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Mr. Dan Askari
GEC Properties, LLC
221 Main Street, Suite 1443
Los Altos, CA 94022

RE: Glen Eyrie Residential Transportation Analysis, San Jose, California
(3-24243)(H18-047)(APN:264-57-026)
DRAFT REPORT

Dear Mr. Askari,

STUDY SUMMARY

This letter report provides the results of a transportation analysis for the Glen Eyrie Avenue residential project located at 64-70 and 80-82 Glen Eyrie Avenue in San Jose, California. The study was conducted to identify the potential transportation impacts related to the proposed development. The proposed development project would replace four existing residential units with 18 multi-family units.

The project meets the screening criteria for Vehicle Miles Traveled (VMT) analysis exemption under small infill projects of 25 multi-family housing units or less and is not required to complete a detailed CEQA transportation analysis. However, the project is required to complete a Local Transportation Analysis (LTA) to identify any potential adverse effects on transportation resulting from the project.

Existing Conditions

- The project is located on Glen Eyrie Avenue, approximately 500 feet west of Lincoln Avenue. Glen Eyrie Avenue is two lanes wide, marked with Shared Lane Markings, which indicate motor vehicle and bicycles are to share the street, with sidewalks on both sides of the street and a posted speed limit of 25 mph.
- During a three-day, Tuesday through Thursday period in May 2019, Glen Eyrie Avenue carried 1,969 vehicles at the project site.
- Transit service for the project site is provided by VTA Bus Route 64 that provides service between the Almaden light rail station and McKee and White Roads via downtown San Jose.
- A speed survey conducted in May 2019 at the project site determined that the 85th-percentile speed on Glen Eyrie Avenue at the project site is 26.2 mph. A speed limit of 25 mph, would be appropriate for an 85th-percentile speed of 26.2 mph. The measured speed on Glen Eyrie Avenue would not meet threshold criteria documented in the City of

San Jose *Traffic Calming Toolkit* for implementation of comprehensive traffic calming projects.

- Existing eastbound Glen Eyrie Avenue approach vehicle queues: The highest vehicle queue observed during the AM peak period was six vehicles, which occurred for a short period during the 7:45 am to 8:00 am period. During the PM peak commute period, the highest vehicle queue observed on the eastbound Glen Eyrie Avenue approach to Lincoln Avenue was five vehicles. Otherwise, there was no vehicle queue on the eastbound approach of Glen Eyrie Avenue to Lincoln Avenue during the AM and PM peak commute periods, or when there was a vehicle queue, the queue was typically two to four vehicles during the AM and PM peak periods. (The AM peak commute period is between 7:00 AM and 9:00 AM and the PM peak commute period is between 4:00 PM and 6:00 PM.)
- Existing southbound Lincoln Avenue approach vehicle queues: A vehicle queue on southbound Lincoln Avenue was observed for short periods of time to extend from the Willow Street intersection to and/or through the Glen Eyrie Avenue intersection three times during the PM peak period and no times during the AM peak period. The southbound vehicle queue on Lincoln Avenue consistently extends from Willow Street through the intersection at Garfield Avenue throughout the PM peak hour.
- Existing northbound Lincoln Avenue approach vehicle queues: Vehicle queues extending from the Lincoln Avenue/Coe Avenue intersection on the northbound Lincoln Avenue approach frequently extend through the Glen Eyrie Avenue intersection during the peak commute periods. The disruption to vehicle operations at the Lincoln Avenue/Glen Eyrie Avenue intersection does not appear significant.
- Vehicle queues in the northbound Lincoln Avenue left turn lane at Glen Eyrie Avenue was observed to be relatively small throughout both the AM and PM peak periods. During the PM peak period, a queue of five vehicles occurred once and between 5:00 PM and 5:15 PM, one queue of three vehicles and one queue of two vehicles occurred. Otherwise, for most of the AM and PM peak periods, there was no queue or queue of one vehicle in the northbound left turn lane.
- The sight line between a vehicle on the minor street, Glen Eyrie approach to Lincoln Avenue looking to the left extends into the Lincoln Avenue/Coe Avenue intersection, a distance of about 210 feet. This distance meets the minimum required sight distance of 200 feet.
- The sight line between a vehicle on the Glen Eyrie Avenue approach looking to the right is 260 feet. This distance meets the minimum required sight distance of 200 feet.

CEQA Transportation Impacts

The CEQA VMT impact analysis is not required for this project, but is included in the report for informational purposes only.

