TDP) which recognizes that the interchange is severely constrained and establishes a mitigation program for impacts to the US 101/Oakland Road interchange.

Two study intersections (Oakland Road/US 101 NB ramps and Oakland Road/US 101 SB ramps) are identified as Congestion Management Program (CMP) monitoring locations. An analysis based on the VTA CMP guidelines was not prepared since the proposed project generates less than 100 net new peak hour vehicle trips; however, the City's guidelines are intended to be consistent with the VTA Transportation Impact Analysis Guidelines, to promote consistency across jurisdictions within Santa Clara County.

The following scenarios are evaluated:

- Existing Scenario: Existing LOS
- Background Scenario: Existing + Approved Projects LOS
- Background Plus Project Scenario: Existing + Approved Projects + Proposed Project LOS

Project level of service and potential negative project effects are based on Highway Capacity Manual (HCM) delay methodology. **Table 1- 1** summarizes the correspondence between LOS and average vehicle delay. Traffix software is utilized to calculate the vehicle delay at the study intersections. An adverse effect on intersection operations occurs when the analysis demonstrates that the project causes the operations standard at a study intersection to fall below LOS D with the addition of project vehicle-trips to baseline conditions. For intersections already operating at LOS E or F under background conditions, the criteria for determining adverse intersection operations from the project impact is:

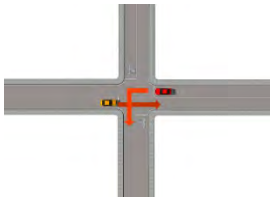
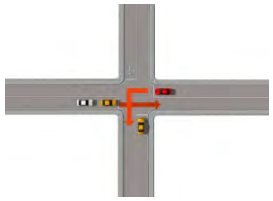
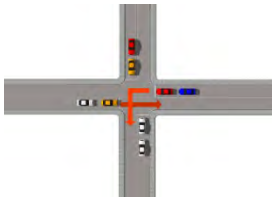
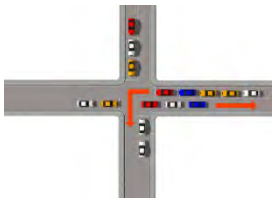
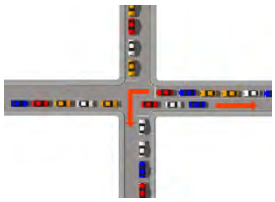
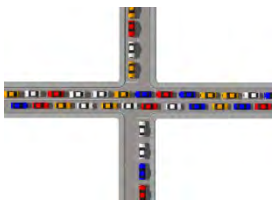
- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more; OR
- A decrease in the average critical delay AND an increase in critical V/C ratio of 0.010 or more.

It should be noted that a potential adverse effect is not a CEQA measure.

1.4 REPORT ORGANIZATION

Chapter 2.0 of this report provides the transportation setting for the impact analysis, including existing roadway conditions, peak hour and daily traffic volumes, pedestrian, bicycle, and transit facilities, and traffic conditions field observations. Chapter 3.0 describes the CEQA conditions. Chapter 4.0 focuses on the LTA and potential traffic impacts of the proposed project under near term conditions, with project trip generation, distribution, and assignment presented in this chapter. Sections presenting additional site analyses and operational effects are included in Chapter 4.0. Chapter 5.0 summarizes the conclusions of the transportation analysis.

Table 1-1 Intersection Level of Service Ranges

Level of Service		Delay Description	Average Vehicle Delay	
			Signalized	Stop-Controlled
A		Minimal or no vehicle delay	0 – 10 seconds	0 – 10 seconds
B		Slight delay to vehicles	10.1 – 20 seconds	10.1 – 15 seconds
C		Moderate vehicle delays, traffic flow remains stable	20.1 – 35 seconds	15.1 – 25 seconds
D		More extensive delays at intersections	35.1 – 55 seconds	25.1 – 35 seconds
E		Long queues create lengthy delays	55.1 – 80 seconds	35.1 – 50 seconds
F		Severe delay and congestion	Above 80 seconds	Above 50 seconds

Source: Transportation Research Board, *Highway Capacity Manual 2010*, Exhibit 15-3

2.0 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the transportation setting for the proposed project. The existing roadway network, intersection conditions, and existing traffic volumes are presented.

2.1 VEHICLE-MILES TRAVELED

From the Transportation Analysis Handbook, VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. VMT that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses shall be used as a basis for determining significant transportation impacts in California to appropriately balance the needs of congestion management with statewide goals related to infill development, the promotion of public health through active transportation, and the reduction of greenhouse gas emissions.

The City uses an Excel-based VMT Evaluation Tool to evaluate whether proposed development projects would generate VMT impacts. The VMT for the half-mile radius surrounding the project site is based on the City's travel demand model and adjusted to the parcel level.

The City's VMT Evaluation Tool was used to determine the existing VMT for the study area. The VMT for the area is 15.43 per non-industrial worker. This is above the City's threshold of 12.22 per worker. The half-mile radius area around the project site includes residential developments and mostly industrial space. The VMT for the area is higher than the City's threshold since the workers in the area may not live in the surrounding residential developments and have to drive farther to home than the City's threshold.

Figure 2-1 illustrates the VMT per capita heat map for a one-half mile radius around the project site. This shows that the majority of the area surrounding the project site is classified as Regional Average VMT Areas.

2.2 ROADWAY NETWORK

The project is located on the west side of Oakland Road between Horning Road and Madera Avenue. Project traffic will access the local transportation network via Oakland Road, Hedding Street, and Horning Street. Regional access to the study area will be provided primarily by US 101. None of the streets in the study area are identified as a Vision Zero Priority Safety Corridor. The study area is identified as a Suburban with Multifamily Housing place type.

Figure 2-2 illustrates the surrounding street network and shows the existing lane configurations at the study intersections.

Oakland Road is a six-lane road north of the study area which narrows to five lanes for a short distance north of Commercial Street. South of Commercial Street, Oakland Road is a four-lane road with a raised median and left- and right-turn pockets at the US 101 interchange and at Hedding Street. The raised median restricts traffic at Mabury

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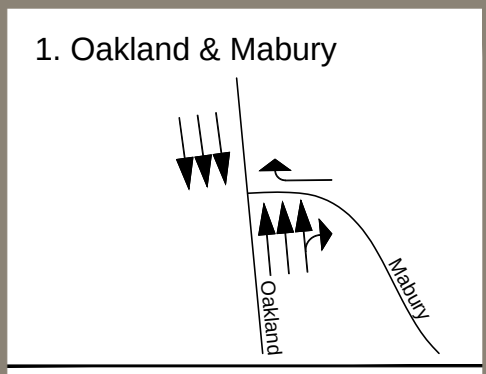
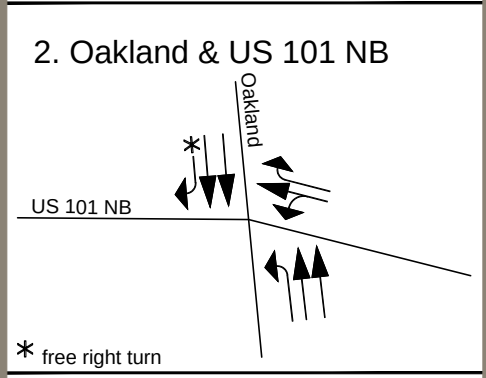
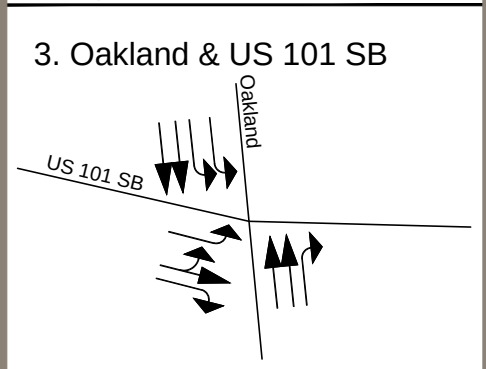
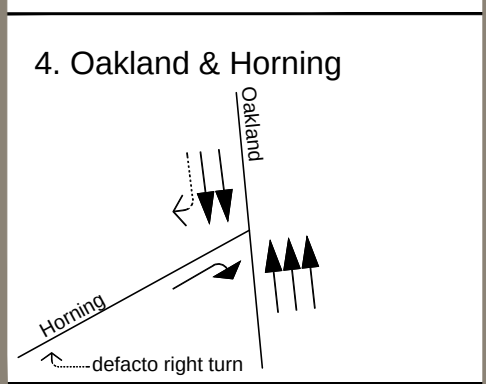
Figure 2-1

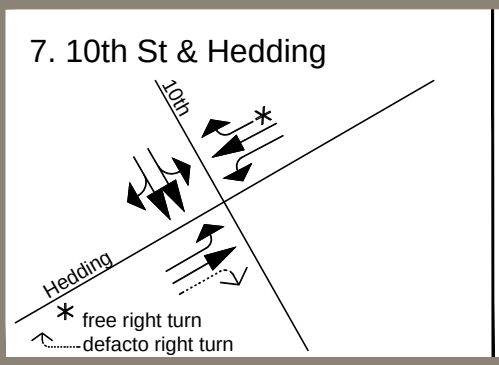
City of San Jose VMT per Job Heat Map

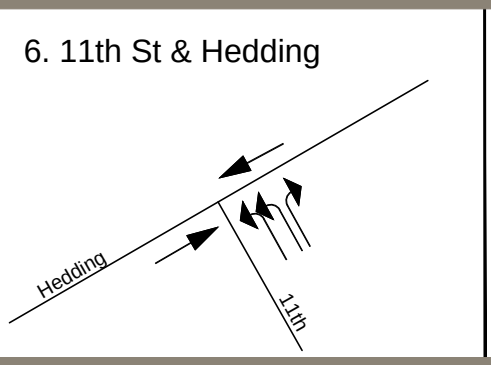












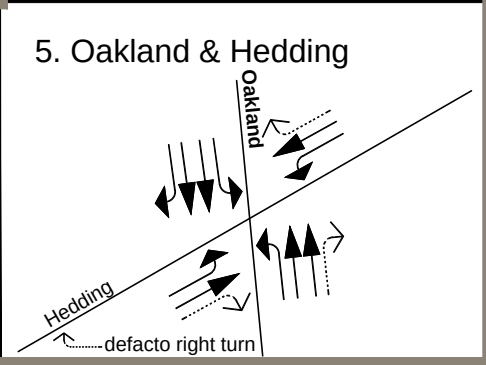


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Figure 2-2

Study Area Street Network and Existing Intersection Lanes

Road, Horning Street, Madera Avenue, and Berryessa Road to right turns only. A median break at Boardwalk Way allows the southbound left-turn movement onto Boardwalk Way, but westbound traffic from Boardwalk Way onto Oakland Road is restricted to right turns only. South of the study area, Oakland Road becomes N. 13th Street south of Hedding Street. Oakland Road is classified on the City's General Plan Transportation Network as a City Connector Street north of US 101, a Main Street from US 101 to Jackson Street south of the study area, and a Local Connector Street south of Jackson Street. The speed limit on Oakland Road in the project vicinity is 40 mph north of US 101, 35 mph between US 101 and Hedding Street, and 25 mph south of Hedding Street. Signals are provided at US 101 northbound ramps, US 101 southbound ramps, and Hedding Street within the study area and at Commercial Street just north of the study area.

Hedding Street is a two-lane road in the project vicinity with a two-way left-turn painted median and turn pockets at the intersections. Hedding Street is classified as an On-Street Primary Bicycle Facility through the study area, Class II bike lanes are provided. On-street parking is prohibited. The speed limit on Hedding Street in the project vicinity is 30 mph west of Oakland Road and 35 mph east of Oakland Road. The intersections at 10th Street, 11th Street, and Oakland Road in the study area are signalized. Hedding Street crosses train tracks west of 10th Street. The at-grade crossing has flashing warning lights and automatic gates.

10th Street is classified as a City Connector Street north of Madera Avenue and a Local Connector Street south of Madera Avenue. 10th Street is a four-lane undivided street north of Hedding Street. South of Hedding Street, 10th Street is a wide one-way street southbound. The speed limit is 35 mph on 10th Street north of Hedding Street and 30 mph south of Hedding Street. Class II bike lanes are provided on 10th Street north of Hedding Street, but the striping is very faded in places. On-street parking is not allowed.

11th Street is a one-way street northbound that ends at Hedding Street. It is striped with two lanes that widens to three lanes at the intersection with Hedding Street. 11th Street is classified as a Local Connector Street. The speed limit on 11th Street is 30 mph. On-street parking is permitted, and a Class II bike lane is provided northbound.

Horning Street is not classified on the City's Transportation Network Diagram. Horning Street begins at 10th Street west of the project site and ends at Oakland Road. It is a wide two-lane street with no centerline stripe. The speed limit is 35 mph and on-street parking is allowed. Horning Street is controlled by a stop sign at the 10th Street and the Oakland Road intersections.

Madera Avenue is not classified on the City's Transportation Network Diagram. Madera Avenue also begins at 10th Street and ends at Oakland Road. Madera Avenue is a two-lane street with a 25-mph speed limit. On-street parking is allowed. Madera Avenue is controlled by a stop sign at the 10th Street and the Oakland Road intersections.

US 101 (Bayshore Freeway) provides regional access to the project vicinity. US 101 is an eight-lane freeway with six general purpose lanes and two high occupancy vehicle (HOV) lanes in the study area. A diamond interchange is provided at Oakland Road north of the project site. US 101 provides an interchange with I-880 approximately one-half mile west of the project study area and an interchange with I-280/I-680 approximately three miles southeast of the study area.

2.3 TRAFFIC VOLUMES

Peak hour intersection turning movement volumes at four of the seven study intersections were counted in September 2018 by All Traffic Data Services, and peak hour turning movement volumes at three study intersections and average daily traffic (ADT) volumes at seven mid-block locations were counted in July 2018 by NDS. The peak hour counts included pedestrians and bicycles. The mid-block counts included truck classification counts at three of the locations. Peak hour and ADT count data is included in **Appendix B**. The intersection counts that were collected in July 2018 were adjusted to match the September 2018 counts at the adjacent intersections.

The existing AM peak hour intersection turning movement volumes and mid-block ADT volumes are illustrated in **Figure 2-3**. Existing PM peak hour intersection turning movement volumes are illustrated in **Figure 2-4**.

Table 2-1 summarizes the delay and LOS for the study intersections under existing conditions (Traffix delay calculation worksheets are presented in **Appendix D**). This is provided for information only, since the project impacts are evaluated under background conditions presented later in the report (Chapter 4.0). The delay for the signalized intersections is based on the average delay for all movements, while the delay for the stop-controlled intersections is the delay on the approach controlled by the stop sign. As this table shows, the signalized intersections at the US 101 ramps are operating at LOS C or better during the AM and PM peak hours, and the signalized intersections along Hedding Street are operating at acceptable LOS D or better during the AM and PM peak hours. The stop-controlled intersection of Oakland Road and Mabury Road is operating at acceptable LOS C or better during the AM and PM peak hours, but the stop-controlled intersection of Oakland Road and Horning Street is operating at LOS E during the PM peak hour.

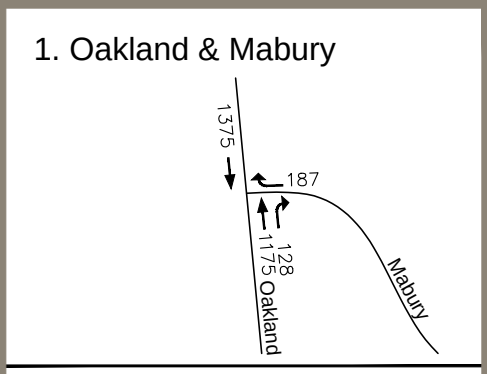
Table 2-1 Existing Delay and Level of Service Summary

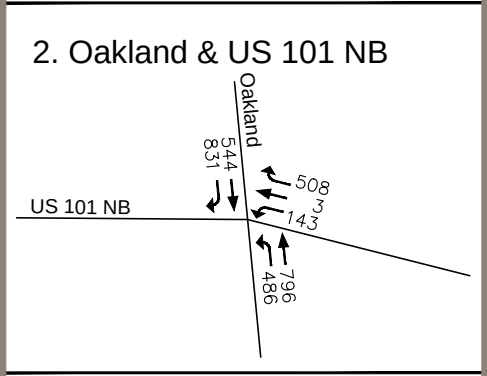
Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Oakland & Mabury	Stop Sign	18.2 sec	C	12.7 sec	B
2. Oakland & US 101 NB [1]	Signal	33.4 sec	C	24.2 sec	C
3. Oakland & US 101 SB [1]	Signal	27.0 sec	C	29.4 sec	C
4. Oakland & Horning	Stop Sign	10.5 sec	B	**45.1 sec**	**E**
5. Oakland & Hedding	Signal	44.5 sec	D	43.4 sec	D
6. 11th St & Hedding	Signal	29.0 sec	C	15.9 sec	B
7. 10th St & Hedding	Signal	21.0 sec	C	37.5 sec	D

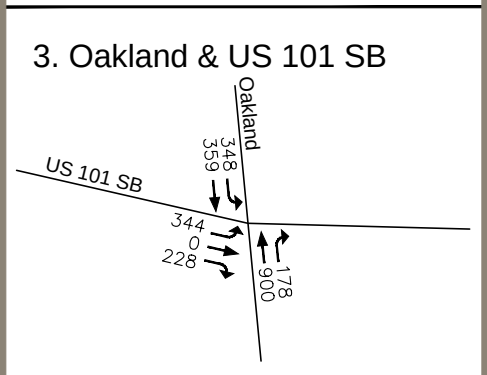
Notes:
[1] US 101/Oakland/Mabury TDP intersection and CMP intersection
sec = Seconds of delay per vehicle
LOS = Level of service
Highlight indicates LOS E or F

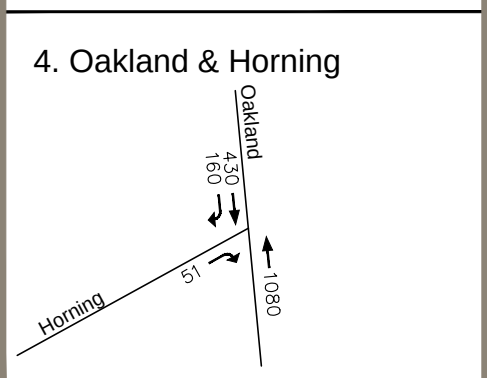
2.4 PEDESTRIAN AND BICYCLE FACILITIES

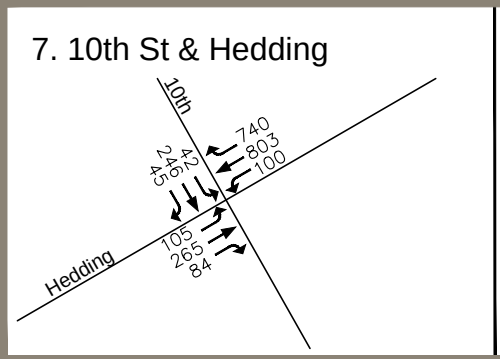
From the peak hour counts and field observations, pedestrian and bicycle traffic is light during the AM peak hour and moderate during the PM peak hour in the study area. Sidewalks are available and in acceptable condition along Oakland Road and Hedding Street in the study area, with the exception of the north side of Hedding Street between 11th Street and 10th Street where the sidewalk becomes a dirt path. Not all curb ramps along Oakland Road or

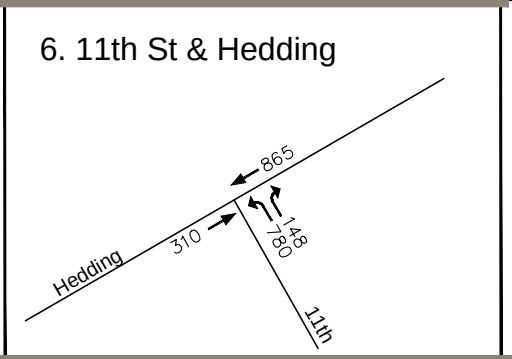












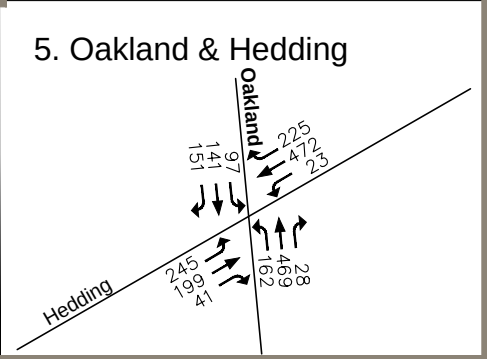


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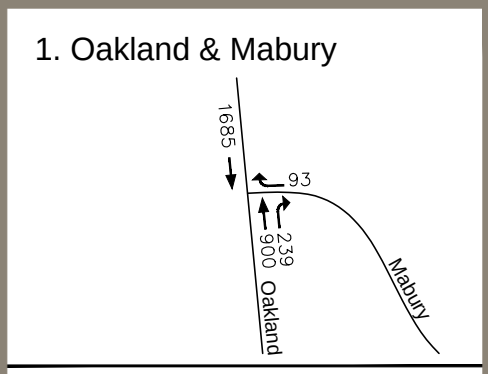
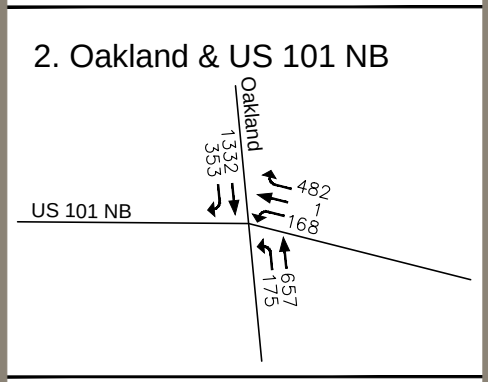
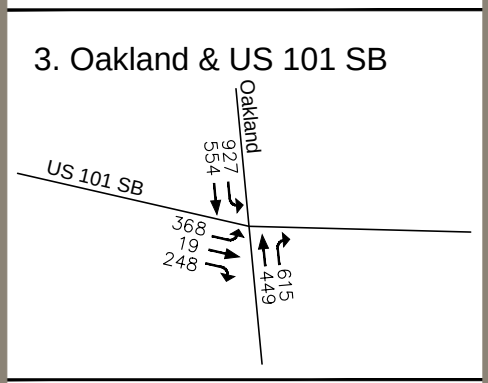
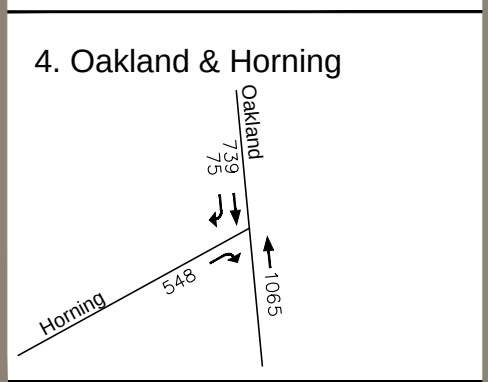
Figure 2-3

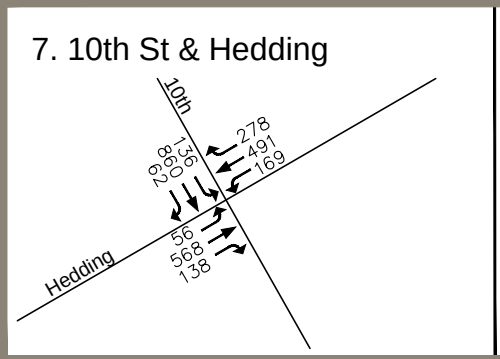
Existing AM Peak Hour Intersection Volumes

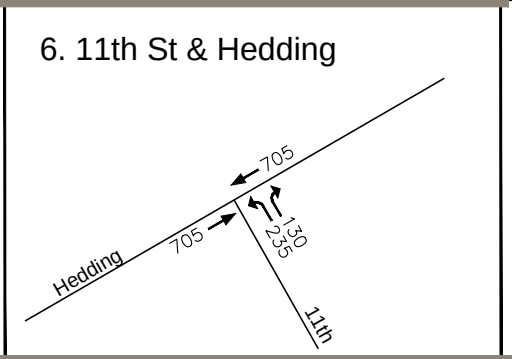












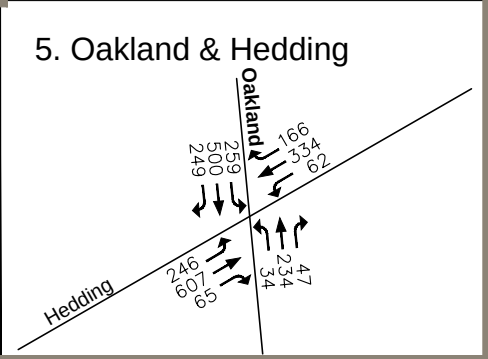


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Figure 2-4

Existing PM Peak Hour Intersection Volumes

Hedding Street are ADA-compliant. A sidewalk is provided on the east side of 10th Street north of Hedding Street but does not exist on the west side. Sidewalks are provided on both sides of 10th Street south of Hedding Street, on 11th Street south of Hedding Street, and on Madera Avenue. Sidewalks are missing on portions of Horning Street.

Class II bike lanes are provided on Oakland Road north of Commercial Street and south of Boardwalk Way, but they are not carried through the US 101 interchange area. Santa Clara Valley Transportation Authority (VTA) rates Oakland Road between Hedding Street and US 101 as a "High Caution" area on the Santa Clara Valley Bikeways Map which indicates high traffic volumes, high traffic speeds, high number of vehicles turning right, and narrow travel area for bicycles. Class II bike lanes are provided on Hedding Street which is designated as an On-Street Primary Bicycle Facility. Class II bike lanes are provided in both directions on 10th Street north of Hedding Street but are not striped on the one-way portion of 10th Street south of Hedding Street, although "Bike Lane" signs are posted. Northbound Class II bike lanes are striped on 11th Street south of Hedding Street. All of the bike facilities are in good repair, with the exception of 10th Street north of Hedding Street where the bike lane striping is badly faded in some places.

There are no designated bike facilities on Horning Street or Madera Avenue.

Figure 2-5 illustrates the bike facilities in the project vicinity.

Planned improvements at the US-101/Oakland Road interchange include widening of the bridge deck to accommodate an additional lane over the freeway. The deck widening will also include additional width for bike lanes and sidewalks along Oakland Road.

2.5 TRANSIT FACILITIES AND SERVICES

Several local and express bus routes are located in the study area.

VTA provides local and community bus routes along Oakland Road and Hedding Street and two express routes along US 101 in the study area. Route 66 travels along Oakland Road from north of Commercial Street to Hedding Street with bus stops on Oakland Road adjacent to the project site. Route 66 continues west along Hedding Street past 10th Street. Route 65 travels from the Oakland Road/Hedding Street intersection south along 13th Street south of the study area. Route 12 travels from the Civic Center area west of the study area to east of the study area along Hedding Street. Similarly, Route 62 travels from west of the study area to east of the study area via Hedding Street. Bus stops are located along Hedding Street in the study area.

VTA provides express Route 121 and Route 122 through the study area via US 101; however, bus stops for these routes are not provided in the study area.

Monterey-Salinas Transit (MST) provides an Amtrak thruway bus route that travels between Mineta San Jose International Airport and King City to the south. MST Route 86 travels through the study area via US 101 and does not provide any bus stops in the study area.

Figure 2-6 illustrates the transit routes in the study area.

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Figure 2-5

Bicycle Facilities in the Study Area

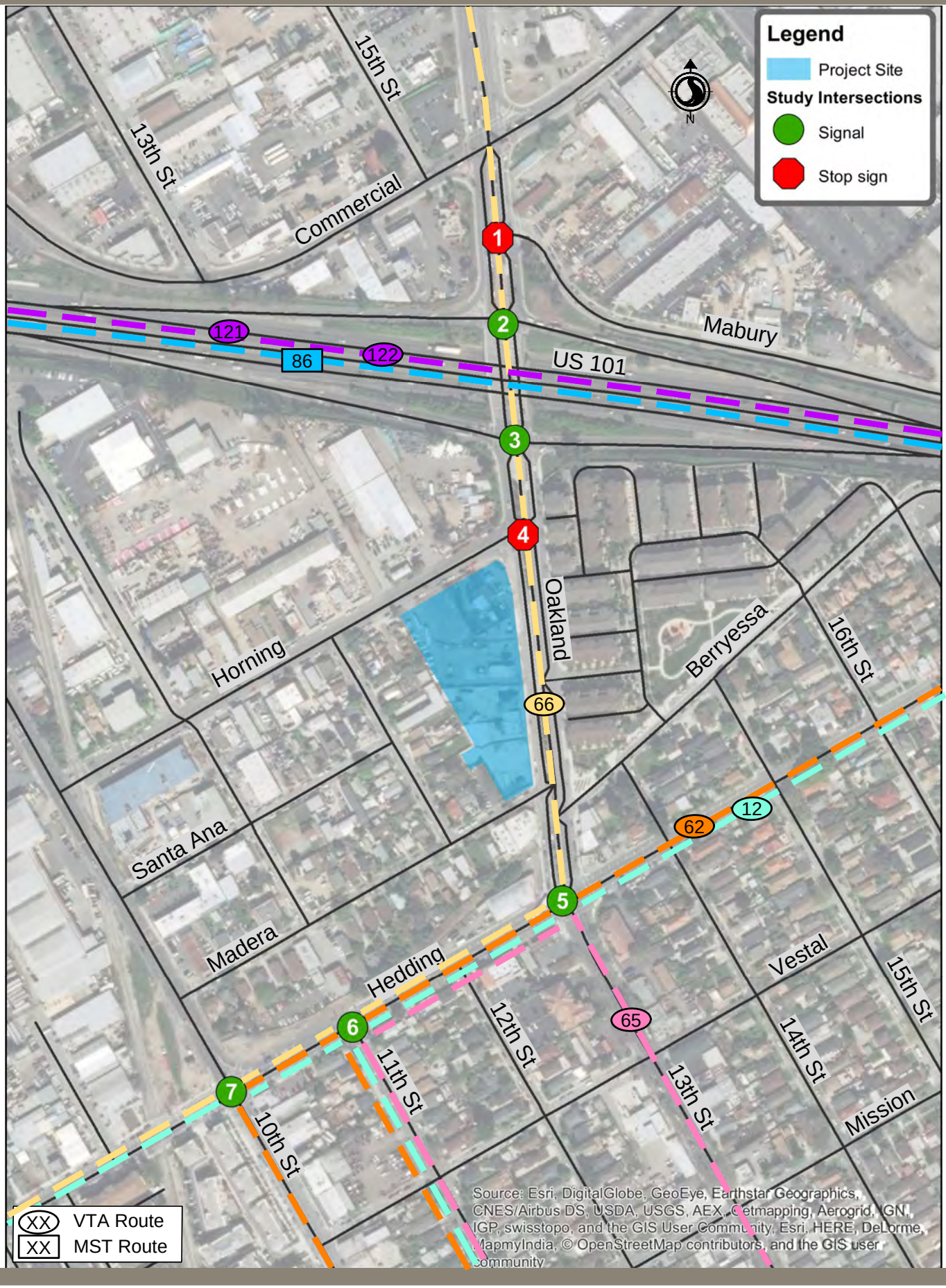

Figure 2-6

Transit Facilities in the Study Area

2.6 OBSERVED TRANSPORTATION CONDITIONS

Traffic conditions in the field were observed during the AM peak period (beginning 8 AM) on Tuesday July 24, 2018 and during the PM peak period (beginning 4 PM) on Monday July 23, 2018 by Stantec staff.

During the AM peak period, there was mild traffic observed at Mabury Road and at US 101 northbound on-ramp. Mild pedestrian traffic on Oakland Road. No congestion was observed at the intersection of Oakland Road and Hedding Street. Similarly, along Hedding Street very little congestion was observed between Oakland Road and 10th Street. Few pedestrians or bicyclists were observed during the AM peak period along Hedding Street.

During the PM peak period, congestion observed at 10th Street and 11th Street caused eastbound traffic on Hedding Street to back up past 7th Street. A moderate amount of pedestrian traffic was observed along Hedding Street. Considerable traffic turning left onto Oakland Road from eastbound Hedding Street caused congestion at the intersection of Oakland Road and Hedding Street. The ramp meter at the US 101 southbound on-ramp from Oakland Road backs traffic approximately 250 feet from the meter to Oakland Road, but vehicles do not spill out onto Oakland Road. Moderate traffic was observed at Mabury Road due to vehicles backing up from the Commercial Street intersection. Southbound on Oakland Road, traffic backs up from the US 101 northbound on-ramp ramp meter to Oakland Road and causes moderate impact on the intersection at Commercial Street.

3.0 CEQA TRANSPORTATION ANALYSIS

City staff has confirmed that the project is exempt from a detailed CEQA VMT analysis since it is equivalent to less than 100,000 square foot retail development based on the trip generation. Similar to local-serving retail trips, the proposed hotel and car wash trips would typically redistribute existing trips instead of creating new trips. The project trips may shorten vehicle-trips and reduce VMT by diverting existing trips from established locations to the new hotel and car wash without measurably increasing trips outside the local area.

3.1 VEHICLE-MILES TRAVELED ANALYSIS

The City has developed screening criteria to determine when a detailed CEQA transportation analysis would not be required. A detailed CEQA transportation analysis is not required if a project meets the City's screening criteria. Projects that are expected to result in less-than-significant VMT impacts based on project description, characteristics, or location would not require a detailed CEQA transportation analysis.

The City has defined "Local-Serving Retail" as a type of project that will not result in significant transportation impacts on the transportation system and will conform to the City's General Plan and other City goals and policies. As defined in Council Policy 5-1, 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 and do not require a detailed VMT analysis.

A 100,000 square foot retail project would generate 3,775 daily trips based on Institute of Transportation Engineers (ITE) trip rate. The proposed project generates 1,429 daily baseline vehicle-trips (discussed in Chapter 4.0, Section 4.4.1). The project is equivalent to 38,000 square feet of local-serving retail based on the project's daily baseline vehicle trip total; therefore, the project is less than the criteria of 100,000 square feet of retail and is exempt from a detailed VMT analysis.

To demonstrate the local serving nature of the proposed project, **Figure 3-1** illustrates the locations of hotels proximate to the project site. This figure shows the project's proximity to the Mineta San Jose Airport. Also in the general vicinity are the Civic Center and Downtown San Jose. The hotel component of the project will be oriented toward business travelers. Many of the proposed hotel's visitors will choose this hotel for its location within two miles of the airport as well as its proximity to the Civic Center or Downtown San Jose (i.e., less than two miles). It is presumed that the majority of hotel customers would divert trips to the proposed hotel from other existing local hotels and, therefore, would not generate new hotel trips in the region.

Figure 3-2 illustrates the locations of car wash facilities proximate to the project. The project site is surrounded by several existing car wash facilities, either at gas stations or stand-alone. Motorists will choose a car wash that is convenient rather than drive miles out of their way to a car wash. If the proposed car wash is more convenient than an existing car wash, then motorists divert existing car wash trips to the proposed car wash. Furthermore, the majority of car wash trips would be pass-by or diverted trips where the motorist stops at the car wash on their way to another destination.

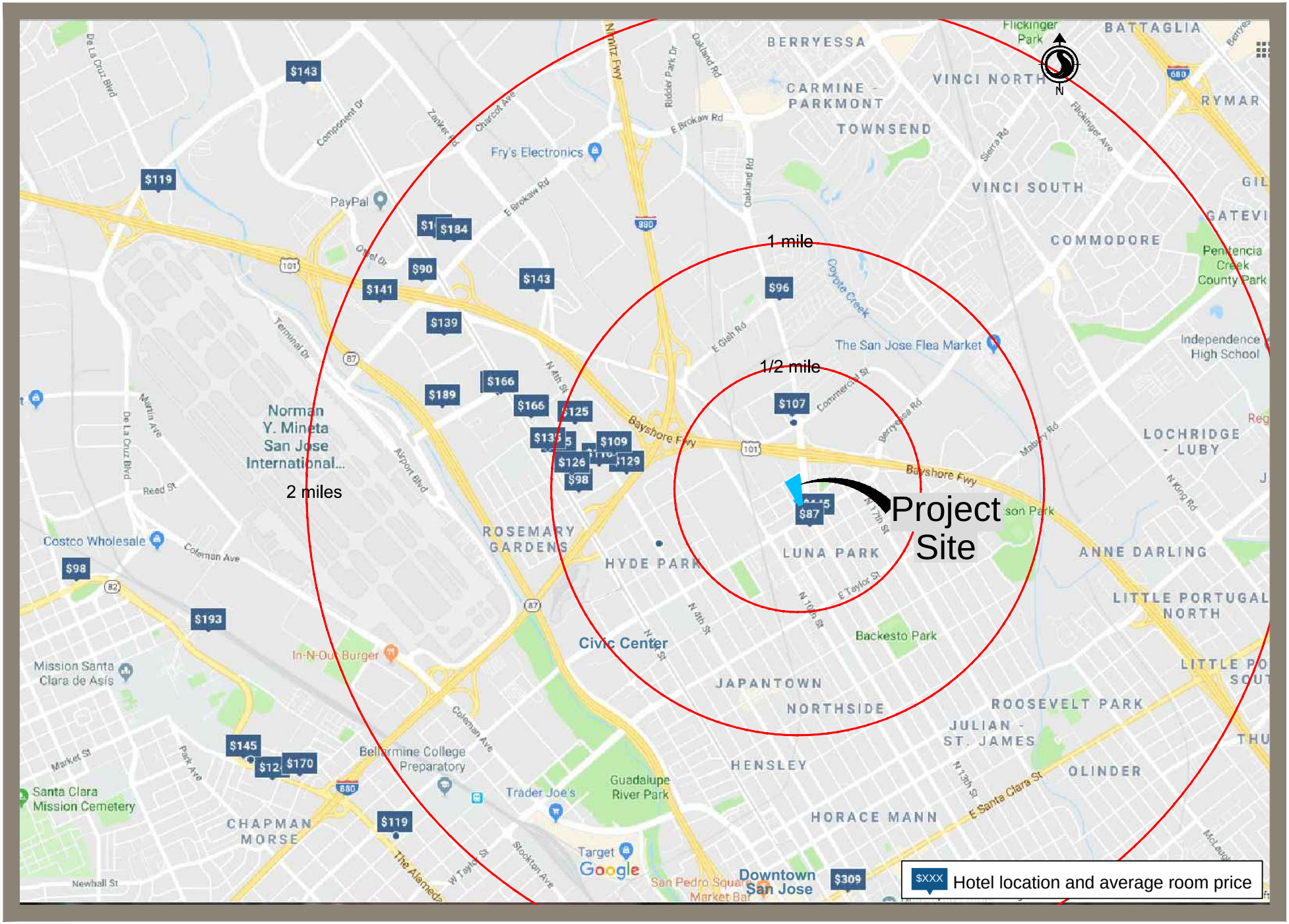

Figure 3-1

Hotel Locations in the Vicinity of the Project Site

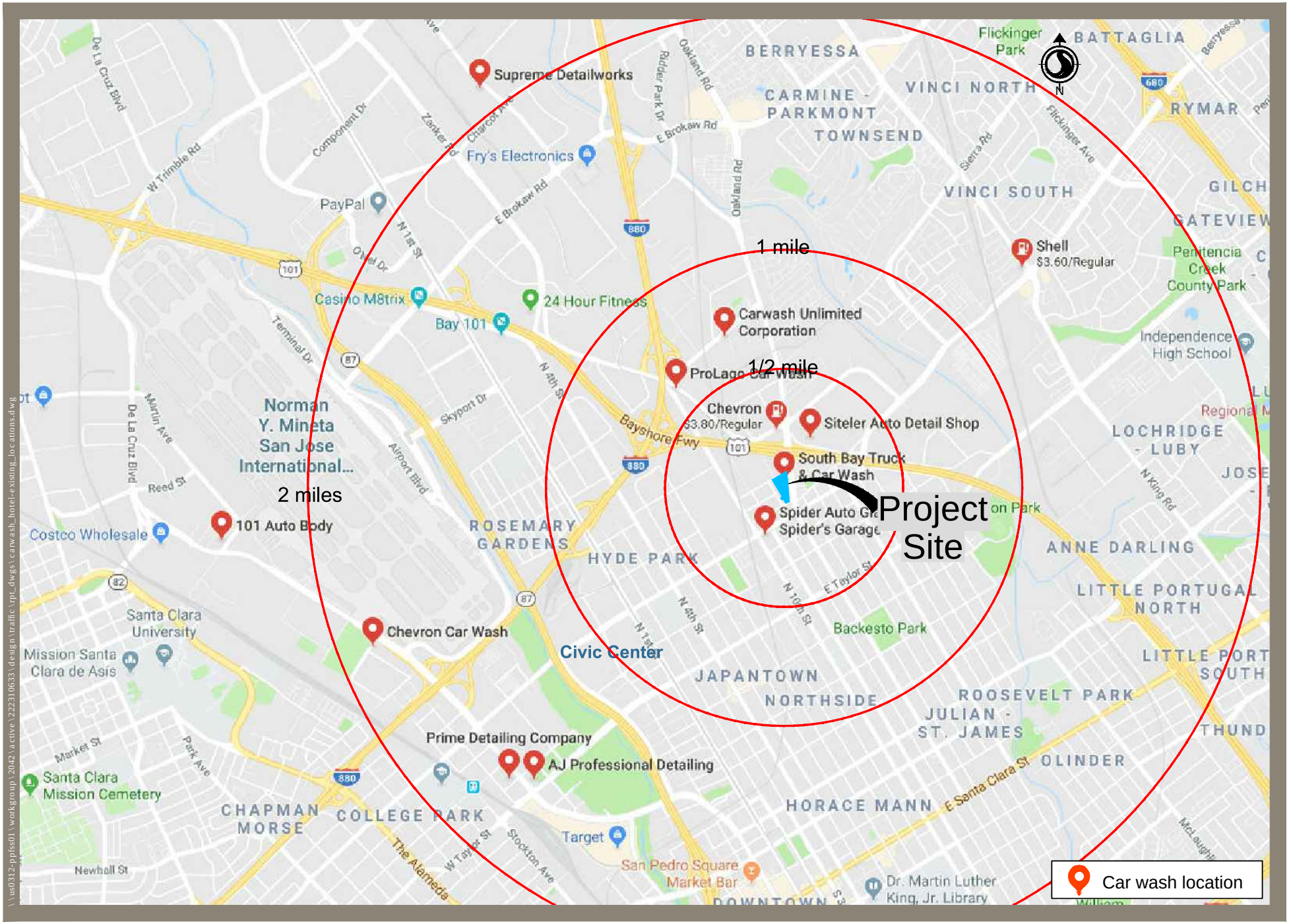

Figure 3-2

Car Wash Locations in the Vicinity of the Project Site

Per San Diego Association of Governments (SANDAG) *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, the weighted average hotel trip length of all trips, including guests and staff, is 7.6 miles. A gas station has a weighted average trip length, including customers and staff, of 2.8 miles, and the proposed car wash would have a similar average trip length. Both of these land uses have much shorter average trip lengths than the VMT for the area of 15.43 per non-industrial worker; therefore, the project would reduce the overall VMT for the area.

The proposed project is in conformance with Council Policy 5-1.

3.2 OTHER JURISDICTIONS

The project is adjacent to US 101 freeway. The Oakland Road/US 101 interchange ramps are under Caltrans jurisdiction and are included in the list of study intersections. The study area is completely within the City of San Jose, and no other City's intersections or roadways are analyzed.

3.2.1 Methodology

Study intersections at the US 101/Oakland Road interchange are under Caltrans jurisdiction. Caltrans uses HCM delay methodology to determine peak hour impacts at ramp intersections. Caltrans analysis methodology is consistent with the HCM analysis that the City uses in the LTA.

The project adds less than 100 trips to the freeway; therefore, a mainline freeway analysis is not performed.

3.2.2 Significance Criteria

The significance criteria that the City uses was applied to the Oakland Road/US 101 ramp intersections to determine impacts to Caltrans intersections.

3.2.3 Project Impacts and Mitigation Measures

Project impacts to the Oakland Road/US 101 ramp intersections are discussed in the following chapter.

4.0 LOCAL TRANSPORTATION ANALYSIS

This chapter addresses the potential project impacts based on the City's local transportation analysis (LTA), and identifies significant project impacts, if any, based on the methodology in the City's Transportation Analysis Handbook.

4.1 BICYCLE AND PEDESTRIAN

The project is not expected to generate a significant amount of pedestrian or bicycle traffic. Business hotel guests are expected to use rental cars, ride-sharing services (i.e., Uber/Lyft), or hotel shuttle services (if provided); however, a portion of hotel employees might walk or bike to the site. Car wash customers will drive their vehicle to the car wash site. The automated car wash will have a minimal number of employees who might walk or bike to the site. The project is not expected to have a noticeable effect on the pedestrian or bicycle network.

4.2 TRANSIT

As discussed below, the project is located within a Suburban with Multifamily Housing area. There is a bus route that travels along the project frontage and several that travel along Hedding Street south of the site; however, there is a low percentage of transit use expected. Business hotel guests are more likely to use the hotel's airport shuttle (if provided) or ride-sharing services such as Uber or Lyft than to take public transit to and from the hotel. Customers of the car wash will drive their personal car to the site. The most common users of transit to the site will be employees of the hotel or car wash. However, the project is not expected to have a noticeable effect on transit use in the study area.

4.3 TRANSPORTATION DEMAND MANAGEMENT

A transportation demand management plan will be prepared for the project site.

4.4 INTERSECTION OPERATION ANALYSIS

The LTA is based on the peak hour analysis of seven study intersections. The analysis examines the project's impacts based on the HCM delay methodology. Conditions with the proposed project are compared with background conditions to determine significant project impacts.

4.4.1 Trip Generation

The project site is currently developed with several businesses, mostly automobile related such as a tire shop, auto and truck hand wash, print shop for car wraps, propane sales, etc., and one single-family residence. These businesses are currently generating traffic that is included in the existing intersection turning movement counts. The site currently has approximately 10 employees, which can vary depending on the weather (auto/truck hand wash).

The proposed project is comprised of two components, a 116-room business hotel and an automated car wash. **Table 4-1** summarizes the daily total trip generation for the proposed project and during the weekday AM and PM peak hours.

Table 4-1 Project Trip Generation Summary

Land Use	ITE Category	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Trip Rates [1]									
Business Hotel	312	Rooms	.16	.23	.39	.18	.14	.32	4.02
Automated Car Wash	948	Tunnels	*	*	*	38.75	38.75	77.50	*
Trip Generation									
Business Hotel		116 Rooms	19	26	45	20	17	37	466
Automated Car Wash		1 Tunnel	28	21	49	39	39	78	963
Baseline Vehicle Trips			47	47	94	59	56	115	1,429
Project Trip Reduction									
1. Hotel Location-Based Adjustment [2]			-2	-3	-5	-2	-2	-4	-56
Adjusted Vehicle Trips - Sub-Total			45	44	89	57	54	111	1,373
3. Existing Site Traffic [3]			-30	-12	-42	-22	-27	-49	-650
Net External Vehicle Trips			15	32	45	35	27	62	723

* Source: Case study – comparable automated car wash site in Montebello, CA (Los Angeles County)
Notes:
[1] *Trip Generation Manual, 10th Edition,* Institute of Transportation Engineers
[2] Suburban with Multifamily Housing: 88%
[3] Driveway counts collected July 2018

Trips generated by the project were estimated based on land use-based trip rates. Estimates of project trips are generally calculated based on average trip rates per a known variable, such as square feet for office or retail uses or dwelling units for residential developments. The Institute of Transportation Engineers (ITE) publishes a comprehensive manual with trip rates for hundreds of specific land use categories based on decades of data collected in the field. ITE's *Trip Generation Manual* is the industry standard for determining trip generation for developments.

