HEXAGON TRANSPORTATION CONSULTANTS, INC.

280 McEvoy Street Residential Development

Transportation Analysis

Prepared for:

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Table of Contents

Appendices

List of Tables

List of Figures

Executive Summary

This report presents the results of the transportation analysis (TA) for the proposed residential development at 280 McEvoy Street in San Jose, California. The 1.17-acre project site is generally bounded by West San Carlos Street to the south, McEvoy Street to the west, and Dupont Street to the east. The project as proposed would replace the existing 10,000 square-foot industrial building on-site with two residential towers (located along the western and eastern project site boundary) that will provide a total of 365 residential units. The proposed project would consist of affordable housing units, with 30% of all units renting at the Very-Low Income level and the remaining 70% of the units renting at the Low-Income level. A total of 94 parking spaces located within a parking garage on the first (ground) level are being proposed to serve the project. Pedestrian entrances will be provided along the east, west, and south project frontages.

The project site is located within the *Diridon Station Area Plan* boundary and just outside (west of) the Downtown San Jose growth boundary per the Envision San Jose 2040 General Plan. The *Diridon Station Area Plan* supports transit-oriented, walkable, bicycle-friendly, and mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA Vehicle Miles Traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project includes a project-level VMT impact analysis using the City's VMT tool.

CEQA Transportation Analysis Scope

A local transportation analysis (LTA) supplements the VMT analysis and identifies transportation operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The project site is located within a planned Growth Area (Diridon Station Area Plan) with low VMT per capita as identified by the City's travel demand model. However, the proposed project will not meet all of the applicable VMT screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project-Level VMT Impact Analysis

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (5.43) that is below the established threshold. Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

The reduction in per-capita VMT could be indicative of the addition of residents to an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel. In addition, the project site is in close proximity (approximately 0.4-mile) to the Diridon Transit Center and is supported by major bus stops and bicycle and pedestrian facilities in its immediate proximity. Therefore, a larger percentage of the residents of the project would likely use transit more regularly than the average transit usage for these land uses in Santa Clara County. The increase in transit usage would result in a reduction of length of those trips that are added to the roadway system due to the proposed project. Figure 11 shows the VMT evaluation summary generated by the City of San Jose's VMT Evaluation Tool.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The proposed project will be consistent with General Plan policy TR-3.3 that states:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Diridon Station Area Plan.
- The project site is adjacent to bus stops on San Carlos Street.
- The project site is located approximately 0.4 miles from the Diridon Transit Center entrance at Laurel Grove Lane. The Diridon Transit Center is considered a major transit stop due to the

presence of rail transit services provided by Caltrain and VTA Light Rail Transit, in addition to many local and regional bus transit services.
- The project frontage along San Carlos Street will be designed to be consistent with planned streetscape design features of Grand Boulevards, such as wider sidewalks.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for 8 signalized intersections and two unsignalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 1,112 daily vehicle trips, with 77 trips (18 inbound and 59 outbound) occurring during the AM peak hour and 90 trips (55 inbound and 35 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The intersection operations analysis shows that all signalized study intersections are projected to operate at acceptable levels of service under background and background plus project conditions during both the AM and PM peak hours. Therefore, the project would not have an adverse effect on operations at any of the study intersections, when measured against the applicable City of San Jose and CMP level of service standards.

Signal Warrant Analysis

The results of the peak-hour signal warrant analysis indicate that the unsignalized study intersections of McEvoy Street/Park Avenue and McEvoy Street/San Carlos Street currently have, and would continue to have under background plus project conditions, traffic volume levels that fall below the thresholds that warrant signalization.

Intersection Queue Analysis

The addition of project traffic to the intersection of Bird Avenue and San Carlos Street is projected to increase the northbound left-turn 95th percentile queue length by one vehicle during the PM peak hour (from 9 to 10 vehicles), when compared to background conditions. The addition of project traffic would not lengthen the projected northbound left-turn queue during the AM peak-hour. However, the projected queue length of 250 feet during the PM peak-hour would exceed the existing queue storage capacity for this movement (approximately 225 feet). Extending the northbound left-turn pocket at this intersection would require shortening the adjacent back-to-back southbound left-turn pocket at the Bird Avenue/Auzerais Avenue intersection. Alternatively, adding a second northbound left-turn lane at the

intersection may require the removal of on-street parking along the east side of Bird Avenue, south of San Carlos Street.

Additionally, the queuing analysis shows that, at the intersection of McEvoy Street and Park Avenue, queue lengths of no more than one vehicle are projected for both the westbound left-turn movement and the northbound approach, under background plus project conditions. The projected 95th percentile queue lengths at this intersection would be accommodated within the existing queue storage capacity.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Design

Recommendation: The project site access driveway along Dupont Street must be designed to the satisfaction of City of San Jose design guidelines, including the minimum 26-foot width requirement.

Sight Distance and Operations at McEvoy Street/San Carlos Street

Recommendation: It is recommended that turn movements be restricted to and from McEvoy Street. Restricting movements at the McEvoy Street/San Carlos Street intersection will require a physical restriction on San Carlos Street or McEvoy Street. Due to right-of-way limitations on San Carlos Street, it may not be feasible to extend the central median along San Carlos Street which currently ends approximately 100 feet west of the intersection. Therefore, it is recommended that a channelizing island be installed on McEvoy Street. The island can be designed to limit left-turns out of McEvoy Street (right-out only), to limit left-turns onto McEvoy Street (right-in only), or to limit all left-turns into and out of McEvoy Street (right-in and right-out only). The City recommends the right-in/right-out option, and the design will be evaluated at the implementation phase.

Effects of Future San Carlos Street Bridge Reconstruction on Site Access

The City of San Jose has indicated that the West San Carlos Street bridge may be reconstructed in the future. However, a funding strategy and project construction schedule have not been identified by the City.

With the reconstructed San Carlos Street bridge, the south end of McEvoy Street would be abandoned and McEvoy Street would terminate along the project site frontage as a cul-de-sac. Access to San Carlos Street from the Dupont Street underpass also would be eliminated. The changes would make the intersection of McEvoy Street and Park Avenue the only vehicular access point to the project site. Similarly, all traffic associated with the surrounding industrial uses located on McEvoy Street and Dupont Street would use McEvoy Street/Park Avenue as their access point.

On-Site Circulation

Recommendation: The project should adhere to City of San Jose design guidelines and standards and work with City staff to ensure that the design of all driveways, drive aisles, and parking stalls is to the satisfaction of the City.

Recommendation: Adequate visual and auditory warnings should be provided to alert drivers and pedestrians whenever a double/triple-stacking mechanical parking lift is operating. Additionally, the space that the mechanical parking lift occupies whenever it is extended on the drive aisle should be clearly marked on the drive aisle pavement.

Recommendation: A minimum of 30 feet is the recommended distance between a driveway or entrance and the first parking stall or drive aisle.

Recommendation: It is recommended that physical devices be installed within the parking garage at the drive aisle's 90-degree bend in an effort to aid circulation and reduce vehicular conflict at this constraint point. Such devices could include speed humps/bumps to slow down traffic, convex mirrors to assist drivers with the blind turn while turning around the corner, and signage.

Recommendation: It is recommended that the pavement markings at the garage entry points be extended across the drive aisle to alert drivers of potential pedestrian travel between the two towers.

Truck Access and Circulation

Recommendation: It is recommended that the proposed trash rooms be conveniently located for easy access by the residents of the project as well as easy movement of the trash bins between the trash room and the adjacent street for trash collection.

Parking Supply

Recommendation: Based on City of San Jose requirements, the proposed number of motorcycle parking spaces is 76 spaces less than the number required for the project by the City Code. The project must work with the City staff to ensure adequate parking supply for the project is being proposed, to the satisfaction of the City of San Jose.

Trip Reduction (TDM Program)

Although the project will exceed the City's minimum off-street parking requirements, it will be required to establish a TDM program to reduce its parking demand. The TDM program should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant participation. The project will be required to submit and have approved by the City its TDM program.

1. Introduction

This report presents the results of the transportation analysis (TA) for the proposed residential development at 280 McEvoy Street in San Jose, California. The 1.17-acre project site is generally bounded by West San Carlos Street to the south, McEvoy Street to the west, and Dupont Street to the east. The project site location and surrounding study area are shown in Figure 1. The project site is located within the *Diridon Station Area Plan* boundary and just outside (west of) the Downtown San Jose growth boundary per the Envision San Jose 2040 General Plan. The *Diridon Station Area Plan* supports transit-oriented, walkable, bicycle-friendly, and mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals.

As proposed, the project would replace the existing 10,000 square-foot industrial building on-site with two twelve-story residential towers (located along the western and eastern project site boundary) that will provide a total of 365 residential units. The proposed project would consist of affordable housing units, with 30% of all units renting at the Very-Low Income level and the remaining 70% of the units renting at the Low-Income level. A total of 94 parking spaces located within a parking garage on the first (ground) level are being proposed to serve the project. Pedestrian entrances will be provided along the east, west, and south project frontages. The proposed project site plan is shown in Figure 2.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies will soon be required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

Figure 1
Site Location

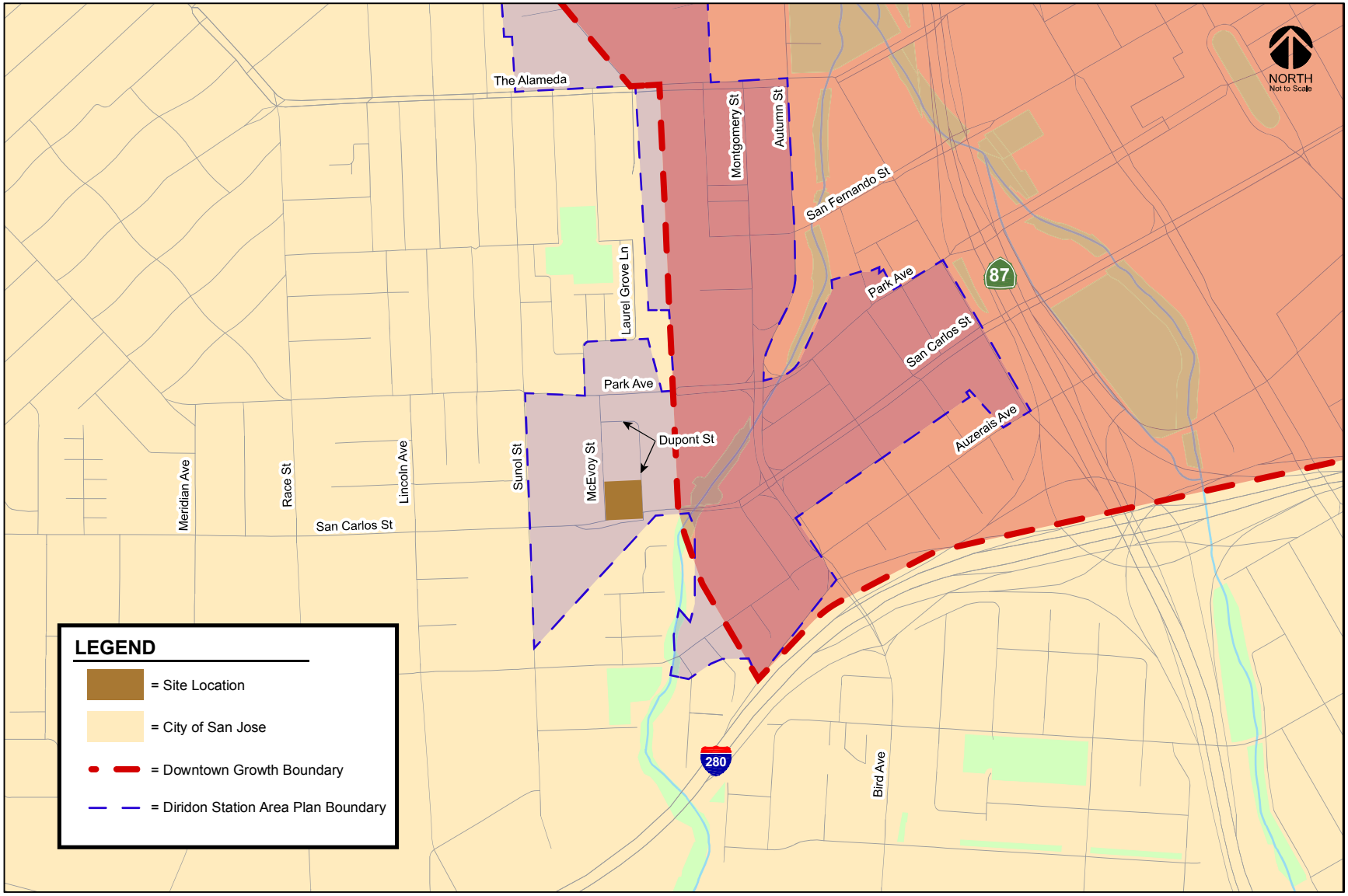
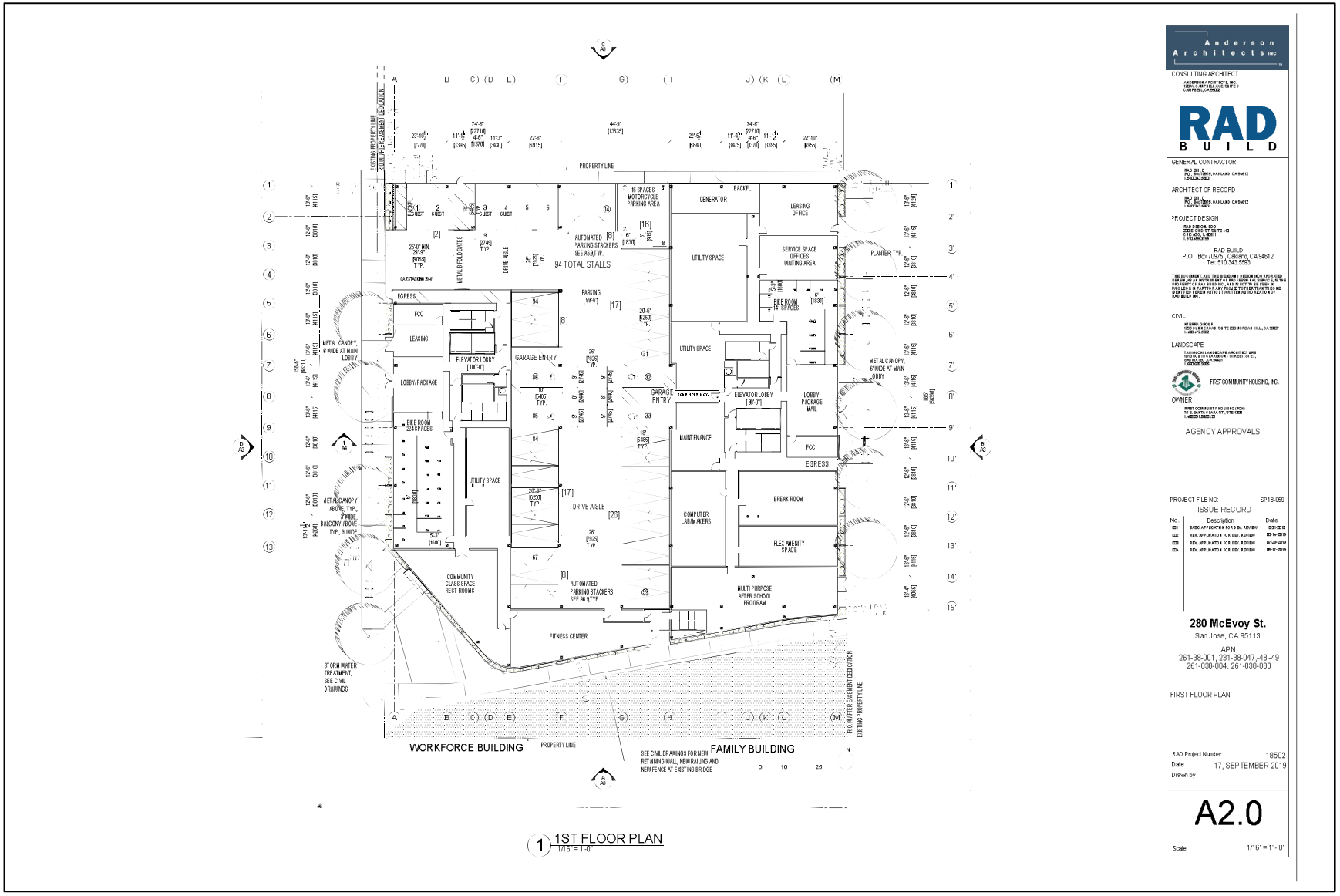


Figure 2
Proposed Site Plan



In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between

new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);

- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

VMT Sketch Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool (sketch tool) to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Model can be used to determine project VMT.

Based on the assessor's parcel number (APN) of a project, the sketch tool identifies the existing average VMT per capita and VMT per employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the sketch tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing

regional average VMT level for employment uses. Figure 3 and Figure 4 show the current Citywide VMT levels estimated by the City's TDF model for residents and workers, respectively, based on the locations of residences and jobs. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. The VMT in the proposed project site vicinity is presented in further detail in Chapter 3.

Screening for VMT Analysis

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

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

Table 1 summarizes the screening criteria for each type of development project as identified in the in the City of San Jose Transportation Analysis Handbook. Figure 5 identifies areas within the City where proposed affordable housing developments (such as the proposed project) located within a planned growth area could be screened out of the evaluation of VMT.

The project site is located within a planned Growth Area (Diridon Station Area Plan) with low VMT per capita as identified by the City's travel demand model. However, the proposed project will not meet all of the applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Figure 3
VMT per Capita Heat Map in San Jose

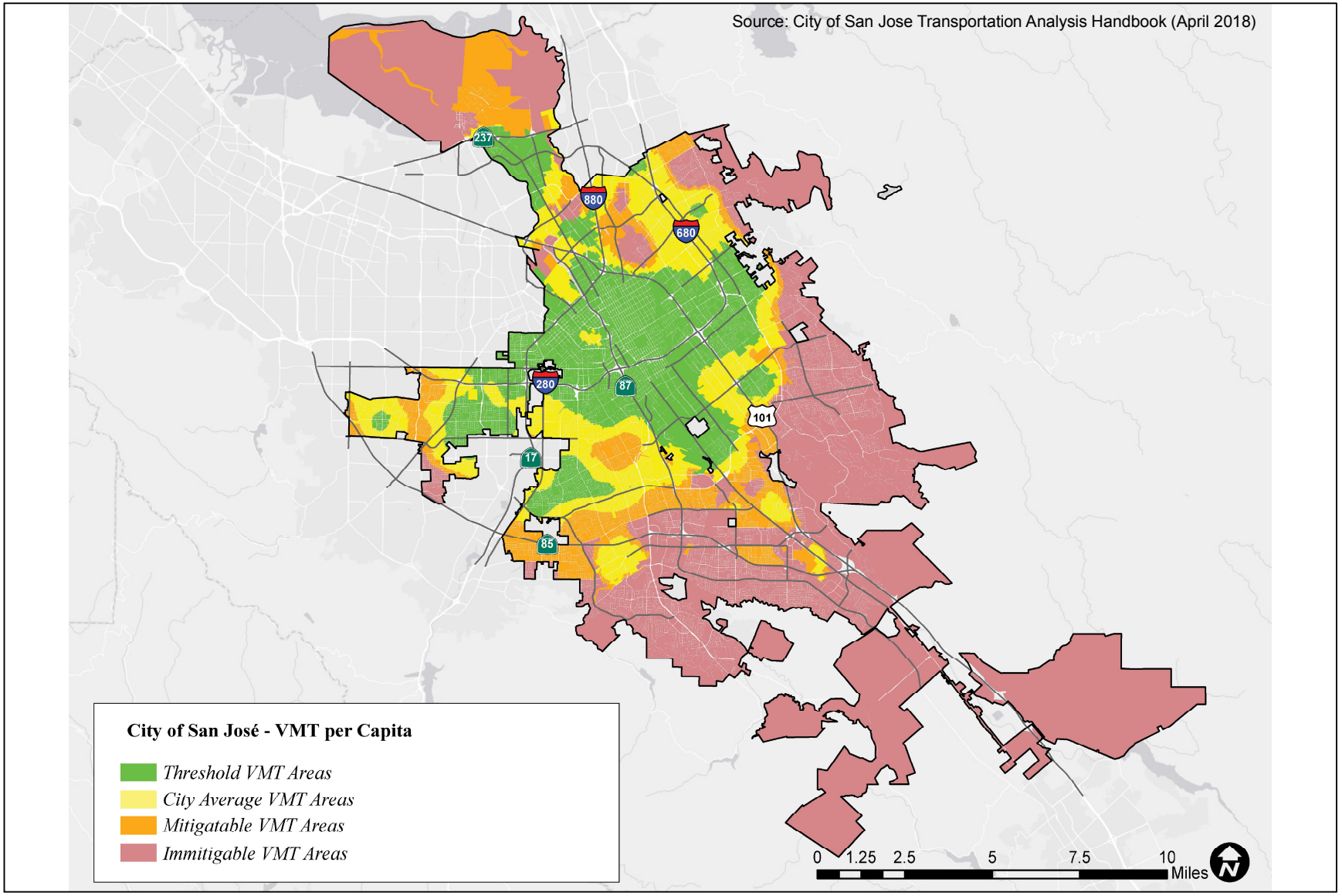


Figure 4
VMT per Job Heat Map in San Jose

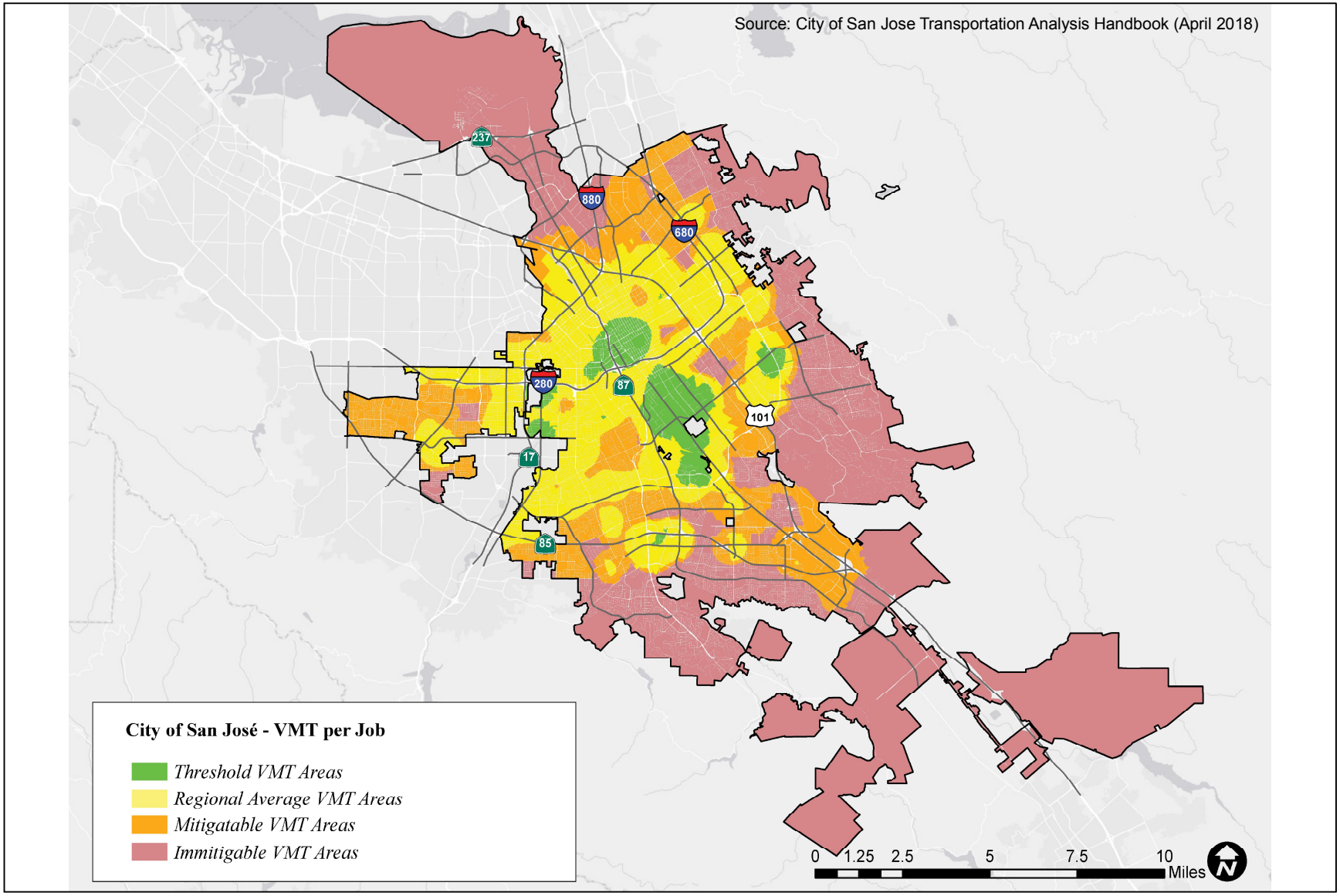
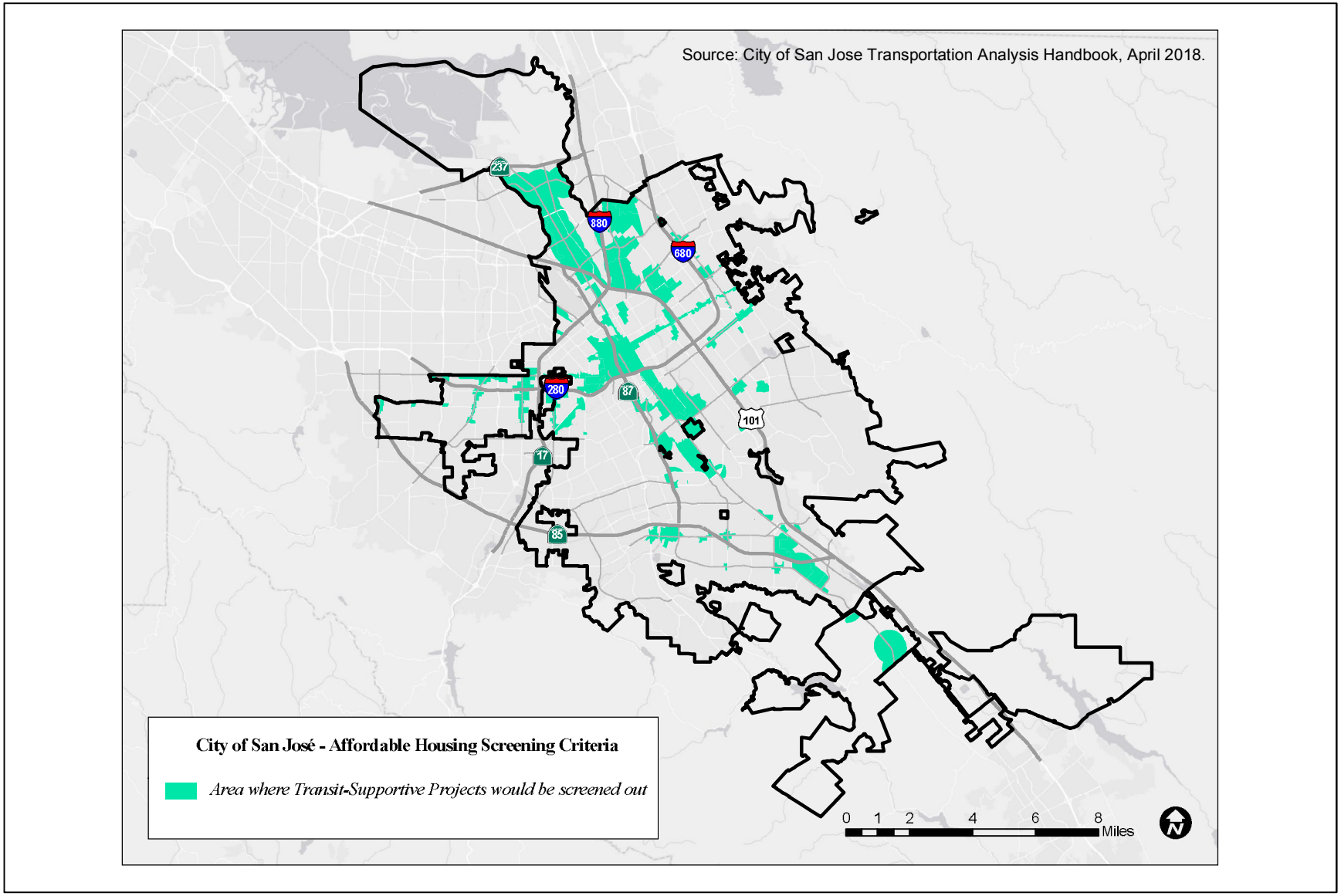


Table 1
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportatio**n: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

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

Figure 5
Affordable Housing Screening Criteria Map in San Jose



Local Transportation Analysis Scope

The evaluation of a project's impact on level of service at intersections under the jurisdiction of the City of San Jose is no longer required. Per Senate Bill (SB) 743 and the updated CEQA Guidelines. (Section 15064.3) Nov 2017, beginning July 1, 2020 the use of intersection level of service as a metric for determining impacts of development growth on the transportation system will no longer be permitted. However, since the VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of transportation impacts using VMT, the effects of the proposed project traffic on CMP-designated intersections and freeway segments in the vicinity of the project area were evaluated following the current peak-hour LOS standards and methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

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

Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions***. Existing AM and PM peak hour traffic volumes at all study intersections were obtained from the City of San Jose and previously completed traffic studies.
- ***Background Conditions.*** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The approved project traffic was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI).
- ***Background Plus Project Conditions***. Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, mitigation measures to reduce the VMT impact, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the study area is provided by I-280 and SR 87. Local access to the study area is provided via Bird Avenue, Montgomery Street, Autumn Street, San Carlos Street, Park Avenue, McEvoy Street and Dupont Street. These facilities are described below.

Interstate 280 extends from US-101 in San Jose to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway in the vicinity of the project site. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the project site via its full interchange at Bird Avenue.

State Route 87 connects from SR-85 in south San Jose to US-101 near the San Jose International Airport. SR 87 provides two mixed-flow lanes and one HOV lane in both directions of travel. Connections from SR-87 to the project site are provided via partial interchanges at Woz Way (ramps from south only), Delmas Avenue (ramps from north and ramps to south), and Park Avenue (ramps to/from north). An interchange with I-280 also provides access to the project site.

Bird Avenue is a four-lane north-south roadway, designated as a Connector Street in the General Plan, that provides access to I-280 via a full interchange. Bird Avenue runs from the Willow Glen Area of San Jose to San Carlos Street, where it transitions into Montgomery Street. Land uses located along Bird Avenue are generally commercial north of the I-280 interchange and residential south of the interchange, with parking provided on both sides of the street in most areas. Bike lanes are provided along both sides of Bird Avenue, south of Virginia Street, while the segment between Virginia Street and San Carlos Street is a designated bike route. Bird Avenue has a posted speed limit of 35 mph and would provide access to the project site via Park Avenue.

Montgomery Street is a north-south roadway that extends between San Carlos Street and Santa Clara Street. Between Santa Clara Street and Park Avenue, Montgomery Street is a two-lane, one-way (southbound), General Plan-designated Grand Boulevard that works as a couplet with Autumn Street. Between Park Avenue and San Carlos Street, it is a two-way Connector Street with three southbound travel lanes, two northbound travel lanes, and bike lanes along both sides of the street. Montgomery Street is lined with commercial and industrial land uses, it includes parking along both sides of the street in most areas, and has a posted speed limit of 35 mph. Access to the project site from Montgomery Street would be provided via Park Avenue.

Autumn Street is a two-lane north-south roadway, designated as a Connector Street in the General Plan, that extends from Park Avenue to north of West Julian Street. The segment of Autumn Street between Park Avenue and Santa Clara Street is a two-lane one-way (northbound) roadway that functions as a couplet with Montgomery Street and includes a northbound bike lane. North of Santa Clara Street, Autumn Street is a two-way street (one lane in each direction). Land uses along Autumn Street consist mainly of commercial and industrial land uses, as well as the San Jose Arena and adjacent park, and include parking on both sides of the street in most areas. Autumn Street has a posted speed limit of 35 mph and would provide access to the project site via Park Avenue.

San Carlos Street is a four-lane east-west roadway, designated as a Grand Boulevard in the General Plan, that runs from 4th Street westward to Bascom Avenue, just east of I-880, at which point it transitions into Stevens Creek Boulevard. Land uses located along San Carlos Street are generally commercial and industrial, although some high-density residential developments are planned or under construction. Parking is provided on both sides of the street in most areas. West of McEvoy Street and east of Montgomery Street, San Carlos Street has a raised median island with left-turn pockets at signalized intersections and major commercial or residential driveways. Within the study area, San Carlos Street has a posted speed limit of 35 mph and includes sidewalks along both sides of the street. San Carlos Street runs along the southern project site frontage. Just east of Dupont Street, San Carlos Street overpasses the Union Pacific Railroad tracks and the Los Gatos Creek, with the bridge structure "touch-down" point, or point where the slope created by the overcrossing flattens and becomes leveled with the roadway grade, located west of Dupont Street. Dupont Street also runs under the San Carlos Street overpass and loops westward to connect to the intersection of San Carlos Street with McEvoy Street as the south leg of the intersection.

Park Avenue is an east-west roadway that extends from Market Street in Downtown San Jose to Meridian Avenue. West of Meridian Avenue, Park Avenue proceeds in a northwest direction into Santa Clara, where it terminates at its intersection with Bellomy Street/The Alameda. Park Avenue is designated as a Bicycle Priority Street in the General Plan, currently providing bike lanes on both sides of the street throughout its entire extent. It is generally four lanes in the downtown area and transitions to two lanes west of Sunol Street, with a posted speed limit of 30 mph in the vicinity of the project. Park Avenue is planned to be narrowed from two to one westbound travel lane between Montgomery Street and Laurel Grove Lane, as part of the Park Street Multimodal Streetscape Improvements Project. Land uses along Park Avenue include both residential and commercial, with parking along both sides of the street in most areas. Park Avenue provides access to the project site, via its intersection with McEvoy Street, to both local and regional traffic via its freeway ramps with SR 87.

McEvoy Street is a two-lane north-south local street that extends between Park Avenue and San Carlos Street, with full-access (stop-controlled on McEvoy Street) at both intersections. On-street parking is provided along both sides of McEvoy Street. However, sidewalks are missing along an approximately 320-foot segment on the west side of McEvoy Street and along an approximately 100-foot segment on the east side of McEvoy Street, just north of the project site. McEvoy Street runs along the western project site frontage and would provide direct access to the project site.

Dupont Street is a two-lane local street that begins at its T-intersection with McEvoy Street, just south of Park Avenue, extends eastward then southward and under the San Carlos Street overpass, then westward again to connect to the McEvoy Street/San Carlos Street intersection as the south leg of the intersection. On-street parking is provided along both sides of the street. Sidewalks also are provided on both sides of the street along most of Dupont Street, with the exception of missing segments at the south end of the street, adjacent to the San Carlos Street overpass and on the east side of the street. Dupont Street runs along the eastern project site frontage.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along most local and collector streets near the project site. However, there are currently missing sidewalks along segments of McEvoy Street, both sides of the street, and Dupont Street, east side of the street and adjacent to the San Carlos Street overpass, as shown on Figure 6. Segments of the sidewalk also are missing along the project site frontage on McEvoy Street, at the existing project site driveway. Additionally, there are currently no crosswalks at the intersection of McEvoy Street and Park Avenue. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at the signalized intersections of Montgomery Street/Park Avenue, Montgomery Street/San Carlos Street, Sunol Street/Park Avenue and Sunol Street/San Carlos Street.

The Diridon Transit Center is located at an approximately 0.4-mile walking distance, via Laurel Grove Lane, north of the project site. However, currently, there are no crosswalks at the McEvoy Street and Laurel Grove Lane intersections with Park Avenue. The nearest pedestrian crossings of Park Avenue to McEvoy Street are located at the interactions of Montgomery Street/Park Avenue and Sunol Street/Park Avenue. Pedestrian traffic between the project site and the Diridon Transit Center would have to utilize one of the above two intersections to cross Park Avenue.

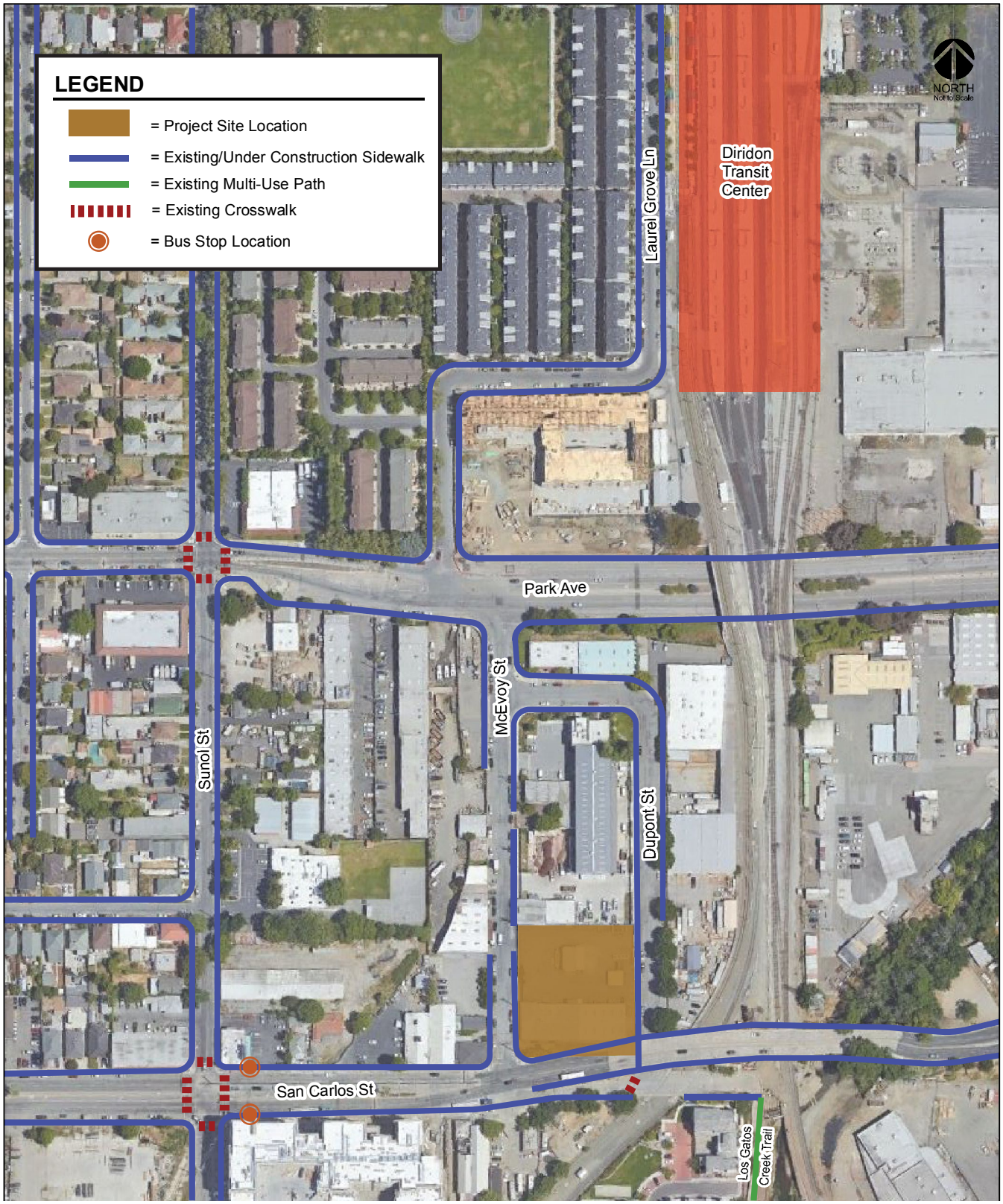
Other pedestrian generators in the vicinity of the project site include the bus stops and commercial areas along San Carlos Street. Currently, direct access to/from the project site to San Carlos Street is provided via the McEvoy Street/San Carlos Street intersection; however, with the proposed reconstruction of the San Carlos Street overpass, this intersection would be abandoned. Additionally, although wheelchair ramps are found at all corners of the intersections along San Carlos Street, west of the project site, some of the existing ramps are not in compliance with the American With Disabilities Act (ADA) wheelchair ramps design guidelines.

Existing Bicycle Facilities

There are several bicycle facilities in the vicinity of the project site. Bicycle facilities are divided into the following three classes of relative significance:

Class I Bikeway (Bike Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. The Los Gatos Creek Trail is located in the project area and is a continuous multi-purpose pathway for pedestrians and bicycles that is separated from motor vehicles. It begins at Vasona Lake County Park in the south and continues to West San Carlos Street in the north, all alongside Los Gatos Creek. The nearest access point to the Los Gatos Creek Trail is provided via a trailhead at the south end of Dupont Street, south of San Carlos Street, approximately 400 feet south and east of the project site frontage on Dupont Street.

Figure 6
Existing Pedestrian Facilities



Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Park Avenue, along the entire length of the street
- Auzerais Avenue, between Sunol Street and the Los Gatos Creek Trail; between the Union Pacific Railroad tracks and Bird Avenue
- Montgomery Street, between San Carlos Street and Park Avenue
- Autumn Street, between Park Avenue and Santa Clara Street
- Lincoln Avenue, between San Carlos Street and Minnesota Avenue
- Race Street, between The Alameda and Park Avenue; between San Carlos Street and Parkmoor Avenue
- Bird Avenue, between Virginia Street and Coe Avenue
- San Fernando Street, between the Diridon Transit Center and Eleventh Street
- The Alameda/Santa Clara Street, between Stockton Avenue and Almaden Boulevard

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Dupont Street, north of San Carlos Street (including along the west project frontage)
- Laurel Grove Lane, between Park Avenue and Cahill Park
- Bird Avenue, between San Carlos Street and Virginia Street
- Lincoln Avenue, between Park Avenue and San Carlos Street
- Auzerais Avenue, all segments east of Race Street without striped bike lanes
- Virginia Street, between Drake Street and 3rd Street
- The Alameda, west of Stockton Avenue

The existing bicycle facilities in the vicinity of the project site are shown on Figure 7.

Bay Area Bike Share

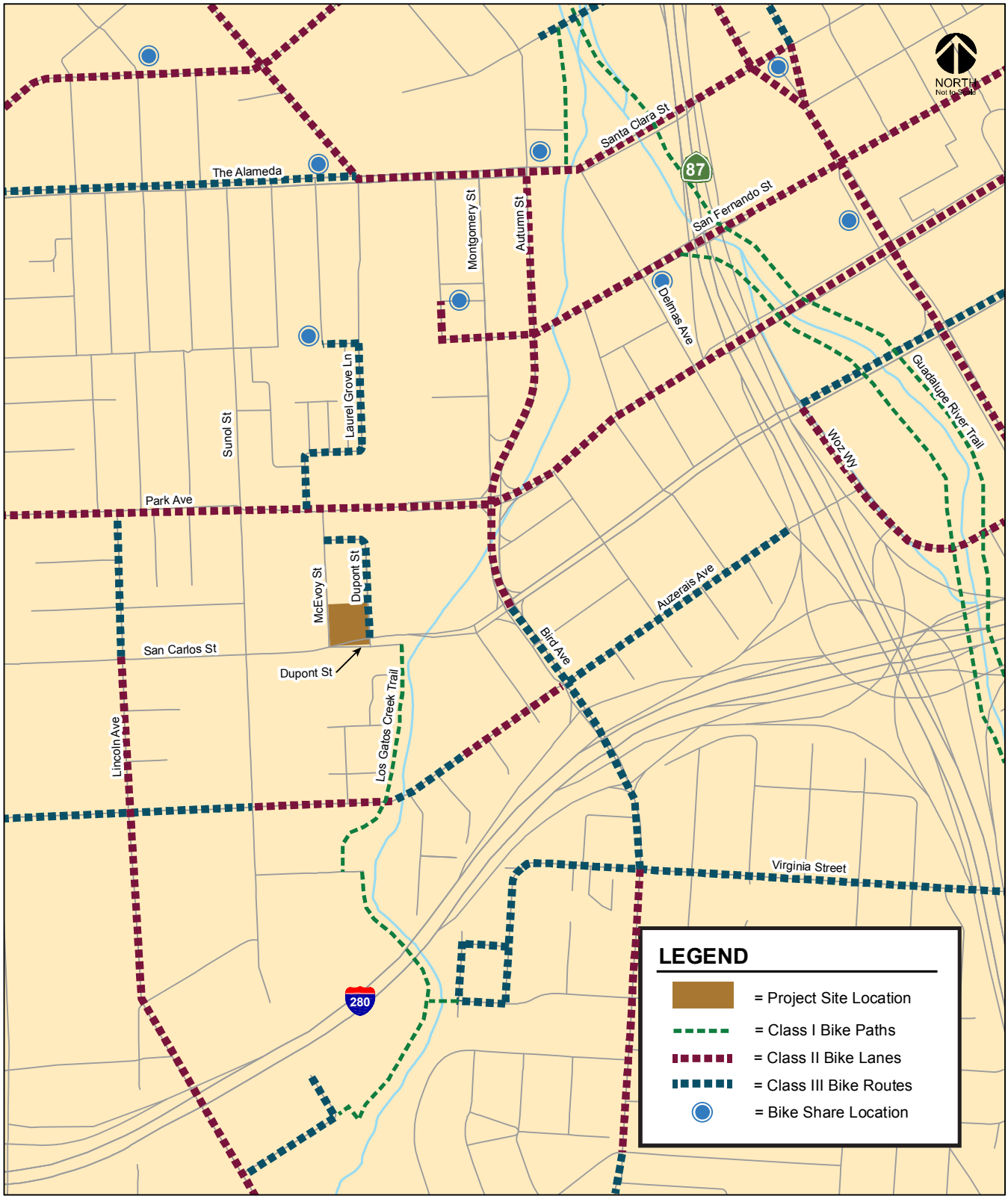
Lyft operates the Bay Wheels (formerly Ford Go Bike) bike share program that allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. Additionally, the service offers a dockless, e-bike option that can be located and activated using Lyft's mobile app and can be parked at any public bike rack. Payment for either of the bike options is provided through the Lyft app or by use of a Clipper card. Existing bike share docks near the project site are found at Cahill Park, west of the Diridon Station entrance on Laurel Grove Lane, and adjacent to the Diridon Station parking lot on Cahill Street (see Figure 7).

In addition, Lime and Bird provide dockless scooter rentals throughout the Downtown area. These services offer electric scooters with GPS self-locking systems that allow for rental and drop-off anywhere. Scooters are located, activated, and paid for through each of these services' mobile apps.

Existing Transit Services

Existing transit services in the study area are provided by the VTA. The project site is located at a walking distance of approximately 0.4 miles from the Diridon Transit Center entrance at Laurel Grove Lane and just over a half a mile distance from the Cahill Street entrance. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Additionally, bus stops are located along San Carlos Street, at the intersection of Sunol Street,

Figure 7
Existing Bicycle Facilities



approximately 0.12 miles (600 feet) west of the project site, and at the intersection of Montgomery Street/Bird Avenue, approximately 0.25 miles east of the project site.

The existing transit services are described below. The transit stations and local VTA bus lines near the project site are shown on Figure 8.

VTA Bus Service

The project site is primarily served by four VTA bus routes (23, 64, 65, and 81) and one limited stop bus route (323). These bus lines are listed in Table 2, including their terminus points, closest scheduled stop, and commute hour headways. Local bus routes 23, 65, and 81 stop at the Sunol Street/San Carlos Street bus stops while bus routes 64 and 323 stop at the Bird Avenue/San Carlos Street bus stops.

VTA Light Rail Transit (LRT) Service

The VTA currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The nearest LRT station is located at the Diridon Transit Station. LRT service at the Diridon Station is provided by the Mountain View-Winchester LRT line (Route 902), which operates nearly 24 hours a day (4:40 AM to 12:45 AM) with 15-minute headways during peak commute and midday hours. The Mountain View-Winchester LRT line provides service from the Winchester Station in Campbell, through Downtown San Jose to north San Jose where it curves west and operates along the Tasman Corridor, bends north and runs along Java Drive and Mathilda Avenue, and ultimately terminates in Downtown Mountain View adjacent to the Mountain View Caltrain Station.

The Mountain View – Winchester line provides a transfer point to the Alum Rock – Santa Teresa LRT line at the Convention Center LRT Station. The Alum Rock – Santa Teresa line operates nearly 24 hours a day (4:00 AM to 2:00 AM) with 10-15-minute headways during peak commute and midday hours. The Alum Rock – Santa Teresa LRT line provides service from the Santa Teresa Station in south San Jose, through Downtown San Jose to north San Jose where it curves east and operates along the Tasman Corridor, bends south and runs along the Capitol Corridor, and ultimately terminates in east San Jose just south of Alum Rock Avenue.