- The VMT per capita significance threshold for the CEQA impact analysis is 10.12.
- The project VMT is 8.16, essentially unchanged from the area VMT and lower than the CEQA threshold of significance. Therefore, the project would not have a VMT impact.

Local Transportation Analysis

Project Trip Generation

- The project will generate a total of 123 net new daily trips, with 7 net new vehicle trips during the AM peak hour (2 inbound & 5 outbound) and 7 net new vehicle trips during the PM peak hour (5 inbound & 2 outbound). Institute of Transportation Engineers (ITE) trip generation rates were utilized to estimate the trip generation for the project. The calculation of peak hour trip generation includes trip credits for the existing site trip generation and the trip credits are based on the manual driveway counts performed at the existing site driveways.

Intersection Traffic Operations

- On the basis of visual observations of traffic operations at the Lincoln Avenue/Glen Eyrie Avenue intersection, signalization of the Lincoln Avenue/Glen Eyrie Avenue intersection is not recommended for existing and existing plus project conditions.
- The trips added to the Lincoln Avenue/Glen Eyrie Avenue by the project would not have an adverse effect to the length of vehicle queues on the eastbound Lincoln Avenue/Glen Eyrie Avenue approach and in the northbound Lincoln Avenue left turn lane at Glen Eyrie Avenue during the AM and PM peak periods.

Traffic Operations at Project Driveways

- The project will be accessed from two 20-foot wide driveways on Glen Eyrie Avenue. The westerly driveway will be one-way inbound, and the easterly driveway will be one-way outbound. The minimum required driveway width per the San Jose Complete Streets Design Standards and Guidelines for one-way on-site circulation is 16 feet.
- Given the level of traffic carried by Glen Eyrie Avenue during the peak periods, no significant traffic operational issues are anticipated at the Glen Eyrie Avenue intersections with the project driveways.
- The combination of on-street parking along the project frontage and existing large-diameter trees located in the landscaping strip located along the project frontage would limit sight distance between motorists exiting the site and motorists on Glen Eyrie Avenue. Two of the existing trees located in the landscape strip will be removed because they are located on the alignments of the two new driveways that will serve the project. The removal of the trees will improve sight distance conditions.
- A new fire hydrant installed by the project about 10 feet west of the easterly (outbound driveway) will create a no-parking zone of about 25 feet on Glen Eyrie Avenue, west of the outbound driveway. This no-parking zone will create a clear space west of the exit driveway that will enhance sight visibility between vehicles exiting the site and vehicles approaching the driveway from the west.
- It is recommended that short sections of red curbing (driveway red tipping) be installed on the other sections of curbs located immediately adjacent to the project driveways (i.e., east of the outbound driveway, and west and east of the inbound driveway).

Site Operations Analysis

- The project will consolidate three existing driveways to two new driveways by removing the existing three driveways and constructing two new driveways on new alignments. The westerly driveway would be operated one-way inbound and easterly driveway would be operated one-way outbound. The on-site circulation driveway will be operated one-way, in the counter-clockwise direction.
- The estimated vehicle turning volumes at the project driveways during the peak commute hours are relatively small and no capacity related operational issues are anticipated at the project driveways during the peak hour commute hours.
- On-site circulation will be adequate for the project. The turning volumes at the driveways during the peak commute hours are relatively small and no capacity related operational issues are anticipated at the project driveways during the peak hour commute hours.

Parking

- The number of parking spaces provided by the project will meet the minimum requirements for the development as defined by the City's Municipal Code. The project would provide 48 parking spaces with 36 spaces provided in two-car parking garages with each residential unit and 12 visitor parking spaces. The 12 visitor parking spaces would be provided on the southerly portion of the site with 11 spaces facing the south property boundary and the 12th space located as a parallel parking space along the project driveway.
- The dimensions of the parking spaces meet the requirements set forth in Table 20-220 of Section 20.90.100 of the Municipal Code (8.5 feet by 17 feet spaces for uniform car spaces).
- The bicycle parking provided by the project will be adequate.

Bicycle, Pedestrian and Transit

- The network of pedestrian facilities in the project vicinity is sufficient to serve the project.
- The on-site pedestrian facilities are adequate for the project.
- The existing bicycle facilities network is adequate to serve the project.
- On-site bicycle circulation will be adequate.
- The project is not expected to generate a significant increase in demand for transit services. It is estimated that the small increase in transit demand generated by the project could be accommodated by the existing transit service.

Neighborhood Interface

- Based upon the existing traffic volume on Glen Eyrie Avenue at the project site, which is approximately 2,000 vehicles per day, the additional traffic added by the project on Glen Eyrie Avenue west of the project would not have an adverse effect. The project would

increase the number of trips traveling on Glen Eyrie Avenue through the residential neighborhood to the west by 12 to 18 trips per day.