Hotel

Daily and peak hour trip generation rates for the proposed hotel were obtained from ITE's *Trip Generation Manual, 10th Edition* trip rates for Business Hotel (Category 312). These trip rates are based on the number of guest rooms of the proposed business hotel. The hotel component of the proposed project will generate approximately 466 daily vehicle trips, 45 AM peak hour vehicle trips, and 37 PM peak hour vehicle trips.

Car Wash

As thorough as ITE's *Trip Generation Manual* is, there are categories of land uses with little or no trip rate data. The proposed automated car wash is one such category (Category 948). The *Trip Generation Manual* contains trip rates for weekday PM peak hour, but no data is available for daily or AM peak hour trips. In the absence of viable published trip rates, case study data is used. A case study of an existing car wash with identical layout and operating characteristics in Los Angeles County was used to determine the AM and daily trips for the proposed car wash. The car wash used in the case study is located in Montebello on the corner of Montebello Boulevard and Washington Boulevard. This case study car wash has been in operation since 2013, and the counts were collected in 2014. The hours of operation are 7 AM to 7 PM except during the summer when they are open until 8 PM. Information on the number of staff at the time of the counts is not available. The car wash component of the project is estimated to generate 49 AM peak hour trips, 78 PM peak hour trips, and 963 daily trips. The peak hour and daily trip count data for the car wash site case study is provided in **Appendix F.**

The peak hour and daily trips being used for the analysis were compared with the trips that the car wash would generate if SANDAG trip rates for Car Wash – Automatic from the *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) were applied to the project. Compared with SANDAG trip rates, the project trip generation used in this analysis is 13 trips higher during the AM peak hour, 4 trips lower during the PM peak hour, and 63 trips higher daily. The trips used in this analysis are conservatively high during the AM peak hour and daily, and approximately equivalent during the PM peak hour. A comparison summary of the car wash trips is included in **Appendix F**.

The project's baseline vehicle trip total is 1,429 daily trips, of which 94 occur during the AM peak hour and 115 occur during the PM peak hour.

Trip Generation Reduction Factors

Trip generation reduction factors applied to the baseline project trip generation total are discussed below.

Internal Capture

The proposed project's land use combination of business hotel and automated car wash is forecasted to have nominal to no internal capture trips; therefore, no internal adjustment was made to the project trip generation estimate.

Location Based Adjustment

The project site location meets the description of a Suburban with Multifamily Housing area defined by the VMT Tool. The Transportation Analysis Handbook specifies 88 percent vehicle mode share for "Suburban with Multifamily Housing" area. Therefore, 12 percent of estimated business hotel project trip generation have been decreased per location-based adjustment. No adjustment credit for project site location transit was applied to the proposed car wash portion of the project trip generation because the nature of the self-serve car wash business would only draw patronage via consumers driving their own vehicles. The total Suburban with Multifamily Housing area reduction is 5 vehicle trips during the AM peak hour, 4 vehicle trips during the PM peak hour, and 61 daily vehicle trips.

The proposed business hotel will most likely operate a shuttle service between the hotel and Mineta San Jose International Airport. However, without a known hotel operator with a commitment to provide free shuttle service, no reduction in the project trip generation for shuttle trips was assumed for the proposed hotel.

Existing Site Traffic

The project site is currently developed with several automobile-related businesses. These businesses are currently generating traffic that is included in the existing intersection turning movement counts. Stantec conducted peak hour driveway counts at all ten of the existing project site driveways during AM and PM peak hours to determine existing trip generation from the site. Counts conducted at the driveways have been deducted from the proposed AM and PM peak hour trip estimates to calculate the net new trips from the proposed project. The total for the existing uses might be slightly low since the driveway counts do not include any site traffic that may have parked on the street adjacent to the site.

The average daily traffic estimate of the existing site was calculated by interpolating the collected AM and PM peak hour volume data. SANDAG rates specify that a car wash land use generates approximately 4 percent of its daily trips during the AM peak hour and 9 percent during the PM peak hour. Similarly, the SANDAG rates estimate that a hotel land use generates 6 percent of total daily trips during the AM peak hour and 8 percent during the PM peak hour. Using the hotel land use's more conservative peak hour traffic to daily traffic ratio of 14:100 compared to the car wash's ratio of 13:100, the sum of existing site's AM and PM peak hour trips have been divided by 14 percent to interpolate the estimated total daily traffic. The collected existing driveway count data is provided in **Appendix B**. The existing land uses on the project site currently generate 42 AM peak hour trips, 49 PM peak hour trips, and approximately 650 daily trips.

It is generally preferable to collect actual count data for existing uses rather than calculate the trips based on trip rates, especially when some of the existing businesses on the site do not easily fall into the ITE categories. However, an estimate of existing trips based on ITE trip rates was prepared assuming Car Wash and Detail Center (ITE 949) and Auto Care Center (ITE 942) land uses for comparison. The actual counted driveway total was compared with the ITE trip rate estimate and is summarized in **Appendix F**. The actual counted driveway total is lower than the ITE trip estimate during the peak hours, with the actual counted driveway total 10 trips lower than the ITE trip estimate during the AM peak hour and 35 trips lower during the PM peak hour. This results in a conservatively high net external project vehicle trip estimate.

Net External Vehicle Trips

With the reductions for Urban Low-Transit area and existing development on-site, the proposed project will generate 45 new vehicle trips during the AM peak hour, 62 new vehicle trips during the PM peak hour, and 723 new vehicle trips daily. This trip generation estimate is conservatively high since a pass-by reduction for the car wash, which would be significant, was not taken.

4.4.2 Project Trip Distribution

Project trips were distributed and assigned to the surrounding streets manually. Separate distribution estimates were developed for the business hotel and the car wash. These distribution estimates were developed using engineering judgement based on levels and locations of development and locations of other existing hotels and car washes in

relation to the location of the project site. Trips to and from the business hotel are more likely to be distributed to the airport, Civic Center, and Downtown San Jose areas than the car wash, which is more likely to draw traffic from the surrounding residential and business areas.

Figure 4-1 illustrates the business hotel general distribution. As this figure shows, the Mineta San Jose International Airport, approximately 2.5 miles from the project site, is estimated to attract approximately 50 percent of the business hotel traffic. The most direct route to the project site from the airport might be via US 101; however, congestion on US 101 during the peak hours would discourage many hotel guests from taking that route. With smartphone apps providing driving directions based on real-time traffic conditions, there are alternative routes using the local streets to and from the airport which would provide a competitive drive time between the hotel and airport. These alternate routes were assumed to be along 10th Street, 4th Street, and 1st Street via Horning Street or Hedding Street, with a small amount of business hotel traffic using I-880 to access the south end of the airport via Airport Boulevard. Approximately 22.5 percent of non-airport traffic is distributed to the I-880 and US 101 freeways, 2.5 percent to Oakland Road north of US 101, 10 percent to Hedding Street east of US 101, 5 percent south of Hedding Street, and 10 percent to Hedding Street west of 1st Street.

Figure 4-2 illustrates the car wash distribution. The car wash will attract customers more locally from the surrounding residential and commercial areas. Approximately 10 percent is distributed to Oakland Road north of US 101, 10 percent is distributed to Hedding Street east of US 101, 40 percent is distributed south of Hedding Street, 10 percent is distributed to Hedding Street west of 4th Street, and 30 percent is distributed northwest of the project site along 10th Street via Horning Street. The same distribution was assumed for existing site traffic since existing uses are auto-related retail businesses.

4.4.3 Project Trip Assignment

The peak hour project trips identified in Section 4.4.1 were assigned to the surrounding roadway network according to the general hotel and car wash distribution presented in the previous Section. Turn restrictions and one-way streets were taken into consideration when assigning the peak hour project trips to the study intersection turning movements. The peak hour business hotel intersection turning movement trips and the car wash intersection turning movement trips were added together, and the existing site peak hour intersection turning movement trips were subtracted from the business hotel and car wash total to produce the net intersection turning movement trips generated by the proposed project.

Figure 4-3 illustrates the net AM peak hour vehicle trips at the study intersections, and **Figure 4-4** illustrates the net PM peak hour vehicle trips for the project site (individual business hotel, automated car wash, and existing site peak hour intersection turning movement trips are provided in **Appendix G**). The project driveway volumes in these exhitbits represent the total adjusted vehicle trips generated by the proposed project, while the off-site study intersection volumes show the net external vehicle trips (i.e., new project trips less the existing site trips).

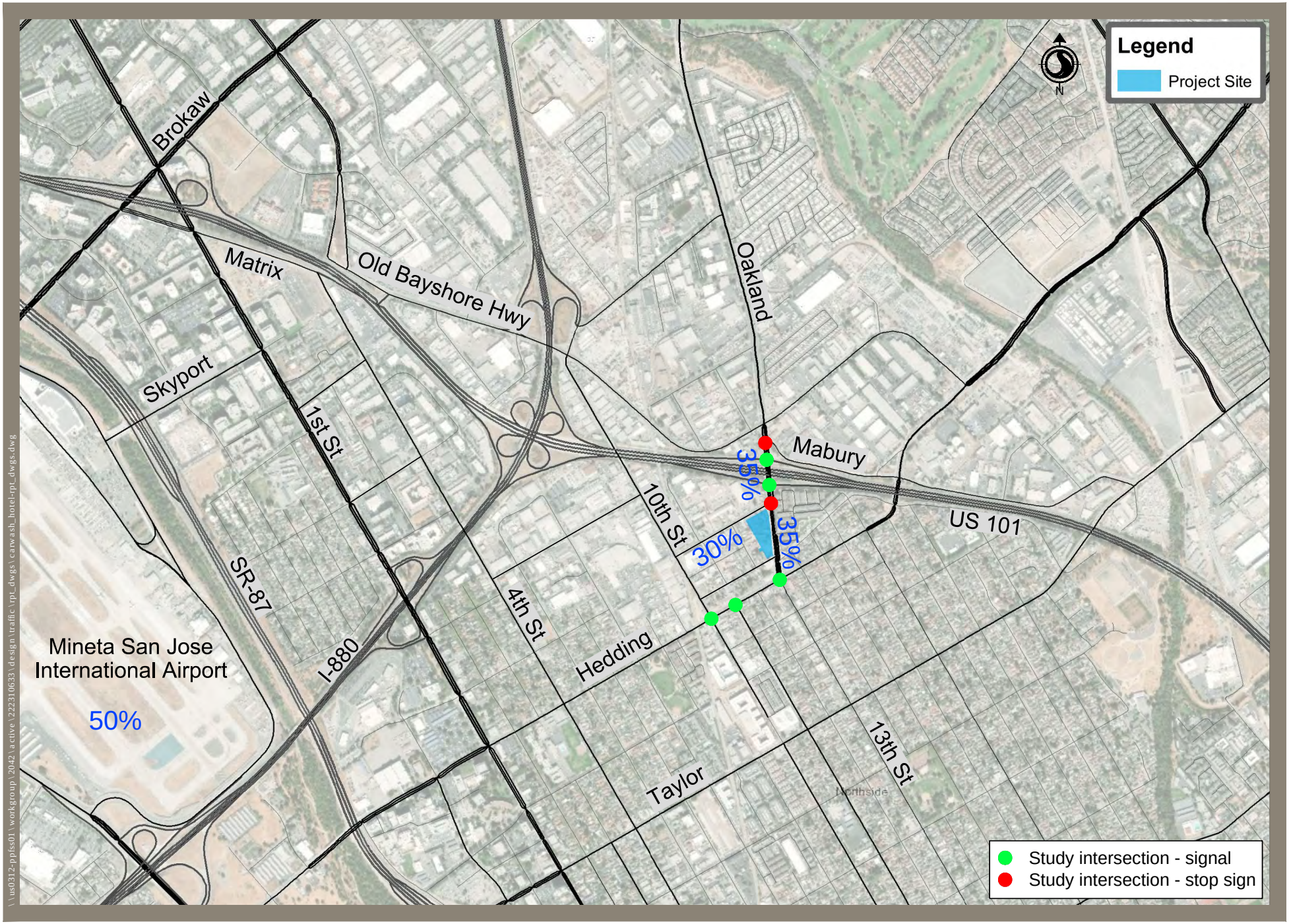

Figure 4-1

General Project Distribution - Business Hotel

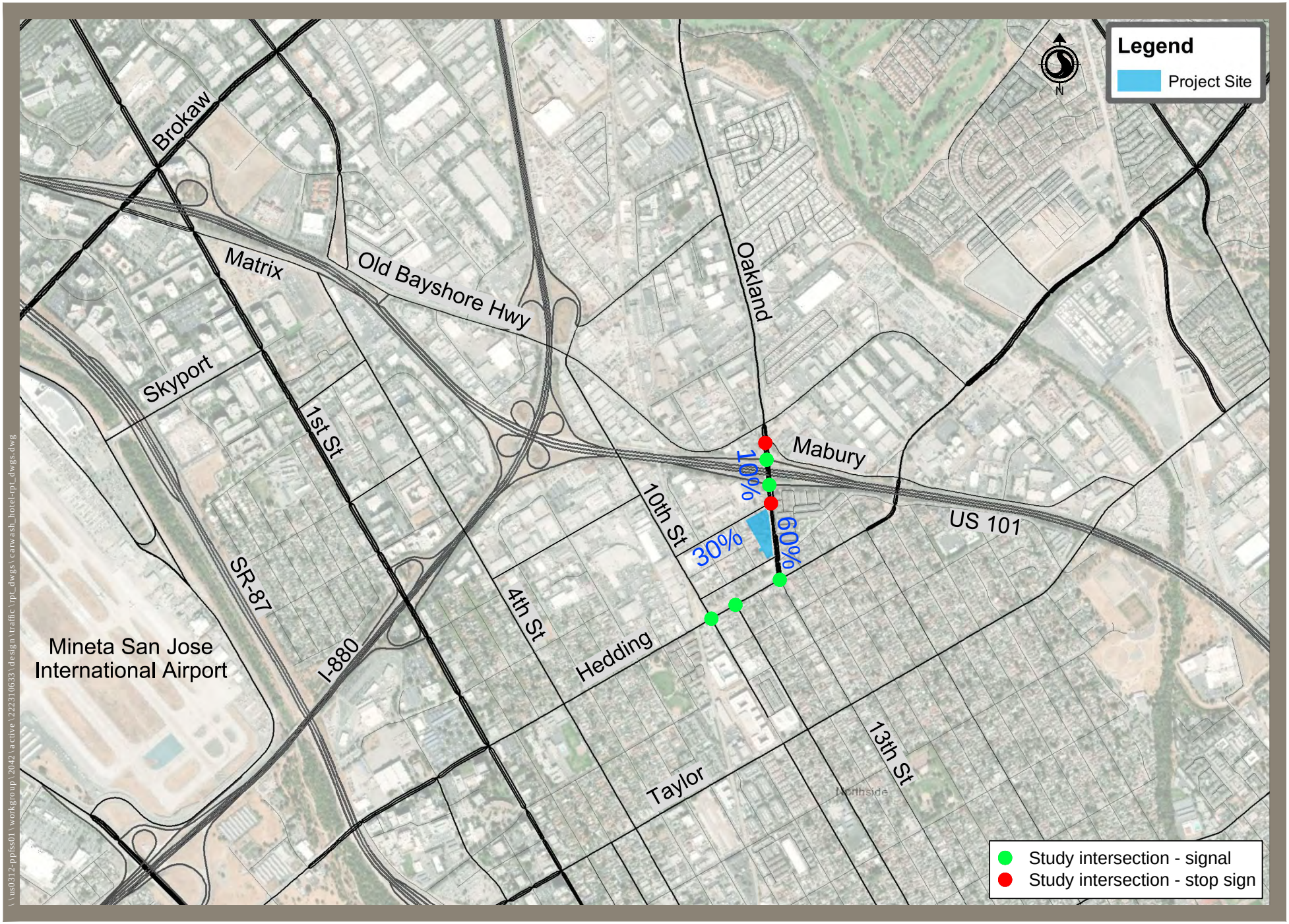

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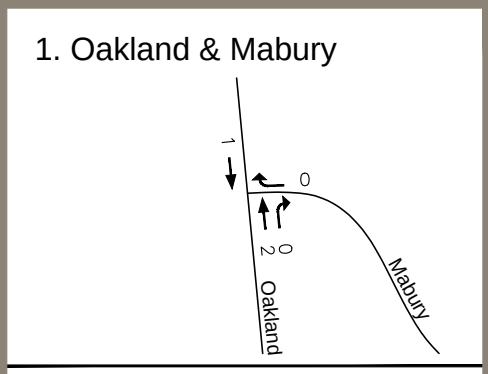
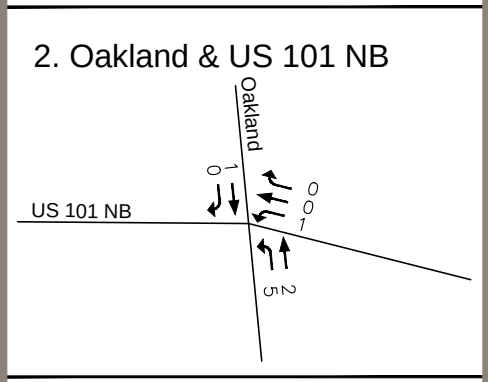
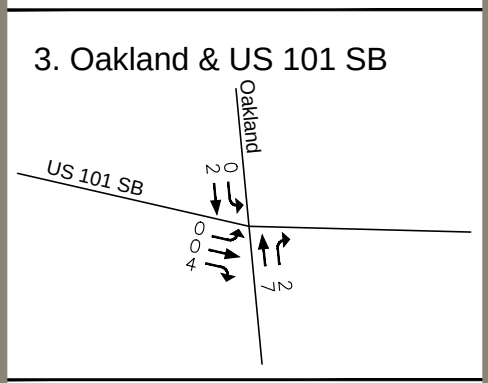
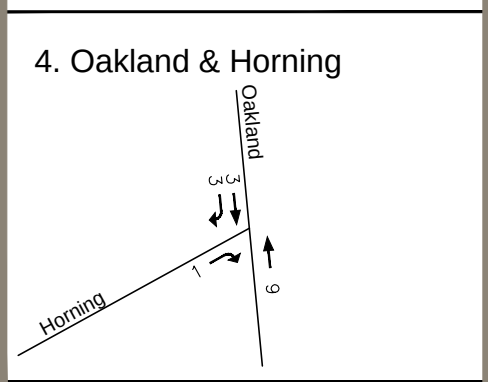
Figure 4-2

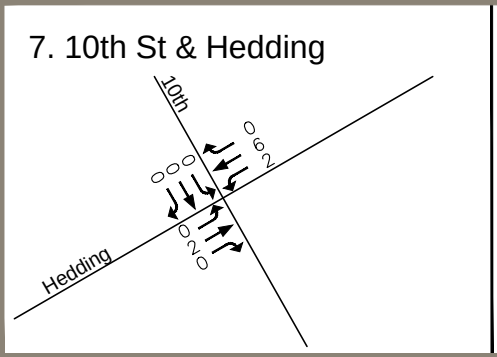
General Project Distribution - Carwash

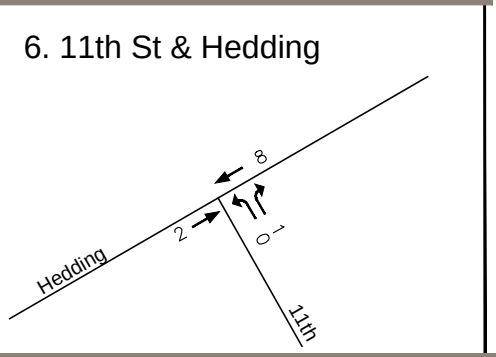












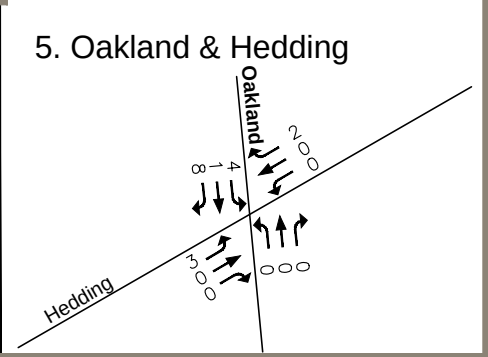


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Figure 4-3

Net Project AM Peak Hour Trips

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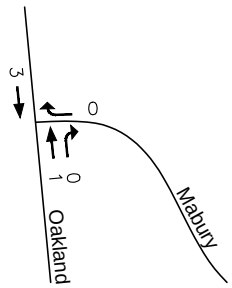

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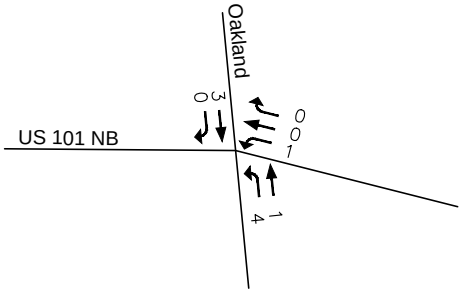
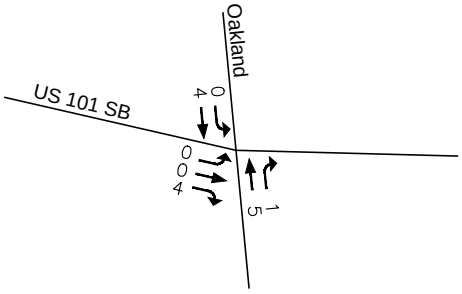
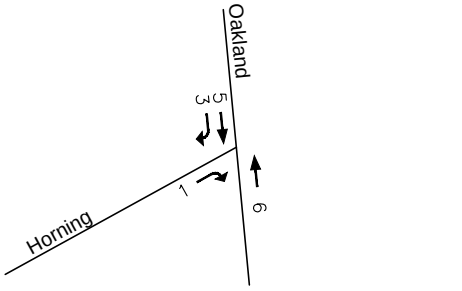


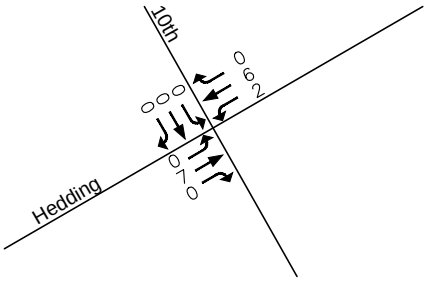
3. Oakland & US 101 SB



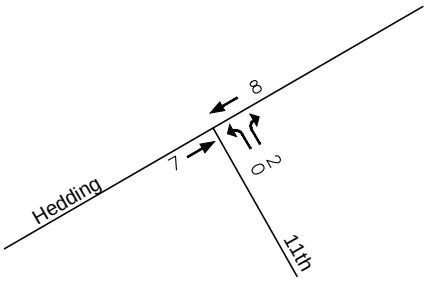
4. Oakland & Horning



7. 10th St & Hedding



6. 11th St & Hedding



5. Oakland & Hedding

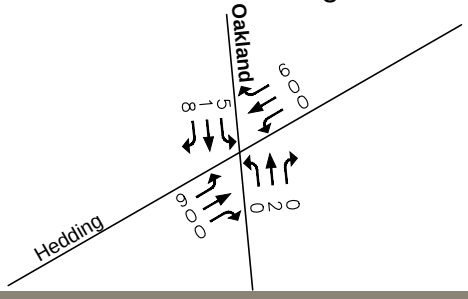


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Figure 4-4

Net Project PM Peak Hour Trips

US-101 Oakland/Mabury TDP

The City adopted the US-101/Oakland/Mabury Transportation Development Policy (TDP) in 2007 which "is intended to achieve all of the following: (1) management of traffic congestion generated by near-term new development in the vicinity of the US-101/Oakland interchange; (2) promotion of General Plan goals for economic development and housing; and (3) improvement of the US-101/Oakland Road interchange and construction of the new US-101/Mabury Road interchange to accommodate new development." The TDP defines the interchange capacity available, identifies the required improvements for future development in the area, explains the funding to complete the required improvements, establishes a traffic fee program for new development in the area to fund the improvements, promotes industrial land use in the area, and allows the LOS of signalized intersections covered by the TDP to temporarily exceed the City's LOS standards until the required improvements are constructed.

Future intersection impacts caused by future developments are expected to occur at US 101 northbound/Oakland Road ramps, US 101 southbound/Oakland Road ramps, and Oakland Road/Commercial Road intersection. Major regional transportation projects that are recognized as necessary to provide adequate access to the US 101 freeway and the planned BART station include modification of the US 101/Oakland Road interchange and construction of the US 101/Mabury Road interchange. The proposed project adds traffic to the "Policy Interchange Intersections" of US 101 northbound/Oakland Road ramps and US 101 southbound/Oakland Road ramps.

The TDP established PM peak hour vehicle trips as the measurement for interchange capacity impacts. Any trip traversing through one or more Policy Interchange Intersection during the PM peak hour is regarded as one interchange trip, whether they access the US 101 freeway or not. Construction of the Planned Improvements will increase the interchange capacity, making approximately 1,153 PM peak hour trips available to accommodate new development. **Figure 4-5** illustrates the Planned Improvements.

Various funding sources for the Planned Improvements are identified in the TDP. The City Council established a Traffic Impact Fee program to cover the unfunded cost of the Planned Improvements. The Traffic Impact Fee program requires new development that adds traffic to the Policy Interchange Intersections to make a fair share financial contribution to the cost of the Planned Improvements. The Traffic Impact Fee for each interchange PM peak hour trip for fiscal year 2019 is $38,623.

The TDP and its Traffic Impact Fee program applies to all new residential and commercial development that generates vehicular trips at any of the Policy Interchange Intersections. Based on the trip distribution and assignment, the project adds 14 PM peak hour trips to the Oakland Road/US 101 interchange. This volume of project trips could be reduced if the business hotel were to provide a shuttle service for guests to and from destinations such as the airport.

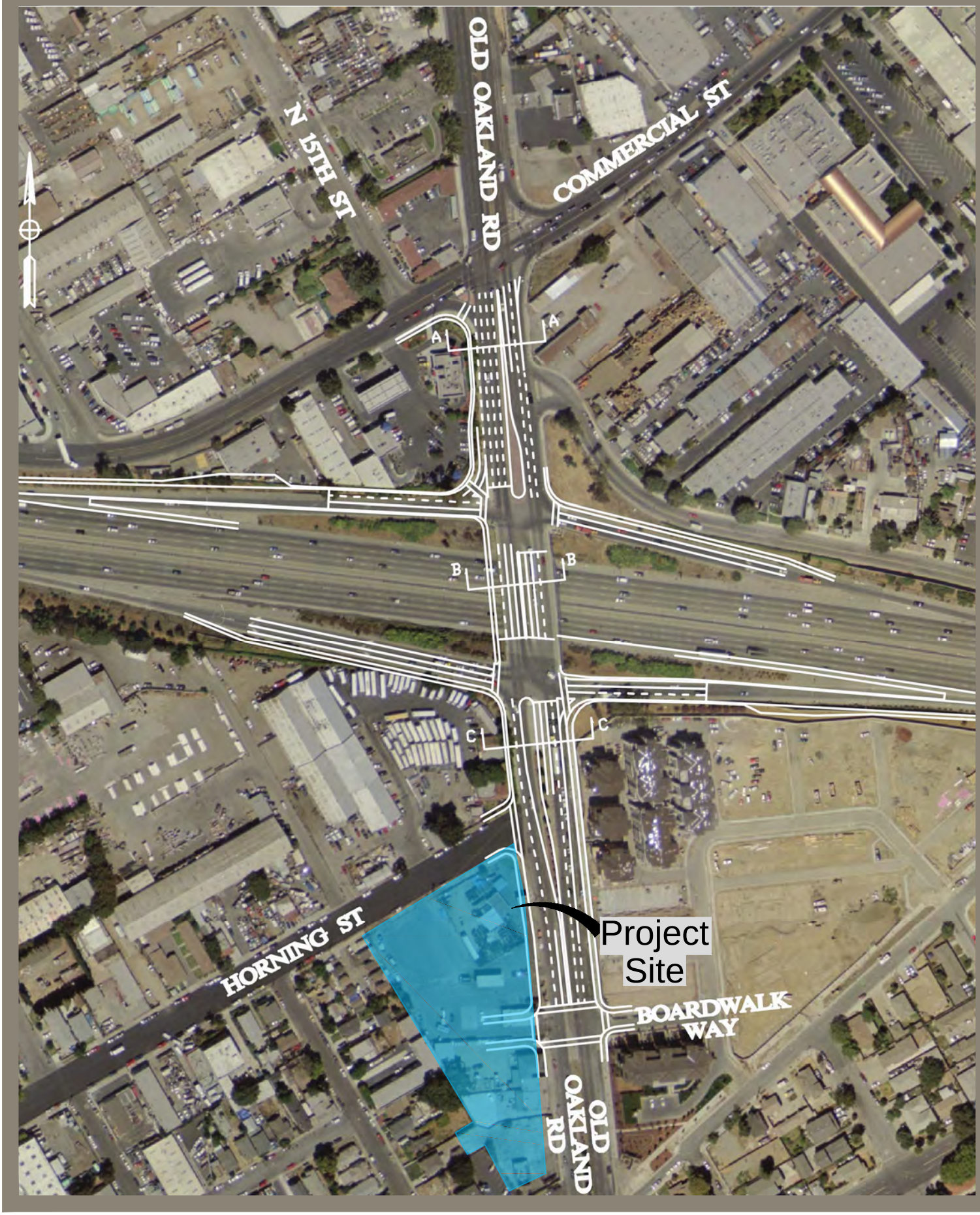

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Figure 4-5

US-101/Oakland Road/Mabury Road Planned Improvements

4.4.4 Background Conditions

The City maintains a database of vehicle-trips of approved but not yet constructed projects, known as the Approved Trip Inventory (ATI), for use in the LTA. City staff provided ATI volumes at the study intersections for this analysis. The ATI volumes were added to the existing count data to represent background conditions. **Appendix C** summarizes the ATI projects and trips at the study intersections. The ATI peak hour volumes were added to the existing intersection turning movement volumes to produce the AM and PM peak hour background volumes against which the project impacts are evaluated.

Figure 4-6 illustrates AM peak hour background intersection volumes, and **Figure 4-7** illustrates PM peak hour background intersection volumes. **Table 4-2** summarizes the delay and corresponding LOS under background conditions.

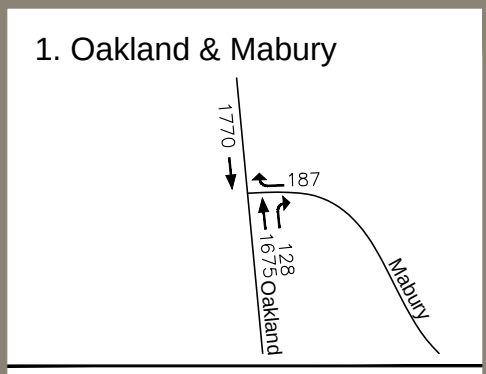
Table 4-2 Background Delay and Level of Service Summary

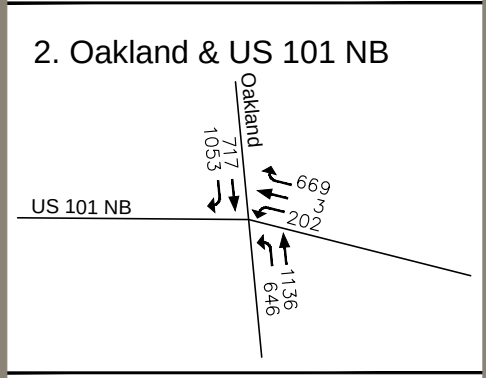
Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Oakland & Mabury	Stop Sign	32.0 sec	D	15.5 sec	C
2. Oakland & US 101 NB [1]	Signal	**56.2 sec**	**E**	**56.7 sec**	**E**
3. Oakland & US 101 SB [1]	Signal	29.2 sec	C	**69.5 sec**	**E**
4. Oakland & Horning	Stop Sign	11.9 sec	B	**222.6 sec**	**F**
5. Oakland & Hedding	Signal	51.8 sec	D	52.7 sec	D
6. 11th St & Hedding	Signal	36.3 sec	D	17.8 sec	B
7. 10th St & Hedding	Signal	23.4 sec	C	46.6 sec	D

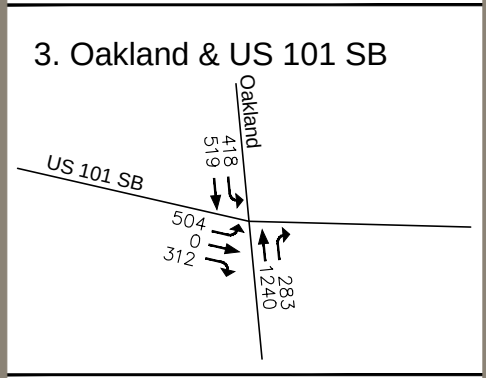
Notes:
[1] US 101/Oakland/Mabury TDP intersection and CMP intersection

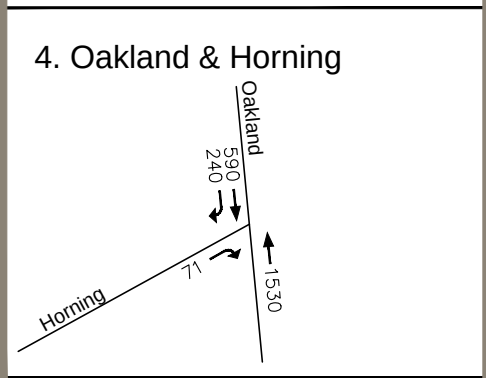
sec = Seconds of delay per vehicle
LOS = Level of service
Highlight indicates LOS E or F

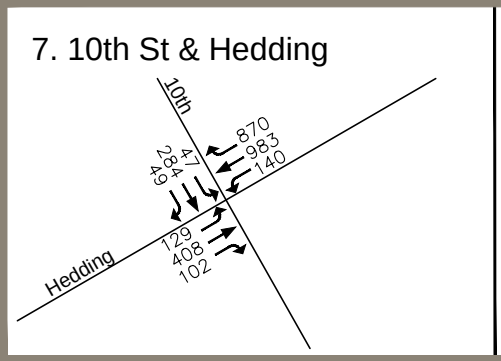
As this table shows, during the AM peak hour, the study intersection at Oakland Road and US 101 northbound ramps will operate at LOS E under background conditions. During the PM peak hour, the study intersections of Oakland Road and US 101 northbound ramps and Oakland Road and US 101 southbound ramps will operate at LOS E with the addition of ATI volumes. The stop-controlled intersection of Oakland Road and Horning Street will operate at LOS F during the PM peak hour under background conditions. The remaining study intersections will operate at acceptable LOS D or better during the AM or PM peak hour.

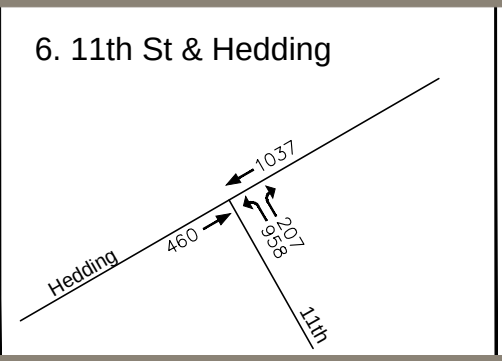












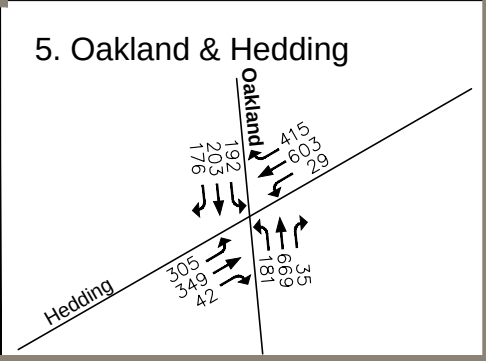


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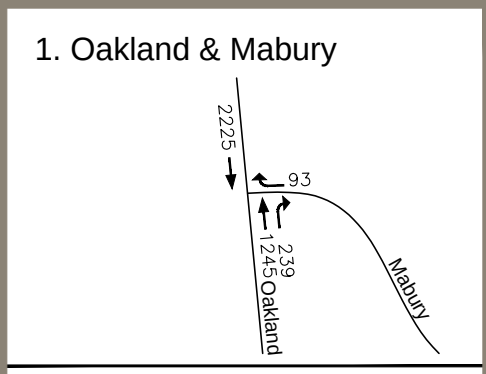
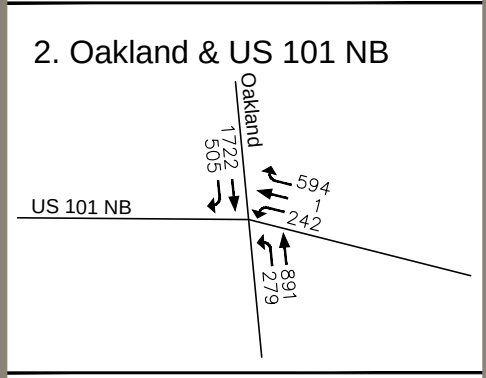
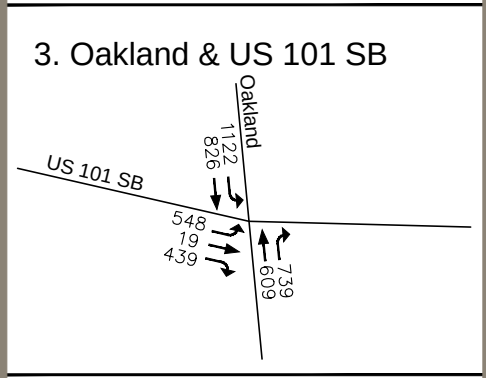
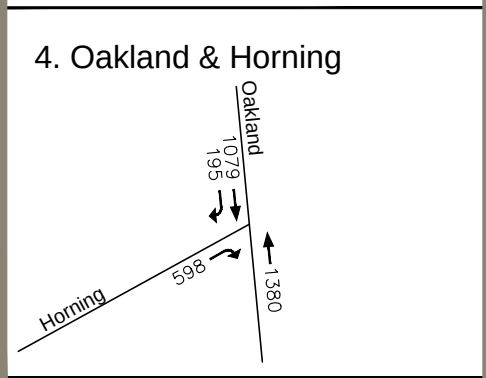
Figure 4-6

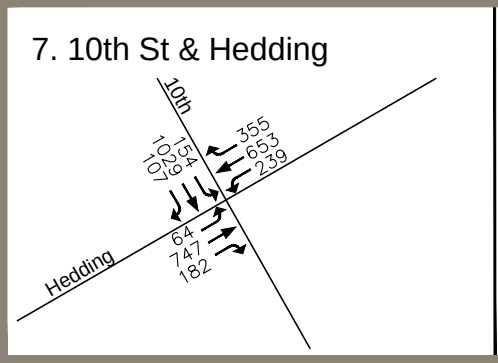
Background AM Peak Hour Intersection Volumes

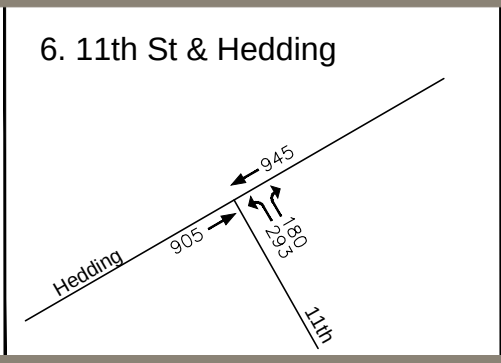












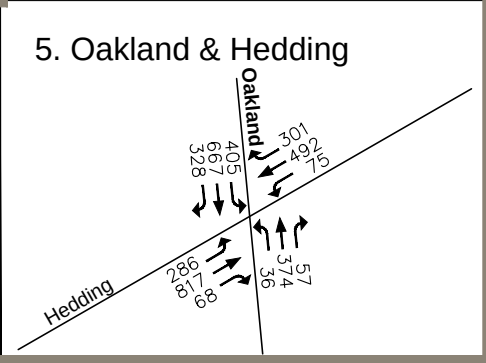


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Figure 4-7

Background PM Peak Hour Intersection Volumes

4.4.5 Background plus Project Conditions

The net peak hour project trips presented in Section 4.4.3 were added to the background intersection volumes presented in the previous Section to produce background plus project conditions.

Figure 4-8 illustrates AM peak hour background plus project intersection volumes, and **Figure 4-9** illustrates PM peak hour background plus project intersection volumes.

Table 4-3 summarizes the delay and LOS under background plus project conditions and compares it with background conditions. As this table shows, the intersection of Oakland Road and US 101 northbound ramps will operate at LOS E during the AM and PM peak hour with the addition of project vehicle-trips; however, the increase in delay is less than 1.0 second and the increase in V/C is less than 0.010. The intersection of Oakland Road and US 101 southbound ramps will operate at LOS E during the PM peak hour with the addition of project vehicle-trips, but the increase in delay is less than 1.0 second and the increase in V/C is less than 0.010.

The stop-controlled intersection of Oakland Road and Horning Street will operate at LOS F during the PM peak hour under background conditions. The project increases the delay for the eastbound right-turn traffic by 4.7 seconds, a 2 percent increase. However, the Traffix software may be overestimating the delay for the eastbound right-turn movement since the signal at the adjacent intersection at US 101 southbound would create gaps in the southbound through traffic allowing the eastbound right-turn movement to turn. Furthermore, signalization of the intersection is not recommended since stopping the southbound through movement could create queues that might back up to the US 101 southbound ramps.

The remaining study intersections will operate at LOS D or better during the AM and PM peak hour.

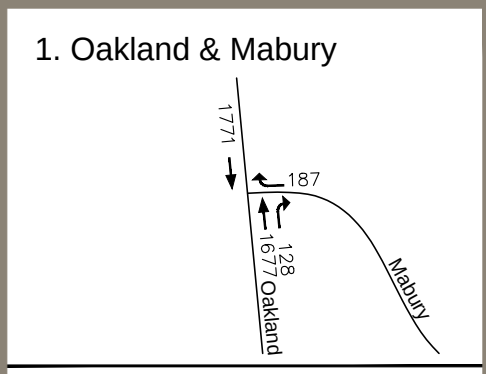
As discussed in Chapter 1.0, an adverse effect on intersection operations occurs when the analysis demonstrates that the project causes the operations standard at a study intersection to fall below LOS D with the addition of project vehicle-trips to baseline conditions. For signalized intersections already operating at LOS E or F under background conditions, the criteria for determining adverse intersection operations from the project impact is:

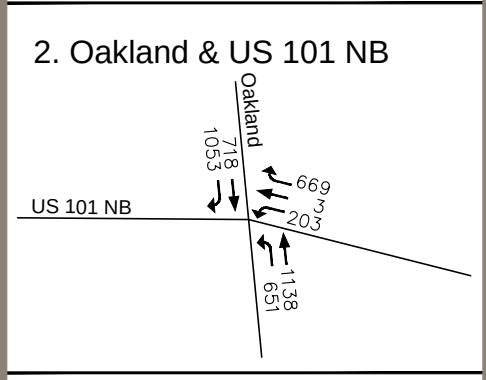
- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more; OR
- A decrease in the average critical delay AND an increase in critical V/C ratio of 0.010 or more.

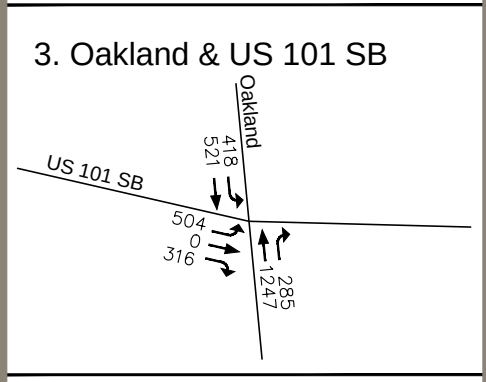
Based on these criteria, none of the study intersections are adversely affected by the proposed project.