Other Transit Services Near the Project Site

Additional local and express bus routes, as well as commuter rail services, are provided at the Diridon Transit Center. Services to regional destinations are provided by VTA express bus routes 168, 181, and the Amtrak Highway 17 Express. North of the Diridon Transit Center, VTA rapid bus route 522 stops at the SAP Center and provides service between Palo Alto and East San Jose with 12-minute headways.

The VTA also provides a shuttle service within the Downtown area. The Downtown Area Shuttle (DASH) provides shuttle service from the Diridon Transit Center to San Jose State University, and the Paseo De San Antonio and Convention Center LRT stations via E. San Fernando and E. San Carlos Streets. The nearest DASH bus stop to the project site is located at the Diridon Transit Center.

Regional commuter rail services provided at the Diridon Transit Center include the following:

Caltrain Service

Caltrain operates a commuter rail service seven days a week between San Jose and San Francisco. During weekday commuting hours, Caltrain also serves the South County including Gilroy, San Martin, and Morgan Hill. The existing Caltrain station is located at the Diridon Transit Center. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and

Figure 8
Existing Transit Services

Table 2
VTA Transit Services

Bus Route	Route Description	Hours of Operation	Headway[1]
Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	3:20 AM - 4:15 AM	15 min
Local Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	5:20 AM - 1:00 AM	10 - 12 min
Local Route 64	Almaden LRT Station to McKee & White via Downtown San Jose	5:20 AM - 11:20 PM	12 - 30 min
Local Route 65	Kooser & Blossom Hill to 13th & Hedding	5:45 AM - 7:54 PM	45 - 55 min
Local Route 81	San Jose State University to Moffett Field/Ames Center	6:15 AM - 9:05 PM	25 - 30 min
Express Route 168	Gilroy Transit Center to San Jose Diridon Station	5:30 - 8:55 AM, 3:40 - 7:05 PM	20 - 30 min
Express Route 181	Fremont BART Station to San Jose Diridon Station	5:30 AM - 12:40 AM	15 min
Limited Stop Route 323	Downtown San Jose to De Anza College	6:15 AM - 10:40 PM	15 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	4:40 AM - 11:45 PM	12 min
Hwy 17 Express	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	4:40 AM - 11:40 PM	15 - 30 min
DASH (201)	Downtown Area Shuttle	6:35 AM - 9:30 PM	5 - 10 min

Notes:
[1] Approximate headways during peak commute periods.

between 6:31 AM and 1:38 AM in the southbound direction. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Ford GoBike bike share docks.

Altamont Corridor Express Service (ACE)

ACE provides commuter rail service between Stockton, Lathrop/Manteca, Tracy, Livermore, Pleasanton, Fremont, Santa Clara, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Capitol Corridor

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

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, and mitigation measures recommended to reduce significant impacts.

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

Evaluation of Screening Criteria

The proposed project is an affordable residential project. The project site is located in an area covered by the CEQA Transportation Screening Map for Affordable Housing Projects contained in the City of San Jose *Transportation Analysis Handbook*, April 2018 (Figure 9). However, the proposed project will not meet all of the applicable VMT screening criteria as described in further detail below. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Affordability

Requirement: *100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes.*

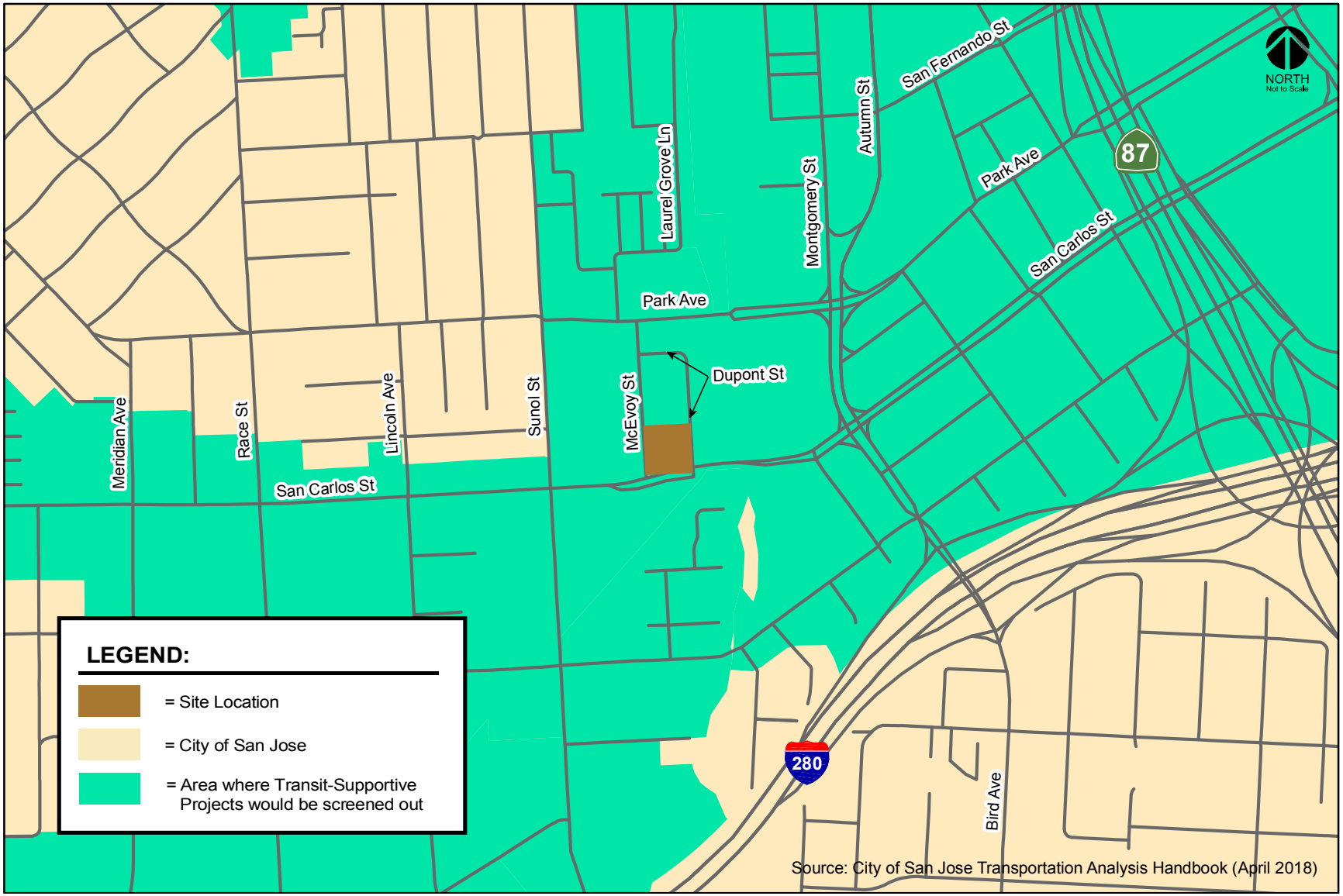
The project proposes 100% deed-restricted affordable housing units, with 30% of all units designated at Very Low Income level and 70% at Low Income level. The project satisfies this screening criterion.

Planned Growth Areas

Requirement: *Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan.*

The project site is located within the *Diridon Station Area Plan* (DSAP) growth area. The project satisfies this screening criterion.

Figure 9
Affordable Housing Screening Criteria Map



High-Quality Transit

Requirement: *Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor.*

The project site is located approximately 0.4 miles from the Diridon Transit Center entrance at Laurel Grove Lane. The Diridon Transit Center is considered a major transit stop due to the presence of rail transit services provided by Caltrain and VTA Light Rail Transit, in addition to many local and regional bus transit services. The project satisfies this screening criterion.

Transit-Supporting Project Density

Requirement: *Minimum of 35 units per acre for residential projects or components; if located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met.*

A total of 365 units are proposed to be constructed within a 1.17-acre site. The project density is 312 units per acre, exceeding the required minimum of 35 units per acre.

Transportation Demand Management (TDM)

Requirement: *If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included.*

The CEQA significance threshold for residential uses is 10.12 VMT per capita. Based on an evaluation using the City of San Jose's VMT Evaluation Tool, the VMT per capita of existing buildings within ½-mile of the project site is estimated to be 6.9. Therefore, the project is located in an area where the per capita VMT does not exceed the CEQA threshold significance and the project is not required to submit a TDM plan to satisfy this criterion.

Parking

Requirement: *No more than the minimum number of parking spaces required; if located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum.*

The number of proposed parking spaces must not exceed the number required for affordable residential developments. As described in the parking discussion below, the project is required to provide 90 spaces. However, the project proposes 94 parking stalls. ***Therefore, the project does not meet the parking criterion***.

Active Transportation

Requirement: *Not negatively impact transit, bike or pedestrian infrastructure.*

No negative impacts to transit, bike or pedestrian infrastructure are anticipated with the proposed development. Potential impacts to transit services, bike and pedestrian facilities within the project study area are discussed in Chapter 4. The project satisfies this screening criterion.

VMT Analysis Methodology

Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Because the proposed project is

relatively small and would not significantly alter existing traffic patterns, the sketch tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact. Figure 10 shows the current VMT levels estimated by the City's TDF model for residents in the immediate project area.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap.

Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

Projects that include residential uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing citywide average VMT per capita minus 15 percent or existing regional average VMT per capita minus 15 percent, whichever is lower. Currently, the reported citywide average is 11.94 VMT per capita, which is less than the regional average. Therefore, a significant impact threshold of 10.12 VMT per capita is currently used for residential uses.

The sketch tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the sketch tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

Projects that trigger a VMT impact can assess a variety of the four strategies described above to reduce impacts. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

VMT of Existing Land Uses

The results of the VMT analysis using the sketch tool indicate that the existing VMT for residential uses in the project vicinity is 6.90 per capita. As shown in Table 3, the current citywide average VMT for residential uses is 11.91 per capita. Therefore, the VMT levels of existing uses in the project vicinity are currently less than the average VMT levels. Appendix A presents the sketch tool summary report for the project.

Figure 10
VMT per Capita Heat Map in Project Area

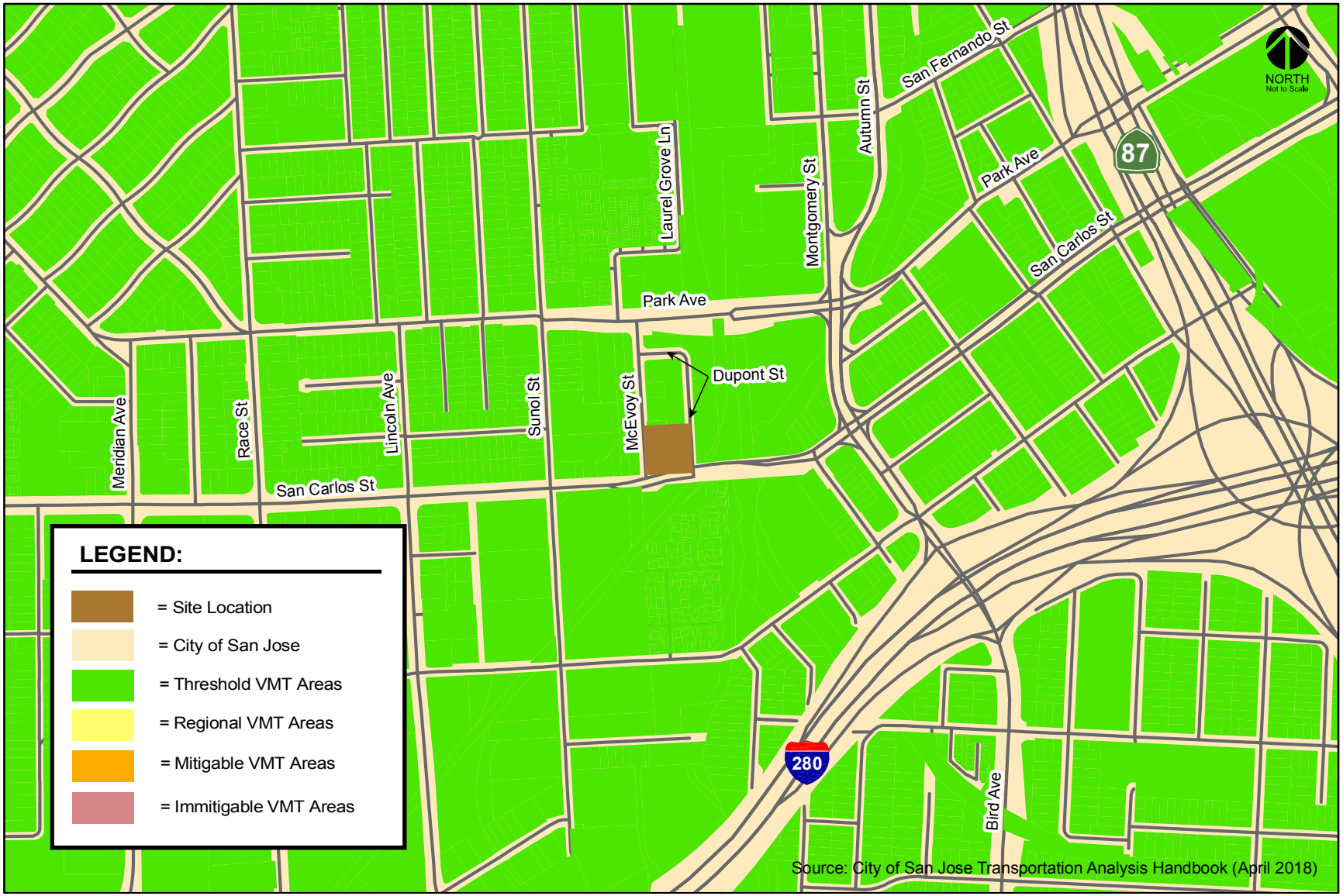


Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects

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

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

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the citywide average per-capita VMT of 11.91. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (5.43) that is below the established threshold. Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

The reduction in per-capita VMT could be indicative of the addition of residents to an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel. In addition, the project site is in close proximity (approximately 0.4-mile) to the Diridon Transit Center and is supported by major bus stops and bicycle and pedestrian facilities in its immediate proximity. Therefore, a larger percentage of the residents of the project would likely use transit more regularly than the average transit usage for these land uses in Santa Clara County. The increase in transit usage would result in a reduction of length of those trips that are added to the roadway system due to the proposed project. Figure 11 shows the VMT evaluation summary generated by the City of San Jose's VMT Evaluation Tool.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The proposed project will be consistent with General Plan policy TR-3.3 that states:

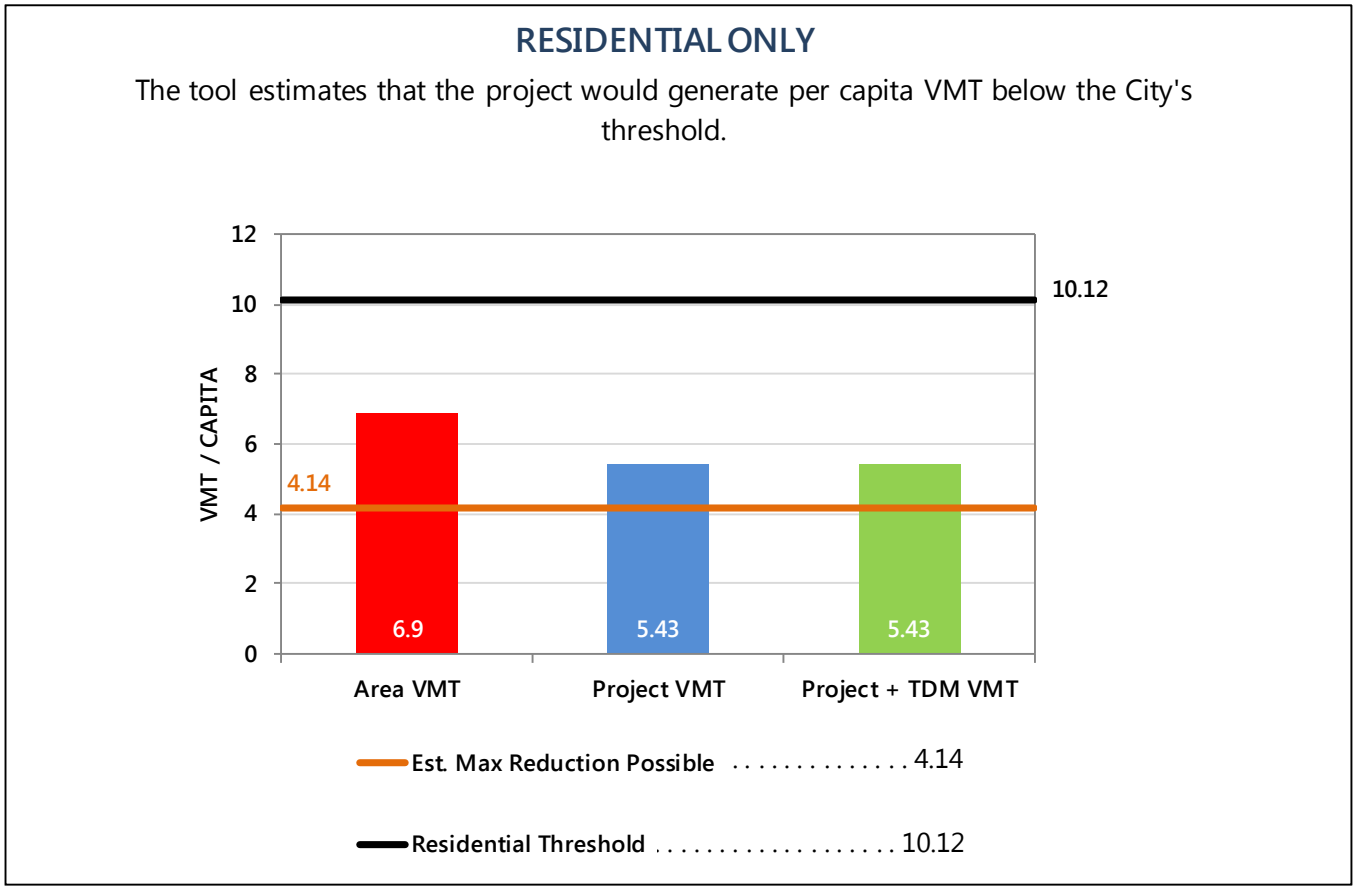
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Diridon Station Area Plan.
- The project site is adjacent to bus stops on San Carlos Street.
- The project site is located approximately 0.4 miles from the Diridon Transit Center entrance at Laurel Grove Lane. The Diridon Transit Center is considered a major transit stop due to the presence of rail transit services provided by Caltrain and VTA Light Rail Transit, in addition to many local and regional bus transit services.
- The project frontage along San Carlos Street will be designed to be consistent with planned streetscape design features of Grand Boulevards, such as wider sidewalks.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Figure 11
VMT Analysis Summary



4.
Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for background and background plus project scenarios, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

Project Description

The project as proposed would replace the existing 10,000 square-foot industrial building on-site with two residential towers (located along the western and eastern project site boundary) with a total of 365 residential units. The proposed project would consist of affordable housing units, with 30% of all units renting at the Very-Low Income level and the remaining 70% of the units renting at the Low-Income level. A total of 94 parking spaces located within a parking garage on the first (ground) level are being proposed to serve the project. Access to the parking garage would be provided via a full-access driveway along McEvoy Street. Pedestrian entrances will be provided along the east, west, and south project frontages.

The project site is located within the *Diridon Station Area Plan* boundary and just outside (west of) the Downtown San Jose growth boundary per the Envision San Jose 2040 General Plan. The *Diridon Station Area Plan* supports transit-oriented, walkable, bicycle-friendly, and mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals.

Project Trip Estimates

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

Trip Generation

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and use of the development the appropriate trip generation rates. The average trip generation rate for Multi-Family Housing – High Rise (Land Use 222) as published in the Institute of Transportation

Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) was applied to the proposed number of residential units .

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2018, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above. Based on the 2018 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban area with low access to transit. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Residential developments within urban low-transit areas have a vehicle mode share of 87%. Thus, a 13% reduction was applied to trips generated by the proposed project.

Additionally, based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 5.43 VMT per-capita in an area that currently generates approximately 6.90 VMT per-capita. It is assumed that every percent reduction from the existing per-capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced accordingly.

Gross Project Trips

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 1,112 daily vehicle trips, with 77 trips (18 inbound and 59 outbound) occurring during the AM peak hour and 90 trips (55 inbound and 35 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 4.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on project driveway location. Figure 12 shows the trip distribution pattern, and Figure 13 shows the gross trip assignment of project traffic on the local transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Table 4
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Location	VMT[3] Existing	VMT[3] Project	% Reduction	Size	Daily Rate	Daily Trip	AM Peak Hour Pk-Hr Rate	AM Peak Hour Split In	AM Peak Hour Split Out	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Pk-Hr Rate	PM Peak Hour Split In	PM Peak Hour Split Out	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Proposed Land Use																				
Multifamily Housing (High-Rise)[1]	222					365 Dwelling Units	4.450	1,624	0.310	24%	76%	27	86	113	0.360	61%	39%	80	51	131
Location Based Reduction[2]		*Urban Low-Transit*			*13%*			*-211*				*-4*	*-11*	*-15*				*-10*	*-7*	*-17*
VMT Reduction[3]			*6.9*	*5.43*	*21%*			*-301*				*-5*	*-16*	*-21*				*-15*	*-9*	*-24*
Gross Project Trips								**1,112**				**18**	**59**	**77**				**55**	**35**	**90**

Notes:
[1] Source: ITE *Trip Generation Manual*, 10th Edition 2017
[2] The project site is located within an urban low-transit area based on the City of San Jose VMT Evaluation Tool (February 28, 2019). The trip reductions are based on the percent of mode share for all of the other modes of travel besides vehicle.
[3] VMT per capita for residential use. Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool (March 14, 2018). It is assumed that every percent reduction in VMT per-capita is equivalent to one percent reduction in peak hour vehicle-trips.

Figure 12
Project Trip Distribution

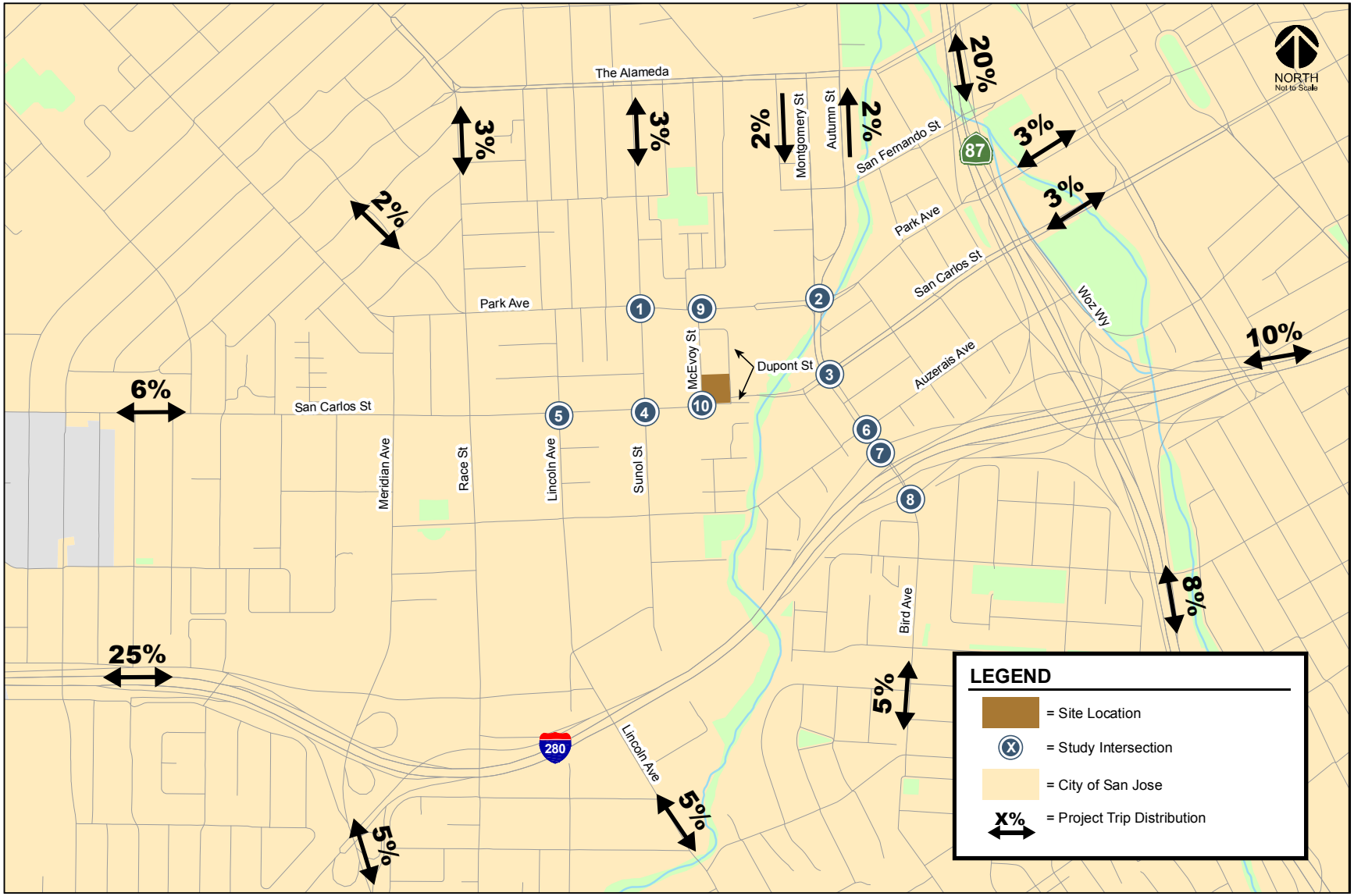
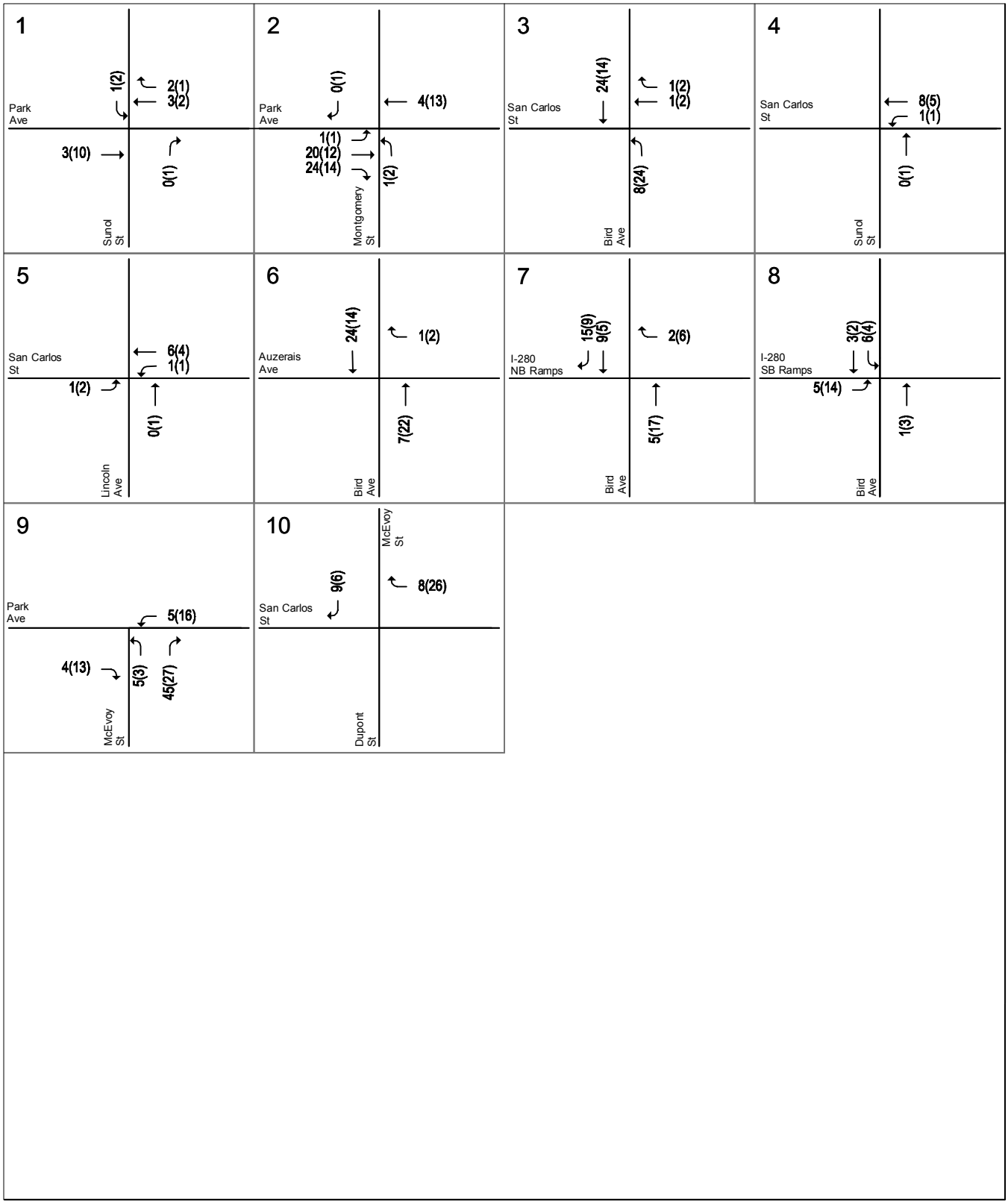


Figure 13
Gross Project Trip Assignment



Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for 8 signalized intersections within the City of San Jose, three of which are CMP intersections, and two unsignalized intersections. Intersections were selected for study if the project is anticipated to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook*.

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgment of Public Works.

Based on the above criteria, the following study intersections were selected for evaluation and are shown on Figure 14.

1. Sunol Street and Park Avenue
2. Montgomery Street and Park Avenue
3. Bird Avenue and San Carlos Street *
4. Sunol Street and San Carlos Street
5. Lincoln Avenue and San Carlos Street
6. Bird Avenue and Auzerais Avenue
7. Bird Avenue and I-280 (N) *
8. Bird Avenue and I-280 (S) *
9. McEvoy Street and Park Avenue (unsignalized)
10. McEvoy Street/Dupont Street and San Carlos Street (unsignalized)

* Denotes CMP Intersection

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of San Jose, the VTA Congestion Management Program (CMP), and field observations. The following data were collected from these sources:

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

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 15. It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network with the exception of the following planned improvement:

Figure 14
Site Location and Study Intersections

Park Avenue Multimodal Streetscape Improvements: The Park Avenue Multimodal Streetscape Improvements project provides a variety of traffic safety and infrastructure improvements along Park Avenue, between Hedding Street and Montgomery Street. The improvements include pavement rehabilitation, traffic signal modifications, and the installation of new median islands, buffered bike lanes, ADA compliant curb ramps, sidewalks, curb and gutter, and driveway improvements. The Park Avenue improvements will enhance safety, accessibility, and connectivity to and between residential uses and other pedestrian destinations, such as commercial uses, schools, parks, transit facilities, and others, for both bicyclists and pedestrians. As part of the City's 2019 Pavement Maintenance Program, Park Avenue is planned to be narrowed from two to one travel lane in each direction between Montgomery Street and Laurel Grove Lane. The existing westbound left-turn lane on Park Avenue to McEvoy Street will remain.

McEvoy Street and Park Avenue Intersection Improvements: Improvements at the McEvoy Street/Park Avenue intersection consist of the installation of a detached bulb-out at the southwest corner of the intersection and a raised median island on Park Avenue, along the west leg of the intersection. New 12-foot crosswalks will be installed along the west and south legs of the intersection, connecting to the bulb out and the median island. A new ADA compliant curb ramp will be installed on the north side of Park Avenue, at the new crosswalk. Both the median island and bulb out will include 6-foot openings within/at the crosswalks for wheelchair access. Additionally, the new crosswalk across Park Avenue will consist of a ladder-style striping crosswalk and will include Rectangular Rapid Flashing Beacons (RRFB) at both ends of the crosswalk (next to the new curb ramp on the north side of the street and within the bulb out on the south side of the street) and within the median island. These improvements will facilitate pedestrian crossing of Park Avenue at McEvoy Street.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose, the 2018 CMP Annual Monitoring Report, previously completed transportation analyses and supplemented with new manual turning-movement counts collected in February 2018. The existing peak-hour intersection volumes are shown on Figure 16. Intersection turning-movement counts conducted for this analysis are presented in Appendix B. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Future Conditions

Background peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 17). The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database (see Appendix C). Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 18).

The approved trips, proposed project trips, and traffic volumes for all components of traffic are tabulated in Appendix D.

Figure 15
Existing Lane Configurations

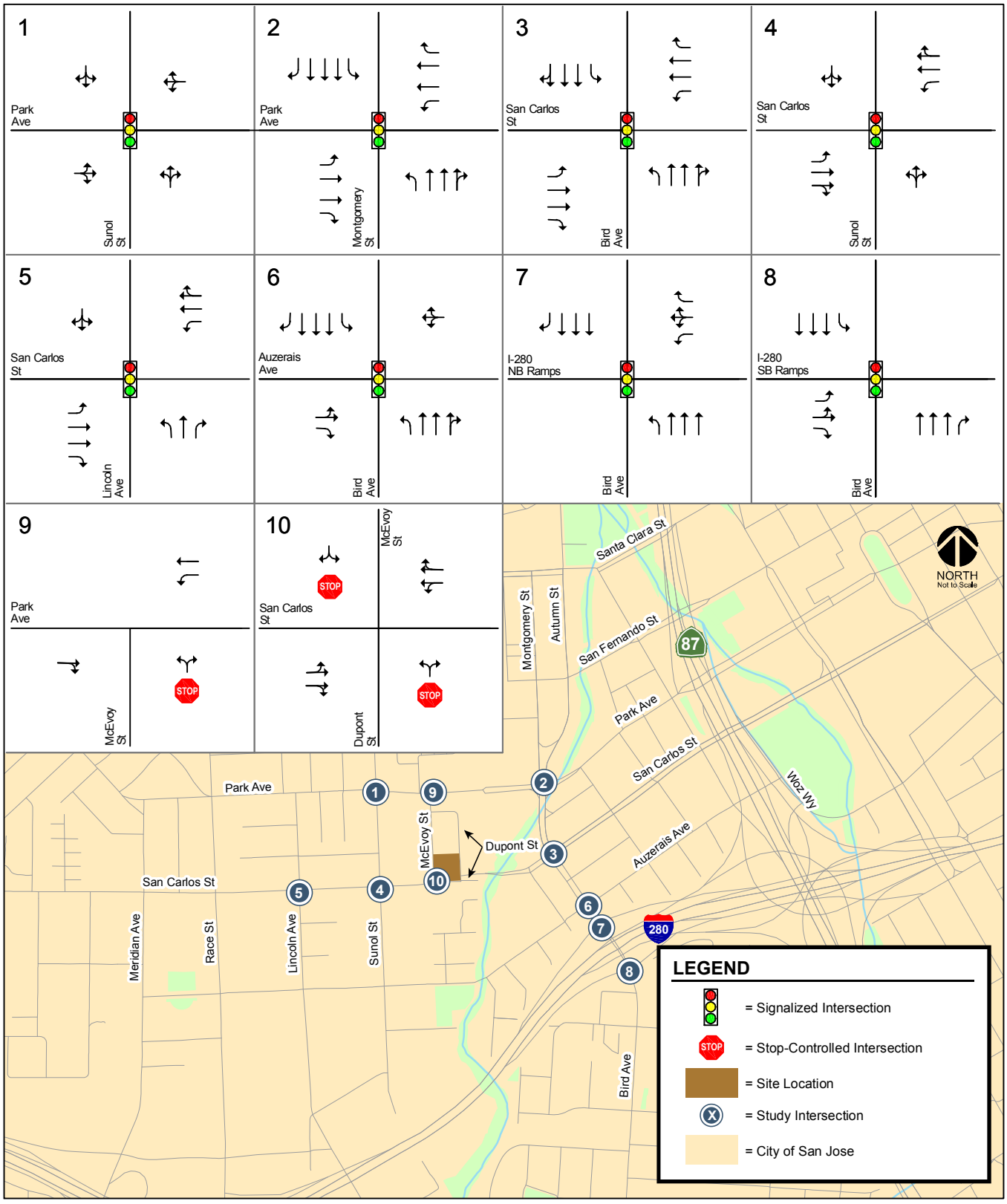


Figure 16
Existing Traffic Volumes

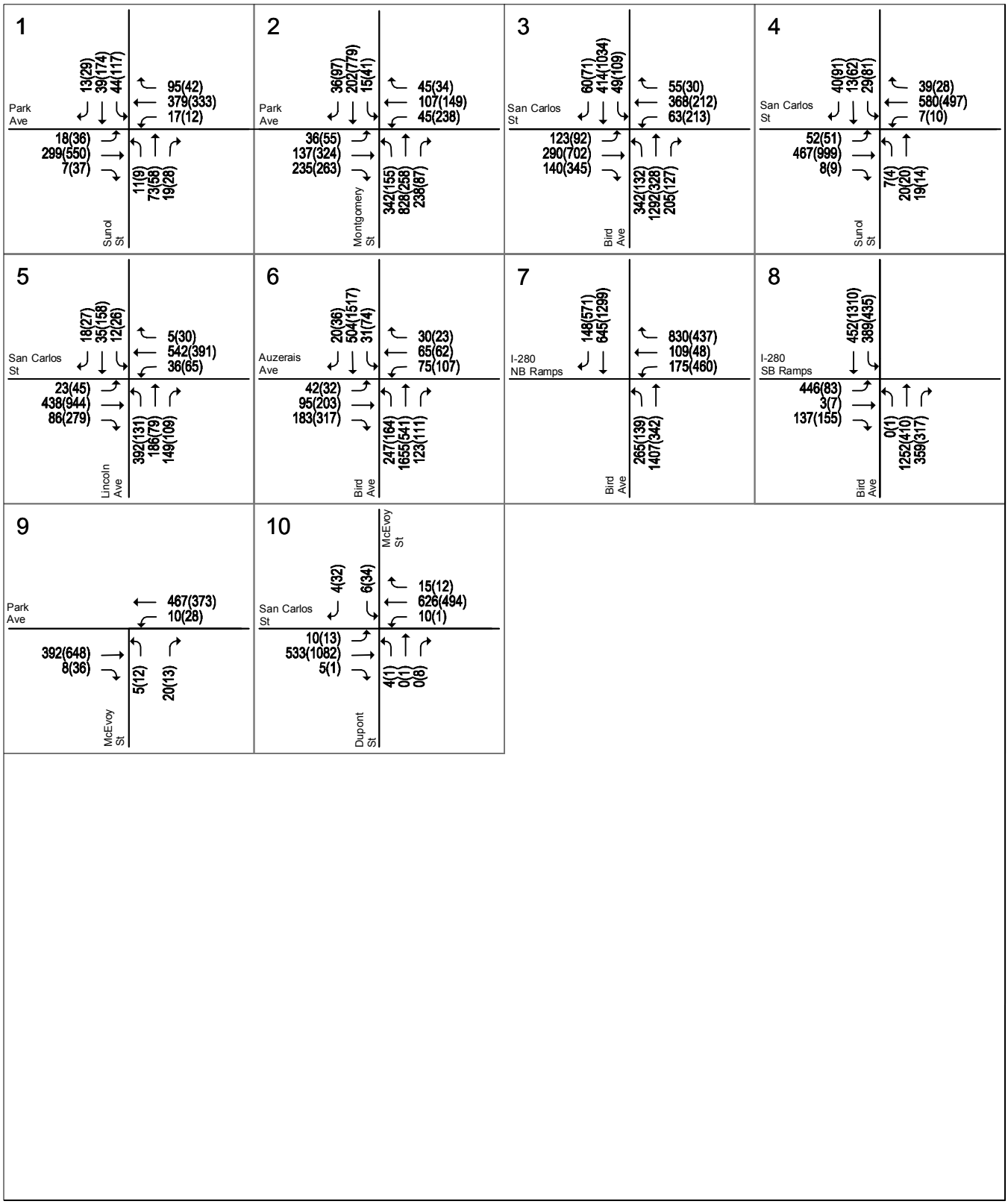


Figure 17
Background Traffic Volumes

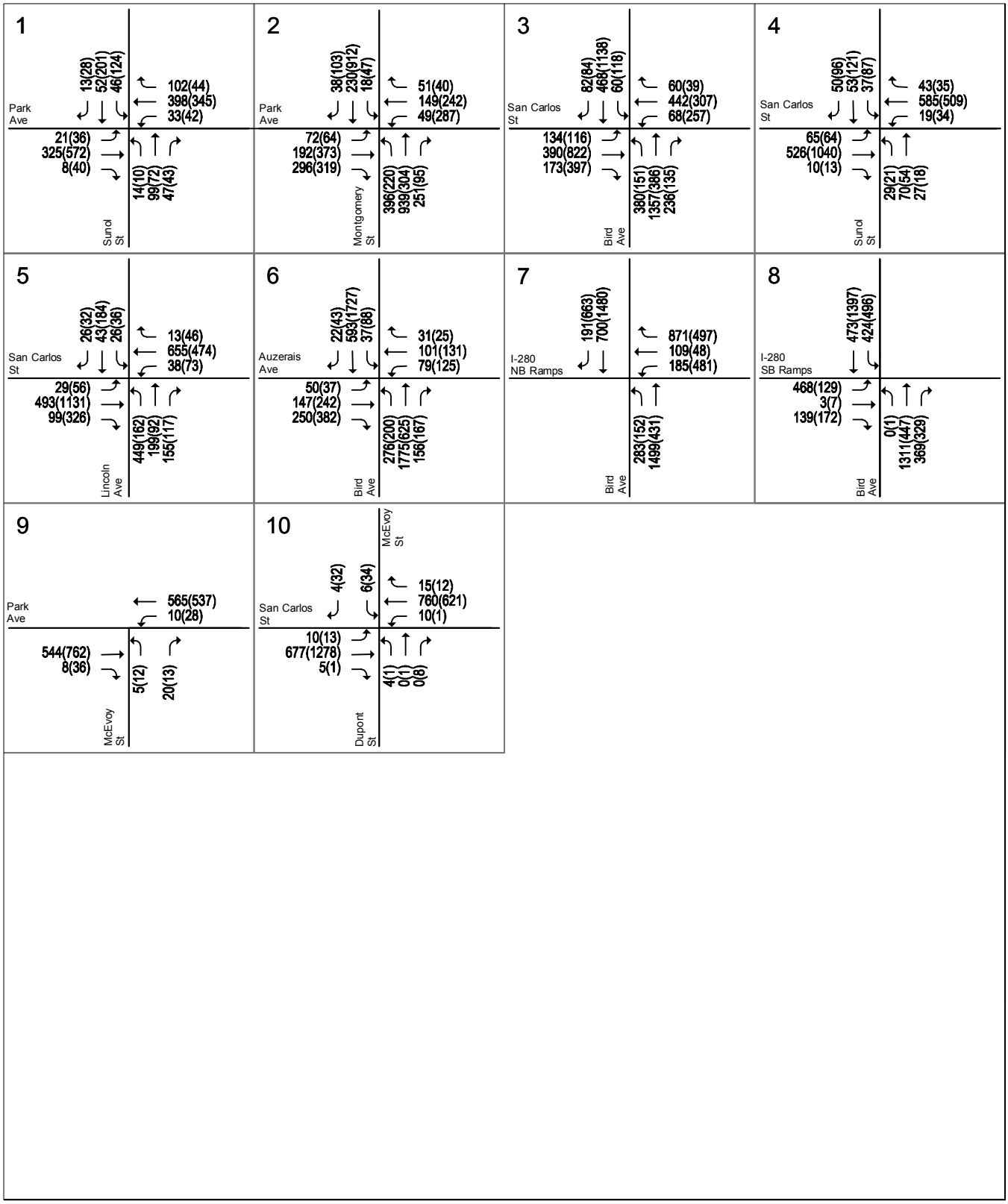
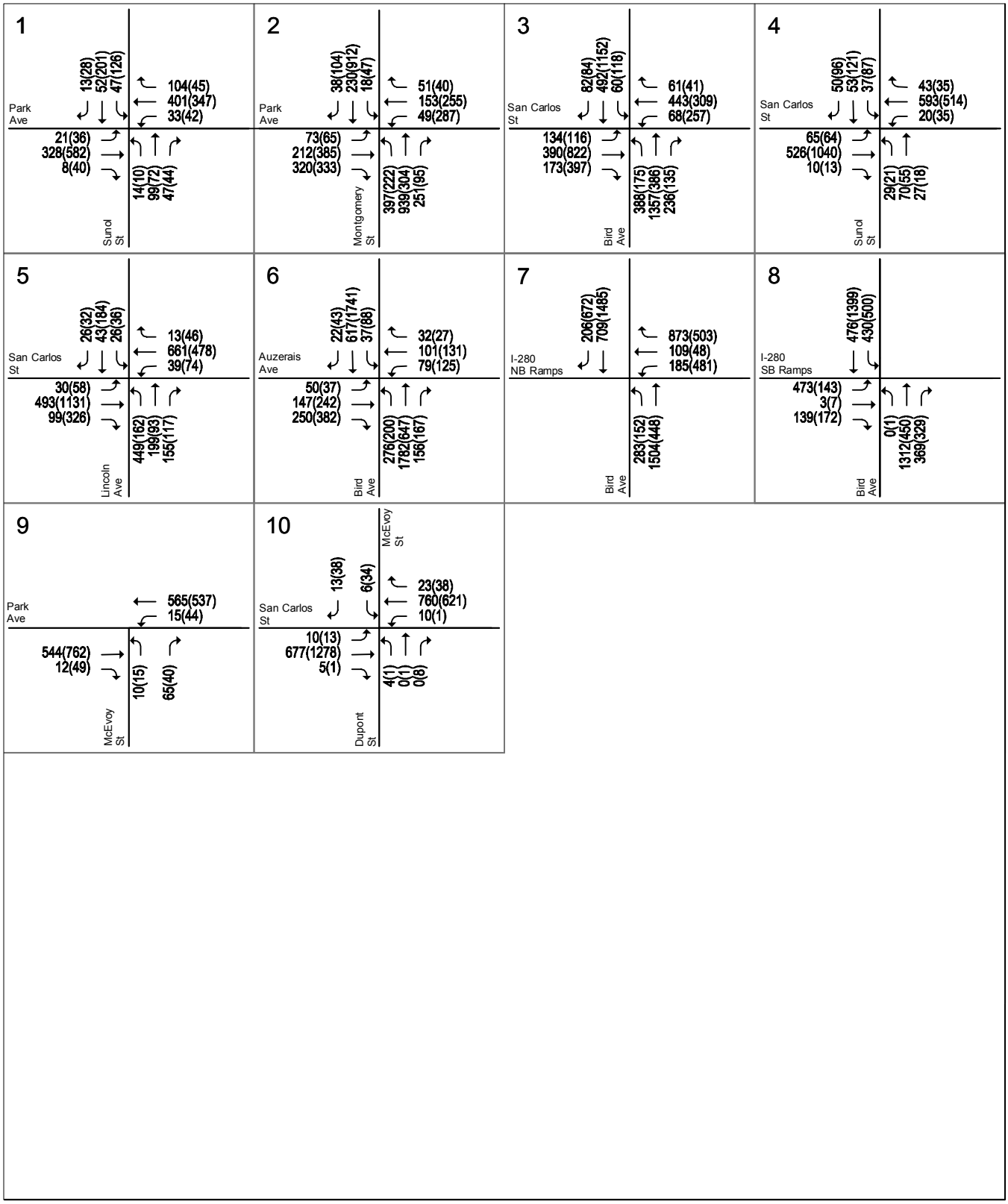


Figure 18
Background Plus Project Traffic Volumes



Level of Service Standards and Analysis Methodologies

Signalized Intersections

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

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 5.

Signalized study intersections are subject to the City's level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy. Level of service standard for CMP intersections is LOS E or better.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs if for either peak hour:

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

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Conformance to the CMP Intersection Level of Service Standard

Based on CMP criteria, a project would fail to meet the CMP intersection standard if the additional project traffic caused one of the following during either peak hour:

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

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

Table 5
Signalized Intersection Level of Service Definitions Based on Control Delay

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

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

Unsignalized Intersections

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

For unsignalized study intersections an assessment is made of the need for signalization of the intersection, based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary.

Improvement Measures

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary

and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6.

Existing Intersection Operation Conditions

Intersection levels of service were evaluated against applicable City of San Jose and CMP operations standards. The results of the level of service analysis show that all study intersections currently operate at an acceptable standard D or better during both the AM and PM peak hours, when measured against the applicable City of San Jose and CMP level of service standard. The level of service calculation sheets are included in Appendix E.