- The project would not change the pedestrian and bicycle facilities that are currently provided in the area of the project. Sidewalks are currently provided on all near-by residential streets near the project with the exception of street sections that directly front Los Gatos Creek. Glen Eyrie Avenue is currently marked as a Class III shared use bicycle facility. A continuous sidewalk is provided on street frontages and crosswalks are provided at intersections on the pedestrian route between the project site and the nearest public elementary school, River Glen School.

Construction Operations

- Project construction will generate employee trips, truck trips associated with site demolition and delivery of material and miscellaneous trips associated with inspections and service trips to the site. The three existing site driveways would allow large trucks to park on-site during early construction activities including demolition and the project driveways, when constructed will allow trucks that are delivering material to park and circulate on-site when delivering materials.
- During periods of time during demolition and construction when parking large trucks on-site may not be feasible and parking on Glen Eyrie Avenue for short periods of time would be necessary, at least one travel lane should remain open on Glen Eyrie Avenue and a flagman should be used to control traffic on Glen Eyrie Avenue.
- Should it be necessary to park a large truck on Glen Eyrie Avenue for an extended period of time during demolition or construction, the truck should be parked at the curb to maintain two lanes for travel on Glen Eyrie Avenue.
- The project applicant should coordinate the posting of NO PARKING, TOW-AWAY signs as needed for vehicle staging or construction activities with the City of San Jose.

Recommendations and Improvements

The following improvements are recommended:

1. It is recommended that short sections of red curbing (driveway red tipping) be installed on the sections of curbs located immediately adjacent to the project driveways (i.e., east of the outbound driveway, and west and east of the inbound driveway). The planned new fire hydrant will create a no-parking zone about 25 feet in length west of the outbound driveway.
2. Maintain at least one lane of travel on Glen Eyrie Avenue with appropriate traffic control during the delivery of supplies and materials during construction. Coordinate implementation of on-street parking restrictions along the project frontage during construction with the City of San Jose.

1 INTRODUCTION

This letter report provides the results of a transportation analysis for the Glen Eyrie Avenue residential project located at 64-70 and 80-82 Glen Eyrie Avenue in San Jose, California. The study was conducted to identify the potential transportation impacts related to the proposed development. **Exhibit 1** shows the location of the project site with respect to the local road network.

Project Description

The project would replace four existing single-family residential units with 18 multi-family attached townhouse units on an approximate 1-acre site. The three driveways serving the four existing units would be replaced by two new limited access (one ingress and one egress) driveways along the project's Glen Eyrie Avenue frontage. **Exhibit 2a** shows the project site plan and **Exhibit 2b** shows the fire access plan.

Transportation Policies

In conformance with the requirements of State of California Senate Bill 743 (SB 743) as well as the City's goals described in the Envision San Jose 2040 General Plan, the City of San Jose has transitioned from CEQA transportation analyses based on level of service (LOS) to vehicle miles traveled (VMT). Transportation Analysis Policy, Council Policy 5-1 establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook*, adopted in April 2018. The handbook provides the following:

1. Transportation analysis (TA) significance criteria, screening criteria and thresholds of significance for environmental clearance for development projects.
2. A framework for preparing the TA based on the City's transportation policies and the Envision San Jose 2040 General Plan.
3. The methodologies, procedures and process for preparation of a TA report.
4. The methodologies, procedures and process for determining the effects of projects on the local transportation system.

Projects that meet screening criteria established by the City are not required to complete a CEQA transportation analysis. The City's screening criteria for projects that are expected to result in less-than-significant VMT impacts are based on project description, characteristics and/or location. The screening criteria is shown on **Exhibit 3**. The project meets the screening criteria for VMT analysis exemption under small infill projects of 25 multi-family housing units or less and is not required to complete a detailed CEQA transportation analysis. However, the project is required to complete a Local Transportation Analysis (LTA) to identify any potential adverse effects on transportation resulting from the project.

Transportation Analysis Scope

CEQA Transportation Analysis Scope

While not requiring a detailed CEQA transportation analysis, the City requested that the transportation analysis report include the following:

1. A discussion of the area VMT and the project VMT for informational purposes only.
2. The VMT per Capita Heat maps in the area VMT discussion.
3. The VMT Evaluation Tool Summary Report.