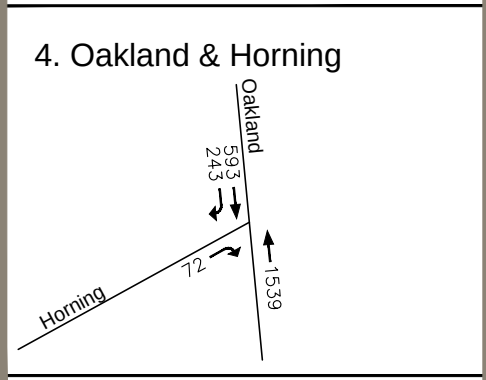
4.4.6 Project Entrance Analysis

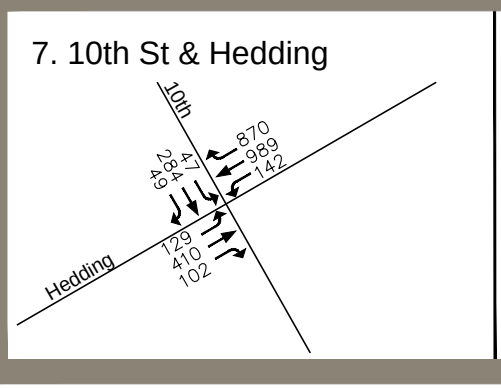
The project entrance on Oakland Road was analyzed. The raised median on Oakland Road currently restricts outbound vehicles from Boardwalk Way opposite the location of the proposed driveway to right turns only. An existing median break allows inbound left turns from southbound Oakland Road to Boardwalk Way. This southbound left-turn pocket also allows vehicles turning right from Horning Street to make a U-turn to travel northbound on Oakland Road. This southbound left-turn pocket is approximately 175 feet long. The proposed project would modify the raised median to allow full access at the project entrance, which would also allow westbound left turns from Boardwalk Way to southbound Oakland Road. A signal is proposed at the project entrance and protected northbound and southbound

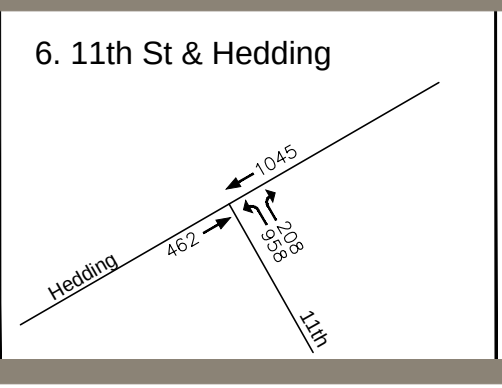












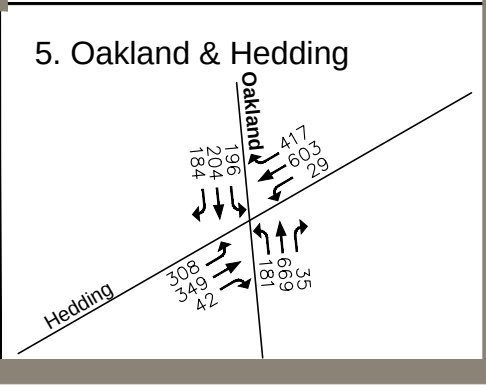


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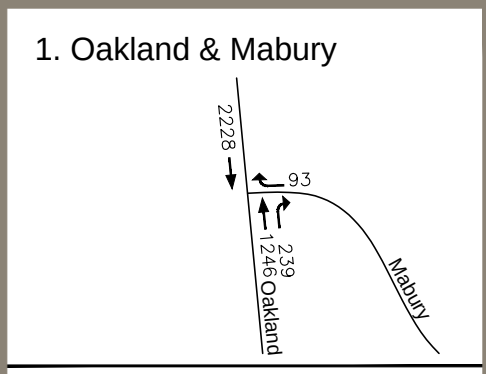
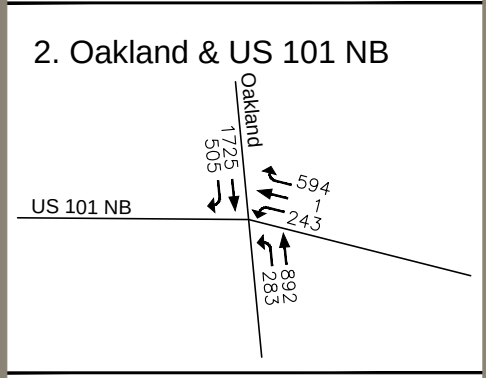
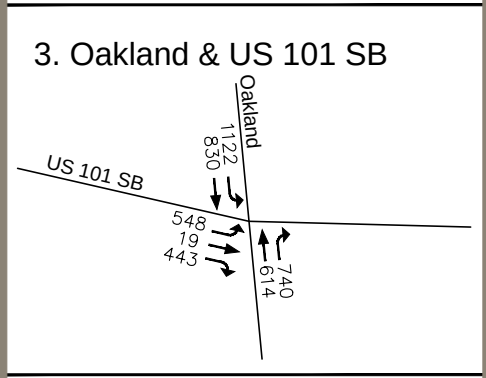
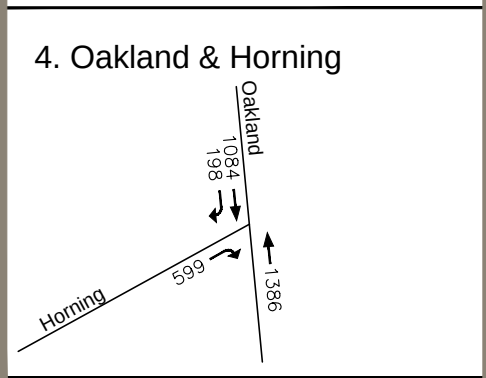
Figure 4-8

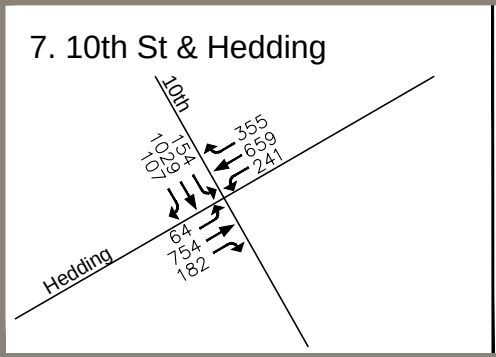
Background Plus Project AM Peak Hour Intersection Volumes

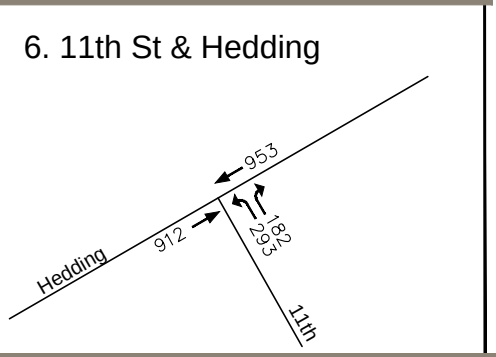












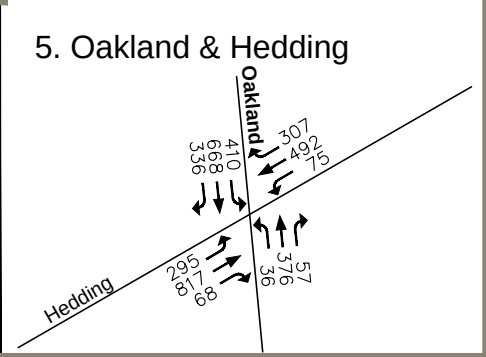


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Figure 4-9

Background Plus Project PM Peak Hour Intersection Volumes

Table 4-3 Background Plus Project Delay and Level of Service Summary

Intersection	Control	Background				Background + Project								
		AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour				
		Delay	LOS	Delay	LOS	Delay	LOS	Incr. in Delay	Incr. in V/C	Delay	LOS	Incr. in Delay	Incr. in V/C	Adverse Effect?
1. Oakland & Mabury	Stop Sign	32.0 sec	D	15.5 sec	C	32.1 sec	D	0.1 sec	N/A	15.5 sec	C	0.0 sec	N/A	No
2. Oakland & US 101 NB [1]	Signal	**56.2 sec**	**E**	**56.7 sec**	**E**	**56.7 sec**	**E**	0.5 sec	0.004	**57.5 sec**	**E**	0.8 sec	0.003	No
3. Oakland & US 101 SB [1]	Signal	29.2 sec	C	**69.5 sec**	**E**	29.3 sec	C	0.1 sec	0.004	**70.1 sec**	**E**	0.6 sec	0.003	No
4. Oakland & Horning	Stop Sign	11.9 sec	B	**222.6 sec**	**F**	12.0 sec	B	0.1 sec	N/A	**227.3 sec**	**F**	4.7 sec	N/A	No
5. Oakland & Hedding	Signal	51.8 sec	D	52.7 sec	D	52.1 sec	D	0.3 sec	0.005	53.1 sec	D	0.4 sec	0.003	No
6. 11th St & Hedding	Signal	36.3 sec	D	17.8 sec	B	36.6 sec	D	0.3 sec	0.004	17.8 sec	B	0.0 sec	0.006	No
7. 10th St & Hedding	Signal	23.4 sec	C	46.6 sec	D	23.5 sec	C	0.1 sec	0.004	47.1 sec	D	0.5 sec	0.005	No

Notes:
[1] US 101/Oakland/Mabury TDP intersection and CMP intersection

sec = Seconds of delay per vehicle
LOS = Level of service
V/C = Volume/Capacity ratio
N/A = Not applicable
Highlight indicates LOS E or F

left-turn phasing was assumed. Split phasing was assumed for the eastbound and westbound movements since the westbound leg is not wide enough for a separate left-turn lane, and the through volumes are expected to be nominal. To analyze the proposed project entrance, an estimate was made of the number of peak hour westbound left-turn vehicles which might exit Boardwalk Way if full access is allowed based on trip generation and distribution information contained in the approved Transportation Impact Analysis prepared in 2005 for the Modern Ice Townhomes development.

The project entrance on Oakland Road would operate at LOS B during the AM and PM peak hours with a signal. The project entrance on Horning Street will not be signalized. This driveway will operate at LOS B during the AM peak hour and LOS C during the PM peak hour (delay and LOS calculations for the project driveways are included in **Appendix D**).

4.5 QUEUING ANALYSIS

The Traffix calculations provide vehicle queue information to determine the amount of left-turn storage required to accommodate the traffic demand. The proposed project driveway on Oakland Road is approximately 525 feet north of Hedding Street. The median on Oakland Road will be modified to provide a northbound left-turn pocket into the proposed project driveway. The northbound left-turn pocket into the proposed project driveway cannot be so long that it interferes with the existing southbound left-turn pocket at Hedding Street, which is approximately 120 feet long.

The Traffix calculations provide queue information to determine left-turn storage needs for the left-turn pockets along Oakland Road. Queues are expressed in number of vehicles.

Table 4-4 summarizes the southbound queue at Hedding Street and the queues at the proposed project driveway.

The maximum average eastbound queue exiting the project site during the peak hours is one vehicle which requires approximately 25 feet of storage. The maximum northbound left-turn queue into the site is two vehicles (approximately 50 feet); therefore, the City's minimum left-turn storage length of 90 feet with a 90-foot taper for a 35-mph street will be sufficient to accommodate the northbound left-turn queue. The maximum average southbound left-turn/U-turn queue on Oakland Road is eight vehicles (approximately 200 feet). This turn pocket is currently approximately 175 feet long and may need to be lengthened to accommodate the anticipated queue. The maximum average queue westbound on Boardwalk Way is three vehicles which would require approximately 75 feet. These queue lengths are based on estimates of the Modern Ice Townhomes development peak hour volumes expected to use a signalized full-access intersection in the future.

The average southbound left-turn queue at Hedding Street increases from 12 vehicles (300 feet) under existing conditions to 22 vehicles (550 feet) with the addition of ATI volumes under background conditions. The addition of project traffic has no impact on the southbound left-turn queue length. However, the southbound left-turn queue will back up to approximately the project driveway.

Table 4-5 summarizes the approximate turn pocket lengths at the project entrance on Oakland Road based on the anticipated peak hour queues. These pocket lengths should be confirmed during the signal design permit process.

Table 4-4 Queue Analysis Summary

	Existing				Background				Background + Project (with signal)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Left-Turn Pocket	**Vehs**	**Length (ft)**	**Vehs**	**Length (ft)**	**Vehs**	**Length (ft)**	**Vehs**	**Length (ft)**	**Vehs**	**Length (ft)**	**Vehs**	**Length (ft)**
Hedding Street												
Southbound	5	125	12	300	11	275	22	550	11	275	22	550
Project Driveway												
Northbound	N/A	--	N/A	--	N/A	--	N/A	--	1	25	2	50
Southbound	< 1	25	2	50	< 1	25	3	75	3	75	8	200
Eastbound	N/A	--	N/A	--	N/A	--	N/A	--	1	25	< 1	25
Westbound	< 1	25	< 1	25	< 1	25	< 1	25	3	75	1	25
N/A – Not applicable												

Table 4-5 Oakland Road Left-Turn Pocket Length Summary

Left-Turn Pocket	**Existing**	**Background**	**Background + Project (with signal)**
Project Driveway			
Northbound	--	--	90 ft
Southbound	175 ft	175 ft	200 ft
Eastbound	--	--	25 ft
Westbound *	150 ft	150 ft	150 ft
* Shared left-turn and right-turn lane			

4.6 SIGNAL WARRANT

The project proposes to modify the raised median to allow full access at the proposed project entrance opposite Boardwalk Way. This entrance is proposed to be signalized. The minimum peak hour side street volume required to satisfy the peak hour signal warrant is 100 vehicles. Since westbound left turns are currently prevented by the raised median on Oakland Road, future westbound left turns were estimated from the trip generation and distribution estimates in the Modern Ice Transportation Impact Analysis. The estimated westbound AM peak hour volume is 91 vehicles. A signal is not warranted at this location, although the basis for satisfaction of the warrant is the estimated peak hour traffic from Boardwalk Way, and the estimate is very close to satisfying the peak hour warrant. Installation of a signal and opening of the median to allow westbound left turns could result in a higher volume on Boardwalk Way than estimated here which would satisfy the signal warrant. With a signal, the intersection will operate at LOS B during the AM and PM peak hours. Without the signal, the intersection would operate at LOS F.

Besides providing the proposed development with left-turn access to Oakland Road, the signal will provide protected westbound left-turn access to Oakland Road for motorists in the Modern Ice Townhomes development, a movement that is not currently allowed. The existing median on Oakland Road currently prevents westbound left turns from Boardwalk Way to southbound Oakland Road, and motorists from the townhomes development wishing to travel on Hedding Street or to other destinations toward the south must cut through on the residential streets of 14th Street, 15th Street, 16th Street, 17th Street, or Bayshore Road to Hedding Street. Furthermore, the intersections of these residential streets with Hedding Street are not signalized, which makes turning left onto Hedding Street difficult during peak periods. The proposed signal at Boardwalk Way will provide outbound Modern Ice Townhomes motorists with access to the signal at Oakland Road and Hedding Street. In addition, the signal will provide protected left-turn phasing for southbound traffic at Boardwalk Way which is currently an unprotected movement.

The signal will provide controlled bicycle and pedestrian crossing of Oakland Road at Boardwalk Way. The existing median prevents bicycle crossings of Oakland Road between US 101 and Hedding Street, with the exception of southbound bicycles turning left at Boardwalk Way. However, inexperienced or timid bicyclists avoid turning left at Boardwalk Way since they have to cross two lanes of southbound traffic to enter the left-turn pocket and make the left turn during gaps in two lanes of oncoming northbound traffic. The lack of median breaks to allow bicyclists to cross Oakland Road leads to dangerous wrong-way riding on Oakland Road. The proposed signal and median break provide a controlled crossing of Oakland Road approximately halfway between US 101 and Hedding Street.

The existing median on Oakland Road also discourages pedestrian crossings. At this time the only protected crosswalks across Oakland Road in the study area are located at the signals at Hedding Street and at Commercial Street north of US 101. Pedestrian crossing of Oakland Road at the signals at the US 101 interchange is prohibited. Pedestrians aren't prohibited from crossing Oakland Road at any of the intersections between US 101 and Hedding Street; however, they must dash across the street during gaps in traffic and scramble across the raised median. Pedestrians with mobility challenges are prevented from crossing at these intersections. The proposed signal and median break at Boardwalk Way will provide an accessible and controlled crossing of Oakland Road to promote pedestrian connectivity between the residential uses on the east side of Oakland Road and the commercial uses on the west side.

4.7 SITE CIRCULATION AND ACCESS

Two driveways will provide access to the project site. The main driveway is located on Oakland Road opposite Boardwalk Way providing access to the two parcels. This driveway will provide full access to Oakland Road. A second driveway is located on Horning Avenue at the western edge of the site.

Pedestrian access is shown on the site plan in Figure 1-2. Crosswalks at the new signalized intersection with Oakland Road opposite Boardwalk Way will be provided across the west, east, and south legs of the intersection. The proposed signal will provide a new controlled crossing of Oakland Road for pedestrians. The sidewalk along the project frontage on Horning Street will be improved. Connections between the hotel and the sidewalk on Horning Street and Oakland Road will be provided. Pedestrian access from Oakland Road to the proposed car wash will be provided by a sidewalk on the south side of the main access aisle.

Council Policy 6-10

The City Council approved Council Policy 6-10 - Criteria for the Review of Drive-Through Uses in 1979 and updated the policy in 1990. The purpose of the policy is to provide guidelines for the development of drive-through facilities within the City. According to Council Policy 6-10, development shall be restricted to Commercial Zoning Districts, designated as C-1, C-2, and C-3, and to Planned Development (PD) zoning; however, the current CIC zoning is a Commercial Zoning District which did not exist at the time the policy was written and is consistent with the policy.

Stacking at the car wash will be provided for five vehicles between the pay station and the first parking space as shown in **Figure 4-10**. Stacking for a total of 13 vehicles is provided between the pay station and the main access aisle. The car wash requires stacking for 5 vehicles based on the City Municipal Code and Council Policy 6-10.

The proposed car wash meets the following Traffic Criteria:

A. Primary ingress and egress of the proposed car wash is from the Oakland Road, a four-lane major street

B. The drive-through stacking is situated so that overflow from the stacking lane queues on-site along the western edge of the car wash parcel. The total stacking capacity is 13 vehicles; therefore, the overflow capacity (8 vehicles) is more than 50 percent of the required stacking (5 vehicles)

C. The ingress and egress point does not conflict with turning movements of street intersections

D. The ingress and egress point is more than 300 feet from the nearest signalized intersection

E. The drive-through stacking lane is separated physically from the parking lot and provides stacking for 5 vehicles between the pay station and the first parking space

F. There is no pedestrian crossing of the drive-through lane

G. The proposed car wash drive-through stacking lane is located at the western edge of the car wash parcel, approximately 175 feet from the new signalized intersection.

Figure 4-10

Proposed Car Wash Stacking

4.8 DELIVERY, WASTE, AND MOVING TRUCKS

The site plan has been designed to accommodate trucks.

An on-site loading zone for deliveries is provided for the business hotel in the northeast area of the hotel parking lot. The space is approximately 30 feet long. Delivery trucks can access the site from either Horning Street or Oakland Road and circulate through the hotel parking lot to and from the loading zone. The car wash does not require a designated loading zone.

Separate trash enclosures are provided for the business hotel and the car wash. The trash enclosure for the business hotel is located on the eastern edge of the property adjacent to the building and across from the loading zone. A garbage truck can enter and exit the site and access the hotel trash enclosure from either Horning Street or Oakland Road and circulate through the hotel parking lot. The car wash trash enclosure is located along the main drive aisle in the northwest area of the car wash parcel. A garbage truck can access the car wash trash enclosure from the main drive aisle and will not need to enter the car wash area.

Once the business hotel is furnished and open to guests, large moving trucks are not expected at the hotel. Business hotel guests will not arrive with large moving trucks. Similarly, car wash customers will not arrive with large moving trucks.

4.9 PARKING

Parking on the hotel parcel will be provided for 100 vehicles consisting of 56 regular parking spaces, 4 ADA spaces, and 40 compact spaces. The hotel requires one space per room plus one space per employee based on the City Municipal Code. The 116-room business hotel is anticipated to employ 8 people; therefore, the business hotel requires 124 spaces based on the City Code. The business hotel does not meet the minimum City Code parking requirement.

A Transportation Demand Management (TDM) plan will be required for the project. The TDM will result in a 20 percent reduction in the business hotel parking demand. With the 20 percent TDM reduction, the business hotel will require 100 parking spaces, and the business hotel satisfies the parking requirement.

Parking on the car wash parcel will be provided for 12 vehicles consisting of 3 employee spaces, 8 regular vacuum spaces, and 1 ADA accessible vacuum space. Stacking for 13 vehicles between the pay station and the main drive aisle will be provided. The car wash requires one space per employee plus stacking for 5 vehicles (20 feet per car) based on City Code. The proposed car wash is anticipated to employ 3 people; therefore, the car wash requires 3 parking spaces and stacking for 5 vehicles per City Code. The car wash meets the City Code parking requirement.

Bicycle parking will be provided for 13 bikes on the hotel parcel. City Code requires 1 bicycle space plus 1 space per 10 rooms. Based on the City Code, the business hotel requires 13 bicycle parking spaces. Bicycle parking will be provided for 1 bike on the car wash parcel. City Code requires 1 bicycle space per 10 employees for car wash facilities. The proposed car wash requires 1 bicycle space based on the City Code.

4.10 NEIGHBORHOOD TRAFFIC INTRUSION

The project will generate little peak hour traffic above what is already generated from the site. The hotel traffic is expected to be attracted to the airport, Civic Center, and Downtown San Jose areas and will keep to the main streets and freeway. The car wash traffic will be attracted from the surrounding residential and commercial areas, but cut-through traffic through the neighborhoods is not expected to be an issue.

5.0 CONCLUSIONS

The proposed project consists of a 116-room business hotel and automated car wash. The project is located on Oakland Road between Horning Street and Madera Avenue. The project site will have two driveways, one on Oakland Road and one on Horning Street.

Project trips were calculated based on ITE trip rates and an existing car wash case study driveway count. Location based reduction for Suburban with Multifamily Housing area was applied to the hotel component of the project. Furthermore, trips generated by the existing development on the site were subtracted from the project trip generation to obtain net new project vehicle trips. The proposed project will generate 45 new vehicle trips during the AM peak hour, 62 new vehicle trips during the PM peak hour, and 723 new vehicle trips daily.

The City's VMT Evaluation Tool has four categories of land uses (Residential, Office, Retail, and Industrial), and hotel does not fall into any of the designated land use categories. The proposed land uses cannot be evaluated with the VMT Evaluation Tool or with the Travel Demand Model. Therefore, both the business hotel and the car wash require a qualitative evaluation and comparison to retail land uses as defined in Council Policy 5-1. The proposed hotel and car wash project trip generation estimates were converted to an equivalent amount of retail square footage based on the daily trips. The resulting retail square footage was compared with the CEQA VMT Analysis Screening Criteria in the Transportation Handbook 2018 to determine conformance to Council Policy 5-1 for the proposed 116-room hotel and automated car wash. Based on the daily trip generation for the proposed project, the project is equivalent to 38,000 square feet of retail uses, which exempts the project from a CEQA VMT analysis. The project site is located within two miles of the Mineta San Jose Airport, Civic Center, and Downtown San Jose. These local facilities will attract a large portion of the proposed hotel trips, resulting in a lower VMT for the project than existing VMT for the area of 15.43 per non-industrial worker. Additionally, motorists will choose a car wash that is convenient rather than drive miles out of their way to a car wash. If the proposed car wash is more convenient than an existing car wash, then motorists will divert existing car wash trips to the proposed car wash. Furthermore, the majority of car wash trips would be pass-by or diverted trips where the motorist stops at the car wash on their way to another destination.

The net new project trips were distributed to the surrounding street network based on levels and locations of development in relation to the project site. Separate distribution patterns for the business hotel and car wash were developed. The business hotel trips were primarily distributed to the Mineta San Jose Airport, Civic Center, and Downtown San Jose, while the car wash trips were distributed to surrounding residential and commercial areas.

The study area was defined with concurrence of the City, and five signalized intersections and two stop-controlled intersections in proximity of the project site were identified as the study intersections. Peak hour turning movement counts were collected in July and September 2018 at the study intersections.

Background conditions were developed by adding trips from approved but not yet constructed projects in the City's ATI database to the existing intersection volumes. These background volumes provide the conditions against which the project impacts are evaluated.

The net new project vehicle-trips were added to the background volumes. The delay and LOS for background plus project conditions were compared with the background delay and LOS. Three study intersections operate at deficient LOS under background conditions; however, the project has no adverse effect on these or any of the study intersections.

The City adopted the US-101/Oakland/Mabury Transportation Development Policy (TDP) in 2007 which defines the interchange capacity available, identifies the required improvements for future development in the area, explains the funding to complete the required improvements, establishes a traffic fee program for new development in the area to fund the improvements, promotes industrial land use in the area, and allows the LOS of signalized intersections covered by the TDP to temporarily exceed the City's LOS standards until the required improvements are constructed. Major regional transportation projects that are recognized as necessary to provide adequate access to the US 101 freeway and the planned BART station include modification of the US 101/Oakland Road interchange and construction of the US 101/Mabury Road interchange. The City Council established a Traffic Impact Fee program to cover the unfunded cost of the Planned Improvements. Based on the trip distribution and assignment, the project adds 14 PM peak hour trips to the Oakland Road/US 101 interchange. This volume of project trips could be reduced if the business hotel were to provide a shuttle service for guests to and from destinations such as the airport.

The project entrance on Oakland Road opposite Boardwalk Way is proposed to be signalized. The raised median would be modified, and the existing residential development on the east side of Oakland Road (Modern Ice Townhomes) would be given full access to Oakland Road. This location would operate at LOS F without a signal. With a signal, the intersection operates at LOS B during the AM and PM peak hours. A signal and median break at this location would provide an accessible crossing of Oakland Road to promote pedestrian connectivity and a controlled crossing for bicyclists.

The project has no adverse effect on the surrounding streets and no off-site mitigation is necessary.

6.0 REFERENCES

1. City of San Jose. April 2018. *Transportation Analysis Handbook*.
2. City of San Jose. March 2018. Council Policy 5-1.
3. Fehr & Peers. February 2018. *San Jose VMT Evaluation Tool: User Guide*.
4. City of San Jose. November 1990. Council Policy 6-10.
5. Institute of Transportation Engineers (ITE). September 2017. *Trip Generation Manual, 10th Edition*.
6. San Diego Association of Governments (SANDAG). April 2002. *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*.

Appendix A SAN JOSE VMT EVALUATION TOOL OUTPUT SHEET

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Oakland Rd Hotel and Car Wash - Retail Equivale
Tool Version: 3/14/2018
Location: 995 Oakland Road
Date: 9/19/2018
Parcel: 24423069 Parcel Type: Suburb with Multifamily Housing
Proposed Parking: Vehicles: 0 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	38 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 7
- With Project Density (DU/Residential Acres in half-mile buffer) 7

Increase Development Diversity
- Existing Activity Mix Index 0.88
- With Project Activity Mix Index 0.88

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 32
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 33

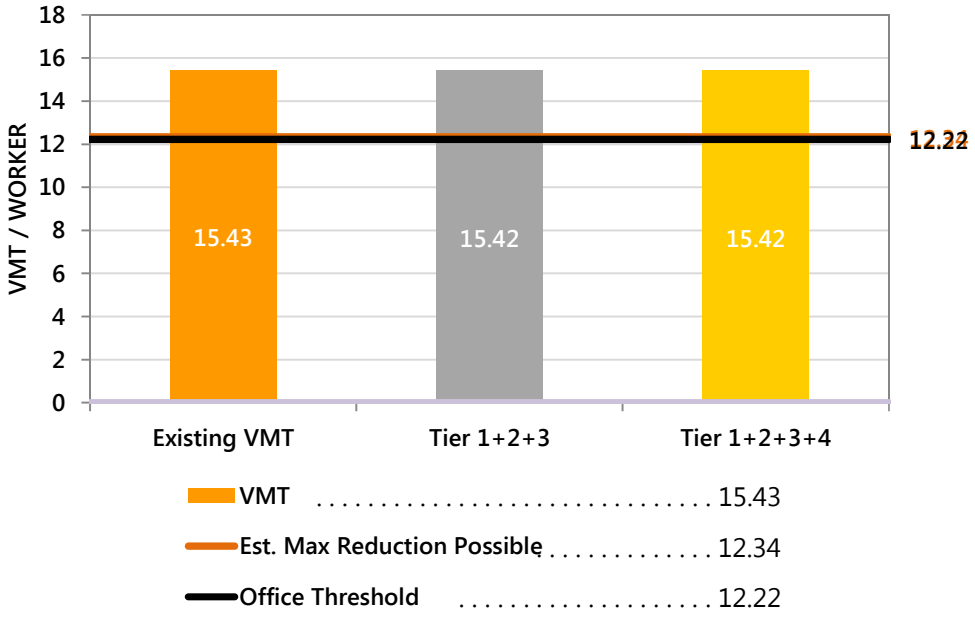
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold.



Appendix B TRANSPORTATION COUNTS

Peak Hour Count Data

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oakland Rd & Mabury Rd
City: San Jose
Control: 1-Way Stop (WB)

Project ID: 18-08368-001
Date: 7/18/2018

Total

NS/EW Streets:	Oakland Rd				Oakland Rd				Mabury Rd				Mabury Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	229	42	0	0	245	0	0	0	0	0	0	0	0	32	0	548
7:15 AM	0	240	36	0	0	259	0	0	0	0	0	0	0	0	33	0	568
7:30 AM	0	242	47	0	0	293	0	0	0	0	0	0	0	0	37	0	619
7:45 AM	0	299	29	0	0	284	0	0	0	0	0	0	0	0	33	0	645
8:00 AM	0	242	33	0	0	300	0	0	0	0	0	0	0	0	45	0	620
8:15 AM	0	257	30	0	0	285	0	0	0	0	0	0	0	0	40	0	612
8:30 AM	0	261	31	0	0	312	0	0	0	0	0	0	0	0	46	0	650
8:45 AM	0	319	34	0	0	320	0	0	0	0	0	0	0	0	56	0	729
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2089	282	0	0	2298	0	0	0	0	0	0	0	0	322	0	4991
APPROACH %'s :	0.00%	88.11%	11.89%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	0	1079	128	0	0	1217	0	0	0	0	0	0	0	0	187	0	2611
PEAK HR FACTOR :	0.000	0.846	0.941	0.000	0.000	0.951	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.835	0.000	0.895
		0.855				0.951								0.835			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	199	52	0	0	449	0	0	0	0	0	0	0	0	30	0	730
4:15 PM	0	206	51	0	0	430	0	0	0	0	0	0	0	0	30	0	717
4:30 PM	0	183	77	0	0	444	0	0	0	0	0	0	0	0	23	0	727
4:45 PM	0	210	53	0	0	419	0	0	0	0	0	0	0	0	23	0	705
5:00 PM	0	206	58	0	0	456	0	0	0	0	0	0	0	0	17	0	737
5:15 PM	0	172	44	0	0	356	0	0	0	0	0	0	0	0	13	0	585
5:30 PM	0	189	51	0	0	364	0	0	0	0	0	0	0	0	12	0	616
5:45 PM	0	176	48	0	0	373	0	0	0	0	0	0	0	0	20	0	617
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1541	434	0	0	3291	0	0	0	0	0	0	0	0	168	0	5434
APPROACH %'s :	0.00%	78.03%	21.97%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	**04:15 PM - 05:15 PM**																TOTAL
PEAK HR VOL :	0	805	239	0	0	1749	0	0	0	0	0	0	0	0	93	0	2886
PEAK HR FACTOR :	0.000	0.958	0.776	0.000	0.000	0.959	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.775	0.000	0.979
		0.989				0.959								0.775			

All Traffic Data Services

3021 OAKLAND RD & BAYSHORE FWY N AM
Thursday, September 20, 2018

Peak Hour
07:50 AM - 08:50 AM
Peak 15-Minutes
08:05 AM - 08:20 AM

Traffic Counts - All Vehicles

	OAKLAND RD			BAYSHORE FWY N			OAKLAND RD			BAYSHORE FWY N				
	Northbound			Eastbound			Southbound			Westbound				Rolling
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
7:00 AM	56	64	0	0	0	0	0	26	69	8	0	38	261	3,131
7:05 AM	40	46	0	0	0	0	0	36	52	13	0	41	228	3,145
7:10 AM	64	53	0	0	0	0	0	29	73	7	0	28	254	3,190
7:15 AM	41	53	0	0	0	0	0	43	52	17	0	37	243	3,234
7:20 AM	57	60	0	0	0	0	0	29	71	9	1	31	258	3,267
7:25 AM	40	50	0	0	0	0	0	39	79	16	0	44	268	3,282
7:30 AM	51	59	0	0	0	0	0	30	72	7	0	35	254	3,289
7:35 AM	40	36	0	0	0	0	0	51	78	23	1	52	281	3,299
7:40 AM	45	72	0	0	0	0	0	39	63	9	0	36	264	3,286
7:45 AM	28	46	0	0	0	0	0	53	52	15	0	64	258	3,299
7:50 AM	53	72	0	0	0	0	0	31	72	10	0	40	278	3,311
7:55 AM	31	65	0	0	0	0	0	43	70	17	0	58	284	3,307
8:00 AM	48	78	0	0	0	0	0	33	60	12	0	44	275	3,266
8:05 AM	27	52	0	0	0	0	0	64	63	12	1	54	273	
8:10 AM	43	80	0	0	0	0	0	46	80	14	0	35	298	
8:15 AM	37	53	0	0	0	0	0	59	73	11	0	43	276	
8:20 AM	45	77	0	0	0	0	0	41	66	5	0	39	273	
8:25 AM	38	39	0	0	0	0	0	66	61	18	0	53	275	
8:30 AM	45	81	0	0	0	0	0	29	77	13	1	18	264	
8:35 AM	29	58	0	0	0	0	0	57	68	11	0	45	268	
8:40 AM	57	90	0	0	0	0	0	29	65	8	0	28	277	
8:45 AM	33	51	0	0	0	0	0	46	76	12	1	51	270	
8:50 AM	40	77	0	0	0	0	0	39	72	11	1	34	274	
8:55 AM	22	45	0	0	0	0	0	55	67	13	0	41	243	

Peak Rolling Hour Flow Rates

	Northbound			Eastbound			Southbound			Westbound			
Vehicle Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks	4	19	0	0	0	0	0	12	20	2	0	19	76
Bicycles on Road	0	4	0	0	0	0	0	0	0	0	0	0	4
Lights	464	729	0	0	0	0	0	484	780	136	3	479	3,075
Mediums	18	44	0	0	0	0	0	48	31	5	0	10	156
Total	486	796	0	0	0	0	0	544	831	143	3	508	3,311
Bicycles on Crosswalk		0			2			0			0		2
Heavy Vehicle Percentage		6.6%			0.0%			8.1%			5.5%		7.0%
Peak Hour Factor (PHF)		0.89			0.00			0.90			0.87		0.98

Traffic Counts by Vehicle Type

	Northbound			Eastbound			Southbound			Westbound			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks													
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	2	3
7:05 AM	1	0	0	0	0	0	0	1	1	0	0	1	4
7:10 AM	0	1	0	0	0	0	0	1	0	0	0	1	3

	7:15 AM	0	1	0	0	0	0	0	2	0	1	0	3	7
	7:20 AM	2	2	0	0	0	0	0	1	0	2	0	0	7
	7:25 AM	1	3	0	0	0	0	0	1	0	1	0	0	6
	7:30 AM	1	1	0	0	0	0	0	0	1	0	0	1	4
	7:35 AM	0	2	0	0	0	0	0	1	1	0	0	2	6
	7:40 AM	0	3	0	0	0	0	0	2	1	0	0	0	6
	7:45 AM	1	1	0	0	0	0	0	0	2	0	0	1	5
	7:50 AM	0	2	0	0	0	0	0	2	2	0	0	1	7
	7:55 AM	0	1	0	0	0	0	0	2	3	0	0	3	9
	8:00 AM	0	0	0	0	0	0	0	0	2	0	0	1	3
	8:05 AM	1	0	0	0	0	0	0	1	1	1	0	3	7
	8:10 AM	0	1	0	0	0	0	0	1	0	1	0	1	4
	8:15 AM	0	1	0	0	0	0	0	1	1	0	0	2	5
	8:20 AM	1	2	0	0	0	0	0	1	2	0	0	1	7
	8:25 AM	0	1	0	0	0	0	0	2	1	0	0	2	6
	8:30 AM	0	5	0	0	0	0	0	1	5	0	0	1	12
	8:35 AM	1	2	0	0	0	0	0	0	1	0	0	1	5
	8:40 AM	1	4	0	0	0	0	0	1	2	0	0	1	9
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
	8:50 AM	2	1	0	0	0	0	0	0	2	0	0	0	5
	8:55 AM	1	2	0	0	0	0	0	2	0	1	0	2	8
Lights														
	7:00 AM	55	64	0	0	0	0	0	22	63	8	0	36	248
	7:05 AM	37	40	0	0	0	0	0	32	47	13	0	39	208
	7:10 AM	62	51	0	0	0	0	0	23	72	6	0	27	241
	7:15 AM	40	48	0	0	0	0	0	35	50	16	0	33	222
	7:20 AM	55	54	0	0	0	0	0	26	67	7	1	30	240
	7:25 AM	38	44	0	0	0	0	0	37	73	15	0	43	250
	7:30 AM	50	56	0	0	0	0	0	26	69	7	0	34	242
	7:35 AM	40	34	0	0	0	0	0	46	74	22	1	50	267
	7:40 AM	44	64	0	0	0	0	0	34	57	9	0	36	244
	7:45 AM	27	42	0	0	0	0	0	51	48	15	0	61	244
	7:50 AM	52	69	0	0	0	0	0	27	67	9	0	38	262
	7:55 AM	31	62	0	0	0	0	0	38	65	17	0	55	268
	8:00 AM	48	74	0	0	0	0	0	31	53	11	0	42	259
	8:05 AM	24	51	0	0	0	0	0	59	58	10	1	51	254
	8:10 AM	41	72	0	0	0	0	0	42	76	13	0	34	278
	8:15 AM	35	46	0	0	0	0	0	54	71	10	0	39	255
	8:20 AM	42	69	0	0	0	0	0	33	62	5	0	36	247
	8:25 AM	36	36	0	0	0	0	0	60	56	18	0	50	256
	8:30 AM	44	71	0	0	0	0	0	23	69	13	1	16	237
	8:35 AM	26	52	0	0	0	0	0	49	66	10	0	44	247
	8:40 AM	52	81	0	0	0	0	0	26	62	8	0	26	255
	8:45 AM	33	46	0	0	0	0	0	42	75	12	1	48	257
	8:50 AM	37	66	0	0	0	0	0	33	69	11	1	31	248
	8:55 AM	20	41	0	0	0	0	0	47	66	12	0	35	221
Mediums														
	7:00 AM	0	0	0	0	0	0	0	4	6	0	0	0	10
	7:05 AM	2	5	0	0	0	0	0	3	4	0	0	1	15
	7:10 AM	2	1	0	0	0	0	0	4	1	1	0	0	9
	7:15 AM	1	4	0	0	0	0	0	6	2	0	0	1	14
	7:20 AM	0	2	0	0	0	0	0	2	4	0	0	1	9
	7:25 AM	1	3	0	0	0	0	0	1	6	0	0	1	12
	7:30 AM	0	2	0	0	0	0	0	4	2	0	0	0	8
	7:35 AM	0	0	0	0	0	0	0	4	3	1	0	0	8
	7:40 AM	1	4	0	0	0	0	0	3	5	0	0	0	13
	7:45 AM	0	3	0	0	0	0	0	2	2	0	0	2	9
	7:50 AM	1	1	0	0	0	0	0	2	3	1	0	1	9
	7:55 AM	0	2	0	0	0	0	0	3	2	0	0	0	7
	8:00 AM	0	4	0	0	0	0	0	2	5	1	0	1	13
	8:05 AM	2	1	0	0	0	0	0	4	4	1	0	0	12
	8:10 AM	2	7	0	0	0	0	0	3	4	0	0	0	16
	8:15 AM	2	5	0	0	0	0	0	4	1	1	0	2	15
	8:20 AM	2	6	0	0	0	0	0	7	2	0	0	2	19

8:25 AM	2	2	0	0	0	0	0	4	4	0	0	1	13
8:30 AM	1	4	0	0	0	0	0	5	3	0	0	1	14
8:35 AM	2	4	0	0	0	0	0	8	1	1	0	0	16
8:40 AM	4	4	0	0	0	0	0	2	1	0	0	1	12
8:45 AM	0	4	0	0	0	0	0	4	1	0	0	1	10
8:50 AM	1	10	0	0	0	0	0	5	1	0	0	3	20
8:55 AM	1	2	0	0	0	0	0	6	1	0	0	4	14
Bicycles on Road													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycles on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0
7:50 AM	0	0	0	1	0	1	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	1	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	2	0	2	0	0	0	0	0	0
7:05 AM	0	0	0	4	0	4	0	0	0	0	0	0
7:10 AM	0	0	0	1	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	3	0	3	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	1	1	0	1	1	0	1	1	0	1	1
7:30 AM	0	1	1	1	0	1	0	0	0	0	0	0
7:35 AM	1	0	1	0	0	0	0	0	0	1	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	1	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	2	2	4
8:10 AM	0	0	0	0	2	2	1	0	1	1	0	1
8:15 AM	0	0	0	0	1	1	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	1	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	1	0	0	0	1	0	1
8:35 AM	0	0	0	0	0	0	0	0	0	1	0	1
8:40 AM	0	0	0	1	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	2
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	1	0	1	0	0	0	0	1	1

All Traffic Data Services

3021 OAKLAND RD & BAYSHORE FWY N PM
Thursday, September 20, 2018

Peak Hour
04:00 PM - 05:00 PM
Peak 15-Minutes
04:45 PM - 05:00 PM

Traffic Counts - All Vehicles

	OAKLAND RD			BAYSHORE FWY N			OAKLAND RD			BAYSHORE FWY N				
	Northbound			Eastbound			Southbound			Westbound				Rolling
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
4:00 PM	9	45	0	0	0	0	0	107	26	19	0	47	253	3,169
4:05 PM	10	64	0	0	0	0	0	133	21	10	0	33	271	3,157
4:10 PM	18	67	0	0	0	0	0	103	34	14	0	35	271	3,143
4:15 PM	18	37	0	0	0	0	0	120	33	9	0	49	266	3,155
4:20 PM	13	58	0	0	0	1	0	104	31	15	1	32	255	3,138
4:25 PM	9	55	0	0	0	0	0	116	25	16	0	40	261	3,130
4:30 PM	11	58	0	0	0	0	0	113	32	9	0	32	255	3,115
4:35 PM	20	59	0	0	0	0	0	115	26	17	0	32	269	3,101
4:40 PM	19	51	0	0	0	0	0	88	31	14	0	53	256	3,091
4:45 PM	18	56	0	0	0	0	0	103	34	13	0	37	261	3,094
4:50 PM	16	58	0	0	0	0	0	106	32	14	0	42	268	3,071
4:55 PM	14	49	0	0	0	0	0	124	28	18	0	50	283	3,051
5:00 PM	13	48	0	0	0	0	0	101	23	23	0	33	241	0
5:05 PM	8	48	0	0	0	0	0	112	27	23	0	39	257	0
5:10 PM	12	56	0	0	0	0	0	124	41	11	0	39	283	0
5:15 PM	8	50	0	0	0	0	0	94	42	20	0	35	249	0
5:20 PM	10	50	0	0	0	0	0	94	37	13	0	43	247	0
5:25 PM	15	54	0	0	0	0	0	97	30	17	0	33	246	0
5:30 PM	20	50	0	0	0	0	0	92	32	19	0	28	241	0
5:35 PM	12	58	0	1	0	0	0	94	40	12	0	42	259	0
5:40 PM	20	56	0	0	0	0	0	98	37	13	0	35	259	0
5:45 PM	14	42	0	0	0	0	0	106	29	15	0	32	238	0
5:50 PM	23	45	0	0	0	0	0	105	24	16	0	35	248	0
5:55 PM	17	47	0	0	0	0	0	90	35	21	0	31	241	0

Peak Rolling Hour Flow Rates

	Northbound			Eastbound			Southbound			Westbound			
Vehicle Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks	5	3	0	0	0	0	0	4	3	2	0	12	29
Bicycles on Road	0	4	0	0	0	1	0	8	0	0	0	1	14
Lights	166	621	0	0	0	0	0	1,300	342	161	1	446	3,037
Mediums	4	29	0	0	0	0	0	20	8	5	0	23	89
Total	175	657	0	0	0	1	0	1,332	353	168	1	482	3,169
Bicycles on Crosswalk		0			2			0			2		4
Heavy Vehicle Percentage		4.9%			0.0%			2.1%			6.5%		3.7%
Peak Hour Factor (PHF)		0.94			0.25			0.96			0.90		0.98

Traffic Counts by Vehicle Type

	Northbound			Eastbound			Southbound			Westbound			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks													
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	3	0	0	0	0	0	0	0	1	0	0	1	5

	4:15 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
	4:20 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	4:25 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:35 PM	0	0	0	0	0	0	0	0	1	0	0	2	3
	4:40 PM	1	0	0	0	0	0	0	1	0	0	0	2	4
	4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	4:50 PM	0	0	0	0	0	0	0	0	1	0	0	2	3
	4:55 PM	0	0	0	0	0	0	0	1	0	1	0	2	4
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	4	5
	5:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:10 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
	5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
	5:20 PM	0	1	0	0	0	0	0	0	0	0	0	3	4
	5:25 PM	0	0	0	0	0	0	0	2	1	0	0	1	4
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:35 PM	1	0	0	0	0	0	0	1	0	1	0	1	4
	5:40 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:50 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
	5:55 PM	0	0	0	0	0	0	0	1	0	0	0	2	3
Lights														
	4:00 PM	9	40	0	0	0	0	0	106	25	18	0	43	241
	4:05 PM	10	60	0	0	0	0	0	131	20	10	0	30	261
	4:10 PM	14	64	0	0	0	0	0	102	33	14	0	32	259
	4:15 PM	15	32	0	0	0	0	0	115	33	8	0	48	251
	4:20 PM	13	55	0	0	0	0	0	101	31	15	1	29	245
	4:25 PM	9	51	0	0	0	0	0	116	24	15	0	37	252
	4:30 PM	11	53	0	0	0	0	0	112	30	8	0	28	242
	4:35 PM	20	58	0	0	0	0	0	113	25	16	0	29	261
	4:40 PM	18	50	0	0	0	0	0	85	30	14	0	51	248
	4:45 PM	17	55	0	0	0	0	0	96	34	12	0	35	249
	4:50 PM	16	57	0	0	0	0	0	105	30	14	0	39	261
	4:55 PM	14	46	0	0	0	0	0	118	27	17	0	45	267
	5:00 PM	13	46	0	0	0	0	0	100	22	23	0	29	233
	5:05 PM	8	45	0	0	0	0	0	110	27	22	0	38	250
	5:10 PM	12	53	0	0	0	0	0	118	40	11	0	39	273
	5:15 PM	8	46	0	0	0	0	0	93	42	19	0	35	243
	5:20 PM	10	49	0	0	0	0	0	92	37	13	0	39	240
	5:25 PM	15	52	0	0	0	0	0	94	28	17	0	32	238
	5:30 PM	20	48	0	0	0	0	0	89	31	18	0	28	234
	5:35 PM	11	56	0	0	0	0	0	91	39	11	0	40	248
	5:40 PM	19	55	0	0	0	0	0	95	34	12	0	32	247
	5:45 PM	14	42	0	0	0	0	0	104	29	14	0	32	235
	5:50 PM	22	40	0	0	0	0	0	104	24	16	0	35	241
	5:55 PM	17	46	0	0	0	0	0	87	34	21	0	29	234
Mediums														
	4:00 PM	0	4	0	0	0	0	0	0	1	1	0	3	9
	4:05 PM	0	4	0	0	0	0	0	2	1	0	0	3	10
	4:10 PM	1	3	0	0	0	0	0	1	0	0	0	2	7
	4:15 PM	3	4	0	0	0	0	0	3	0	0	0	1	11
	4:20 PM	0	1	0	0	0	0	0	2	0	0	0	3	6
	4:25 PM	0	4	0	0	0	0	0	0	1	1	0	2	8
	4:30 PM	0	4	0	0	0	0	0	1	2	1	0	3	11
	4:35 PM	0	1	0	0	0	0	0	1	0	1	0	1	4
	4:40 PM	0	1	0	0	0	0	0	1	1	0	0	0	3
	4:45 PM	0	1	0	0	0	0	0	4	0	1	0	1	7
	4:50 PM	0	1	0	0	0	0	0	1	1	0	0	1	4
	4:55 PM	0	1	0	0	0	0	0	4	1	0	0	3	9
	5:00 PM	0	1	0	0	0	0	0	1	1	0	0	0	3
	5:05 PM	0	2	0	0	0	0	0	1	0	0	0	1	4
	5:10 PM	0	2	0	0	0	0	0	4	0	0	0	0	6
	5:15 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
	5:20 PM	0	0	0	0	0	0	0	1	0	0	0	1	2