Future Intersection Operation Conditions

The intersection operations analysis shows that all signalized study intersections would continue to operate at acceptable levels of service under background and background plus project conditions during both the AM and PM peak hours (see Table 6). Therefore, the project would not have an adverse effect on operations at any of the study intersections, when measured against the applicable City of San Jose and CMP level of service standards.

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

Signal Warrant Analysis

The results of the peak-hour signal warrant analysis indicate that the unsignalized study intersections of McEvoy Street/Park Avenue and McEvoy Street/San Carlos Street currently have, and would continue to have under background plus project conditions, traffic volume levels that fall below the thresholds that warrant signalization. The peak-hour signal warrant sheets are provided in Appendix F.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled approaches. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

Table 6
Intersection Levels of Service

Study Number	Intersection	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay[1]	Incr. In Crit. V/C[1]
1	Sunol Street and Park Avenue	D	AM	02/14/18	8.8	A	10.4	B	10.4	B	0.0	0.003
			PM	02/14/18	14.0	B	15.0	B	15.1	B	0.1	0.007
2	Montgomery Street and Park Avenue	D	AM	02/14/18	23.6	C	25.2	C	25.3	C	0.2	0.004
			PM	02/14/18	37.9	D	40.0	D	40.1	D	0.2	0.005
3	Bird Avenue and San Carlos Street *	D	AM	10/13/16	30.5	C	32.2	C	32.4	C	0.0	0.000
			PM	12/11/18	36.6	D	38.7	D	39.3	D	1.0	0.018
4	Sunol Street and San Carlos Street	D	AM	02/14/18	12.3	B	15.3	B	15.3	B	-0.1	0.002
			PM	02/14/18	15.0	B	16.9	B	16.9	B	0.0	0.001
5	Lincoln Avenue and San Carlos Street *(Protected Intersection)*	D	AM	05/18/17	33.9	C	35.9	D	35.9	D	0.0	0.002
			PM	05/18/17	32.8	C	34.3	C	34.4	C	0.1	0.001
6	Bird Avenue and Auzerais Avenue	D	AM	02/14/18	21.2	C	23.9	C	23.9	C	0.0	0.001
			PM	02/14/18	28.3	C	30.4	C	30.3	C	0.0	0.003
7	Bird Avenue and I-280 (N) *	D	AM	10/13/16	31.1	C	32.0	C	32.2	C	0.1	0.002
			PM	12/11/18	27.7	C	29.1	C	29.2	C	0.6	0.007
8	Bird Avenue and I-280 (S) *	D	AM	10/13/16	30.7	C	31.6	C	31.8	C	0.2	0.005
			PM	12/11/18	23.5	C	24.9	C	25.1	C	0.0	0.002

* Denotes CMP Intersection

[1] Change in delay and V/C for background plus project conditions is measured relative to background conditions.

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

Where:

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

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

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement.

The operations analysis is based on vehicle queuing for high-demand movements at intersections. The following four intersection movements were examined as part of the queuing analysis for this project:

- Bird Avenue and San Carlos Street – Northbound left-turn movement
- Bird Avenue and I-280 Eastbound Ramps – Eastbound left-turn and through-movements
- McEvoy Street and Park Avenue – Northbound approach and westbound left-turn movement

Queuing Analysis Results

The results of the queuing analysis are summarized in Table 7. The results indicate that the northbound left-turn movement at the Bird Avenue and San Carlos Street intersection currently experiences vehicular queue lengths that exceed the available queue storage capacity during the AM peak hour under existing conditions and would continue to do so under background conditions. The vehicular queue lengths for the same movement also would exceed the available storage capacity during the PM peak hour under background conditions.

The addition of project traffic to the intersection of Bird Avenue and San Carlos Street is projected to increase the northbound left-turn 95th percentile queue length by one vehicle during the PM peak hour (from 9 to 10 vehicles), when compared to background conditions. The addition of project traffic would not lengthen the projected northbound left-turn queue during the AM peak-hour. However, the projected queue length of 250 feet during the PM peak-hour would exceed the existing queue storage capacity for this movement (approximately 225 feet). Extending the northbound left-turn pocket at this intersection would require shortening the adjacent back-to-back southbound left-turn pocket at the Bird Avenue/Auzerais Avenue intersection. Alternatively, adding a second northbound left-turn lane at the intersection may require the removal of on-street parking along the east side of Bird Avenue, south of San Carlos Street.

Table 7
Queuing Analysis Summary

Measurement	Bird/ San Carlos		Bird/ I-280 SB Ramps		McEvoy/ Park			
	NBL AM	NBL PM	EBL/T AM	EBL/T PM	WBL AM	WBL PM	NBL/T/R AM	NBL/T/R PM
Existing Conditions								
Cycle/Delay[1] (sec)	120	120	120	120	8.1	9.0	12.0	17.4
Lanes	1	1	2	2	1	1	1	1
Volume (vph)	342	132	449	90	10	28	25	25
Volume (vphpl)	342	132	225	45	10	28	25	25
Avg. Queue (veh/ln.)	11	4	7	2	0	0	0	0
Avg. Queue[2] (ft./ln)	285	110	187	38	1	2	2	3
95th %. Queue (veh/ln.)	17	8	12	4	1	1	1	1
95th %. Queue (ft./ln)	425	200	300	100	25	25	25	25
Storage (ft./ ln.)	225	225	600	600	225	225	100	100
Adequate (Y/N)	**NO**	YES	YES	YES	YES	YES	YES	YES
Background Conditions								
Cycle/Delay[1] (sec)	120	120	120	120	8.5	9.5	14.1	22.5
Lanes	1	1	2	2	1	1	1	1
Volume (vph)	380	151	471	136	10	28	40	26
Volume (vphpl)	380	151	236	68	10	28	40	26
Avg. Queue (veh/ln.)	13	5	8	2	0	0	0	0
Avg. Queue[2] (ft./ln)	317	126	196	57	1	2	4	4
95th %. Queue (veh/ln.)	19	9	13	5	1	1	1	1
95th %. Queue (ft./ln)	475	225	325	125	25	25	25	25
Storage (ft./ ln.)	225	225	600	600	225	225	100	100
Adequate (Y/N)	**NO**	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions								
Cycle/Delay[1] (sec)	120	120	120	120	8.6	9.6	14.6	21.6
Lanes	1	1	2	2	1	1	1	1
Volume (vph)	388	175	476	150	15	44	75	55
Volume (vphpl)	388	175	238	75	15	44	75	55
Avg. Queue (veh/ln.)	13	6	8	3	0	0	0	0
Avg. Queue[2] (ft./ln)	323	146	198	63	1	3	8	8
95th %. Queue (veh/ln.)	19	10	13	5	1	1	1	1
95th %. Queue (ft./ln)	475	250	325	125	25	25	25	25
Storage (ft./ ln.)	225	225	600	600	225	225	100	100
Adequate (Y/N)	**NO**	**NO**	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

Additionally, the queuing analysis shows that, at the intersection of McEvoy Street and Park Avenue, queue lengths of no more than one vehicle are projected for both the westbound left-turn movement and the northbound approach, under background plus project conditions. The projected 95th percentile queue lengths at this intersection would be accommodated within the existing queue storage capacity.

The queue storage capacity for the remaining study intersection movements are currently adequate and would continue to be adequate to accommodate the projected queue lengths under background plus project conditions.

It is also important to note that the project's proximity to major transit services at the Diridon Transit Center and bicycle facilities surrounding the project area will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel. It is expected that the auto trips ultimately generated by the project would be less than those estimated within this study and the identified operational deficiencies (queues at intersections) reduced as development and the planned enhancement of the multi-modal transportation system progresses within the area.

Site Access

The site access evaluation is based on the site plan dated September 17, 2019 prepared by Anderson Architects, Inc. Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. The street/first level site plan is shown on Figure 19 below.

Existing Project Site Access

Vehicular access to the project site would be provided via one full access driveway located on McEvoy Street along the west project frontage. No vehicular access is proposed via the Dupont Street (east) project frontage. Currently, access to the surrounding roadway network is provided via the intersections of McEvoy Street with Park Avenue and San Carlos Street.

Project Driveway Design

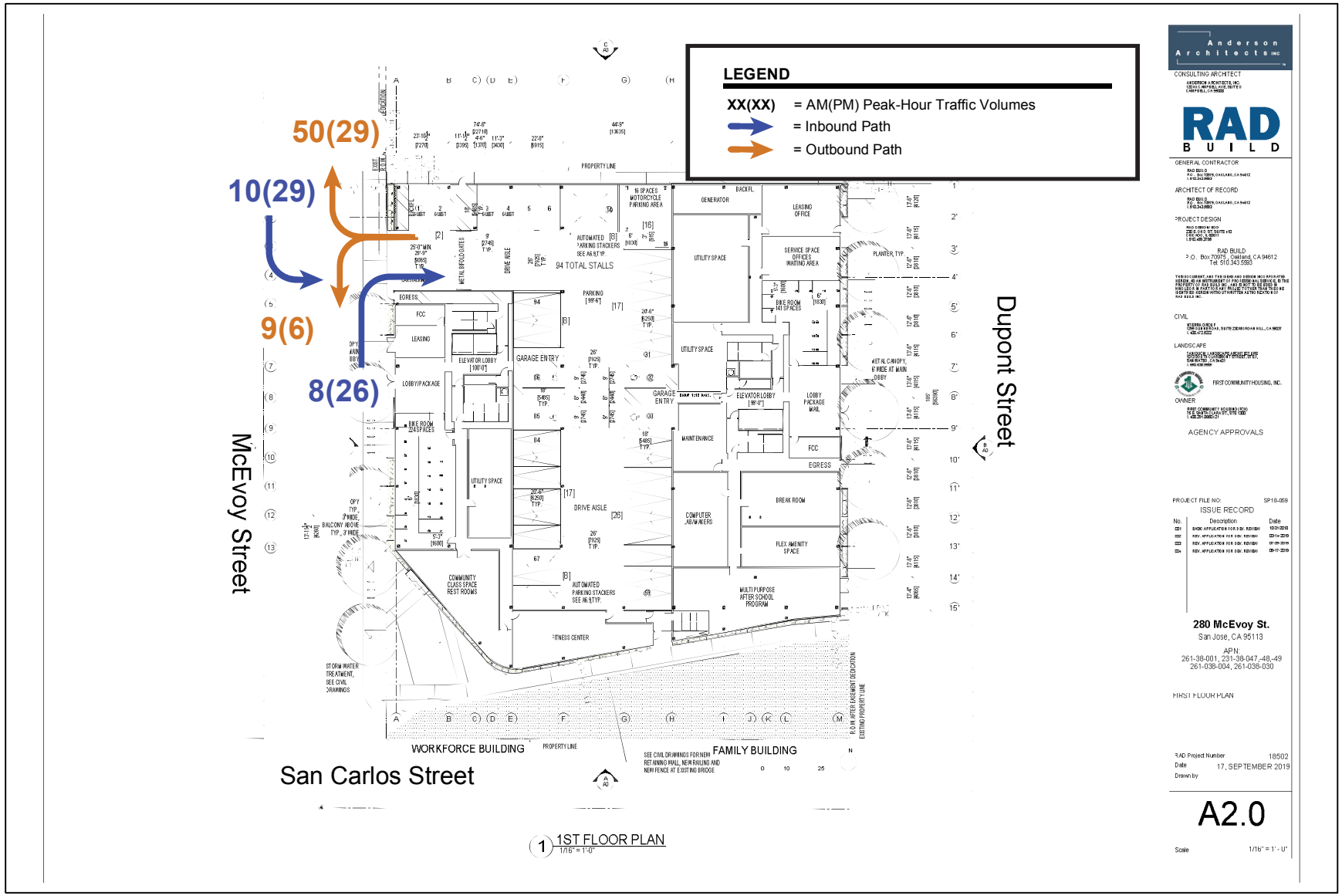
The City of San Jose requires a minimum width of 26 feet for all two-way driveways. The site plan does not indicate the proposed driveway width, however, the project driveway must be designed to meet the City's minimum 26-foot width requirement.

Recommendation: The project site access driveway along McEvoy Street must be designed to the satisfaction of City of San Jose design guidelines, including the minimum 26-foot width requirement.

Sight Distance

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Although no speed limits are posted along McEvoy Street, it is designated as a local city street, with typical speed limit of 25 mph. The AASHTO stopping sight distance for a facility with a posted speed limit of 25 mph is 155 feet. Thus, a driver exiting the proposed driveway must be able to see 155 feet to the north and south along McEvoy Street in order to be able to stop and avoid a collision.

Figure 19
Gross Project Trips at Proposed Site Access Driveway



Based on the project site plan and observations in the field, vehicles exiting the proposed driveway will be able to see approaching southbound traffic on McEvoy Street as far away as its intersection with Dupont Street, approximately 400 feet away. Northbound traffic on McEvoy Street is visible as far away as its intersection with San Carlos Street, approximately 200 feet south of the proposed project driveway. Therefore, it can be concluded that the project driveway would meet the AASHTO minimum stopping sight distance standards.

There are no existing trees or visual obstructions along the project frontage that would obscure sight distance at the project driveway. The project access points should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on McEvoy Street. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Sight Distance and Operations at McEvoy Street/San Carlos Street

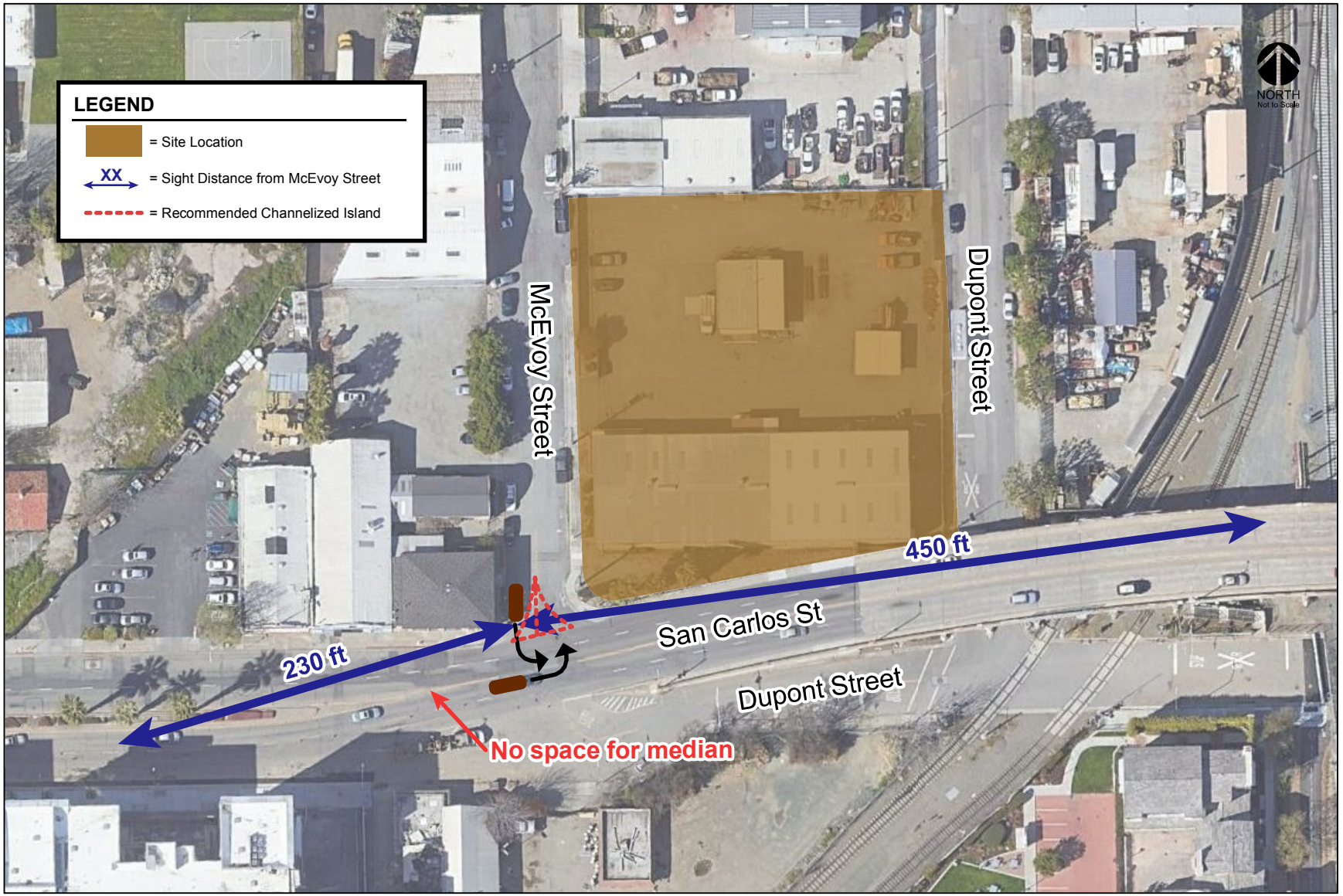
There are currently no left-turn restrictions at the intersection of McEvoy Street/Dupont Street and San Carlos Street. However, project trips were not assigned to make left-turns from any of the four legs at the intersection due to relatively high traffic volumes along the eastbound and westbound approaches of San Carlos Street during the AM and PM peak hours. Regardless, some drivers may choose to make left-turns at the McEvoy Street/Dupont Street and San Carlos Street intersection since there is no physical restriction currently in place.

San Carlos Street has a posted speed limit of 35 mph which correlates to an AASHTO stopping sight distance of 250 feet. Based on observations in the field, vehicles performing a southbound left-turn movement at the intersection (from McEvoy Street onto eastbound San Carlos Street) will be able to see approaching traffic on westbound San Carlos Street as far away as approximately 450 feet (shown on Figure 20). However, approaching traffic from eastbound San Carlos Street is visible only 230 feet due to palm trees located within the center median of San Carlos Street and due to a building located at the northwest corner of the McEvoy Street/San Carlos Street intersection. Therefore, current sight distance from McEvoy Street to eastbound San Carlos Street does not meet the AASHTO minimum stopping sight distance standards.

Additionally, no restrictions exist that limit left-turns onto northbound McEvoy Street from eastbound San Carlos Street. However, there is no left-turn pocket provided on eastbound San Carlos Street. Therefore, left-turning vehicles are required to wait within the inner eastbound travel lane of San Carlos Street while waiting for a gap in the westbound traffic flow. Therefore, an increase in left-turning vehicles from eastbound San Carlos Street to McEvoy Street will result inhibit eastbound traffic flow on San Carlos Street.

Based on the identified operational issues at the intersection, it is recommended that turn movements be restricted to and from McEvoy Street. Restricting movements at the McEvoy Street/San Carlos Street intersection will require a physical restriction on San Carlos Street or McEvoy Street. Due to right-of-way limitations on San Carlos Street, it may not be feasible to extend the central median along San Carlos Street which currently ends approximately 100 feet west of the intersection. Therefore, it is recommended that a channelizing island be installed on McEvoy Street. As shown on Figure 20, the island can be designed to limit left-turns out of McEvoy Street (right-out only), to limit left-turns onto McEvoy Street (right-in only), or to limit all left-turns into and out of McEvoy Street (right-in and right-out only). The right-out only option would redirect traffic currently accessing eastbound San Carlos Street to use eastbound Park Avenue. The right-in only option would redirect traffic currently accessing northbound McEvoy Street to turn right onto Dupont Street along the south leg of the intersection.

Figure 20
Operational Issues at McEvoy Street/Dupont Street and San Carlos Street Intersection



Dupont Street runs below San Carlos Street before intersecting with McEvoy Street just south of Park Avenue. The City recommends the right-in/right-out option, and the design will be evaluated at the implementation phase.

Effects of Future San Carlos Street Bridge Reconstruction on Site Access

San Carlos Street runs along the southern project site frontage with access to the project site currently provided at its intersection with McEvoy Street. Between Dupont Street and Royal Avenue, San Carlos Street overpasses the Union Pacific Railroad and VTA light trail tracks, as well as Los Gatos Creek. The San Carlos Street bridge is currently substandard in regard to its horizontal and vertical alignments and will not accommodate the planned California High-Speed Railway.

The City of San Jose has indicated that the West San Carlos Street bridge may be reconstructed in the future. However, a funding strategy and project construction schedule have not been identified by the City. A conceptual bridge design (see Figure 21) has been prepared by the City of San Jose Department of Transportation. The proposed reconstruction of the San Carlos Street bridge would expand the length of the bridge, with a relocated bridge touch-down point west of McEvoy Street. The vertical profile of the bridge will be designed to accommodate either of the vertical rail track options (either at-grade or elevated 25 feet above the existing grade) that would be selected for the proposed reconstruction of the Diridon Transit Station, as described in the Diridon integrated Station Concept Plan. Regardless of the selected track profile, however, implementation of the new West San Carlos Street bridge would eliminate access to San Carlos Street from McEvoy Street/Dupont Street to accommodate the new expanded bridge structure touch-down point located west of McEvoy Street.

With the reconstructed San Carlos Street bridge, the south end of McEvoy Street would be abandoned and McEvoy Street would terminate along the project site frontage as a cul-de-sac. Access to San Carlos Street from the Dupont Street underpass also would be eliminated. The changes would make the intersection of McEvoy Street and Park Avenue the only vehicular access point to the project site. Similarly, all traffic associated with the surrounding industrial uses located on McEvoy Street and Dupont Street would use McEvoy Street/Park Avenue as their access point.

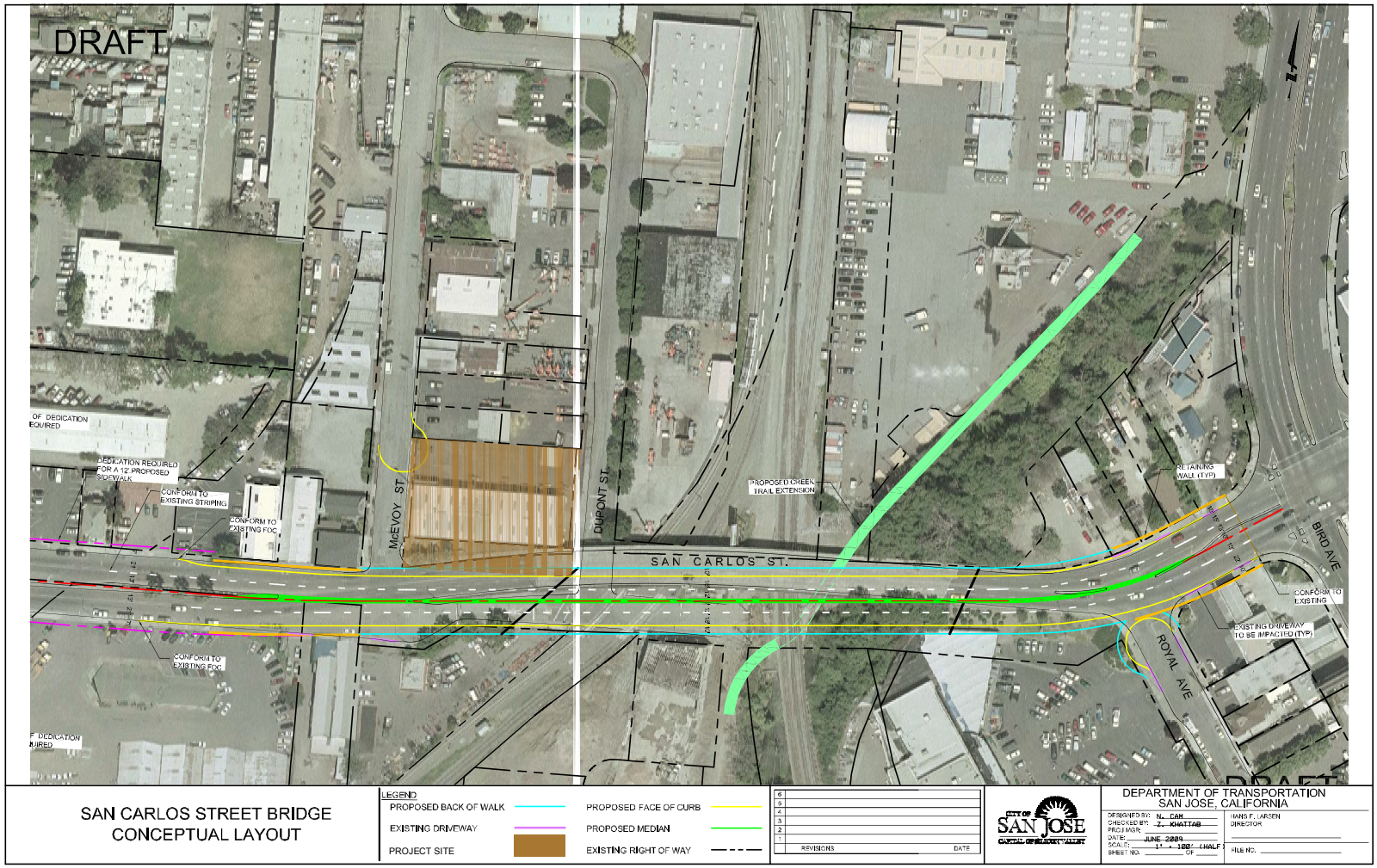
On-Site Vehicular Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards.

The project is proposing to include a street-level parking garage, with a single access point along McEvoy Street. The proposed L-shape parking garage would include a total of 94 parking stalls, with 10 parking stalls provided as uniform parking spaces and the remaining parking stalls provided as stacked parking spaces. Sixteen motorcycle parking spaces also are being proposed and would be located at the northeast corner of the parking garage.

The proposed parking garage would include a two-way drive aisle lined with 90-degree parking stalls. The City's standard minimum width for two-way drive aisles with 90-degree parking is 26 feet wide. This allows sufficient space for two-way circulation, in particular for larger vehicles, and for vehicles to easily maneuver in and out of the parking spaces. Additionally, the City identifies full-size parking spaces as 18 feet long and 9 feet wide and compact parking spaces as 16 feet long and 8 feet wide. Based on the site plan, the proposed drive aisles and parking spaces will meet the City's minimum required widths for adequate vehicular circulation.

Figure 21
San Carlos Street Bridge Reconstruction Conceptual Layout Plan



The majority of the parking stalls along the north-south drive aisle would consist of double- and triple-stacking mechanical parking lifts. The parking lifts would extend outward onto the drive aisle while parking or retrieving a vehicle from the upper level of the lift. Parking and retrieving vehicles from the mechanical parking lifts would momentarily interfere with vehicular circulation within the parking garage as most of the drive aisle would be blocked by the extended lift. However, this is not anticipated to create back-ups at the parking garage entrance since the parking lifts would be located away from the project driveway.

Recommendation: The project should adhere to City of San Jose design guidelines and standards and work with City staff to ensure that the design of all driveways, drive aisles, and parking stalls is to the satisfaction of the City.

Recommendation: Adequate visual and auditory warnings should be provided to alert drivers and pedestrians whenever a double/triple-stacking mechanical parking lift is operating. Additionally, the space that the mechanical parking lift occupies whenever it is extended on the drive aisle should be clearly marked on the drive aisle pavement.

Parking Garage Circulation

The parking garage would be accessed by tenants and possibly visitors of the proposed residential development only. No larger vehicles, such as emergency vehicles and garbage trucks, would access the parking garage.

The proposed single drive aisle leads to a dead-end at the south end of the parking garage. Dead end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. In areas where parking spaces are designated for specific individuals, however, dead-end aisles are less problematic. The proposed parking spaces would be designated for specific tenants, eliminating the need for residents to circulate the garage in search of available parking.

The site plan shows parking spots located adjacent to the parking garage entrance. This is less than ideal because parking activity within those parking stalls could block access in and out of the parking garage. Typically, a minimum of 30 feet is the recommended distance between a driveway or entrance and the first parking stall or drive aisle.

The layout of the parking garage and the single garage entrance would require all vehicles to exit the garage following the same path they took in. Some drivers with larger vehicles may have difficulty navigating the sharp inbound right turn located approximately 80 feet east of the garage entrance, resulting in vehicles encroaching upon the opposing lane to complete the turn. Thus, it is recommended that a physical device be installed at the 90-degree turn in an effort to aid circulation and reduce vehicular conflict at this constraint point. Such devices could include speed humps/bumps to slow down traffic, convex mirrors to assist drivers with the blind turn while turning around the corner, and signage.

Recommendation: A minimum of 30 feet is the recommended distance between a driveway or entrance and the first parking stall or drive aisle.

Recommendation: It is recommended that physical devices be installed within the parking garage at the drive aisle's 90-degree bend in an effort to aid circulation and reduce vehicular conflict at this constraint point. Such devices could include speed humps/bumps to slow down traffic, convex mirrors to assist drivers with the blind turn while turning around the corner, and signage.

Bike and Pedestrian On-Site Circulation

The site plan shows the entrance to the buildings' lobby located along McEvoy Street (western tower lobby) and Dupont Street (eastern tower lobby). The proposed project would construct new sidewalks

along its frontage on both McEvoy and Dupont Streets, connecting the proposed project to existing pedestrian facilities along both streets.

From each of the building's lobbies, tenants would be able to access the various tenant facilities and services located on the first floor level of each building, such as the mail room, trash enclosure, elevators, bike storage areas, parking garage, and stairways. The parking garage entrance from each residential tower would be located across from each other within the parking garage, providing a direct pedestrian connection between the two towers. The site plan indicates that conventional, non mechanical-lift parking spaces would be located along both sides of the garage entry points from the residential towers. These four parking spaces (two spaces at each garage entrance), along with adjacent pavement markings, would enhance visibility at the garage entry points for both drivers and pedestrians. These parking spaces are designated as accessible spaces and would provide the shortest route to the building entrances. This design feature eliminates the need for drivers parking within these spaces to navigate the parking garage to access the elevator lobbies. In addition, the pavement markings at the garage entry points could be extended across the drive aisle to alert drivers of potential pedestrian travel between the two towers.

The site plan also shows a Plaza, or open area, at the southwest corner of the project site. From the plaza, a 9-foot wide sidewalk along the south project frontage would connect existing sidewalks on the McEvoy and Dupont Street frontages to provide a pedestrian connection between the two residential towers. The proposed Plaza, along with sidewalks on McEvoy and Dupont Streets, would provide an inviting pedestrian environment and facilitate pedestrian access between the two project buildings and other pedestrian destinations in the vicinity of the project site.

Currently, commercial land uses and bus stops along San Carlos Street are accessible from the project site via the existing intersection of McEvoy Street/San Carlos Street and the continuous sidewalks between these two streets. Bicycle storage rooms would be located within the ground floor of both residential towers. Access to these bike storage areas would be provided from both of the building lobbies. Bicyclists may use the existing Class III bike route on McEvoy Street to connect to existing bicycle facilities along Park Avenue, or access the Los Gatos Creek Trail via the Dupont Street connection. Providing convenient, easily accessible, and secured bike parking would help create a pedestrian- and bicycle-friendly environment and, in combination with the available extensive bicycle network, encourage bicycling as a mode of transportation.

Recommendation: It is recommended that the pavement markings at the garage entry points be extended across the drive aisle to alert drivers of potential pedestrian travel between the two towers.

Truck Access and Circulation

Larger vehicles, such as delivery trucks, garbage trucks, and emergency trucks, would not have access to the parking garage.

Loading Spaces

According to the City of San Jose Zoning Regulations (20.90.410), the project is not required to provide off-street loading spaces for the residential use. All truck loading activities would occur along McEvoy Street and Dupont Street.

Garbage Collection

Garbage collection activities for the project are not anticipated to occur on site due to height and access limitations. Thus, it is anticipated that trash bins would be wheeled out of the trash room to the curb along Dupont Street and McEvoy Street on designated garbage collection days. The trash bins should

be removed from the public right-of-way immediately after garbage pickup as to not inhibit traffic circulation and access to on-street parking along the project site frontages.

Recommendation: It is recommended that any proposed trash rooms be conveniently located for easy access by the residents of the project as well as easy movement of the trash bins between the trash room and the adjacent street for trash collection.

Emergency Vehicle Access

Emergency vehicles access (EVA) would be provided along McEvoy and Dupont Streets. Due to the restricted access, drive aisle widths, and height clearance, emergency vehicles would not access the parking structure. Instead, all parts of the proposed project would be accessed from McEvoy and Dupont Street, and the proposed Plaza.

The nearest fire station to the project site is the San Jose Fire Department Fire Station 30, located along Auzerais Avenue, southeast of the project site. Currently, the shortest route from Station 30 to the project site is via the intersection of McEvoy Street and San Carlos Street.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes.

Pedestrian volumes on McEvoy Street and Dupont Street are minimal. Therefore, any necessary sidewalk closures/pedestrian detours would have very little effect on the overall pedestrian circulation in the area. Similarly, bicycle volumes along McEvoy Street and Dupont Street are relatively low, therefore effects on bicycle facilities during construction are expected to minimal.

Parking Supply

City of San Jose Municipal Code 20.190.060 provides guidance for the required reduction of parking spaces for affordable restricted residential developments that qualify for a Density Bonus. Reductions are based on the category of restricted affordable units proposed. The proposed project includes all affordable units, with 30% of all units renting at the Very Low Income level. Table 8 shows the number of proposed residential units and the City's allowable parking reductions for each type of income level and unit size. Based on the City's requirements, the project is required to provide a total of 90 parking spaces. The project proposes to provide a total of 94 on-site parking spaces, which would exceed the number of spaces required for the project, per City code.

ADA Compliance

Per the 2016 California Building Code (CBC) Table 11B-208.2, four ADA accessible spaces are required for projects providing 76 to 100 parking spaces. Of the required accessible parking spaces, one van accessible spaces is required. The site plans show four parking spaces adjacent to the parking garage entry points designated as accessible spaces. The proposed location of the four accessible spaces provides direct access to elevator lobbies and eliminates the need for drivers parking within these parking spaces to navigate the parking garage.

Table 8
Required Parking Summary

Residential Unit Type	Number of Units Proposed	Required Spaces per Unit[1]	Total Spaces Required
Required Parking per City of San Jose (City of San Jose Code 20.190.060)			
Studio or 1-Bedroom	**280**		**49**
Low-Income (70%)	*196*	*0.25*	*49*
Very Low Income (30%)	*84*	*0*	*0*
2-Bedroom or 3-Bedroom	**81**		**34**
Low-Income (70%)	*56.7*	*0.5*	*28*
Very Low Income (30%)	*24.3*	*0.25*	*6*
Manager's Units	**4**		**7**
1-Bedroom	*2*	*1.25*	*3*
3-Bedroom	*2*	*2*	*4*
Total Required Parking			**90**

[1] Affordable residential unit parking ratios are provided in the City Code, Table 20-290. Manager's units are calculated using Citywide multiple dwelling residential parking ratios provided in Table 20-210.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the new residential development at a rate of one bicycle parking space per four dwelling units. This equates to a total requirement of 92 bicycle parking spaces. Of the required bicycle parking, City standards require that at least 60 percent be secured long-term bicycle spaces (56 spaces) and at most 40 percent be short-term bicycle spaces (36 spaces). The City's definition of short-term and long-term bicycle parking is described below.

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term bicycle parking facilities,
- An access-controlled room with short-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The project site plan shows a total of 365 bicycle storage spaces would be provided within two bicycle storage rooms at the ground floor level of the western and eastern residential towers, respectively. Therefore, the number of proposed bicycle parking spaces would provide one storage space for every residential unit and would exceed the required number of total spaces for the proposed project.

Motorcycle Parking

According to the City's Motorcycle Parking Standards (Chapter 20.90, Table 20-250), the project is required to provide one motorcycle parking space per four dwelling units. Based the proposed number of units, the project is required to provide 92 motorcycle parking spaces.

The project proposes 16 motorcycle parking spaces within the parking garage. An additional 76 motorcycle parking spaces will be required to meet the City's Motorcycle Parking Standards.

Recommendation: Based on City of San Jose requirements, the proposed number of motorcycle parking spaces is 76 spaces less than the number required for the project by the City Code. The project must work with the City staff to ensure adequate parking supply for the project is being proposed, to the satisfaction of the City of San Jose.

Pedestrian, Bicycle, and Transit Analysis

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

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if Caltrain, LRT, and bus services (including BRT) are utilized in combination with bicycle commuting.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

According to the project site plan, the proposed project would install new sidewalks along its frontage on both McEvoy Street and Dupont Street. This aligns with the goals found in the *Diridon Station Area Plan* to enhance the area's pedestrian environment. According to the Diridon Station Area Plan report, both McEvoy and Dupont Streets are classified as residential streets and should provide two travel lanes with parallel parking and sidewalks on both sides of the street.

Pedestrian Destinations

Currently, land uses and services along San Carlos Street are accessible from the project site via the existing intersection of McEvoy Street/San Carlos Street and the continuous sidewalks between these two streets.. A pedestrian Plaza south of the proposed project buildings would connect the sidewalks on McEvoy and Dupont Streets.

Pedestrian and bicycle access to areas south of the project site is provided via San Carlos Street and its intersections with north-south facilities, such as Bird Avenue, Sunol Street, and Lincoln Avenue. In addition, the Los Gatos Creek Trail provides an off-street pedestrian and bicycle connection between the project site and areas south of I-280. The nearest access point to the Los Gatos Creek Trail is provided via a trailhead at the east end of Dupont Street, approximately 400 feet south and east of the proposed building entrance on Dupont Street. Pedestrian destinations south of the project site include commercial areas (the Willow Glen Downtown area is located approximately 1.5 miles south of the project site along Lincoln Avenue), parks, and schools (Garden Elementary School, located within the northeast quadrant of the Bird Avenue/West Virginia Street intersection, less than a mile south of the project site, and River Glen School, located within the southeast quadrant of the Lincoln Avenue/Broadway Avenue intersection, less than 1.5 miles south of the project site). From the project site, Garden Elementary School can be accessed via the continuous sidewalk network along San Carlos Street, Bird Avenue, and West Virginia Street while River Glen School can be accessed via the Los Gatos Creek Trail and Lincoln Avenue. Bird Avenue, between San Carlos Street and West Virginia Street, and Virginia Street also are classified as Class III bike routes, while Lincoln Avenue includes Class II bike lanes, supporting bicycle travel between the project site and the two above mentioned schools.

Pedestrian destinations to the north include the Diridon Transit Center, Cahill Park, the SAP Center (San Jose Arena), schools, and various employment and commercial land uses along The Alameda/Santa Clara Street. All pedestrian destinations to the north are accessible via the McEvoy Street and Park Avenue intersection. The proposed new sidewalks along the project site frontage on both McEvoy and Dupont Streets would enhance the existing pedestrian network within the project area. Continuous sidewalks would provide access between the proposed East Tower entrance on Dupont Street and the McEvoy Street/Park Avenue intersection. However, from the West Tower entrance on McEvoy Street, a short segment of sidewalk (approximately 25 feet) is missing along the east side of McEvoy Street, north of the project site. Pedestrian traffic from the West Tower accessing Park Avenue would walk along this dirt segment. Wheelchair access through this unpaved segment would be most affected, potentially forcing wheelchairs off the sidewalk and onto the street.

Currently, there is no pedestrian access across Park Avenue at McEvoy Street. Pedestrian traffic from McEvoy Street must travel to the adjacent intersection of Sunol Street or Montgomery Street to access the north side of Park Avenue. However, there are improvements planned at the McEvoy Street/Park Avenue intersection that will facilitate pedestrian crossing of Park Avenue at McEvoy Street, resulting in a direct pedestrian connection between the project site and the pedestrian destinations north of Park Avenue. Improvements at the McEvoy Street/Park Avenue intersection include the installation of 12-foot crosswalks along the west and south legs of the intersection, detached bulb-outs at the southwest corner of the intersection and a raised median island on Park Avenue (west leg of the intersection), and a new ADA compliant curb ramp on the north side of Park Avenue. Additionally, the new crosswalk across Park Avenue will consist of a ladder-style striping crosswalk and will include Rectangular Rapid Flashing Beacons (RRFB), enhancing pedestrian safety across Park Avenue. These improvements are shown on Figure 22.

With the planned McEvoy Street/Park Avenue intersection improvements, a direct connection would be provided between the project site and the Diridon Transit Center entrance on Laurel Grove Lane, as well as an alternative access route to land uses along The Alameda/Santa Clara Street. Nearby schools include St. Leo the Great along Race Street (located less than one mile north of the project site), Herbert Hoover Middle School along Park Avenue (less than 1.5 miles northwest of the project site), and Lincoln High School along Dana Avenue (less than 1.5 miles northwest of the project site). Access to St. Leo and Herbart Hoover schools from the project site is provided via Park Avenue. Access to Lincoln High School from the project site is provided via Park Avenue and San Carlos Street.

Continuous sidewalks are provided along the above school access routes. Park Avenue includes bike lanes on both sides of the roadway. However, there are no bike lanes along either San Carlos Street or Dana Avenue, making the Park Avenue school access route more suitable for bicycle travel between Lincoln High School and the project site. Bicycle lanes also are present along Race Street, facilitating bicycle access to St. Leo School.

Therefore, although some missing sidewalks may create an inconvenience for pedestrian traffic, the overall network of existing and planned sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services, schools, and other pedestrian destinations in the vicinity of the project site.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details).

The bikeways within the vicinity of the project site would remain unchanged under project conditions. McEvoy Street is a designated Class III bike route north of San Carlos Street, providing access between the project site and Park Avenue. Additionally, Laurel Grove Lane provides a designated bike route between Park Avenue and an entrance to the Diridon Transit Station. All proposed on-site bicycle parking would be accessible via both residential tower lobbies.

The City of San Jose 2020 Bike Plan has identified objectives for the expansion of bicycle facilities in the vicinity of the project site, including the extension of the Los Gatos Creek Trail between Dupont Street and Santa Clara Street. Extension of the Los Gatos Creek Trail would provide a cycling and walking route between Downtown San Jose and the project site with fewer roadway crossings.

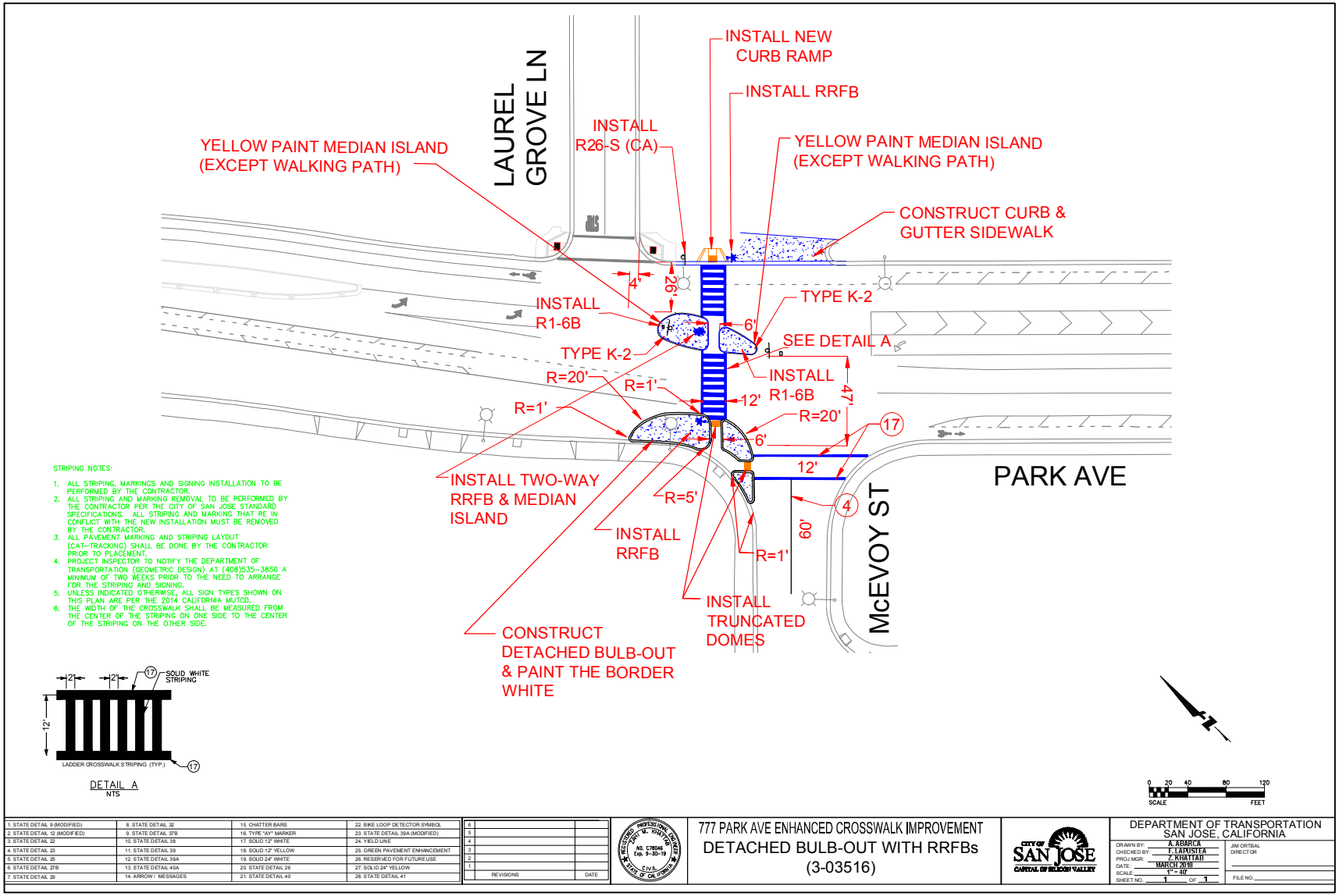
Additionally, the extension would provide direct access between the project site and the Guadalupe River Trail. The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north.

As previously described, the City's General Plan identifies the bicycle commute mode split target as 15 percent or more for the year 2040. This calculates to approximately 12 new bicycle trips during the AM peak hour and 14 new bicycle trips during the PM peak hour. This level of bicycle mode share is a reasonable goal for the project when considering the availability of surrounding bicycle facilities.

Transit Services

The project site is adequately-served by the existing VTA transit services. The project site is located at a walking distance of approximately 0.4-miles from the Diridon Transit Center entrance at Laurel Grove Lane. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center.

Figure 22
Planned Improvements at the McEvoy Street and Park Avenue Intersection



The nearest bus stop is located 600 feet west of the project site at the Sunol Street/San Carlos Street intersection, while additional bus stops to other bus routes are located at the Bird Avenue/San Carlos Street intersection, approximately 0.25 miles east of the project site (see Chapter 2 for details). The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

Trip Reduction (TDM Program)

Although the project will exceed the City's minimum off-street parking requirements, it will be required to establish a TDM program to reduce its parking demand. The TDM program should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant participation. The project will be required to submit and have approved by the City its TDM program.

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

- *Smart Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Free "Last Mile" Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)
- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The project site is located within a planned Growth Area (Diridon Station Area Plan) with low VMT per capita as identified by the City's travel demand model. However, the proposed project will not meet all of the applicable VMT screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project-Level VMT Impact Analysis

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (5.43) that is below the established threshold. Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

The reduction in per-capita VMT could be indicative of the addition of residents to an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel. In addition, the project site is in close proximity (approximately 0.4-mile) to the Diridon Transit Center and is supported by major bus stops and bicycle and pedestrian facilities in its immediate proximity. Therefore, a larger percentage of the residents of the project would likely use transit more regularly than the average transit usage for these land uses in Santa Clara County. The increase in transit usage would result in a reduction of length of those trips that are added to the roadway system due to the proposed project. Figure 11 shows the VMT evaluation summary generated by the City of San Jose's VMT Evaluation Tool.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The proposed project will be consistent with General Plan policy TR-3.3 that states:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Diridon Station Area Plan.
- The project site is adjacent to bus stops on San Carlos Street.
- The project site is located approximately 0.4 miles from the Diridon Transit Center entrance at Laurel Grove Lane. The Diridon Transit Center is considered a major transit stop due to the presence of rail transit services provided by Caltrain and VTA Light Rail Transit, in addition to many local and regional bus transit services.
- The project frontage along San Carlos Street will be designed to be consistent with planned streetscape design features of Grand Boulevards, such as wider sidewalks.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for 8 signalized intersections and two unsignalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 1,112 daily vehicle trips, with 77 trips (18 inbound and 59 outbound) occurring during the AM peak hour and 90 trips (55 inbound and 35 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The intersection operations analysis shows that all signalized study intersections are projected to operate at acceptable levels of service under background and background plus project conditions during both the AM and PM peak hours. Therefore, the project would not have an adverse effect on

operations at any of the study intersections, when measured against the applicable City of San Jose and CMP level of service standards.

Signal Warrant Analysis

The results of the peak-hour signal warrant analysis indicate that the unsignalized study intersections of McEvoy Street/Park Avenue and McEvoy Street/San Carlos Street currently have, and would continue to have under background plus project conditions, traffic volume levels that fall below the thresholds that warrant signalization.