Local Transportation Analysis Scope

The Local Transportation Analysis (LTA) evaluates the effects of the development project on transportation, access, circulation, and related safety elements in the vicinity of the project. The primary goal of an LTA is to establish a local transportation system that is reflective of both land use context and multi-modal transportation functions. The LTA ensures that the type, character and intensity of land uses along a street are appropriate to the primary function of the street and that all people travel safely on City streets, with trade-offs guided by the Street's General Plan typology.

The City requested that the LTA for the proposed project include analysis and evaluation of the following:

- Trip generation, trip generation, and trip assignment
- For informational purposes, weekday AM and PM peak hour traffic volumes at the Lincoln Avenue/Glen Eyrie Avenue intersection for the Existing and Existing With Project scenarios.
- Site operations
- Parking
- Bicycle, pedestrian and transit
- Neighborhood interface
- Construction operations
- Field Observations
- Recommendations and improvements

Report Organization

Section 2 of this report describes the vehicles traveled existing residential land uses in the vicinity of the project, existing roadway network, transit services and pedestrian facilities. Section 3 describes the CEQA transportation analysis, which is provided for informational purposes. Section 4 describes the local transportation analysis including trip generation trip generation, trip generation, and trip assignment, intersection operations, site operations, parking, bicycle, pedestrian and transit, neighborhood interface, construction operations, field observations, recommendations and improvements. Section 5 presents the report conclusions.

2 EXISTING CONDITIONS

Vehicle Miles Traveled

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. For residential projects, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita of the project.

The project is located in an area estimated to have residential VMT levels that are below the VMT thresholds of significance. **Exhibit 4** shows the heat map of the current VMT levels for residential uses in the City. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and- pink colored areas are estimated to have VMT levels that are above the thresholds of significance.

The City's sketch planning tool *San Jose VMT Evaluation Tool* was used to establish the average VMT per capita within a ½-mile buffer of the project. The Existing VMT is the current VMT generation for existing residential uses in the project area and is the base point for calculating Project VMT.

According to the *Evaluation Tool* the Existing VMT per capita per day is 8.18 VMT. The *San Jose VMT Evaluation Tool* report is included in Attachment A.

According to the Transportation Analysis Handbook, the citywide average VMT per capita is 11.91. The threshold of significance for residential development projects is 10.12. A residential project would have a significant VMT impact if the project VMT per capita exceeds the existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower.

Local Road Network

The project site is located on the south side of Glen Eyrie Avenue, about 500 feet west of Lincoln Avenue. The following roadways provide local access to the project site:

Glen Eyrie Avenue is a two-lane residential street that extends between Lincoln Avenue and Willow Street. In the vicinity of the project site, on-street parking is allowed on the south side of Glen Eyrie Avenue, but prohibited on the north side of the street. Sidewalks are provided on both sides of the street. The street is marked with Shared Lane Markings (Sharrows), which indicate motor vehicles and bicycles are to share the street. A mix of multi-family and single-family residential development is located on Glen Eyrie between Lincoln Avenue and Carolyn Avenue, the first intersecting street west of the project. Development west of Carolyn Avenue consists of single-family residential units as is the development on the intersecting streets between Willow Avenue and Glen Eyrie Avenue west of the Carolyn Avenue.

On-street parking, allowed on the south side of Glen Eyrie Avenue and throughout the adjacent neighborhood, is typically fully utilized. This existing condition may restrict corner sight distance at driveways and intersections on Glen Eyrie Avenue and throughout the adjacent neighborhood. At the project site, in addition to vehicles parked on-street along the site frontage, several large-diameter trees located in the landscape strip on the project site frontage obstructs visibility between motorists on the exiting on the existing driveways and motorists on Glen Eyrie Avenue. To ensure that vehicles parked on the south side of Glen Eyrie Avenue do not encroach into driveways and to enhance sight distance looking to and from the intersecting driveways on the south side of Glen Eyrie Avenue a short length of curb next to most driveways on the south side of Glen Eyrie Avenue is painted red (driveway red tipping).

Lincoln Avenue in the vicinity of the project is a 2-lane arterial with a median two-way left turn lane that is used for left turn channelization. In the City's General Plan (*Envision San Jose 2040*), Lincoln Avenue is categorized as a Main Street because it provides access to the Willow Glen commercial area that is located south the project area. Lincoln Avenue extends between Almaden Expressway on the south and Park Avenue on the north. Development along Lincoln Avenue in the project area consists of commercial uses. A neighborhood shopping center that consists of a neighborhood grocery store, a restaurant and a laundromat is developed in the northwest corner of the Lincoln Avenue/Glen Eyrie Avenue intersection.