5:25 PM	0	2	0	0	0	0	0	1	1	0	0	0	4
5:30 PM	0	2	0	0	0	0	0	3	1	1	0	0	7
5:35 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
5:40 PM	0	1	0	0	0	0	0	0	3	1	0	3	8
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:50 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
5:55 PM	0	1	0	0	0	0	0	2	1	0	0	0	4
Bicycles on Road													
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:20 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:40 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	1	4
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
5:10 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	1	0	1	0	0	0	1	1	0	0	0	4
5:40 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycles on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	1	1	0	0	0	0	0	0
5:10 PM	0	0	0	0	1	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	2	2	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2
4:05 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:20 PM	0	0	0	1	0	1	0	0	0	1	0	1
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	1	0	1	0	0	0	0	0	0
4:40 PM	0	0	0	0	2	2	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:50 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:55 PM	0	0	0	0	2	2	0	0	0	2	0	2
5:00 PM	0	0	0	0	1	1	0	0	0	0	2	2
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	1	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	1	0	0	0	0	0	0
5:35 PM	0	0	0	1	0	1	0	0	0	0	0	0
5:40 PM	0	0	0	1	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	1	1	2	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

3022 OAKLAND RD & BAYSHORE FWY S AM
Thursday, September 20, 2018

Peak Hour
07:40 AM - 08:40 AM
Peak 15-Minutes
07:45 AM - 08:00 AM

Traffic Counts - All Vehicles

	OAKLAND RD			BAYSHORE FWY S			OAKLAND RD			BAYSHORE FWY S				
	Northbound			Eastbound			Southbound			Westbound				Rolling
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
7:00 AM	0	75	16	22	0	14	19	22	0	0	0	0	168	2,262
7:05 AM	0	76	11	32	0	19	23	10	0	0	0	0	171	2,279
7:10 AM	0	82	10	22	0	10	30	22	0	0	0	0	176	2,303
7:15 AM	0	78	24	31	0	15	23	18	0	0	0	0	189	2,329
7:20 AM	0	89	17	21	0	18	26	29	0	0	0	0	200	2,326
7:25 AM	0	66	22	30	0	17	23	16	0	0	0	0	174	2,323
7:30 AM	0	91	15	10	0	14	32	27	0	0	0	0	189	2,336
7:35 AM	0	62	29	33	0	18	28	25	0	0	0	0	195	2,333
7:40 AM	0	84	20	20	0	15	35	27	0	0	0	0	201	2,357
7:45 AM	0	70	22	30	0	18	19	26	0	0	0	0	185	2,342
7:50 AM	0	84	24	27	0	16	29	27	0	0	0	0	207	2,336
7:55 AM	0	71	16	41	0	28	27	24	0	0	0	0	207	2,320
8:00 AM	0	75	9	17	0	20	26	38	0	0	0	0	185	2,291
8:05 AM	0	60	14	40	0	16	29	36	0	0	0	0	195	
8:10 AM	0	88	13	23	0	18	26	34	0	0	0	0	202	
8:15 AM	0	63	19	28	0	19	34	23	0	0	0	0	186	
8:20 AM	0	84	7	20	0	15	34	37	0	0	0	0	197	
8:25 AM	0	55	8	38	0	20	29	37	0	0	0	0	187	
8:30 AM	0	84	12	20	0	18	28	24	0	0	0	0	186	
8:35 AM	0	82	14	40	0	25	32	26	0	0	0	0	219	
8:40 AM	0	89	15	15	0	12	26	29	0	0	0	0	186	
8:45 AM	0	71	12	27	0	21	25	23	0	0	0	0	179	
8:50 AM	0	77	17	18	1	14	28	36	0	0	0	0	191	
8:55 AM	0	53	19	34	0	13	22	37	0	0	0	0	178	

Peak Rolling Hour Flow Rates

	Northbound			Eastbound			Southbound			Westbound			
Vehicle Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks	0	5	5	19	0	6	10	4	0	0	0	0	49
Bicycles on Road	0	2	0	0	0	0	0	2	0	0	0	0	4
Lights	0	852	168	308	0	201	315	328	0	0	0	0	2,172
Mediums	0	41	5	17	0	21	23	25	0	0	0	0	132
Total	0	900	178	344	0	228	348	359	0	0	0	0	2,357
Bicycles on Crosswalk		0			1			0			2		3
Heavy Vehicle Percentage		5.2%			11.0%			8.8%			0.0%		7.7%
Peak Hour Factor (PHF)		0.95			0.88			0.93			0.00		0.98

Traffic Counts by Vehicle Type

	Northbound			Eastbound			Southbound			Westbound			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks													
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:05 AM	0	0	1	1	0	0	1	0	0	0	0	0	3
7:10 AM	0	0	2	1	0	1	0	0	0	0	0	0	4

	7:15 AM	0	0	1	0	0	1	2	2	0	0	0	0	6
	7:20 AM	0	3	1	3	0	0	1	1	0	0	0	0	9
	7:25 AM	0	0	0	3	0	2	1	0	0	0	0	0	6
	7:30 AM	0	1	0	1	0	1	2	0	0	0	0	0	5
	7:35 AM	0	0	0	3	0	0	1	0	0	0	0	0	4
	7:40 AM	0	0	1	2	0	0	1	0	0	0	0	0	4
	7:45 AM	0	1	1	1	0	0	0	0	0	0	0	0	3
	7:50 AM	0	0	0	1	0	0	2	1	0	0	0	0	4
	7:55 AM	0	0	0	1	0	0	1	0	0	0	0	0	2
	8:00 AM	0	1	0	0	0	1	0	2	0	0	0	0	4
	8:05 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
	8:10 AM	0	0	1	2	0	0	2	0	0	0	0	0	5
	8:15 AM	0	1	0	3	0	2	1	0	0	0	0	0	7
	8:20 AM	0	0	0	0	0	1	2	0	0	0	0	0	3
	8:25 AM	0	1	0	3	0	0	1	0	0	0	0	0	5
	8:30 AM	0	0	1	4	0	1	0	0	0	0	0	0	6
	8:35 AM	0	1	1	2	0	0	0	0	0	0	0	0	4
	8:40 AM	0	2	1	2	0	0	0	1	0	0	0	0	6
	8:45 AM	0	1	1	1	0	0	0	0	0	0	0	0	3
	8:50 AM	0	2	0	1	0	0	1	0	0	0	0	0	4
	8:55 AM	0	0	2	4	0	1	1	1	0	0	0	0	9
Lights														
	7:00 AM	0	71	14	21	0	12	18	20	0	0	0	0	156
	7:05 AM	0	70	7	31	0	19	20	9	0	0	0	0	156
	7:10 AM	0	80	7	19	0	9	22	19	0	0	0	0	156
	7:15 AM	0	74	19	31	0	13	20	14	0	0	0	0	171
	7:20 AM	0	84	15	17	0	17	25	28	0	0	0	0	186
	7:25 AM	0	64	20	25	0	13	19	15	0	0	0	0	156
	7:30 AM	0	88	15	9	0	13	25	24	0	0	0	0	174
	7:35 AM	0	58	27	29	0	16	25	22	0	0	0	0	177
	7:40 AM	0	81	19	18	0	12	31	26	0	0	0	0	187
	7:45 AM	0	66	19	28	0	17	18	24	0	0	0	0	172
	7:50 AM	0	83	23	26	0	15	26	23	0	0	0	0	196
	7:55 AM	0	70	16	38	0	26	25	23	0	0	0	0	198
	8:00 AM	0	70	9	17	0	15	25	32	0	0	0	0	168
	8:05 AM	0	58	14	36	0	15	27	33	0	0	0	0	183
	8:10 AM	0	82	12	19	0	17	24	34	0	0	0	0	188
	8:15 AM	0	56	19	22	0	16	30	21	0	0	0	0	164
	8:20 AM	0	79	7	19	0	12	28	36	0	0	0	0	181
	8:25 AM	0	52	7	33	0	16	27	34	0	0	0	0	169
	8:30 AM	0	81	10	14	0	16	24	19	0	0	0	0	164
	8:35 AM	0	74	13	38	0	24	30	23	0	0	0	0	202
	8:40 AM	0	83	14	10	0	10	24	26	0	0	0	0	167
	8:45 AM	0	67	11	21	0	20	22	20	0	0	0	0	161
	8:50 AM	0	71	15	17	1	14	26	33	0	0	0	0	177
	8:55 AM	0	52	17	27	0	10	18	35	0	0	0	0	159
Mediums														
	7:00 AM	0	3	2	1	0	2	1	1	0	0	0	0	10
	7:05 AM	0	6	3	0	0	0	2	1	0	0	0	0	12
	7:10 AM	0	2	1	2	0	0	8	2	0	0	0	0	15
	7:15 AM	0	2	4	0	0	1	1	2	0	0	0	0	10
	7:20 AM	0	2	1	1	0	1	0	0	0	0	0	0	5
	7:25 AM	0	1	2	2	0	2	3	1	0	0	0	0	11
	7:30 AM	0	2	0	0	0	0	5	3	0	0	0	0	10
	7:35 AM	0	3	2	1	0	2	2	2	0	0	0	0	12
	7:40 AM	0	3	0	0	0	3	3	1	0	0	0	0	10
	7:45 AM	0	3	2	1	0	1	1	1	0	0	0	0	9
	7:50 AM	0	1	1	0	0	1	1	2	0	0	0	0	6
	7:55 AM	0	1	0	2	0	2	1	1	0	0	0	0	7
	8:00 AM	0	4	0	0	0	4	1	4	0	0	0	0	13
	8:05 AM	0	2	0	4	0	0	2	2	0	0	0	0	10
	8:10 AM	0	5	0	2	0	1	0	0	0	0	0	0	8
	8:15 AM	0	6	0	3	0	1	3	2	0	0	0	0	15
	8:20 AM	0	5	0	1	0	2	4	1	0	0	0	0	13

8:25 AM	0	2	1	2	0	4	1	3	0	0	0	0	13
8:30 AM	0	3	1	2	0	1	4	5	0	0	0	0	16
8:35 AM	0	6	0	0	0	1	2	3	0	0	0	0	12
8:40 AM	0	4	0	3	0	2	2	0	0	0	0	0	11
8:45 AM	0	2	0	5	0	1	3	2	0	0	0	0	13
8:50 AM	0	4	2	0	0	0	1	3	0	0	0	0	10
8:55 AM	0	1	0	3	0	2	3	1	0	0	0	0	10
Bicycles on Road													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:40 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycles on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	1	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	1	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	5	0	5	0	0	0	0	0	0
7:05 AM	0	0	0	3	0	3	0	0	0	0	0	0
7:10 AM	0	0	0	1	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	4	0	4	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	1	1	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	1	2	0	2	0	0	0	0	1	1
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	1	1	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	2	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	2	2	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	2	2	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	1	0	1	1	2	3	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	1	0	1	0	0	0	0	0	0
8:55 AM	0	0	0	1	1	2	0	0	0	0	0	0

All Traffic Data Services

3022 OAKLAND RD & BAYSHORE FWY S PM
Thursday, September 20, 2018

Peak Hour
04:05 PM - 05:05 PM
Peak 15-Minutes
04:55 PM - 05:10 PM

Traffic Counts - All Vehicles

	OAKLAND RD			BAYSHORE FWY S			OAKLAND RD			BAYSHORE FWY S				
	Northbound			Eastbound			Southbound			Westbound				Rolling
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
4:00 PM	0	28	39	31	0	29	95	39	0	0	0	0	261	3,178
4:05 PM	0	43	60	38	1	37	74	46	0	0	0	0	299	3,184
4:10 PM	0	36	43	36	0	19	77	48	0	0	0	0	259	3,182
4:15 PM	0	34	56	24	0	14	80	39	0	0	0	0	247	3,182
4:20 PM	1	36	57	31	2	14	74	49	0	0	0	0	264	3,169
4:25 PM	0	30	45	28	1	23	89	35	0	0	0	0	251	3,160
4:30 PM	0	56	61	19	3	15	79	47	0	0	0	0	280	3,153
4:35 PM	0	40	44	45	2	21	80	39	0	0	0	0	271	3,091
4:40 PM	0	49	59	20	2	11	72	49	0	0	0	0	262	3,072
4:45 PM	0	39	52	30	4	23	60	43	0	0	0	0	251	3,068
4:50 PM	0	28	38	37	1	28	83	54	0	0	0	0	269	3,062
4:55 PM	0	38	54	22	1	19	71	59	0	0	0	0	264	3,047
5:00 PM	0	20	46	38	2	24	88	46	0	0	0	3	267	0
5:05 PM	0	33	59	28	1	18	98	60	0	0	0	0	297	0
5:10 PM	0	34	65	33	2	21	57	47	0	0	0	0	259	0
5:15 PM	0	28	39	31	2	15	73	46	0	0	0	0	234	0
5:20 PM	0	35	49	32	3	12	78	46	0	0	0	0	255	0
5:25 PM	0	33	37	38	7	22	63	44	0	0	0	0	244	0
5:30 PM	0	43	31	19	3	18	67	37	0	0	0	0	218	0
5:35 PM	0	45	52	29	1	23	62	40	0	0	0	0	252	0
5:40 PM	0	38	40	37	3	17	69	54	0	0	0	0	258	0
5:45 PM	1	32	49	16	2	15	66	64	0	0	0	0	245	0
5:50 PM	0	40	48	24	6	27	62	47	0	0	0	0	254	0
5:55 PM	0	26	54	33	3	15	68	70	0	0	0	0	269	0

Peak Rolling Hour Flow Rates

	Northbound			Eastbound			Southbound			Westbound			
Vehicle Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks	0	5	4	5	0	1	4	2	0	0	0	0	21
Bicycles on Road	0	1	1	0	0	0	0	1	0	0	0	1	4
Lights	1	436	597	345	19	243	911	537	0	0	0	0	3,089
Mediums	0	7	13	18	0	4	12	14	0	0	0	2	70
Total	1	449	615	368	19	248	927	554	0	0	0	3	3,184
Bicycles on Crosswalk		0			1			0			4		5
Heavy Vehicle Percentage		2.7%			4.4%			2.2%			66.7%		2.9%
Peak Hour Factor (PHF)		0.87			0.94			0.90			0.25		0.96

Traffic Counts by Vehicle Type

	Northbound			Eastbound			Southbound			Westbound			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks													
4:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	3
4:05 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	1

	4:15 PM	0	0	1	3	0	0	1	1	0	0	0	0	6
	4:20 PM	0	0	1	0	0	0	1	0	0	0	0	0	2
	4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:35 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
	4:50 PM	0	0	1	0	0	0	1	0	0	0	0	0	2
	4:55 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
	5:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
	5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:10 PM	0	0	1	1	0	0	1	0	0	0	0	0	3
	5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
	5:20 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
	5:25 PM	0	0	1	0	0	0	2	0	0	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:35 PM	0	2	1	0	0	0	2	0	0	0	0	0	5
	5:40 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	1	0	0	0	1	0	1	0	0	0	0	3
	5:50 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	5:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights														
	4:00 PM	0	25	39	30	0	27	92	39	0	0	0	0	252
	4:05 PM	0	41	59	36	1	37	73	45	0	0	0	0	292
	4:10 PM	0	32	42	32	0	19	76	46	0	0	0	0	247
	4:15 PM	0	34	53	21	0	13	78	38	0	0	0	0	237
	4:20 PM	1	34	54	29	2	14	73	46	0	0	0	0	253
	4:25 PM	0	29	45	26	1	23	89	34	0	0	0	0	247
	4:30 PM	0	55	59	18	3	15	78	46	0	0	0	0	274
	4:35 PM	0	39	42	43	2	21	79	38	0	0	0	0	264
	4:40 PM	0	49	59	19	2	11	68	49	0	0	0	0	257
	4:45 PM	0	37	52	29	4	20	59	41	0	0	0	0	242
	4:50 PM	0	28	36	37	1	28	79	54	0	0	0	0	263
	4:55 PM	0	38	52	19	1	18	71	55	0	0	0	0	254
	5:00 PM	0	20	44	36	2	24	88	45	0	0	0	0	259
	5:05 PM	0	32	59	25	1	18	98	59	0	0	0	0	292
	5:10 PM	0	33	62	32	2	20	53	45	0	0	0	0	247
	5:15 PM	0	27	39	28	2	15	72	46	0	0	0	0	229
	5:20 PM	0	34	48	32	3	12	78	43	0	0	0	0	250
	5:25 PM	0	32	35	33	7	21	58	43	0	0	0	0	229
	5:30 PM	0	43	31	18	3	17	65	34	0	0	0	0	211
	5:35 PM	0	42	51	28	1	22	58	38	0	0	0	0	240
	5:40 PM	0	38	38	37	3	17	69	51	0	0	0	0	253
	5:45 PM	1	30	49	16	2	14	65	63	0	0	0	0	240
	5:50 PM	0	36	48	23	6	27	62	46	0	0	0	0	248
	5:55 PM	0	26	54	31	3	14	65	69	0	0	0	0	262
Mediums														
	4:00 PM	0	3	0	1	0	0	2	0	0	0	0	0	6
	4:05 PM	0	0	1	2	0	0	1	1	0	0	0	0	5
	4:10 PM	0	3	1	4	0	0	1	2	0	0	0	0	11
	4:15 PM	0	0	2	0	0	1	1	0	0	0	0	0	4
	4:20 PM	0	2	2	2	0	0	0	3	0	0	0	0	9
	4:25 PM	0	0	0	2	0	0	0	1	0	0	0	0	3
	4:30 PM	0	1	2	1	0	0	1	1	0	0	0	0	6
	4:35 PM	0	0	2	2	0	0	1	1	0	0	0	0	6
	4:40 PM	0	0	0	1	0	0	3	0	0	0	0	0	4
	4:45 PM	0	1	0	1	0	2	1	1	0	0	0	0	6
	4:50 PM	0	0	1	0	0	0	3	0	0	0	0	0	4
	4:55 PM	0	0	1	3	0	1	0	3	0	0	0	0	8
	5:00 PM	0	0	1	0	0	0	0	1	0	0	0	2	4
	5:05 PM	0	1	0	3	0	0	0	0	0	0	0	0	4
	5:10 PM	0	0	2	0	0	1	3	2	0	0	0	0	8
	5:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
	5:20 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

5:25 PM	0	0	1	5	0	1	1	1	0	0	0	0	9
5:30 PM	0	0	0	1	0	1	2	2	0	0	0	0	6
5:35 PM	0	1	0	1	0	1	0	0	0	0	0	0	3
5:40 PM	0	0	2	0	0	0	0	2	0	0	0	0	4
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
5:50 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
5:55 PM	0	0	0	2	0	1	2	0	0	0	0	0	5
Bicycles on Road													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	2
5:05 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:20 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:25 PM	0	1	0	0	0	0	2	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	2	2	0	0	0	0	4
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

Bicycles on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	1	1	0	0	0	1	0	1
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	2	0	2
4:55 PM	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	2	2	0	0	0	0	0	0
4:15 PM	1	0	1	0	1	1	0	0	0	1	0	1
4:20 PM	0	0	0	1	0	1	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	1	0	1	0	0	0	0	0	0
4:40 PM	0	0	0	0	2	2	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:50 PM	0	0	0	1	0	1	0	1	1	0	0	0
4:55 PM	0	0	0	0	2	2	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	1	1	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	1	0	1	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	2	2	4	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	1	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0
5:50 PM	0	0	0	1	0	1	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	1	1

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oakland Rd & Horning St
City: San Jose
Control: 1-Way Stop (EB)

Project ID: 18-08368-004
Date: 7/18/2018

Total

NS/EW Streets:	Oakland Rd				Oakland Rd				Horning St				Horning St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	222	0	0	0	81	34	0	0	0	11	0	0	0	0	0	348
7:15 AM	0	241	0	0	0	86	46	0	0	0	12	0	0	0	0	0	385
7:30 AM	0	252	0	0	0	84	33	0	0	0	15	0	0	0	0	0	384
7:45 AM	0	274	0	0	0	92	45	0	0	0	15	0	0	0	0	0	426
8:00 AM	0	220	0	0	0	91	36	0	0	0	9	0	0	0	0	0	356
8:15 AM	0	249	0	0	0	85	28	0	0	0	12	0	0	0	0	0	374
8:30 AM	0	242	0	0	0	87	30	0	0	0	13	0	0	0	0	0	372
8:45 AM	0	263	0	0	0	91	26	0	0	0	10	0	0	0	0	0	390
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1963	0	0	0	697	278	0	0	0	97	0	0	0	0	0	3035
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	71.49%	28.51%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	987	0	0	0	353	160	0	0	0	51	0	0	0	0	0	1551
PEAK HR FACTOR :	0.000	0.901	0.000	0.000	0.000	0.959	0.870	0.000	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.910
		0.901				0.936				0.850							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	294	0	0	0	189	22	0	0	0	143	0	0	0	0	0	648
4:15 PM	0	296	0	0	0	195	17	0	0	0	123	0	0	0	0	0	631
4:30 PM	0	277	0	0	0	175	18	0	0	0	136	0	0	0	0	0	606
4:45 PM	0	287	0	0	0	180	18	0	0	0	146	0	0	0	0	0	631
5:00 PM	0	271	0	0	0	192	11	0	0	0	137	0	0	0	0	0	611
5:15 PM	0	246	0	0	0	175	11	0	0	0	140	0	0	0	0	0	572
5:30 PM	0	223	0	0	0	171	15	0	0	0	145	0	0	0	0	0	554
5:45 PM	0	215	0	0	0	175	7	0	0	0	147	0	0	0	0	0	544
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2109	0	0	0	1452	119	0	0	0	1117	0	0	0	0	0	4797
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	92.43%	7.57%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	1154	0	0	0	739	75	0	0	0	548	0	0	0	0	0	2516
PEAK HR FACTOR :	0.000	0.975	0.000	0.000	0.000	0.947	0.852	0.000	0.000	0.000	0.938	0.000	0.000	0.000	0.000	0.000	0.971
		0.975				0.960				0.938							

All Traffic Data Services

3576 13TH ST & HEDDING ST AM
Thursday, September 20, 2018

Peak Hour
07:25 AM - 08:25 AM
Peak 15-Minutes
07:25 AM - 07:40 AM

Traffic Counts - All Vehicles

	13TH ST			HEDDING ST			OAKLAND RD			HEDDING ST				
	Northbound			Eastbound			Southbound			Westbound				Rolling
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
7:00 AM	4	36	1	13	12	3	9	4	7	0	24	27	140	2,161
7:05 AM	10	39	1	21	10	0	7	7	10	3	22	23	153	2,181
7:10 AM	3	34	0	19	9	2	4	6	3	6	39	30	155	2,201
7:15 AM	3	28	3	21	16	4	3	3	7	1	42	24	155	2,215
7:20 AM	12	45	4	25	15	0	5	5	11	0	31	31	184	2,246
7:25 AM	13	51	1	13	15	1	11	15	19	3	36	18	196	2,253
7:30 AM	15	36	1	30	27	9	6	4	7	2	44	33	214	2,220
7:35 AM	23	37	3	20	14	9	12	9	14	2	33	17	193	2,166
7:40 AM	7	48	3	24	24	2	6	12	11	4	34	17	192	2,150
7:45 AM	10	27	2	25	24	5	8	13	17	3	36	31	201	2,147
7:50 AM	6	46	4	21	24	3	4	3	13	4	54	24	206	2,121
7:55 AM	13	36	0	15	16	1	9	4	13	1	48	16	172	2,101
8:00 AM	8	28	2	21	17	1	12	12	4	0	41	14	160	2,102
8:05 AM	15	35	4	22	9	1	9	15	7	1	38	17	173	
8:10 AM	21	36	1	13	5	2	6	18	17	2	33	15	169	
8:15 AM	13	56	3	21	8	5	7	23	14	0	29	7	186	
8:20 AM	18	33	4	20	16	2	7	13	15	1	46	16	191	
8:25 AM	15	20	1	16	13	4	3	20	21	0	34	16	163	
8:30 AM	9	33	0	14	14	2	6	7	15	1	41	18	160	
8:35 AM	10	34	2	24	11	2	5	13	20	0	32	24	177	
8:40 AM	13	43	2	27	15	4	11	15	17	1	27	14	189	
8:45 AM	14	41	3	21	16	1	10	8	9	0	34	18	175	
8:50 AM	10	40	1	17	20	2	6	13	18	3	45	11	186	
8:55 AM	6	29	3	20	15	4	7	11	16	4	37	21	173	

Peak Rolling Hour Flow Rates

	Northbound			Eastbound			Southbound			Westbound			
Vehicle Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	2	0	9	3	3	0	7	7	31
Bicycles on Road	0	5	0	0	2	0	1	0	0	0	0	0	8
Lights	157	453	25	235	180	34	79	128	137	21	448	202	2,099
Mediums	5	11	3	10	15	7	8	10	11	2	17	16	115
Total	162	469	28	245	199	41	97	141	151	23	472	225	2,253
Bicycles on Crosswalk		2			0			0			2		4
Heavy Vehicle Percentage		2.9%			7.0%			11.3%			6.8%		6.5%
Peak Hour Factor (PHF)		0.90			0.79			0.87			0.89		0.93

Traffic Counts by Vehicle Type

	Northbound			Eastbound			Southbound			Westbound			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks													
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	2	3
7:05 AM	0	0	0	0	0	0	1	0	0	0	0	1	2
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	1	1

	7:15 AM	0	0	0	0	1	0	0	1	0	0	2	3	7
	7:20 AM	0	0	0	0	0	0	1	0	2	0	1	3	7
	7:25 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	7:30 AM	0	0	0	0	0	0	3	0	0	0	0	1	4
	7:35 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	1	2	4
	7:50 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:55 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	8:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
	8:05 AM	0	0	0	0	0	0	2	1	0	0	0	1	4
	8:10 AM	0	0	0	0	1	0	1	0	1	0	2	0	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
	8:20 AM	0	0	0	0	0	0	2	1	0	0	0	1	4
	8:25 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:30 AM	0	1	0	1	1	0	0	0	0	0	0	0	3
	8:35 AM	0	0	0	1	0	0	1	0	0	0	0	2	4
	8:40 AM	0	0	0	0	0	0	0	0	1	0	0	2	3
	8:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
	8:50 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
	8:55 AM	0	1	0	0	0	0	0	0	1	0	0	2	4
Lights														
	7:00 AM	4	36	1	12	10	3	9	2	7	0	22	24	130
	7:05 AM	10	37	1	17	10	0	5	7	8	3	20	18	136
	7:10 AM	3	34	0	18	8	1	4	6	3	6	34	27	144
	7:15 AM	3	26	3	20	14	4	3	2	6	1	39	21	142
	7:20 AM	11	43	3	22	14	0	4	5	7	0	27	25	161
	7:25 AM	13	50	1	11	14	0	11	14	17	3	35	16	185
	7:30 AM	15	36	1	30	23	8	1	4	7	1	40	29	195
	7:35 AM	23	37	3	20	14	9	11	9	12	2	31	17	188
	7:40 AM	6	46	3	22	23	1	5	11	9	3	33	16	178
	7:45 AM	9	27	2	24	23	5	6	11	16	3	33	26	185
	7:50 AM	6	46	3	21	21	3	4	2	12	4	53	22	197
	7:55 AM	12	35	0	14	14	1	9	3	12	1	46	14	161
	8:00 AM	8	28	2	20	15	0	11	11	4	0	39	14	152
	8:05 AM	14	35	4	21	7	0	4	13	6	1	36	13	154
	8:10 AM	21	31	1	13	3	2	5	18	14	2	30	15	155
	8:15 AM	12	52	1	20	8	3	7	22	14	0	27	6	172
	8:20 AM	18	30	4	19	15	2	5	10	14	1	45	14	177
	8:25 AM	14	20	1	14	12	4	2	17	21	0	33	16	154
	8:30 AM	9	31	0	12	12	1	5	7	13	1	39	17	147
	8:35 AM	10	32	2	21	11	1	3	13	17	0	29	21	160
	8:40 AM	13	39	2	26	14	4	11	15	13	1	25	12	175
	8:45 AM	14	39	3	19	16	1	9	8	8	0	31	18	166
	8:50 AM	10	38	1	15	18	1	5	13	14	3	45	10	173
	8:55 AM	6	28	3	19	13	4	7	8	11	4	36	18	157
Mediums														
	7:00 AM	0	0	0	1	1	0	0	2	0	0	2	1	7
	7:05 AM	0	2	0	4	0	0	1	0	2	0	1	4	14
	7:10 AM	0	0	0	1	1	1	0	0	0	0	4	2	9
	7:15 AM	0	2	0	1	1	0	0	0	1	0	1	0	6
	7:20 AM	1	1	0	2	1	0	0	0	2	0	2	2	11
	7:25 AM	0	0	0	2	1	1	0	1	1	0	1	2	9
	7:30 AM	0	0	0	0	3	1	2	0	0	1	4	3	14
	7:35 AM	0	0	0	0	0	0	1	0	1	0	2	0	4
	7:40 AM	1	1	0	2	1	1	1	1	2	1	1	1	13
	7:45 AM	1	0	0	1	0	0	2	2	1	0	2	3	12
	7:50 AM	0	0	1	0	2	0	0	1	1	0	1	1	7
	7:55 AM	1	1	0	1	2	0	0	0	1	0	0	2	8
	8:00 AM	0	0	0	1	2	1	0	1	0	0	1	0	6
	8:05 AM	1	0	0	1	2	1	2	1	1	0	2	3	14
	8:10 AM	0	4	0	0	1	0	0	0	2	0	1	0	8
	8:15 AM	1	2	2	1	0	2	0	1	0	0	1	0	10
	8:20 AM	0	3	0	1	1	0	0	2	1	0	1	1	10

8:25 AM	1	0	0	2	1	0	1	2	0	0	0	0	7
8:30 AM	0	1	0	1	1	1	1	0	2	0	2	1	10
8:35 AM	0	2	0	2	0	1	1	0	3	0	3	1	13
8:40 AM	0	3	0	1	1	0	0	0	3	0	2	0	10
8:45 AM	0	1	0	1	0	0	1	0	1	0	2	0	6
8:50 AM	0	2	0	2	0	1	1	0	3	0	0	0	9
8:55 AM	0	0	0	1	2	0	0	3	4	0	1	1	12

Bicycles on Road

7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	1	1	1	0	0	0	0	0	0	1	1	5
7:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycles on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	1	0	0	0	0	0	0	0	1	1
8:05 AM	1	0	1	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	1	1	0	0	0	0	1	1	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	1	0	1	0	0	0	0	0	0
7:15 AM	0	1	1	1	1	2	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	1	0	1	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	3	0	3	0	0	0	0	0	0	1	0	1
7:50 AM	0	0	0	1	0	1	0	0	0	0	1	1
7:55 AM	0	0	0	1	0	1	1	0	1	0	0	0
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:05 AM	1	0	1	2	0	2	0	0	0	2	0	2
8:10 AM	1	0	1	0	0	0	0	0	0	1	0	1
8:15 AM	3	0	3	0	0	0	0	0	0	4	0	4
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	1	1	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	2	2
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

3576 13TH ST & HEDDING ST PM
Thursday, September 20, 2018

Peak Hour
04:55 PM - 05:55 PM
Peak 15-Minutes
05:15 PM - 05:30 PM

Traffic Counts - All Vehicles

	13TH ST			HEDDING ST			OAKLAND RD			HEDDING ST				
	Northbound			Eastbound			Southbound			Westbound				Rolling
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
4:00 PM	3	21	4	19	44	12	8	32	16	6	31	17	213	2,565
4:05 PM	4	16	7	23	42	10	13	45	15	6	15	18	214	2,586
4:10 PM	7	16	6	22	35	4	14	37	13	8	38	16	216	2,602
4:15 PM	3	8	4	28	51	10	13	27	20	7	33	18	222	2,632
4:20 PM	2	14	7	25	44	9	17	32	15	4	24	20	213	2,641
4:25 PM	6	23	3	11	38	6	10	26	20	11	38	13	205	2,660
4:30 PM	0	0	3	18	51	8	10	20	14	2	28	25	179	2,707
4:35 PM	5	7	7	28	43	8	19	34	16	5	28	18	218	2,756
4:40 PM	2	13	4	31	45	6	17	40	18	4	30	25	235	2,756
4:45 PM	5	0	4	22	47	2	13	34	18	5	25	24	199	2,765
4:50 PM	2	17	4	23	53	9	18	35	17	5	19	13	215	2,793
4:55 PM	1	25	2	16	42	8	22	49	23	5	34	9	236	2,803
5:00 PM	4	14	5	17	49	11	25	44	20	9	24	12	234	0
5:05 PM	2	13	2	13	44	7	24	45	23	3	32	22	230	0
5:10 PM	5	29	6	15	56	6	22	48	19	1	24	15	246	0
5:15 PM	3	20	5	27	52	2	15	40	20	5	34	8	231	0
5:20 PM	2	18	4	22	51	4	23	38	20	6	25	19	232	0
5:25 PM	3	20	6	25	51	7	22	37	20	9	41	11	252	0
5:30 PM	3	17	2	19	51	7	25	43	19	1	27	14	228	0
5:35 PM	0	24	4	26	44	4	20	37	21	4	15	19	218	0
5:40 PM	2	19	2	23	57	6	26	38	16	7	32	16	244	0
5:45 PM	3	22	4	18	58	2	18	41	23	4	26	8	227	0
5:50 PM	6	13	5	25	52	1	17	40	25	8	20	13	225	0
5:55 PM	4	17	4	24	57	4	19	42	28	10	33	14	256	0

Peak Rolling Hour Flow Rates

	Northbound			Eastbound			Southbound			Westbound			
Vehicle Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks	0	0	0	3	1	0	1	1	1	0	2	5	14
Bicycles on Road	0	1	0	0	5	0	0	1	1	0	2	0	10
Lights	34	230	47	232	591	61	253	489	239	60	324	161	2,721
Mediums	0	3	0	11	10	4	5	9	8	2	6	0	58
Total	34	234	47	246	607	65	259	500	249	62	334	166	2,803
Bicycles on Crosswalk		2			0			0			0		2
Heavy Vehicle Percentage		1.0%			3.2%			2.5%			2.7%		2.6%
Peak Hour Factor (PHF)		0.86			0.97			0.92			0.95		0.98

Traffic Counts by Vehicle Type

	Northbound			Eastbound			Southbound			Westbound			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	1	0	0	0	0	2	3
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	1

	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
	4:20 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
	4:25 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:35 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
	4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	1	0	0	1	3
	4:50 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:05 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:10 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:20 PM	0	0	0	1	0	0	0	0	0	0	1	1	3
	5:25 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	5:35 PM	0	0	0	0	0	0	0	1	0	0	0	2	3
	5:40 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	1	0	1	0	0	1	3
	5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights														
	4:00 PM	3	21	4	16	41	9	7	31	16	6	30	16	200
	4:05 PM	4	15	7	22	41	8	10	45	15	6	15	16	204
	4:10 PM	6	16	6	21	35	4	13	37	13	8	37	13	209
	4:15 PM	3	8	3	27	49	8	13	27	19	7	33	17	214
	4:20 PM	1	14	7	24	44	9	16	32	14	4	24	17	206
	4:25 PM	6	22	3	11	37	5	10	23	20	11	37	11	196
	4:30 PM	0	0	3	17	47	8	10	20	14	2	27	25	173
	4:35 PM	4	7	7	27	41	7	19	32	16	5	26	17	208
	4:40 PM	2	13	4	31	45	6	16	39	18	4	29	25	232
	4:45 PM	5	0	4	22	46	2	13	34	16	5	24	23	194
	4:50 PM	2	17	3	21	50	9	17	35	16	5	19	13	207
	4:55 PM	1	24	2	15	39	8	21	49	22	5	34	9	229
	5:00 PM	4	13	5	16	48	9	24	44	18	9	21	12	223
	5:05 PM	2	13	2	12	42	7	24	43	23	3	32	22	225
	5:10 PM	5	29	6	14	55	5	21	47	18	1	23	15	239
	5:15 PM	3	20	5	26	52	2	15	39	19	4	34	8	227
	5:20 PM	2	18	4	21	50	3	23	38	20	6	22	18	225
	5:25 PM	3	20	6	24	50	7	22	35	20	9	40	11	247
	5:30 PM	3	17	2	18	51	7	25	42	18	1	27	14	225
	5:35 PM	0	24	4	25	43	4	19	34	20	4	15	17	209
	5:40 PM	2	19	2	23	55	6	25	37	16	7	30	15	237
	5:45 PM	3	22	4	17	55	2	17	41	21	4	26	7	219
	5:50 PM	6	11	5	21	51	1	17	40	24	7	20	13	216
	5:55 PM	4	17	3	24	52	3	19	42	28	10	33	14	249
Mediums														
	4:00 PM	0	0	0	3	3	3	1	0	0	0	1	1	12
	4:05 PM	0	0	0	1	0	2	2	0	0	0	0	0	5
	4:10 PM	1	0	0	1	0	0	1	0	0	0	1	2	6
	4:15 PM	0	0	1	1	1	2	0	0	1	0	0	0	6
	4:20 PM	1	0	0	1	0	0	0	0	1	0	0	2	5
	4:25 PM	0	0	0	0	1	1	0	1	0	0	1	1	5
	4:30 PM	0	0	0	1	2	0	0	0	0	0	1	0	4
	4:35 PM	1	0	0	1	2	1	0	1	0	0	1	0	7
	4:40 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
	4:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
	4:50 PM	0	0	0	1	0	0	1	0	1	0	0	0	3
	4:55 PM	0	1	0	1	2	0	1	0	1	0	0	0	6
	5:00 PM	0	1	0	1	1	2	1	0	1	0	1	0	8
	5:05 PM	0	0	0	1	1	0	0	2	0	0	0	0	4
	5:10 PM	0	0	0	0	1	1	1	1	1	0	1	0	6
	5:15 PM	0	0	0	1	0	0	0	1	1	1	0	0	4
	5:20 PM	0	0	0	0	1	1	0	0	0	0	2	0	4

5:25 PM	0	0	0	1	1	0	0	1	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
5:35 PM	0	0	0	1	1	0	1	2	1	0	0	0	6
5:40 PM	0	0	0	0	0	0	1	1	0	0	2	0	4
5:45 PM	0	0	0	1	1	0	0	0	1	0	0	0	3
5:50 PM	0	1	0	4	1	0	0	0	1	1	0	0	8
5:55 PM	0	0	0	0	2	1	0	0	0	0	0	0	3
Bicycles on Road													
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:05 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:35 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	1	0	3	0	0	0	0	0	0	0	4
4:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:55 PM	0	0	1	0	3	0	0	0	0	0	0	0	4

Bicycles on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	1	1	0	0	0	0	0	0	0	0	0
4:25 PM	0	1	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	1	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	1	1	1	0	1	2	0	2
4:05 PM	1	0	1	1	0	1	1	1	2	2	1	3
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	2	0	1	1	0	1	1
4:20 PM	0	0	0	1	1	2	0	0	0	0	0	0
4:25 PM	2	0	2	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	1	1	1	0	1	1	0	1
4:40 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:45 PM	2	0	2	1	0	1	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	2	2	0	1	1	0	0	0	1	0	1
5:00 PM	0	0	0	2	0	2	1	0	1	0	0	0
5:05 PM	0	0	0	2	2	4	0	1	1	0	0	0
5:10 PM	0	0	0	1	3	4	1	0	1	0	0	0
5:15 PM	0	2	2	2	2	4	0	0	0	0	0	0
5:20 PM	0	1	1	0	0	0	0	1	1	0	0	0
5:25 PM	0	0	0	5	1	6	0	0	0	0	0	0
5:30 PM	0	1	1	1	1	2	0	0	0	0	0	0
5:35 PM	0	1	1	0	1	1	0	0	0	0	0	0
5:40 PM	0	0	0	2	0	2	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: 11th St & Hedding St
City: San Jose
Control: Signalized

Project ID: 18-08368-006
Date: 7/18/2018

Total

NS/EW Streets:	11th St				11th St				Hedding St				Hedding St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	184	0	32	0	0	0	0	0	0	39	0	0	0	121	0	0	376
7:15 AM	206	0	40	0	0	0	0	0	0	48	0	0	0	171	0	0	465
7:30 AM	194	0	41	0	0	0	0	0	0	53	0	0	0	169	0	0	457
7:45 AM	175	0	40	0	0	0	0	0	0	59	0	0	0	218	0	0	492
8:00 AM	180	0	33	0	0	0	0	0	0	64	0	0	0	196	0	0	473
8:15 AM	193	0	38	0	0	0	0	0	0	69	0	0	0	191	0	0	491
8:30 AM	192	0	31	0	0	0	0	0	0	80	0	0	0	205	0	0	508
8:45 AM	215	0	46	0	0	0	0	0	0	69	0	0	0	189	0	0	519
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1539	0	301	0	0	0	0	0	0	481	0	0	0	1460	0	0	3781
APPROACH %'s :	83.64%	0.00%	16.36%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	780	0	148	0	0	0	0	0	0	282	0	0	0	781	0	0	1991
PEAK HR FACTOR :	0.907	0.000	0.804	0.000	0.000	0.000	0.000	0.000	0.000	0.881	0.000	0.000	0.000	0.952	0.000	0.000	0.959
		0.889								0.881				0.952			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	54	0	40	0	0	0	0	0	0	189	0	0	0	142	0	0	425
4:15 PM	52	0	27	0	0	0	0	0	0	180	0	0	0	124	0	0	383
4:30 PM	44	0	47	0	0	0	0	0	0	176	0	0	0	165	0	0	432
4:45 PM	54	0	28	0	0	0	0	0	0	182	0	0	0	137	0	0	401
5:00 PM	38	0	32	0	0	0	0	0	0	176	0	0	0	158	0	0	404
5:15 PM	62	0	32	0	0	0	0	0	0	183	0	0	0	133	0	0	410
5:30 PM	38	0	36	0	0	0	0	0	0	192	0	0	0	152	0	0	418
5:45 PM	55	0	30	0	0	0	0	0	0	187	0	0	0	145	0	0	417
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	397	0	272	0	0	0	0	0	0	1465	0	0	0	1156	0	0	3290
APPROACH %'s :	59.34%	0.00%	40.66%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	193	0	130	0	0	0	0	0	0	738	0	0	0	588	0	0	1649
PEAK HR FACTOR :	0.778	0.000	0.903	0.000	0.000	0.000	0.000	0.000	0.000	0.961	0.000	0.000	0.000	0.930	0.000	0.000	0.986
		0.859								0.961				0.930			

All Traffic Data Services

3581 10TH ST & HEDDING ST AM
Thursday, September 20, 2018

Peak Hour
07:25 AM - 08:25 AM
Peak 15-Minutes
07:30 AM - 07:45 AM

Traffic Counts - All Vehicles

	10TH ST			HEDDING ST			10TH ST			HEDDING ST				
	Northbound			Eastbound			Southbound			Westbound				Rolling
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
7:00 AM	0	0	0	13	13	1	3	17	5	1	43	39	135	2,222
7:05 AM	0	0	0	5	18	1	1	7	2	6	37	22	99	2,263
7:10 AM	0	0	0	8	12	0	4	8	2	8	49	73	164	2,341
7:15 AM	0	0	0	14	24	8	3	17	5	4	49	54	178	2,353
7:20 AM	0	0	0	10	21	4	3	12	3	1	66	47	167	2,385
7:25 AM	0	0	0	6	20	7	5	23	5	11	69	52	198	2,431
7:30 AM	0	0	0	10	39	13	2	13	4	5	75	59	220	2,430
7:35 AM	0	0	0	8	36	20	1	19	3	4	67	54	212	2,402
7:40 AM	0	0	0	13	36	10	4	15	6	12	70	65	231	2,369
7:45 AM	0	0	0	7	19	8	3	23	2	12	63	64	201	2,325
7:50 AM	0	0	0	12	15	10	5	26	3	13	58	57	199	2,324
7:55 AM	1	0	0	11	26	4	3	26	4	4	65	74	218	2,320
8:00 AM	0	0	0	8	10	2	4	17	5	5	71	54	176	2,279
8:05 AM	0	0	0	6	10	1	3	24	3	12	66	52	177	
8:10 AM	0	0	0	5	13	3	3	14	3	9	62	64	176	
8:15 AM	0	0	0	12	20	3	6	20	3	8	62	76	210	
8:20 AM	0	0	0	7	21	3	3	26	4	5	75	69	213	
8:25 AM	0	0	0	8	21	5	4	22	4	8	62	63	197	
8:30 AM	0	0	0	8	22	4	3	14	3	9	60	69	192	
8:35 AM	0	0	0	4	25	5	2	16	2	5	71	49	179	
8:40 AM	0	0	0	7	16	2	5	25	3	6	70	53	187	
8:45 AM	0	0	0	8	28	3	1	23	5	8	65	59	200	
8:50 AM	0	0	0	13	17	5	3	16	5	11	62	63	195	
8:55 AM	0	0	0	10	19	6	11	27	1	7	40	56	177	

Peak Rolling Hour Flow Rates

	Northbound			Eastbound			Southbound			Westbound			
Vehicle Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks	0	0	0	1	0	0	2	5	0	1	4	7	20
Bicycles on Road	1	0	0	0	0	0	0	0	0	1	13	2	17
Lights	0	0	0	97	252	84	34	222	43	90	762	703	2,287
Mediums	0	0	0	7	13	0	6	19	2	8	24	28	107
Total	1	0	0	105	265	84	42	246	45	100	803	740	2,431
Bicycles on Crosswalk		2			0			0			1		3
Heavy Vehicle Percentage		0.0%			4.6%			10.2%			4.4%		5.2%
Peak Hour Factor (PHF)		0.25			0.65			0.91			0.96		0.92

Traffic Counts by Vehicle Type

	Northbound			Eastbound			Southbound			Westbound			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks													
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:05 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:10 AM	0	0	0	2	0	0	0	1	0	0	0	2	5