Intersection Queue Analysis

The addition of project traffic to the intersection of Bird Avenue and San Carlos Street is projected to increase the northbound left-turn 95th percentile queue length by one vehicle during the PM peak hour (from 9 to 10 vehicles), when compared to background conditions. The addition of project traffic would not lengthen the projected northbound left-turn queue during the AM peak-hour. However, the projected queue length of 250 feet during the PM peak-hour would exceed the existing queue storage capacity for this movement (approximately 225 feet). Extending the northbound left-turn pocket at this intersection would require shortening the adjacent back-to-back southbound left-turn pocket at the Bird Avenue/Auzerais Avenue intersection. Alternatively, adding a second northbound left-turn lane at the intersection may require the removal of on-street parking along the east side of Bird Avenue, south of San Carlos Street.

Additionally, the queuing analysis shows that, at the intersection of McEvoy Street and Park Avenue, queue lengths of no more than one vehicle are projected for both the westbound left-turn movement and the northbound approach, under background plus project conditions. The projected 95th percentile queue lengths at this intersection would be accommodated within the existing queue storage capacity.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Design

Recommendation: The project site access driveway along Dupont Street must be designed to the satisfaction of City of San Jose design guidelines, including the minimum 26-foot width requirement.

Sight Distance and Operations at McEvoy Street/San Carlos Street

Recommendation: It is recommended that turn movements be restricted to and from McEvoy Street. Restricting movements at the McEvoy Street/San Carlos Street intersection will require a physical restriction on San Carlos Street or McEvoy Street. Due to right-of-way limitations on San Carlos Street, it may not be feasible to extend the central median along San Carlos Street which currently ends approximately 100 feet west of the intersection. Therefore, it is recommended that a channelizing island be installed on McEvoy Street. The island can be designed to limit left-turns out of McEvoy Street (right-out only), to limit left-turns onto McEvoy Street (right-in only), or to limit all left-turns into and out of McEvoy Street (right-in and right-out only). The City recommends the right-in/right-out option, and the design will be evaluated at the implementation phase.

Effects of Future San Carlos Street Bridge Reconstruction on Site Access

The City of San Jose has indicated that the West San Carlos Street bridge may be reconstructed in the future. However, a funding strategy and project construction schedule have not been identified by the City.

With the reconstructed San Carlos Street bridge, the south end of McEvoy Street would be abandoned and McEvoy Street would terminate along the project site frontage as a cul-de-sac. Access to San Carlos Street from the Dupont Street underpass also would be eliminated. The changes would make the intersection of McEvoy Street and Park Avenue the only vehicular access point to the project site. Similarly, all traffic associated with the surrounding industrial uses located on McEvoy Street and Dupont Street would use McEvoy Street/Park Avenue as their access point.

On-Site Circulation

Recommendation: The project should adhere to City of San Jose design guidelines and standards and work with City staff to ensure that the design of all driveways, drive aisles, and parking stalls is to the satisfaction of the City.

Recommendation: Adequate visual and auditory warnings should be provided to alert drivers and pedestrians whenever a double/triple-stacking mechanical parking lift is operating. Additionally, the space that the mechanical parking lift occupies whenever it is extended on the drive aisle should be clearly marked on the drive aisle pavement.

Recommendation: A minimum of 30 feet is the recommended distance between a driveway or entrance and the first parking stall or drive aisle.

Recommendation: It is recommended that physical devices be installed within the parking garage at the drive aisle's 90-degree bend in an effort to aid circulation and reduce vehicular conflict at this constraint point. Such devices could include speed humps/bumps to slow down traffic, convex mirrors to assist drivers with the blind turn while turning around the corner, and signage.

Recommendation: It is recommended that the pavement markings at the garage entry points be extended across the drive aisle to alert drivers of potential pedestrian travel between the two towers.

Truck Access and Circulation

Recommendation: It is recommended that the proposed trash rooms be conveniently located for easy access by the residents of the project as well as easy movement of the trash bins between the trash room and the adjacent street for trash collection.

Parking Supply

Recommendation: Based on City of San Jose requirements, the proposed number of motorcycle parking spaces is 76 spaces less than the number required for the project by the City Code. The project must work with the City staff to ensure adequate parking supply for the project is being proposed, to the satisfaction of the City of San Jose.

Trip Reduction (TDM Program)

Although the project will exceed the City's minimum off-street parking requirements, it will be required to establish a TDM program to reduce its parking demand. The TDM program should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant participation. The project will be required to submit and have approved by the City its TDM program.

280 McEvoy Street Residential Development

Technical Appendices

October 25, 2019

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 280 McEvoy Street Residential Development
Location: 280 McEvoy Street
Parcel: 26138049 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 10/24/2019

Proposed Parking Spaces Vehicles: 94 Bicycles: 401

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	365	DU
Subtotal	365	DU
Office:	0	KSF
Retail:	0	KSF
Industrial:	0	KSF

Percent of All Residential Units	
Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	30 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	70 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 11
- With Project Density (DU/Residential Acres in half-mile buffer) 13

Increase Development Diversity
- Existing Activity Mix Index 0.80
- With Project Activity Mix Index 0.75

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 30 %
- Low Income BMR units . . . . . 70 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 19
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 19

Tier 2 - Multimodal Infrastructure

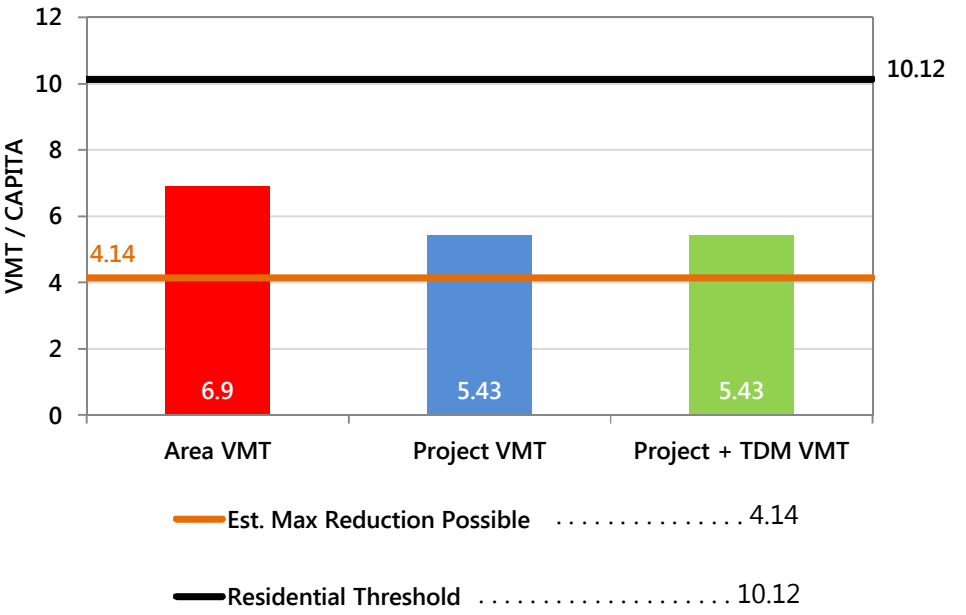
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



Appendix B
Traffic Counts

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 2/14/2018
Page No : 1

Groups Printed- Vehicles

	SUNOL ST Southbound					PARK AVE Westbound					SUNOL ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	6	8	2	21	5	66	3	1	75	5	10	1	1	17	1	28	0	0	29	142
07:15 AM	4	6	7	1	18	9	85	2	0	96	1	16	1	1	19	2	56	8	1	67	200
07:30 AM	6	13	11	0	30	29	121	3	1	154	3	13	1	3	20	1	69	3	1	74	278
07:45 AM	2	11	13	2	28	39	100	6	3	148	1	28	3	1	33	1	90	5	1	97	306
Total	17	36	39	5	97	82	372	14	5	473	10	67	6	6	89	5	243	16	3	267	926
08:00 AM	1	13	11	1	26	13	69	6	0	88	5	14	3	0	22	1	76	6	3	86	222
08:15 AM	4	2	9	3	18	14	89	2	3	108	10	18	4	2	34	4	64	4	1	73	233
08:30 AM	2	6	12	0	20	17	47	4	1	69	12	15	2	0	29	2	58	4	1	65	183
08:45 AM	3	6	9	1	19	4	63	1	3	71	7	17	2	2	28	4	51	5	3	63	181
Total	10	27	41	5	83	48	268	13	7	336	34	64	11	4	113	11	249	19	8	287	819
Grand Total	27	63	80	10	180	130	640	27	12	809	44	131	17	10	202	16	492	35	11	554	1745
Apprch %	15	35	44.4	5.6		16.1	79.1	3.3	1.5		21.8	64.9	8.4	5		2.9	88.8	6.3	2		
Total %	1.5	3.6	4.6	0.6	10.3	7.4	36.7	1.5	0.7	46.4	2.5	7.5	1	0.6	11.6	0.9	28.2	2	0.6	31.7	

	SUNOL ST Southbound				PARK AVE Westbound				SUNOL ST Northbound				PARK AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**6**	**13**	11	**30**	29	**121**	3	**153**	3	13	1	17	1	69	3	73	273
07:45 AM	2	11	**13**	26	**39**	100	**6**	145	1	**28**	3	**32**	1	**90**	5	**96**	**299**
08:00 AM	1	13	11	25	13	69	6	88	5	14	3	22	1	76	**6**	83	218
08:15 AM	4	2	9	15	14	89	2	105	**10**	18	**4**	32	**4**	64	4	72	224
Total Volume	13	39	44	96	95	379	17	491	19	73	11	103	7	299	18	324	1014
% App. Total	13.5	40.6	45.8		19.3	77.2	3.5		18.4	70.9	10.7		2.2	92.3	5.6		
PHF	.542	.750	.846	.800	.609	.783	.708	.802	.475	.652	.688	.805	.438	.831	.750	.844	.848

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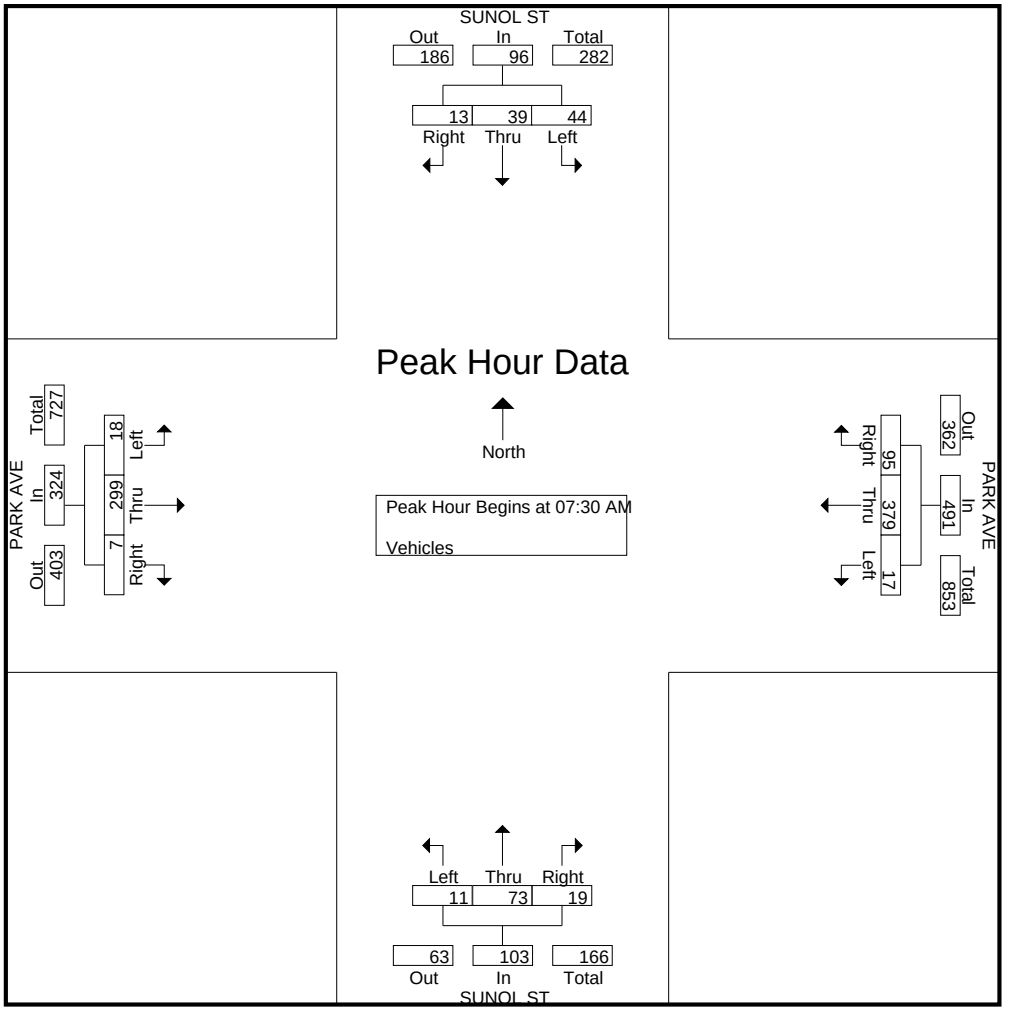

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Groups Printed- Vehicles

	SUNOL ST Southbound					PARK AVE Westbound					SUNOL ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	16	7	0	33	6	53	3	0	62	4	14	5	2	25	4	96	9	2	111	231
04:15 PM	7	17	15	1	40	15	60	2	0	77	5	14	1	1	21	3	117	10	2	132	270
04:30 PM	3	25	18	0	46	13	73	0	0	86	4	9	2	0	15	5	112	12	0	129	276
04:45 PM	5	25	22	1	53	9	69	1	1	80	3	7	1	1	12	3	113	9	4	129	274
Total	25	83	62	2	172	43	255	6	1	305	16	44	9	4	73	15	438	40	8	501	1051
05:00 PM	4	35	33	4	76	8	75	2	5	90	9	9	2	7	27	8	128	9	2	147	340
05:15 PM	8	51	24	4	87	10	90	2	3	105	6	11	1	4	22	12	153	8	4	177	391
05:30 PM	8	49	30	5	92	13	88	5	1	107	4	13	3	1	21	9	131	10	2	152	372
05:45 PM	9	39	30	3	81	11	80	3	2	96	9	25	3	0	37	8	138	9	5	160	374
Total	29	174	117	16	336	42	333	12	11	398	28	58	9	12	107	37	550	36	13	636	1477
Grand Total	54	257	179	18	508	85	588	18	12	703	44	102	18	16	180	52	988	76	21	1137	2528
Apprch %	10.6	50.6	35.2	3.5		12.1	83.6	2.6	1.7		24.4	56.7	10	8.9		4.6	86.9	6.7	1.8		
Total %	2.1	10.2	7.1	0.7	20.1	3.4	23.3	0.7	0.5	27.8	1.7	4	0.7	0.6	7.1	2.1	39.1	3	0.8	45	

	SUNOL ST Southbound				PARK AVE Westbound				SUNOL ST Northbound				PARK AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	35	**33**	72	8	75	2	85	**9**	9	2	20	8	128	9	145	322
05:15 PM	8	**51**	24	83	10	**90**	2	102	6	11	1	18	**12**	**153**	8	**173**	**376**
05:30 PM	8	49	30	**87**	**13**	88	**5**	**106**	4	13	**3**	20	9	131	**10**	150	363
05:45 PM	**9**	39	30	78	11	80	3	94	9	**25**	3	**37**	8	138	9	155	364
Total Volume	29	174	117	320	42	333	12	387	28	58	9	95	37	550	36	623	1425
% App. Total	9.1	54.4	36.6		10.9	86	3.1		29.5	61.1	9.5		5.9	88.3	5.8		
PHF	.806	.853	.886	.920	.808	.925	.600	.913	.778	.580	.750	.642	.771	.899	.900	.900	.947

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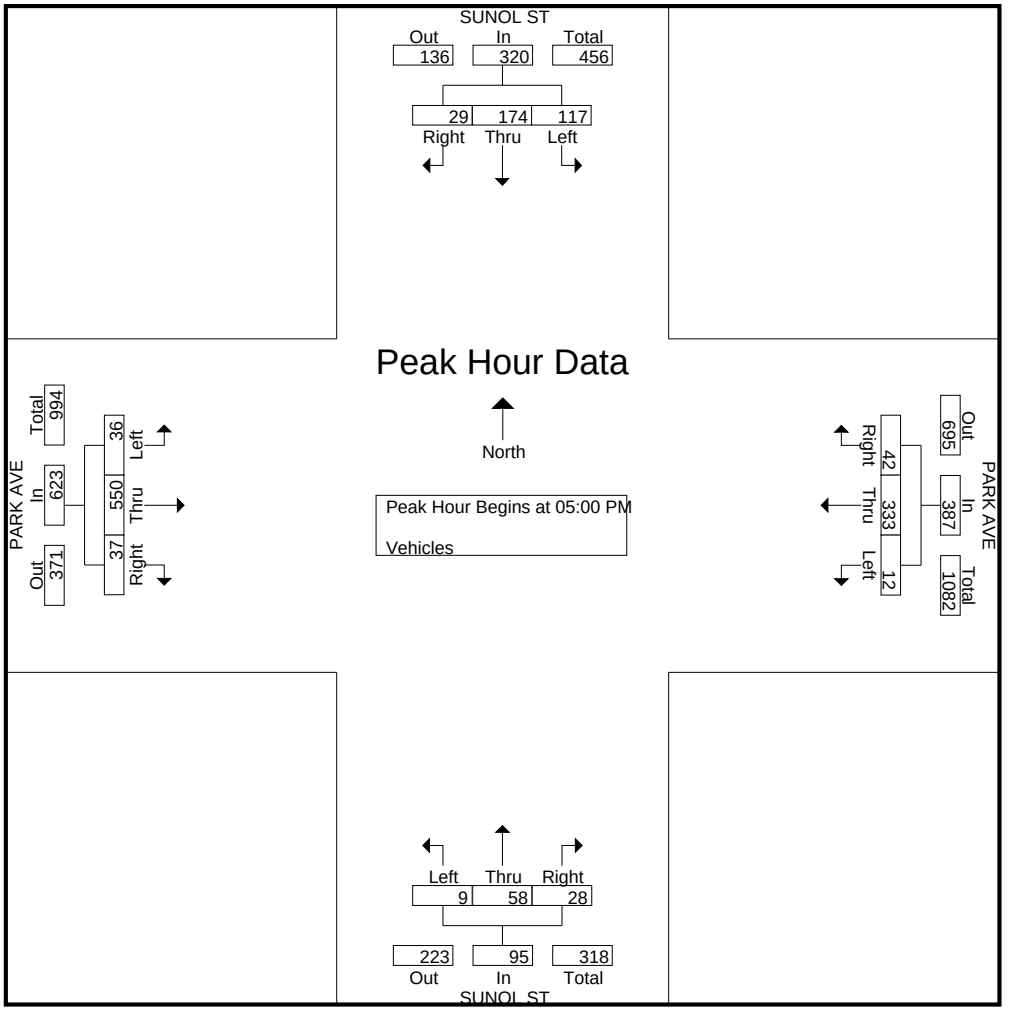

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Site Code : 00000002
Start Date : 2/14/2018
Page No : 1

Groups Printed- Vehicles

	S MONTGOMERY ST / S AUTUMN ST Southbound					PARK AVE Westbound					S MONTGOMERY ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	39	2	0	51	4	23	8	0	35	30	114	52	2	198	25	15	8	1	49	333
07:15 AM	6	38	4	1	49	5	36	7	0	48	36	128	72	2	238	37	29	3	1	70	405
07:30 AM	8	41	0	0	49	11	33	5	2	51	41	240	98	1	380	46	38	10	4	98	578
07:45 AM	13	63	4	2	82	14	34	13	3	64	64	193	97	2	356	87	34	8	1	130	632
Total	37	181	10	3	231	34	126	33	5	198	171	675	319	7	1172	195	116	29	7	347	1948
08:00 AM	4	51	7	4	66	11	22	9	3	45	73	208	62	2	345	64	27	7	6	104	560
08:15 AM	11	47	4	0	62	9	18	18	3	48	60	187	85	1	333	38	38	11	1	88	531
08:30 AM	6	49	0	2	57	8	8	11	1	28	57	174	56	0	287	43	37	6	3	89	461
08:45 AM	13	49	3	2	67	7	11	21	3	42	70	139	51	0	260	35	28	10	0	73	442
Total	34	196	14	8	252	35	59	59	10	163	260	708	254	3	1225	180	130	34	10	354	1994
Grand Total	71	377	24	11	483	69	185	92	15	361	431	1383	573	10	2397	375	246	63	17	701	3942
Apprch %	14.7	78.1	5	2.3		19.1	51.2	25.5	4.2		18	57.7	23.9	0.4		53.5	35.1	9	2.4		
Total %	1.8	9.6	0.6	0.3	12.3	1.8	4.7	2.3	0.4	9.2	10.9	35.1	14.5	0.3	60.8	9.5	6.2	1.6	0.4	17.8	

	S MONTGOMERY ST / S AUTUMN ST Southbound				PARK AVE Westbound				S MONTGOMERY ST Northbound				PARK AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	41	0	49	11	33	5	49	41	**240**	**98**	**379**	46	**38**	10	94	571
07:45 AM	**13**	**63**	4	**80**	**14**	**34**	13	**61**	64	193	97	354	**87**	34	8	**129**	**624**
08:00 AM	4	51	**7**	62	11	22	9	42	**73**	208	62	343	64	27	7	98	545
08:15 AM	11	47	4	62	9	18	**18**	45	60	187	85	332	38	38	**11**	87	526
Total Volume	36	202	15	253	45	107	45	197	238	828	342	1408	235	137	36	408	2266
% App. Total	14.2	79.8	5.9		22.8	54.3	22.8		16.9	58.8	24.3		57.6	33.6	8.8		
PHF	.692	.802	.536	.791	.804	.787	.625	.807	.815	.863	.872	.929	.675	.901	.818	.791	.908

Traffic Data Service

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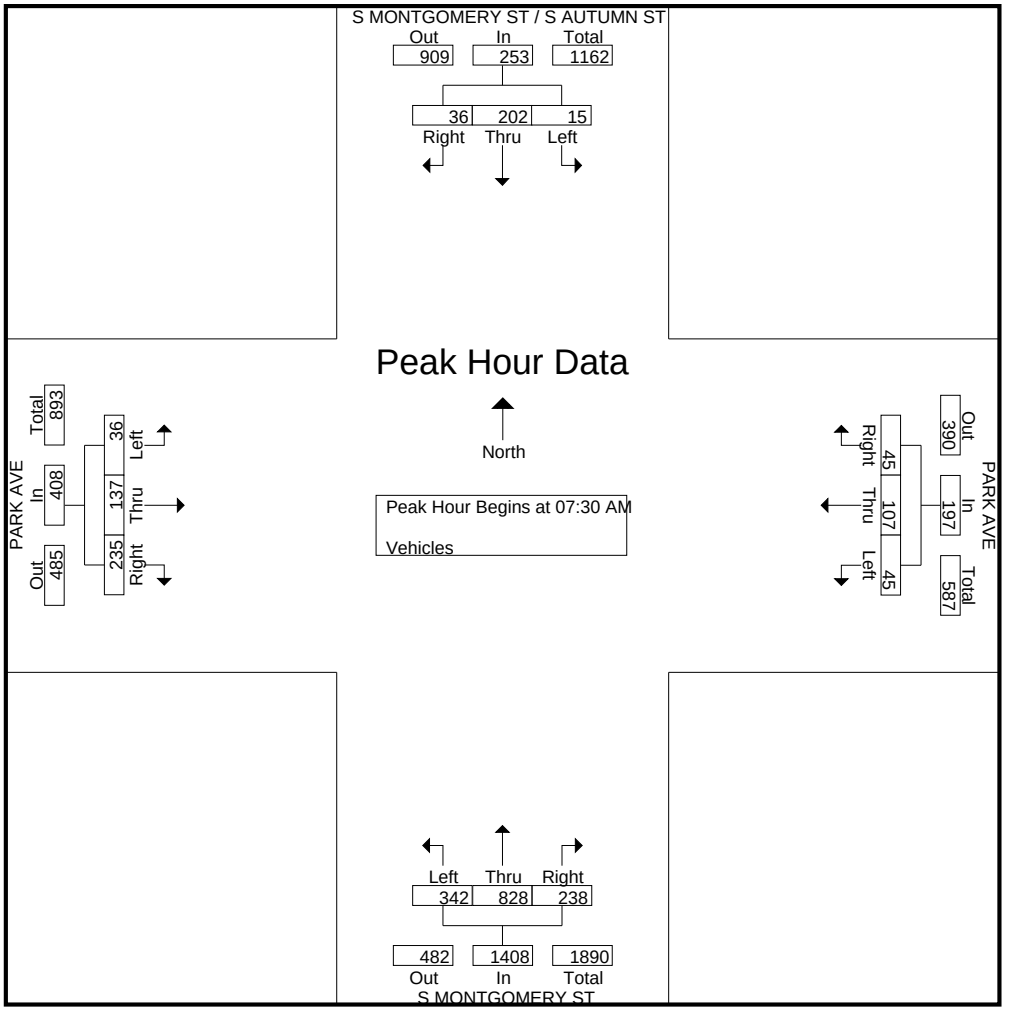
File Name : 2AM FINAL
Site Code : 00000002
Start Date : 2/14/2018
Page No : 2



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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 2/14/2018
Page No : 1

Groups Printed- Vehicles

	S MONTGOMERY ST / S AUTUMN ST Southbound					PARK AVE Westbound					S MONTGOMERY ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	135	3	3	147	8	31	46	0	85	24	58	25	1	108	71	40	8	0	119	459
04:15 PM	15	127	5	3	150	10	28	37	2	77	13	46	41	1	101	78	48	5	2	133	461
04:30 PM	10	106	2	0	118	9	33	49	1	92	23	66	41	1	131	88	51	3	0	142	483
04:45 PM	9	172	6	1	188	8	33	47	0	88	19	58	34	2	113	73	51	6	2	132	521
Total	40	540	16	7	603	35	125	179	3	342	79	228	141	5	453	310	190	22	4	526	1924
05:00 PM	16	176	4	1	197	9	34	62	0	105	24	72	32	0	128	94	48	14	5	161	591
05:15 PM	26	197	19	3	245	8	50	74	0	132	23	54	36	7	120	55	97	13	10	175	672
05:30 PM	32	219	6	2	259	6	32	56	3	97	24	73	49	0	146	48	90	16	5	159	661
05:45 PM	23	187	12	6	228	11	33	46	2	92	16	59	38	2	115	66	89	12	7	174	609
Total	97	779	41	12	929	34	149	238	5	426	87	258	155	9	509	263	324	55	27	669	2533
Grand Total	137	1319	57	19	1532	69	274	417	8	768	166	486	296	14	962	573	514	77	31	1195	4457
Apprch %	8.9	86.1	3.7	1.2		9	35.7	54.3	1		17.3	50.5	30.8	1.5		47.9	43	6.4	2.6		
Total %	3.1	29.6	1.3	0.4	34.4	1.5	6.1	9.4	0.2	17.2	3.7	10.9	6.6	0.3	21.6	12.9	11.5	1.7	0.7	26.8	

	S MONTGOMERY ST / S AUTUMN ST Southbound				PARK AVE Westbound				S MONTGOMERY ST Northbound				PARK AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	176	4	196	9	34	62	105	**24**	72	32	128	**94**	48	14	156	585
05:15 PM	26	197	**19**	242	8	**50**	**74**	**132**	23	54	36	113	55	**97**	13	165	**652**
05:30 PM	**32**	**219**	6	**257**	6	32	56	94	24	**73**	**49**	**146**	48	90	**16**	154	651
05:45 PM	23	187	12	222	**11**	33	46	90	16	59	38	113	66	89	12	**167**	592
Total Volume	97	779	41	917	34	149	238	421	87	258	155	500	263	324	55	642	2480
% App. Total	10.6	85	4.5		8.1	35.4	56.5		17.4	51.6	31		41	50.5	8.6		
PHF	.758	.889	.539	.892	.773	.745	.804	.797	.906	.884	.791	.856	.699	.835	.859	.961	.951

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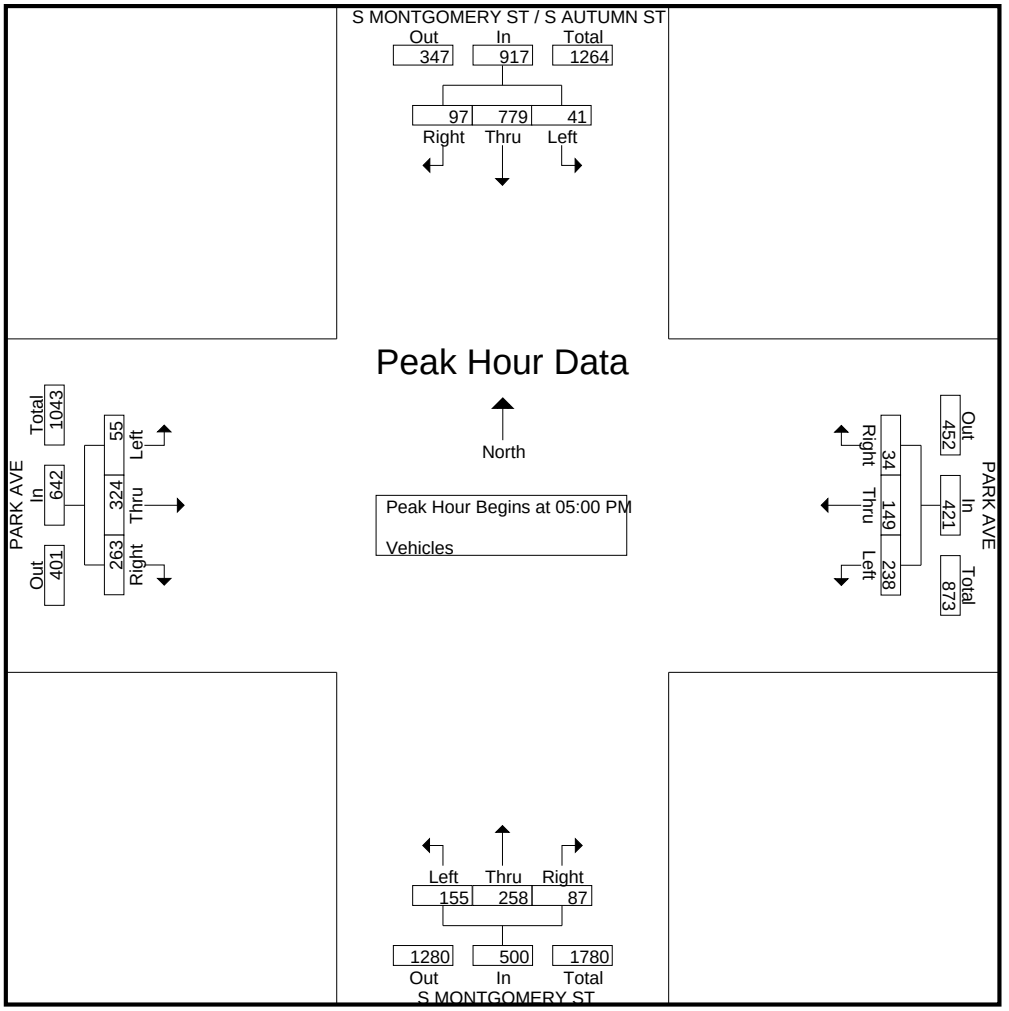
Page No : 2



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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 2/14/2018
Page No : 1

Groups Printed- Vehicles

	SUNOL ST Southbound					W SAN CARLOS ST Westbound					SUNOL ST Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	6	5	3	18	7	109	0	0	116	2	8	2	1	13	7	63	5	0	75	222
07:15 AM	9	1	6	4	20	5	154	3	1	163	3	6	2	0	11	1	97	9	1	108	302
07:30 AM	8	6	9	2	25	7	169	1	2	179	5	5	1	1	12	2	92	10	0	104	320
07:45 AM	9	3	9	6	27	8	130	2	0	140	3	6	1	0	10	3	133	21	2	159	336
Total	30	16	29	15	90	27	562	6	3	598	13	25	6	2	46	13	385	45	3	446	1180
08:00 AM	14	3	5	2	24	19	127	1	0	147	8	3	3	1	15	2	145	12	0	159	345
08:15 AM	2	3	9	2	16	17	101	1	0	119	2	6	2	0	10	5	126	15	0	146	291
08:30 AM	3	4	11	0	18	12	111	3	0	126	1	2	2	0	5	1	123	15	1	140	289
08:45 AM	7	1	4	2	14	13	112	2	0	127	4	5	2	0	11	3	120	16	1	140	292
Total	26	11	29	6	72	61	451	7	0	519	15	16	9	1	41	11	514	58	2	585	1217
Grand Total	56	27	58	21	162	88	1013	13	3	1117	28	41	15	3	87	24	899	103	5	1031	2397
Apprch %	34.6	16.7	35.8	13		7.9	90.7	1.2	0.3		32.2	47.1	17.2	3.4		2.3	87.2	10	0.5		
Total %	2.3	1.1	2.4	0.9	6.8	3.7	42.3	0.5	0.1	46.6	1.2	1.7	0.6	0.1	3.6	1	37.5	4.3	0.2	43	

	SUNOL ST Southbound				W SAN CARLOS ST Westbound				SUNOL ST Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	1	6	16	5	154	**3**	162	3	**6**	2	11	1	97	9	107	296
07:30 AM	8	**6**	**9**	**23**	7	**169**	1	**177**	5	5	1	11	2	92	10	104	315
07:45 AM	9	3	9	21	8	130	2	140	3	6	1	10	**3**	133	**21**	157	328
08:00 AM	**14**	3	5	22	**19**	127	1	147	**8**	3	**3**	**14**	2	**145**	12	**159**	**342**
Total Volume	40	13	29	82	39	580	7	626	19	20	7	46	8	467	52	527	1281
% App. Total	48.8	15.9	35.4		6.2	92.7	1.1		41.3	43.5	15.2		1.5	88.6	9.9		
PHF	.714	.542	.806	.891	.513	.858	.583	.884	.594	.833	.583	.821	.667	.805	.619	.829	.936

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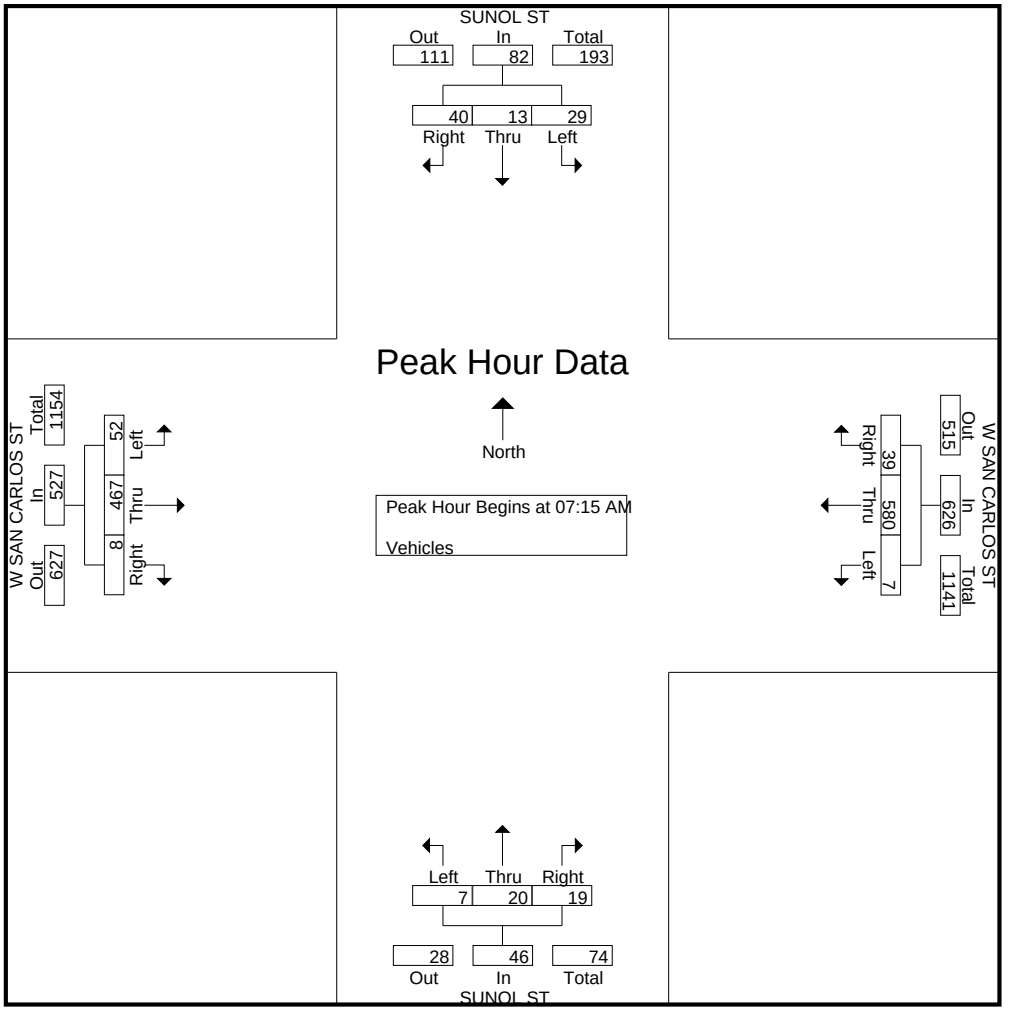
Page No : 2



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Start Date : 2/14/2018
Page No : 1

Groups Printed- Vehicles

	SUNOL ST Southbound					W SAN CARLOS ST Westbound					SUNOL ST Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	6	9	3	29	12	81	3	3	99	5	5	5	1	16	4	205	12	0	221	365
04:15 PM	10	4	8	2	24	5	91	3	1	100	5	4	4	1	14	2	221	13	0	236	374
04:30 PM	9	8	14	3	34	2	122	4	0	128	3	2	0	1	6	2	236	12	0	250	418
04:45 PM	16	5	9	2	32	9	98	2	1	110	5	3	1	2	11	4	236	11	0	251	404
Total	46	23	40	10	119	28	392	12	5	437	18	14	10	5	47	12	898	48	0	958	1561
05:00 PM	18	13	17	2	50	5	119	3	0	127	4	5	3	2	14	1	255	8	3	267	458
05:15 PM	25	21	19	1	66	6	119	3	0	128	2	4	0	1	7	6	253	16	1	276	477
05:30 PM	23	17	31	3	74	2	133	2	0	137	4	6	0	2	12	2	228	13	0	243	466
05:45 PM	25	11	14	7	57	15	126	2	0	143	4	5	1	0	10	0	263	14	1	278	488
Total	91	62	81	13	247	28	497	10	0	535	14	20	4	5	43	9	999	51	5	1064	1889
Grand Total	137	85	121	23	366	56	889	22	5	972	32	34	14	10	90	21	1897	99	5	2022	3450
Apprch %	37.4	23.2	33.1	6.3		5.8	91.5	2.3	0.5		35.6	37.8	15.6	11.1		1	93.8	4.9	0.2		
Total %	4	2.5	3.5	0.7	10.6	1.6	25.8	0.6	0.1	28.2	0.9	1	0.4	0.3	2.6	0.6	55	2.9	0.1	58.6	

	SUNOL ST Southbound				W SAN CARLOS ST Westbound				SUNOL ST Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	13	17	48	5	119	**3**	127	**4**	5	**3**	**12**	1	255	8	264	451
05:15 PM	**25**	**21**	19	65	6	119	3	128	2	4	0	6	**6**	253	**16**	275	474
05:30 PM	23	17	**31**	**71**	2	**133**	2	137	4	**6**	0	10	2	228	13	243	461
05:45 PM	25	11	14	50	**15**	126	2	**143**	4	5	1	10	0	**263**	14	**277**	**480**
Total Volume	91	62	81	234	28	497	10	535	14	20	4	38	9	999	51	1059	1866
% App. Total	38.9	26.5	34.6		5.2	92.9	1.9		36.8	52.6	10.5		0.8	94.3	4.8		
PHF	.910	.738	.653	.824	.467	.934	.833	.935	.875	.833	.333	.792	.375	.950	.797	.956	.972

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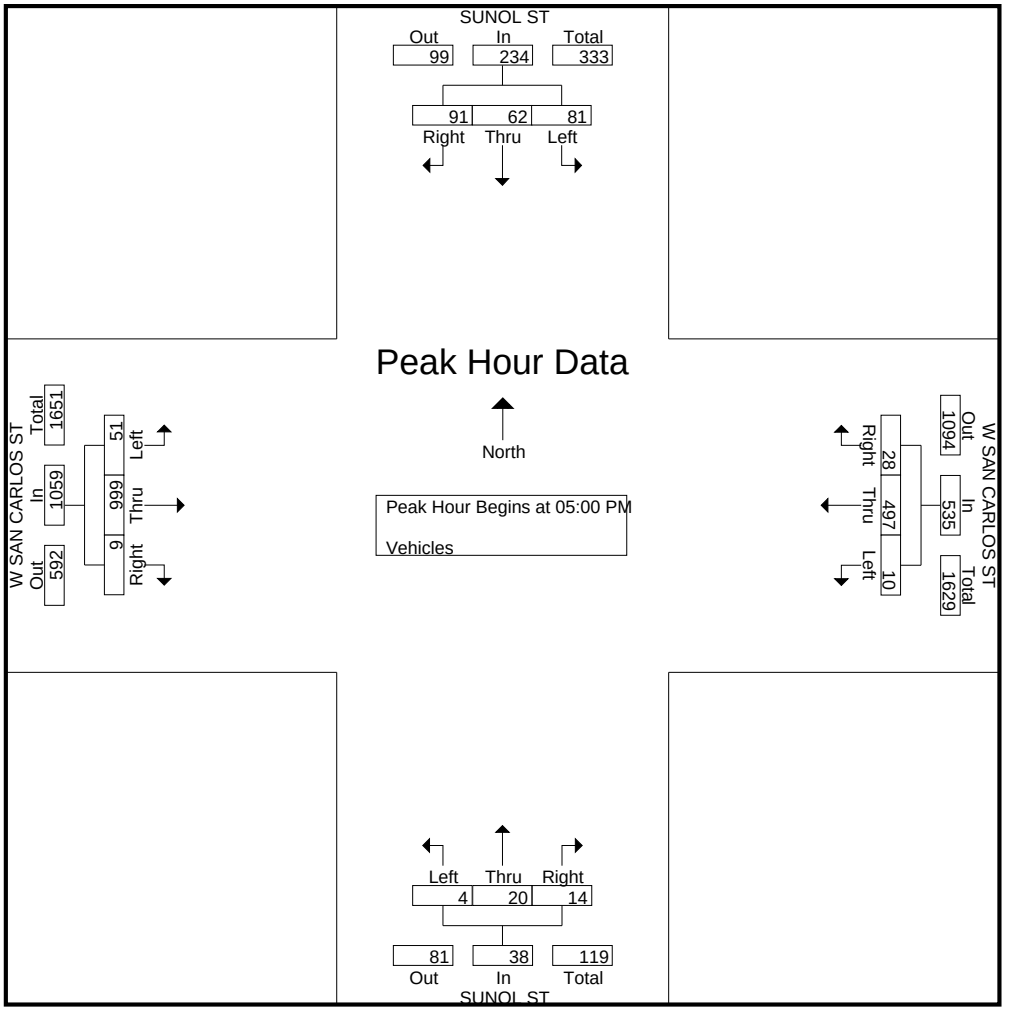
Page No : 2



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Page No : 1

Groups Printed- Vehicles

	BIRD AVE Southbound					AUZERAIS AVE Westbound					BIRD AVE Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	83	10	1	99	4	11	10	1	26	22	223	54	0	299	24	8	8	2	42	466
07:15 AM	11	81	4	1	97	4	20	21	2	47	22	296	55	3	376	37	15	3	2	57	577
07:30 AM	3	132	6	1	142	8	18	15	3	44	20	449	65	1	535	42	24	11	0	77	798
07:45 AM	5	154	2	1	162	10	23	25	3	61	25	414	58	1	498	42	22	10	0	74	795
Total	24	450	22	4	500	26	72	71	9	178	89	1382	232	5	1708	145	69	32	4	250	2636
08:00 AM	8	126	15	2	151	11	15	20	9	55	47	430	64	0	541	48	23	7	1	79	826
08:15 AM	4	92	8	4	108	1	9	15	5	30	31	362	60	1	454	51	26	14	0	91	683
08:30 AM	12	100	12	4	128	3	2	17	3	25	37	341	45	2	425	43	21	12	2	78	656
08:45 AM	10	107	7	2	126	4	13	19	1	37	34	336	43	1	414	45	19	13	1	78	655
Total	34	425	42	12	513	19	39	71	18	147	149	1469	212	4	1834	187	89	46	4	326	2820
Grand Total	58	875	64	16	1013	45	111	142	27	325	238	2851	444	9	3542	332	158	78	8	576	5456
Apprch %	5.7	86.4	6.3	1.6		13.8	34.2	43.7	8.3		6.7	80.5	12.5	0.3		57.6	27.4	13.5	1.4		
Total %	1.1	16	1.2	0.3	18.6	0.8	2	2.6	0.5	6	4.4	52.3	8.1	0.2	64.9	6.1	2.9	1.4	0.1	10.6	

	BIRD AVE Southbound				AUZERAIS AVE Westbound				BIRD AVE Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	132	6	141	8	18	15	41	20	**449**	**65**	534	42	24	11	77	793
07:45 AM	5	**154**	2	**161**	10	**23**	**25**	**58**	25	414	58	497	42	22	10	74	790
08:00 AM	**8**	126	**15**	149	**11**	15	20	46	**47**	430	64	**541**	48	23	7	78	**814**
08:15 AM	4	92	8	104	1	9	15	25	31	362	60	453	**51**	**26**	**14**	**91**	673
Total Volume	20	504	31	555	30	65	75	170	123	1655	247	2025	183	95	42	320	3070
% App. Total	3.6	90.8	5.6		17.6	38.2	44.1		6.1	81.7	12.2		57.2	29.7	13.1		
PHF	.625	.818	.517	.862	.682	.707	.750	.733	.654	.921	.950	.936	.897	.913	.750	.879	.943

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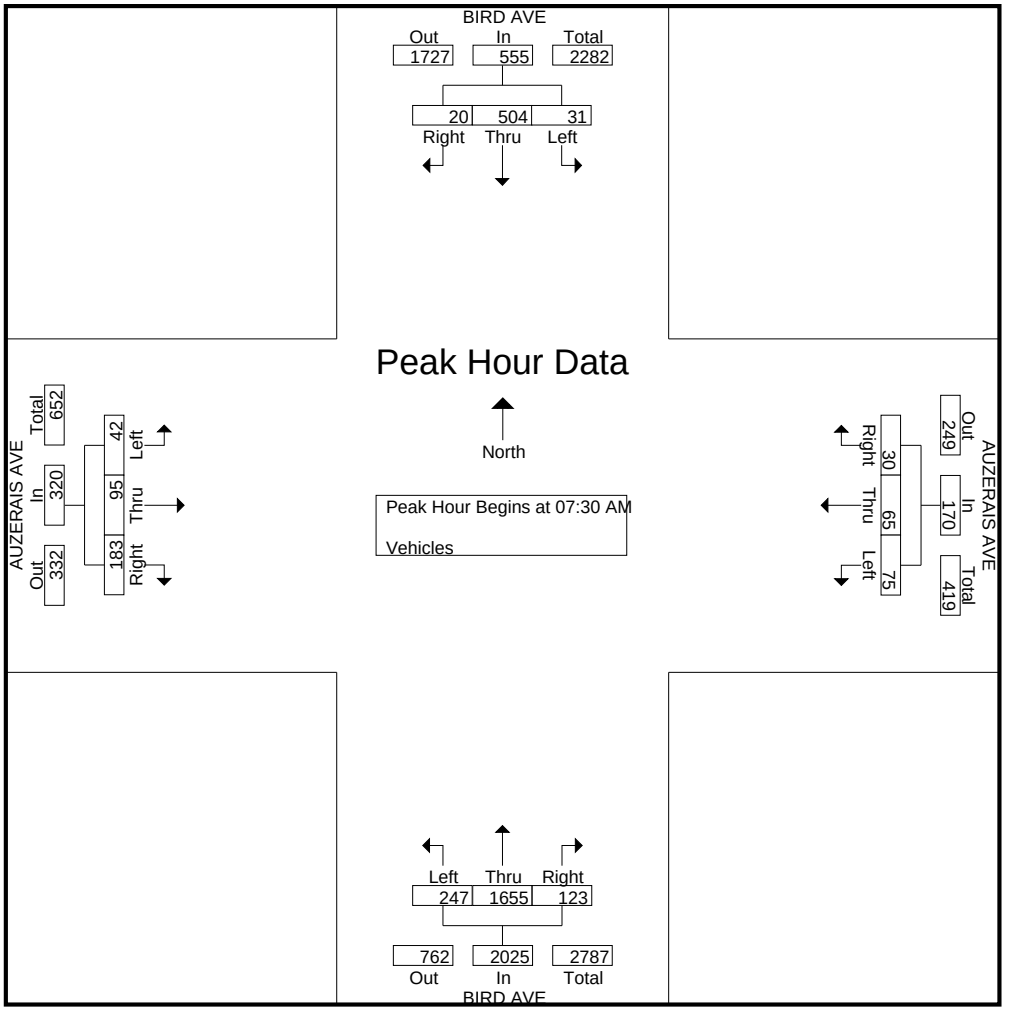
Page No : 2