The intersection of Lincoln Avenue and Glen Eyrie Avenue is stop-controlled with a STOP sign on the Glen Eyrie Avenue approach to Lincoln Avenue. The intersection of Lincoln Avenue and Coe Avenue is located about 150 feet north of Glen Eyrie Avenue and is signal controlled. **Exhibit 5** shows the existing configuration of approach lanes at the Lincoln Avenue/Glen Eyrie Avenue intersection.

Bicycle Facilities

Exhibit 6 shows the existing and proposed bicycle facilities within an approximate 2,500-foot radius of the project. The information on the exhibit was compiled based on a field survey of existing conditions and from information contained in the *San Jose Bike Plan 2020*. The *Bike Plan* is currently being updated by the City of San Jose.

A Class I Bike Path is a paved path located in a right-of-way designated for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists. One Class I bike path is located in the vicinity of the project -- Three Creek Trail. It is located between Willow Street near Bird Avenue and Coe Avenue east of Lincoln Avenue. It is planned to be extended to the north over Los Gatos Creek.

Class II Bike Lanes are located on regular roadways and are delineated by pavement striping. They designate a specific travel lane for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians in the bike lanes is prohibited, but crossing by pedestrians and motorists is permitted. Class II bike lanes are currently located on Lincoln Avenue, Willow Street and a portion of Bird Avenue east of the project site. Class II bike lanes are planned for Fruitdale Avenue and Race Street east of Meridian Avenue.

Class III Bike Routes are designated routes for bicycle travel where the roadway is shared for use by motor vehicles and bicycles. They are designated by signs or permanent markings and shared with motorists. Glen Eyrie Avenue is a Class III facility for its entire length and a portion of Bird Avenue is designated as a Class III bike route. In the vicinity of the project, Class III bike routes are planned for Fruitdale Avenue, Paula Street, Coe Avenue and Cherry Avenue.

Bay Wheels operates bike share program in San Jose with docking stations located primarily in the downtown (and close vicinity) and North San Jose areas. The program offers bikes for short-term rent. The closest docking station to the project site is located at the Bird Avenue/Coe Avenue intersection.

Pedestrian Facilities

Pedestrian conditions in the vicinity of the project site are satisfactory with continuous sidewalks present along most of the streets in the project vicinity. The sidewalks provide pedestrian access to nearby residential development, transit facilities, schools and commercial land uses.

All streets within 1,000 feet of the project site have sidewalks on both sides of the street except one section of Glen Eyrie Avenue west of the project site and one section of Coe Avenue east of Lincoln Avenue. **Exhibit 7** shows the location of street sections that do not have sidewalks.

The only street sections that do not have sidewalks in the vicinity of the project site are street sections that front Los Gatos Creek. One section without a sidewalk is located on the northside of Glen Eyrie Avenue from about 975 feet west of Lincoln Avenue to Camino Ricardo. The second section without a sidewalk is the north side of Coe Avenue from Lincoln Avenue to about 200 feet east of Lincoln Avenue.

The Lincoln Avenue/Coe Avenue intersection signal system includes crosswalks and pedestrian countdown signals on the south and east legs of the intersection.

River Glen K-8 public school is located on the south side of Broadway Avenue, east of Lincoln Avenue. A continuous sidewalk is provided between the project site and the school on the Glen Eyrie and Lincoln Avenue street frontages. In addition, a high visibility crosswalk is provided across Lincoln Avenue on the north side of the intersection at Broadway Avenue. SLOW SCHOOL XING pavement markings are provided on each Lincoln Avenue approach to the intersection at Broadway Avenue.

Exhibit 8 shows the locations where ADA ramps are not currently provided on at least one of the intersection street corners.

Transit Services

The Santa Clara Valley Transportation Authority (VTA) operates numerous transit routes and modes within Santa Clara County. VTA currently operates Bus Route 64 on Lincoln Avenue. A map of the transit routes in the vicinity of the project site is provided in **Exhibit 9**.

Route 64 is a “regular” bus route that provides weekday and weekend service between the Almaden light rail station and Mckee and White Roads via downtown San Jose. Route 64 transit stops nearest the project site are located on Coe Avenue just east of Lincoln Avenue for northbound service and on Lincoln Avenue between Glen Eyrie Avenue and Coe Avenue for southbound service. At the project site, the route operates weekdays from approximately 5:40 am to 10:50 pm in the northbound direction and from approximately 6:00 am to 10:40 pm in the southbound direction. The route operates Saturdays from approximately 6:45 am to 9:40 pm in the northbound direction and from approximately 7:05 am to 10:45 pm in the southbound direction. Sunday service on Lincoln Avenue begins later and ends earlier than Saturday service in the northbound direction. The route has headways of about 30 minutes for most of the day on weekdays and 30 to 60 minutes on weekends.