	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:20 AM	0	0	0	1	0	0	0	0	0	0	2	1	4
	7:25 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:35 AM	0	0	0	1	0	0	0	1	0	0	1	0	3
	7:40 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	2	3
	7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
	8:05 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
	8:10 AM	0	0	0	0	0	0	1	1	0	0	1	1	4
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	8:20 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:25 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:40 AM	0	0	0	0	0	0	1	0	0	0	0	2	3
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:50 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
	8:55 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
Lights														
	7:00 AM	0	0	0	13	9	1	3	15	5	1	40	35	122
	7:05 AM	0	0	0	4	17	1	1	7	2	6	34	20	92
	7:10 AM	0	0	0	6	12	0	4	7	2	6	47	69	153
	7:15 AM	0	0	0	13	23	6	2	16	5	4	46	52	167
	7:20 AM	0	0	0	9	18	4	2	11	2	1	61	43	151
	7:25 AM	0	0	0	6	19	7	4	21	5	10	68	50	190
	7:30 AM	0	0	0	10	39	13	2	13	4	4	69	57	211
	7:35 AM	0	0	0	6	35	20	1	17	2	2	61	52	196
	7:40 AM	0	0	0	12	36	10	4	10	6	12	67	63	220
	7:45 AM	0	0	0	6	18	8	2	21	2	11	60	62	190
	7:50 AM	0	0	0	10	15	10	4	26	3	13	54	56	191
	7:55 AM	0	0	0	11	24	4	3	26	4	4	62	71	209
	8:00 AM	0	0	0	8	9	2	1	14	4	4	69	49	160
	8:05 AM	0	0	0	6	9	1	2	20	3	11	61	46	159
	8:10 AM	0	0	0	5	12	3	2	12	3	8	59	59	163
	8:15 AM	0	0	0	10	18	3	6	19	3	7	60	71	197
	8:20 AM	0	0	0	7	18	3	3	23	4	4	72	67	201
	8:25 AM	0	0	0	8	20	5	3	21	4	8	61	60	190
	8:30 AM	0	0	0	8	21	4	1	14	3	8	55	67	181
	8:35 AM	0	0	0	4	24	4	1	16	1	4	65	48	167
	8:40 AM	0	0	0	7	16	2	4	23	3	5	65	50	175
	8:45 AM	0	0	0	8	27	3	1	22	4	7	61	58	191
	8:50 AM	0	0	0	12	15	4	2	12	4	11	55	60	175
	8:55 AM	0	0	0	10	17	6	11	26	1	6	37	51	165
Mediums														
	7:00 AM	0	0	0	0	3	0	0	2	0	0	3	3	11
	7:05 AM	0	0	0	0	1	0	0	0	0	0	2	2	5
	7:10 AM	0	0	0	0	0	0	0	0	0	1	2	2	5
	7:15 AM	0	0	0	1	0	2	1	1	0	0	2	2	9
	7:20 AM	0	0	0	0	3	0	1	1	1	0	2	3	11
	7:25 AM	0	0	0	0	1	0	1	2	0	1	1	1	7
	7:30 AM	0	0	0	0	0	0	0	0	0	1	3	2	6
	7:35 AM	0	0	0	1	1	0	0	1	1	1	2	2	9
	7:40 AM	0	0	0	1	0	0	0	3	0	0	2	2	8
	7:45 AM	0	0	0	1	1	0	0	2	0	1	3	0	8
	7:50 AM	0	0	0	2	0	0	1	0	0	0	2	1	6
	7:55 AM	0	0	0	0	2	0	0	0	0	0	2	3	7
	8:00 AM	0	0	0	0	1	0	3	3	1	1	2	2	13
	8:05 AM	0	0	0	0	1	0	1	4	0	1	3	5	15
	8:10 AM	0	0	0	0	1	0	0	1	0	1	1	3	7
	8:15 AM	0	0	0	2	2	0	0	1	0	0	2	5	12
	8:20 AM	0	0	0	0	3	0	0	2	0	1	1	2	9

8:25 AM	0	0	0	0	1	0	1	1	0	0	1	1	5
8:30 AM	0	0	0	0	1	0	1	0	0	1	4	1	8
8:35 AM	0	0	0	0	1	1	1	0	1	1	6	1	12
8:40 AM	0	0	0	0	0	0	0	2	0	1	3	1	7
8:45 AM	0	0	0	0	1	0	0	1	1	1	2	1	7
8:50 AM	0	0	0	1	0	1	1	2	1	0	4	3	13
8:55 AM	0	0	0	0	1	0	0	1	0	1	1	4	8
Bicycles on Road													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:20 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
7:35 AM	0	0	0	0	0	0	0	0	0	1	3	0	4
7:40 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:55 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:10 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:50 AM	0	0	0	0	1	0	0	1	0	0	3	0	5
8:55 AM	0	0	0	0	1	0	0	0	0	0	1	0	2

Bicycles on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	1	0	1	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	1	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	1	0	1	0	1	1	0	0	0	0	0	0
8:55 AM	0	0	0	1	0	1	0	0	0	0	0	0

Pedestrians

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	2	2	0	0	0	1	0	1	1	0	1
7:05 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	2	0	2	3	0	3	0	0	0
7:15 AM	0	2	2	0	0	0	0	0	0	0	0	0
7:20 AM	1	1	2	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	1	0	1	1	0	0	0	0	0	0
7:35 AM	1	0	1	0	0	0	0	0	0	1	0	1
7:40 AM	0	0	0	0	1	1	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	2	2	0	2	2	0	1	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	1	3	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	1	0	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	2	2	2	0	2
8:25 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	1	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	1	1	3	1	4
8:40 AM	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0
8:50 AM	0	2	2	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	1	0	1	0	1	1

All Traffic Data Services

3581 10TH ST & HEDDING ST PM
Thursday, September 20, 2018

Peak Hour
04:10 PM - 05:10 PM
Peak 15-Minutes
04:20 PM - 04:35 PM

Traffic Counts - All Vehicles

	10TH ST			HEDDING ST			10TH ST			HEDDING ST				
	Northbound			Eastbound			Southbound			Westbound				Rolling
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
4:00 PM	0	0	0	4	48	8	13	58	4	10	41	16	202	2,702
4:05 PM	0	0	0	4	43	5	14	88	5	6	15	19	199	2,718
4:10 PM	0	0	0	12	48	15	13	64	2	21	48	31	254	2,761
4:15 PM	0	0	0	4	47	12	10	60	4	16	40	18	211	2,728
4:20 PM	0	0	0	1	40	16	12	89	3	7	42	25	235	2,745
4:25 PM	0	0	0	6	46	11	8	75	5	21	43	30	245	2,746
4:30 PM	0	0	0	4	50	11	9	71	9	9	28	30	221	2,724
4:35 PM	0	0	0	4	46	5	15	73	7	16	39	22	227	2,716
4:40 PM	0	0	0	7	47	10	12	72	5	17	39	32	241	2,699
4:45 PM	0	2	0	5	48	12	9	74	7	12	31	24	224	2,696
4:50 PM	0	0	0	4	53	12	11	74	2	15	32	18	221	2,704
4:55 PM	0	0	0	4	41	12	14	68	3	18	49	13	222	2,711
5:00 PM	0	0	0	2	49	12	9	65	11	8	41	21	218	0
5:05 PM	0	0	1	3	53	10	14	75	4	9	59	14	242	0
5:10 PM	0	0	0	2	57	4	9	72	5	8	37	27	221	0
5:15 PM	0	0	0	6	52	5	16	64	8	15	41	21	228	0
5:20 PM	0	0	0	5	50	11	13	74	3	15	42	23	236	0
5:25 PM	0	0	0	1	44	7	7	77	3	20	46	18	223	0
5:30 PM	0	0	0	2	51	9	10	78	1	14	31	17	213	0
5:35 PM	0	0	0	1	46	9	9	78	3	13	31	20	210	0
5:40 PM	0	0	0	2	55	7	9	72	11	14	44	24	238	0
5:45 PM	0	0	0	3	50	9	10	79	3	12	38	28	232	0
5:50 PM	0	0	0	3	54	6	11	64	5	17	41	27	228	0
5:55 PM	0	0	0	4	52	4	19	73	3	20	43	15	233	0

Peak Rolling Hour Flow Rates

	Northbound			Eastbound			Southbound			Westbound			
Vehicle Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	1	0	5	1	0	0	1	0	8
Bicycles on Road	0	2	1	0	6	2	0	5	1	1	10	3	31
Lights	0	0	0	55	554	136	125	839	60	164	464	270	2,667
Mediums	0	0	0	1	7	0	6	15	1	4	16	5	55
Total	0	2	1	56	568	138	136	860	62	169	491	278	2,761
Bicycles on Crosswalk		0			0			0			1		1
Heavy Vehicle Percentage		0.0%			1.2%			2.6%			2.8%		2.3%
Peak Hour Factor (PHF)		0.38			0.96			0.96			0.95		0.98

Traffic Counts by Vehicle Type

	Northbound			Eastbound			Southbound			Westbound			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Articulated Trucks													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	1	0	0	0	0	0	1

	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:20 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:35 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
	5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:25 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:40 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights														
	4:00 PM	0	0	0	4	45	8	12	53	4	10	40	16	192
	4:05 PM	0	0	0	4	42	5	14	85	4	6	14	18	192
	4:10 PM	0	0	0	12	48	15	11	63	2	20	46	30	247
	4:15 PM	0	0	0	4	46	12	10	59	4	16	38	18	207
	4:20 PM	0	0	0	1	39	16	12	83	3	7	39	24	224
	4:25 PM	0	0	0	6	45	11	7	72	5	21	40	30	237
	4:30 PM	0	0	0	4	48	11	7	70	8	9	28	29	214
	4:35 PM	0	0	0	4	46	5	14	71	7	16	34	20	217
	4:40 PM	0	0	0	6	46	10	11	69	5	16	38	32	233
	4:45 PM	0	0	0	5	47	12	8	73	7	11	27	23	213
	4:50 PM	0	0	0	4	49	12	11	74	2	15	31	18	216
	4:55 PM	0	0	0	4	40	12	12	68	3	17	48	12	216
	5:00 PM	0	0	0	2	47	12	8	64	10	7	39	20	209
	5:05 PM	0	0	0	3	53	8	14	73	4	9	56	14	234
	5:10 PM	0	0	0	2	57	4	8	72	5	7	36	27	218
	5:15 PM	0	0	0	5	51	4	15	63	8	15	37	21	219
	5:20 PM	0	0	0	4	48	11	12	69	3	15	40	23	225
	5:25 PM	0	0	0	1	43	7	6	76	3	20	45	17	218
	5:30 PM	0	0	0	2	50	9	10	78	1	14	30	16	210
	5:35 PM	0	0	0	1	44	9	9	77	3	13	30	20	206
	5:40 PM	0	0	0	2	54	7	9	72	10	13	44	23	234
	5:45 PM	0	0	0	3	45	9	10	79	3	10	37	28	224
	5:50 PM	0	0	0	3	49	6	8	62	4	17	39	26	214
	5:55 PM	0	0	0	4	50	4	19	72	3	20	43	14	229
Mediums														
	4:00 PM	0	0	0	0	2	0	1	4	0	0	1	0	8
	4:05 PM	0	0	0	0	1	0	0	3	1	0	1	1	7
	4:10 PM	0	0	0	0	0	0	1	1	0	1	2	0	5
	4:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
	4:20 PM	0	0	0	0	1	0	0	5	0	0	2	0	8
	4:25 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
	4:30 PM	0	0	0	0	1	0	2	1	0	0	0	1	5
	4:35 PM	0	0	0	0	0	0	1	2	0	0	2	1	6
	4:40 PM	0	0	0	1	1	0	0	1	0	1	1	0	5
	4:45 PM	0	0	0	0	1	0	0	1	0	1	3	1	7
	4:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:55 PM	0	0	0	0	1	0	1	0	0	1	1	1	5
	5:00 PM	0	0	0	0	1	0	1	1	1	0	0	1	5
	5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:10 PM	0	0	0	0	0	0	1	0	0	1	1	0	3
	5:15 PM	0	0	0	1	1	0	0	1	0	0	1	0	4
	5:20 PM	0	0	0	1	0	0	0	4	0	0	2	0	7

5:25 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
5:35 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:40 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
5:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
5:50 PM	0	0	0	0	2	0	3	2	1	0	2	1	11
5:55 PM	0	0	0	0	1	0	0	1	0	0	0	1	3
Bicycles on Road													
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
4:25 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
4:35 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
4:40 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:45 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
4:50 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
5:05 PM	0	0	1	0	0	2	0	2	0	0	3	0	8
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
5:20 PM	0	0	0	0	2	0	1	1	0	0	0	0	4
5:25 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:40 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	2	0	0	0	0	1	0	0	3
5:50 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
5:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	1

Bicycles on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	1	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:25 PM	0	0	0	0	0	0	1	0	1	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	1	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	1	0	1	1	0	1	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	2	0	2
4:10 PM	2	0	2	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
4:20 PM	0	0	0	0	1	1	0	0	0	0	2	2
4:25 PM	0	1	1	0	0	0	1	0	1	0	2	2
4:30 PM	1	0	1	0	0	0	0	1	1	0	1	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	1	1	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	1	0	1	1	0	0	0	0	0	0
4:50 PM	0	0	0	1	0	1	2	0	2	0	0	0
4:55 PM	0	0	0	0	0	0	1	0	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	1	1	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	0	1	1	0	1	1	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	1	0	1
5:25 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	1	0	1	0	0	0	1	0	1	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	2	0	2	0	0	0
5:55 PM	0	1	1	0	0	0	0	0	0	0	0	0

24-Hour Mid-Block Count Data

Prepared by NDS/ATD

VOLUME

Oakland Rd Bet. Mabury Rd & 101 NB Ramps

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_001

DAILY TOTALS	NB	SB	EB	WB	Total
	21,492	21,826	0	0	43,318

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	68		59				127		12:00	321		327				648	
00:15	63		41				104		12:15	353		340				693	
00:30	56		30				86		12:30	331		355				686	
00:45	59	246	32	162			91	408	12:45	356	1361	308	1330			664	2691
01:00	32		39				71		13:00	318		347				665	
01:15	43		28				71		13:15	354		334				688	
01:30	37		32				69		13:30	361		348				709	
01:45	28	140	35	134			63	274	13:45	331	1364	362	1391			693	2755
02:00	50		56				106		14:00	326		345				671	
02:15	56		31				87		14:15	349		326				675	
02:30	46		24				70		14:30	334		399				733	
02:45	45	197	33	144			78	341	14:45	337	1346	394	1464			731	2810
03:00	29		27				56		15:00	323		402				725	
03:15	40		31				71		15:15	297		378				675	
03:30	56		28				84		15:30	287		396				683	
03:45	78	203	29	115			107	318	15:45	253	1160	391	1567			644	2727
04:00	60		58				118		16:00	255		444				699	
04:15	86		53				139		16:15	252		431				683	
04:30	131		78				209		16:30	267		448				715	
04:45	216	493	88	277			304	770	16:45	254	1028	423	1746			677	2774
05:00	156		106				262		17:00	264		444				708	
05:15	221		129				350		17:15	221		358				579	
05:30	227		182				409		17:30	238		371				609	
05:45	258	862	210	627			468	1489	17:45	227	950	369	1542			596	2492
06:00	194		213				407		18:00	226		308				534	
06:15	220		247				467		18:15	253		376				629	
06:30	250		276				526		18:30	249		302				551	
06:45	295	959	271	1007			566	1966	18:45	265	993	340	1326			605	2319
07:00	269		249				518		19:00	248		310				558	
07:15	279		253				532		19:15	313		253				566	
07:30	286		297				583		19:30	299		255				554	
07:45	328	1162	284	1083			612	2245	19:45	310	1170	226	1044			536	2214
08:00	276		295				571		20:00	290		212				502	
08:15	285		286				571		20:15	279		189				468	
08:30	296		312				608		20:30	305		202				507	
08:45	348	1205	320	1213			668	2418	20:45	271	1145	186	789			457	1934
09:00	328		296				624		21:00	206		191				397	
09:15	295		286				581		21:15	201		134				335	
09:30	303		294				597		21:30	206		146				352	
09:45	282	1208	319	1195			601	2403	21:45	190	803	139	610			329	1413
10:00	277		285				562		22:00	161		133				294	
10:15	304		241				545		22:15	139		109				248	
10:30	335		313				648		22:30	120		97				217	
10:45	346	1262	294	1133			640	2395	22:45	106	526	79	418			185	944
11:00	305		303				608		23:00	117		85				202	
11:15	325		276				601		23:15	113		73				186	
11:30	303		332				635		23:30	100		65				165	
11:45	353	1286	328	1239			681	2525	23:45	93	423	47	270			140	693
TOTALS		9223		8329				17552	TOTALS		12269		13497				25766
SPLIT %		52.5%		47.5%				40.5%	SPLIT %		47.6%		52.4%				59.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	21,492	21,826	0	0	43,318

AM Peak Hour	11:45	11:45				11:45	PM Peak Hour	12:45	16:00				14:15
AM Pk Volume	1358	1350				2708	PM Pk Volume	1389	1746				2864
Pk Hr Factor	0.962	0.951				0.977	Pk Hr Factor	0.962	0.974				0.977
7 - 9 Volume	2367	2296	0	0		4663	4 - 6 Volume	1978	3288	0	0		5266
7 - 9 Peak Hour	08:00	08:00				08:00	4 - 6 Peak Hour	16:15	16:00				16:15
7 - 9 Pk Volume	1205	1213	0	0		2418	4 - 6 Pk Volume	1037	1746	0	0		2783
Pk Hr Factor	0.866	0.948	0.000	0.000		0.905	Pk Hr Factor	0.971	0.974	0.000	0.000		0.973

Prepared by NDS/ATD

VOLUME

Horning St Bet. Oakland Rd & 12th St

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,898	1,757	4,655

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		3		4		12:00			31		39		70	
00:15			2		2		4		12:15			21		38		59	
00:30			2		4		6		12:30			26		30		56	
00:45			3	8	0	9	3	17	12:45			22	100	31	138	53	238
01:00			3		4		7		13:00			25		45		70	
01:15			2		3		5		13:15			26		34		60	
01:30			1		2		3		13:30			39		28		67	
01:45			2	8	0	9	2	17	13:45			29	119	26	133	55	252
02:00			1		2		3		14:00			33		32		65	
02:15			0		2		2		14:15			38		33		71	
02:30			1		1		2		14:30			54		35		89	
02:45			0	2	1	6	1	8	14:45			69	194	33	133	102	327
03:00			1		3		4		15:00			72		20		92	
03:15			2		1		3		15:15			77		26		103	
03:30			1		2		3		15:30			90		18		108	
03:45			1	5	2	8	3	13	15:45			84	323	29	93	113	416
04:00			2		3		5		16:00			138		20		158	
04:15			1		4		5		16:15			128		17		145	
04:30			2		6		8		16:30			133		16		149	
04:45			1	6	20	33	21	39	16:45			142	541	15	68	157	609
05:00			1		15		16		17:00			145		15		160	
05:15			3		14		17		17:15			134		16		150	
05:30			4		21		25		17:30			153		13		166	
05:45			3	11	34	84	37	95	17:45			141	573	8	52	149	625
06:00			4		30		34		18:00			125		7		132	
06:15			5		24		29		18:15			133		15		148	
06:30			6		21		27		18:30			103		10		113	
06:45			8	23	25	100	33	123	18:45			76	437	17	49	93	486
07:00			10		37		47		19:00			64		11		75	
07:15			12		45		57		19:15			41		10		51	
07:30			15		29		44		19:30			19		10		29	
07:45			15	52	49	160	64	212	19:45			16	140	14	45	30	185
08:00			11		36		47		20:00			17		9		26	
08:15			12		25		37		20:15			7		11		18	
08:30			14		28		42		20:30			11		13		24	
08:45			11	48	28	117	39	165	20:45			7	42	12	45	19	87
09:00			12		36		48		21:00			7		6		13	
09:15			13		27		40		21:15			13		8		21	
09:30			14		31		45		21:30			9		11		20	
09:45			15	54	36	130	51	184	21:45			4	33	3	28	7	61
10:00			23		40		63		22:00			8		5		13	
10:15			14		29		43		22:15			3		7		10	
10:30			24		34		58		22:30			6		8		14	
10:45			18	79	30	133	48	212	22:45			2	19	4	24	6	43
11:00			15		33		48		23:00			1		5		6	
11:15			20		37		57		23:15			6		5		11	
11:30			21		38		59		23:30			3		5		8	
11:45			13	69	35	143	48	212	23:45			2	12	2	17	4	29
TOTALS				365		932		**1297**	**TOTALS**				2533		825		**3358**
SPLIT %				28.1%		71.9%		**27.9%**	**SPLIT %**				75.4%		24.6%		**72.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,898	1,757	4,655

AM Peak Hour				11:45	07:00	**11:30**	**PM Peak Hour**				16:45	12:15	**16:45**
AM Pk Volume				91	160	**236**	**PM Pk Volume**				574	144	**633**
Pk Hr Factor				0.734	0.816	**0.843**	**Pk Hr Factor**				0.938	0.800	**0.953**
7 - 9 Volume	0	0		100	277	**377**	**4 - 6 Volume**	0	0		1114	120	**1234**
7 - 9 Peak Hour				07:15	07:00	**07:00**	**4 - 6 Peak Hour**				16:45	16:00	**16:45**
7 - 9 Pk Volume	0	0		53	160	**212**	**4 - 6 Pk Volume**	0	0		574	68	**633**
Pk Hr Factor	0.000	0.000		0.883	0.816	**0.828**	**Pk Hr Factor**	0.000	0.000		0.938	0.850	**0.953**

Prepared by NDS/ATD

VOLUME

Madera Ave Bet. 12th St & 11th St

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	260	199	459

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		1		1		12:00			7		4		11	
00:15			0		0		0		12:15			4		7		11	
00:30			1		0		1		12:30			2		6		8	
00:45			0	1	1	2	1	3	12:45			1	14	2	19	3	33
01:00			0		0		0		13:00			4		8		12	
01:15			0		0		0		13:15			4		9		13	
01:30			0		0		0		13:30			0		5		5	
01:45			1	1	0		1	1	13:45			3	11	5	27	8	38
02:00			0		0		0		14:00			2		4		6	
02:15			0		0		0		14:15			4		1		5	
02:30			0		1		1		14:30			5		0		5	
02:45			0		0	1	0	1	14:45			3	14	3	8	6	22
03:00			0		0		0		15:00			10		3		13	
03:15			1		0		1		15:15			6		4		10	
03:30			0		0		0		15:30			3		1		4	
03:45			0	1	0		0	1	15:45			2	21	2	10	4	31
04:00			0		0		0		16:00			4		2		6	
04:15			0		1		1		16:15			5		4		9	
04:30			0		0		0		16:30			9		2		11	
04:45			1	1	0	1	1	2	16:45			21	39	3	11	24	50
05:00			1		0		1		17:00			11		2		13	
05:15			2		1		3		17:15			9		3		12	
05:30			0		2		2		17:30			5		3		8	
05:45			4	7	1	4	5	11	17:45			2	27	3	11	5	38
06:00			1		1		2		18:00			10		2		12	
06:15			1		1		2		18:15			4		1		5	
06:30			1		1		2		18:30			7		3		10	
06:45			5	8	0	3	5	11	18:45			6	27	3	9	9	36
07:00			1		3		4		19:00			7		2		9	
07:15			3		4		7		19:15			2		0		2	
07:30			0		4		4		19:30			1		2		3	
07:45			3	7	2	13	5	20	19:45			2	12	2	6	4	18
08:00			5		4		9		20:00			2		5		7	
08:15			3		4		7		20:15			1		0		1	
08:30			3		3		6		20:30			3		2		5	
08:45			4	15	3	14	7	29	20:45			0	6	2	9	2	15
09:00			3		3		6		21:00			0		1		1	
09:15			1		1		2		21:15			1		2		3	
09:30			5		1		6		21:30			1		1		2	
09:45			2	11	4	9	6	20	21:45			2	4	2	6	4	10
10:00			3		3		6		22:00			2		2		4	
10:15			1		3		4		22:15			2		1		3	
10:30			2		3		5		22:30			0		1		1	
10:45			2	8	2	11	4	19	22:45			1	5	1	5	2	10
11:00			5		4		9		23:00			0		1		1	
11:15			4		3		7		23:15			1		0		1	
11:30			1		6		7		23:30			0		2		2	
11:45			7	17	4	17	11	34	23:45			2	3	0	3	2	6
TOTALS				77		75		**152**	**TOTALS**				183		124		**307**
SPLIT %				50.7%		49.3%		**33.1%**	**SPLIT %**				59.6%		40.4%		**66.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	260	199	459

AM Peak Hour			11:45	11:30	**11:45**	**PM Peak Hour**			16:30	13:00	**16:30**
AM Pk Volume			20	21	**41**	**PM Pk Volume**			50	27	**60**
Pk Hr Factor			0.714	0.750	**0.932**	**Pk Hr Factor**			0.595	0.750	**0.625**
7 - 9 Volume	0	0	22	27	**49**	**4 - 6 Volume**	0	0	66	22	**88**
7 - 9 Peak Hour			08:00	07:15	**08:00**	**4 - 6 Peak Hour**			16:30	16:00	**16:30**
7 - 9 Pk Volume	0	0	15	14	**29**	**4 - 6 Pk Volume**	0	0	50	11	**60**
Pk Hr Factor	0.000	0.000	0.750	0.875	**0.806**	**Pk Hr Factor**	0.000	0.000	0.595	0.688	**0.625**

Prepared by NDS/ATD

VOLUME

Oakland Rd Bet. 101 SB Ramps & Horning St

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_004

DAILY TOTALS	NB	SB	EB	WB	Total
	14,044	14,147	0	0	28,191

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	24		56				80		12:00	169		226				395	
00:15	27		59				86		12:15	197		274				471	
00:30	21		38				59		12:30	176		258				434	
00:45	23	95	29	182			52	277	12:45	183	725	278	1036			461	1761
01:00	17		35				52		13:00	203		275				478	
01:15	22		29				51		13:15	220		256				476	
01:30	15		27				42		13:30	217		250				467	
01:45	14	68	19	110			33	178	13:45	207	847	234	1015			441	1862
02:00	29		18				47		14:00	190		243				433	
02:15	31		28				59		14:15	187		258				445	
02:30	16		21				37		14:30	213		272				485	
02:45	11	87	26	93			37	180	14:45	227	817	270	1043			497	1860
03:00	19		20				39		15:00	220		263				483	
03:15	29		19				48		15:15	228		244				472	
03:30	22		11				33		15:30	255		244				499	
03:45	27	97	9	59			36	156	15:45	214	917	263	1014			477	1931
04:00	21		26				47		16:00	298		206				504	
04:15	37		37				74		16:15	295		219				514	
04:30	75		39				114		16:30	282		192				474	
04:45	61	194	40	142			101	336	16:45	282	1157	201	818			483	1975
05:00	78		46				124		17:00	273		201				474	
05:15	99		41				140		17:15	242		189				431	
05:30	143		67				210		17:30	228		180				408	
05:45	165	485	89	243			254	728	17:45	214	957	185	755			399	1712
06:00	161		88				249		18:00	205		230				435	
06:15	158		90				248		18:15	197		220				417	
06:30	238		111				349		18:30	178		195				373	
06:45	230	787	134	423			364	1210	18:45	180	760	221	866			401	1626
07:00	223		122				345		19:00	206		249				455	
07:15	241		126				367		19:15	158		230				388	
07:30	249		122				371		19:30	146		229				375	
07:45	275	988	125	495			400	1483	19:45	138	648	199	907			337	1555
08:00	218		134				352		20:00	128		189				317	
08:15	253		107				360		20:15	116		193				309	
08:30	242		119				361		20:30	125		193				318	
08:45	261	974	116	476			377	1450	20:45	132	501	160	735			292	1236
09:00	178		176				354		21:00	108		174				282	
09:15	208		157				365		21:15	100		162				262	
09:30	176		144				320		21:30	82		164				246	
09:45	183	745	194	671			377	1416	21:45	95	385	165	665			260	1050
10:00	181		164				345		22:00	77		133				210	
10:15	161		174				335		22:15	65		125				190	
10:30	188		191				379		22:30	58		102				160	
10:45	157	687	198	727			355	1414	22:45	50	250	101	461			151	711
11:00	163		198				361		23:00	29		85				114	
11:15	179		230				409		23:15	42		76				118	
11:30	195		238				433		23:30	45		79				124	
11:45	185	722	246	912			431	1634	23:45	35	151	59	299			94	450
TOTALS		5929		4533				10462	TOTALS		8115		9614				17729
SPLIT %		56.7%		43.3%				37.1%	SPLIT %		45.8%		54.2%				62.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	14,044	14,147	0	0	28,191

AM Peak Hour	07:30	11:45						11:45	PM Peak Hour	16:00	12:15						15:30
AM Pk Volume	995	1004						1731	PM Pk Volume	1157	1085						1994
Pk Hr Factor	0.905	0.916						0.919	Pk Hr Factor	0.971	0.976						0.970
7 - 9 Volume	1962	971	0	0				2933	4 - 6 Volume	2114	1573	0	0				3687
7 - 9 Peak Hour	07:30	07:15						07:15	4 - 6 Peak Hour	16:00	16:00						16:00
7 - 9 Pk Volume	995	507	0	0				1490	4 - 6 Pk Volume	1157	818	0	0				1975
Pk Hr Factor	0.905	0.946	0.000	0.000				0.931	Pk Hr Factor	0.971	0.934	0.000	0.000				0.961

Prepared by National Data & Surveying Services

CLASSIFICATION

Oakland Rd Bet. 101 SB Ramps & Horning St(NB Curb + Median Lane Only)

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	62	4	0	2	0	0	0	0	0	6	0	0	75
01:00	0	48	4	0	0	0	0	0	0	0	2	0	0	54
02:00	0	59	6	0	1	0	0	0	2	0	4	0	0	72
03:00	0	59	13	0	0	0	0	0	3	0	4	0	0	79
04:00	1	126	14	1	11	0	0	1	3	0	6	0	0	163
05:00	2	272	59	0	29	3	0	1	3	0	4	0	0	373
06:00	5	437	73	2	53	6	0	1	9	0	2	0	0	588
07:00	1	568	74	2	38	4	1	2	4	0	0	0	0	694
08:00	1	552	72	5	58	2	0	8	5	1	0	0	0	704
09:00	1	439	78	6	32	5	1	0	9	0	0	0	0	571
10:00	2	415	72	1	45	3	1	4	3	0	0	0	0	546
11:00	3	428	75	6	47	7	0	5	2	0	0	0	0	573
12:00 PM	2	439	64	6	53	3	0	5	3	0	1	0	0	576
13:00	2	522	86	2	50	3	0	4	7	0	0	0	0	676
14:00	2	513	113	4	50	3	1	1	3	0	0	0	0	690
15:00	6	648	108	2	65	2	0	4	5	0	2	0	0	842
16:00	3	825	115	0	58	4	0	5	6	0	6	0	0	1022
17:00	1	662	82	2	47	2	1	5	10	0	4	0	0	816
18:00	1	610	61	3	28	1	2	0	2	0	3	0	0	711
19:00	1	462	58	0	13	0	0	0	0	0	2	0	0	536
20:00	0	343	36	2	14	0	0	0	2	0	1	0	0	398
21:00	1	270	32	2	7	0	0	0	1	0	4	0	0	317
22:00	1	195	14	1	7	0	0	0	2	0	5	0	0	225
23:00	0	103	11	0	5	0	0	0	2	0	4	0	0	125
Totals	**37**	**9057**	**1324**	**47**	**713**	**48**	**7**	**46**	**86**	**1**	**60**			**11426**
% of Totals	0%	79%	12%	0%	6%	0%	0%	0%	1%	0%	1%			100%

AM Volumes	17	3465	544	23	316	30	3	22	43	1	28	0	0	4492
% AM	0%	30%	5%	0%	3%	0%	0%	0%	0%	0%	0%			39%
AM Peak Hour	06:00	07:00	09:00	09:00	08:00	11:00	07:00	08:00	06:00	08:00				08:00
Volume	5	568	78	6	58	7	1	8	9	1	6			704
PM Volumes	20	5592	780	24	397	18	4	24	43	0	32	0	0	6934
% PM	0%	49%	7%	0%	3%	0%	0%	0%	0%		0%			61%
PM Peak Hour	15:00	16:00	16:00	12:00	15:00	16:00	18:00	12:00	17:00		16:00			16:00
Volume	6	825	115	6	65	4	2	5	10		6			1022

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	1398 ⟷	12%	1252 ⟷	11%	1838 ⟷	16%	6938 ⟷	61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Oakland Rd Bet. 101 SB Ramps & Horning St(NB Curb + Median Lane Only)

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	157	17	0	7	1	0	0	0	0	0	0	0	182
01:00	0	97	9	0	4	0	0	0	0	0	0	0	0	110
02:00	0	76	10	1	3	0	0	0	1	0	2	0	0	93
03:00	0	47	7	1	2	0	0	0	1	0	1	0	0	59
04:00	0	108	19	2	6	2	0	0	2	0	3	0	0	142
05:00	3	179	43	3	10	4	0	0	0	0	1	0	0	243
06:00	0	342	54	2	19	0	0	0	5	0	1	0	0	423
07:00	2	380	72	2	30	4	0	0	4	0	1	0	0	495
08:00	3	372	70	1	26	1	0	0	2	0	1	0	0	476
09:00	4	519	88	5	41	3	0	1	7	0	3	0	0	671
10:00	4	586	88	1	39	3	0	1	3	0	2	0	0	727
11:00	1	732	118	3	46	2	0	2	3	0	5	0	0	912
12:00 PM	1	821	137	10	52	5	0	2	4	0	4	0	0	1036
13:00	2	824	113	6	53	4	0	2	4	0	7	0	0	1015
14:00	1	856	126	4	40	4	0	0	2	0	3	0	0	1036
15:00	1	817	126	3	43	2	0	0	3	0	4	0	0	999
16:00	2	665	102	1	38	3	0	1	3	0	3	0	0	818
17:00	2	614	94	3	31	4	0	0	4	0	3	0	0	755
18:00	2	737	89	3	26	3	0	0	5	0	1	0	0	866
19:00	3	788	80	2	26	1	1	0	5	1	0	0	0	907
20:00	3	628	75	2	23	0	0	0	2	0	2	0	0	735
21:00	2	572	66	0	20	0	0	0	4	0	1	0	0	665
22:00	0	402	43	0	15	0	0	0	1	0	0	0	0	461
23:00	0	256	33	0	8	0	0	0	0	0	2	0	0	299
Totals	36	11575	1679	55	608	46	1	9	65	1	50			14125
% of Totals	0%	82%	12%	0%	4%	0%	0%	0%	0%	0%	0%			100%

AM Volumes	17	3595	595	21	233	20	0	4	28	0	20	0	0	4533
% AM	0%	25%	4%	0%	2%	0%		0%	0%		0%			32%
AM Peak Hour	09:00	11:00	11:00	09:00	11:00	05:00		11:00	09:00		11:00			11:00
Volume	4	732	118	5	46	4		2	7		5			912
PM Volumes	19	7980	1084	34	375	26	1	5	37	1	30	0	0	9592
% PM	0%	56%	8%	0%	3%	0%	0%	0%	0%	0%	0%			68%
PM Peak Hour	19:00	14:00	12:00	12:00	13:00	12:00	19:00	12:00	18:00	19:00	13:00			12:00
Volume	3	856	137	10	53	5	1	2	5	1	7			1036

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	971		7%	2051		15%	1573		11%	9530		67%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

VOLUME

Oakland Rd Bet. Horning St & Madera Ave

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_005

DAILY TOTALS	NB	SB	EB	WB	Total
	11,629	11,476	0	0	23,105

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	18		47				65		12:00	149		158				307	
00:15	25		54				79		12:15	169		187				356	
00:30	20		34				54		12:30	148		201				349	
00:45	21	84	27	162			48	246	12:45	165	631	203	749			368	1380
01:00	13		24				37		13:00	184		188				372	
01:15	20		25				45		13:15	200		185				385	
01:30	13		24				37		13:30	173		182				355	
01:45	14	60	21	94			35	154	13:45	174	731	174	729			348	1460
02:00	28		16				44		14:00	163		186				349	
02:15	30		20				50		14:15	158		191				349	
02:30	14		15				29		14:30	167		217				384	
02:45	11	83	19	70			30	153	14:45	162	650	217	811			379	1461
03:00	21		12				33		15:00	163		216				379	
03:15	25		12				37		15:15	166		192				358	
03:30	20		7				27		15:30	201		221				422	
03:45	27	93	4	35			31	128	15:45	142	672	214	843			356	1515
04:00	18		17				35		16:00	205		222				427	
04:15	34		27				61		16:15	191		228				419	
04:30	73		25				98		16:30	177		209				386	
04:45	60	185	20	89			80	274	16:45	182	755	226	885			408	1640
05:00	75		28				103		17:00	164		243				407	
05:15	94		23				117		17:15	143		214				357	
05:30	144		36				180		17:30	138		213				351	
05:45	162	475	44	131			206	606	17:45	129	574	215	885			344	1459
06:00	152		55				207		18:00	115		224				339	
06:15	149		49				198		18:15	118		222				340	
06:30	243		73				316		18:30	111		200				311	
06:45	225	769	80	257			305	1026	18:45	130	474	201	847			331	1321
07:00	209		80				289		19:00	146		210				356	
07:15	225		87				312		19:15	127		208				335	
07:30	216		82				298		19:30	125		206				331	
07:45	240	890	93	342			333	1232	19:45	131	529	173	797			304	1326
08:00	194		85				279		20:00	117		173				290	
08:15	221		87				308		20:15	112		182				294	
08:30	234		96				330		20:30	113		149				262	
08:45	188	837	91	359			279	1196	20:45	128	470	138	642			266	1112
09:00	168		115				283		21:00	104		165				269	
09:15	181		104				285		21:15	91		128				219	
09:30	164		89				253		21:30	69		129				198	
09:45	155	668	131	439			286	1107	21:45	91	355	98	520			189	875
10:00	152		116				268		22:00	69		91				160	
10:15	154		128				282		22:15	60		104				164	
10:30	154		130				284		22:30	52		91				143	
10:45	151	611	138	512			289	1123	22:45	44	225	102	388			146	613
11:00	150		145				295		23:00	27		74				101	
11:15	161		163				324		23:15	38		62				100	
11:30	185		170				355		23:30	40		54				94	
11:45	175	671	170	648			345	1319	23:45	32	137	52	242			84	379
TOTALS		5426		3138				8564	TOTALS		6203		8338				14541
SPLIT %		63.4%		36.6%				37.1%	SPLIT %		42.7%		57.3%				62.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	11,629	11,476	0	0	23,105

AM Peak Hour	06:30	11:45			11:30	PM Peak Hour	16:00	16:15			16:00
AM Pk Volume	902	716			1363	PM Pk Volume	755	906			1640
Pk Hr Factor	0.928	0.891			0.957	Pk Hr Factor	0.921	0.932			0.960
7 - 9 Volume	1727	701	0	0	2428	4 - 6 Volume	1329	1770	0	0	3099
7 - 9 Peak Hour	07:00	07:45			07:45	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	890	361	0	0	1250	4 - 6 Pk Volume	755	906	0	0	1640
Pk Hr Factor	0.927	0.940	0.000	0.000	0.938	Pk Hr Factor	0.921	0.932	0.000	0.000	0.960

Prepared by National Data & Surveying Services

CLASSIFICATION

Oakland Rd Bet. Horning St & Madera Ave(NB Curb + Median Lane Only)

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_005n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	23	2	0	2	0	0	0	0	0	4	0	0	32
01:00	0	26	2	0	0	0	0	0	0	0	2	0	0	30
02:00	0	34	3	0	2	0	0	0	1	0	3	0	0	43
03:00	1	38	5	0	4	0	0	0	3	0	1	0	0	52
04:00	1	88	9	2	9	0	0	0	3	0	4	0	0	116
05:00	1	196	38	1	34	2	0	3	3	0	7	0	0	285
06:00	1	329	47	5	38	11	0	1	4	0	2	0	0	438
07:00	2	439	39	2	22	2	1	0	4	0	0	0	0	511
08:00	4	380	54	8	44	2	1	4	1	1	0	0	0	499
09:00	1	289	40	3	30	9	1	1	3	0	0	0	0	377
10:00	0	233	31	6	30	7	1	2	1	0	0	0	0	311
11:00	2	256	40	3	30	9	1	3	3	0	0	0	0	347
12:00 PM	0	241	31	4	21	3	2	4	2	0	1	0	0	309
13:00	3	309	38	2	27	2	1	2	2	0	0	0	0	386
14:00	0	242	37	6	23	2	2	1	2	0	2	0	0	317
15:00	1	286	50	4	32	4	0	3	4	0	2	0	0	386
16:00	1	375	50	2	41	2	0	1	1	0	3	0	0	476
17:00	2	308	38	3	21	0	1	2	0	0	2	0	0	377
18:00	1	236	17	3	16	0	1	0	1	0	1	0	0	276
19:00	1	231	26	0	5	0	2	1	0	0	2	0	0	268
20:00	0	218	18	0	7	0	0	0	2	0	1	0	0	246
21:00	2	151	13	0	4	0	0	0	0	0	3	0	0	173
22:00	1	101	4	1	5	0	0	0	1	0	5	0	0	118
23:00	0	41	2	0	5	0	1	0	2	0	4	0	0	55
Totals	26	5070	634	55	452	55	15	28	43	1	49			6428
% of Totals	0%	79%	10%	1%	7%	1%	0%	0%	1%	0%	1%			100%

AM Volumes	14	2331	310	30	245	42	5	14	26	1	23	0	0	3041
% AM	0%	36%	5%	0%	4%	1%	0%	0%	0%	0%	0%			47%
AM Peak Hour	08:00	07:00	08:00	08:00	08:00	06:00	07:00	08:00	06:00	08:00	05:00			07:00
Volume	4	439	54	8	44	11	1	4	4	1	7			511
PM Volumes	12	2739	324	25	207	13	10	14	17	0	26	0	0	3387
% PM	0%	43%	5%	0%	3%	0%	0%	0%	0%		0%			53%
PM Peak Hour	13:00	16:00	15:00	14:00	16:00	15:00	12:00	12:00	15:00		22:00			16:00
Volume	3	375	50	6	41	4	2	4	4		5			476

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1010		16%	695		11%	853		13%	3870		60%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Oakland Rd Bet. Horning St & Madera Ave(NB Curb + Median Lane Only)

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_005s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	138	10	0	2	1	0	0	0	0	0	0	0	151
01:00	0	88	4	0	0	2	0	0	0	0	0	0	0	94
02:00	0	59	7	0	1	1	0	0	1	0	1	0	0	70
03:00	0	27	6	0	0	0	0	0	0	1	1	0	0	35
04:00	0	65	11	1	4	2	0	0	2	1	3	0	0	89
05:00	0	89	29	0	8	2	0	1	2	0	0	0	0	131
06:00	0	186	41	1	14	5	0	1	3	1	2	0	0	254
07:00	1	256	44	4	25	5	0	1	4	0	2	0	0	342
08:00	0	260	58	4	28	2	0	1	5	0	1	0	0	359
09:00	0	314	65	4	35	4	0	5	5	0	2	0	0	434
10:00	0	370	81	1	49	3	0	0	7	0	1	0	0	512
11:00	1	490	95	5	37	7	1	7	3	1	1	0	0	648
12:00 PM	3	559	106	5	58	6	0	5	5	1	1	0	0	749
13:00	2	567	86	2	63	1	1	4	3	0	0	0	0	729
14:00	1	632	117	2	46	3	0	1	7	0	2	0	0	811
15:00	1	660	112	3	56	3	2	3	1	1	1	0	0	843
16:00	3	714	106	4	48	2	1	1	5	0	1	0	0	885
17:00	3	725	88	3	36	1	2	1	0	0	1	0	0	860
18:00	2	731	76	4	32	0	0	1	0	0	1	0	0	847
19:00	4	708	53	2	26	0	1	0	1	1	1	0	0	797
20:00	2	542	53	2	16	1	0	0	1	1	1	0	0	619
21:00	2	461	39	4	12	1	0	0	1	0	0	0	0	520
22:00	0	348	28	2	9	0	0	0	1	0	0	0	0	388
23:00	0	220	15	0	5	1	0	0	1	0	0	0	0	242
Totals	25	9209	1330	53	610	53	8	32	58	8	23			11409
% of Totals	0%	81%	12%	0%	5%	0%	0%	0%	1%	0%	0%			100%

AM Volumes	2	2342	451	20	203	34	1	16	32	4	14	0	0	3119
% AM	0%	21%	4%	0%	2%	0%	0%	0%	0%	0%	0%			27%
AM Peak Hour	07:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	10:00	03:00	04:00			11:00
Volume	1	490	95	5	49	7	1	7	7	1	3			648
PM Volumes	23	6867	879	33	407	19	7	16	26	4	9	0	0	8290
% PM	0%	60%	8%	0%	4%	0%	0%	0%	0%	0%	0%			73%
PM Peak Hour	19:00	18:00	14:00	12:00	13:00	12:00	15:00	12:00	14:00	12:00	14:00			16:00
Volume	4	731	117	5	63	6	2	5	7	1	2			885

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	701 ⟷	6%	1478 ⟷	13%	1745 ⟷	15%	7485 ⟷	66%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hedding St Bet. Oakland Rd & 11th St

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_006e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	47	3	0	0	0	0	0	1	0	0	0	0	51
01:00	0	38	0	0	0	0	0	0	0	0	0	0	0	38
02:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
03:00	0	22	2	0	0	0	0	0	1	0	1	0	0	26
04:00	0	41	8	2	3	1	0	0	0	0	0	0	0	55
05:00	1	88	24	1	8	1	1	0	1	0	0	0	0	125
06:00	0	189	41	3	12	5	0	0	0	0	0	0	0	250
07:00	0	275	44	5	23	2	0	1	1	0	0	0	0	351
08:00	3	334	40	7	32	8	2	3	4	1	0	0	0	434
09:00	0	300	45	6	24	2	1	0	1	2	0	0	1	382
10:00	2	268	47	13	26	0	3	4	0	0	0	0	0	363
11:00	4	317	54	9	32	1	1	0	1	0	0	0	0	419
12:00 PM	2	369	56	2	20	7	3	2	3	0	0	0	0	464
13:00	2	376	60	6	37	4	1	4	5	2	0	0	0	497
14:00	0	394	60	7	39	7	4	0	5	1	0	0	0	517
15:00	1	585	82	7	37	5	3	2	2	0	0	0	1	725
16:00	2	721	90	5	28	9	4	2	4	0	1	4	0	870
17:00	3	751	69	7	33	4	3	1	1	0	0	0	0	872
18:00	3	693	44	3	26	4	11	2	2	0	0	1	0	789
19:00	2	466	32	3	13	1	2	2	0	0	1	0	0	522
20:00	0	301	12	3	5	0	1	0	1	0	0	0	0	323
21:00	2	223	13	2	6	0	0	0	0	0	0	0	0	246
22:00	2	166	9	2	1	0	0	0	1	0	0	0	0	181
23:00	1	63	4	0	2	0	1	0	1	0	0	0	0	72
Totals	30	7057	842	93	407	61	41	23	35	6	3	5	2	8605
% of Totals	0%	82%	10%	1%	5%	1%	0%	0%	0%	0%	0%	0%	0%	100%

AM Volumes	10	1949	311	46	160	20	8	8	10	3	1	0	1	2527
% AM	0%	23%	4%	1%	2%	0%	0%	0%	0%	0%	0%		0%	29%
AM Peak Hour	11:00	08:00	11:00	10:00	08:00	08:00	10:00	10:00	08:00	09:00	03:00		09:00	08:00
Volume	4	334	54	13	32	8	3	4	4	2	1		1	434
PM Volumes	20	5108	531	47	247	41	33	15	25	3	2	5	1	6078
% PM	0%	59%	6%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	71%
PM Peak Hour	17:00	17:00	16:00	14:00	14:00	16:00	18:00	13:00	13:00	13:00	16:00	16:00	15:00	17:00
Volume	3	751	90	7	39	9	11	4	5	2	1	4	1	872

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	785		9%	961		11%	1742		20%	5117		59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hedding St Bet. Oakland Rd & 11th St