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Site Code : 00000008
Start Date : 2/14/2018
Page No : 1

Groups Printed- Vehicles

	BIRD AVE Southbound					AUZERAIS AVE Westbound					BIRD AVE Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	19	296	27	0	342	7	11	21	6	45	28	106	23	4	161	75	42	3	2	122	670
04:15 PM	12	281	27	0	320	5	15	25	1	46	32	118	44	1	195	70	42	5	1	118	679
04:30 PM	8	330	14	0	352	3	19	18	1	41	30	126	23	2	181	71	29	4	3	107	681
04:45 PM	7	373	26	0	406	2	20	31	0	53	28	113	47	3	191	64	54	8	1	127	777
Total	46	1280	94	0	1420	17	65	95	8	185	118	463	137	10	728	280	167	20	7	474	2807
05:00 PM	7	385	24	0	416	4	20	27	0	51	27	109	28	2	166	97	49	9	3	158	791
05:15 PM	12	354	9	2	377	5	16	27	0	48	38	131	43	0	212	72	52	9	0	133	770
05:30 PM	9	432	24	2	467	10	14	24	0	48	17	159	48	1	225	69	47	3	0	119	859
05:45 PM	8	346	17	5	376	4	12	29	0	45	29	142	45	1	217	79	55	11	2	147	785
Total	36	1517	74	9	1636	23	62	107	0	192	111	541	164	4	820	317	203	32	5	557	3205
Grand Total	82	2797	168	9	3056	40	127	202	8	377	229	1004	301	14	1548	597	370	52	12	1031	6012
Apprch %	2.7	91.5	5.5	0.3		10.6	33.7	53.6	2.1		14.8	64.9	19.4	0.9		57.9	35.9	5	1.2		
Total %	1.4	46.5	2.8	0.1	50.8	0.7	2.1	3.4	0.1	6.3	3.8	16.7	5	0.2	25.7	9.9	6.2	0.9	0.2	17.1	

	BIRD AVE Southbound				AUZERAIS AVE Westbound				BIRD AVE Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	7	385	**24**	416	4	**20**	27	**51**	27	109	28	164	**97**	49	9	**155**	786
05:15 PM	**12**	354	9	375	5	16	27	48	**38**	131	43	212	72	52	9	133	768
05:30 PM	9	**432**	24	**465**	**10**	14	24	48	17	**159**	**48**	**224**	69	47	3	119	**856**
05:45 PM	8	346	17	371	4	12	**29**	45	29	142	45	216	79	**55**	**11**	145	777
Total Volume	36	1517	74	1627	23	62	107	192	111	541	164	816	317	203	32	552	3187
% App. Total	2.2	93.2	4.5		12	32.3	55.7		13.6	66.3	20.1		57.4	36.8	5.8		
PHF	.750	.878	.771	.875	.575	.775	.922	.941	.730	.851	.854	.911	.817	.923	.727	.890	.931

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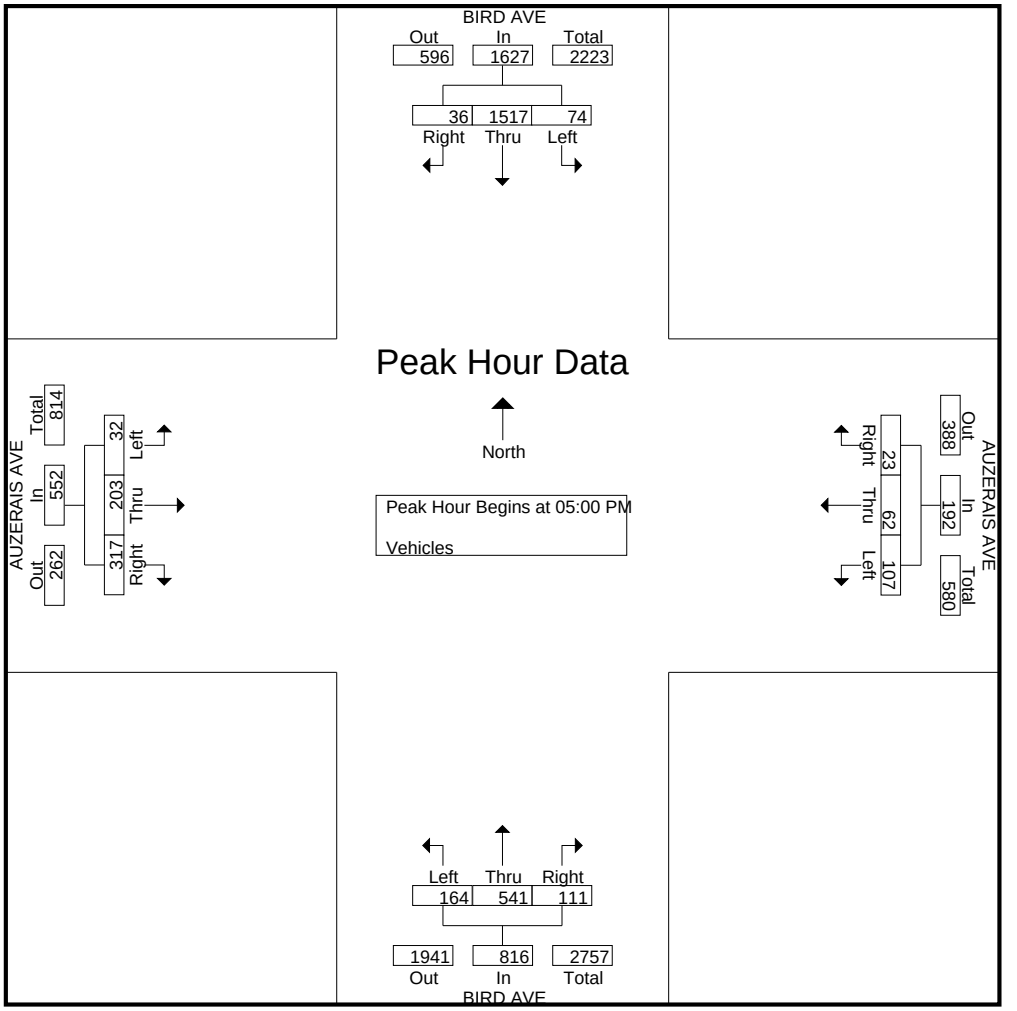
Start Date : 2/14/2018
Page No : 2



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File Name : 14AM FINAL
Site Code : 00000014
Start Date : 2/14/2018
Page No : 1

Groups Printed- Vehicles

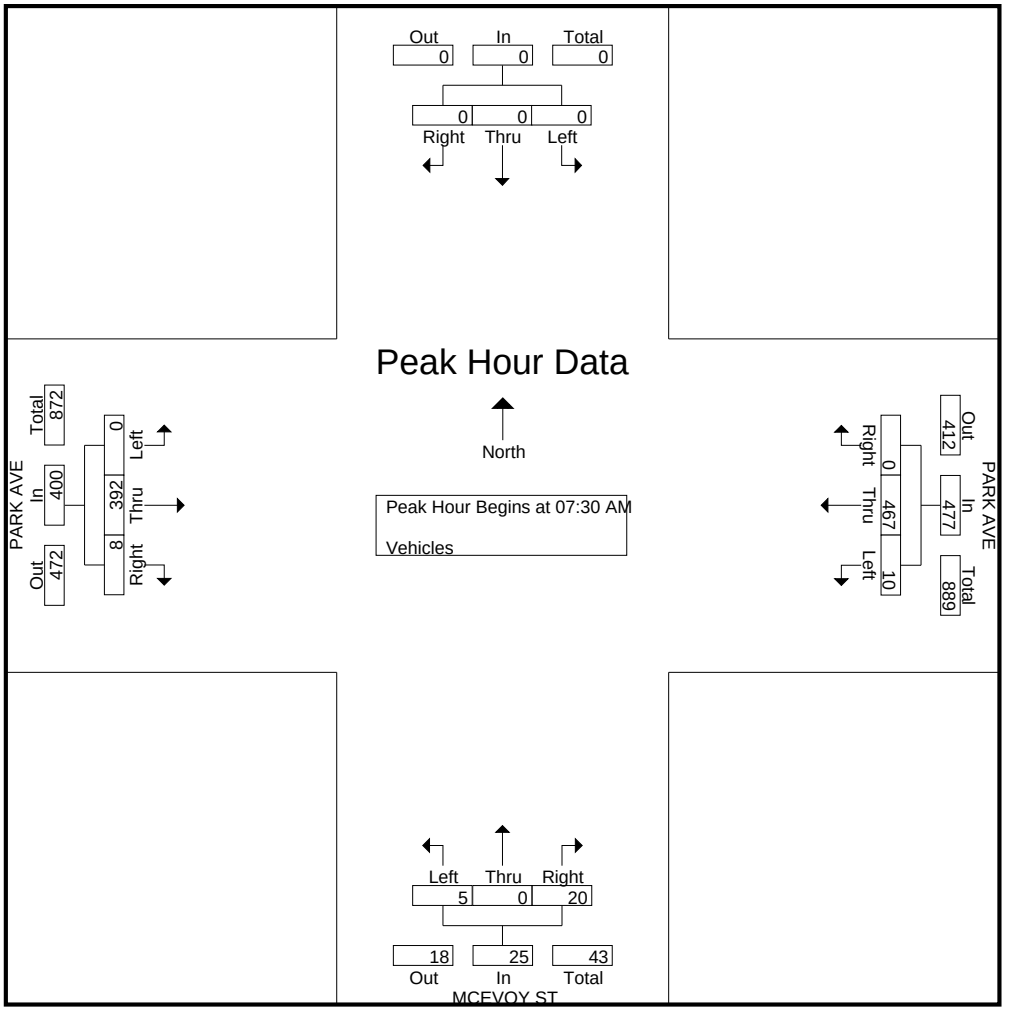
	Southbound					PARK AVE Westbound					MCEVOY ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	73	2	0	75	5	0	3	0	8	1	43	0	1	45	128
07:15 AM	0	0	0	0	0	0	90	3	0	93	0	0	2	1	3	3	71	0	0	74	170
07:30 AM	0	0	0	0	0	0	149	3	0	152	4	0	1	0	5	4	92	0	0	96	253
07:45 AM	0	0	0	0	0	0	132	4	0	136	12	0	2	1	15	2	118	0	0	120	271
Total	0	0	0	0	0	0	444	12	0	456	21	0	8	2	31	10	324	0	1	335	822
08:00 AM	0	0	0	0	0	0	83	0	0	83	2	0	1	0	3	1	97	0	0	98	184
08:15 AM	0	0	0	0	0	0	103	3	0	106	2	0	1	0	3	1	85	0	0	86	195
08:30 AM	0	0	0	0	0	0	76	2	0	78	2	0	0	1	3	3	83	1	0	87	168
08:45 AM	0	0	0	0	0	0	67	3	0	70	1	0	2	0	3	5	72	0	1	78	151
Total	0	0	0	0	0	0	329	8	0	337	7	0	4	1	12	10	337	1	1	349	698
Grand Total	0	0	0	0	0	0	773	20	0	793	28	0	12	3	43	20	661	1	2	684	1520
Apprch %	0	0	0	0		0	97.5	2.5	0		65.1	0	27.9	7		2.9	96.6	0.1	0.3		
Total %	0	0	0	0	0	0	50.9	1.3	0	52.2	1.8	0	0.8	0.2	2.8	1.3	43.5	0.1	0.1	45	

	Southbound				PARK AVE Westbound				MCEVOY ST Northbound				PARK AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**149**	3	**152**	4	0	1	5	**4**	92	0	96	253
07:45 AM	0	0	0	0	0	132	**4**	136	**12**	0	**2**	**14**	2	**118**	0	**120**	**270**
08:00 AM	0	0	0	0	0	83	0	83	2	0	1	3	1	97	0	98	184
08:15 AM	0	0	0	0	0	103	3	106	2	0	1	3	1	85	0	86	195
Total Volume	0	0	0	0	0	467	10	477	20	0	5	25	8	392	0	400	902
% App. Total	0	0	0		0	97.9	2.1		80	0	20		2	98	0		
PHF	.000	.000	.000	.000	.000	.784	.625	.785	.417	.000	.625	.446	.500	.831	.000	.833	.835

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 14AM FINAL
Site Code : 00000014
Start Date : 2/14/2018
Page No : 2



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tdsbay@cs.com

File Name : 14PM FINAL
Site Code : 00000014
Start Date : 2/14/2018
Page No : 1

Groups Printed- Vehicles

	Southbound					PARK AVE Westbound					MCEVOY ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	64	1	0	65	8	0	3	2	13	0	111	0	1	112	190
04:15 PM	0	0	0	0	0	0	73	4	0	77	3	0	2	1	6	3	128	0	4	135	218
04:30 PM	0	0	0	0	0	0	87	2	0	89	7	0	1	0	8	3	134	0	0	137	234
04:45 PM	0	0	0	0	0	0	71	3	0	74	1	0	2	0	3	7	128	0	1	136	213
Total	0	0	0	0	0	0	295	10	0	305	19	0	8	3	30	13	501	0	6	520	855
05:00 PM	0	0	0	0	0	0	83	2	0	85	5	0	3	1	9	4	155	0	2	161	255
05:15 PM	0	0	0	0	0	0	99	9	0	108	3	0	5	2	10	11	178	0	1	190	308
05:30 PM	0	0	0	0	0	0	105	9	0	114	5	0	2	0	7	10	150	0	2	162	283
05:45 PM	0	0	0	0	0	0	86	8	0	94	0	0	2	0	2	11	165	2	4	182	278
Total	0	0	0	0	0	0	373	28	0	401	13	0	12	3	28	36	648	2	9	695	1124
Grand Total	0	0	0	0	0	0	668	38	0	706	32	0	20	6	58	49	1149	2	15	1215	1979
Apprch %	0	0	0	0		0	94.6	5.4	0		55.2	0	34.5	10.3		4	94.6	0.2	1.2		
Total %	0	0	0	0	0	0	33.8	1.9	0	35.7	1.6	0	1	0.3	2.9	2.5	58.1	0.1	0.8	61.4	

	Southbound				PARK AVE Westbound				MCEVOY ST Northbound				PARK AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	83	2	85	**5**	0	3	**8**	4	155	0	159	252
05:15 PM	0	0	0	0	0	99	**9**	108	3	0	**5**	8	**11**	**178**	0	**189**	**305**
05:30 PM	0	0	0	0	0	**105**	9	**114**	5	0	2	7	10	150	0	160	281
05:45 PM	0	0	0	0	0	86	8	94	0	0	2	2	11	165	**2**	178	274
Total Volume	0	0	0	0	0	373	28	401	13	0	12	25	36	648	2	686	1112
% App. Total	0	0	0		0	93	7		52	0	48		5.2	94.5	0.3		
PHF	.000	.000	.000	.000	.000	.888	.778	.879	.650	.000	.600	.781	.818	.910	.250	.907	.911

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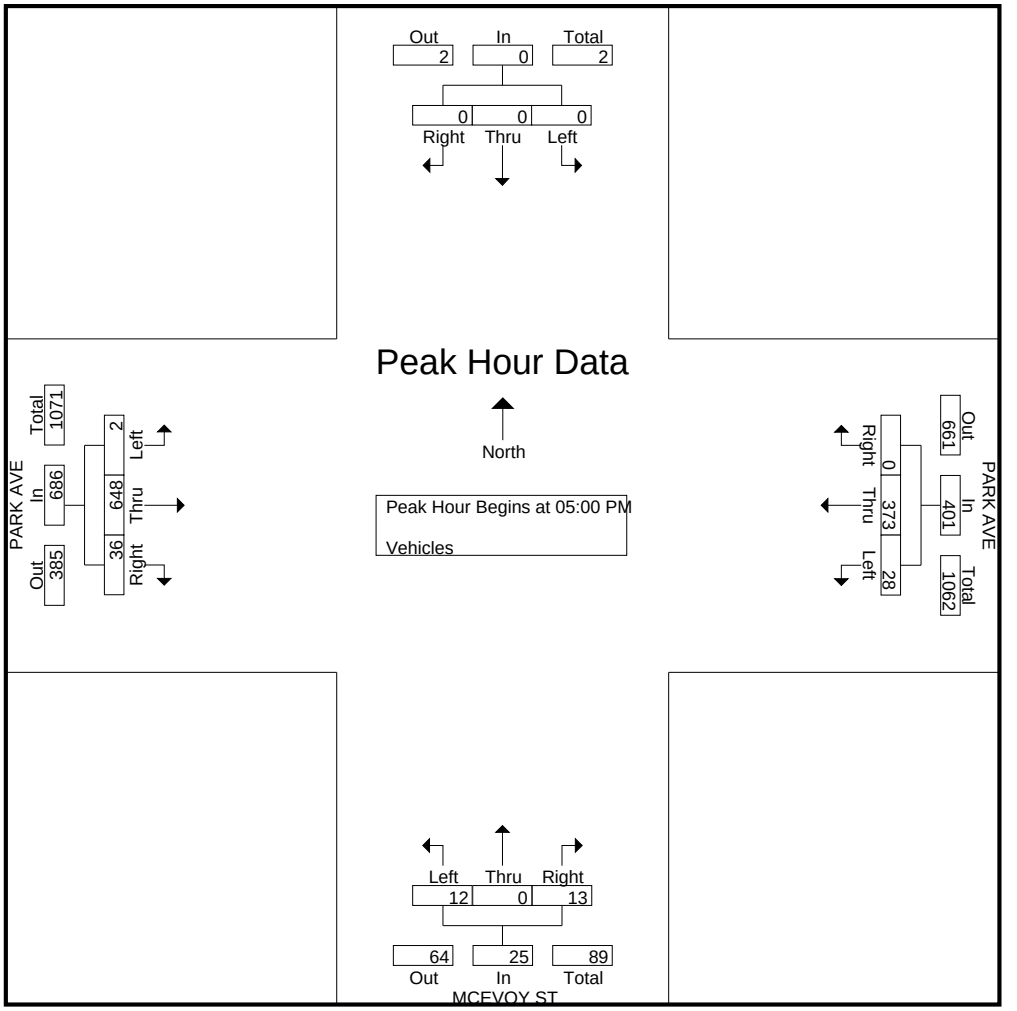


Appendix C
Approved Trips Inventory

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	15	33	0	0	16	7	0	0	0	9	0	20
NSJ NORTH SAN JOSE	3	12	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	5	0	0	8	7	0	0	0	0	0	3
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	1	0	0	4	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	14	0	0	15	18	0	0	0	0	0	11
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	1	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	7	0	0	11	11	0	0	0	0	0	7
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	17	0	0	1	0	0	0	0	0	0	0

TOTAL:	**18**	**92**	**0**	**0**	**55**	**43**	**0**	**0**	**0**	**10**	**0**	**41**

	LEFT	THRU	RIGHT
NORTH	0	55	43
EAST	10	0	41
SOUTH	18	92	0
WEST	0	0	0

PM APPROVED TRIPS

05/17/2018

Intersection of: 280/BIRD (N)

Traffix Node Number: 3032

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	13	35	0	0	112	42	0	0	0	17	0	20
NSJ NORTH SAN JOSE	0	1	0	0	5	2	0	0	0	1	0	1
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	9	0	0	4	3	0	0	0	0	0	5
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	0	1	0	0	0	0	0	0	1
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	2	0	0	2	0	0	0	0	0	0	1
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	26	0	0	29	36	0	0	0	0	0	21
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	2	0	0	3	2	0	0	0	3	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	11	0	0	7	7	0	0	0	0	0	11
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	2	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
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	2	0	0	16	0	0	0	0	0	0	0
TOTAL:	**13**	**89**	**0**	**0**	**181**	**92**	**0**	**0**	**0**	**21**	**0**	**60**

	LEFT	THRU	RIGHT
NORTH	0	181	92
EAST	21	0	60
SOUTH	13	89	0
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	22	7	5	7	0	0	0	2	0	0	0
NSJ NORTH SAN JOSE	0	11	3	0	0	0	3	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	5	3	0	3	0	0	0	0	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	1	0	1	2	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	4	0	13	8	0	9	0	0	0	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	0	0	11	0	0	7	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	17	0	0	1	0	0	0	0	0	0	0

TOTAL:	**0**	**59**	**10**	**35**	**21**	**0**	**22**	**0**	**2**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	35	21	0
EAST	0	0	0
SOUTH	0	59	10
WEST	22	0	2

PM APPROVED TRIPS

05/17/2018

Intersection of: 280/BIRD (S)

Traffix Node Number: 3033

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	21	12	34	55	0	11	0	17	0	0	0
NSJ NORTH SAN JOSE	0	1	0	3	6	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	2	0	2	1	0	6	0	0	0	0	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	1	0	1	1	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	2	0	0	1	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	7	0	11	4	0	18	0	0	0	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	1	0	3	1	0	0	0	0	0	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	0	0	7	0	0	11	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	2	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
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	2	0	0	16	0	0	0	0	0	0	0
TOTAL:	**0**	**37**	**12**	**61**	**87**	**0**	**46**	**0**	**17**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	61	87	0
EAST	0	0	0
SOUTH	0	37	12
WEST	46	0	17

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	14	29	9	3	13	1	5	16	4	3	16	2
NSJ NORTH SAN JOSE	3	12	2	0	0	0	3	12	1	0	3	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	8	4	0	1	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	1	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	5	0	0	17	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	6	0	0	3	0	0	39	21	1	10	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	3	0	0	0	0	3	1	1	1	0	6	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	13	0	5	21	0	0	0	0	0	0	3
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	4	0	0	0	0	4	0	1	0	0	9	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	13	0	0	0	0	13	2	3	2	0	25	0

Intersection of: BIRD/SAN CARLOS

Traffix Node Number: 3077

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
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	3	3	0	0	0	3	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	0	0	0	0	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	17	0	0	0	0	17	0	1	1	0
TOTAL:	**38**	**65**	**31**	**11**	**54**	**22**	**11**	**100**	**33**	**5**	**74**	**5**

	LEFT	THRU	RIGHT
NORTH	11	54	22
EAST	5	74	5
SOUTH	38	65	31
WEST	11	100	33

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	12	15	6	6	78	6	5	45	17	20	32	1
NSJ NORTH SAN JOSE	0	1	0	0	1	0	0	3	1	4	10	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	4	2	0	3	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	3	1	0	2	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	16	0	0	5	0	0	0	0	0	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	3	0	0	6	0	0	20	11	2	19	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	3	1	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	2	0	0	0	0	2	3	6	3	0	4	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	23	0	3	14	0	0	0	0	0	0	6
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	1	0	0	0	0	1	3	8	3	0	2	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	3	0	0	0	0	3	11	23	11	0	4	0

Intersection of: BIRD/SAN CARLOS

Traffix Node Number: 3077

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
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	2	2	2
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	1	2	1	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	1	1	1	1	0	1	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	2	0	0	0	0	2	0	16	16	0
TOTAL:	**19**	**58**	**8**	**9**	**104**	**13**	**24**	**120**	**52**	**44**	**95**	**9**

	LEFT	THRU	RIGHT
NORTH	9	104	13
EAST	44	95	9
SOUTH	19	58	8
WEST	24	120	52

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	16	89	6	1	26	2	1	4	7	4	4	1
NSJ NORTH SAN JOSE	2	13	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	8	0	0	0	4	0	0	7	11	0	5	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	1	0	0	0	0	0	0	0	0	0	0	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	5	0	0	17	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	2	0	0	0	0	0	1	2	4	0	1	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	25	5	21	0	6	39	45	0	25	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	2	0	0	0	0	0	0	0	1	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	13	0	0	21	0	0	0	0	0	0	0
TOTAL:	**29**	**120**	**33**	**6**	**89**	**2**	**8**	**52**	**67**	**4**	**36**	**1**

	LEFT	THRU	RIGHT
NORTH	6	89	2
EAST	4	36	1
SOUTH	29	120	33
WEST	8	52	67

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	16	44	5	5	166	6	2	10	30	18	6	2
NSJ NORTH SAN JOSE	0	1	0	0	10	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	14	0	0	0	2	0	0	4	5	0	9	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	2	0	0	0	1	0	0	1	1	0	1	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	16	0	0	5	0	0	0	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	4	0	0	0	0	1	0	1	2	0	3	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	0	46	9	11	0	3	20	23	0	46	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	5	0	1	0	0	3	4	0	4	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	23	0	0	14	0	0	0	0	0	0	0
TOTAL:	**36**	**84**	**56**	**14**	**210**	**7**	**5**	**39**	**65**	**18**	**69**	**2**

	LEFT	THRU	RIGHT
NORTH	14	210	7
EAST	18	69	2
SOUTH	36	84	56
WEST	5	39	65

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	11	7	5	0	1	0	2	9	4	1	9	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	5	0	0	7	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	2	0	0	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	4	1	0	2	0	0	0	0	1	0	0
PDC07-017 SW/C OF LINCOLN AND PACIFIC	0	2	0	14	4	8	4	0	0	0	0	8
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	24	0	0	0	0	0	0	27	6	0	12	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	2	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	3	0	0	0	0	0	0	2	1	0	13	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	4	0	0	0	0	0	0	2	0	0	17	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	13	0	0	0	0	0	0	6	2	0	49	0

Intersection of: LINCOLN/SAN CARLOS

Traffix Node Number: 3653

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	1	0	0	0	1	0	0	-1	0	0	1	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	1	0	0	4	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	**57**	**13**	**6**	**14**	**8**	**8**	**6**	**55**	**13**	**2**	**113**	**8**

	LEFT	THRU	RIGHT
NORTH	14	8	8
EAST	2	113	8
SOUTH	57	13	6
WEST	6	55	13

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	8	7	7	1	18	1	3	44	14	7	34	1
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	10	0	0	3	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	1	0	0	0	4	0	0	4	1
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	2	1	0	5	0	0	0	0	1	0	0
PDC07-017 SW/C OF LINCOLN AND PACIFIC	0	4	0	8	2	4	8	0	0	0	0	14
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	12	0	0	0	0	0	0	51	12	0	12	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	2	0	0	0	0	0	0	5	2	0	3	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	2	0	0	0	0	0	0	12	3	0	7	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	1	0	0	0	0	0	0	16	3	0	5	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	3	0	0	0	0	0	0	44	11	0	8	0

Intersection of: LINCOLN/SAN CARLOS

Traffix Node Number: 3653

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	2	0	0	0	1	0	0	-4	0	0	4	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	3	1	0	1	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	2	1	0	2	0
TOTAL:	**31**	**13**	**8**	**10**	**26**	**5**	**11**	**187**	**47**	**8**	**83**	**16**

	LEFT	THRU	RIGHT
NORTH	10	26	5
EAST	8	83	16
SOUTH	31	13	8
WEST	11	187	47

Intersection of: MONTGOMERY/PARK

Traffix Node Number: 3709

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	27	85	11	3	25	0	6	13	16	4	10	6
NSJ NORTH SAN JOSE	5	20	2	0	0	0	0	1	1	0	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	3	0	0	3	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	0	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	5	0	0	0	0	0	26	0	17	0	7	0
PDC08-034 SUNOL COURT STUDIO APARTMENTS BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN	0	0	0	0	0	0	0	12	0	0	6	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	6	0	0	3	0	0	15	0	0	9	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	17	0	0	0	0	2	4	11	27	0	7	0
TOTAL:	**54**	**111**	**13**	**3**	**28**	**2**	**36**	**55**	**61**	**4**	**42**	**6**

	LEFT	THRU	RIGHT
NORTH	3	28	2
EAST	4	42	6
SOUTH	54	111	13
WEST	36	55	61

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	20	43	8	6	125	2	6	19	34	48	23	6
NSJ NORTH SAN JOSE	0	0	0	0	2	0	0	0	0	1	0	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	1	0	0	5	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	0	0	0	0	0	0	0	0	0	0	0	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	16	0	0	0	0	0	0	8	5	0	25	0
PDC08-034 SUNOL COURT STUDIO APARTMENTS BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN	0	0	0	0	0	0	0	6	0	0	11	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	3	0	0	6	0	0	8	0	0	18	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	29	0	0	0	0	4	3	7	17	0	11	0
TOTAL:	**65**	**46**	**8**	**6**	**133**	**6**	**9**	**49**	**56**	**49**	**93**	**6**

	LEFT	THRU	RIGHT
NORTH	6	133	6
EAST	49	93	6
SOUTH	65	46	8
WEST	9	49	56

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	0	0	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	0	0	2	0	0	0	2	0	0	9	6
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	5	0	0	2	0	0	3	0	0	2	0
PDC08-034 SUNOL COURT STUDIO APARTMENTS BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN	2	3	12	0	2	0	0	0	1	6	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	1	18	15	0	9	0	0	0	0	9	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	0	1	0	0	0	0	5	0	1	8	1
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	0	0	0	0	0	0	3	14	0	0	0	0
TOTAL:	**3**	**26**	**28**	**2**	**13**	**0**	**3**	**26**	**1**	**16**	**19**	**7**

	LEFT	THRU	RIGHT
NORTH	2	13	0
EAST	16	19	7
SOUTH	3	26	28
WEST	3	26	1

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	2	0
PDC05-037 PARK AVE. LOFTS NE CORNER PARK AV AND LAUREL GROVE LN	0	0	0	6	0	0	0	9	0	0	3	2
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	2	0	0	5	0	0	1	0	0	3	0
PDC08-034 SUNOL COURT STUDIO APARTMENTS BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN	1	2	6	0	3	0	0	0	2	11	0	0
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	0	9	8	0	18	0	0	0	1	18	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	1	0	0	1	0	0	0	0	0	0	0
PDC13-012 777 PARK AVENUE RESIDENTIAL 777 PARK AVENUE	0	0	1	1	0	0	0	8	0	1	5	0
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	0	0	0	0	0	-1	0	4	0	0	-1	0
TOTAL:	**1**	**14**	**15**	**7**	**27**	**-1**	**0**	**22**	**3**	**30**	**12**	**2**

	LEFT	THRU	RIGHT
NORTH	7	27	-1
EAST	30	12	2
SOUTH	1	14	15
WEST	0	22	3

Intersection of: SAN CARLOS/SUNOL

Traffix Node Number: 3906

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	8	0	0	0	0	1	3	0	0	4	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	7	2	0	1	3	0	0	3	1	1	0	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	1	0	0	0	1	0	0	1	1	1	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	4	0	0	2	0	0	1	0	0	0	0
PDC08-034 SUNOL COURT STUDIO APARTMENTS BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN	0	7	0	7	12	10	6	0	0	0	0	4
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	12	29	8	0	21	0	6	52	0	10	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	0	0	0	0	1	0	0	0	0	0	0	0
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	0	0	0	0	0	0	0	-1	0	0	1	0
TOTAL:	**22**	**50**	**8**	**8**	**40**	**10**	**13**	**59**	**2**	**12**	**5**	**4**

	LEFT	THRU	RIGHT
NORTH	8	40	10
EAST	12	5	4
SOUTH	22	50	8
WEST	13	59	2

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	7	0
PD14-012 (RES) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	3	1	0	2	5	0	0	7	3	3	0	0
PD14-012 (RET) FAIRFIELD RESIDENTIAL 800 W SAN CARLOS ST SAN JOSE CA 95126	5	2	0	0	3	0	0	3	1	2	0	0
PDC06-024 RACE STREET RESIDENTIAL RACE ST AND PARKMOOR AV	0	2	0	0	4	0	0	0	0	0	1	0
PDC08-034 SUNOL COURT STUDIO APARTMENTS BOUNDED BY SUNOL STREET TO THE WEST AND WEST SAN	0	12	0	4	6	5	10	0	0	0	0	7
PDC08-061RES OHLONE S/W CORNER W. SAN CARLOS AND SUNOL	6	15	4	0	38	0	3	27	0	19	0	0
PDC08-061RET OHLONE S/W CORNER W.SAN CARLOS AND SUNOL	3	2	0	0	3	0	0	4	0	0	0	0
PDC17-019 RACE STREET SENIOR HOUSING 253 RACE STREET	0	0	0	0	0	0	0	-4	0	0	4	0
TOTAL:	**17**	**34**	**4**	**6**	**59**	**5**	**13**	**41**	**4**	**24**	**12**	**7**

	LEFT	THRU	RIGHT
NORTH	6	59	5
EAST	24	12	7
SOUTH	17	34	4
WEST	13	41	4

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 3730
Intersection Name: Sunol Street and Park Avenue
Peak Hour: AM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**13**	**39**	**44**	**95**	**379**	**17**	**19**	**73**	**11**	**7**	**299**	**18**	**1014**
Approved Trips	**0**	**13**	**2**	**7**	**19**	**16**	**28**	**26**	**3**	**1**	**26**	**3**	**144**
Background Conditions	**13**	**52**	**46**	**102**	**398**	**33**	**47**	**99**	**14**	**8**	**325**	**21**	**1158**
Project Trips	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**9**
Background Plus Project Cond.	**13**	**52**	**47**	**104**	**401**	**33**	**47**	**99**	**14**	**8**	**328**	**21**	**1167**

Intersection Number: 2
Traffix Node Number: 3709
Intersection Name: Montgomery Street and Park Avenue
Peak Hour: AM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**36**	**202**	**15**	**45**	**107**	**45**	**238**	**828**	**342**	**235**	**137**	**36**	**2266**
Approved Trips	**2**	**28**	**3**	**6**	**42**	**4**	**13**	**111**	**54**	**61**	**55**	**36**	**415**
Background Conditions	**38**	**230**	**18**	**51**	**149**	**49**	**251**	**939**	**396**	**296**	**192**	**72**	**2681**
Project Trips	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**24**	**20**	**1**	**50**
Background Plus Project Cond.	**38**	**230**	**18**	**51**	**153**	**49**	**251**	**939**	**397**	**320**	**212**	**73**	**2731**

Intersection Number: 3
Traffix Node Number: 3077
Intersection Name: Bird Avenue and San Carlos Street*
Peak Hour: AM
Count Date: 10/13/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**60**	**414**	**49**	**55**	**368**	**63**	**205**	**1292**	**342**	**140**	**290**	**123**	**3401**
Approved Trips	**22**	**54**	**11**	**5**	**74**	**5**	**31**	**65**	**38**	**33**	**100**	**11**	**449**
Background Conditions	**82**	**468**	**60**	**60**	**442**	**68**	**236**	**1357**	**380**	**173**	**390**	**134**	**3850**
Project Trips	**0**	**24**	**0**	**1**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**34**
Background Plus Project Cond.	**82**	**492**	**60**	**61**	**443**	**68**	**236**	**1357**	**388**	**173**	**390**	**134**	**3884**

Intersection Number: 4
Traffix Node Number: 3906
Intersection Name: Sunol Street and San Carlos Street
Peak Hour: AM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**40**	**13**	**29**	**39**	**580**	**7**	**19**	**20**	**7**	**8**	**467**	**52**	**1281**
Approved Trips	**10**	**40**	**8**	**4**	**5**	**12**	**8**	**50**	**22**	**2**	**59**	**13**	**233**
Background Conditions	**50**	**53**	**37**	**43**	**585**	**19**	**27**	**70**	**29**	**10**	**526**	**65**	**1514**
Project Trips	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
Background Plus Project Cond.	**50**	**53**	**37**	**43**	**593**	**20**	**27**	**70**	**29**	**10**	**526**	**65**	**1523**

Intersection Number: 5
Traffix Node Number: 3653
Intersection Name: Lincoln Avenue and San Carlos Street (Protected)
Peak Hour: AM
Count Date: 5/18/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**18**	**35**	**12**	**5**	**542**	**36**	**149**	**186**	**392**	**86**	**438**	**23**	**1922**
Approved Trips	**8**	**8**	**14**	**8**	**113**	**2**	**6**	**13**	**57**	**13**	**55**	**6**	**303**
Background Conditions	**26**	**43**	**26**	**13**	**655**	**38**	**155**	**199**	**449**	**99**	**493**	**29**	**2225**
Project Trips	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
Background Plus Project Cond.	**26**	**43**	**26**	**13**	**661**	**39**	**155**	**199**	**449**	**99**	**493**	**30**	**2233**

Intersection Number: 6
Traffix Node Number: 3266
Intersection Name: Bird Avenue and Auzerais Avenue
Peak Hour: AM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**20**	**504**	**31**	**30**	**65**	**75**	**123**	**1655**	**247**	**183**	**95**	**42**	**3070**
Approved Trips	**2**	**89**	**6**	**1**	**36**	**4**	**33**	**120**	**29**	**67**	**52**	**8**	**447**
Background Conditions	**22**	**593**	**37**	**31**	**101**	**79**	**156**	**1775**	**276**	**250**	**147**	**50**	**3517**
Project Trips	**0**	**24**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**32**
Background Plus Project Cond.	**22**	**617**	**37**	**32**	**101**	**79**	**156**	**1782**	**276**	**250**	**147**	**50**	**3549**

Intersection Number: 7
Traffix Node Number: 3032
Intersection Name: Bird Avenue and I-280 (N)*
Peak Hour: AM
Count Date: 10/13/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**148**	**645**	**0**	**830**	**109**	**175**	**0**	**1407**	**265**	**0**	**0**	**0**	**3579**
Approved Trips	**43**	**55**	**0**	**41**	**0**	**10**	**0**	**92**	**18**	**0**	**0**	**0**	**259**
Background Conditions	**191**	**700**	**0**	**871**	**109**	**185**	**0**	**1499**	**283**	**0**	**0**	**0**	**3838**
Project Trips	**15**	**9**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**31**
Background Plus Project Cond.	**206**	**709**	**0**	**873**	**109**	**185**	**0**	**1504**	**283**	**0**	**0**	**0**	**3869**

Intersection Number: 8
Traffix Node Number: 3033
Intersection Name: Bird Avenue and I-280 (S)*
Peak Hour: AM
Count Date: 10/13/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**452**	**389**	**0**	**0**	**0**	**359**	**1252**	**0**	**137**	**3**	**446**	**3038**
Approved Trips	**0**	**21**	**35**	**0**	**0**	**0**	**10**	**59**	**0**	**2**	**0**	**22**	**149**
Background Conditions	**0**	**473**	**424**	**0**	**0**	**0**	**369**	**1311**	**0**	**139**	**3**	**468**	**3187**
Project Trips	**0**	**3**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**15**
Background Plus Project Cond.	**0**	**476**	**430**	**0**	**0**	**0**	**369**	**1312**	**0**	**139**	**3**	**473**	**3202**

Intersection Number: 9
Traffix Node Number: 9999
Intersection Name: McEvoy Street and Park Avenue
Peak Hour: AM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**467**	**10**	**20**	**0**	**5**	**8**	**392**	**0**	**902**
Approved Trips	**0**	**0**	**0**	**0**	**98**	**0**	**0**	**0**	**0**	**0**	**152**	**0**	**250**
Background Conditions	**0**	**0**	**0**	**0**	**565**	**10**	**20**	**0**	**5**	**8**	**544**	**0**	**1152**
Project Trips	**0**	**0**	**0**	**0**	**0**	**5**	**45**	**0**	**5**	**4**	**0**	**0**	**59**
Background Plus Project Cond.	**0**	**0**	**0**	**0**	**565**	**15**	**65**	**0**	**10**	**12**	**544**	**0**	**1211**

Intersection Number: 10
Traffix Node Number: 4
Intersection Name: McEvoy Street and San Carlos Street
Peak Hour: AM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**4**	**0**	**6**	**15**	**626**	**10**	**0**	**0**	**4**	**5**	**533**	**10**	**1213**
Approved Trips	**0**	**0**	**0**	**0**	**134**	**0**	**0**	**0**	**0**	**0**	**144**	**0**	**278**
Background Conditions	**4**	**0**	**6**	**15**	**760**	**10**	**0**	**0**	**4**	**5**	**677**	**10**	**1491**
Project Trips	**9**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
Background Plus Project Cond.	**13**	**0**	**6**	**23**	**760**	**10**	**0**	**0**	**4**	**5**	**677**	**10**	**1508**

Intersection Number: 1
Traffix Node Number: 3730
Intersection Name: Sunol Street and Park Avenue
Peak Hour: PM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**29**	**174**	**117**	**42**	**333**	**12**	**28**	**58**	**9**	**37**	**550**	**36**	**1425**
Approved Trips	**-1**	**27**	**7**	**2**	**12**	**30**	**15**	**14**	**1**	**3**	**22**	**0**	**132**
Background Conditions	**28**	**201**	**124**	**44**	**345**	**42**	**43**	**72**	**10**	**40**	**572**	**36**	**1557**
Project Trips	**0**	**0**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**10**	**0**	**16**
Background Plus Project Cond.	**28**	**201**	**126**	**45**	**347**	**42**	**44**	**72**	**10**	**40**	**582**	**36**	**1573**

Intersection Number: 2
Traffix Node Number: 3709
Intersection Name: Montgomery Street and Park Avenue
Peak Hour: PM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**97**	**779**	**41**	**34**	**149**	**238**	**87**	**258**	**155**	**263**	**324**	**55**	**2480**
Approved Trips	**6**	**133**	**6**	**6**	**93**	**49**	**8**	**46**	**65**	**56**	**49**	**9**	**526**
Background Conditions	**103**	**912**	**47**	**40**	**242**	**287**	**95**	**304**	**220**	**319**	**373**	**64**	**3006**
Project Trips	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**2**	**14**	**12**	**1**	**43**
Background Plus Project Cond.	**104**	**912**	**47**	**40**	**255**	**287**	**95**	**304**	**222**	**333**	**385**	**65**	**3049**

Intersection Number: 3
Traffix Node Number: 3077
Intersection Name: Bird Avenue and San Carlos Street*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**71**	**1034**	**109**	**30**	**212**	**213**	**127**	**328**	**132**	**345**	**702**	**92**	**3395**
Approved Trips	**13**	**104**	**9**	**9**	**95**	**44**	**8**	**58**	**19**	**52**	**120**	**24**	**555**
Background Conditions	**84**	**1138**	**118**	**39**	**307**	**257**	**135**	**386**	**151**	**397**	**822**	**116**	**3950**
Project Trips	**0**	**14**	**0**	**2**	**2**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**42**
Background Plus Project Cond.	**84**	**1152**	**118**	**41**	**309**	**257**	**135**	**386**	**175**	**397**	**822**	**116**	**3992**

Intersection Number: 4
Traffix Node Number: 3906
Intersection Name: Sunol Street and San Carlos Street
Peak Hour: PM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**91**	**62**	**81**	**28**	**497**	**10**	**14**	**20**	**4**	**9**	**999**	**51**	**1866**
Approved Trips	**5**	**59**	**6**	**7**	**12**	**24**	**4**	**34**	**17**	**4**	**41**	**13**	**226**
Background Conditions	**96**	**121**	**87**	**35**	**509**	**34**	**18**	**54**	**21**	**13**	**1040**	**64**	**2092**
Project Trips	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**7**
Background Plus Project Cond.	**96**	**121**	**87**	**35**	**514**	**35**	**18**	**55**	**21**	**13**	**1040**	**64**	**2099**

Intersection Number: 5
Traffix Node Number: 3653
Intersection Name: Lincoln Avenue and San Carlos Street (Protected)
Peak Hour: PM
Count Date: 5/18/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**27**	**158**	**26**	**30**	**391**	**65**	**109**	**79**	**131**	**279**	**944**	**45**	**2284**
Approved Trips	**5**	**26**	**10**	**16**	**83**	**8**	**8**	**13**	**31**	**47**	**187**	**11**	**445**
Background Conditions	**32**	**184**	**36**	**46**	**474**	**73**	**117**	**92**	**162**	**326**	**1131**	**56**	**2729**
Project Trips	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**8**
Background Plus Project Cond.	**32**	**184**	**36**	**46**	**478**	**74**	**117**	**93**	**162**	**326**	**1131**	**58**	**2737**

Intersection Number: 6
Traffix Node Number: 3266
Intersection Name: Bird Avenue and Auzerais Avenue
Peak Hour: PM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**36**	**1517**	**74**	**23**	**62**	**107**	**111**	**541**	**164**	**317**	**203**	**32**	**3187**
Approved Trips	**7**	**210**	**14**	**2**	**69**	**18**	**56**	**84**	**36**	**65**	**39**	**5**	**605**
Background Conditions	**43**	**1727**	**88**	**25**	**131**	**125**	**167**	**625**	**200**	**382**	**242**	**37**	**3792**
Project Trips	**0**	**14**	**0**	**2**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**38**
Background Plus Project Cond.	**43**	**1741**	**88**	**27**	**131**	**125**	**167**	**647**	**200**	**382**	**242**	**37**	**3830**

Intersection Number: 7
Traffix Node Number: 3032
Intersection Name: Bird Avenue and I-280 (N)*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**571**	**1299**	**0**	**437**	**48**	**460**	**0**	**342**	**139**	**0**	**0**	**0**	**3296**
Approved Trips	**92**	**181**	**0**	**60**	**0**	**21**	**0**	**89**	**13**	**0**	**0**	**0**	**456**
Background Conditions	**663**	**1480**	**0**	**497**	**48**	**481**	**0**	**431**	**152**	**0**	**0**	**0**	**3752**
Project Trips	**9**	**5**	**0**	**6**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**37**
Background Plus Project Cond.	**672**	**1485**	**0**	**503**	**48**	**481**	**0**	**448**	**152**	**0**	**0**	**0**	**3789**

Intersection Number: 8
Traffix Node Number: 3033
Intersection Name: Bird Avenue and I-280 (S)*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**1310**	**435**	**0**	**0**	**0**	**317**	**410**	**0**	**155**	**7**	**83**	**2717**
Approved Trips	**0**	**87**	**61**	**0**	**0**	**0**	**12**	**37**	**0**	**17**	**0**	**46**	**260**
Background Conditions	**0**	**1397**	**496**	**0**	**0**	**0**	**329**	**447**	**0**	**172**	**7**	**129**	**2977**
Project Trips	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**14**	**23**
Background Plus Project Cond.	**0**	**1399**	**500**	**0**	**0**	**0**	**329**	**450**	**0**	**172**	**7**	**143**	**3000**

Intersection Number: 9
Traffix Node Number: 9999
Intersection Name: McEvoy Street and Park Avenue
Peak Hour: PM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**373**	**28**	**13**	**0**	**12**	**36**	**648**	**0**	**1110**
Approved Trips	**0**	**0**	**0**	**0**	**164**	**0**	**0**	**0**	**0**	**0**	**114**	**0**	**278**
Background Conditions	**0**	**0**	**0**	**0**	**537**	**28**	**13**	**0**	**12**	**36**	**762**	**0**	**1388**
Project Trips	**0**	**0**	**0**	**0**	**0**	**16**	**27**	**0**	**3**	**13**	**0**	**0**	**59**
Background Plus Project Cond.	**0**	**0**	**0**	**0**	**537**	**44**	**40**	**0**	**15**	**49**	**762**	**0**	**1447**

Intersection Number: 10
Traffix Node Number: 4
Intersection Name: McEvoy Street and San Carlos Street
Peak Hour: PM
Count Date: 2/14/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**32**	**0**	**34**	**12**	**494**	**1**	**8**	**1**	**1**	**1**	**1082**	**13**	**1679**
Approved Trips	**0**	**0**	**0**	**0**	**127**	**0**	**0**	**0**	**0**	**0**	**196**	**0**	**323**
Background Conditions	**32**	**0**	**34**	**12**	**621**	**1**	**8**	**1**	**1**	**1**	**1278**	**13**	**2002**
Project Trips	**6**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
Background Plus Project Cond.	**38**	**0**	**34**	**38**	**621**	**1**	**8**	**1**	**1**	**1**	**1278**	**13**	**2034**