Continuous facilities (sidewalks and crosswalks) are provided between the project site and the Route 64 transit stops. The traffic signal at the Lincoln Avenue/Coe Avenue intersection includes pedestrian countdown signals and this signalized intersection would provide access to the northbound Route 64 bus. The location of the Route 64 transit stops near the project site are shown on **Exhibit 7**.

VTA operates the VTA light rail line system that extends from south San Jose to the northern areas of San Jose, Santa Clara, Milpitas, Mountain view and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during most of the day.

The nearest light rail station to the project site is the Race Street Station, which is location about two-thirds of a mile walking distance north of the project site. The Race Street Station is located on the Mountain View-Winchester light rail line.

Bus transit line 64 that serves Lincoln Avenue and Coe Avenue provides service to downtown San Jose and other light rail stations that provide systemwide access to the light rail. Bus transit line 64 also provides access to the San Jose Diridon station. The Diridon station is the interface to regional train service provided by Caltrain, Altamont Commuter Express and Amtrak. Caltrain provides commuter rail service between San Francisco and Gilroy seven days a week. The Altamont Commute Express (ACE) provides commuter passenger train service between Stockton and San Jose during the weekdays. Amtrak provides daily commuter passenger train service on the Capitol Corridor between the Bay Area and Sacramento with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin and Auburn. The Amtrak Coast Starlight train provide daily passenger train service between Los Angeles and Seattle.

Existing Traffic Volumes and Travel Speeds

Lincoln Avenue / Glen Eyrie Avenue Peak Hour Traffic Counts

The existing peak hour volumes at the Lincoln Avenue / Glen Eyrie Avenue intersection are shown on **Exhibit 10**. The peak period counts were conducted on Wednesday, January 16, 2019. The vehicle, truck, pedestrian and bicycle counts for the two-hour AM and PM peak commute periods are included as **Attachments B-1 to B-5**.

Existing Project Site Driveway Volumes

Three driveways serve the four existing residential units on the project site. The driveways were manually counted between 7:00 am and 9:00 am and between 12:00 noon and 6:00 pm on May 23, 2019 to establish the existing trip generation during the AM and PM peak hours and to provide a count of the existing daily trip generation. It is recognized that the partial count of 8 hours does not provide a full 24-hour count of the driveways, but it provides a count for the periods of the day that typically experience the highest trip generation for residential uses.

The peak hour volumes at the existing project site driveways during the 7:00 am to 8:00 am and during the 4:45 pm to 5:45 pm peak hours of the Lincoln Avenue / Glen Eyrie Avenue intersection are shown on **Exhibit 10**. The count of the existing driveways is included as **Attachment B-6**.

Daily Traffic Volumes

The City of San Jose requested the collection of 24-hour traffic volumes on Glen Eyrie Avenue at the project site. **Exhibit 11** shows the daily traffic volume carried on Glen Eyrie at the project site. The counts were performed using machine tube counters on the Tuesday, Wednesday and Thursday period between May 21, 2019 through May 23, 2019. The machine tube count data is included as **Attachments B-7** and **B-8**. During the three-day count period, Glen Eyrie Avenue carried an average of 1,969 vehicles per day.

Glen Eyrie Avenue Travel Speeds

The City of San Jose requested the collection of travel speeds on Glen Eyrie Avenue at the project site. Travel speeds on Glen Eyrie Avenue at the project site were collected using the machine tube counter that was installed on Glen Eyrie Avenue between May 21st and May 23rd. Vehicle speeds on Glen Eyrie Avenue were recorded for the entire three-day count period. **Attachments B-7 through B-8** includes the travel speed data summarized by hour of day for each of the count days. The 85th-percentile speed in the both directions of travel during the three-day survey period was 26.2 miles per hour.

The posted speed limit of 25 mph for Glen Eyrie Avenue is appropriate based on the 85th-percentile speeds recorded for the street. Where speed limits are established using speed measurements rather than State statutory limits, the speed limit is established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic. (California MUTCD Section 2B.13-12a). For an 85th-percentile speed of 26.2 mph, a posted speed limit of 25 mph would be appropriate.

In addition, the measured speed on Glen Eyrie Avenue would not meet threshold criteria documented in the City of San Jose *Traffic Calming Toolkit* for implementation of comprehensive traffic calming projects. To meet the threshold criteria for consideration of a comprehensive traffic calming project, the 85th-percentile speed would have to be 33 mph or more.