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_006w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	57	1	0	0	0	0	0	1	0	0	0	0	59
01:00	0	24	3	1	1	0	0	0	0	0	0	0	0	29
02:00	1	21	1	0	3	0	0	0	0	0	0	0	0	26
03:00	0	21	3	0	0	0	0	0	0	0	1	0	0	25
04:00	0	46	7	0	7	1	0	0	0	0	0	0	0	61
05:00	0	155	34	6	15	0	0	1	2	0	0	0	0	213
06:00	0	328	65	6	49	3	0	2	2	0	1	0	2	458
07:00	6	554	84	7	35	6	3	3	0	0	0	0	0	698
08:00	2	632	77	7	37	5	1	0	1	0	1	1	2	766
09:00	3	618	70	4	29	3	0	6	1	0	1	1	6	742
10:00	5	570	80	3	32	5	1	2	3	0	0	1	1	703
11:00	2	426	72	4	23	7	0	2	3	1	1	0	1	542
12:00 PM	3	431	68	7	30	1	1	4	1	0	2	0	1	549
13:00	0	385	58	5	32	2	0	4	1	0	1	0	4	492
14:00	2	400	76	4	22	4	0	3	2	0	0	1	0	514
15:00	1	448	86	6	32	3	2	4	2	0	0	0	0	584
16:00	5	463	71	4	26	1	0	0	2	1	0	1	0	574
17:00	5	507	47	6	18	1	0	1	0	0	1	0	0	586
18:00	2	422	29	2	18	1	2	0	0	0	0	0	0	476
19:00	0	333	25	3	9	3	0	1	0	0	0	0	1	375
20:00	1	289	22	2	12	0	0	0	1	0	0	0	1	328
21:00	1	204	16	0	10	0	1	1	0	0	0	0	0	233
22:00	1	155	6	0	8	0	0	0	1	0	0	0	0	171
23:00	1	84	3	1	2	0	0	0	0	0	0	0	0	91
Totals	41	7573	1004	78	450	46	11	34	23	2	9	5	19	9295
% of Totals	0%	81%	11%	1%	5%	0%	0%	0%	0%	0%	0%	0%	0%	100%

AM Volumes	19	3452	497	38	231	30	5	16	13	1	5	3	12	4322
% AM	0%	37%	5%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	46%
AM Peak Hour	07:00	08:00	07:00	07:00	06:00	11:00	07:00	09:00	10:00	11:00	03:00	08:00	09:00	08:00
Volume	6	632	84	7	49	7	3	6	3	1	1	1	6	766
PM Volumes	22	4121	507	40	219	16	6	18	10	1	4	2	7	4973
% PM	0%	44%	5%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	54%
PM Peak Hour	16:00	17:00	15:00	12:00	13:00	14:00	15:00	12:00	14:00	16:00	12:00	14:00	13:00	17:00
Volume	5	507	86	7	32	4	2	4	2	1	2	1	4	586

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1464		16%	1041		11%	1160		12%	5630		61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by NDS/ATD

VOLUME

10th St N/O Hedding St

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_007

DAILY TOTALS	NB	SB	EB	WB	Total
	6,460	7,760	0	0	14,220

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	13		21				34		12:00	69		88				157	
00:15	7		21				28		12:15	70		86				156	
00:30	9		7				16		12:30	81		95				176	
00:45	6	35	5	54			11	89	12:45	86	306	82	351			168	657
01:00	7		6				13		13:00	84		111				195	
01:15	8		11				19		13:15	86		103				189	
01:30	4		5				9		13:30	86		83				169	
01:45	5	24	2	24			7	48	13:45	63	319	79	376			142	695
02:00	5		4				9		14:00	63		99				162	
02:15	5		2				7		14:15	67		128				195	
02:30	2		4				6		14:30	77		145				222	
02:45	5	17	2	12			7	29	14:45	79	286	152	524			231	810
03:00	3		2				5		15:00	80		157				237	
03:15	6		5				11		15:15	84		188				272	
03:30	14		11				25		15:30	76		185				261	
03:45	15	38	3	21			18	59	15:45	75	315	244	774			319	1089
04:00	5		2				7		16:00	65		259				324	
04:15	16		3				19		16:15	76		265				341	
04:30	20		2				22		16:30	56		265				321	
04:45	30	71	8	15			38	86	16:45	59	256	273	1062			332	1318
05:00	36		15				51		17:00	47		275				322	
05:15	56		9				65		17:15	69		259				328	
05:30	100		16				116		17:30	59		271				330	
05:45	165	357	19	59			184	416	17:45	58	233	274	1079			332	1312
06:00	112		22				134		18:00	51		261				312	
06:15	126		25				151		18:15	21		293				314	
06:30	192		26				218		18:30	50		242				292	
06:45	203	633	35	108			238	741	18:45	47	169	224	1020			271	1189
07:00	195		50				245		19:00	46		153				199	
07:15	200		62				262		19:15	41		131				172	
07:30	202		42				244		19:30	45		102				147	
07:45	216	813	61	215			277	1028	19:45	43	175	72	458			115	633
08:00	173		63				236		20:00	29		79				108	
08:15	201		57				258		20:15	29		63				92	
08:30	232		50				282		20:30	32		48				80	
08:45	228	834	64	234			292	1068	20:45	34	124	43	233			77	357
09:00	162		48				210		21:00	14		54				68	
09:15	149		46				195		21:15	38		40				78	
09:30	135		50				185		21:30	19		35				54	
09:45	119	565	64	208			183	773	21:45	19	90	35	164			54	254
10:00	138		44				182		22:00	21		35				56	
10:15	107		49				156		22:15	19		29				48	
10:30	84		62				146		22:30	16		22				38	
10:45	68	397	78	233			146	630	22:45	8	64	19	105			27	169
11:00	82		96				178		23:00	13		15				28	
11:15	63		96				159		23:15	9		12				21	
11:30	85		90				175		23:30	4		10				14	
11:45	76	306	103	385			179	691	23:45	7	33	9	46			16	79
TOTALS		4090		1568				**5658**	**TOTALS**		2370		6192				**8562**
SPLIT %		72.3%		27.7%				**39.8%**	**SPLIT %**		27.7%		72.3%				**60.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	6,460	7,760	0	0	14,220

AM Peak Hour	08:00	11:00				**08:00**	**PM Peak Hour**	12:45	17:30				**16:00**
AM Pk Volume	834	385				**1068**	**PM Pk Volume**	342	1099				**1318**
Pk Hr Factor	0.899	0.934				**0.914**	**Pk Hr Factor**	0.994	0.938				**0.966**
7 - 9 Volume	1647	449	0	0		**2096**	**4 - 6 Volume**	489	2141	0	0		**2630**
7 - 9 Peak Hour	08:00	08:00				**08:00**	**4 - 6 Peak Hour**	16:00	17:00				**16:00**
7 - 9 Pk Volume	834	234	0	0		**1068**	**4 - 6 Pk Volume**	256	1079	0	0		**1318**
Pk Hr Factor	0.899	0.914	0.000	0.000		**0.914**	**Pk Hr Factor**	0.842	0.981	0.000	0.000		**0.966**

Prepared by National Data & Surveying Services

CLASSIFICATION

10th St N/O Hedding St(Curb Lane Only)

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_007n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
01:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	16	7	0	0	0	0	0	0	0	1	0	0	24
04:00	0	33	7	0	4	1	0	0	0	0	0	0	0	45
05:00	1	163	30	2	18	1	1	0	0	0	1	0	0	217
06:00	2	258	56	3	41	1	1	0	1	0	1	0	0	364
07:00	0	338	61	3	34	2	1	0	2	0	0	0	0	441
08:00	0	344	54	10	32	0	1	0	2	0	0	0	0	443
09:00	2	238	37	3	23	3	2	2	2	0	1	0	0	313
10:00	1	150	40	6	19	1	4	0	5	0	0	0	0	226
11:00	1	121	30	1	17	1	0	1	1	0	1	0	0	174
12:00 PM	2	140	27	1	24	2	0	1	0	0	0	0	0	197
13:00	1	132	45	0	20	3	0	3	1	0	0	0	0	205
14:00	0	123	27	0	20	2	0	0	1	0	0	0	0	173
15:00	0	144	27	1	24	1	0	3	4	0	0	0	0	204
16:00	0	139	30	1	16	2	0	1	1	0	0	0	0	190
17:00	4	148	15	1	6	1	0	1	0	0	0	0	0	176
18:00	1	105	17	0	3	0	0	1	0	0	0	0	0	127
19:00	1	107	16	1	3	1	0	0	0	0	0	0	0	129
20:00	0	86	7	0	5	0	0	0	0	0	0	0	0	98
21:00	0	49	8	0	5	0	0	0	0	0	0	0	0	62
22:00	0	38	4	0	4	0	0	0	0	0	0	0	0	46
23:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23
Totals	16	2931	549	33	319	22	10	13	20		5			3918
% of Totals	0%	75%	14%	1%	8%	1%	0%	0%	1%		0%			100%

AM Volumes	7	1697	326	28	189	10	10	3	13	0	5	0	0	2288
% AM	0%	43%	8%	1%	5%	0%	0%	0%	0%		0%			58%
AM Peak Hour	06:00	08:00	07:00	08:00	06:00	09:00	10:00	09:00	10:00		03:00			08:00
Volume	2	344	61	10	41	3	4	2	5		1			443
PM Volumes	9	1234	223	5	130	12	0	10	7	0	0	0	0	1630
% PM	0%	31%	6%	0%	3%	0%		0%	0%					42%
PM Peak Hour	17:00	17:00	13:00	12:00	12:00	13:00		13:00	15:00					13:00
Volume	4	148	45	1	24	3		3	4					205

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	884		23%	402		10%	366		9%	2266		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

10th St N/O Hedding St(Curb Lane Only)

Day: Wednesday
Date: 7/18/2018

City: San Jose
Project #: CA18_8369_007s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	32	1	0	0	0	0	0	0	0	0	0	0	33
01:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
05:00	0	23	6	0	4	1	0	0	0	0	0	0	0	34
06:00	0	41	19	0	6	2	0	1	1	0	0	0	0	70
07:00	0	89	18	1	20	0	0	0	2	0	0	0	0	130
08:00	0	94	18	2	20	0	0	0	1	0	0	0	0	135
09:00	0	89	25	4	11	1	0	0	1	0	0	0	0	131
10:00	0	105	20	0	14	0	0	0	0	0	0	0	0	139
11:00	2	157	27	1	15	0	0	2	0	0	0	0	0	204
12:00 PM	1	148	20	2	13	0	0	1	2	0	0	0	0	187
13:00	1	147	32	1	16	1	0	3	0	0	0	0	0	201
14:00	0	207	48	4	14	1	0	2	1	0	0	0	0	277
15:00	2	332	49	2	21	3	0	2	0	0	0	0	0	411
16:00	1	465	49	3	25	4	0	4	1	0	3	0	0	555
17:00	0	508	31	1	11	1	0	3	2	0	0	0	0	557
18:00	5	468	28	4	12	1	0	3	0	0	0	0	0	521
19:00	1	229	19	1	7	0	0	0	0	0	0	0	0	257
20:00	0	115	3	0	4	0	0	0	0	0	0	0	0	122
21:00	1	88	5	0	2	0	0	0	0	0	0	0	0	96
22:00	0	57	3	0	2	0	0	0	0	0	0	0	0	62
23:00	0	30	1	0	0	0	0	0	0	0	0	0	0	31
Totals	14	3456	424	26	217	15		21	12		3			4188
% of Totals	0%	83%	10%	1%	5%	0%		1%	0%		0%			100%

AM Volumes	2	662	136	8	90	4	0	3	6	0	0	0	0	911
% AM	0%	16%	3%	0%	2%	0%		0%	0%					22%
AM Peak Hour	11:00	11:00	11:00	09:00	07:00	06:00		11:00	07:00					11:00
Volume	2	157	27	4	20	2		2	2					204
PM Volumes	12	2794	288	18	127	11	0	18	6	0	3	0	0	3277
% PM	0%	67%	7%	0%	3%	0%		0%	0%		0%			78%
PM Peak Hour	18:00	17:00	15:00	14:00	16:00	16:00		16:00	12:00		16:00			17:00
Volume	5	508	49	4	25	4		4	2		3			557

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	265		6%	388		9%	1112		27%	2423		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Existing Site Development Driveway Count Data

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Tire Shop Driveway & Horning St
City: San Jose

Date: 6/14/2018
Day: Thursday

TIME	Vehicles				
	In		Out		
	ER	WL	NL	NR	TOTAL
7:00 AM	1	0	1	0	***2***
7:15 AM	0	0	0	0	***0***
7:30 AM	0	0	0	0	***0***
7:45 AM	0	0	0	0	***0***
8:00 AM	0	0	0	0	***0***
8:15 AM	1	0	0	0	***1***
8:30 AM	0	0	0	0	***0***
8:45 AM	1	0	1	0	***2***
Subtotals	***3***	***0***	***2***	***0***	***5***
4:00 PM	2	0	0	0	***2***
4:15 PM	0	0	0	0	***0***
4:30 PM	2	0	0	0	***2***
4:45 PM	0	1	1	0	***2***
5:00 PM	1	0	0	0	***1***
5:15 PM	4	0	2	0	***6***
5:30 PM	1	0	0	1	***2***
5:45 PM	3	0	2	0	***5***
Subtotals	***13***	***1***	***5***	***1***	***20***
Grand Totals	***16***	***1***	***7***	***1***	***25***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Oakland Rd & Tire Shop Driveway (North)

City: San Jose

Date: 6/14/2018

Day: Thursday

TIME	Vehicles		
	In SR	Out ER	TOTAL
7:00 AM	0	0	***0***
7:15 AM	0	0	***0***
7:30 AM	0	0	***0***
7:45 AM	0	0	***0***
8:00 AM	0	0	***0***
8:15 AM	0	0	***0***
8:30 AM	0	0	***0***
8:45 AM	2	0	***2***
Subtotals	***2***	***0***	***2***
4:00 PM	1	1	***2***
4:15 PM	0	0	***0***
4:30 PM	0	0	***0***
4:45 PM	1	1	***2***
5:00 PM	1	0	***1***
5:15 PM	2	1	***3***
5:30 PM	0	1	***1***
5:45 PM	4	1	***5***
Subotals	***9***	***5***	***14***
Grand Totals	***11***	***5***	***16***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Oakland Rd & Tire Shop Driveway (South)

City: San Jose

Date: 6/14/2018

Day: Thursday

TIME	Vehicles		
	In SR	Out ER	TOTAL
7:00 AM	0	0	***0***
7:15 AM	0	0	***0***
7:30 AM	0	0	***0***
7:45 AM	0	0	***0***
8:00 AM	0	0	***0***
8:15 AM	0	0	***0***
8:30 AM	0	0	***0***
8:45 AM	0	1	***1***
Subtotals	***0***	***1***	***1***
4:00 PM	0	1	***1***
4:15 PM	0	1	***1***
4:30 PM	0	3	***3***
4:45 PM	0	1	***1***
5:00 PM	1	0	***1***
5:15 PM	0	1	***1***
5:30 PM	0	1	***1***
5:45 PM	0	3	***3***
Subtotals	***1***	***11***	***12***
Grand Totals	***1***	***12***	***13***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Oakland Rd & Truck/Car Wash Driveway (North)

City: San Jose

Date: 6/14/2018

Day: Thursday

TIME	Vehicles		
	In SR	Out ER	TOTAL
7:00 AM	0	0	***0***
7:15 AM	0	1	***1***
7:30 AM	2	0	***2***
7:45 AM	0	0	***0***
8:00 AM	1	0	***1***
8:15 AM	0	1	***1***
8:30 AM	1	2	***3***
8:45 AM	3	0	***3***
Subtotals	***7***	***4***	***11***
4:00 PM	0	0	***0***
4:15 PM	0	0	***0***
4:30 PM	0	0	***0***
4:45 PM	0	0	***0***
5:00 PM	0	0	***0***
5:15 PM	0	0	***0***
5:30 PM	0	0	***0***
5:45 PM	0	0	***0***
Subtotals	***0***	***0***	***0***
Grand Totals	***7***	***4***	***11***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Oakland Rd & Truck/Car Wash Driveway (Middle)

City: San Jose

Date: 6/14/2018

Day: Thursday

TIME	Vehicles		
	In SR	Out ER	TOTAL
7:00 AM	0	0	***0***
7:15 AM	0	0	***0***
7:30 AM	0	1	***1***
7:45 AM	0	1	***1***
8:00 AM	1	1	***2***
8:15 AM	2	1	***3***
8:30 AM	0	0	***0***
8:45 AM	0	0	***0***
Subtotals	***3***	***4***	***7***
4:00 PM	0	0	***0***
4:15 PM	0	0	***0***
4:30 PM	0	0	***0***
4:45 PM	0	0	***0***
5:00 PM	0	0	***0***
5:15 PM	0	0	***0***
5:30 PM	0	0	***0***
5:45 PM	0	0	***0***
Subtotals	***0***	***0***	***0***
Grand Totals	***3***	***4***	***7***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Oakland Rd & Truck/Car Wash Driveway (South)

Date: 6/14/2018

City: San Jose

Day: Thursday

TIME	Vehicles		
	In SR	Out ER	TOTAL
7:00 AM	0	0	***0***
7:15 AM	0	0	***0***
7:30 AM	1	0	***1***
7:45 AM	0	0	***0***
8:00 AM	0	0	***0***
8:15 AM	0	0	***0***
8:30 AM	0	0	***0***
8:45 AM	1	1	***2***
Subtotals	***2***	***1***	***3***
4:00 PM	2	0	***2***
4:15 PM	1	0	***1***
4:30 PM	0	0	***0***
4:45 PM	1	2	***3***
5:00 PM	0	0	***0***
5:15 PM	0	0	***0***
5:30 PM	0	0	***0***
5:45 PM	0	0	***0***
Subtotals	***4***	***2***	***6***
Grand Totals	***6***	***3***	***9***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Horning St & Truck/Car Wash Driveway (East)

City: San Jose

Date: 6/14/2018 **Day:** Thursday

TIME	Vehicles				
	In		Out		
	ER	WL	NL	NR	TOTAL
7:00 AM	0	0	0	0	***0***
7:15 AM	0	1	0	0	***1***
7:30 AM	0	1	0	1	***2***
7:45 AM	0	1	0	0	***1***
8:00 AM	0	0	0	0	***0***
8:15 AM	0	0	1	0	***1***
8:30 AM	0	0	1	0	***1***
8:45 AM	2	1	0	1	***4***
Subtotals	***2***	***4***	***2***	***2***	***10***
4:00 PM	0	0	0	0	***0***
4:15 PM	0	0	0	0	***0***
4:30 PM	0	0	0	0	***0***
4:45 PM	0	0	0	0	***0***
5:00 PM	0	0	0	0	***0***
5:15 PM	0	0	0	0	***0***
5:30 PM	0	0	0	0	***0***
5:45 PM	0	0	0	0	***0***
Subtotals	***0***	***0***	***0***	***0***	***0***
Grand Totals	***2***	***4***	***2***	***2***	***10***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Horning St & Truck/Car Wash Driveway (West)

City: San Jose

Date: 6/14/2018 **Day:** Thursday

TIME	Vehicles				
	In		Out		
	ER	WL	NL	NR	TOTAL
7:00 AM	0	1	0	1	***2***
7:15 AM	2	0	0	0	***2***
7:30 AM	0	1	0	0	***1***
7:45 AM	0	0	0	0	***0***
8:00 AM	2	2	0	0	***4***
8:15 AM	5	2	0	1	***8***
8:30 AM	1	0	0	0	***1***
8:45 AM	1	1	0	0	***2***
Subtotals	***11***	***7***	***0***	***2***	***20***
4:00 PM	0	0	1	1	***2***
4:15 PM	0	1	1	1	***3***
4:30 PM	0	0	0	1	***1***
4:45 PM	2	0	1	2	***5***
5:00 PM	0	1	0	3	***4***
5:15 PM	0	0	1	4	***5***
5:30 PM	0	1	0	2	***3***
5:45 PM	0	0	0	1	***1***
Subtotals	***2***	***3***	***4***	***15***	***24***
Grand Totals	***13***	***10***	***4***	***17***	***44***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Oakland Rd & Print Shop Driveway (North)
City: San Jose
Date: 6/14/2018
Day: Thursday

TIME	Vehicles		
	In SR	Out ER	TOTAL
7:00 AM	0	0	***0***
7:15 AM	0	0	***0***
7:30 AM	0	0	***0***
7:45 AM	0	0	***0***
8:00 AM	0	0	***0***
8:15 AM	0	0	***0***
8:30 AM	0	0	***0***
8:45 AM	0	0	***0***
Subtotals	***0***	***0***	***0***
4:00 PM	0	0	***0***
4:15 PM	0	0	***0***
4:30 PM	0	0	***0***
4:45 PM	3	0	***3***
5:00 PM	0	0	***0***
5:15 PM	1	0	***1***
5:30 PM	1	0	***1***
5:45 PM	1	1	***2***
Subtotals	***6***	***1***	***7***
Grand Totals	***6***	***1***	***7***

Prepared by National Data & Surveying Services

Driveways In & Out Study

Location: Oakland Rd & Print Shop Driveway (South)

City: San Jose

Date: 6/14/2018

Day: Thursday

TIME	Vehicles		
	In SR	Out ER	TOTAL
7:00 AM	0	0	***0***
7:15 AM	0	0	***0***
7:30 AM	0	0	***0***
7:45 AM	0	0	***0***
8:00 AM	0	0	***0***
8:15 AM	0	0	***0***
8:30 AM	0	0	***0***
8:45 AM	0	0	***0***
Subtotals	***0***	***0***	***0***
4:00 PM	0	1	***1***
4:15 PM	0	0	***0***
4:30 PM	0	0	***0***
4:45 PM	0	0	***0***
5:00 PM	0	1	***1***
5:15 PM	0	1	***1***
5:30 PM	0	0	***0***
5:45 PM	0	0	***0***
Subtotals	***0***	***3***	***3***
Grand Totals	***0***	***3***	***3***

Appendix C APPROVED TRIP INVENTORY

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	13	0	0	17	5	0	0	0	0	0	5
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	74	178	0	0	77	124	0	0	0	14	0	74
H14-020 SUPERMICRO 750 RIDDER PARK DRIVE	0	4	0	0	3	0	0	0	0	0	0	4
NSJ NORTH SAN JOSE	28	66	0	0	1	3	0	0	0	2	0	13
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	5	0	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	3	28	0	0	7	3	0	0	0	16	0	29
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	87	78	0	0	56	87	0	0	0	20	0	36
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	10	6	0	0	3	0	0	0	0	4	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	12	6	0	0	2	0	0	0	0	1	0	0
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	10	0	0	5	0	0	0	0	2	0	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**219**	**390**	**0**	**0**	**173**	**222**	**0**	**0**	**0**	**59**	**0**	**161**

	LEFT	THRU	RIGHT
NORTH	0	173	222
EAST	59	0	161
SOUTH	219	390	0
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	17	0	0	19	6	0	0	0	0	0	5
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	20	65	0	0	93	42	0	0	0	11	0	27
H14-020 SUPERMICRO 750 RIDDER PARK DRIVE	0	2	0	0	5	0	0	0	0	0	0	2
NSJ NORTH SAN JOSE	4	12	0	0	88	40	0	0	0	3	0	7
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	4	1	0	0	0	0	0	0	0	5	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	19	8	0	0	17	19	0	0	0	3	0	5
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	45	117	0	0	46	45	0	0	0	37	0	66
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	6	3	0	0	6	0	0	0	0	8	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	6	3	0	0	6	0	0	0	0	4	0	0
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	5	0	0	10	0	0	0	0	3	0	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**104**	**234**	**0**	**0**	**291**	**152**	**0**	**0**	**0**	**74**	**0**	**112**

	LEFT	THRU	RIGHT
NORTH	0	291	152
EAST	74	0	112
SOUTH	104	234	0
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	8	0	5	12	0	5	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	40	5	8	7	0	14	0	9	0	0	0
H14-020 SUPERMICRO 750 RIDDER PARK DRIVE	0	4	0	1	1	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	84	12	2	1	0	11	0	8	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	6	6	0	6	0	6	0	4	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	3	4	3	21	0	28	0	16	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	105	63	42	34	0	59	0	35	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	17	8	0	8	0	0	0	9	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	0	18	4	0	3	0	0	0	3	0	0	0
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	10	3	0	7	0	0	0	0	0	0	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**296**	**105**	**61**	**101**	**0**	**123**	**0**	**84**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	61	101	0
EAST	0	0	0
SOUTH	0	296	105
WEST	123	0	84

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	11	0	5	14	0	6	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	65	49	84	82	0	73	0	72	0	0	0
H14-020 SUPERMICRO 750 RIDDER PARK DRIVE	0	2	0	3	3	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	8	6	65	64	0	21	0	20	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	4	5	0	5	0	0	0	5	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	22	24	16	4	0	5	0	3	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	55	32	22	62	0	107	0	64	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	9	4	0	14	0	0	0	16	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	0	9	2	0	10	0	0	0	11	0	0	0
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	5	2	0	13	0	0	0	0	0	0	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**191**	**124**	**195**	**272**	**0**	**212**	**0**	**191**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	195	272	0
EAST	0	0	0
SOUTH	0	191	124
WEST	212	0	191

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	5	0	5	5	2	2	0	0	0	0	1
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	10	0	2	4	1	4	5	0	0	18	2
H14-020 SUPERMICRO 750 RIDDER PARK DRIVE	0	2	0	0	0	0	2	0	0	0	0	0
NSJ NORTH SAN JOSE	16	47	2	3	8	5	17	20	1	0	4	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	9	0	0	7	2	3	0	0	1	1	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	1	30	7	0	0	37	0	0	5	6
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	32	2	55	14	0	0	55	0	4	86	136
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	5	0	0	2	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	0	0	0	2	0	0	1	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	15	0	0	8	8	9	5	0	0	4	0

Intersection of: HEDDING/OAKLAND

Traffix Node Number: 3576

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	0	21	1	0	2	3	2	4	0	0	1	0
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	1	0	0	2	2	0	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	10	1	0	5	2	3	17	0	1	9	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**19**	**154**	**7**	**95**	**62**	**25**	**42**	**150**	**1**	**6**	**131**	**145**

	LEFT	THRU	RIGHT
NORTH	95	62	25
EAST	6	131	145
SOUTH	19	154	7
WEST	42	150	1

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	6	0	5	6	3	3	0	0	0	0	2
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	18	2	14	31	11	13	34	3	4	18	3
H14-020 SUPERMICRO 750 RIDDER PARK DRIVE	0	1	0	0	1	1	1	0	0	0	0	0
NSJ NORTH SAN JOSE	0	7	1	21	58	27	2	6	0	4	19	3
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	6	1	0	7	3	2	1	0	0	1	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	8	0	5	1	0	0	7	0	1	29	37
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	16	3	101	25	0	0	100	0	1	44	70
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	17	0	1	17	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	1	0	0	1	0	0	2	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	8	0	0	15	15	5	3	0	0	7	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	0	11	1	0	9	13	1	2	0	1	5	0
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	3	0	0	2	2	1	0	0	0	0	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	5	1	0	10	3	1	8	0	1	16	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	1	0	0	1	1	0	0	0	0	0	0
TOTAL:	**2**	**90**	**10**	**146**	**167**	**79**	**29**	**179**	**3**	**13**	**158**	**115**

	LEFT	THRU	RIGHT
NORTH	146	167	79
EAST	13	158	115
SOUTH	2	90	10
WEST	29	179	3

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	55	0	7	0	0	0	0	15	0	0	44	0
NSJ NORTH SAN JOSE	65	0	15	0	0	0	0	4	0	0	3	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	3	0	0	3	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	8	0	0	0	0	33	0	0	4	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	11	0	11	0	0	0	0	50	0	0	86	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	2	0	0	0	0	4	0	0	2	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	1	0	0	0	0	0	0	2	0	0	1	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	1	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	33	0	15	0	0	0	0	15	0	0	12	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	12	0	1	0	0	0	0	4	0	0	5	0
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	2	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	20	0	0	10	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**178**	**0**	**59**	**0**	**0**	**0**	**0**	**150**	**0**	**0**	**172**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	172	0
SOUTH	178	0	59
WEST	0	150	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	19	0	12	0	0	0	0	111	0	0	56	0
NSJ NORTH SAN JOSE	5	0	4	0	0	0	0	7	0	0	56	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	2	0	0	3	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	3	0	2	0	0	0	0	6	0	0	30	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	6	0	19	0	0	0	0	90	0	0	44	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	4	0	0	0	0	14	0	0	16	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	1	0	0	0	0	0	0	1	0	0	2	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	18	0	8	0	0	0	0	8	0	0	21	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	6	0	1	0	0	0	0	2	0	0	18	0
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	1	0	0	2	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	10	0	0	19	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	**58**	**0**	**50**	**0**	**0**	**0**	**0**	**252**	**0**	**0**	**268**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	268	0
SOUTH	58	0	50
WEST	0	252	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	1	2	3	3	9	0	2	35	51
NSJ NORTH SAN JOSE	0	0	0	1	5	1	11	31	4	2	25	19
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	3	0	0	3	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	1	1	0	0	28	2	1	4	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	2	3	0	0	42	1	11	66	12
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	4	0	0	2	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	1	0	0	2	0	0	1	1
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	1
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	0	0	11	0	0	0	5	12	0	26
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	6	0	0	4	6	5	0	12
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	2	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	9	0	10	20	0	0	10	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**5**	**38**	**4**	**24**	**143**	**18**	**33**	**148**	**122**

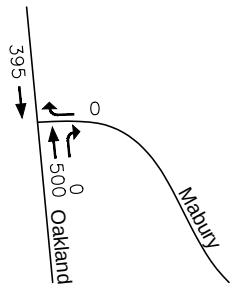
	LEFT	THRU	RIGHT
NORTH	5	38	4
EAST	33	148	122
SOUTH	0	0	0
WEST	24	143	18

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	5	33	41	3	59	7	6	32	31
NSJ NORTH SAN JOSE	0	0	0	9	69	4	0	11	2	13	34	16
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	2	0	0	3	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	5	0	5	23	3
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	4	5	0	0	76	3	5	34	6
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	12	0	2	12	0
PDC08-010 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	1	0	0	1	0	0	2	1
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	0	0	20	0	0	0	8	21	0	14
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	0	0	0	0	0

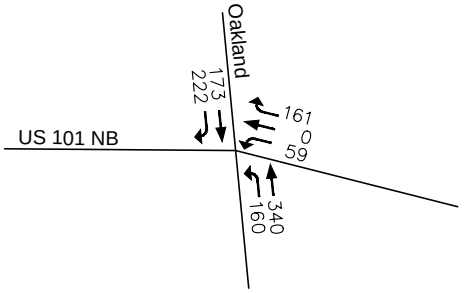
Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RES) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	24	0	0	2	24	18	0	6
PDC15-001 (RET) CANNERY PARK 725 NORTH 10TH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	1	0	0	2	0
PP14-006 RES JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	17	0	5	10	0	0	19	0
PP14-006 RET JAPANTOWN CORP YARD 696 N 6TH ST	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	**0**	**0**	**0**	**18**	**169**	**45**	**8**	**179**	**44**	**70**	**162**	**77**

	LEFT	THRU	RIGHT
NORTH	18	169	45
EAST	70	162	77
SOUTH	0	0	0
WEST	8	179	44

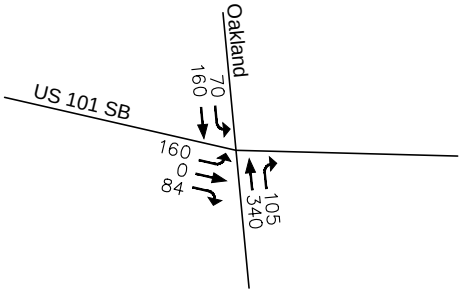
1. Oakland & Mabury



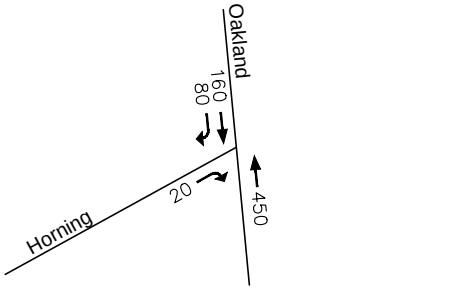
2. Oakland & US 101 NB



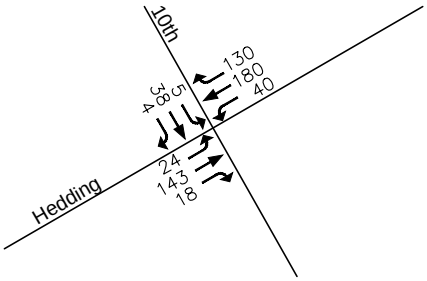
3. Oakland & US 101 SB



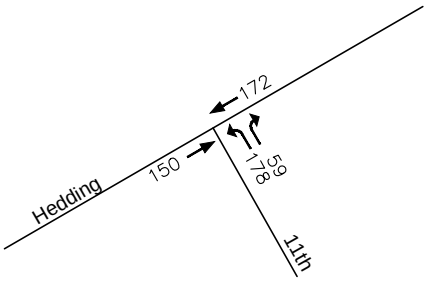
4. Oakland & Horning



7. 10th St & Hedding



6. 11th St & Hedding



5. Oakland & Hedding

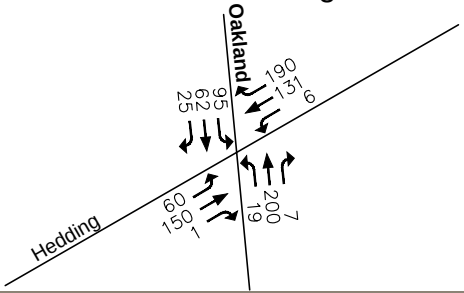


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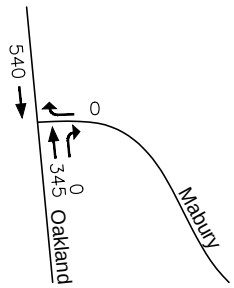
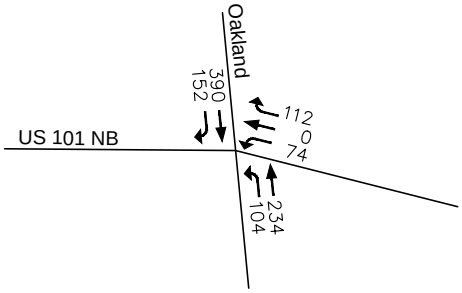
Figure C-1

ATI AM Peak Hour Intersection Volumes

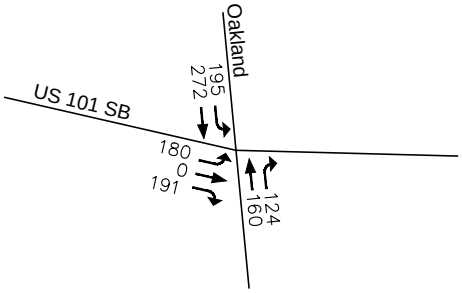
1. Oakland & Mabury



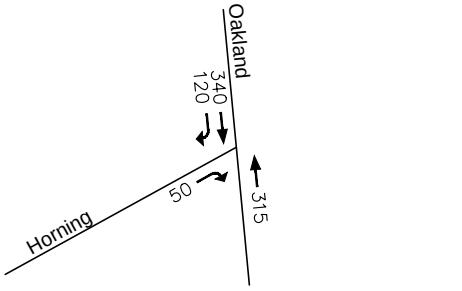
2. Oakland & US 101 NB



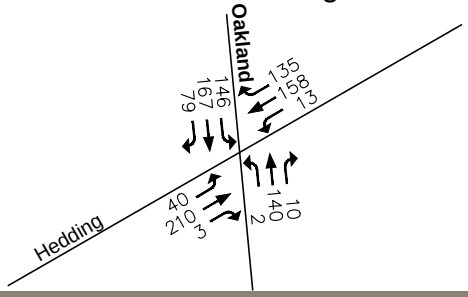
3. Oakland & US 101 SB



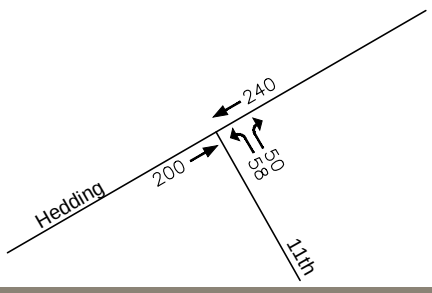
4. Oakland & Horning



5. Oakland & Hedding



6. 11th St & Hedding



7. 10th St & Hedding

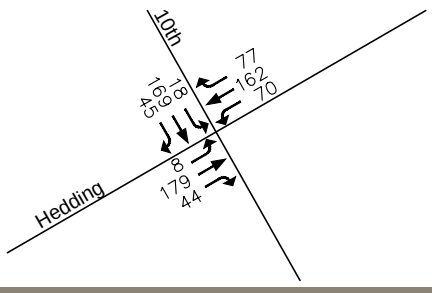


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Figure C-2

*ATI **PM** Peak Hour Intersection Volumes*

Appendix D INTERSECTION OPERATIONS ANALYSIS OUTPUT SHEETS

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

Scenario Report

Scenario:	Existing (AM)
Command:	Existing
Volume:	Existing (AM)
Geometry:	Existing (AM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 Oakland & Mabury	C	18.2	0.409	C	18.2	0.409	+ 0.000
# 2 Oakland & US 101 NB	C-	33.4	0.769	C-	33.4	0.769	+ 0.000
# 3 Oakland & US 101 SB	C	27.0	0.516	C	27.0	0.516	+ 0.000
# 4 Oakland & Horning	B	10.5	0.072	B	10.5	0.072	+ 0.000
# 5 Oakland & Hedding	D	44.5	0.620	D	44.5	0.620	+ 0.000
# 6 11th St & Hedding	C	29.0	0.734	C	29.0	0.734	+ 0.000
# 7 10th St & Hedding	C+	21.0	0.599	C+	21.0	0.599	+ 0.000

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

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

Intersection #1 Oakland & Mabury [3-leg unsignalized intersection]

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[18.2]

Street Name:	Oakland							Mabury							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	1
Volume Module: >> Count Date: 18 Jul 2018 << 8:00-9:00																
Base Vol:	0	1175	128		0	1375	0		0	0	0		0	0	0	187
Growth Adj:	1.00	1.00	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	1175	128		0	1375	0		0	0	0		0	0	0	187
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	0
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	0
Initial Fut:	0	1175	128		0	1375	0		0	0	0		0	0	0	187
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1175	128		0	1375	0		0	0	0		0	0	0	187
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	0
FinalVolume:	0	1175	128		0	1375	0		0	0	0		0	0	0	187
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		588
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		458
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		458
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx		0.41
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		2.0
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx		18.2
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*		C
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				18.2			
ApproachLOS:	*				*				*				C			

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

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

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

Intersection #2 Oakland & US 101 NB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	9	Average Delay (sec/veh):	33.4
Optimal Cycle:	64	Level Of Service:	C-

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
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
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 7:50-8:50												
Base Vol:	486	796	0	0	544	831	0	0	0	143	3	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	796	0	0	544	831	0	0	0	143	3	508
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	486	796	0	0	544	831	0	0	0	143	3	508
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:	486	796	0	0	544	0	0	0	0	143	3	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	796	0	0	544	0	0	0	0	143	3	508
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:	486	796	0	0	544	0	0	0	0	143	3	508
Saturation 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	0.98	0.02	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1763	37	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.08	0.08	0.29
Crit Moves:	****				****							****
Green Time:	43.3	65.7	0.0	0.0	22.3	0.0	0.0	0.0	0.0	45.3	45.3	45.3
Volume/Cap:	0.77	0.38	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.21	0.21	0.77
Delay/Veh:	39.6	15.7	0.0	0.0	51.5	0.0	0.0	0.0	0.0	25.5	25.5	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:	39.6	15.7	0.0	0.0	51.5	0.0	0.0	0.0	0.0	25.5	25.5	38.2
LOS by Move:	D	B	A	A	D-	A	A	A	A	C	C	D+
HCM2kAvgQ:	18	8	0	0	11	0	0	0	0	4	4	19

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

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

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

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

Intersection #3 Oakland & US 101 SB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	9	Average Delay (sec/veh):	27.0
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Oakland							US 101 SB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
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		
Lanes:	0	0	2	0	1	2	0	2	0	0	1	1	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Sep 2018 << 7:40-8:40																				
Base Vol:	0	900	178			348	359	0			344	0	228			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	900	178			348	359	0			344	0	228			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	900	178			348	359	0			344	0	228			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	900	178			348	359	0			344	0	228			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	900	178			348	359	0			344	0	228			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	900	178			348	359	0			344	0	228			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	0.10			0.11	0.09	0.00			0.10	0.00	0.13			0.00	0.00	0.00		
Crit Moves:		****				****							****							
Green Time:	0.0	55.0	55.0			25.7	80.7	0.0			30.3	0.0	30.3			0.0	0.0	0.0		
Volume/Cap:	0.00	0.52	0.22			0.52	0.14	0.00			0.38	0.00	0.52			0.00	0.00	0.00		
Delay/Veh:	0.0	23.3	19.7			42.4	7.1	0.0			37.4	0.0	39.6			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	23.3	19.7			42.4	7.1	0.0			37.4	0.0	39.6			0.0	0.0	0.0		
LOS by Move:	A	C	B-			D	A	A			D+	A	D			A	A	A		
HCM2kAvgQ:	0	12	4			7	2	0			6	0	8			0	0	0		

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

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

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

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

Intersection #4 Oakland & Horning

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.5]

Street Name:	Oakland						Horning					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3 0 0			0 0 1 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module: >> Count Date: 18 Jul 2018 << 7:15-8:15												
Base Vol:	0	1080	0	0	430	160	0	0	51	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	1080	0	0	430	160	0	0	51	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	1080	0	0	430	160	0	0	51	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	1080	0	0	430	160	0	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1080	0	0	430	160	0	0	51	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	295	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	707	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	707	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #5 Oakland & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	12	Average Delay (sec/veh):	44.5
Optimal Cycle:	53	Level Of Service:	D

Street Name:	Oakland						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 7:25-8:25												
Base Vol:	162	469	28	97	141	151	245	199	41	23	472	225
Growth Adj:	1.00	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	469	28	97	141	151	245	199	41	23	472	225
Added Vol:	0	0	0	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	469	28	97	141	151	245	199	41	23	472	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	469	28	97	141	151	245	199	41	23	472	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	469	28	97	141	151	245	199	41	23	472	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	469	28	97	141	151	245	199	41	23	472	225
Saturation 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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.02	0.06	0.04	0.09	0.14	0.10	0.02	0.01	0.25	0.13
Crit Moves:		****			****			****			****	
Green Time:	22.8	27.8	56.2	12.5	17.6	49.2	31.6	59.3	82.1	28.3	56.1	68.6
Volume/Cap:	0.57	0.62	0.04	0.62	0.30	0.25	0.62	0.25	0.04	0.06	0.62	0.26
Delay/Veh:	62.1	55.1	25.6	78.6	57.2	33.2	56.0	26.7	12.3	45.5	37.3	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	55.1	25.6	78.6	57.2	33.2	56.0	26.7	12.3	45.5	37.3	21.7
LOS by Move:	E	E+	C	E-	E+	C-	E+	C	B	D	D+	C+
HCM2kAvgQ:	8	10	1	5	3	5	11	5	1	1	16	6

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

Intersection #6 11th St & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	6	Average Delay (sec/veh):	29.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	11th St							Hedding							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
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	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	1	0 0	0	0	1	0 0
Volume Module: >> Count Date: 18 Jul 2018 << 8:00-9:00																
Base Vol:	780	0	148		0	0	0		0	310	0		0	865	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:	780	0	148		0	0	0		0	310	0		0	865	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:	780	0	148		0	0	0		0	310	0		0	865	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:	780	0	148		0	0	0		0	310	0		0	865	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	780	0	148		0	0	0		0	310	0		0	865	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:	780	0	148		0	0	0		0	310	0		0	865	0	
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	0.00	1.00		0.00	0.00	0.00		0.00	1.00	0.00		0.00	1.00	0.00	
Final Sat.:	3150	0	1750		0	0	0		0	1900	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.00	0.08		0.00	0.00	0.00		0.00	0.16	0.00		0.00	0.46	0.00	
Crit Moves:	****													****		
Green Time:	47.2	0.0	47.2		0.0	0.0	0.0		0.0	86.8	0.0		0.0	86.8	0.0	
Volume/Cap:	0.73	0.00	0.25		0.00	0.00	0.00		0.00	0.26	0.00		0.00	0.73	0.00	
Delay/Veh:	43.6	0.0	33.8		0.0	0.0	0.0		0.0	12.2	0.0		0.0	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:	43.6	0.0	33.8		0.0	0.0	0.0		0.0	12.2	0.0		0.0	21.0	0.0	
LOS by Move:	D	A	C-		A	A	A		A	B	A		A	C+	A	
HCM2kAvgQ:	19	0	5		0	0	0		0	6	0		0	26	0	

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

Intersection #7 10th St & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	9	Average Delay (sec/veh):	21.0
Optimal Cycle:	42	Level Of Service:	C+

Street Name:	10th St						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0	0	1 1	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module: >> Count Date: 20 Sep 2018 << 7:25-8:25												
Base Vol:	0	0	0	42	246	45	105	265	84	100	803	740
Growth Adj:	1.00	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	42	246	45	105	265	84	100	803	740
Added Vol:	0	0	0	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	42	246	45	105	265	84	100	803	740
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	42	246	45	105	265	84	100	803	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	246	45	105	265	84	100	803	740
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	42	246	45	105	265	84	100	803	740
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.30	1.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	540	3160	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.03	0.06	0.14	0.05	0.06	0.42	0.42
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	18.2	18.2	32.2	14.0	80.0	80.0	32.8	98.8	117.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.11	0.60	0.24	0.08	0.24	0.60	0.51
Delay/Veh:	0.0	0.0	0.0	62.9	62.9	43.1	74.5	15.5	13.7	45.0	12.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.9	62.9	43.1	74.5	15.5	13.7	45.0	12.5	4.5
LOS by Move:	A	A	A	E	E	D	E	B	B	D	B	A
HCM2kAvgQ:	0	0	0	7	7	2	6	5	2	4	17	10

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

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[12.8]

Street Name:	Oakland Rd						Project Entrance/Boardwalk Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:AM Peak Hour												
Base Vol:	0 1030	22		83	400	0	0	0	0	0	0	51
Growth Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1030	22		83	400	0	0	0	0	0	0	51
Added Vol:	0 0	0		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 1030	22		83	400	0	0	0	0	0	0	51
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 1030	22		83	400	0	0	0	0	0	0	51
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	0 1030	22		83	400	0	0	0	0	0	0	51
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx xxxx xxxxx			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			1052	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	515
Potent Cap.:	xxxx xxxx xxxxx			663	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	510
Move Cap.:	xxxx xxxx xxxxx			663	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	510
Volume/Cap:	xxxx xxxx	xxxx		0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx xxxx xxxxx			11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		
ApproachLOS:	*			*			*			B		

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

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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#8	[2Way95thQ]:	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3

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Scenario Report

Scenario:	Existing (PM)
Command:	Existing
Volume:	Existing (PM)
Geometry:	Existing (PM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Oakland & Mabury	B	12.7	0.165	B	12.7	0.165	+ 0.000 D/V
# 2 Oakland & US 101 NB	C	24.2	0.814	C	24.2	0.814	+ 0.000 D/V
# 3 Oakland & US 101 SB	C	29.4	0.883	C	29.4	0.883	+ 0.000 D/V
# 4 Oakland & Horning	E	45.1	0.915	E	45.1	0.915	+ 0.000 D/V
# 5 Oakland & Hedding	D	43.4	0.614	D	43.4	0.614	+ 0.000 D/V
# 6 11th St & Hedding	B	15.9	0.464	B	15.9	0.464	+ 0.000 D/V
# 7 10th St & Hedding	D+	37.5	0.707	D+	37.5	0.707	+ 0.000 D/V

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

Intersection #1 Oakland & Mabury [3-leg unsignalized intersection]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.7]

Street Name:	Oakland								Mabury							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 2	0	1		0 0 3	0	0		0 0 0	0	0		0 0 0	0	1	
Volume Module: >> Count Date: 18 Jul 2018 << 4:15-5:15																
Base Vol:	0	900	239		0	1685	0		0	0	0		0	0	93	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	900	239		0	1685	0		0	0	0		0	0	93	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	900	239		0	1685	0		0	0	0		0	0	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	900	239		0	1685	0		0	0	0		0	0	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	900	239		0	1685	0		0	0	0		0	0	93	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	450	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	562	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	562	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.17	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	0.6	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	12.7	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				12.7			
ApproachLOS:	*				*				*				B			

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

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

Intersection #2 Oakland & US 101 NB

Cycle (sec):	83	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	9	Average Delay (sec/veh):	24.2
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
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
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 4:00-5:00												
Base Vol:	175	657	0	0	1332	353	0	0	0	168	1	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	657	0	0	1332	353	0	0	0	168	1	482
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	657	0	0	1332	353	0	0	0	168	1	482
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:	175	657	0	0	1332	0	0	0	0	168	1	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	657	0	0	1332	0	0	0	0	168	1	482
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:	175	657	0	0	1332	0	0	0	0	168	1	482
Saturation 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	1789	11	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.09	0.09	0.28
Crit Moves:	****				****							****
Green Time:	10.2	45.9	0.0	0.0	35.7	0.0	0.0	0.0	0.0	28.1	28.1	28.1
Volume/Cap:	0.81	0.31	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.28	0.28	0.81
Delay/Veh:	56.2	10.1	0.0	0.0	24.0	0.0	0.0	0.0	0.0	20.3	20.3	33.6
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:	56.2	10.1	0.0	0.0	24.0	0.0	0.0	0.0	0.0	20.3	20.3	33.6
LOS by Move:	E+	B+	A	A	C	A	A	A	A	C+	C+	C-
HCM2kAvgQ:	7	5	0	0	17	0	0	0	0	3	3	15

City of San Jose
Citywide Traffix Database
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Note: Queue reported is the number of cars per lane.