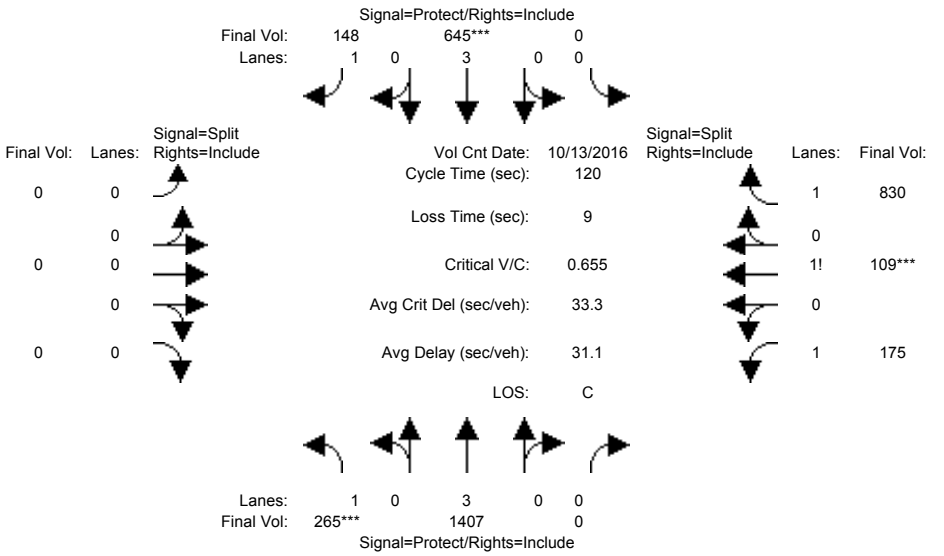
Appendix E

Intersection Operations Analysis Output Sheets

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



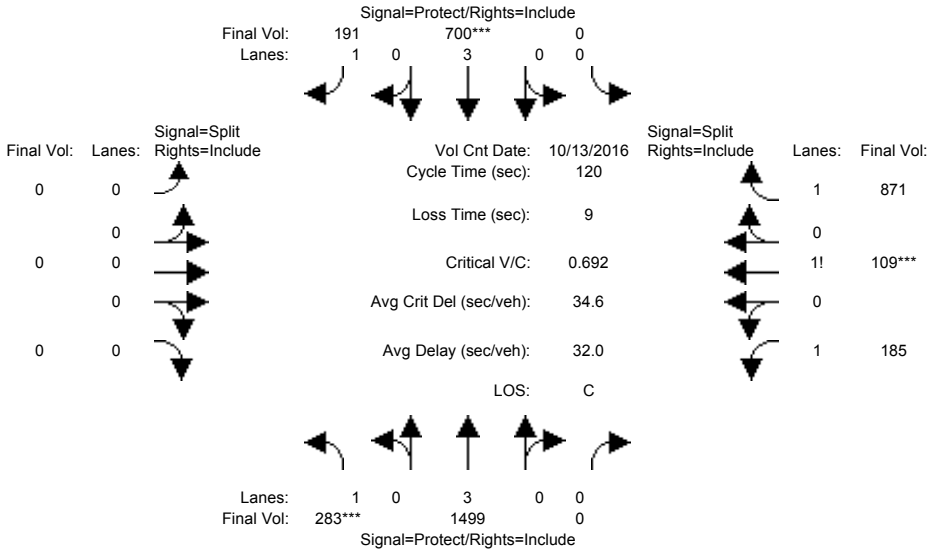
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	265	1407	0	0	645	148	0	0	0	175	109	830
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1407	0	0	645	148	0	0	0	175	109	830
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	1407	0	0	645	148	0	0	0	175	109	830
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1407	0	0	645	148	0	0	0	175	109	830
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1407	0	0	645	148	0	0	0	175	109	830
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1407	0	0	645	148	0	0	0	175	109	830
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.15	0.18	1.67
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2007	320	3017
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.00	0.00	0.11	0.08	0.00	0.00	0.00	0.09	0.34	0.28
Crit Moves:	****				****						****	
Green Time:	27.8	48.5	0.0	0.0	20.7	20.7	0.0	0.0	0.0	62.5	62.5	62.5
Volume/Cap:	0.65	0.61	0.00	0.00	0.65	0.49	0.00	0.00	0.00	0.17	0.65	0.53
Delay/Veh:	45.6	28.8	0.0	0.0	47.9	46.1	0.0	0.0	0.0	15.1	21.8	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	28.8	0.0	0.0	47.9	46.1	0.0	0.0	0.0	15.1	21.8	19.3
LOS by Move:	D	C	A	A	D	D	A	A	A	B	C	B
HCM2kAvgQ:	9	13	0	0	7	5	0	0	0	3	18	13

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



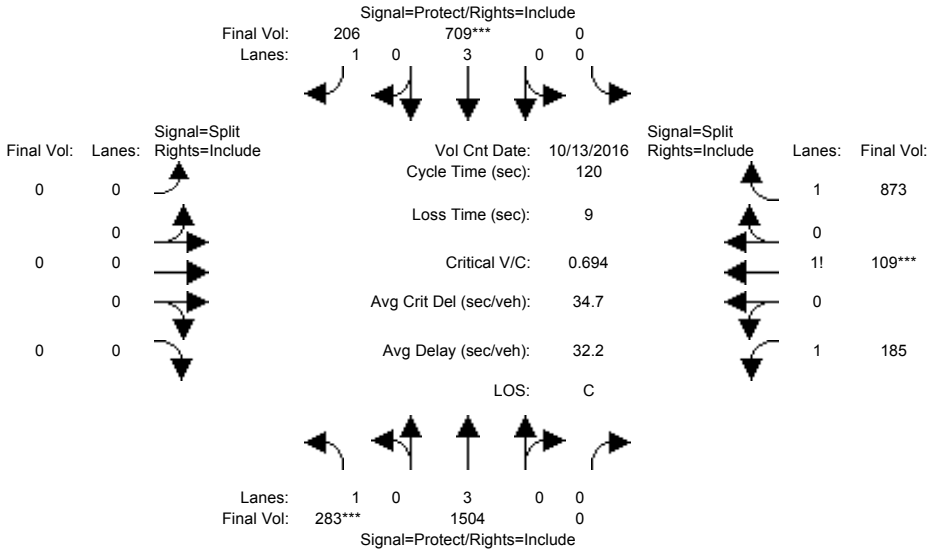
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	265	1407	0	0	645	148	0	0	0	175	109	830
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1407	0	0	645	148	0	0	0	175	109	830
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	92	0	0	55	43	0	0	0	10	0	41
Initial Fut:	283	1499	0	0	700	191	0	0	0	185	109	871
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	1499	0	0	700	191	0	0	0	185	109	871
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1499	0	0	700	191	0	0	0	185	109	871
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	1499	0	0	700	191	0	0	0	185	109	871
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.15	0.17	1.68
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2010	307	3026
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.00	0.00	0.12	0.11	0.00	0.00	0.00	0.09	0.36	0.29
Crit Moves:	****				****						****	
Green Time:	28.1	49.4	0.0	0.0	21.3	21.3	0.0	0.0	0.0	61.6	61.6	61.6
Volume/Cap:	0.69	0.64	0.00	0.00	0.69	0.61	0.00	0.00	0.00	0.18	0.69	0.56
Delay/Veh:	47.0	28.8	0.0	0.0	48.3	49.2	0.0	0.0	0.0	15.6	23.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	28.8	0.0	0.0	48.3	49.2	0.0	0.0	0.0	15.6	23.3	20.3
LOS by Move:	D	C	A	A	D	D	A	A	A	B	C	C
HCM2kAvgQ:	10	14	0	0	8	7	0	0	0	3	19	14

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



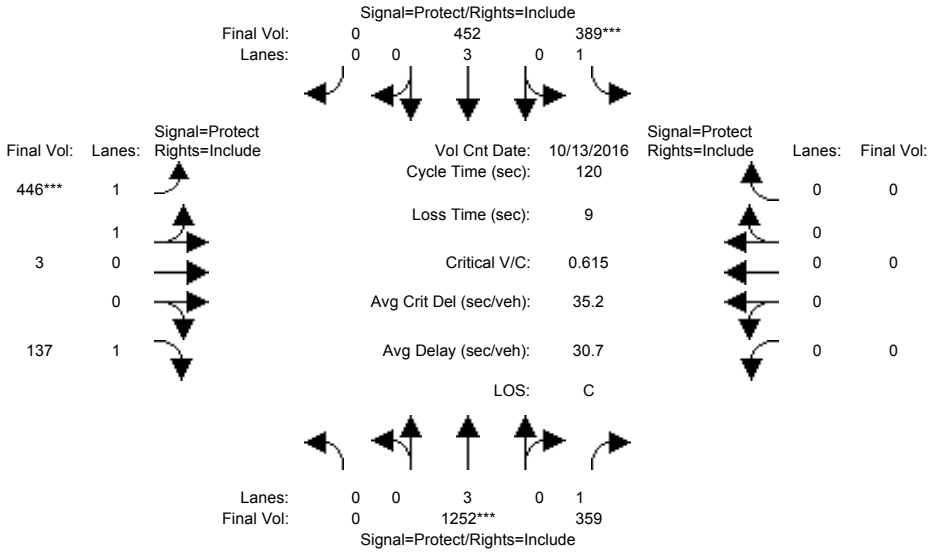
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	265	1407	0	0	645	148	0	0	0	175	109	830
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1407	0	0	645	148	0	0	0	175	109	830
Added Vol:	0	5	0	0	9	15	0	0	0	0	0	2
PasserByVol:	18	92	0	0	55	43	0	0	0	10	0	41
Initial Fut:	283	1504	0	0	709	206	0	0	0	185	109	873
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	1504	0	0	709	206	0	0	0	185	109	873
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1504	0	0	709	206	0	0	0	185	109	873
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	1504	0	0	709	206	0	0	0	185	109	873
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.15	0.17	1.68
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2010	306	3026
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.09	0.36	0.29
Crit Moves:	****				****						****	
Green Time:	28.0	49.5	0.0	0.0	21.5	21.5	0.0	0.0	0.0	61.5	61.5	61.5
Volume/Cap:	0.69	0.64	0.00	0.00	0.69	0.66	0.00	0.00	0.00	0.18	0.69	0.56
Delay/Veh:	47.2	28.8	0.0	0.0	48.3	50.8	0.0	0.0	0.0	15.7	23.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	28.8	0.0	0.0	48.3	50.8	0.0	0.0	0.0	15.7	23.4	20.4
LOS by Move:	D	C	A	A	D	D	A	A	A	B	C	C
HCM2kAvgQ:	10	14	0	0	8	8	0	0	0	3	19	14

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



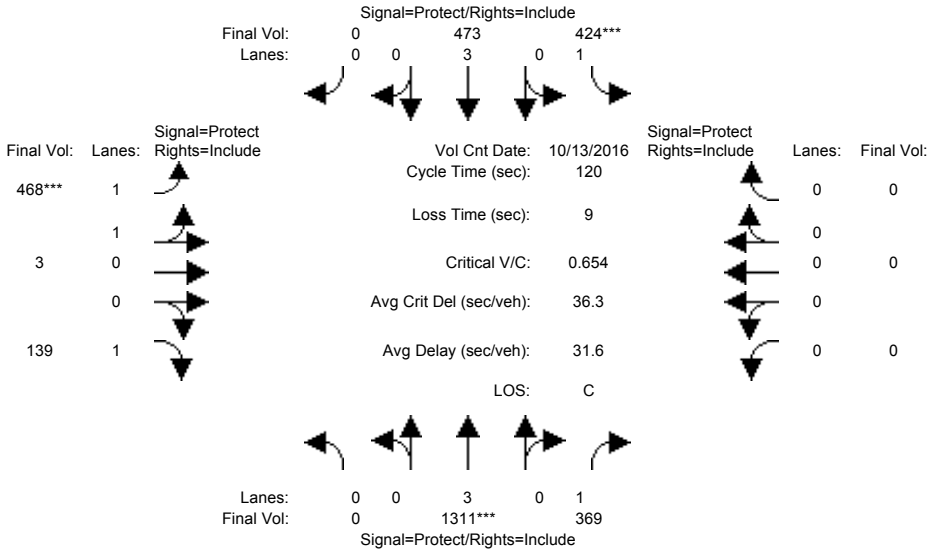
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	0	1252	359	389	452	0	446	3	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1252	359	389	452	0	446	3	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1252	359	389	452	0	446	3	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1252	359	389	452	0	446	3	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1252	359	389	452	0	446	3	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1252	359	389	452	0	446	3	137	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3526	24	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.21	0.22	0.08	0.00	0.13	0.13	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	42.9	42.9	43.4	86.3	0.0	24.7	24.7	24.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.57	0.61	0.11	0.00	0.61	0.61	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	32.3	32.5	33.2	5.2	0.0	44.9	44.9	41.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.3	32.5	33.2	5.2	0.0	44.9	44.9	41.7	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	13	12	12	2	0	9	9	5	0	0	0

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



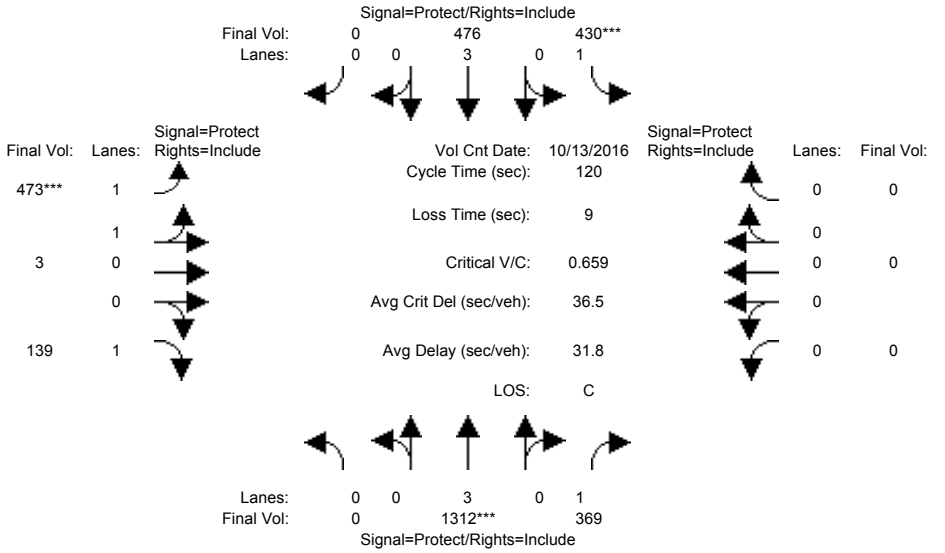
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	0	1252	359	389	452	0	446	3	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1252	359	389	452	0	446	3	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	59	10	35	21	0	22	0	2	0	0	0
Initial Fut:	0	1311	369	424	473	0	468	3	139	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	1311	369	424	473	0	468	3	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1311	369	424	473	0	468	3	139	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	1311	369	424	473	0	468	3	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3527	23	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.21	0.24	0.08	0.00	0.13	0.13	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	42.2	42.2	44.5	86.7	0.0	24.3	24.3	24.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.60	0.65	0.11	0.00	0.65	0.65	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	33.5	33.6	33.8	5.1	0.0	46.1	46.1	42.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.5	33.6	33.8	5.1	0.0	46.1	46.1	42.1	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	14	12	14	2	0	9	9	5	0	0	0

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



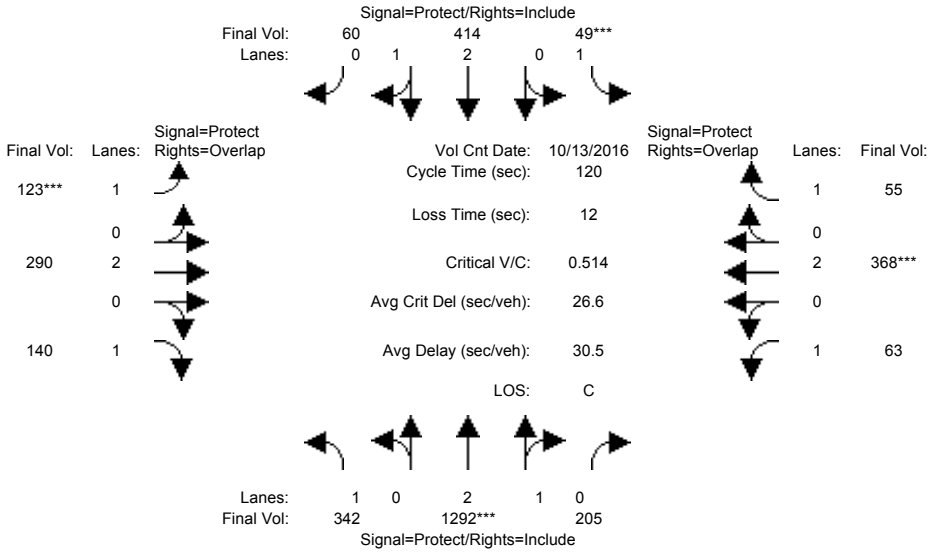
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	0	1252	359	389	452	0	446	3	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1252	359	389	452	0	446	3	137	0	0	0
Added Vol:	0	1	0	6	3	0	5	0	0	0	0	0
PasserByVol:	0	59	10	35	21	0	22	0	2	0	0	0
Initial Fut:	0	1312	369	430	476	0	473	3	139	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	1312	369	430	476	0	473	3	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1312	369	430	476	0	473	3	139	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	1312	369	430	476	0	473	3	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3528	22	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.21	0.25	0.08	0.00	0.13	0.13	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	41.9	41.9	44.7	86.6	0.0	24.4	24.4	24.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.60	0.66	0.12	0.00	0.66	0.66	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	33.9	33.9	33.8	5.1	0.0	46.2	46.2	42.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.9	33.9	33.8	5.1	0.0	46.2	46.2	42.1	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	14	12	14	2	0	10	10	5	0	0	0

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



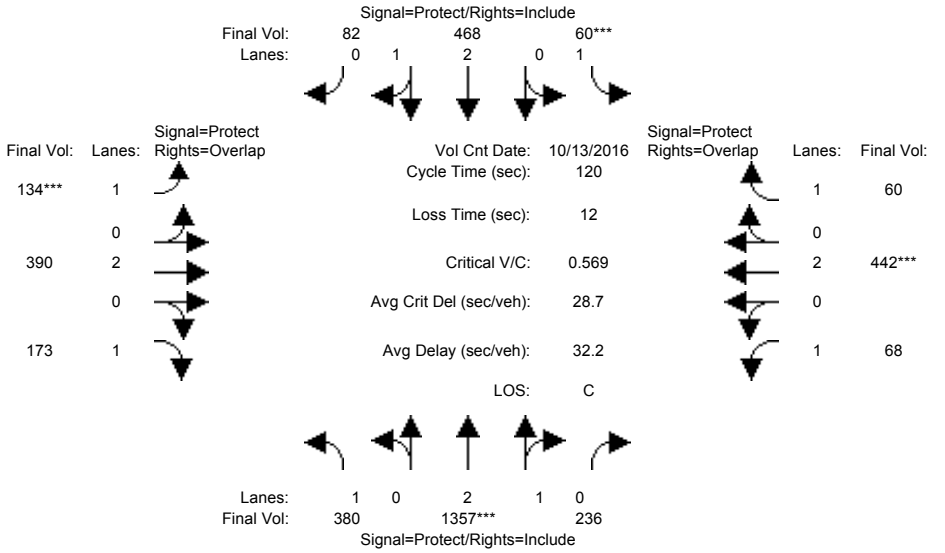
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	342	1292	205	49	414	60	123	290	140	63	368	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1292	205	49	414	60	123	290	140	63	368	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	1292	205	49	414	60	123	290	140	63	368	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	1292	205	49	414	60	123	290	140	63	368	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1292	205	49	414	60	123	290	140	63	368	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	1292	205	49	414	60	123	290	140	63	368	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.57	0.43	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4832	767	1750	4890	709	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.27	0.27	0.03	0.08	0.08	0.07	0.08	0.08	0.04	0.10	0.03
Crit Moves:		****		****			****				****	
Green Time:	48.2	62.2	62.2	7.0	20.9	20.9	16.3	22.9	71.1	16.0	22.5	29.5
Volume/Cap:	0.49	0.52	0.52	0.48	0.49	0.49	0.52	0.40	0.14	0.27	0.52	0.13
Delay/Veh:	27.2	19.2	19.2	58.3	45.1	45.1	50.1	42.9	10.9	47.4	44.5	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	19.2	19.2	58.3	45.1	45.1	50.1	42.9	10.9	47.4	44.5	35.4
LOS by Move:	C	B	B	E	D	D	D	D	B	D	D	D
HCM2kAvgQ:	10	12	12	2	5	5	5	5	2	2	6	2

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



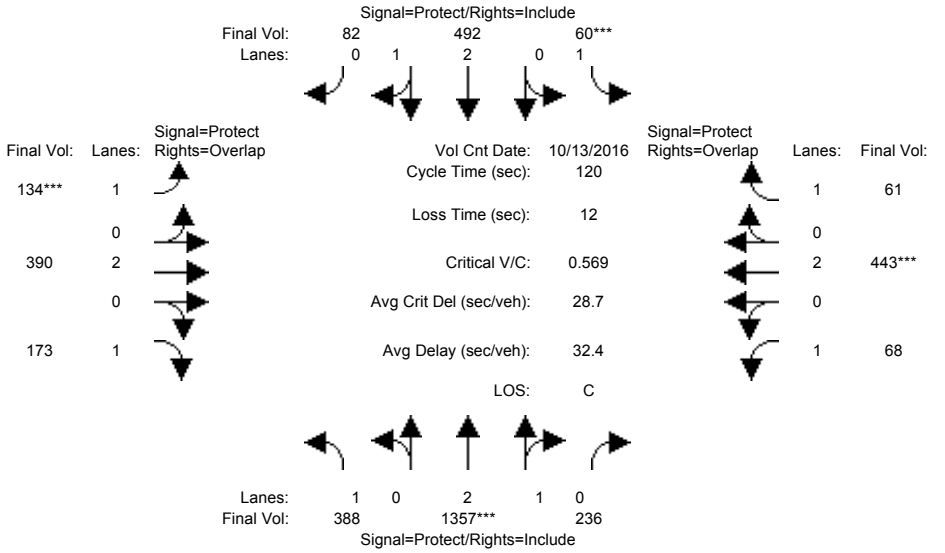
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	342	1292	205	49	414	60	123	290	140	63	368	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1292	205	49	414	60	123	290	140	63	368	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	38	65	31	11	54	22	11	100	33	5	74	5
Initial Fut:	380	1357	236	60	468	82	134	390	173	68	442	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	380	1357	236	60	468	82	134	390	173	68	442	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1357	236	60	468	82	134	390	173	68	442	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	380	1357	236	60	468	82	134	390	173	68	442	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.54	0.46	1.00	2.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4769	829	1750	4764	835	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.28	0.03	0.10	0.10	0.08	0.10	0.10	0.04	0.12	0.03
Crit Moves:		****		****			****				****	
Green Time:	46.3	60.1	60.1	7.2	21.0	21.0	16.2	26.0	72.3	14.8	24.5	31.8
Volume/Cap:	0.56	0.57	0.57	0.57	0.56	0.56	0.57	0.47	0.16	0.32	0.57	0.13
Delay/Veh:	30.0	21.2	21.2	62.0	46.1	46.1	51.9	41.5	10.6	48.9	44.0	33.7
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:	30.0	21.2	21.2	62.0	46.1	46.1	51.9	41.5	10.6	48.9	44.0	33.7
LOS by Move:	C	C	C	E	D	D	D	D	B	D	D	C
HCM2kAvgQ:	11	13	13	2	6	6	6	7	3	2	7	2

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



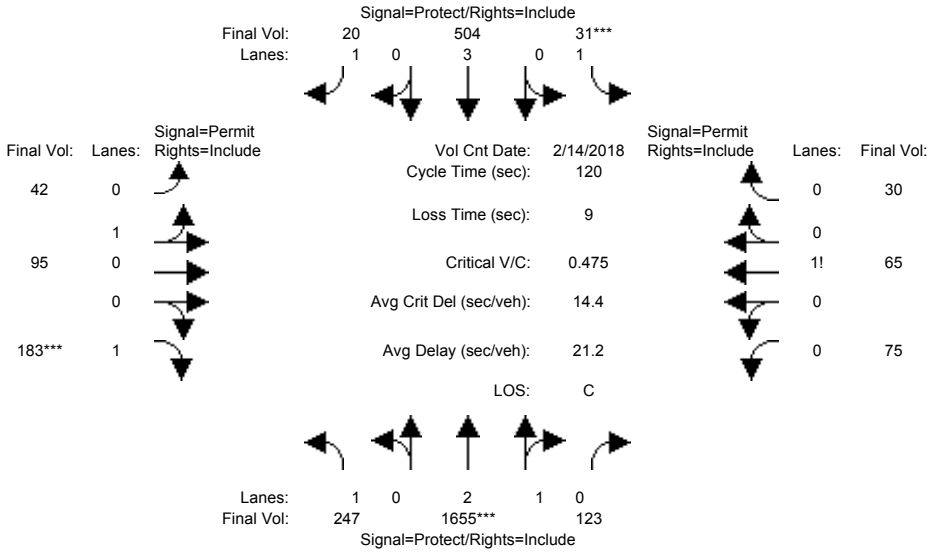
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 <<												
Base Vol:	342	1292	205	49	414	60	123	290	140	63	368	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1292	205	49	414	60	123	290	140	63	368	55
Added Vol:	8	0	0	0	24	0	0	0	0	0	1	1
PasserByVol:	38	65	31	11	54	22	11	100	33	5	74	5
Initial Fut:	388	1357	236	60	492	82	134	390	173	68	443	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	1357	236	60	492	82	134	390	173	68	443	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1357	236	60	492	82	134	390	173	68	443	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	1357	236	60	492	82	134	390	173	68	443	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.54	0.46	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4769	829	1750	4799	800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.28	0.03	0.10	0.10	0.08	0.10	0.10	0.04	0.12	0.03
Crit Moves:		****		****			****				****	
Green Time:	46.0	60.0	60.0	7.2	21.3	21.3	16.2	26.0	72.0	14.8	24.6	31.8
Volume/Cap:	0.58	0.57	0.57	0.57	0.58	0.58	0.57	0.47	0.16	0.32	0.57	0.13
Delay/Veh:	30.6	21.2	21.2	62.0	46.1	46.1	51.9	41.5	10.7	48.9	43.9	33.7
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:	30.6	21.2	21.2	62.0	46.1	46.1	51.9	41.5	10.7	48.9	43.9	33.7
LOS by Move:	C	C	C	E	D	D	D	D	B	D	D	C
HCM2kAvgQ:	12	13	13	2	6	6	6	7	3	2	7	2

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD



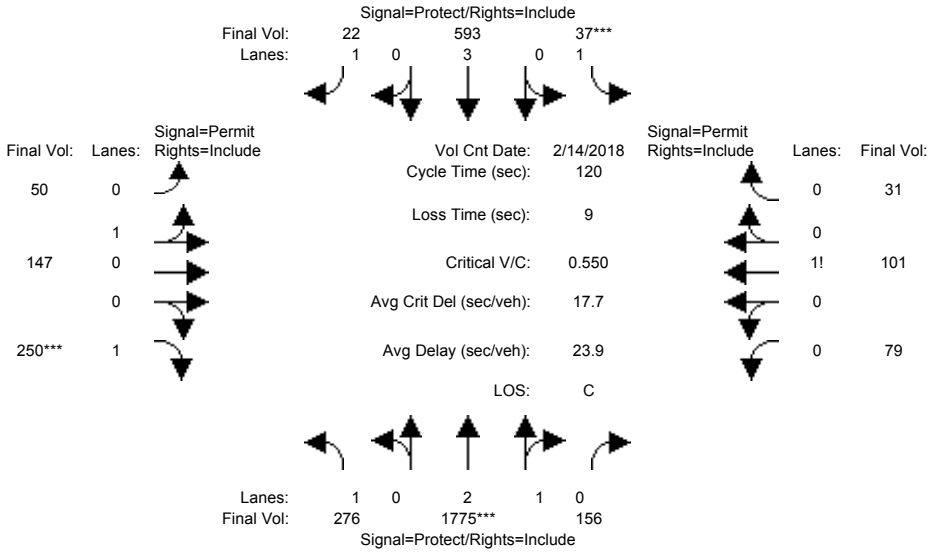
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	247	1655	123	31	504	20	42	95	183	75	65	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1655	123	31	504	20	42	95	183	75	65	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	1655	123	31	504	20	42	95	183	75	65	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1655	123	31	504	20	42	95	183	75	65	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1655	123	31	504	20	42	95	183	75	65	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1655	123	31	504	20	42	95	183	75	65	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.78	0.22	1.00	3.00	1.00	0.31	0.69	1.00	0.44	0.38	0.18
Final Sat.:	1750	5212	387	1750	5700	1750	552	1248	1750	772	669	309
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.02	0.09	0.01	0.08	0.08	0.10	0.10	0.10	0.10
Crit Moves:		****		****					****			
Green Time:	52.4	78.2	78.2	7.0	32.8	32.8	25.8	25.8	25.8	25.8	25.8	25.8
Volume/Cap:	0.32	0.49	0.49	0.30	0.32	0.04	0.35	0.35	0.49	0.45	0.45	0.45
Delay/Veh:	22.4	10.8	10.8	55.8	34.9	32.1	40.6	40.6	42.3	41.8	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	10.8	10.8	55.8	34.9	32.1	40.6	40.6	42.3	41.8	41.8	41.8
LOS by Move:	C	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	6	11	11	1	5	1	5	5	7	6	6	6

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD



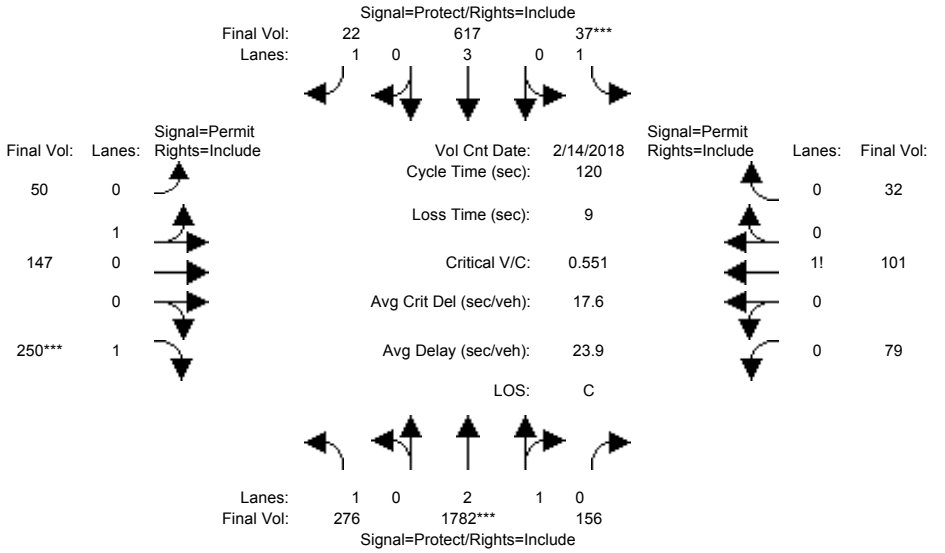
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	247	1655	123	31	504	20	42	95	183	75	65	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1655	123	31	504	20	42	95	183	75	65	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	29	120	33	6	89	2	8	52	67	4	36	1
Initial Fut:	276	1775	156	37	593	22	50	147	250	79	101	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	1775	156	37	593	22	50	147	250	79	101	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1775	156	37	593	22	50	147	250	79	101	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	1775	156	37	593	22	50	147	250	79	101	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	0.25	0.75	1.00	0.37	0.48	0.15
Final Sat.:	1750	5147	452	1750	5700	1750	457	1343	1750	655	838	257
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.02	0.10	0.01	0.11	0.11	0.14	0.12	0.12	0.12
Crit Moves:		****		****					****			
Green Time:	48.5	73.5	73.5	7.0	32.0	32.0	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.39	0.56	0.56	0.36	0.39	0.05	0.43	0.43	0.56	0.47	0.47	0.47
Delay/Veh:	25.6	13.9	13.9	56.5	36.2	32.7	38.2	38.2	40.6	38.8	38.8	38.8
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:	25.6	13.9	13.9	56.5	36.2	32.7	38.2	38.2	40.6	38.8	38.8	38.8
LOS by Move:	C	B	B	E	D	C	D	D	D	D	D	D
HCM2kAvgQ:	7	14	14	1	6	1	7	7	9	7	7	7

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD



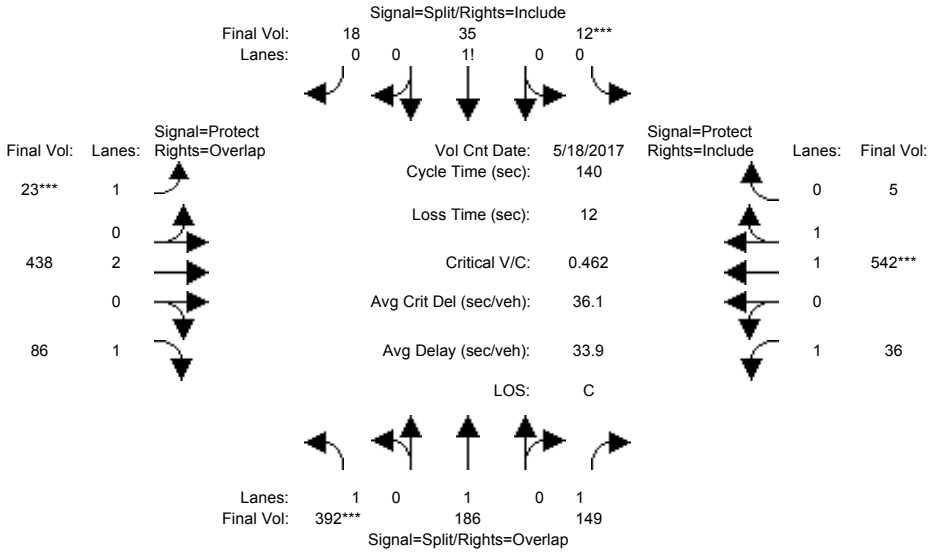
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	247	1655	123	31	504	20	42	95	183	75	65	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1655	123	31	504	20	42	95	183	75	65	30
Added Vol:	0	7	0	0	24	0	0	0	0	0	0	1
PasserByVol:	29	120	33	6	89	2	8	52	67	4	36	1
Initial Fut:	276	1782	156	37	617	22	50	147	250	79	101	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	1782	156	37	617	22	50	147	250	79	101	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1782	156	37	617	22	50	147	250	79	101	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	1782	156	37	617	22	50	147	250	79	101	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	0.25	0.75	1.00	0.37	0.48	0.15
Final Sat.:	1750	5149	451	1750	5700	1750	457	1343	1750	652	834	264
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.35	0.02	0.11	0.01	0.11	0.11	0.14	0.12	0.12	0.12
Crit Moves:		****		****					****			
Green Time:	47.8	73.6	73.6	7.0	32.8	32.8	30.4	30.4	30.4	30.4	30.4	30.4
Volume/Cap:	0.40	0.56	0.56	0.36	0.40	0.05	0.43	0.43	0.56	0.48	0.48	0.48
Delay/Veh:	26.2	13.9	13.9	56.5	35.7	32.1	38.2	38.2	40.7	38.9	38.9	38.9
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:	26.2	13.9	13.9	56.5	35.7	32.1	38.2	38.2	40.7	38.9	38.9	38.9
LOS by Move:	C	B	B	E	D	C	D	D	D	D	D	D
HCM2kAvgQ:	7	14	14	1	6	1	7	7	9	7	7	7

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



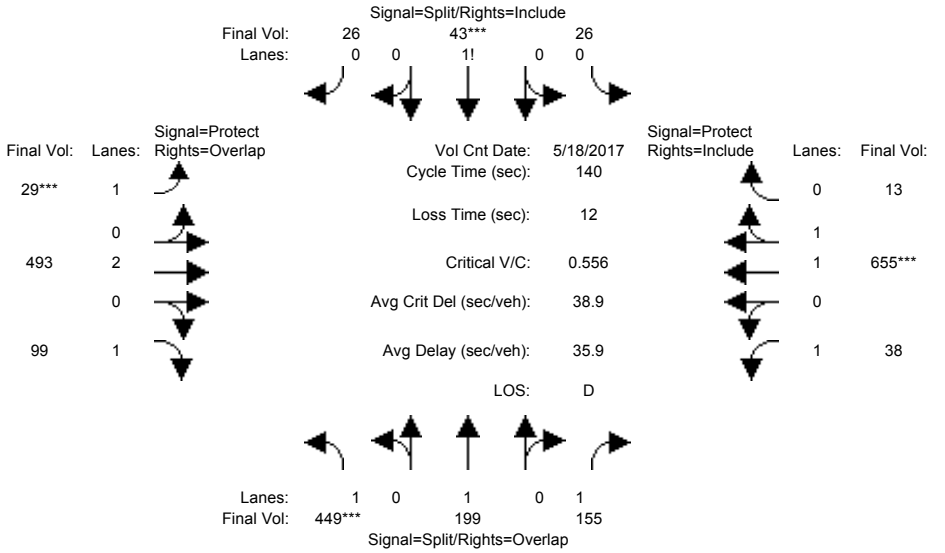
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30												
Base Vol:	392	186	149	12	35	18	23	438	86	36	542	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	186	149	12	35	18	23	438	86	36	542	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	186	149	12	35	18	23	438	86	36	542	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	186	149	12	35	18	23	438	86	36	542	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	186	149	12	35	18	23	438	86	36	542	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	186	149	12	35	18	23	438	86	36	542	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.18	0.54	0.28	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	323	942	485	1750	3800	1750	1750	3666	34
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.09	0.04	0.04	0.04	0.01	0.12	0.05	0.02	0.15	0.15
Crit Moves:	****			****			****				****	
Green Time:	66.3	66.3	81.6	11.0	11.0	11.0	7.0	35.4	101.7	15.4	43.7	43.7
Volume/Cap:	0.47	0.21	0.15	0.47	0.47	0.47	0.26	0.46	0.07	0.19	0.47	0.47
Delay/Veh:	25.4	21.6	13.4	64.3	64.3	64.3	65.6	44.5	5.5	57.1	39.1	39.1
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:	25.4	21.6	13.4	64.3	64.3	64.3	65.6	44.5	5.5	57.1	39.1	39.1
LOS by Move:	C	C	B	E	E	E	E	D	A	E	D	D
HCM2kAvgQ:	12	4	3	3	3	3	1	8	1	2	10	10

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



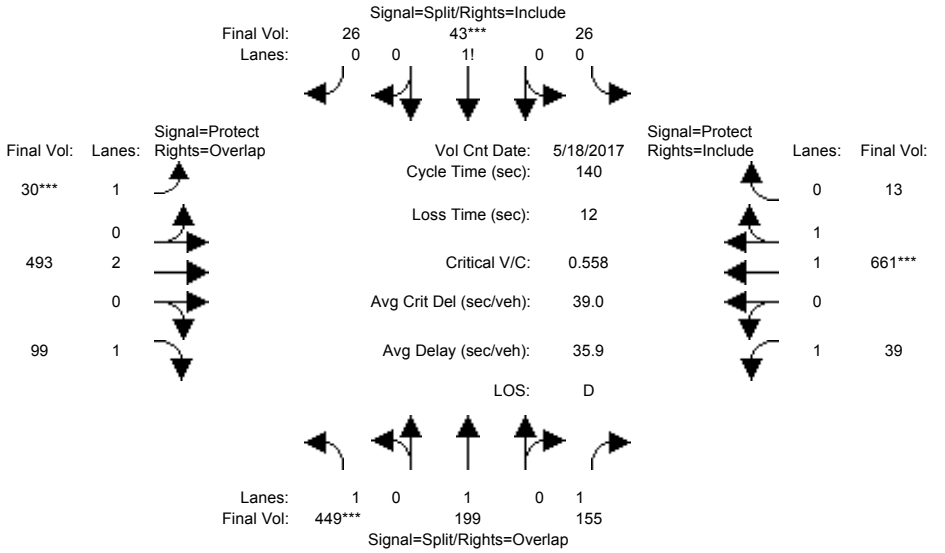
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30												
Base Vol:	392	186	149	12	35	18	23	438	86	36	542	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	186	149	12	35	18	23	438	86	36	542	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	57	13	6	14	8	8	6	55	13	2	113	8
Initial Fut:	449	199	155	26	43	26	29	493	99	38	655	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	199	155	26	43	26	29	493	99	38	655	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	199	155	26	43	26	29	493	99	38	655	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	199	155	26	43	26	29	493	99	38	655	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.27	0.46	0.27	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	479	792	479	1750	3800	1750	1750	3628	72
Capacity Analysis Module:												
Vol/Sat:	0.26	0.10	0.09	0.05	0.05	0.05	0.02	0.13	0.06	0.02	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	63.2	63.2	77.5	13.4	13.4	13.4	7.0	37.1	100.3	14.3	44.5	44.5
Volume/Cap:	0.57	0.23	0.16	0.57	0.57	0.57	0.33	0.49	0.08	0.21	0.57	0.57
Delay/Veh:	29.3	23.7	15.4	65.1	65.1	65.1	66.5	43.8	6.0	58.3	40.4	40.4
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:	29.3	23.7	15.4	65.1	65.1	65.1	66.5	43.8	6.0	58.3	40.4	40.4
LOS by Move:	C	C	B	E	E	E	E	D	A	E	D	D
HCM2kAvgQ:	15	5	3	5	5	5	2	9	1	2	12	12

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



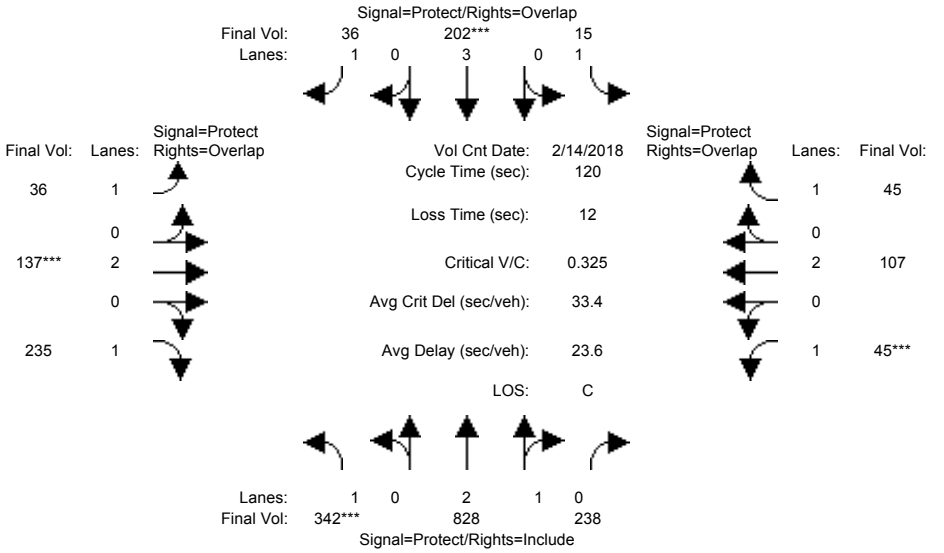
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 << 7:30-8:30												
Base Vol:	392	186	149	12	35	18	23	438	86	36	542	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	186	149	12	35	18	23	438	86	36	542	5
Added Vol:	0	0	0	0	0	0	1	0	0	1	6	0
PasserByVol:	57	13	6	14	8	8	6	55	13	2	113	8
Initial Fut:	449	199	155	26	43	26	30	493	99	39	661	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	199	155	26	43	26	30	493	99	39	661	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	199	155	26	43	26	30	493	99	39	661	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	199	155	26	43	26	30	493	99	39	661	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.27	0.46	0.27	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	479	792	479	1750	3800	1750	1750	3629	71
Capacity Analysis Module:												
Vol/Sat:	0.26	0.10	0.09	0.05	0.05	0.05	0.02	0.13	0.06	0.02	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	63.0	63.0	77.4	13.3	13.3	13.3	7.0	37.3	100.3	14.4	44.7	44.7
Volume/Cap:	0.57	0.23	0.16	0.57	0.57	0.57	0.34	0.49	0.08	0.22	0.57	0.57
Delay/Veh:	29.5	23.8	15.5	65.3	65.3	65.3	66.6	43.6	6.0	58.2	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	23.8	15.5	65.3	65.3	65.3	66.6	43.6	6.0	58.2	40.3	40.3
LOS by Move:	C	C	B	E	E	E	E	D	A	E	D	D
HCM2kAvgQ:	15	5	3	5	5	5	2	9	1	2	12	12

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



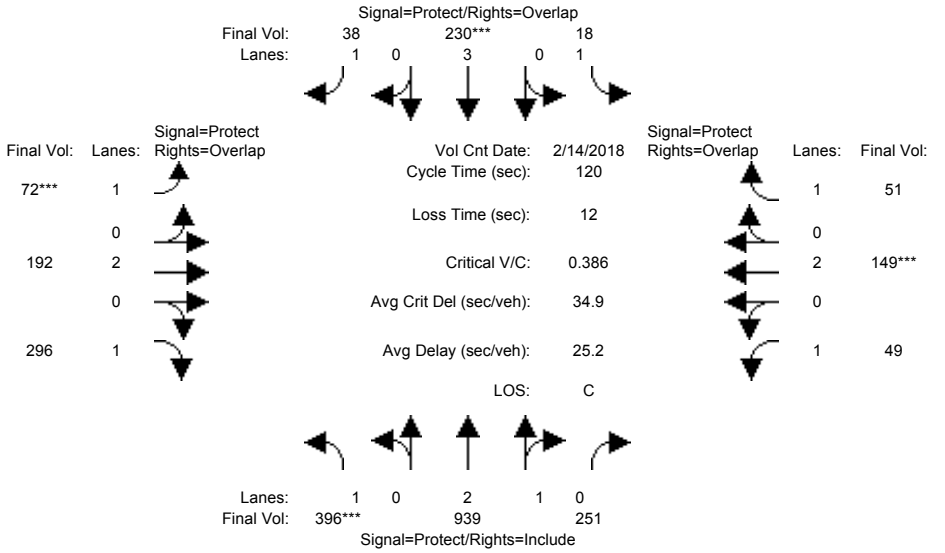
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	342	828	238	15	202	36	36	137	235	45	107	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	828	238	15	202	36	36	137	235	45	107	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	828	238	15	202	36	36	137	235	45	107	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	828	238	15	202	36	36	137	235	45	107	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	828	238	15	202	36	36	137	235	45	107	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	828	238	15	202	36	36	137	235	45	107	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.31	0.69	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4348	1250	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.19	0.01	0.04	0.02	0.02	0.04	0.13	0.03	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	72.1	65.2	65.2	20.0	13.1	22.5	9.4	13.3	85.4	9.5	13.4	33.4
Volume/Cap:	0.33	0.35	0.35	0.05	0.33	0.11	0.26	0.33	0.19	0.33	0.25	0.09
Delay/Veh:	12.7	15.8	15.8	42.4	50.8	41.1	56.7	51.3	6.1	58.4	50.1	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	15.8	15.8	42.4	50.8	41.1	56.7	51.3	6.1	58.4	50.1	32.5
LOS by Move:	B	B	B	D	D	D	E	D	A	E	D	C
HCM2kAvgQ:	7	7	7	1	3	1	1	2	3	2	2	1

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



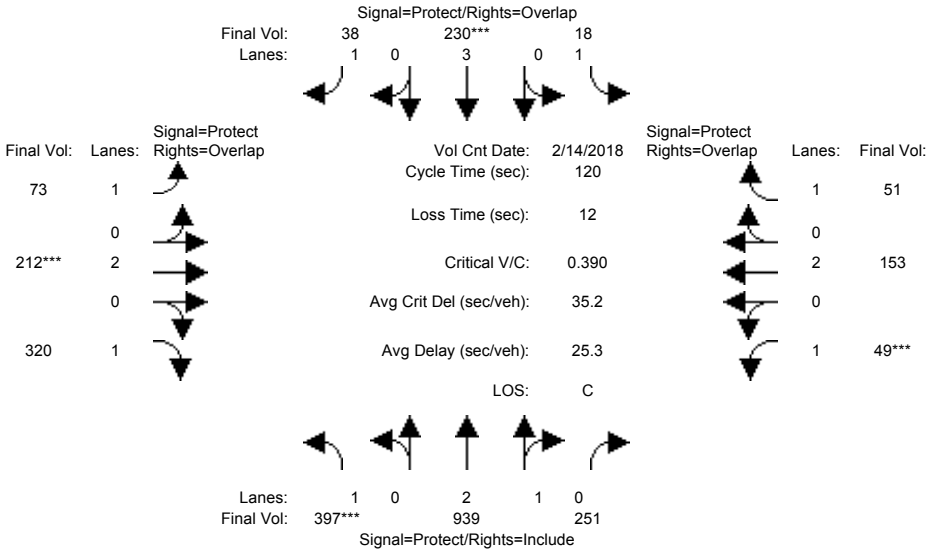
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	342	828	238	15	202	36	36	137	235	45	107	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	828	238	15	202	36	36	137	235	45	107	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	54	111	13	3	28	2	36	55	61	4	42	6
Initial Fut:	396	939	251	18	230	38	72	192	296	49	149	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:	396	939	251	18	230	38	72	192	296	49	149	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	939	251	18	230	38	72	192	296	49	149	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:	396	939	251	18	230	38	72	192	296	49	149	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.34	0.66	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4417	1181	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.21	0.01	0.04	0.02	0.04	0.05	0.17	0.03	0.04	0.03
Crit Moves:	****				****		****				****	
Green Time:	70.4	65.1	65.1	17.9	12.6	25.4	12.8	14.7	85.1	10.3	12.2	30.1
Volume/Cap:	0.39	0.39	0.39	0.07	0.39	0.10	0.39	0.41	0.24	0.33	0.39	0.12
Delay/Veh:	14.3	16.3	16.3	44.4	52.0	38.7	55.9	51.3	6.5	57.3	53.3	35.2
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:	14.3	16.3	16.3	44.4	52.0	38.7	55.9	51.3	6.5	57.3	53.3	35.2
LOS by Move:	B	B	B	D	D	D	E	D	A	E	D	D
HCM2kAvgQ:	8	9	9	1	3	1	3	3	4	2	3	2