Field Observations

Predominant traffic flow on the Lincoln Avenue is northbound during the AM peak period and southbound during the PM peak period. Predominant traffic flow on the Glen Eyrie Avenue is eastbound during the AM peak period and westbound during the PM peak period.

Vehicle Queues

Vehicle queues at the Lincoln Avenue/Glen Eyrie Avenue intersection were observed and recorded during the peak period intersection turning movement count.

Eastbound Glen Eyrie Avenue approach: On the eastbound Glen Eyrie Avenue approach to Lincoln Avenue, the highest vehicle queue observed during the AM peak period was six vehicles, which occurred for a short period during the 7:45 am to 8:00 am period. During the PM peak period, the highest vehicle queue observed on the eastbound Glen Eyrie Avenue approach to Lincoln Avenue was five vehicles, which occurred once during the 5:00 pm to 5:15 pm period and once during the 5:15 pm to 5:30 pm period. Otherwise, there was no vehicle queue on the eastbound approach of Glen Eyrie Avenue to Lincoln Avenue during the AM and PM peak periods, or when there was a vehicle queue, the queue was typically two to four vehicles during the AM peak period and two to four vehicles during the PM peak period.

Southbound Lincoln Avenue approach: A vehicle queue on southbound Lincoln Avenue was observed to extend from the Willow Street intersection to and/or through the Glen Eyrie Avenue intersection three times during the PM peak period and no times during the AM peak period. The backups occurred once between 4:30 pm and 4:45 pm and twice between 4:45 pm and 5:00 pm. The length of time the Lincoln Avenue/Glen Eyrie Avenue intersection was blocked was relatively short each time, with the blockage time length related to the amount of red time provided to the southbound Lincoln Avenue approach at Willow Street. The southbound vehicle queue on Lincoln Avenue consistently extends from Willow Street through the intersection at Garfield Avenue throughout the PM peak hour.

Northbound Lincoln Avenue approach: The Lincoln Avenue/Coe Avenue intersection is signalized and is located approximately 150 feet north of the Lincoln Avenue/Glen Eyrie Avenue intersection. Vehicle queues extending from the Lincoln Avenue/Coe Avenue intersection on the northbound Lincoln Avenue approach frequently extend through the Glen Eyrie Avenue intersection during the peak commute periods. The disruption to vehicle operations at the Lincoln Avenue/Glen Eyrie Avenue intersection does not appear significant, however.

Vehicle queues in the northbound Lincoln Avenue left turn lane at Glen Eyrie Avenue was observed to be relatively small throughout both the AM and PM peak periods. During the PM peak period, a queue of five vehicles occurred once between 4:45 PM and 5:00 PM. Between 5:00 PM and 5:15 PM, one queue of three vehicles and one queue of two vehicles occurred. Otherwise, for most of the AM and PM peak periods, there was no queue or queue of one vehicle in the northbound left turn lane.

Sight Distance

Intersection sight distance was evaluated for the Lincoln Avenue/Glen Eyrie Avenue intersection. Intersection sight distance should be provided so that drivers of stopped vehicles have sufficient view to allow them to enter or cross the intersecting street. The required sight distance for an entering or a crossing vehicle should be at least equal to the stopping sight distance of the intersecting street traffic. The posted speed limit on Lincoln Avenue is 25 mph and the design speed for the sight distance analysis is 30 mph. The stopping sight distance for a design speed of 30 mph is 200 feet.

While the minimum sight distance required is 200 feet, it is desirable to provide longer intersection sight distance to ensure entering and crossing vehicles can enter the major street without causing vehicles on the major street to slow or stop. For the right turn maneuver from the stop-controlled approach, a sight distance of 290 feet (looking to the left) is desirable and for the left turn maneuver, a sight distance of 320 feet (looking to the right) is desirable.

Caltrans standards recommend the setback for the driver of the vehicle on the minor street approach be a minimum of 10 feet plus the shoulder width of the major street, but not less than 15 feet. Line of sight for passenger vehicles is determined from a 3 and 1/2 -foot height at the location of the driver of the vehicle in the center of the minor street approach to a 3 and 1/2-foot object height in the center of the approaching lane of the major street. This provides for reciprocal sight by both vehicles.

The sight line between a vehicle on the minor street approach looking to the left extends into the Lincoln Avenue/Coe Avenue intersection, a distance of about 210 feet. Looking to the left, the minimum sight distance of 200 feet would be met, but the desirable distance of 290 feet would not be met. The sight line is obstructed during periods when a transit bus is stopped at the transit stop located on the southbound Lincoln Avenue, north of Glen Eyrie Avenue. Freight unloading also occurs in this area and trucks stopped at the curb would also obstruct the sight line to the north.