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

Intersection #3 Oakland & US 101 SB

Cycle (sec):	83	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	9	Average Delay (sec/veh):	29.4
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Oakland							US 101 SB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
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		
Lanes:	0	0	2	0	1	2	0	2	0	0	1	1	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Sep 2018 << 4:05-5:05																				
Base Vol:	0	449	615			927	554	0			368	19	248			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	449	615			927	554	0			368	19	248			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	449	615			927	554	0			368	19	248			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	449	615			927	554	0			368	19	248			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	449	615			927	554	0			368	19	248			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	449	615			927	554	0			368	19	248			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			1.90	0.10	1.00			0.00	0.00	0.00		
Final Sat.:	0	3800	1750			3150	3800	0			3376	174	1750			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.12	0.35			0.29	0.15	0.00			0.11	0.11	0.14			0.00	0.00	0.00		
Crit Moves:			****			****							****							
Green Time:	0.0	33.0	33.0			27.7	60.7	0.0			13.3	13.3	13.3			0.0	0.0	0.0		
Volume/Cap:	0.00	0.30	0.88			0.88	0.20	0.00			0.68	0.68	0.88			0.00	0.00	0.00		
Delay/Veh:	0.0	17.2	36.0			35.1	3.5	0.0			36.1	36.1	60.4			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	17.2	36.0			35.1	3.5	0.0			36.1	36.1	60.4			0.0	0.0	0.0		
LOS by Move:	A	B	D+			D+	A	A			D+	D+	E			A	A	A		
HCM2kAvgQ:	0	4	19			17	2	0			6	6	10			0	0	0		

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City of San Jose
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Oakland & Horning

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: E[45.1]

Street Name:	Oakland			Horning			
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 3 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Volume Module: >> Count Date: 18 Jul 2018 << 4:00-5:00				
Base Vol:	0 1065 0	0 739 75	0 0 548	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 1065 0	0 739 75	0 0 548	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 1065 0	0 739 75	0 0 548	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 1065 0	0 739 75	0 0 548	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 1065 0	0 739 75	0 0 548	0 0 0
Critical Gap Module:				
Critical Gp:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxx 6.9	xxxxx xxxx xxxxx
FollowUpTim:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxx 3.3	xxxxx xxxx xxxxx
Capacity Module:				
Cnflict Vol:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx 407	xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx 599	xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx 599	xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.91	xxxx xxxx xxxx
Level Of Service Module:				
2Way95thQ:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx 11.5	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxx xxxx 45.1	xxxxx xxxx xxxxx
LOS by Move:	* * *	* * *	* * E	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	45.1	xxxxxx
ApproachLOS:	*	*	E	*

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

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

Intersection #5 Oakland & Hedding

Cycle (sec): 150 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 12 Average Delay (sec/veh): 43.4
Optimal Cycle: 52 Level Of Service: D

Street Name:	Oakland						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 4:55-5:55												
Base Vol:	34	234	47	259	500	249	246	607	65	62	334	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	234	47	259	500	249	246	607	65	62	334	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	234	47	259	500	249	246	607	65	62	334	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	234	47	259	500	249	246	607	65	62	334	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	234	47	259	500	249	246	607	65	62	334	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	234	47	259	500	249	246	607	65	62	334	166
Saturation 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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.03	0.15	0.13	0.14	0.14	0.32	0.04	0.04	0.18	0.09
Crit Moves:		****		****				****		****		
Green Time:	13.4	15.1	23.7	36.2	37.8	76.4	38.6	78.1	91.5	8.7	48.2	84.4
Volume/Cap:	0.22	0.61	0.17	0.61	0.52	0.28	0.55	0.61	0.06	0.61	0.55	0.17
Delay/Veh:	66.6	71.9	56.0	57.2	50.3	21.8	52.9	28.2	12.0	93.8	45.4	16.2
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:	66.6	71.9	56.0	57.2	50.3	21.8	52.9	28.2	12.0	93.8	45.4	16.2
LOS by Move:	E	E	E+	E+	D	C+	D-	C	B+	F	D	B
HCM2kAvgQ:	2	6	2	12	10	7	11	19	1	4	13	4

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

Intersection #6 11th St & Hedding

Cycle (sec):	150	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	6	Average Delay (sec/veh):	15.9
Optimal Cycle:	26	Level Of Service:	B

Street Name:	11th St							Hedding							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
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		
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module: >> Count Date: 18 Jul 2018 << 5:00-6:00																				
Base Vol:	235	0	130			0	0	0			0	705	0			0	705	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:	235	0	130			0	0	0			0	705	0			0	705	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:	235	0	130			0	0	0			0	705	0			0	705	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:	235	0	130			0	0	0			0	705	0			0	705	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	235	0	130			0	0	0			0	705	0			0	705	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:	235	0	130			0	0	0			0	705	0			0	705	0		
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	0.00	1.00			0.00	0.00	0.00			0.00	1.00	0.00			0.00	1.00	0.00		
Final Sat.:	3150	0	1750			0	0	0			0	1900	0			0	1900	0		
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.00	0.07			0.00	0.00	0.00			0.00	0.37	0.00			0.00	0.37	0.00		
Crit Moves:	****															****				
Green Time:	24.1	0.0	24.1			0.0	0.0	0.0			0.0	120	0.0			0.0	120	0.0		
Volume/Cap:	0.46	0.00	0.46			0.00	0.00	0.00			0.00	0.46	0.00			0.00	0.46	0.00		
Delay/Veh:	57.8	0.0	58.3			0.0	0.0	0.0			0.0	5.0	0.0			0.0	5.0	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:	57.8	0.0	58.3			0.0	0.0	0.0			0.0	5.0	0.0			0.0	5.0	0.0		
LOS by Move:	E+	A	E+			A	A	A			A	A	A			A	A	A		
HCM2kAvgQ:	6	0	6			0	0	0			0	10	0			0	10	0		

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

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

Intersection #7 10th St & Hedding

Cycle (sec): 150 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 9 Average Delay (sec/veh): 37.5
Optimal Cycle: 55 Level Of Service: D+

Street Name:	10th St						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0	0	1 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module: >> Count Date: 20 Sep 2018 << 4:10-5:10												
Base Vol:	0	0	0	136	860	62	56	568	138	169	491	278
Growth Adj:	1.00	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	136	860	62	56	568	138	169	491	278
Added Vol:	0	0	0	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	136	860	62	56	568	138	169	491	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	136	860	62	56	568	138	169	491	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	860	62	56	568	138	169	491	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	136	860	62	56	568	138	169	491	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.28	1.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	505	3194	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.04	0.03	0.30	0.08	0.10	0.26	0.16
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	57.1	57.1	69.9	12.8	63.4	63.4	20.5	71.1	128.2
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.08	0.37	0.71	0.19	0.71	0.55	0.19
Delay/Veh:	0.0	0.0	0.0	42.4	42.4	22.3	71.8	40.9	27.7	78.1	30.4	2.2
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	0.0	0.0	42.4	42.4	22.3	71.8	40.9	27.7	78.1	30.4	2.2
LOS by Move:	A	A	A	D	D	C+	E	D	C	E-	C	A
HCM2kAvgQ:	0	0	0	20	20	2	3	22	4	9	16	2

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

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

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[14.0]

Street Name:	Oakland Rd						Project Entrance/Boardwalk Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module: PM Peak Hour												
Base Vol:	0 1040		40	251 1040		0	0	0	0	0	0	27
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0 1040		40	251 1040		0	0	0	0	0	0	27
Added Vol:	0	0	0	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 1040		40	251 1040		0	0	0	0	0	0	27
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0 1040		40	251 1040		0	0	0	0	0	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0 1040		40	251 1040		0	0	0	0	0	0	27
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx		6.9
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			1080 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx		520
Potent Cap.:	xxxx xxxx xxxxx			647 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx		506
Move Cap.:	xxxx xxxx xxxxx			647 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx		506
Volume/Cap:	xxxx xxxx		xxxx	0.39 xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		0.05
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			1.8 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx		0.2
Control Del:	xxxxx xxxx xxxxx			14.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx		12.5
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.5		
ApproachLOS:	*			*			*			B		

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

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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#8	[2Way95thQ]:	xxxx	xxxx	xxxx	1.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2

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Scenario Report

Scenario:	Background (AM)
Command:	Background
Volume:	Background (AM)
Geometry:	Background (AM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Oakland & Mabury	C	18.2	0.409	D	32.0	0.596	+13.844 D/V
# 2 Oakland & US 101 NB	C-	33.4	0.769	E+	56.2	1.016	+22.795 D/V
# 3 Oakland & US 101 SB	C	27.0	0.516	C	29.2	0.689	+ 2.165 D/V
# 4 Oakland & Horning	B	10.5	0.072	B	11.9	0.120	+ 1.423 D/V
# 5 Oakland & Hedding	D	44.5	0.620	D-	51.8	0.850	+ 7.265 D/V
# 6 11th St & Hedding	C	29.0	0.734	D+	36.3	0.888	+ 7.339 D/V
# 7 10th St & Hedding	C+	21.0	0.599	C	23.4	0.727	+ 2.410 D/V

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

Intersection #1 Oakland & Mabury [3-leg unsignalized intersection]

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[32.0]

Street Name:	Oakland							Mabury							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 2	0	1		0 0 3	0	0		0 0 0	0	0		0 0 0	0	1	
Volume Module: >> Count Date: 18 Jul 2018 << 8:00-9:00																
Base Vol:	0 1175	128			0 1375	0			0 0 0	0			0 0 0	0	187	
Growth Adj:	1.00 1.00	1.00	1.00		1.00 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 1175	128			0 1375	0			0 0 0	0			0 0 0	0	187	
Added Vol:	0 0	0			0 0	0			0 0 0	0			0 0 0	0	0	
ATI:	0 500	0			0 395	0			0 0 0	0			0 0 0	0	0	
Initial Fut:	0 1675	128			0 1770	0			0 0 0	0			0 0 0	0	187	
User Adj:	1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00		1.00 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 1675	128			0 1770	0			0 0 0	0			0 0 0	0	187	
Reduct Vol:	0 0	0			0 0	0			0 0 0	0			0 0 0	0	0	
FinalVolume:	0 1675	128			0 1770	0			0 0 0	0			0 0 0	0	187	
Critical Gap Module:																
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx		xxxxx xxxxx	xxxx			xxxxx xxxxx	xxxx	6.9	
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx		xxxxx xxxxx	xxxx			xxxxx xxxxx	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx		838	
Potent Cap.:	xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx		314	
Move Cap.:	xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx		314	
Volume/Cap:	xxxx xxxx	xxxx			xxxx xxxx	xxxx			xxxx xxxx	xxxx			xxxx xxxx		0.60	
Level Of Service Module:																
2Way95thQ:	xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx		3.6	
Control Del:	xxxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxxx xxxx	xxxxx			xxxx xxxx		32.0	
LOS by Move:	* *	*			* *	*			* *	*			* *		D	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxx xxxx		xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxxx xxxx	xxxxx			xxxxx xxxx		xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx			xxxx xxxx	xxxxx			xxxxx xxxx	xxxxx			xxxxx xxxx		xxxxx	
Shared LOS:	* *	*			* *	*			* *	*			* *		*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				32.0			
ApproachLOS:	*				*				*				D			

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

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

Intersection #2 Oakland & US 101 NB

Cycle (sec):	120	Critical Vol./Cap.(X):	1.016
Loss Time (sec):	9	Average Delay (sec/veh):	56.2
Optimal Cycle:	240	Level Of Service:	E+

Street Name:	Oakland							US 101 NB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	7	10	0	0	10	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	4.0			
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	1	0	0 1
Volume Module: >> Count Date: 20 Sep 2018 << 7:50-8:50																
Base Vol:	486	796	0	0	544	831	0	0	0	143	3	508				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	486	796	0	0	544	831	0	0	0	143	3	508				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	160	340	0	0	173	222	0	0	0	59	0	161				
Initial Fut:	646	1136	0	0	717	1053	0	0	0	202	3	669				
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:	646	1136	0	0	717	0	0	0	0	202	3	669				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	646	1136	0	0	717	0	0	0	0	202	3	669				
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:	646	1136	0	0	717	0	0	0	0	202	3	669				
Saturation 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	1774	26	1750				
Capacity Analysis Module:																
Vol/Sat:	0.37	0.30	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.11	0.38				
Crit Moves:	****				****							****				
Green Time:	43.6	65.9	0.0	0.0	22.3	0.0	0.0	0.0	0.0	45.1	45.1	45.1				
Volume/Cap:	1.02	0.54	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.30	0.30	1.02				
Delay/Veh:	78.1	17.7	0.0	0.0	86.9	0.0	0.0	0.0	0.0	26.6	26.6	76.7				
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:	78.1	17.7	0.0	0.0	86.9	0.0	0.0	0.0	0.0	26.6	26.6	76.7				
LOS by Move:	E-	B	A	A	F	A	A	A	A	C	C	E-				
HCM2kAvgQ:	33	13	0	0	19	0	0	0	0	6	6	34				

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

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

Intersection #3 Oakland & US 101 SB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	9	Average Delay (sec/veh):	29.2
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Oakland							US 101 SB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
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		
Lanes:	0	0	2	0	1	2	0	2	0	0	1	1	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 20 Sep 2018 << 7:40-8:40																				
Base Vol:	0	900	178			348	359	0			344	0	228			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	900	178			348	359	0			344	0	228			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
ATI:	0	340	105			70	160	0			160	0	84			0	0	0		
Initial Fut:	0	1240	283			418	519	0			504	0	312			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	1240	283			418	519	0			504	0	312			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	1240	283			418	519	0			504	0	312			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	1240	283			418	519	0			504	0	312			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	0.33	0.16			0.13	0.14	0.00			0.14	0.00	0.18			0.00	0.00	0.00		
Crit Moves:		****				****							****							
Green Time:	0.0	56.8	56.8			23.1	79.9	0.0			31.1	0.0	31.1			0.0	0.0	0.0		
Volume/Cap:	0.00	0.69	0.34			0.69	0.21	0.00			0.55	0.00	0.69			0.00	0.00	0.00		
Delay/Veh:	0.0	25.8	20.1			48.5	7.8	0.0			39.1	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	25.8	20.1			48.5	7.8	0.0			39.1	0.0	44.6			0.0	0.0	0.0		
LOS by Move:	A	C	C+			D	A	A			D	A	D			A	A	A		
HCM2kAvgQ:	0	18	7			10	4	0			9	0	12			0	0	0		

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

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

Intersection #4 Oakland & Horning

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.9]

Street Name:	Oakland						Horning					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0 0		0 0 1	1 0		0 0 0	0 1		0 0 0	0 0	
Volume Module: >> Count Date: 18 Jul 2018 << 7:15-8:15												
Base Vol:	0 1080	0		0 430	160		0	0	51	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 1080	0		0 430	160		0	0	51	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0 450	0		0 160	80		0	0	20	0	0	0
Initial Fut:	0 1530	0		0 590	240		0	0	71	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 1530	0		0 590	240		0	0	71	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0 1530	0		0 590	240		0	0	71	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		6.9	xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		3.3	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		415	xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		592	xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		592	xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx		0.12	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		0.4	xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		11.9	xxxxx xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #5 Oakland & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	12	Average Delay (sec/veh):	51.8
Optimal Cycle:	102	Level Of Service:	D-

Street Name:	Oakland						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
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
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module: >> Count Date: 20 Sep 2018 << 7:25-8:25												
Base Vol:	162	469	28	97	141	151	245	199	41	23	472	225
Growth Adj:	1.00	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	469	28	97	141	151	245	199	41	23	472	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	19	200	7	95	62	25	60	150	1	6	131	190
Initial Fut:	181	669	35	192	203	176	305	349	42	29	603	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	669	35	192	203	176	305	349	42	29	603	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	669	35	192	203	176	305	349	42	29	603	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	669	35	192	203	176	305	349	42	29	603	415
Saturation 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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.02	0.11	0.05	0.10	0.17	0.18	0.02	0.02	0.32	0.24
Crit Moves:		****		****			****				****	
Green Time:	27.8	29.0	46.3	18.1	19.2	47.9	28.7	63.6	91.5	17.3	52.3	70.3
Volume/Cap:	0.52	0.85	0.06	0.85	0.39	0.29	0.85	0.40	0.04	0.13	0.85	0.47
Delay/Veh:	55.6	64.6	32.2	90.7	57.2	34.9	75.2	26.9	8.7	55.9	52.5	24.5
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:	55.6	64.6	32.2	90.7	57.2	34.9	75.2	26.9	8.7	55.9	52.5	24.5
LOS by Move:	E+	E	C-	F	E+	C-	E-	C	A	E+	D-	C
HCM2kAvgQ:	8	16	1	11	4	6	16	10	1	1	26	12

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

Intersection #6 11th St & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	6	Average Delay (sec/veh):	36.3
Optimal Cycle:	96	Level Of Service:	D+

Street Name:	11th St							Hedding							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
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	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	1	0 0	0	0	1	0 0
Volume Module: >> Count Date: 18 Jul 2018 << 8:00-9:00																
Base Vol:	780	0	148		0	0	0		0	310	0		0	865	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:	780	0	148		0	0	0		0	310	0		0	865	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	178	0	59		0	0	0		0	150	0		0	172	0	
Initial Fut:	958	0	207		0	0	0		0	460	0		0	1037	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:	958	0	207		0	0	0		0	460	0		0	1037	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	958	0	207		0	0	0		0	460	0		0	1037	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:	958	0	207		0	0	0		0	460	0		0	1037	0	
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	0.00	1.00		0.00	0.00	0.00		0.00	1.00	0.00		0.00	1.00	0.00	
Final Sat.:	3150	0	1750		0	0	0		0	1900	0		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.00	0.12		0.00	0.00	0.00		0.00	0.24	0.00		0.00	0.55	0.00	
Crit Moves:	****													****		
Green Time:	47.9	0.0	47.9		0.0	0.0	0.0		0.0	86.1	0.0		0.0	86.1	0.0	
Volume/Cap:	0.89	0.00	0.35		0.00	0.00	0.00		0.00	0.39	0.00		0.00	0.89	0.00	
Delay/Veh:	52.7	0.0	34.7		0.0	0.0	0.0		0.0	13.9	0.0		0.0	31.5	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:	52.7	0.0	34.7		0.0	0.0	0.0		0.0	13.9	0.0		0.0	31.5	0.0	
LOS by Move:	D-		A	C-		A	A	A		A	B	A		A	C	A
HCM2kAvgQ:	26	0	7		0	0	0		0	10	0		0	40	0	

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

Intersection #7 10th St & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	9	Average Delay (sec/veh):	23.4
Optimal Cycle:	58	Level Of Service:	C

Street Name:	10th St						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0	0	1 1	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module: >> Count Date: 18 Jul 2018 << 8:00-9:00												
Base Vol:	0	0	0	42	246	45	105	265	84	100	803	740
Growth Adj:	1.00	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	42	246	45	105	265	84	100	803	740
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	5	38	4	24	143	18	40	180	130
Initial Fut:	0	0	0	47	284	49	129	408	102	140	983	870
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	47	284	49	129	408	102	140	983	870
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	284	49	129	408	102	140	983	870
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	47	284	49	129	408	102	140	983	870
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.29	1.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	525	3174	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.07	0.21	0.06	0.08	0.52	0.50
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.2	17.2	31.4	14.2	82.9	82.9	30.9	99.6	116.8
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.12	0.73	0.36	0.10	0.36	0.73	0.60
Delay/Veh:	0.0	0.0	0.0	68.9	68.9	44.0	83.9	15.7	12.6	48.9	15.5	5.6
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	0.0	0.0	68.9	68.9	44.0	83.9	15.7	12.6	48.9	15.5	5.6
LOS by Move:	A	A	A	E	E	D	F	B	B	D	B	A
HCM2kAvgQ:	0	0	0	8	8	2	7	9	2	6	25	14

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

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[16.5]

Street Name:	Oakland Rd						Project Entrance/Boardwalk Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	0 1480	22		83	580	0	0	0	0	0	0	51
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1480	22		83	580	0	0	0	0	0	0	51
Added Vol:	0 0	0		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 1480	22		83	580	0	0	0	0	0	0	51
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	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 1480	22		83	580	0	0	0	0	0	0	51
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	0 1480	22		83	580	0	0	0	0	0	0	51
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	4.1		xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	
FollowUpTim:	xxxxx xxxx xxxxx	2.2		xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	1502		xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	740	
Potent Cap.:	xxxx xxxx xxxxx	447		xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	364	
Move Cap.:	xxxx xxxx xxxxx	447		xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	364	
Volume/Cap:	xxxx xxxx xxxx	0.19		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	0.7		xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	
Control Del:	xxxxx xxxx xxxxx	14.9		xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.5	
LOS by Move:	* * *	B		*	*	*	*	*	*	*	C	
Movement:	LT - LTR - RT	LT - LTR - RT				LT - LTR - RT			LT - LTR - RT			
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx				xxxx xxxx xxxxx			xxxx xxxx xxxxx			
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx				xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx				xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			
Shared LOS:	* * *	* * *				* * *			* * *			
ApproachDel:	xxxxxx	xxxxxx				xxxxxx			16.5			
ApproachLOS:	*	*				*			C			

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

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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#8	[2Way95thQ]:	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.5

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Scenario Report

Scenario:	Background (PM)
Command:	Background
Volume:	Background (PM)
Geometry:	Background (PM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Oakland & Mabury	B	12.7	0.165	C	15.5	0.214	+ 2.866 D/V
# 2 Oakland & US 101 NB	C	24.2	0.814	E+	56.7	1.068	+32.496 D/V
# 3 Oakland & US 101 SB	C	29.4	0.883	E	69.5	1.155	+40.179 D/V
# 4 Oakland & Horning	E	45.1	0.915	F	222.6	1.408	+177.478 D/V
# 5 Oakland & Hedding	D	43.4	0.614	D-	52.7	0.873	+ 9.334 D/V
# 6 11th St & Hedding	B	15.9	0.464	B	17.8	0.625	+ 1.877 D/V
# 7 10th St & Hedding	D+	37.5	0.707	D	46.6	0.904	+ 9.147 D/V

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

Intersection #1 Oakland & Mabury [3-leg unsignalized intersection]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.5]

Street Name:	Oakland							Mabury							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
Volume Module: >> Count Date: 18 Jul 2018 << 4:15-5:15																				
Base Vol:	0	900	239			0	1685				0	0	0			0	0	0		93
Growth Adj:	1.00	1.00	1.00			1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		1.00
Initial Bse:	0	900	239			0	1685				0	0	0			0	0	0		93
Added Vol:	0	0	0			0	0				0	0	0			0	0	0		0
ATI:	0	345	0			0	540				0	0	0			0	0	0		0
Initial Fut:	0	1245	239			0	2225				0	0	0			0	0	0		93
User Adj:	1.00	1.00	1.00			1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		1.00
PHF Volume:	0	1245	239			0	2225				0	0	0			0	0	0		93
Reduct Vol:	0	0	0			0	0				0	0	0			0	0	0		0
FinalVolume:	0	1245	239			0	2225				0	0	0			0	0	0		93
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx			623
Potent Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx			434
Move Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx			434
Volume/Cap:	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx			0.21
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx			0.8
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx			15.5
LOS by Move:	*	*	*			*	*	*			*	*	*			*	*			C
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					15.5				
ApproachLOS:	*					*					*					C				

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

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

Intersection #2 Oakland & US 101 NB

Cycle (sec):	83	Critical Vol./Cap.(X):	1.068
Loss Time (sec):	9	Average Delay (sec/veh):	56.7
Optimal Cycle:	240	Level Of Service:	E+

Street Name:	Oakland							US 101 NB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
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	
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	1	0	0 1
Volume Module: >> Count Date: 20 Sep 2018 << 4:00-5:00																
Base Vol:	175	657	0		0	1332	353		0	0	0		168	1	482	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	175	657	0		0	1332	353		0	0	0		168	1	482	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	104	234	0		0	390	152		0	0	0		74	0	112	
Initial Fut:	279	891	0		0	1722	505		0	0	0		242	1	594	
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:	279	891	0		0	1722	0		0	0	0		242	1	594	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	279	891	0		0	1722	0		0	0	0		242	1	594	
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:	279	891	0		0	1722	0		0	0	0		242	1	594	
Saturation 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		1793	7	1750	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.23	0.00		0.00	0.45	0.00		0.00	0.00	0.00		0.14	0.14	0.34	
Crit Moves:	****					****									****	
Green Time:	12.4	47.6	0.0		0.0	35.2	0.0		0.0	0.0	0.0		26.4	26.4	26.4	
Volume/Cap:	1.07	0.41	0.00		0.00	1.07	0.00		0.00	0.00	0.00		0.42	0.42	1.07	
Delay/Veh:	110.1	10.0	0.0		0.0	66.9	0.0		0.0	0.0	0.0		22.8	22.8	85.8	
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:	110.1	10.0	0.0		0.0	66.9	0.0		0.0	0.0	0.0		22.8	22.8	85.8	
LOS by Move:	F	A	A		A	E	A		A	A	A		C+	C+	F	
HCM2kAvgQ:	14	6	0		0	34	0		0	0	0		5	5	27	

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

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

Intersection #3 Oakland & US 101 SB

Cycle (sec):	83	Critical Vol./Cap.(X):	1.155
Loss Time (sec):	9	Average Delay (sec/veh):	69.5
Optimal Cycle:	240	Level Of Service:	E

Street Name:	Oakland							US 101 SB Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
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	
Lanes:	0	0	2	0 1	2	0	2	0 0	1	1	0	0 1	0	0	0	0 0
Volume Module: >> Count Date: 20 Sep 2018 << 4:05-5:05																
Base Vol:	0	449	615		927	554	0		368	19	248		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	449	615		927	554	0		368	19	248		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	160	124		195	272	0		180	0	191		0	0	0	
Initial Fut:	0	609	739		1122	826	0		548	19	439		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	609	739		1122	826	0		548	19	439		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	609	739		1122	826	0		548	19	439		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	609	739		1122	826	0		548	19	439		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		1.93	0.07	1.00		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	3800	0		3431	119	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.42		0.36	0.22	0.00		0.16	0.16	0.25		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green Time:	0.0	30.4	30.4		25.6	56.0	0.0		18.0	18.0	18.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.44	1.15		1.15	0.32	0.00		0.74	0.74	1.15		0.00	0.00	0.00	
Delay/Veh:	0.0	20.1	112.8		110.1	5.7	0.0		34.0	34.0	127.8		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	20.1	112.8		110.1	5.7	0.0		34.0	34.0	127.8		0.0	0.0	0.0	
LOS by Move:	A	C+	F		F	A	A		C-	C-	F		A	A	A	
HCM2kAvgQ:	0	6	37		32	4	0		9	9	24		0	0	0	

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

City of San Jose
Citywide Traffix Database
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Oakland & Horning

Average Delay (sec/veh): 40.9 Worst Case Level Of Service: F[222.6]

Street Name:	Oakland						Horning					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0 0		0 0 1	1 0		0 0 0	0 1		0 0 0	0 0	
Volume Module: >> Count Date: 18 Jul 2018 << 4:00-5:00												
Base Vol:	0 1065	0		0 739	75		0	0 548		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 1065	0		0 739	75		0	0 548		0	0	0
Added Vol:	0 0	0		0 0	0		0	0 0		0	0	0
ATI:	0 315	0		0 340	120		0	0 50		0	0	0
Initial Fut:	0 1380	0		0 1079	195		0	0 598		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 1380	0		0 1079	195		0	0 598		0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0 0		0	0	0
FinalVolume:	0 1380	0		0 1079	195		0	0 598		0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	6.9		xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	3.3		xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	637		xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	425		xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	425		xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	1.41		xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	29.3		xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	222.6		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	F		* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			222.6			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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

Intersection #5 Oakland & Hedding

Cycle (sec):	150	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	12	Average Delay (sec/veh):	52.7
Optimal Cycle:	116	Level Of Service:	D-

Street Name:	Oakland						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 4:55-5:55												
Base Vol:	34	234	47	259	500	249	246	607	65	62	334	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	234	47	259	500	249	246	607	65	62	334	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	140	10	146	167	79	40	210	3	13	158	135
Initial Fut:	36	374	57	405	667	328	286	817	68	75	492	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	374	57	405	667	328	286	817	68	75	492	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	374	57	405	667	328	286	817	68	75	492	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	374	57	405	667	328	286	817	68	75	492	301
Saturation 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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.03	0.23	0.18	0.19	0.16	0.43	0.04	0.04	0.26	0.17
Crit Moves:		****		****				****		****		
Green Time:	11.9	16.9	24.3	39.8	44.8	76.3	31.5	73.9	85.8	7.4	49.8	89.6
Volume/Cap:	0.26	0.87	0.20	0.87	0.59	0.37	0.78	0.87	0.07	0.87	0.78	0.29
Delay/Veh:	69.4	86.5	56.0	72.4	47.0	23.5	71.0	44.9	14.4	137.3	54.3	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	86.5	56.0	72.4	47.0	23.5	71.0	44.9	14.4	137.3	54.3	15.4
LOS by Move:	E	F	E+	E	D	C	E	D	B	F	D-	B
HCM2kAvgQ:	2	11	2	22	13	10	15	35	1	6	21	7

City of San Jose
Citywide Traffix Database
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Note: Queue reported is the number of cars per lane.

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

Intersection #6 11th St & Hedding

Cycle (sec):	150	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	6	Average Delay (sec/veh):	17.8
Optimal Cycle:	36	Level Of Service:	B

Street Name:	11th St							Hedding							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
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		
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module: >> Count Date: 18 Jul 2018 << 5:00-6:00																				
Base Vol:	235	0	130			0	0	0			0	705	0			0	705	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:	235	0	130			0	0	0			0	705	0			0	705	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
ATI:	58	0	50			0	0	0			0	200	0			0	240	0		
Initial Fut:	293	0	180			0	0	0			0	905	0			0	945	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:	293	0	180			0	0	0			0	905	0			0	945	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	293	0	180			0	0	0			0	905	0			0	945	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:	293	0	180			0	0	0			0	905	0			0	945	0		
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	0.00	1.00			0.00	0.00	0.00			0.00	1.00	0.00			0.00	1.00	0.00		
Final Sat.:	3150	0	1750			0	0	0			0	1900	0			0	1900	0		
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.00	0.10			0.00	0.00	0.00			0.00	0.48	0.00			0.00	0.50	0.00		
Crit Moves:			****														****			
Green Time:	24.7	0.0	24.7			0.0	0.0	0.0			0.0	119	0.0			0.0	119	0.0		
Volume/Cap:	0.57	0.00	0.63			0.00	0.00	0.00			0.00	0.60	0.00			0.00	0.63	0.00		
Delay/Veh:	59.2	0.0	62.6			0.0	0.0	0.0			0.0	6.7	0.0			0.0	7.1	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:	59.2	0.0	62.6			0.0	0.0	0.0			0.0	6.7	0.0			0.0	7.1	0.0		
LOS by Move:	E+		A		E	A		A		A	A		A		A	A		A		A
HCM2kAvgQ:	8	0	9			0	0	0			0	16	0			0	18	0		

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

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

Intersection #7 10th St & Hedding

Cycle (sec):	150	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	9	Average Delay (sec/veh):	46.6
Optimal Cycle:	124	Level Of Service:	D

Street Name:	10th St						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0	0	1	1 0	1	0	1 0	1	0	1 0
Volume Module: >> Count Date: 20 Sep 2018 << 4:10-5:10												
Base Vol:	0	0	0	136	860	62	56	568	138	169	491	278
Growth Adj:	1.00	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	136	860	62	56	568	138	169	491	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	18	169	45	8	179	44	70	162	77
Initial Fut:	0	0	0	154	1029	107	64	747	182	239	653	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	154	1029	107	64	747	182	239	653	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	1029	107	64	747	182	239	653	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	154	1029	107	64	747	182	239	653	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.27	1.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	482	3218	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.06	0.04	0.39	0.10	0.14	0.34	0.20
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	53.1	53.1	63.6	10.5	65.3	65.3	22.7	77.4	130.5
Volume/Cap:	0.00	0.00	0.00	0.90	0.90	0.14	0.52	0.90	0.24	0.90	0.67	0.23
Delay/Veh:	0.0	0.0	0.0	56.4	56.4	26.9	82.3	54.6	27.5	97.8	30.3	2.0
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	56.4	56.4	26.9	82.3	54.6	27.5	97.8	30.3	2.0
LOS by Move:	A	A	A	E+	E+	C	F	D-	C	F	C	A
HCM2kAvgQ:	0	0	0	30	30	3	4	35	6	15	22	3

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

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[19.6]

Street Name:	Oakland Rd						Project Entrance/Boardwalk Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0 1350		40	251 1430		0	0	0	0	0	0	27
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	0 1350		40	251 1430		0	0	0	0	0	0	27
Added Vol:	0 0		0	0 0		0	0	0	0	0	0	0
ATI:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	0 1350		40	251 1430		0	0	0	0	0	0	27
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	0 1350		40	251 1430		0	0	0	0	0	0	27
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
FinalVolume:	0 1350		40	251 1430		0	0	0	0	0	0	27
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx		4.1	xxxx xxxxx xxxxx		xxxx	xxxxx xxxxx xxxx			xxxxx xxxx		6.9
FollowUpTim:	xxxxx xxxx xxxxx		2.2	xxxx xxxxx xxxxx		xxxx	xxxxx xxxxx xxxx			xxxxx xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx		1390	xxxx xxxxx		xxxx	xxxx xxxxx			xxxx xxxx		675
Potent Cap.:	xxxx xxxx xxxxx		493	xxxx xxxxx		xxxx	xxxx xxxxx			xxxx xxxx		401
Move Cap.:	xxxx xxxx xxxxx		493	xxxx xxxxx		xxxx	xxxx xxxxx			xxxx xxxx		401
Volume/Cap:	xxxx xxxx	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.07
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx		2.8	xxxx xxxxx		xxxx	xxxx xxxxx			xxxx xxxx		0.2
Control Del:	xxxxx xxxx xxxxx		19.6	xxxx xxxxx		xxxxx	xxxx xxxxx			xxxxx xxxx		14.6
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.6		
ApproachLOS:	*			*			*			B		

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

City of San Jose
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Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#8	[2Way95thQ]:	xxxx xxxx xxxx	2.8 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.2

Scenario Report

Scenario:	Background + Project (AM)
Command:	Background + Project
Volume:	Background + Project (AM)
Geometry:	Background + Project (AM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background + Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 Oakland & Mabury	D	32.0	0.596	D	32.1	0.597	+ 0.091
# 2 Oakland & US 101 NB	E+	56.2	1.016	E+	56.7	1.020	+ 0.538
# 3 Oakland & US 101 SB	C	29.2	0.689	C	29.3	0.693	+ 0.076
# 4 Oakland & Horning	B	11.9	0.120	B	12.0	0.122	+ 0.048
# 5 Oakland & Hedding	D-	51.8	0.850	D-	52.1	0.855	+ 0.288
# 6 11th St & Hedding	D+	36.3	0.888	D+	36.6	0.892	+ 0.336
# 7 10th St & Hedding	C	23.4	0.727	C	23.5	0.731	+ 0.065

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

Intersection #1 Oakland & Mabury [3-leg unsignalized intersection]

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[32.1]

Street Name:	Oakland						Mabury					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	0 0 3	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module: >> Count Date: 18 Jul 2018 << 8:00-9:00												
Base Vol:	0 1675	128		0 1770	0		0 0	0		0 0	0	187
Growth Adj:	1.00 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 1675	128		0 1770	0		0 0	0		0 0	0	187
Added Vol:	0 0	0		0 0	0		0 0	0		0 0	0	0
Project:	0 2	0		0 1	0		0 0	0		0 0	0	0
Initial Fut:	0 1677	128		0 1771	0		0 0	0		0 0	0	187
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0 1677	128		0 1771	0		0 0	0		0 0	0	187
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	0
FinalVolume:	0 1677	128		0 1771	0		0 0	0		0 0	0	187
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx 6.9
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx 3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	xxxx 839
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	xxxx 313
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	xxxx 313
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx	0.60
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	3.6
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	32.1
LOS by Move:	* *	*		* *	*		* *	*		* *	*	D
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			32.1		
ApproachLOS:	*			*			*			D		

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

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

Intersection #2 Oakland & US 101 NB

Cycle (sec):	120	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	9	Average Delay (sec/veh):	56.7
Optimal Cycle:	180	Level Of Service:	E+

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
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
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 7:530-8:50												
Base Vol:	646	1136	0	0	717	1053	0	0	0	202	3	669
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	646	1136	0	0	717	1053	0	0	0	202	3	669
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	5	2	0	0	1	0	0	0	0	1	0	0
Initial Fut:	651	1138	0	0	718	1053	0	0	0	203	3	669
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:	651	1138	0	0	718	0	0	0	0	203	3	669
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	1138	0	0	718	0	0	0	0	203	3	669
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:	651	1138	0	0	718	0	0	0	0	203	3	669
Saturation 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	1774	26	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.30	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.11	0.38
Crit Moves:	****				****							****
Green Time:	43.8	66.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	45.0	45.0	45.0
Volume/Cap:	1.02	0.54	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.31	0.31	1.02
Uniform Del:	38.1	17.3	0.0	0.0	48.9	0.0	0.0	0.0	0.0	26.5	26.5	37.5
IncremntDel:	40.7	0.3	0.0	0.0	39.0	0.0	0.0	0.0	0.0	0.3	0.3	40.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	78.8	17.6	0.0	0.0	87.9	0.0	0.0	0.0	0.0	26.7	26.7	77.7
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:	78.8	17.6	0.0	0.0	87.9	0.0	0.0	0.0	0.0	26.7	26.7	77.7
LOS by Move:	E-	B	A	A	F	A	A	A	A	C	C	E-
HCM2kAvgQ:	34	13	0	0	19	0	0	0	0	6	6	35

****

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

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

Intersection #3 Oakland & US 101 SB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	9	Average Delay (sec/veh):	29.3
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Oakland						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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
Lanes:	0 0	2	0 1	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module: >> Count Date: 20 Sep 2018 << 7:40-8:40												
Base Vol:	0	1240	283	418	519	0	504	0	312	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	1240	283	418	519	0	504	0	312	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	7	2	0	2	0	0	0	4	0	0	0
Initial Fut:	0	1247	285	418	521	0	504	0	316	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	1247	285	418	521	0	504	0	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1247	285	418	521	0	504	0	316	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	1247	285	418	521	0	504	0	316	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	0.33	0.16	0.13	0.14	0.00	0.14	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	56.8	56.8	23.0	79.8	0.0	31.2	0.0	31.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.34	0.69	0.21	0.00	0.55	0.00	0.69	0.00	0.00	0.00
Uniform Del:	0.0	24.8	19.9	45.2	7.8	0.0	38.3	0.0	40.1	0.0	0.0	0.0
IncremntDel:	0.0	1.2	0.3	3.5	0.0	0.0	0.7	0.0	4.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.0	20.1	48.7	7.9	0.0	38.9	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	26.0	20.1	48.7	7.9	0.0	38.9	0.0	44.6	0.0	0.0	0.0
LOS by Move:	A	C	C+	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	18	7	10	4	0	9	0	12	0	0	0

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

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

Intersection #4 Oakland & Horning

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.0]

Street Name:	Oakland						Horning					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module: >> Count Date: 18 Jul 2018 << 7:15-8:15												
Base Vol:	0 1530		0	0 590		240	0	0	71	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 1530		0	0 590		240	0	0	71	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	9	0	0	3	3	0	0	1	0	0	0
Initial Fut:	0 1539		0	0 593		243	0	0	72	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 1539		0	0 593		243	0	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0 1539		0	0 593		243	0	0	72	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		6.9	xxxxx xxxx		xxxxx
FollowUpTim:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		3.3	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		418	xxxx xxxx		xxxxx
Potent Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		589	xxxx xxxx		xxxxx
Move Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		589	xxxx xxxx		xxxxx
Volume/Cap:	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		0.12	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		0.4	xxxx xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		12.0	xxxxx xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #5 Oakland & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	12	Average Delay (sec/veh):	52.1
Optimal Cycle:	104	Level Of Service:	D-

Street Name:	Oakland						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 7:25-8:25												
Base Vol:	181	669	35	192	203	176	305	349	42	29	603	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	669	35	192	203	176	305	349	42	29	603	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	4	1	8	3	0	0	0	0	2
Initial Fut:	181	669	35	196	204	184	308	349	42	29	603	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	669	35	196	204	184	308	349	42	29	603	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	669	35	196	204	184	308	349	42	29	603	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	669	35	196	204	184	308	349	42	29	603	417
Saturation 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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.02	0.11	0.05	0.11	0.18	0.18	0.02	0.02	0.32	0.24
Crit Moves:		****		****			****				****	
Green Time:	27.9	28.8	46.1	18.3	19.3	48.1	28.8	63.5	91.4	17.3	52.0	70.3
Volume/Cap:	0.52	0.85	0.06	0.85	0.39	0.31	0.85	0.40	0.04	0.13	0.85	0.47
Uniform Del:	50.0	53.6	32.1	59.5	55.0	33.7	53.6	25.6	8.6	54.7	40.5	22.8
IncremntDel:	5.4	11.5	0.2	31.2	2.2	1.3	22.0	1.4	0.1	1.3	12.6	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.5	65.1	32.3	90.8	57.2	35.0	75.6	27.0	8.7	56.0	53.1	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	65.1	32.3	90.8	57.2	35.0	75.6	27.0	8.7	56.0	53.1	24.6
LOS by Move:	E+	E	C-	F	E+	D+	E-	C	A	E+	D-	C
HCM2kAvgQ:	8	16	1	11	4	6	16	10	1	1	26	12

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

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

Intersection #6 11th St & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	6	Average Delay (sec/veh):	36.6
Optimal Cycle:	99	Level Of Service:	D+

Street Name:	11th St						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
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
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	1	0 0	0 0	1	0 0
Volume Module: >> Count Date: 18 Jul 2018 << 8:00-9:00												
Base Vol:	958	0	207	0	0	0	0	460	0	0	1037	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:	958	0	207	0	0	0	0	460	0	0	1037	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	1	0	0	0	0	2	0	0	8	0
Initial Fut:	958	0	208	0	0	0	0	462	0	0	1045	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:	958	0	208	0	0	0	0	462	0	0	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	0	208	0	0	0	0	462	0	0	1045	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:	958	0	208	0	0	0	0	462	0	0	1045	0
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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.12	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.55	0.00
Crit Moves:	****										****	
Green Time:	47.7	0.0	47.7	0.0	0.0	0.0	0.0	86.3	0.0	0.0	86.3	0.0
Volume/Cap:	0.89	0.00	0.35	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.89	0.00
Uniform Del:	43.7	0.0	34.5	0.0	0.0	0.0	0.0	13.6	0.0	0.0	22.9	0.0
IncremntDel:	9.6	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.0	0.0	8.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	53.3	0.0	34.9	0.0	0.0	0.0	0.0	13.8	0.0	0.0	31.8	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:	53.3	0.0	34.9	0.0	0.0	0.0	0.0	13.8	0.0	0.0	31.8	0.0
LOS by Move:	D-	A	C-	A	A	A	A	B	A	A	C	A
HCM2kAvgQ:	26	0	7	0	0	0	0	10	0	0	41	0

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

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

Intersection #7 10th St & Hedding

Cycle (sec):	140	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	9	Average Delay (sec/veh):	23.5
Optimal Cycle:	59	Level Of Service:	C