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



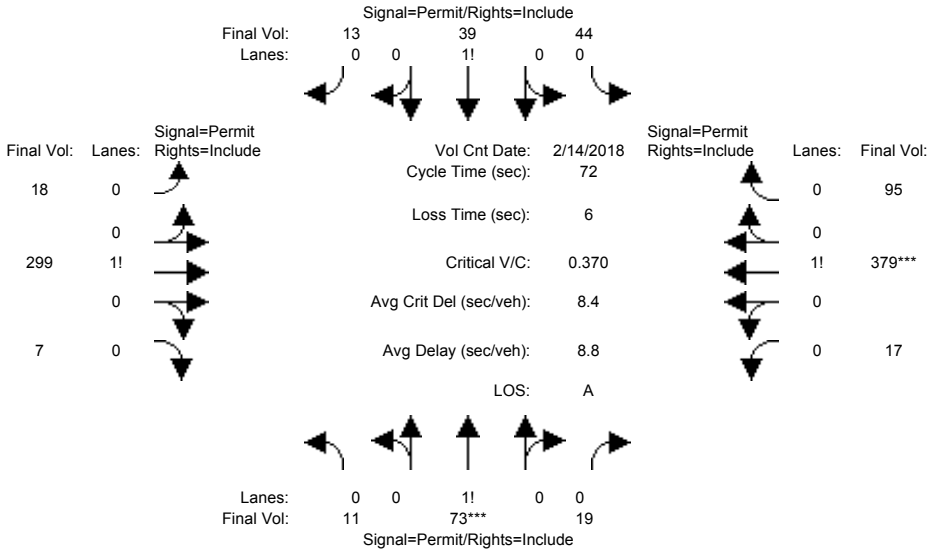
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	342	828	238	15	202	36	36	137	235	45	107	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	828	238	15	202	36	36	137	235	45	107	45
Added Vol:	1	0	0	0	0	0	1	20	24	0	4	0
PasserByVol:	54	111	13	3	28	2	36	55	61	4	42	6
Initial Fut:	397	939	251	18	230	38	73	212	320	49	153	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:	397	939	251	18	230	38	73	212	320	49	153	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	939	251	18	230	38	73	212	320	49	153	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:	397	939	251	18	230	38	73	212	320	49	153	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.34	0.66	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4417	1181	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.21	0.01	0.04	0.02	0.04	0.06	0.18	0.03	0.04	0.03
Crit Moves:	****				****			****		****		
Green Time:	69.8	64.5	64.5	17.7	12.4	23.0	10.6	17.2	87.0	8.6	15.2	32.9
Volume/Cap:	0.39	0.40	0.40	0.07	0.39	0.11	0.47	0.39	0.25	0.39	0.32	0.11
Delay/Veh:	14.7	16.7	16.7	44.6	52.2	40.7	62.0	48.8	6.0	62.1	49.5	33.0
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:	14.7	16.7	16.7	44.6	52.2	40.7	62.0	48.8	6.0	62.1	49.5	33.0
LOS by Move:	B	B	B	D	D	D	E	D	A	E	D	C
HCM2kAvgQ:	9	9	9	1	3	1	3	4	4	2	3	1

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



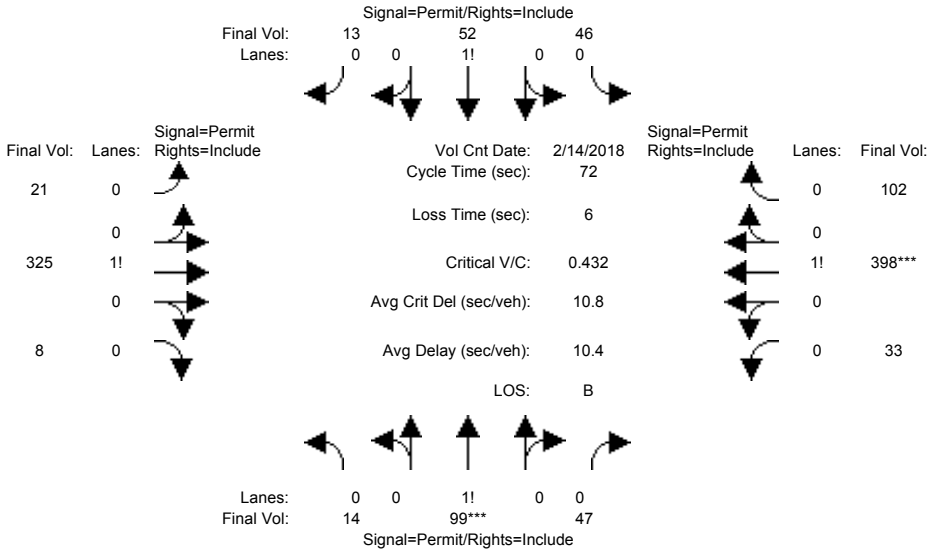
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	11	73	19	44	39	13	18	299	7	17	379	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	73	19	44	39	13	18	299	7	17	379	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	73	19	44	39	13	18	299	7	17	379	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	73	19	44	39	13	18	299	7	17	379	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	73	19	44	39	13	18	299	7	17	379	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	73	19	44	39	13	18	299	7	17	379	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.11	0.71	0.18	0.46	0.41	0.13	0.06	0.92	0.02	0.03	0.78	0.19
Final Sat.:	187	1240	323	802	711	237	97	1615	38	61	1351	339
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.05	0.19	0.19	0.19	0.28	0.28	0.28
Crit Moves:		****									****	
Green Time:	11.4	11.4	11.4	11.4	11.4	11.4	54.6	54.6	54.6	54.6	54.6	54.6
Volume/Cap:	0.37	0.37	0.37	0.35	0.35	0.35	0.24	0.24	0.24	0.37	0.37	0.37
Delay/Veh:	30.8	30.8	30.8	30.3	30.3	30.3	3.0	3.0	3.0	3.7	3.7	3.7
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:	30.8	30.8	30.8	30.3	30.3	30.3	3.0	3.0	3.0	3.7	3.7	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	2	2	2	4	4	4

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



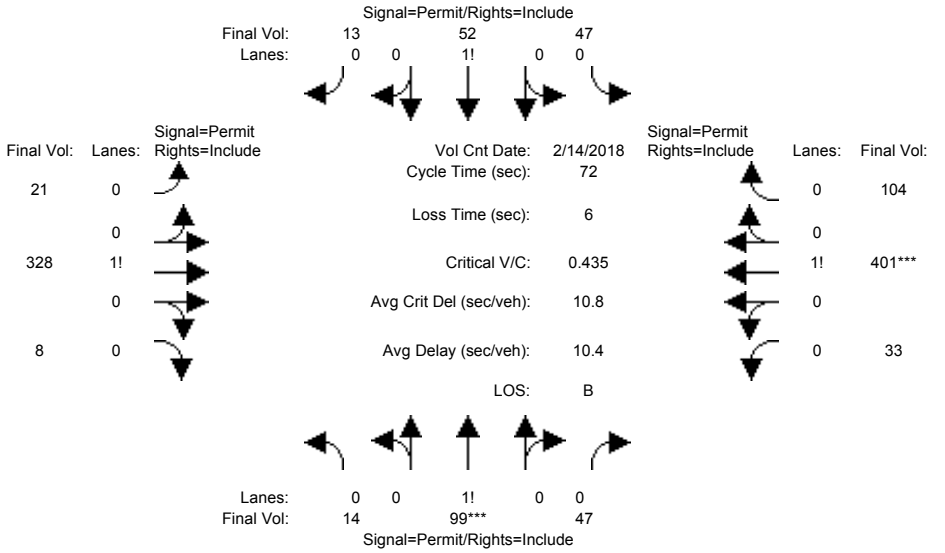
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	11	73	19	44	39	13	18	299	7	17	379	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	73	19	44	39	13	18	299	7	17	379	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	26	28	2	13	0	3	26	1	16	19	7
Initial Fut:	14	99	47	46	52	13	21	325	8	33	398	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	99	47	46	52	13	21	325	8	33	398	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	99	47	46	52	13	21	325	8	33	398	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	99	47	46	52	13	21	325	8	33	398	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	0.62	0.29	0.41	0.47	0.12	0.06	0.92	0.02	0.06	0.75	0.19
Final Sat.:	153	1083	514	725	820	205	104	1607	40	108	1307	335
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.20	0.20	0.20	0.30	0.30	0.30
Crit Moves:		****									****	
Green Time:	15.2	15.2	15.2	15.2	15.2	15.2	50.8	50.8	50.8	50.8	50.8	50.8
Volume/Cap:	0.43	0.43	0.43	0.30	0.30	0.30	0.29	0.29	0.29	0.43	0.43	0.43
Delay/Veh:	28.3	28.3	28.3	26.0	26.0	26.0	4.5	4.5	4.5	5.6	5.6	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:	28.3	28.3	28.3	26.0	26.0	26.0	4.5	4.5	4.5	5.6	5.6	5.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	2	2	2	3	3	3	6	6	6

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



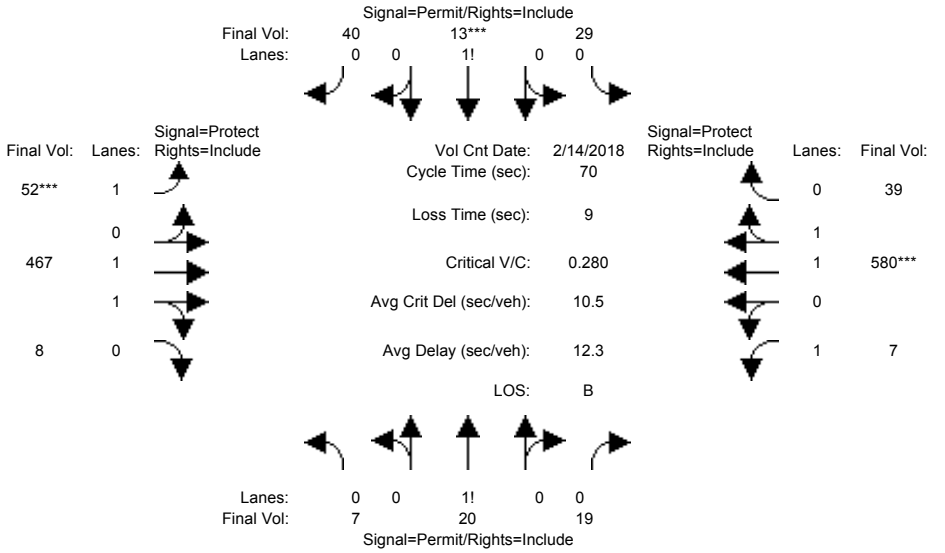
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	11	73	19	44	39	13	18	299	7	17	379	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	73	19	44	39	13	18	299	7	17	379	95
Added Vol:	0	0	0	1	0	0	0	3	0	0	3	2
PasserByVol:	3	26	28	2	13	0	3	26	1	16	19	7
Initial Fut:	14	99	47	47	52	13	21	328	8	33	401	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	99	47	47	52	13	21	328	8	33	401	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	99	47	47	52	13	21	328	8	33	401	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	99	47	47	52	13	21	328	8	33	401	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	0.62	0.29	0.42	0.46	0.12	0.06	0.92	0.02	0.06	0.75	0.19
Final Sat.:	153	1083	514	734	813	203	103	1608	39	107	1304	338
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.20	0.20	0.20	0.31	0.31	0.31
Crit Moves:		****									****	
Green Time:	15.1	15.1	15.1	15.1	15.1	15.1	50.9	50.9	50.9	50.9	50.9	50.9
Volume/Cap:	0.44	0.44	0.44	0.30	0.30	0.30	0.29	0.29	0.29	0.44	0.44	0.44
Delay/Veh:	28.4	28.4	28.4	26.1	26.1	26.1	4.5	4.5	4.5	5.6	5.6	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:	28.4	28.4	28.4	26.1	26.1	26.1	4.5	4.5	4.5	5.6	5.6	5.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	2	2	2	3	3	3	6	6	6

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



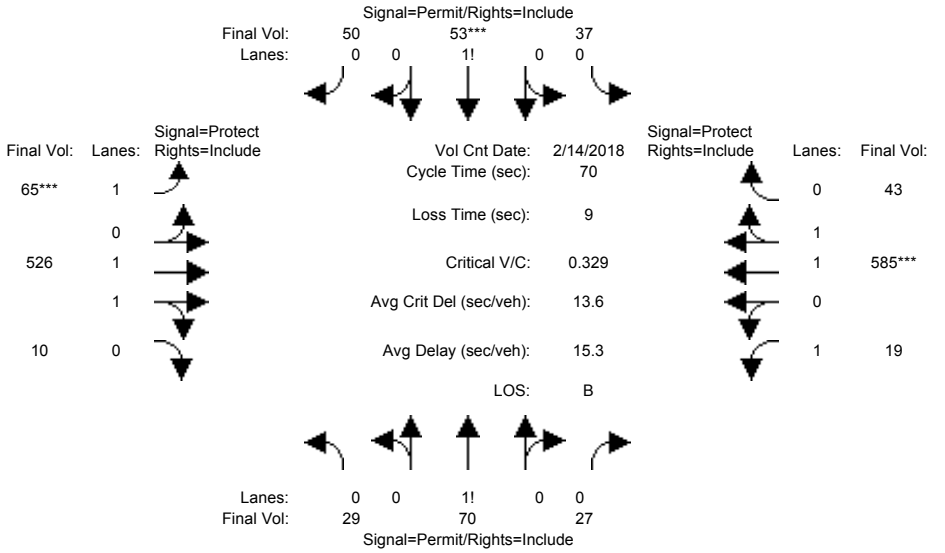
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	7	20	19	29	13	40	52	467	8	7	580	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	20	19	29	13	40	52	467	8	7	580	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	20	19	29	13	40	52	467	8	7	580	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	20	19	29	13	40	52	467	8	7	580	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	20	19	29	13	40	52	467	8	7	580	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	20	19	29	13	40	52	467	8	7	580	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.15	0.44	0.41	0.35	0.16	0.49	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	266	761	723	619	277	854	1750	3638	62	1750	3467	233
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.05	0.05	0.05	0.03	0.13	0.13	0.00	0.17	0.17
Crit Moves:					****		****				****	
Green Time:	11.7	11.7	11.7	11.7	11.7	11.7	7.4	29.0	29.0	20.3	41.8	41.8
Volume/Cap:	0.16	0.16	0.16	0.28	0.28	0.28	0.28	0.31	0.31	0.01	0.28	0.28
Delay/Veh:	25.2	25.2	25.2	26.0	26.0	26.0	29.6	13.9	13.9	17.7	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	26.0	26.0	26.0	29.6	13.9	13.9	17.7	6.9	6.9
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2kAvgQ:	1	1	1	2	2	2	1	4	4	0	3	3

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



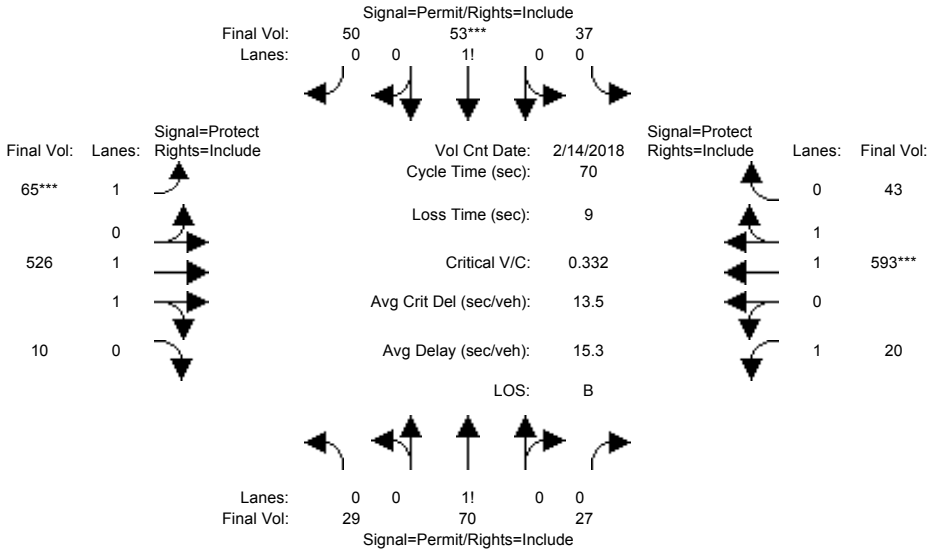
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	7	20	19	29	13	40	52	467	8	7	580	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	20	19	29	13	40	52	467	8	7	580	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	22	50	8	8	40	10	13	59	2	12	5	4
Initial Fut:	29	70	27	37	53	50	65	526	10	19	585	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	70	27	37	53	50	65	526	10	19	585	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	70	27	37	53	50	65	526	10	19	585	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	70	27	37	53	50	65	526	10	19	585	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.23	0.56	0.21	0.26	0.38	0.36	1.00	1.96	0.04	1.00	1.86	0.14
Final Sat.:	403	972	375	463	663	625	1750	3631	69	1750	3446	253
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.08	0.04	0.14	0.14	0.01	0.17	0.17
Crit Moves:					****		****				****	
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	7.9	26.0	26.0	18.0	36.1	36.1
Volume/Cap:	0.30	0.30	0.30	0.33	0.33	0.33	0.33	0.39	0.39	0.04	0.33	0.33
Delay/Veh:	22.0	22.0	22.0	22.3	22.3	22.3	29.6	16.3	16.3	19.6	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	22.0	22.3	22.3	22.3	29.6	16.3	16.3	19.6	10.0	10.0
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2kAvgQ:	3	3	3	3	3	3	2	5	5	0	4	4

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



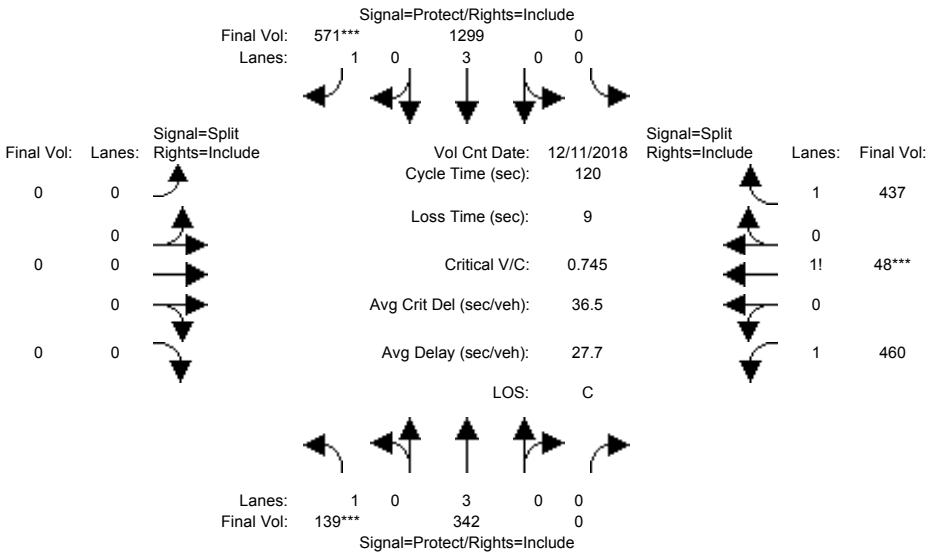
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	7	20	19	29	13	40	52	467	8	7	580	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	20	19	29	13	40	52	467	8	7	580	39
Added Vol:	0	0	0	0	0	0	0	0	0	1	8	0
PasserByVol:	22	50	8	8	40	10	13	59	2	12	5	4
Initial Fut:	29	70	27	37	53	50	65	526	10	20	593	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	70	27	37	53	50	65	526	10	20	593	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	70	27	37	53	50	65	526	10	20	593	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	70	27	37	53	50	65	526	10	20	593	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.23	0.56	0.21	0.26	0.38	0.36	1.00	1.96	0.04	1.00	1.86	0.14
Final Sat.:	403	972	375	463	663	625	1750	3631	69	1750	3450	250
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.08	0.04	0.14	0.14	0.01	0.17	0.17
Crit Moves:					****		****				****	
Green Time:	16.9	16.9	16.9	16.9	16.9	16.9	7.8	26.1	26.1	18.0	36.3	36.3
Volume/Cap:	0.30	0.30	0.30	0.33	0.33	0.33	0.33	0.39	0.39	0.04	0.33	0.33
Delay/Veh:	22.1	22.1	22.1	22.4	22.4	22.4	29.7	16.3	16.3	19.6	9.9	9.9
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:	22.1	22.1	22.1	22.4	22.4	22.4	29.7	16.3	16.3	19.6	9.9	9.9
LOS by Move:	C	C	C	C	C	C	C	B	B	B	A	A
HCM2kAvgQ:	3	3	3	3	3	3	2	5	5	0	4	4

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



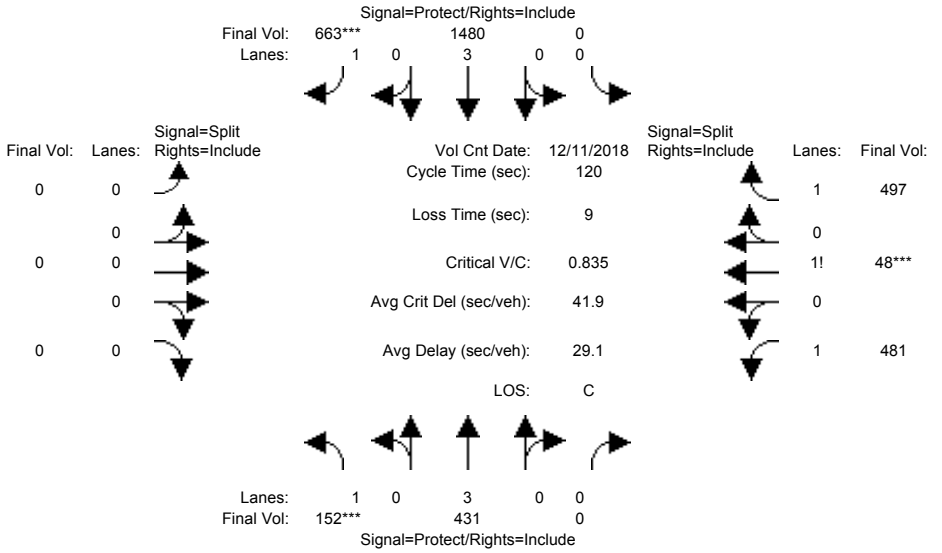
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:15 - 6:15 PM												
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	342	0	0	1299	571	0	0	0	460	48	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	342	0	0	1299	571	0	0	0	460	48	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	342	0	0	1299	571	0	0	0	460	48	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.46	0.10	1.44
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2561	169	2520
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.00	0.00	0.23	0.33	0.00	0.00	0.00	0.18	0.28	0.17
Crit Moves:	****					****					****	
Green Time:	12.8	65.3	0.0	0.0	52.5	52.5	0.0	0.0	0.0	45.7	45.7	45.7
Volume/Cap:	0.75	0.11	0.00	0.00	0.52	0.75	0.00	0.00	0.00	0.47	0.75	0.46
Delay/Veh:	67.1	13.3	0.0	0.0	24.8	32.2	0.0	0.0	0.0	28.2	34.6	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	13.3	0.0	0.0	24.8	32.2	0.0	0.0	0.0	28.2	34.6	28.0
LOS by Move:	E	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	6	2	0	0	11	19	0	0	0	9	18	9

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



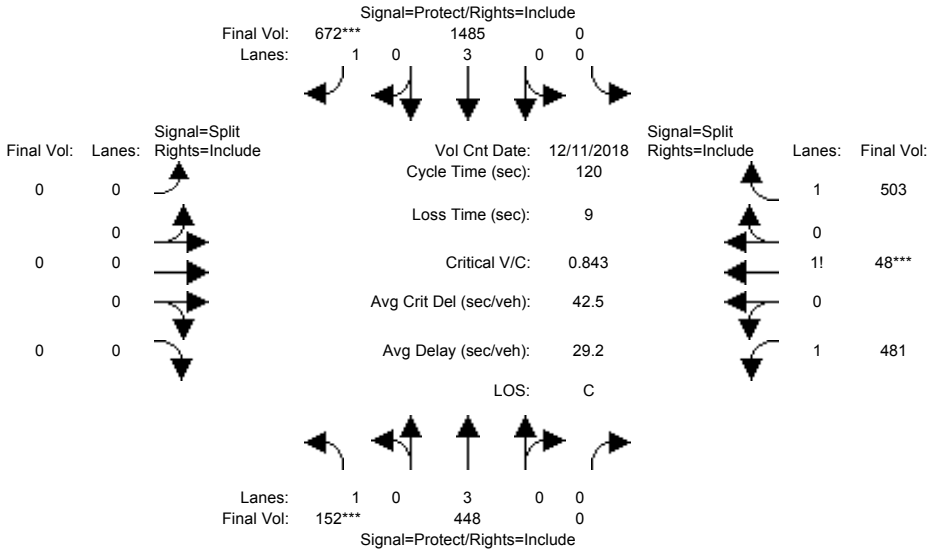
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:15 - 6:15 PM												
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	13	89	0	0	181	92	0	0	0	21	0	60
Initial Fut:	152	431	0	0	1480	663	0	0	0	481	48	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	431	0	0	1480	663	0	0	0	481	48	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	431	0	0	1480	663	0	0	0	481	48	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	431	0	0	1480	663	0	0	0	481	48	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.45	0.09	1.46
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2534	156	2560
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.26	0.38	0.00	0.00	0.00	0.19	0.31	0.19
Crit Moves:	****					****					****	
Green Time:	12.5	66.9	0.0	0.0	54.4	54.4	0.0	0.0	0.0	44.1	44.1	44.1
Volume/Cap:	0.84	0.14	0.00	0.00	0.57	0.84	0.00	0.00	0.00	0.52	0.84	0.53
Delay/Veh:	79.8	12.7	0.0	0.0	24.5	36.5	0.0	0.0	0.0	29.9	39.8	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	12.7	0.0	0.0	24.5	36.5	0.0	0.0	0.0	29.9	39.8	30.1
LOS by Move:	E	B	A	A	C	D	A	A	A	C	D	C
HCM2kAvgQ:	7	2	0	0	13	23	0	0	0	10	22	11

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



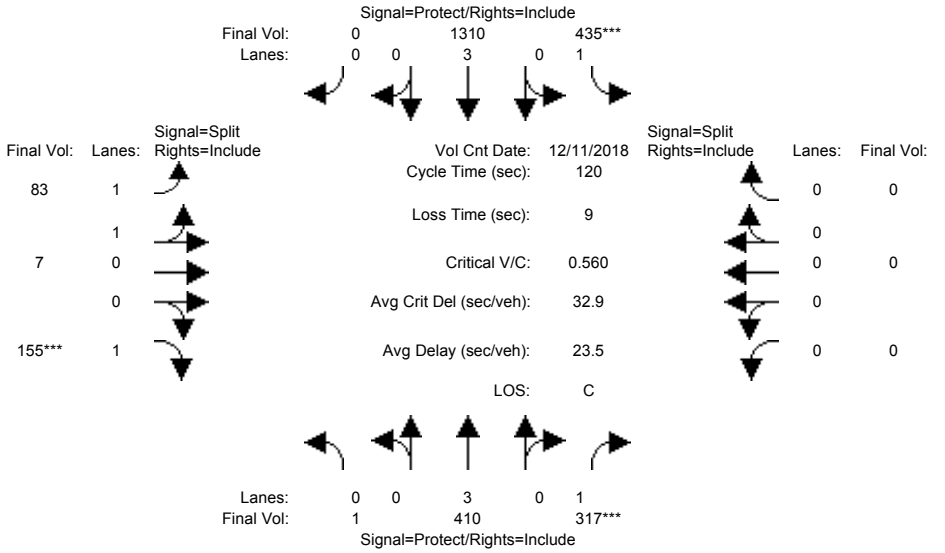
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:15 - 6:15 PM												
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	17	0	0	5	9	0	0	0	0	0	6
PasserByVol:	13	89	0	0	181	92	0	0	0	21	0	60
Initial Fut:	152	448	0	0	1485	672	0	0	0	481	48	503
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	448	0	0	1485	672	0	0	0	481	48	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	448	0	0	1485	672	0	0	0	481	48	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	448	0	0	1485	672	0	0	0	481	48	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.44	0.09	1.47
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2529	156	2565
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.26	0.38	0.00	0.00	0.00	0.19	0.31	0.20
Crit Moves:	****					****					****	
Green Time:	12.4	67.1	0.0	0.0	54.7	54.7	0.0	0.0	0.0	43.9	43.9	43.9
Volume/Cap:	0.84	0.14	0.00	0.00	0.57	0.84	0.00	0.00	0.00	0.52	0.84	0.54
Delay/Veh:	81.4	12.7	0.0	0.0	24.3	37.0	0.0	0.0	0.0	30.0	40.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	12.7	0.0	0.0	24.3	37.0	0.0	0.0	0.0	30.0	40.3	30.3
LOS by Move:	F	B	A	A	C	D	A	A	A	C	D	C
HCM2kAvgQ:	7	3	0	0	13	24	0	0	0	10	22	11

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



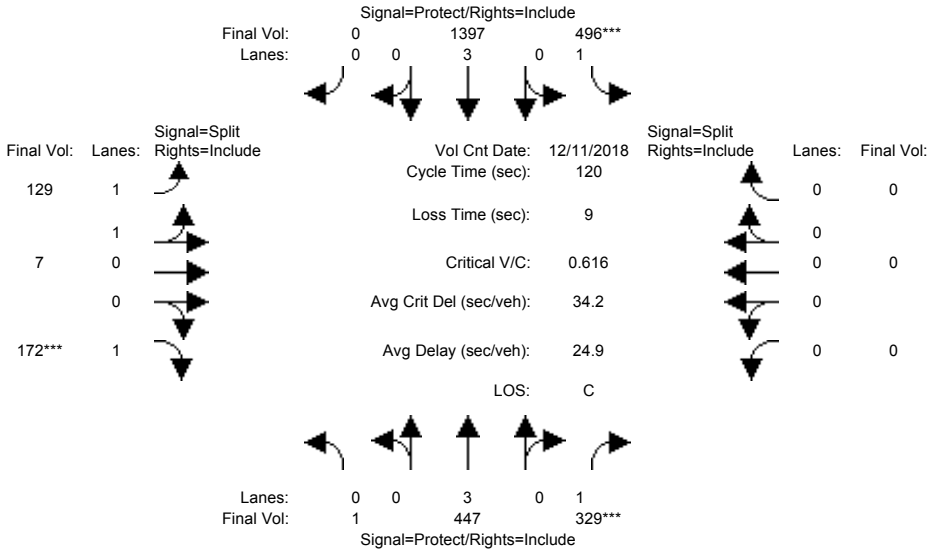
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	1	410	317	435	1310	0	83	7	155	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:	1	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	410	317	435	1310	0	83	7	155	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:	1	410	317	435	1310	0	83	7	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	410	317	435	1310	0	83	7	155	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:	1	410	317	435	1310	0	83	7	155	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	1.00	3.00	0.00	1.85	0.15	1.00	0.00	0.00	0.00
Final Sat.:	14	5586	1750	1750	5700	0	3274	276	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.18	0.25	0.23	0.00	0.03	0.03	0.09	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	22.3	38.8	38.8	53.2	69.8	0.0	19.0	19.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.40	0.23	0.56	0.56	0.40	0.00	0.16	0.16	0.56	0.00	0.00	0.00
Delay/Veh:	43.2	29.7	34.8	25.6	13.7	0.0	43.8	43.8	49.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	29.7	34.8	25.6	13.7	0.0	43.8	43.8	49.3	0.0	0.0	0.0
LOS by Move:	D	C	C	C	B	A	D	D	D	A	A	A
HCM2kAvgQ:	5	4	11	12	8	0	2	2	6	0	0	0

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



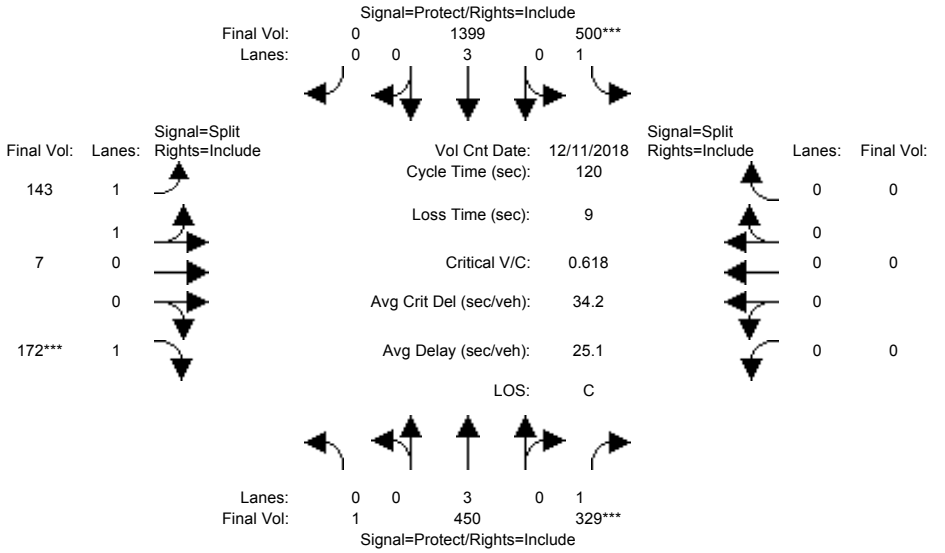
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	1	410	317	435	1310	0	83	7	155	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:	1	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	37	12	61	87	0	46	0	17	0	0	0
Initial Fut:	1	447	329	496	1397	0	129	7	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	447	329	496	1397	0	129	7	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	447	329	496	1397	0	129	7	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	447	329	496	1397	0	129	7	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	1.00	3.00	0.00	1.90	0.10	1.00	0.00	0.00	0.00
Final Sat.:	12	5587	1750	1750	5700	0	3367	183	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.19	0.28	0.25	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	22.6	36.6	36.6	55.2	69.2	0.0	19.1	19.1	19.1	0.0	0.0	0.0
Volume/Cap:	0.42	0.26	0.62	0.62	0.42	0.00	0.24	0.24	0.62	0.00	0.00	0.00
Delay/Veh:	43.2	31.6	37.8	25.8	14.3	0.0	44.3	44.3	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	31.6	37.8	25.8	14.3	0.0	44.3	44.3	51.1	0.0	0.0	0.0
LOS by Move:	D	C	D	C	B	A	D	D	D	A	A	A
HCM2kAvgQ:	5	4	12	14	9	0	2	2	7	0	0	0

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



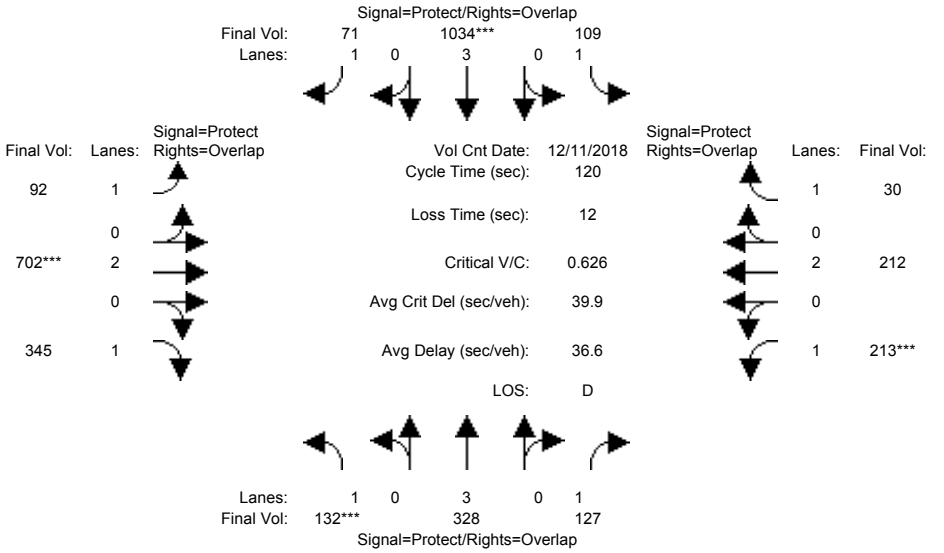
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	1	410	317	435	1310	0	83	7	155	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:	1	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	3	0	4	2	0	14	0	0	0	0	0
PasserByVol:	0	37	12	61	87	0	46	0	17	0	0	0
Initial Fut:	1	450	329	500	1399	0	143	7	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	450	329	500	1399	0	143	7	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	450	329	500	1399	0	143	7	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	450	329	500	1399	0	143	7	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	1.00	3.00	0.00	1.91	0.09	1.00	0.00	0.00	0.00
Final Sat.:	12	5588	1750	1750	5700	0	3384	166	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.19	0.29	0.25	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	22.7	36.5	36.5	55.4	69.2	0.0	19.1	19.1	19.1	0.0	0.0	0.0
Volume/Cap:	0.43	0.26	0.62	0.62	0.43	0.00	0.27	0.27	0.62	0.00	0.00	0.00
Delay/Veh:	43.2	31.7	38.0	25.8	14.3	0.0	44.6	44.6	51.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	31.7	38.0	25.8	14.3	0.0	44.6	44.6	51.3	0.0	0.0	0.0
LOS by Move:	D	C	D	C	B	A	D	D	D	A	A	A
HCM2kAvgQ:	5	4	12	15	9	0	3	3	7	0	0	0

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



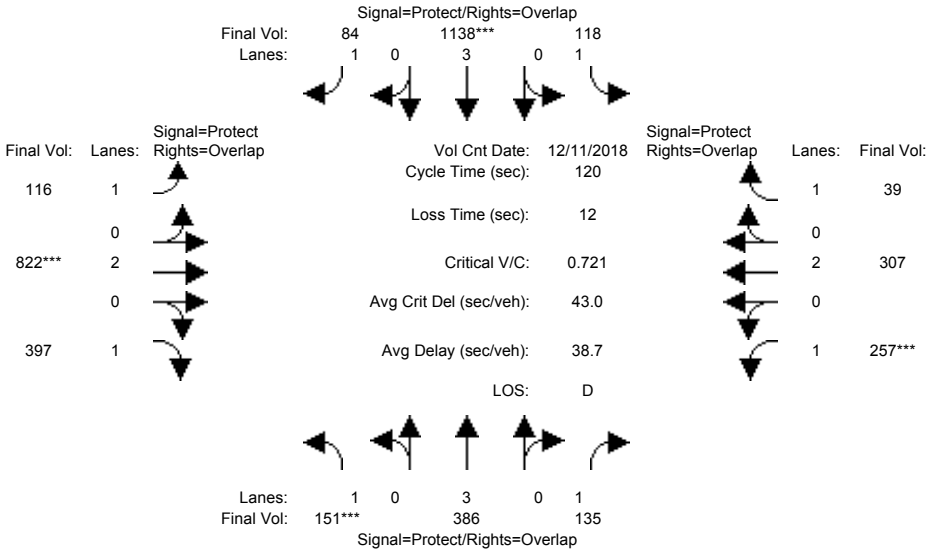
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:30 - 6:30 PM												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	328	127	109	1034	71	92	702	345	213	212	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	328	127	109	1034	71	92	702	345	213	212	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	328	127	109	1034	71	92	702	345	213	212	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.07	0.06	0.18	0.04	0.05	0.18	0.20	0.12	0.06	0.02
Crit Moves:	****				****			****		****		
Green Time:	14.5	28.2	51.5	21.1	34.8	59.0	24.2	35.4	49.9	23.3	34.6	55.6
Volume/Cap:	0.63	0.25	0.17	0.35	0.63	0.08	0.26	0.63	0.47	0.63	0.19	0.04
Delay/Veh:	56.0	37.4	21.2	44.2	37.7	16.2	40.8	37.7	26.0	48.0	32.3	17.6
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:	56.0	37.4	21.2	44.2	37.7	16.2	40.8	37.7	26.0	48.0	32.3	17.6
LOS by Move:	E	D	C	D	D	B	D	D	C	D	C	B
HCM2kAvgQ:	5	3	3	4	11	1	3	12	10	8	3	1

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



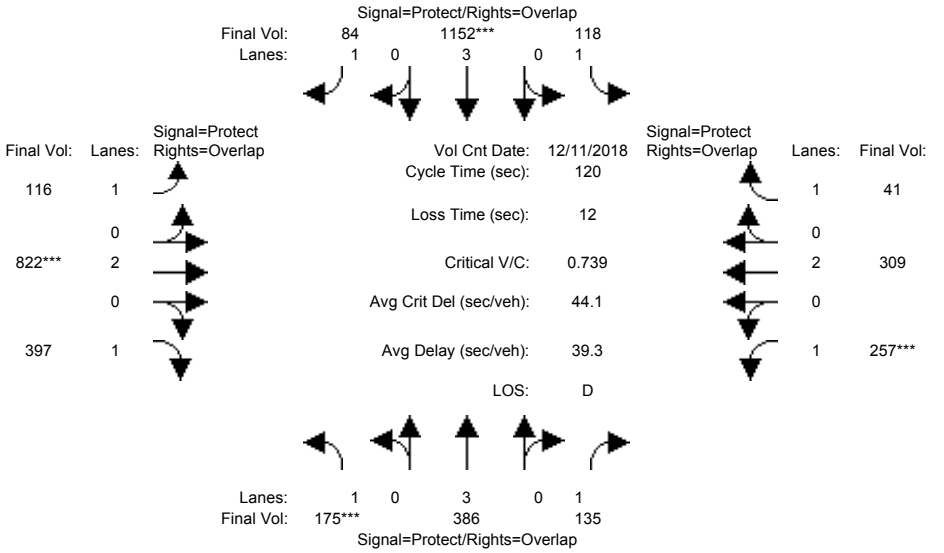
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:30 - 6:30 PM												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	19	58	8	9	104	13	24	120	52	44	95	9
Initial Fut:	151	386	135	118	1138	84	116	822	397	257	307	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	386	135	118	1138	84	116	822	397	257	307	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	386	135	118	1138	84	116	822	397	257	307	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	386	135	118	1138	84	116	822	397	257	307	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.07	0.20	0.05	0.07	0.22	0.23	0.15	0.08	0.02
Crit Moves:	****				****			****		****		
Green Time:	14.4	26.3	50.7	21.3	33.2	60.0	26.8	36.0	50.3	24.4	33.7	54.9
Volume/Cap:	0.72	0.31	0.18	0.38	0.72	0.10	0.30	0.72	0.54	0.72	0.29	0.05
Delay/Veh:	62.5	39.4	21.8	44.3	40.9	15.8	39.2	39.8	27.0	51.7	33.9	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	39.4	21.8	44.3	40.9	15.8	39.2	39.8	27.0	51.7	33.9	18.1
LOS by Move:	E	D	C	D	D	B	D	D	C	D	C	B
HCM2kAvgQ:	6	4	3	4	12	2	4	15	12	10	4	1

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



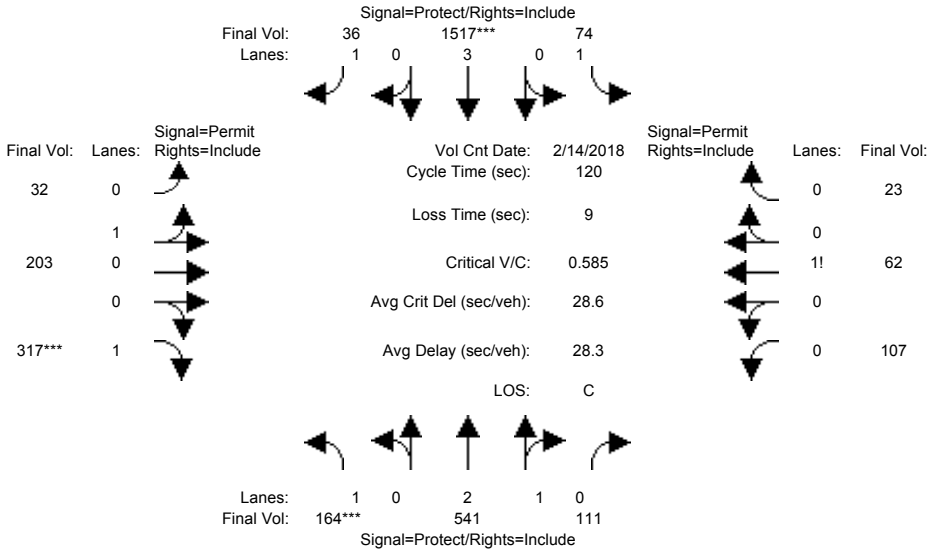
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:30 - 6:30 PM												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	24	0	0	0	14	0	0	0	0	0	2	2
PasserByVol:	19	58	8	9	104	13	24	120	52	44	95	9
Initial Fut:	175	386	135	118	1152	84	116	822	397	257	309	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	386	135	118	1152	84	116	822	397	257	309	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	386	135	118	1152	84	116	822	397	257	309	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	386	135	118	1152	84	116	822	397	257	309	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.08	0.07	0.20	0.05	0.07	0.22	0.23	0.15	0.08	0.02
Crit Moves:	****				****			****		****		
Green Time:	16.2	27.1	50.9	21.9	32.8	58.9	26.1	35.1	51.4	23.8	32.8	54.8
Volume/Cap:	0.74	0.30	0.18	0.37	0.74	0.10	0.30	0.74	0.53	0.74	0.30	0.05
Delay/Veh:	61.5	38.7	21.6	43.7	41.6	16.4	39.8	41.0	26.1	53.3	34.6	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	38.7	21.6	43.7	41.6	16.4	39.8	41.0	26.1	53.3	34.6	18.2
LOS by Move:	E	D	C	D	D	B	D	D	C	D	C	B
HCM2kAvgQ:	7	4	3	4	13	2	4	15	12	10	4	1

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD



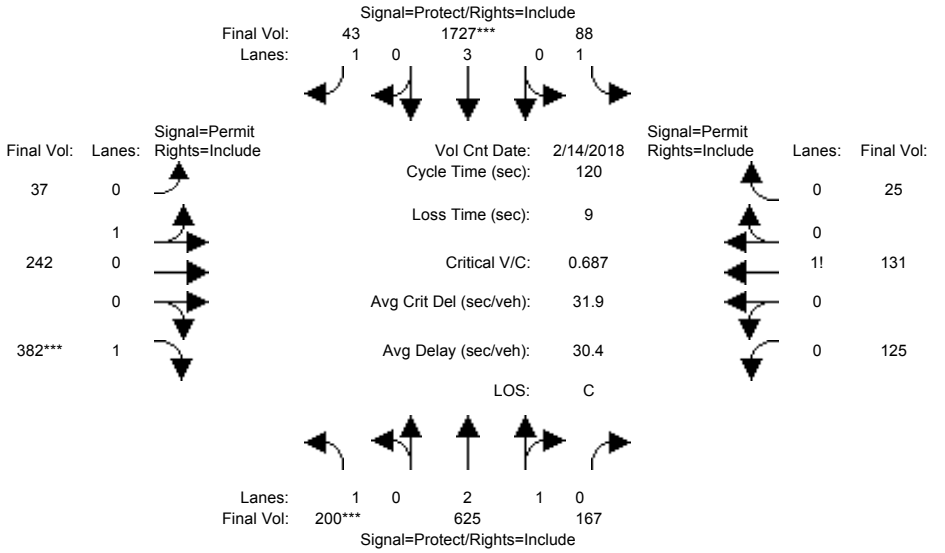
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	164	541	111	74	1517	36	32	203	317	107	62	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	541	111	74	1517	36	32	203	317	107	62	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	541	111	74	1517	36	32	203	317	107	62	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	541	111	74	1517	36	32	203	317	107	62	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	541	111	74	1517	36	32	203	317	107	62	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	541	111	74	1517	36	32	203	317	107	62	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.47	0.53	1.00	3.00	1.00	0.14	0.86	1.00	0.56	0.32	0.12
Final Sat.:	1750	4645	953	1750	5700	1750	245	1555	1750	975	565	210
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.04	0.27	0.02	0.13	0.13	0.18	0.11	0.11	0.11
Crit Moves:	****				****				****			
Green Time:	19.2	49.2	49.2	24.6	54.6	54.6	37.2	37.2	37.2	37.2	37.2	37.2
Volume/Cap:	0.58	0.28	0.28	0.21	0.58	0.05	0.42	0.42	0.58	0.35	0.35	0.35
Delay/Veh:	49.9	23.7	23.7	39.8	24.6	18.2	33.4	33.4	36.6	32.5	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	23.7	23.7	39.8	24.6	18.2	33.4	33.4	36.6	32.5	32.5	32.5
LOS by Move:	D	C	C	D	C	B	C	C	D	C	C	C
HCM2kAvgQ:	6	5	5	2	13	1	7	7	11	6	6	6