Street Name:	10th St						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module: >> Count Date: 20 Sep 2018 << 7:25-8:25												
Base Vol:	0	0	0	47	284	49	129	408	102	140	983	870
Growth Adj:	1.00	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	47	284	49	129	408	102	140	983	870
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	2	0	2	6	0
Initial Fut:	0	0	0	47	284	49	129	410	102	142	989	870
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	47	284	49	129	410	102	142	989	870
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	284	49	129	410	102	142	989	870
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	47	284	49	129	410	102	142	989	870
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.29	1.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	525	3174	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.07	0.22	0.06	0.08	0.52	0.50
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.1	17.1	31.3	14.1	82.7	82.7	31.1	99.7	116.9
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.13	0.73	0.37	0.10	0.37	0.73	0.60
Uniform Del:	0.0	0.0	0.0	59.2	59.2	43.4	61.1	14.9	12.4	46.1	12.1	3.8
IncremntDel:	0.0	0.0	0.0	10.0	10.0	0.7	23.2	0.9	0.2	2.6	3.5	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	69.2	69.2	44.1	84.3	15.8	12.6	48.7	15.6	5.6
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	0.0	0.0	69.2	69.2	44.1	84.3	15.8	12.6	48.7	15.6	5.6
LOS by Move:	A	A	A	E	E	D	F	B	B	D	B	A
HCM2kAvgQ:	0	0	0	9	9	2	7	9	2	6	26	14

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

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

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Average Delay (sec/veh): 16.7 Worst Case Level Of Service: F[398.4]

Street Name:	Oakland Rd						Project Entrance/Boardwalk Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	0	1480	22	83	580	0	0	0	0	40	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1480	22	83	580	0	0	0	0	40	0	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	23	0	0	1	0	6	9	0	20	0	0	0
Initial Fut:	23	1480	22	84	580	6	9	0	20	40	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1480	22	84	580	6	9	0	20	40	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	1480	22	84	580	6	9	0	20	40	0	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	586	xxxx	xxxxx	1502	xxxx	xxxxx	1537	2299	293	1995	2291	751
Potent Cap.:	992	xxxx	xxxxx	447	xxxx	xxxxx	81	39	709	37	40	358
Move Cap.:	992	xxxx	xxxxx	447	xxxx	xxxxx	58	31	709	30	32	358
Volume/Cap:	0.02	xxxx	xxxx	0.19	xxxx	xxxx	0.15	0.00	0.03	1.34	0.00	0.14
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	158	xxxxx	xxxx	61	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	8.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.7	xxxxx	xxxxx	398	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			32.7			398.4		
ApproachLOS:	*			*			D			F		

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

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	1%			1%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#8	[2Way95thQ]:	0.1	xxxx	xxxx	0.7	xxxx	xxxx	0.6	0.6	0.6	8.0	8.0	8.0

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

Intersection #8 Oakland Rd & Project Dwy/Boardwalk Way [Future Intersection]

Cycle (sec):	85	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	12	Average Delay (sec/veh):	13.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Oakland Rd						Project Dwy/Boardwalk Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2018 << 7:45 - 8:45												
Base Vol:	0	1480	22	83	580	0	0	0	0	40	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1480	22	83	580	0	0	0	0	40	0	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	23	0	0	1	0	6	9	0	20	0	0	0
Initial Fut:	23	1480	22	84	580	6	9	0	20	40	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1480	22	84	580	6	9	0	20	40	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1480	22	84	580	6	9	0	20	40	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1480	22	84	580	6	9	0	20	40	0	51
Saturation 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	0.97	0.95	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	1.00	0.44	0.00	0.56
Final Sat.:	1750	3800	1750	1750	3662	38	1750	0	1800	769	0	981
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.01	0.05	0.16	0.16	0.01	0.00	0.01	0.05	0.00	0.05
Crit Moves:		****		****					****	****		
Green Time:	4.7	54.4	54.4	7.0	56.7	56.7	1.6	0.0	1.6	10.0	0.0	10.0
Volume/Cap:	0.24	0.61	0.02	0.58	0.24	0.24	0.28	0.00	0.61	0.44	0.00	0.44
Uniform Del:	38.4	9.0	5.6	37.6	5.6	5.6	41.2	0.0	41.4	34.9	0.0	34.9
IncremntDel:	5.7	1.1	0.0	16.1	0.2	0.2	20.7	0.0	62.6	6.7	0.0	6.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	44.1	10.1	5.6	53.7	5.8	5.8	61.9	0.0	104.1	41.6	0.0	41.6
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:	44.1	10.1	5.6	53.7	5.8	5.8	61.9	0.0	104.1	41.6	0.0	41.6
LOS by Move:	D	B+	A	D-	A	A	E	A	F	D	A	D
HCM2kAvgQ:	1	12	0	3	3	3	1	0	1	3	0	3

****

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

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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#8	[HCM2kAvgQ]:	1	12	0	3	3	3	1	0	1	3	0	3

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

Intersection #9 Project Dwy & Horning St [Future Intersection]

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.5]

Street Name:	Project Dwy						Horning St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module: >> Count Date: 18 Jul 2018 << 7:45 - 8:45												
Base Vol:	0	0	0	0	0	0	0	76	0	0	256	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	76	0	0	256	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	14	0	1	0	0	0	0	0	13	3	0	0
Initial Fut:	14	0	1	0	0	0	0	76	13	3	256	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:	14	0	1	0	0	0	0	76	13	3	256	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	1	0	0	0	0	76	13	3	256	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	345	345	83	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	xxxx	xxxxx
Potent Cap.:	656	582	983	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1519	xxxx	xxxxx
Move Cap.:	655	580	983	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1519	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	670	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#9	[2Way95thQ]:	0.1	0.1	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	0.0	xxxx

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Scenario Report

Scenario:	Background + Project (PM)
Command:	Background + Project
Volume:	Background + Project (PM)
Geometry:	Background + Project (PM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background + Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Oakland & Mabury	C	15.5	0.214	C	15.5	0.214	+ 0.010 D/V
# 2 Oakland & US 101 NB	E+	56.7	1.068	E+	57.5	1.071	+ 0.877 D/V
# 3 Oakland & US 101 SB	E	69.5	1.155	E	70.1	1.158	+ 0.612 D/V
# 4 Oakland & Horning	F	222.6	1.408	F	227.3	1.419	+ 4.722 D/V
# 5 Oakland & Hedding	D-	52.7	0.873	D-	53.1	0.876	+ 0.354 D/V
# 6 11th St & Hedding	B	17.8	0.625	B	17.8	0.631	+ 0.058 D/V
# 7 10th St & Hedding	D	46.6	0.904	D	47.1	0.909	+ 0.428 D/V

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

Intersection #1 Oakland & Mabury [3-leg unsignalized intersection]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.5]

Street Name:	Oakland						Mabury					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	1	0 0 3	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module: >> Count Date: 18 Jul 2018 << 4:15-5:15												
Base Vol:	0 1245	239		0 2225	0		0 0 0	0		0 0 0	0	93
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0 1245	239		0 2225	0		0 0 0	0		0 0 0	0	93
Added Vol:	0 0	0		0 0	0		0 0 0	0		0 0 0	0	0
Project:	0 1	0		0 3	0		0 0 0	0		0 0 0	0	0
Initial Fut:	0 1246	239		0 2228	0		0 0 0	0		0 0 0	0	93
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0 1246	239		0 2228	0		0 0 0	0		0 0 0	0	93
Reduct Vol:	0 0	0		0 0	0		0 0 0	0		0 0 0	0	0
FinalVolume:	0 1246	239		0 2228	0		0 0 0	0		0 0 0	0	93
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx 6.9
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx	xxxx 3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	623
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	434
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	434
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx	0.21
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	0.8
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	15.5
LOS by Move:	* *	*		* *	*		* *	*		* *	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.5		
ApproachLOS:	*			*			*			C		

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

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

Intersection #2 Oakland & US 101 NB

Cycle (sec):	83	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	9	Average Delay (sec/veh):	57.5
Optimal Cycle:	180	Level Of Service:	E+

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
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
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 4:00-5:00												
Base Vol:	279	891	0	0	1722	505	0	0	0	242	1	594
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	891	0	0	1722	505	0	0	0	242	1	594
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	4	1	0	0	3	0	0	0	0	1	0	0
Initial Fut:	283	892	0	0	1725	505	0	0	0	243	1	594
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:	283	892	0	0	1725	0	0	0	0	243	1	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	892	0	0	1725	0	0	0	0	243	1	594
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:	283	892	0	0	1725	0	0	0	0	243	1	594
Saturation 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	1793	7	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.14	0.14	0.34
Crit Moves:	****				****							****
Green Time:	12.5	47.7	0.0	0.0	35.2	0.0	0.0	0.0	0.0	26.3	26.3	26.3
Volume/Cap:	1.07	0.41	0.00	0.00	1.07	0.00	0.00	0.00	0.00	0.43	0.43	1.07
Uniform Del:	35.2	9.8	0.0	0.0	23.9	0.0	0.0	0.0	0.0	22.4	22.4	28.4
IncremntDel:	75.5	0.1	0.0	0.0	44.2	0.0	0.0	0.0	0.0	0.5	0.5	58.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	110.8	9.9	0.0	0.0	68.2	0.0	0.0	0.0	0.0	22.9	22.9	87.1
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:	110.8	9.9	0.0	0.0	68.2	0.0	0.0	0.0	0.0	22.9	22.9	87.1
LOS by Move:	F	A	A	A	E	A	A	A	A	C+	C+	F
HCM2kAvgQ:	15	6	0	0	34	0	0	0	0	5	5	27

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

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

Intersection #3 Oakland & US 101 SB

Cycle (sec):	83	Critical Vol./Cap.(X):	1.158
Loss Time (sec):	9	Average Delay (sec/veh):	70.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Oakland						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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
Lanes:	0 0	2	0 1	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module: >> Count Date: 20 Sep 2018 << 4:05-5:05												
Base Vol:	0	609	739	1122	826	0	548	19	439	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	609	739	1122	826	0	548	19	439	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	5	1	0	4	0	0	0	4	0	0	0
Initial Fut:	0	614	740	1122	830	0	548	19	443	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	614	740	1122	830	0	548	19	443	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	614	740	1122	830	0	548	19	443	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	614	740	1122	830	0	548	19	443	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	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3431	119	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.42	0.36	0.22	0.00	0.16	0.16	0.25	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	30.3	30.3	25.5	55.9	0.0	18.1	18.1	18.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	1.16	1.16	0.32	0.00	0.73	0.73	1.16	0.00	0.00	0.00
Uniform Del:	0.0	19.9	26.3	28.7	5.7	0.0	30.2	30.2	32.4	0.0	0.0	0.0
IncremntDel:	0.0	0.2	87.7	82.7	0.1	0.0	3.6	3.6	96.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.2	114.0	111.4	5.8	0.0	33.7	33.7	128.8	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	20.2	114.0	111.4	5.8	0.0	33.7	33.7	128.8	0.0	0.0	0.0
LOS by Move:	A	C+	F	F	A	A	C-	C-	F	A	A	A
HCM2kAvgQ:	0	6	37	32	4	0	9	9	24	0	0	0

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

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

Intersection #4 Oakland & Horning

Average Delay (sec/veh): 41.7 Worst Case Level Of Service: F[227.3]

Street Name:	Oakland						Horning					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module: >> Count Date: 18 Jul 2018 << 4:00-5:00												
Base Vol:	0 1380		0	0 1079		195	0	0	598	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 1380		0	0 1079		195	0	0	598	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	6	0	0	5	3	0	0	1	0	0	0
Initial Fut:	0 1386		0	0 1084		198	0	0	599	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 1386		0	0 1084		198	0	0	599	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0 1386		0	0 1084		198	0	0	599	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		6.9	xxxxx xxxx		xxxxx
FollowUpTim:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		3.3	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		641	xxxx xxxx		xxxxx
Potent Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		422	xxxx xxxx		xxxxx
Move Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		422	xxxx xxxx		xxxxx
Volume/Cap:	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		1.42	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		29.7	xxxx xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		227.3	xxxxx xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			227.3			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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

Intersection #5 Oakland & Hedding

Cycle (sec):	150	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	12	Average Delay (sec/veh):	53.1
Optimal Cycle:	118	Level Of Service:	D-

Street Name:	Oakland						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << 4:55-5:55												
Base Vol:	36	374	57	405	667	328	286	817	68	75	492	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	374	57	405	667	328	286	817	68	75	492	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	2	0	5	1	8	9	0	0	0	0	6
Initial Fut:	36	376	57	410	668	336	295	817	68	75	492	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	376	57	410	668	336	295	817	68	75	492	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	376	57	410	668	336	295	817	68	75	492	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	376	57	410	668	336	295	817	68	75	492	307
Saturation 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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.03	0.23	0.18	0.19	0.17	0.43	0.04	0.04	0.26	0.18
Crit Moves:		****		****				****		****		
Green Time:	12.0	16.9	24.3	40.1	45.1	77.0	31.9	73.6	85.6	7.3	49.0	89.1
Volume/Cap:	0.26	0.88	0.20	0.88	0.58	0.37	0.79	0.88	0.07	0.88	0.79	0.30
Uniform Del:	64.8	65.5	54.5	52.6	44.5	22.0	55.9	34.1	14.4	70.9	45.9	15.0
IncremntDel:	4.4	21.4	1.6	20.0	2.2	1.2	15.8	11.3	0.1	67.4	10.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.3	86.9	56.1	72.6	46.7	23.2	71.7	45.5	14.5	138.2	55.8	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	86.9	56.1	72.6	46.7	23.2	71.7	45.5	14.5	138.2	55.8	15.7
LOS by Move:	E	F	E+	E	D	C	E	D	B	F	E+	B
HCM2kAvgQ:	2	11	2	22	13	10	16	36	1	6	22	7

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

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

Intersection #6 11th St & Hedding

Cycle (sec):	150	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	6	Average Delay (sec/veh):	17.8
Optimal Cycle:	37	Level Of Service:	B

Street Name:	11th St						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
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
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	1	0 0	0 0	1	0 0
Volume Module: >> Count Date: 18 Jul 2018 << 5:00-6:00												
Base Vol:	293	0	180	0	0	0	0	905	0	0	945	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:	293	0	180	0	0	0	0	905	0	0	945	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	2	0	0	0	0	7	0	0	8	0
Initial Fut:	293	0	182	0	0	0	0	912	0	0	953	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:	293	0	182	0	0	0	0	912	0	0	953	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	182	0	0	0	0	912	0	0	953	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:	293	0	182	0	0	0	0	912	0	0	953	0
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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.10	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.50	0.00
Crit Moves:			****								****	
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	119	0.0	0.0	119	0.0
Volume/Cap:	0.56	0.00	0.63	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.63	0.00
Uniform Del:	57.7	0.0	58.4	0.0	0.0	0.0	0.0	6.1	0.0	0.0	6.3	0.0
IncremntDel:	1.4	0.0	4.5	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	59.1	0.0	62.8	0.0	0.0	0.0	0.0	6.8	0.0	0.0	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:	59.1	0.0	62.8	0.0	0.0	0.0	0.0	6.8	0.0	0.0	7.2	0.0
LOS by Move:	E+	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	8	0	9	0	0	0	0	16	0	0	18	0

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

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

Intersection #7 10th St & Hedding

Cycle (sec):	150	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	9	Average Delay (sec/veh):	47.1
Optimal Cycle:	128	Level Of Service:	D

Street Name:	10th St						Hedding					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	1	0	1	1	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 20 Sep 2018 << 4:10-5:10												
Base Vol:	0	0	0	154	1029	107	64	747	182	239	653	355
Growth Adj:	1.00	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	154	1029	107	64	747	182	239	653	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	7	0	2	6	0
Initial Fut:	0	0	0	154	1029	107	64	754	182	241	659	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	154	1029	107	64	754	182	241	659	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	1029	107	64	754	182	241	659	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	154	1029	107	64	754	182	241	659	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.27	1.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	482	3218	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.06	0.04	0.40	0.10	0.14	0.35	0.20
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	52.8	52.8	63.2	10.5	65.5	65.5	22.7	77.8	130.5
Volume/Cap:	0.00	0.00	0.00	0.91	0.91	0.15	0.52	0.91	0.24	0.91	0.67	0.23
Uniform Del:	0.0	0.0	0.0	46.3	46.3	26.7	67.4	39.5	26.6	62.6	26.6	1.6
IncremntDel:	0.0	0.0	0.0	10.9	10.9	0.4	15.2	15.7	0.7	36.0	3.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	57.2	57.2	27.1	82.5	55.1	27.3	98.6	30.2	1.9
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	0.0	0.0	57.2	57.2	27.1	82.5	55.1	27.3	98.6	30.2	1.9
LOS by Move:	A	A	A	E+	E+	C	F	E+	C	F	C	A
HCM2kAvgQ:	0	0	0	30	30	3	4	35	5	15	22	3

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

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

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Average Delay (sec/veh): 35.8 Worst Case Level Of Service: F[1794.7]

Street Name:	Oakland Rd						Project Entrance/Boardwalk Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module: >> Count Date: 18 Jul 2018 << 4:30 - 5:30												
Base Vol:	0 1350	40		251 1430	0		0	0	0	22	0	27
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1350	40		251 1430	0		0	0	0	22	0	27
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Project:	30 0	0		1 0	7		8	0	30	0	0	0
Initial Fut:	30 1350	40		252 1430	7		8	0	30	22	0	27
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30 1350	40		252 1430	7		8	0	30	22	0	27
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	30 1350	40		252 1430	7		8	0	30	22	0	27
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1437 xxxx xxxxx			1390 xxxx xxxxx			2673	3388	719	2649	3371	695
Potent Cap.:	473 xxxx xxxxx			493 xxxx xxxxx			11	8	376	12	8	389
Move Cap.:	473 xxxx xxxxx			493 xxxx xxxxx			6	4	376	6	4	389
Volume/Cap:	0.06 xxxx xxxx			0.51 xxxx xxxx			1.36	0.00	0.08	3.64	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.2 xxxx xxxxx			2.9 xxxx xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.1 xxxx xxxxx			19.7 xxxx xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B *	*		C *	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	26	xxxxx	xxxx	13	xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	4.6	xxxxx	xxxxx	7.1	xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	556	xxxxx	xxxxx	1795	xxxxx
Shared LOS:	* *	*		* *	*		*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			556.0			1794.7		
ApproachLOS:	*			*			F			F		

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

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	1%			1%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth:	12 feet	12 feet	12 feet	12 feet

Time Period: 0.25 hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#8	[2Way95thQ]:	0.2	xxxx	xxxx	2.9	xxxx	xxxx	4.6	4.6	4.6	7.1	7.1	7.1

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

Intersection #8 Oakland Rd & Project Dwy/Boardwalk Way [Future Intersection]

Cycle (sec):	85	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	12	Average Delay (sec/veh):	16.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Oakland Rd					Project Dwy/Boardwalk Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
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
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jul 2018 << 4:30 - 5:30												
Base Vol:	0	1350	40	251	1430	0	0	0	0	22	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	40	251	1430	0	0	0	0	22	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	30	0	0	1	0	7	8	0	30	0	0	0
Initial Fut:	30	1350	40	252	1430	7	8	0	30	22	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1350	40	252	1430	7	8	0	30	22	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1350	40	252	1430	7	8	0	30	22	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1350	40	252	1430	7	8	0	30	22	0	27
Saturation 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	0.97	0.95	0.92	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	0.00	1.00	0.45	0.00	0.55
Final Sat.:	1750	3800	1750	1750	3682	18	1750	0	1800	786	0	964
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.02	0.14	0.39	0.39	0.00	0.00	0.02	0.03	0.00	0.03
Crit Moves:		****		****					****	****		
Green Time:	2.6	43.4	43.4	17.6	58.4	58.4	2.0	0.0	2.0	10.0	0.0	10.0
Volume/Cap:	0.57	0.70	0.04	0.70	0.57	0.57	0.19	0.00	0.70	0.24	0.00	0.24
Uniform Del:	40.7	15.8	10.4	31.2	6.8	6.8	40.7	0.0	41.2	34.0	0.0	34.0
IncremntDel:	37.1	2.1	0.1	10.6	0.9	0.9	9.9	0.0	64.9	2.7	0.0	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	77.8	17.9	10.5	41.8	7.7	7.7	50.5	0.0	106.1	36.8	0.0	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	17.9	10.5	41.8	7.7	7.7	50.5	0.0	106.1	36.8	0.0	36.8
LOS by Move:	E-	B	B+	D	A	A	D	A	F	D+	A	D+
HCM2kAvgQ:	2	14	1	8	10	10	0	0	2	1	0	1

****

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

****

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#8	[HCM2kAvgQ]:	2	14	1	8	10	10	0	0	2	1	0	1

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

Intersection #9 Project Dwy & Horning St [Future Intersection]

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[15.5]

Street Name:	Project Dwy						Horning St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module: >> Count Date: 18 Jul 2018 << 4:30 - 5:30												
Base Vol:	0	0	0	0	0	0	0	598	0	0	195	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	598	0	0	195	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	15	0	1	0	0	0	0	0	16	3	0	0
Initial Fut:	15	0	1	0	0	0	0	598	16	3	195	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	0	1	0	0	0	0	598	16	3	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	1	0	0	0	0	598	16	3	195	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	807	807	606	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	614	xxxx	xxxxx
Potent Cap.:	354	317	501	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	975	xxxx	xxxxx
Move Cap.:	353	316	501	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	975	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	359	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		15.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

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

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#9	[2Way95thQ]:	0.1	0.1	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	0.0	xxxx

Appendix E SIGNAL WARRANT STUDY OUTPUT SHEETS

Scenario Report

Scenario:	Background + Project (AM)
Command:	Background + Project
Volume:	Background + Project (AM)
Geometry:	Background + Project (AM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background + Project

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 8 Oakland Rd & Project Entrance/Board	??? / ???	No / No

Peak Hour Delay Signal Warrant Report

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	23	1480	22	84	580	6	9	0	20	40	0	51
ApproachDel:	xxxxxx			xxxxxx			32.7			398.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2315]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.1]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=91]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2315]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1			1 0 1			0 0 1!			0 0 1!		
Initial Vol:	23	1480	22	84	580	6	9	0	20	40	0	51

Major Street Volume: 2195
Minor Approach Volume: 91
Minor Approach Volume Threshold: 14 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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

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

Scenario Report

Scenario:	Background + Project (PM)
Command:	Background + Project
Volume:	Background + Project (PM)
Geometry:	Background + Project (PM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background + Project

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 8 Oakland Rd & Project Entrance/Board	??? / ???	No / No

Peak Hour Delay Signal Warrant Report

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1			1 0 1			0 0 1!			0 0 1!		
Initial Vol:	30	1350	40	252	1430	7	8	0	30	22	0	27
ApproachDel:	xxxxxx			xxxxxx			556.0			1794.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.9]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3196]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=24.4]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3196]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Oakland Rd & Project Entrance/Boardwalk Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	30	1350	40	252	1430	7	8	0	30	22	0	27

Major Street Volume: 3109
Minor Approach Volume: 49
Minor Approach Volume Threshold: -106 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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

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

Appendix F CAR WASH TRIP GENERATION CASE STUDY DATA

Table F-1 Car Wash Trip Generation Comparison

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Case Study/ITE Rates [1]								
Automated Car Wash	1 Tunnel	28	21	49	39	39	78	963
SANDAG Car Wash -Automatic [2]								
Rate	Site	18	18	36	41	41	82	900
Trip Generation		18	18	36	41	41	82	900

Source:
[1] AM and Daily trips = Case study – comparable automated car wash site in Montebello, CA (Los Angeles County)
[2] (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002)

Table F-2 Existing Site Trip Generation Comparison

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Existing Site Driveway Counts [1]								
10 Driveways		30	12	45	22	27	49	650
ITE Rates [2]								
Car Wash & Detail Center (ITE 949)	Stall	5.42	3.18	8.60	6.66	6.94	13.60	156.2
Auto Care Ctr (ITE 942) [2]	TSF	1.49	0.77	2.25	1.49	1.62	3.11	--
Single Family Detached (ITE 210)	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
ITE Trip Generation								
Truck Wash/Car Wash	5 Stalls	27	16	43	33	35	68	781
Auto Related Businesses	4.9 TSF	7	4	11	7	8	15	--
Single Family Detached	1 DU	0	1	1	1	0	1	9
ITE Site Total		34	21	55	41	43	84	--

Source:
[1] ADT trips interpolated from AM + PM counts
[2] ITE ADT rate not available

TSF = 1,000 square feet
DU = Dwelling unit

Prepared by NDS/ATD

VOLUME

Case Study Carwash Driveway E/o Montebello Blvd

Day: Tuesday
Date: 8/12/2014

City: Montebello
Project #: CA014_5495_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	478	485	963

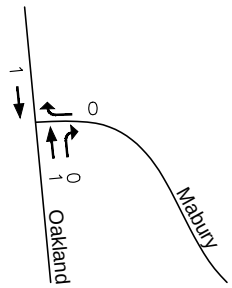
AM Period	NB	SB	EB (In)		WB(Out)		TOTAL		PM Period	NB	SB	EB (In)		WB (Out)		TOTAL	
00:00			0		0		0		12:00			8		5		13	
00:15			0		0		0		12:15			11		15		26	
00:30			0		0		0		12:30			10		12		22	
00:45			0		0		0		12:45			8	37	5	37	13	74
01:00			0		0		0		13:00			11		9		20	
01:15			0		0		0		13:15			11		15		26	
01:30			0		0		0		13:30			8		9		17	
01:45			0		0		0		13:45			13	43	11	44	24	87
02:00			0		0		0		14:00			2		10		12	
02:15			0		0		0		14:15			9		8		17	
02:30			0		0		0		14:30			8		7		15	
02:45			0		0		0		14:45			10	29	7	32	17	61
03:00			0		0		0		15:00			9		7		16	
03:15			0		0		0		15:15			11		13		24	
03:30			0		0		0		15:30			10		13		23	
03:45			0		0		0		15:45			6	36	4	37	10	73
04:00			0		0		0		16:00			11		11		22	
04:15			0		0		0		16:15			9		6		15	
04:30			0		0		0		16:30			14		12		26	
04:45			0		0		0		16:45			11	45	9	38	20	83
05:00			0		0		0		17:00			9		15		24	
05:15			0		0		0		17:15			17		17		34	
05:30			0		0		0		17:30			13		10		23	
05:45			0		0		0		17:45			13	52	14	56	27	108
06:00			0		0		0		18:00			16		12		28	
06:15			0		0		0		18:15			12		14		26	
06:30			0		0		0		18:30			12		14		26	
06:45			1	1	0		1	1	18:45			6	46	10	50	16	96
07:00			1		0		1		19:00			7		6		13	
07:15			2		2		4		19:15			11		9		20	
07:30			8		3		11		19:30			13		11		24	
07:45			7	18	7	12	14	30	19:45			5	36	8	34	13	70
08:00			2		6		8		20:00			1		14		15	
08:15			8		1		9		20:15			0		0		0	
08:30			7		3		10		20:30			0		0		0	
08:45			11	28	11	21	22	49	20:45			0	1	0	14	0	15
09:00			7		9		16		21:00			0		0		0	
09:15			10		11		21		21:15			0		0		0	
09:30			8		15		23		21:30			0		0		0	
09:45			5	30	3	38	8	68	21:45			0		0		0	
10:00			7		4		11		22:00			0		0		0	
10:15			8		8		16		22:15			0		0		0	
10:30			19		8		27		22:30			0		0		0	
10:45			10	44	13	33	23	77	22:45			0		0		0	
11:00			6		16		22		23:00			0		0		0	
11:15			9		5		14		23:15			0		0		0	
11:30			9		9		18		23:30			0		0		0	
11:45			8	32	9	39	17	71	23:45			0		0		0	
TOTALS				153		143		296	TOTALS				325		342		667
SPLIT %				51.7%		48.3%		30.7%	SPLIT %				48.7%		51.3%		69.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	478	485	963

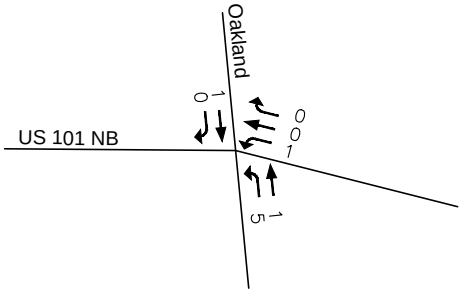
AM Peak Hour			10:00	08:45	10:15	PM Peak Hour			17:15	17:00	17:15
AM Pk Volume			44	46	88	PM Pk Volume			59	56	112
Pk Hr Factor			0.579	0.767	0.815	Pk Hr Factor			0.868	0.824	0.824
7 - 9 Volume	0	0	46	33	79	4 - 6 Volume	0	0	97	94	191
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	28	21	49	**4 - 6 Pk** Volume	0	0	52	56	108
Pk Hr Factor	0.000	0.000	0.636	0.477	0.557	Pk Hr Factor	0.000	0.000	0.765	0.824	0.794

Appendix G PROJECT TRIPS – COMPONENTS

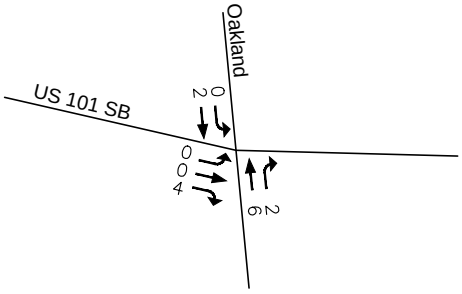
1. Oakland & Mabury



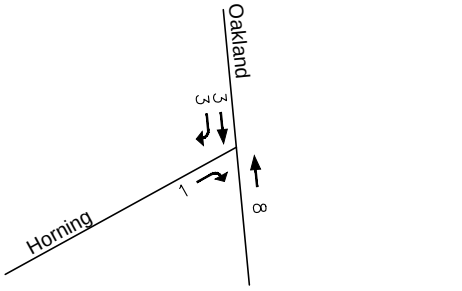
2. Oakland & US 101 NB



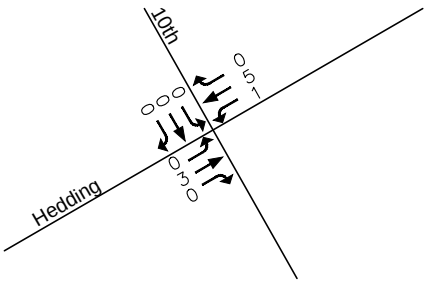
3. Oakland & US 101 SB



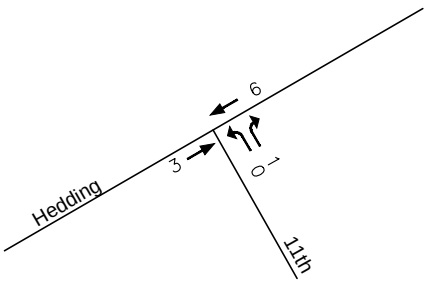
4. Oakland & Horning



7. 10th St & Hedding



6. 11th St & Hedding



5. Oakland & Hedding

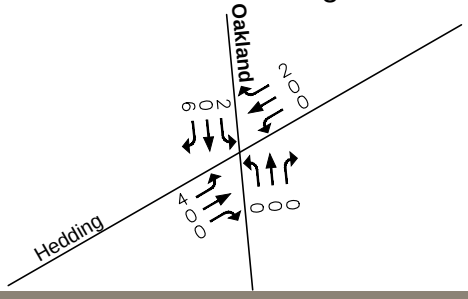


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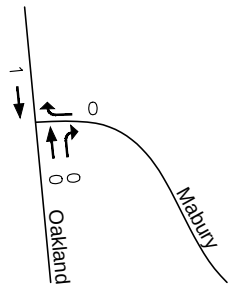
Figure G-1

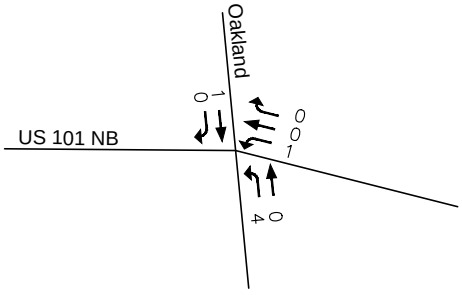
Hotel AM Peak Hour Trips

G.2

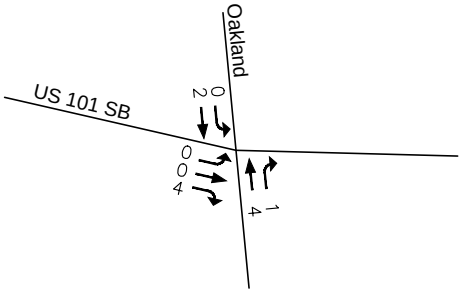
1. Oakland & Mabury



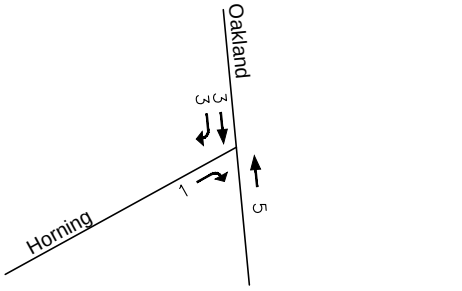
2. Oakland & US 101 NB



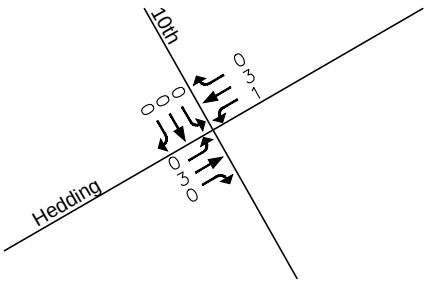
3. Oakland & US 101 SB



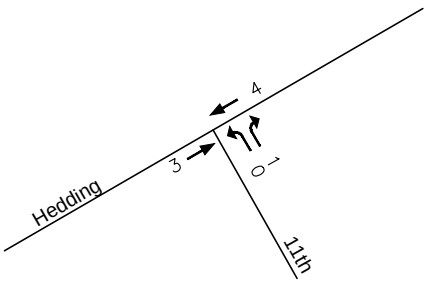
4. Oakland & Horning



7. 10th St & Hedding



6. 11th St & Hedding



5. Oakland & Hedding

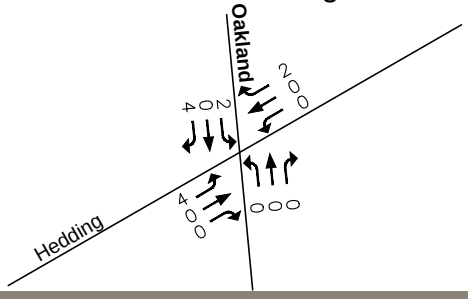


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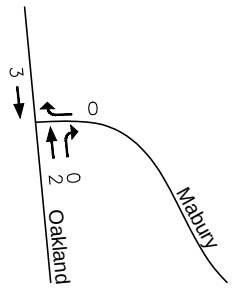
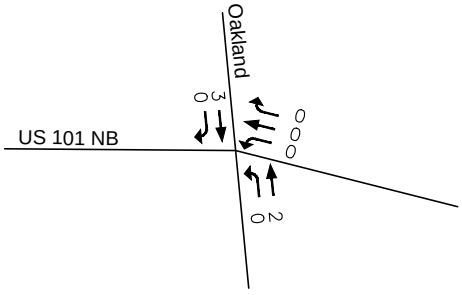
Figure G-2

Hotel PM Peak Hour Trips

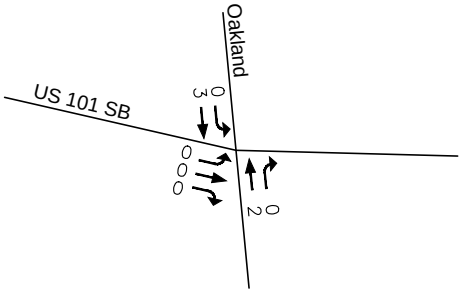
1. Oakland & Mabury



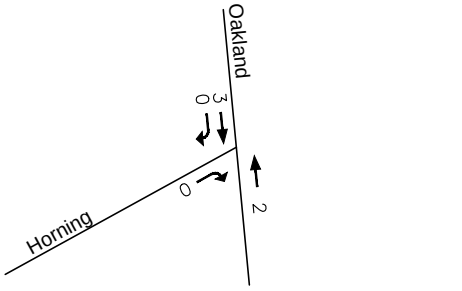
2. Oakland & US 101 NB



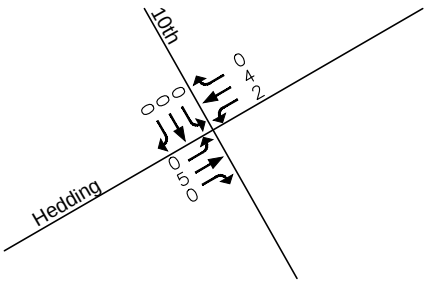
3. Oakland & US 101 SB



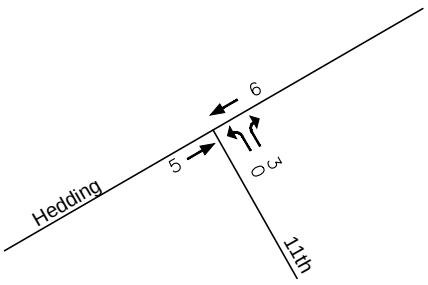
4. Oakland & Horning



7. 10th St & Hedding



6. 11th St & Hedding



5. Oakland & Hedding

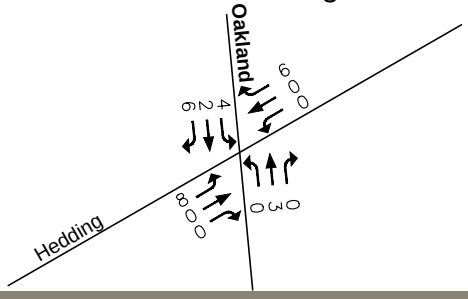


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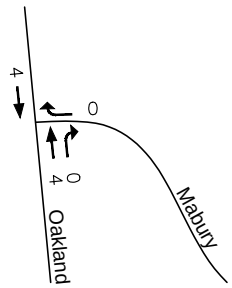
Figure G-3

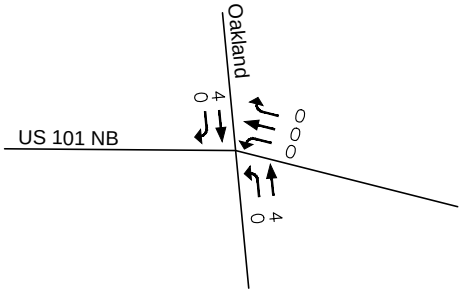
Car Wash AM Peak Hour Trips

G.4

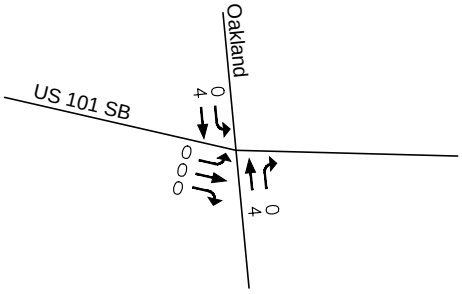
1. Oakland & Mabury



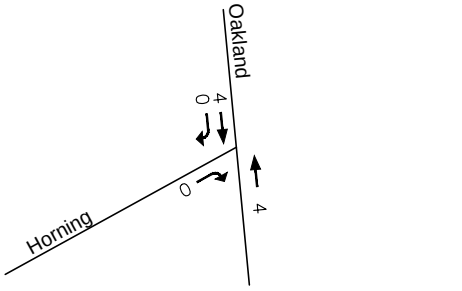
2. Oakland & US 101 NB



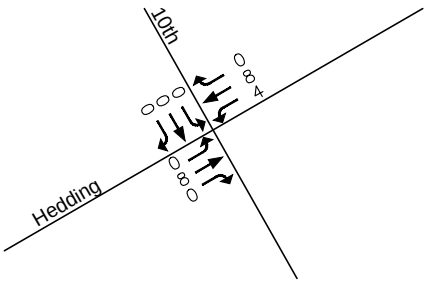
3. Oakland & US 101 SB



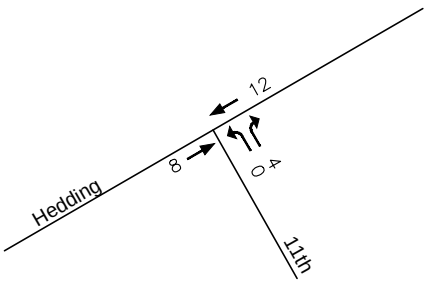
4. Oakland & Horning



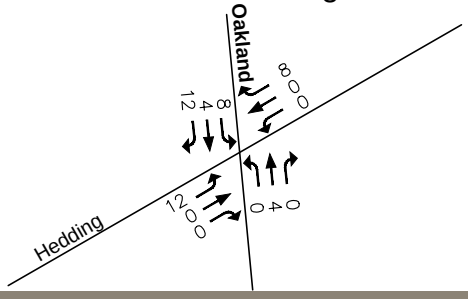
7. 10th St & Hedding



6. 11th St & Hedding



5. Oakland & Hedding

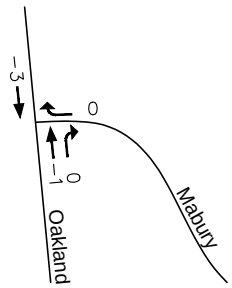


Stantec

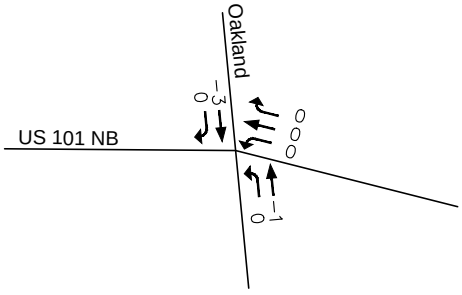
Figure G-4

Car Wash PM Peak Hour Trips

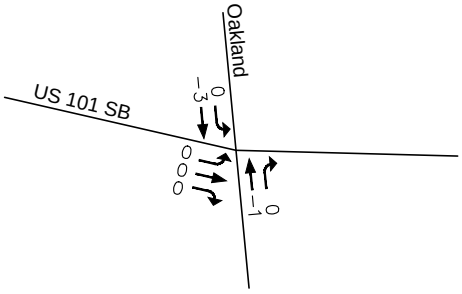
1. Oakland & Mabury



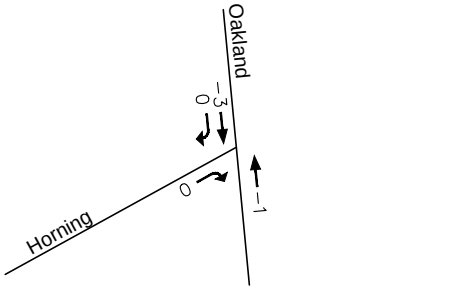
2. Oakland & US 101 NB



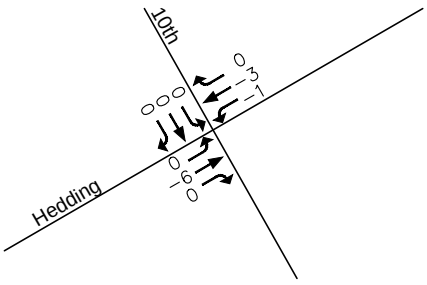
3. Oakland & US 101 SB



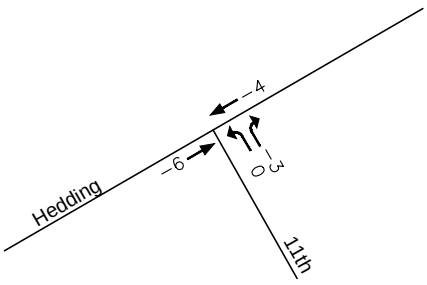
4. Oakland & Horning



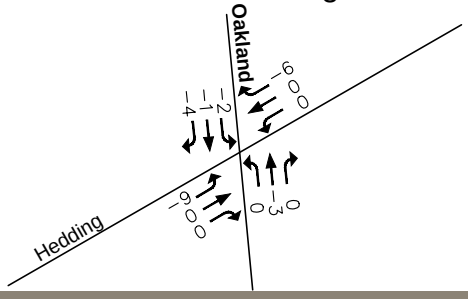
7. 10th St & Hedding



6. 11th St & Hedding



5. Oakland & Hedding

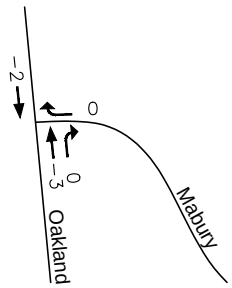


Stantec

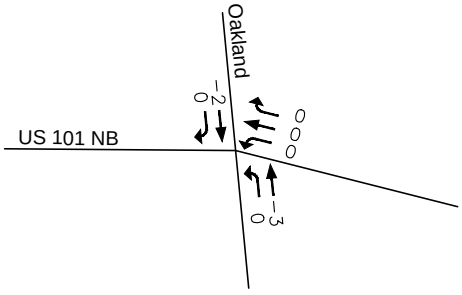
Figure G-5

Existing Site AM Peak Hour Trips

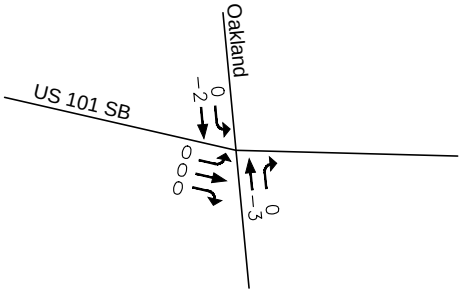
1. Oakland & Mabury



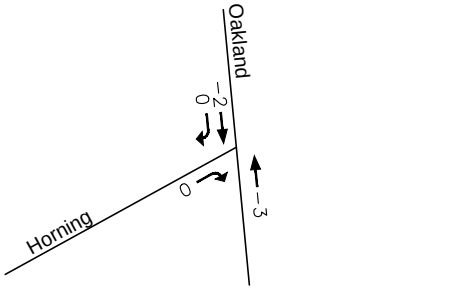
2. Oakland & US 101 NB



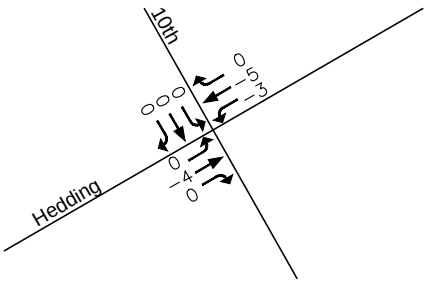
3. Oakland & US 101 SB



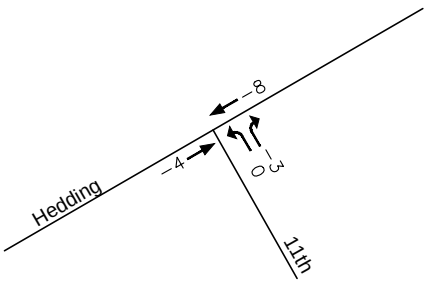
4. Oakland & Horning



7. 10th St & Hedding



6. 11th St & Hedding



5. Oakland & Hedding

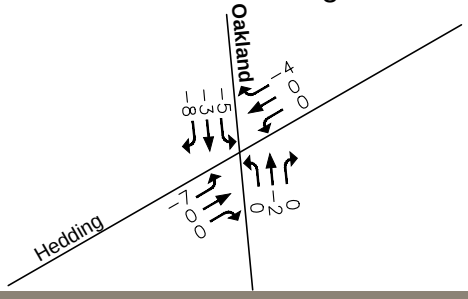


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Figure G-6

Existing Site PM Peak Hour Trips