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD



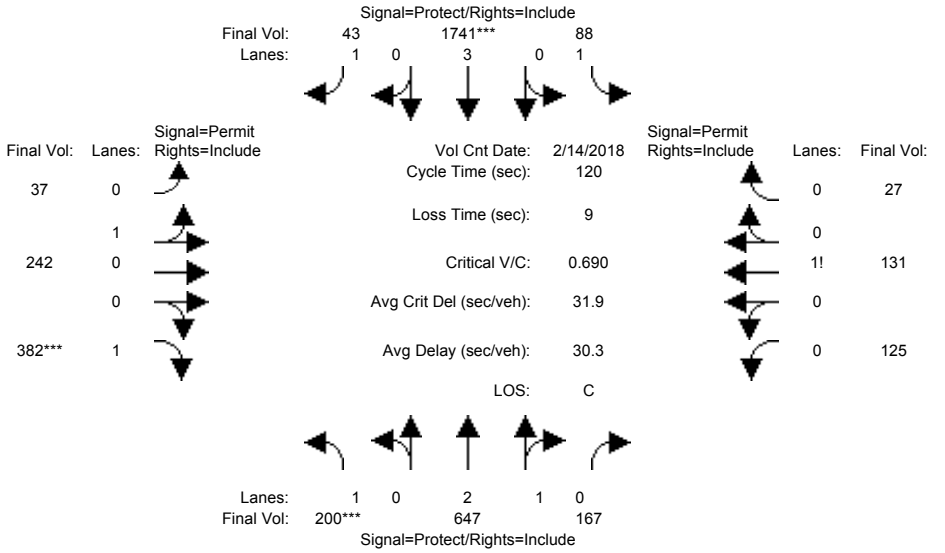
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	164	541	111	74	1517	36	32	203	317	107	62	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	541	111	74	1517	36	32	203	317	107	62	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	36	84	56	14	210	7	5	39	65	18	69	2
Initial Fut:	200	625	167	88	1727	43	37	242	382	125	131	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	625	167	88	1727	43	37	242	382	125	131	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	625	167	88	1727	43	37	242	382	125	131	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	625	167	88	1727	43	37	242	382	125	131	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.34	0.66	1.00	3.00	1.00	0.13	0.87	1.00	0.44	0.47	0.09
Final Sat.:	1750	4418	1180	1750	5700	1750	239	1561	1750	778	816	156
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.05	0.30	0.02	0.16	0.16	0.22	0.16	0.16	0.16
Crit Moves:	****				****				****			
Green Time:	20.0	51.6	51.6	21.3	52.9	52.9	38.1	38.1	38.1	38.1	38.1	38.1
Volume/Cap:	0.69	0.33	0.33	0.28	0.69	0.06	0.49	0.49	0.69	0.51	0.51	0.51
Delay/Veh:	53.8	22.8	22.8	43.3	27.7	19.3	33.7	33.7	39.3	34.0	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	22.8	22.8	43.3	27.7	19.3	33.7	33.7	39.3	34.0	34.0	34.0
LOS by Move:	D	C	C	D	C	B	C	C	D	C	C	C
HCM2kAvgQ:	8	6	6	3	16	1	9	9	14	9	9	9

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD



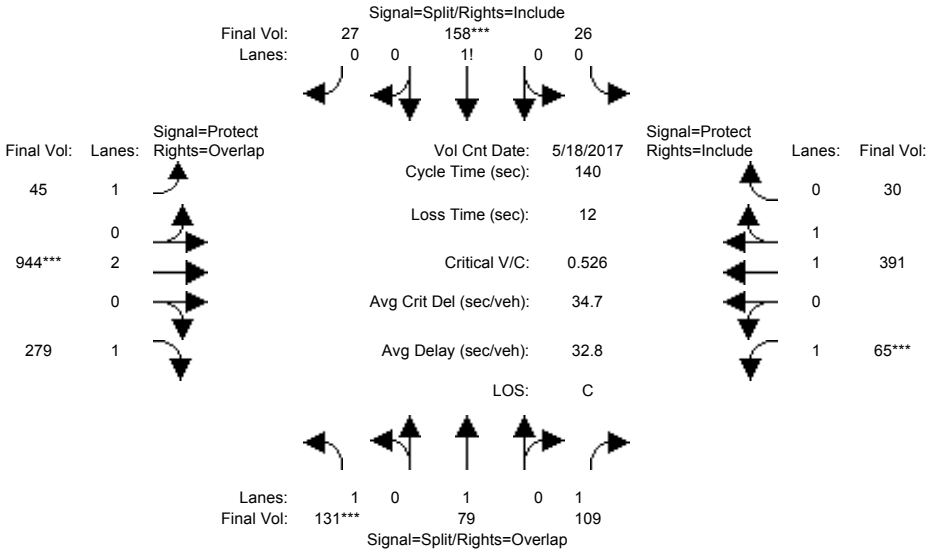
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	164	541	111	74	1517	36	32	203	317	107	62	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	541	111	74	1517	36	32	203	317	107	62	23
Added Vol:	0	22	0	0	14	0	0	0	0	0	0	2
PasserByVol:	36	84	56	14	210	7	5	39	65	18	69	2
Initial Fut:	200	647	167	88	1741	43	37	242	382	125	131	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:	200	647	167	88	1741	43	37	242	382	125	131	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	647	167	88	1741	43	37	242	382	125	131	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:	200	647	167	88	1741	43	37	242	382	125	131	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.36	0.64	1.00	3.00	1.00	0.13	0.87	1.00	0.44	0.46	0.10
Final Sat.:	1750	4450	1149	1750	5700	1750	239	1561	1750	773	810	167
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.05	0.31	0.02	0.16	0.16	0.22	0.16	0.16	0.16
Crit Moves:	****				****				****			
Green Time:	19.9	52.1	52.1	20.9	53.1	53.1	38.0	38.0	38.0	38.0	38.0	38.0
Volume/Cap:	0.69	0.33	0.33	0.29	0.69	0.06	0.49	0.49	0.69	0.51	0.51	0.51
Delay/Veh:	54.0	22.6	22.6	43.6	27.6	19.1	33.8	33.8	39.5	34.2	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	22.6	22.6	43.6	27.6	19.1	33.8	33.8	39.5	34.2	34.2	34.2
LOS by Move:	D	C	C	D	C	B	C	C	D	C	C	C
HCM2kAvgQ:	8	6	6	3	16	1	9	9	14	9	9	9

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



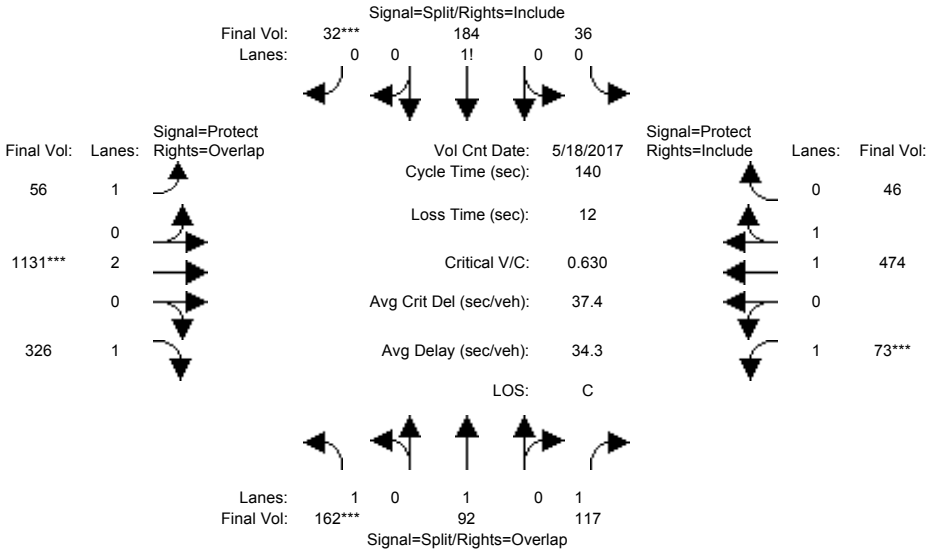
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00												
Base Vol:	131	79	109	26	158	27	45	944	279	65	391	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	79	109	26	158	27	45	944	279	65	391	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	79	109	26	158	27	45	944	279	65	391	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	79	109	26	158	27	45	944	279	65	391	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	79	109	26	158	27	45	944	279	65	391	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	79	109	26	158	27	45	944	279	65	391	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.12	0.75	0.13	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	216	1310	224	1750	3800	1750	1750	3436	264
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.06	0.12	0.12	0.12	0.03	0.25	0.16	0.04	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	19.9	19.9	29.8	32.1	32.1	32.1	23.2	66.1	86.0	9.9	52.8	52.8
Volume/Cap:	0.53	0.29	0.29	0.53	0.53	0.53	0.16	0.53	0.26	0.53	0.30	0.30
Delay/Veh:	57.7	54.3	46.7	48.6	48.6	48.6	50.3	26.2	12.5	66.9	30.8	30.8
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:	57.7	54.3	46.7	48.6	48.6	48.6	50.3	26.2	12.5	66.9	30.8	30.8
LOS by Move:	E	D	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	6	3	4	9	9	9	2	14	6	4	6	6

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



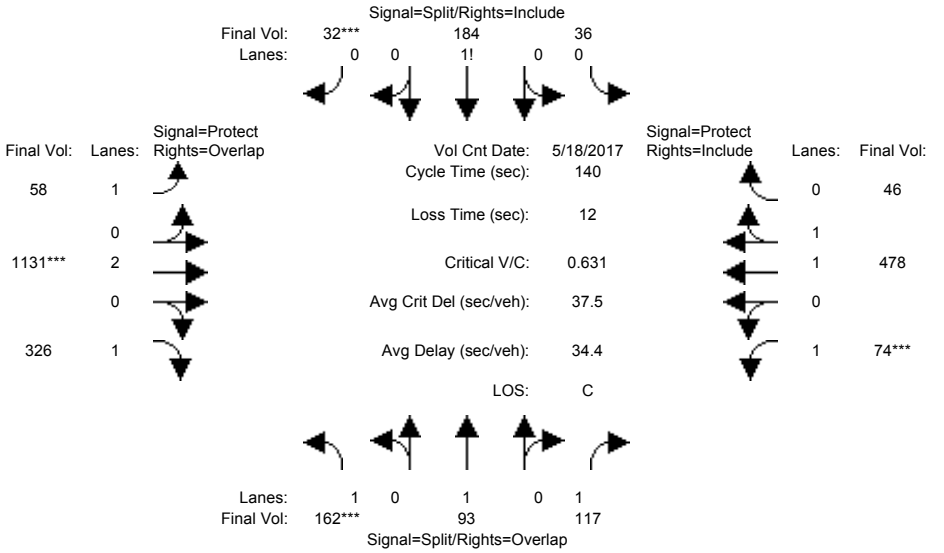
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00												
Base Vol:	131	79	109	26	158	27	45	944	279	65	391	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	79	109	26	158	27	45	944	279	65	391	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	31	13	8	10	26	5	11	187	47	8	83	16
Initial Fut:	162	92	117	36	184	32	56	1131	326	73	474	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	92	117	36	184	32	56	1131	326	73	474	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	92	117	36	184	32	56	1131	326	73	474	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	92	117	36	184	32	56	1131	326	73	474	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.14	0.73	0.13	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	250	1278	222	1750	3800	1750	1750	3372	327
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.07	0.14	0.14	0.14	0.03	0.30	0.19	0.04	0.14	0.14
Crit Moves:	****					****		****		****		
Green Time:	20.6	20.6	29.8	32.0	32.0	32.0	19.8	66.1	86.7	9.3	55.6	55.6
Volume/Cap:	0.63	0.33	0.31	0.63	0.63	0.63	0.23	0.63	0.30	0.63	0.35	0.35
Delay/Veh:	61.1	54.2	46.9	51.9	51.9	51.9	53.8	28.5	12.6	74.3	29.7	29.7
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:	61.1	54.2	46.9	51.9	51.9	51.9	53.8	28.5	12.6	74.3	29.7	29.7
LOS by Move:	E	D	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	8	4	5	11	11	11	2	18	7	4	8	8

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



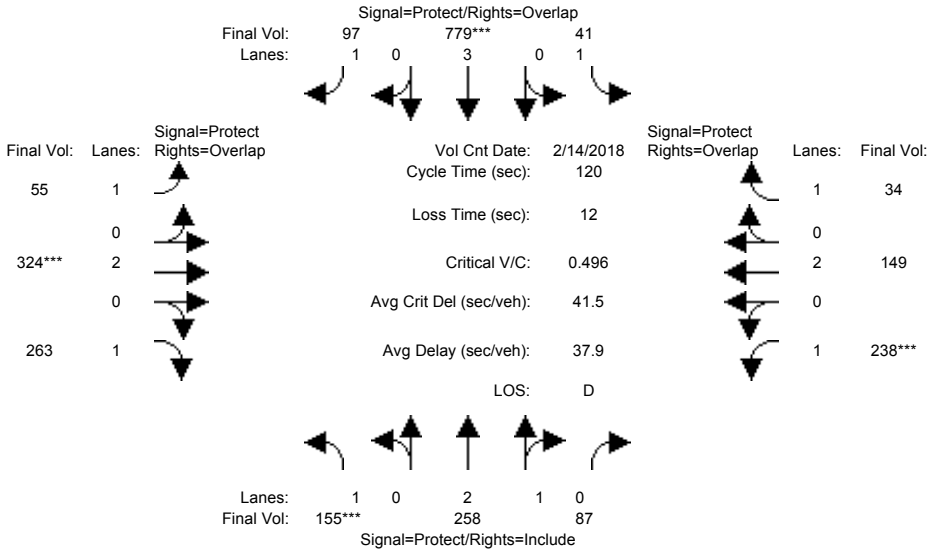
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2017 << 5:00-6:00												
Base Vol:	131	79	109	26	158	27	45	944	279	65	391	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	79	109	26	158	27	45	944	279	65	391	30
Added Vol:	0	1	0	0	0	0	2	0	0	1	4	0
PasserByVol:	31	13	8	10	26	5	11	187	47	8	83	16
Initial Fut:	162	93	117	36	184	32	58	1131	326	74	478	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	93	117	36	184	32	58	1131	326	74	478	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	93	117	36	184	32	58	1131	326	74	478	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	93	117	36	184	32	58	1131	326	74	478	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.14	0.73	0.13	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	250	1278	222	1750	3800	1750	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.07	0.14	0.14	0.14	0.03	0.30	0.19	0.04	0.14	0.14
Crit Moves:	****					****		****		****		
Green Time:	20.6	20.6	29.9	32.0	32.0	32.0	19.7	66.1	86.6	9.4	55.8	55.8
Volume/Cap:	0.63	0.33	0.31	0.63	0.63	0.63	0.24	0.63	0.30	0.63	0.36	0.36
Delay/Veh:	61.1	54.3	46.8	51.9	51.9	51.9	54.0	28.5	12.7	74.2	29.7	29.7
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:	61.1	54.3	46.8	51.9	51.9	51.9	54.0	28.5	12.7	74.2	29.7	29.7
LOS by Move:	E	D	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	8	4	5	11	11	11	2	18	7	4	8	8

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



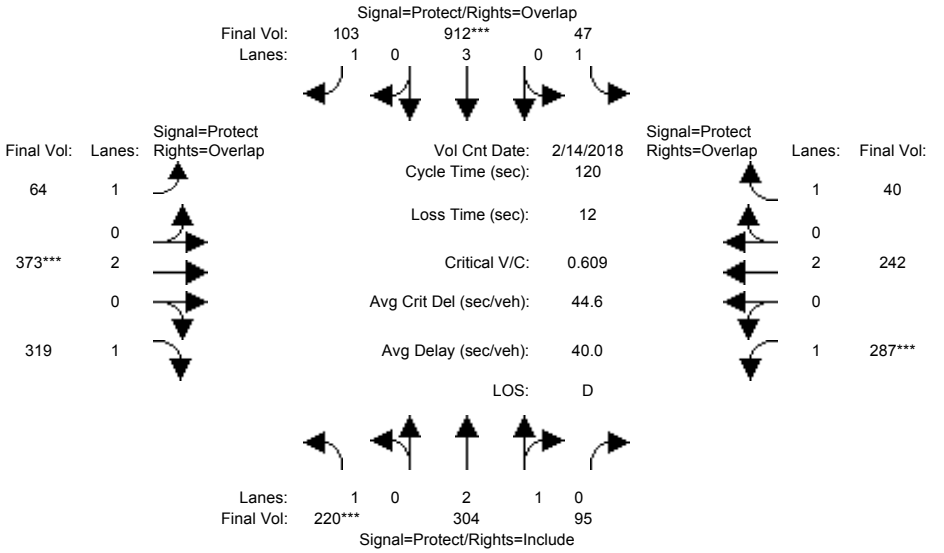
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	155	258	87	41	779	97	55	324	263	238	149	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	258	87	41	779	97	55	324	263	238	149	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	258	87	41	779	97	55	324	263	238	149	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	258	87	41	779	97	55	324	263	238	149	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	258	87	41	779	97	55	324	263	238	149	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	258	87	41	779	97	55	324	263	238	149	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.22	0.78	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4186	1412	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.02	0.14	0.06	0.03	0.09	0.15	0.14	0.04	0.02
Crit Moves:	****				****			****		****		
Green Time:	21.4	32.0	32.0	22.4	33.1	55.1	22.0	20.6	42.0	32.9	31.5	53.9
Volume/Cap:	0.50	0.23	0.23	0.13	0.50	0.12	0.17	0.50	0.43	0.50	0.15	0.04
Delay/Veh:	50.0	34.7	34.7	41.4	37.6	18.9	42.4	47.7	32.0	40.2	34.3	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	34.7	34.7	41.4	37.6	18.9	42.4	47.7	32.0	40.2	34.3	18.7
LOS by Move:	D	C	C	D	D	B	D	D	C	D	C	B
HCM2kAvgQ:	6	3	3	1	8	2	2	5	8	8	2	1

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



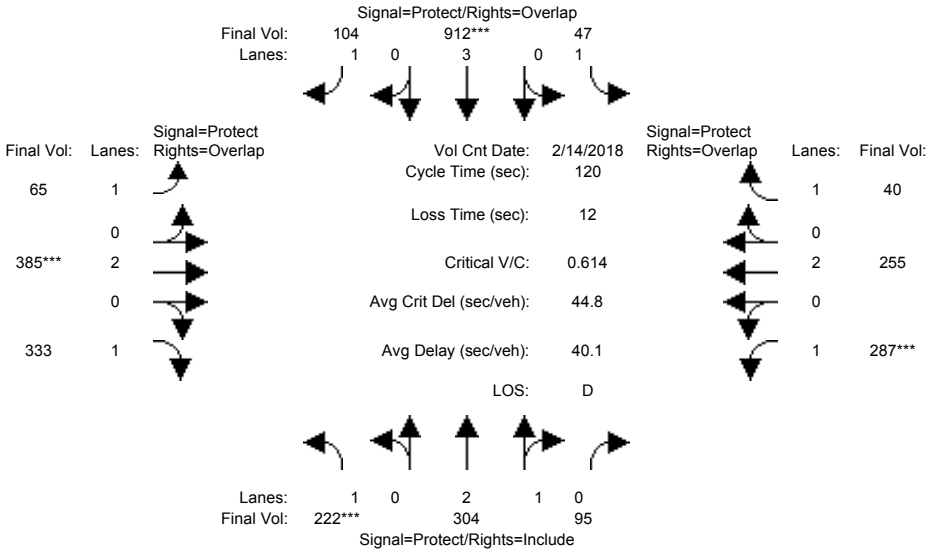
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	155	258	87	41	779	97	55	324	263	238	149	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	258	87	41	779	97	55	324	263	238	149	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	65	46	8	6	133	6	9	49	56	49	93	6
Initial Fut:	220	304	95	47	912	103	64	373	319	287	242	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	304	95	47	912	103	64	373	319	287	242	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	304	95	47	912	103	64	373	319	287	242	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	304	95	47	912	103	64	373	319	287	242	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.26	0.74	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4265	1333	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.03	0.16	0.06	0.04	0.10	0.18	0.16	0.06	0.02
Crit Moves:	****				****			****		****		
Green Time:	24.8	33.1	33.1	23.2	31.5	52.8	21.3	19.3	44.1	32.3	30.4	53.6
Volume/Cap:	0.61	0.26	0.26	0.14	0.61	0.13	0.21	0.61	0.50	0.61	0.25	0.05
Delay/Veh:	50.6	34.3	34.3	41.0	40.7	20.3	43.6	51.3	32.0	44.1	36.4	18.9
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:	50.6	34.3	34.3	41.0	40.7	20.3	43.6	51.3	32.0	44.1	36.4	18.9
LOS by Move:	D	C	C	D	D	C	D	D	C	D	D	B
HCM2kAvgQ:	8	4	4	2	10	2	2	6	10	10	3	1

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



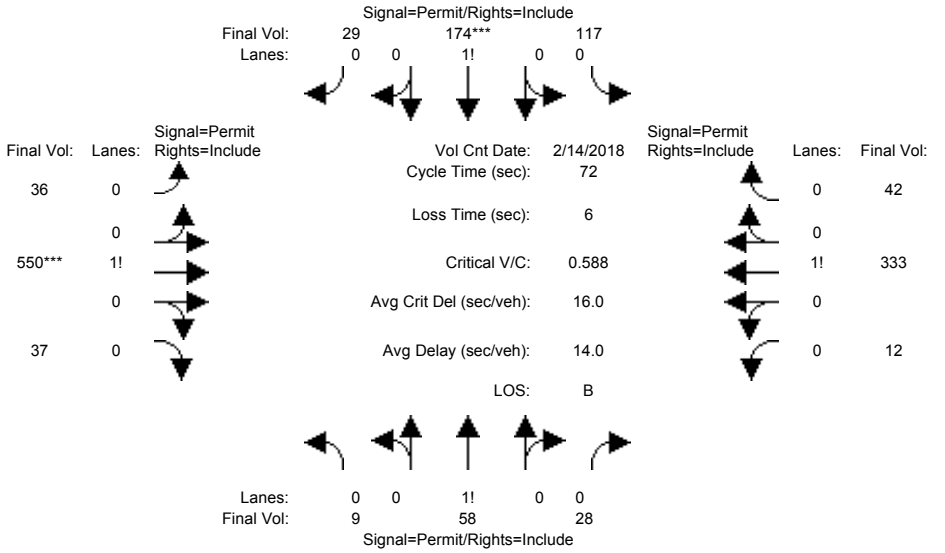
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	155	258	87	41	779	97	55	324	263	238	149	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	258	87	41	779	97	55	324	263	238	149	34
Added Vol:	2	0	0	0	0	1	1	12	14	0	13	0
PasserByVol:	65	46	8	6	133	6	9	49	56	49	93	6
Initial Fut:	222	304	95	47	912	104	65	385	333	287	255	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	304	95	47	912	104	65	385	333	287	255	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	304	95	47	912	104	65	385	333	287	255	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	304	95	47	912	104	65	385	333	287	255	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.26	0.74	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4265	1333	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.03	0.16	0.06	0.04	0.10	0.19	0.16	0.07	0.02
Crit Moves:	****				****			****		****		
Green Time:	24.8	33.0	33.0	23.1	31.3	52.7	21.4	19.8	44.6	32.1	30.5	53.6
Volume/Cap:	0.61	0.26	0.26	0.14	0.61	0.14	0.21	0.61	0.51	0.61	0.26	0.05
Delay/Veh:	50.8	34.4	34.4	41.1	40.9	20.5	43.6	51.0	32.1	44.4	36.4	18.9
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:	50.8	34.4	34.4	41.1	40.9	20.5	43.6	51.0	32.1	44.4	36.4	18.9
LOS by Move:	D	C	C	D	D	C	D	D	C	D	D	B
HCM2kAvgQ:	8	4	4	2	10	2	2	7	10	10	4	1

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



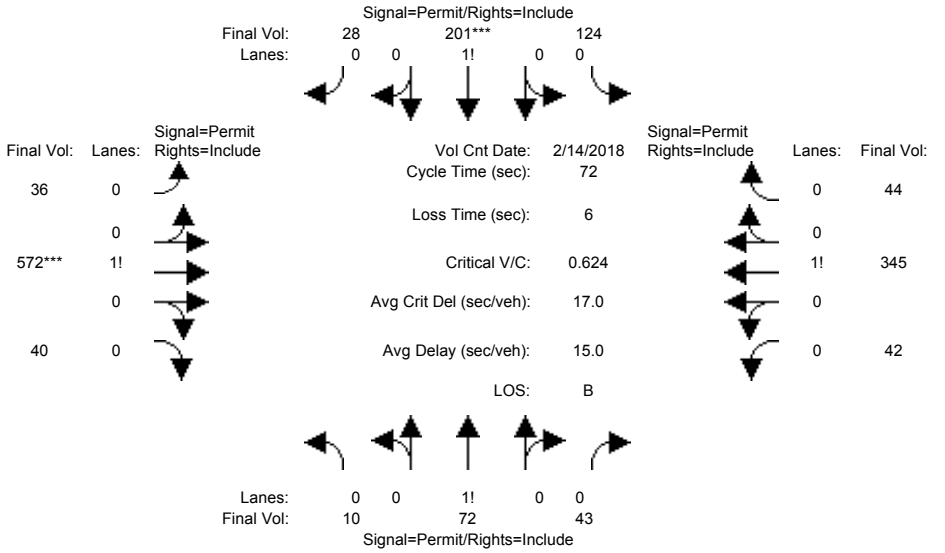
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	9	58	28	117	174	29	36	550	37	12	333	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	58	28	117	174	29	36	550	37	12	333	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	58	28	117	174	29	36	550	37	12	333	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	58	28	117	174	29	36	550	37	12	333	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	58	28	117	174	29	36	550	37	12	333	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	58	28	117	174	29	36	550	37	12	333	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	0.62	0.29	0.37	0.54	0.09	0.06	0.88	0.06	0.03	0.86	0.11
Final Sat.:	166	1068	516	640	952	159	101	1545	104	54	1506	190
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.18	0.18	0.18	0.36	0.36	0.36	0.22	0.22	0.22
Crit Moves:					****			****				
Green Time:	22.4	22.4	22.4	22.4	22.4	22.4	43.6	43.6	43.6	43.6	43.6	43.6
Volume/Cap:	0.17	0.17	0.17	0.59	0.59	0.59	0.59	0.59	0.59	0.37	0.37	0.37
Delay/Veh:	18.8	18.8	18.8	25.5	25.5	25.5	11.1	11.1	11.1	8.2	8.2	8.2
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:	18.8	18.8	18.8	25.5	25.5	25.5	11.1	11.1	11.1	8.2	8.2	8.2
LOS by Move:	B	B	B	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	2	2	2	7	7	7	10	10	10	5	5	5

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



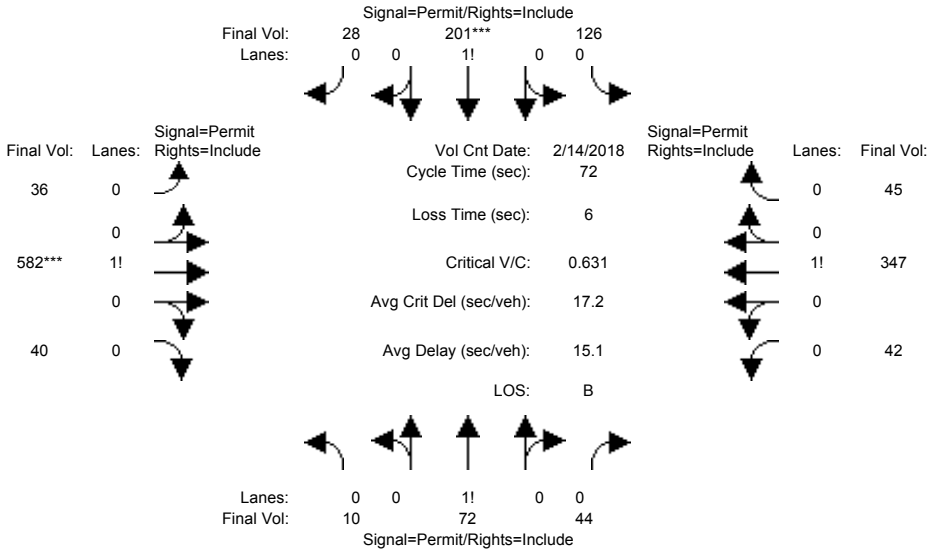
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	9	58	28	117	174	29	36	550	37	12	333	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	58	28	117	174	29	36	550	37	12	333	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	14	15	7	27	-1	0	22	3	30	12	2
Initial Fut:	10	72	43	124	201	28	36	572	40	42	345	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	72	43	124	201	28	36	572	40	42	345	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	72	43	124	201	28	36	572	40	42	345	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	72	43	124	201	28	36	572	40	42	345	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.08	0.58	0.34	0.35	0.57	0.08	0.06	0.88	0.06	0.10	0.80	0.10
Final Sat.:	140	1008	602	615	996	139	97	1545	108	171	1401	179
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.20	0.20	0.20	0.37	0.37	0.37	0.25	0.25	0.25
Crit Moves:					****			****				
Green Time:	23.3	23.3	23.3	23.3	23.3	23.3	42.7	42.7	42.7	42.7	42.7	42.7
Volume/Cap:	0.22	0.22	0.22	0.62	0.62	0.62	0.62	0.62	0.62	0.42	0.42	0.42
Delay/Veh:	18.7	18.7	18.7	25.8	25.8	25.8	12.3	12.3	12.3	9.1	9.1	9.1
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:	18.7	18.7	18.7	25.8	25.8	25.8	12.3	12.3	12.3	9.1	9.1	9.1
LOS by Move:	B	B	B	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	2	2	2	8	8	8	11	11	11	6	6	6

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



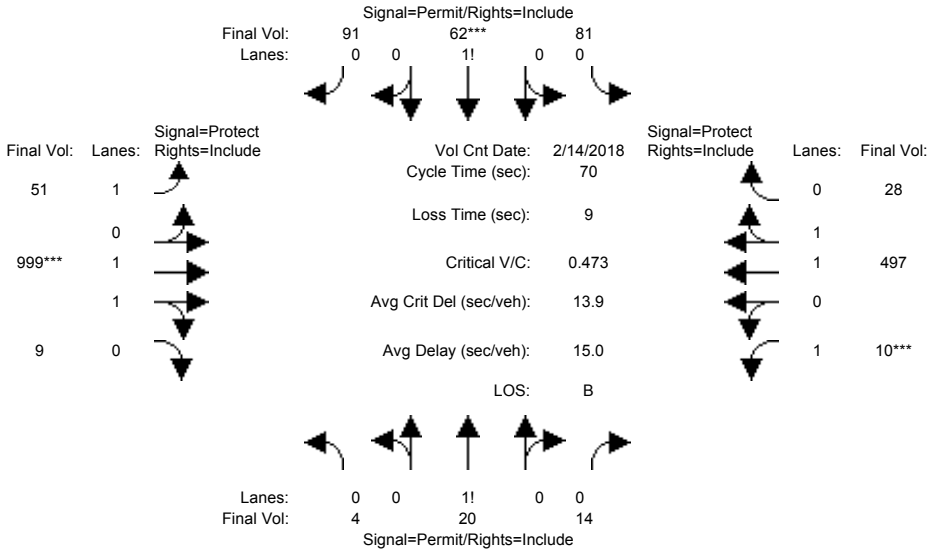
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	9	58	28	117	174	29	36	550	37	12	333	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	58	28	117	174	29	36	550	37	12	333	42
Added Vol:	0	0	1	2	0	0	0	10	0	0	2	1
PasserByVol:	1	14	15	7	27	-1	0	22	3	30	12	2
Initial Fut:	10	72	44	126	201	28	36	582	40	42	347	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	72	44	126	201	28	36	582	40	42	347	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	72	44	126	201	28	36	582	40	42	347	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	72	44	126	201	28	36	582	40	42	347	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.08	0.57	0.35	0.35	0.57	0.08	0.05	0.89	0.06	0.10	0.80	0.10
Final Sat.:	139	1000	611	621	991	138	96	1548	106	169	1399	181
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.20	0.20	0.20	0.38	0.38	0.38	0.25	0.25	0.25
Crit Moves:					****			****				
Green Time:	23.1	23.1	23.1	23.1	23.1	23.1	42.9	42.9	42.9	42.9	42.9	42.9
Volume/Cap:	0.22	0.22	0.22	0.63	0.63	0.63	0.63	0.63	0.63	0.42	0.42	0.42
Delay/Veh:	18.8	18.8	18.8	26.1	26.1	26.1	12.4	12.4	12.4	9.1	9.1	9.1
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:	18.8	18.8	18.8	26.1	26.1	26.1	12.4	12.4	12.4	9.1	9.1	9.1
LOS by Move:	B	B	B	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	2	2	2	8	8	8	11	11	11	6	6	6

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



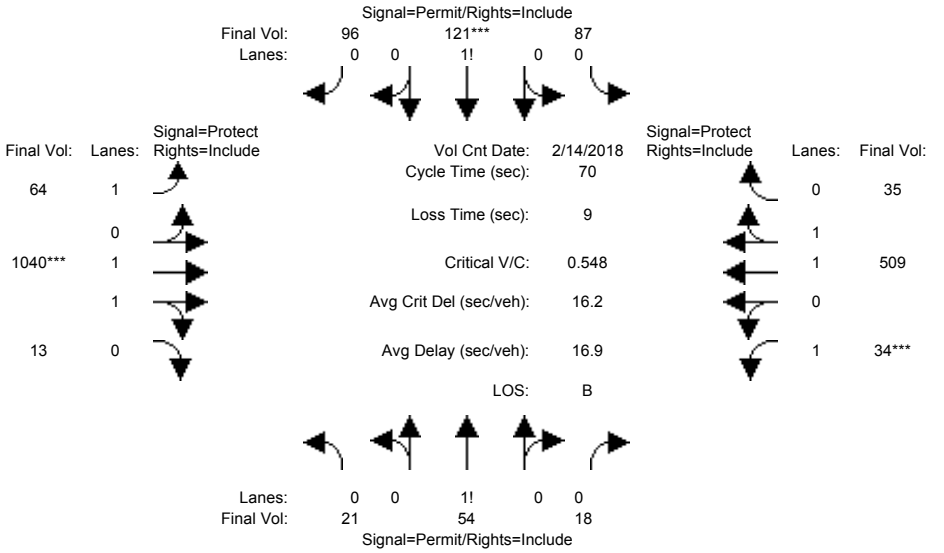
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	4	20	14	81	62	91	51	999	9	10	497	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	20	14	81	62	91	51	999	9	10	497	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	20	14	81	62	91	51	999	9	10	497	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	14	81	62	91	51	999	9	10	497	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	14	81	62	91	51	999	9	10	497	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	14	81	62	91	51	999	9	10	497	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.10	0.53	0.37	0.35	0.26	0.39	1.00	1.98	0.02	1.00	1.89	0.11
Final Sat.:	184	921	645	606	464	681	1750	3667	33	1750	3503	197
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.13	0.03	0.27	0.27	0.01	0.14	0.14
Crit Moves:					****			****		****		
Green Time:	17.8	17.8	17.8	17.8	17.8	17.8	17.8	36.2	36.2	7.0	25.4	25.4
Volume/Cap:	0.09	0.09	0.09	0.53	0.53	0.53	0.11	0.53	0.53	0.06	0.39	0.39
Delay/Veh:	20.0	20.0	20.0	23.7	23.7	23.7	20.2	11.5	11.5	28.7	16.7	16.7
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:	20.0	20.0	20.0	23.7	23.7	23.7	20.2	11.5	11.5	28.7	16.7	16.7
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	1	5	5	5	1	8	8	0	5	5

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



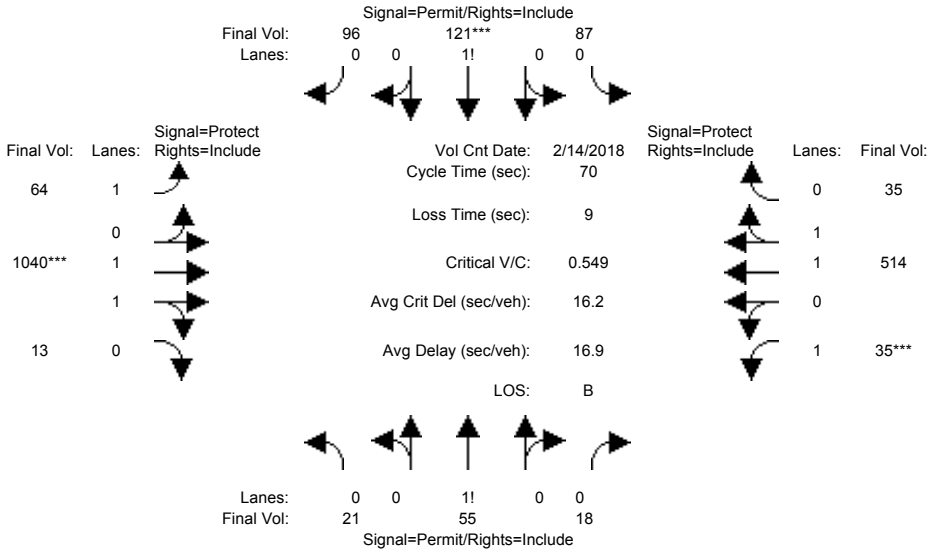
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	4	20	14	81	62	91	51	999	9	10	497	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	20	14	81	62	91	51	999	9	10	497	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	34	4	6	59	5	13	41	4	24	12	7
Initial Fut:	21	54	18	87	121	96	64	1040	13	34	509	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	54	18	87	121	96	64	1040	13	34	509	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	54	18	87	121	96	64	1040	13	34	509	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	54	18	87	121	96	64	1040	13	34	509	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.23	0.58	0.19	0.29	0.40	0.31	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	395	1016	339	501	697	553	1750	3654	46	1750	3462	238
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.17	0.17	0.17	0.04	0.28	0.28	0.02	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	20.5	20.5	20.5	20.5	20.5	20.5	16.4	33.5	33.5	7.0	24.1	24.1
Volume/Cap:	0.18	0.18	0.18	0.59	0.59	0.59	0.16	0.59	0.59	0.19	0.43	0.43
Delay/Veh:	18.7	18.7	18.7	23.1	23.1	23.1	21.5	13.8	13.8	29.5	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	18.7	18.7	23.1	23.1	23.1	21.5	13.8	13.8	29.5	17.9	17.9
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	2	2	7	7	7	1	9	9	1	5	5

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

699 W. San Carlos Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



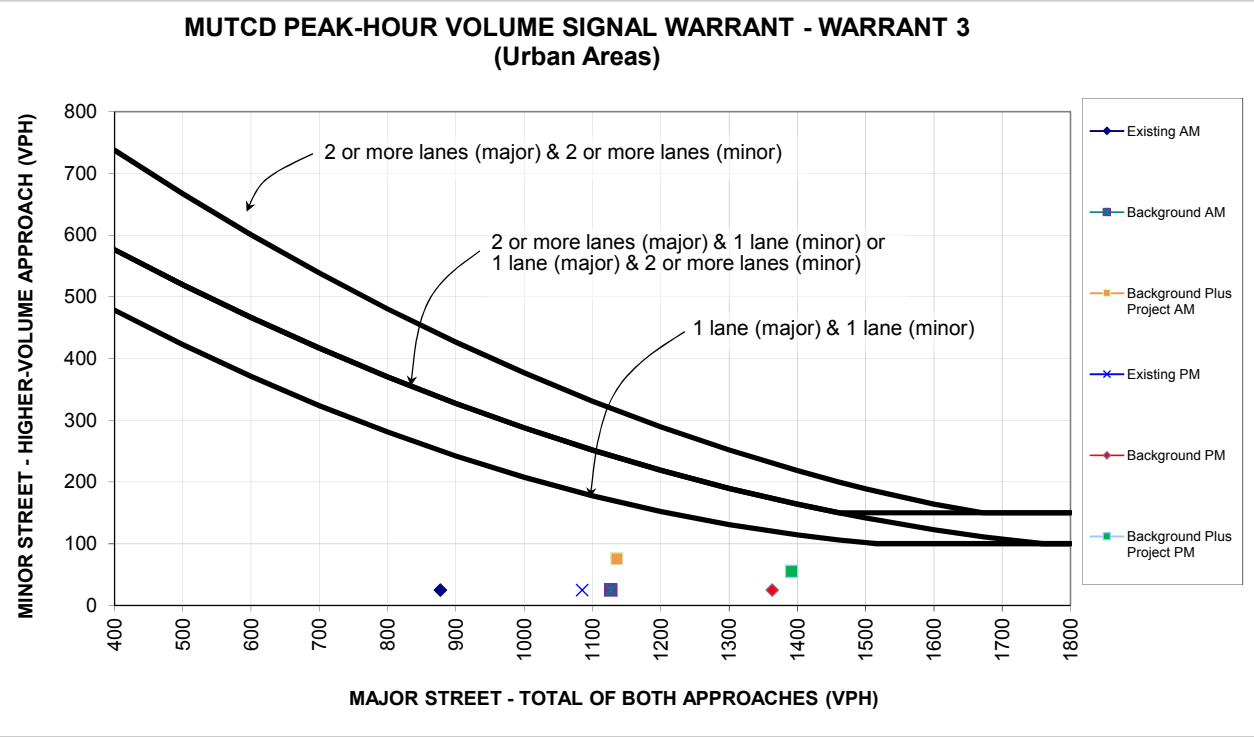
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Feb 2018 <<												
Base Vol:	4	20	14	81	62	91	51	999	9	10	497	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	20	14	81	62	91	51	999	9	10	497	28
Added Vol:	0	1	0	0	0	0	0	0	0	1	5	0
PasserByVol:	17	34	4	6	59	5	13	41	4	24	12	7
Initial Fut:	21	55	18	87	121	96	64	1040	13	35	514	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	55	18	87	121	96	64	1040	13	35	514	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	55	18	87	121	96	64	1040	13	35	514	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	55	18	87	121	96	64	1040	13	35	514	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.22	0.59	0.19	0.29	0.40	0.31	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	391	1024	335	501	697	553	1750	3654	46	1750	3464	236
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.17	0.17	0.17	0.04	0.28	0.28	0.02	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	20.5	20.5	20.5	20.5	20.5	20.5	16.3	33.5	33.5	7.0	24.2	24.2
Volume/Cap:	0.18	0.18	0.18	0.59	0.59	0.59	0.16	0.59	0.59	0.20	0.43	0.43
Delay/Veh:	18.7	18.7	18.7	23.1	23.1	23.1	21.5	13.8	13.8	29.5	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	18.7	18.7	23.1	23.1	23.1	21.5	13.8	13.8	29.5	17.8	17.8
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	2	2	7	7	7	1	9	9	1	5	5

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

Appendix F
Signal Warrant Study Output Sheets

280 McEvoy Street Residential

9 . McEvoy Street & Park Avenue



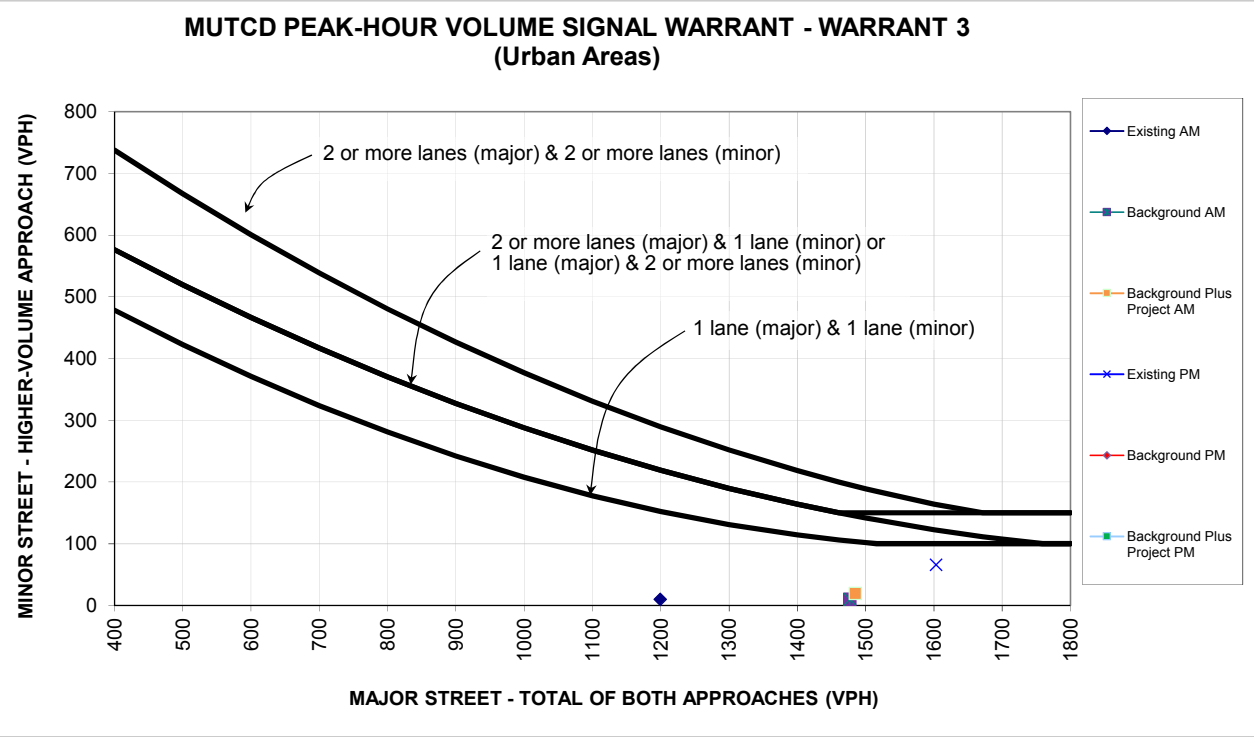
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	AM Peak Hour: Existing AM	AM Peak Hour: Background AM	AM Peak Hour: Background Plus Project AM
Major Street - Both Approaches	Park Avenue	X		877	1127	1136
Minor Street - Highest Approach	McEvoy Street	X		25	25	75
Maximum warrant threshold for minor street volume				251	171	168
Difference between warrant threshold & minor street volume				226	146	93
		Warrant Met?		No	No	No

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	PM Peak Hour: Existing PM	PM Peak Hour: Background PM	PM Peak Hour: Background Plus Project PM
Major Street - Both Approaches	Park Avenue	X		1085	1363	1392
Minor Street - Highest Approach	McEvoy Street	X		25	25	55
Maximum warrant threshold for minor street volume				182	120	115
Difference between warrant threshold & minor street volume				157	95	60
		Warrant Met?		No	No	No

699 W San Carlos Residential

10 . McEvoy Street & San Carlos Street



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		AM Peak Hour		
		One	2 or More	Existing AM	Background AM	Background Plus Project AM
Major Street - Both Approaches	San Carlos Street		X	1199	1477	1485
Minor Street - Highest Approach	McEvoy Street	X		10	10	19
Maximum warrant threshold for minor street volume				219	147	145
Difference between warrant threshold & minor street volume				209	137	126
		Warrant Met?		No	No	No

		Existing Approach Lanes		PM Peak Hour		
		One	2 or More	Existing PM	Background PM	Background Plus Project PM
Major Street - Both Approaches	San Carlos Street		X	1603	1926	1952
Minor Street - Highest Approach	McEvoy Street	X		66	66	72
Maximum warrant threshold for minor street volume				122	100	100
Difference between warrant threshold & minor street volume				56	34	28
		Warrant Met?		No	No	No