The sight line between a vehicle on the Glen Eyrie Avenue approach looking to the right is 260 feet. Looking to the right, the minimum sight distance of 200 feet would be met, but the desirable distance of 320 feet would not be met.

3 CEQA TRANSPORTATION ANALYSIS

Projects that meet screening criteria established by the City are not required to complete a CEQA transportation analysis. The City's screening criteria for projects that are expected to result in less-than-significant VMT impacts are based on project description, characteristics and/or location. The project meets the screening criteria for VMT analysis exemption under small infill projects of 25 multi-family housing units or less and is not required to complete a detailed CEQA transportation analysis. The screening criteria are shown on **Exhibit 3**. The discussion in this section is provided for informational purposes only at the request of the City of San Jose.

Vehicle-Miles Traveled Analysis

The VMT metric is used to evaluate the project's transportation impact under CEQA. Impacts are established by comparing the project's VMT against the VMT thresholds of significance established in the Transportation Analysis Policy. The project's VMT is calculated using the *San Jose VMT Evaluation Tool*. As previously stated, the VMT per capita significance threshold for the CEQA impact analysis is 10.12.

The project proposes to provide 48 vehicle parking spaces and 34 bicycle parking spaces. The project is subject to the City's inclusionary housing policies and would pay in-lieu fees instead of offering affordable housing units if the project was managed as a rental complex. As of now, the it is anticipated that the units will be offered for-sale. To provide a worst-case analysis of VMT, zero percent of the units were analyzed as low-income units.

The project VMT is 8.16 and the area VMT is 8.18. The project VMT is essentially the same as the VMT for the neighborhood area and the VMT generated by the project would, therefore, be consistent with the VMT of the surrounding neighborhood. The project VMT as well as the area VMT is lower than the citywide average per-capita VMT of 11.91 likely because of the complementary land uses (retail) located within walking distance on Lincoln Avenue and opportunities for the use of transit, bicycles and other non-auto modes of travel.

The project VMT (8.16) is lower than the CEQA VMT threshold of significance (10.12) and, therefore, the project would not have a VMT impact. The VMT report is presented in **Attachment A**.

4 LOCAL TRANSPORTATION ANALYSIS

This section describes the Local Transportation Analysis, which includes the trip generation, trip distribution, and trip assignment analyses; intersection operations analysis for the Existing Plus Project scenario; site operations analysis; parking; effects on bicycle, pedestrian and transit facilities, and construction operations.

Project Trip Generation

The trip generation analysis for the project is presented in **Exhibit 12**. Institute of Transportation Engineers (ITE) trip generation rates were utilized to estimate the trip generation for the project. The calculation of peak hour trip generation includes trip credits for the existing site trip generation. The trip credits are based on the manual driveway counts performed at the existing site driveways. The count data for the existing site driveways are presented on **Attachment B-6**.

The trip generation analysis procedures described in the *Transportation Analysis Handbook* allows a 13 percent reduction in the project trip generation given the location of the project (urban low-transit). The reduction would reduce the outbound vehicle trips by one trip in the AM peak hour and one inbound trip during the PM peak hour. The trip generation reduction based on project location was not applied in this analysis to provide a worst-case analysis.

The project will generate a total of 123 net new daily trips, with 7 net new vehicle trips during the AM peak hour (2 inbound & 5 outbound) and 7 net new vehicle trips during the PM peak hour (5 inbound & 2 outbound).

Project Trip Distribution

The vehicle trips generated by existing residential uses on the project site provides data for evaluating a potential trip distribution pattern for the project. For the entire eight-hour period that the existing driveways were observed, 1 trip (11 percent) arrived/departed via the west and 8 trips (89 percent) arrived/departed from the east. During the AM peak period (7:00 am to 9:00 am) and the PM peak period (4:00 pm to 6:00 pm), 1 trip (14 percent) arrived/departed via the west and 6 trips (86 percent) arrived/departed from the east. A trip distribution pattern of 10 percent arriving/departing on Glen Eyrie Avenue to/from the west and 90 percent arriving/departing on Glen Eyrie Avenue to/from the east is recommended for this study. Based upon the distribution of volumes at the Lincoln Avenue / Glen Eyrie Avenue intersection during the AM and PM peak hours, an assignment of 65 percent of the project trips to/from the north and 25 percent to/from the south was utilized. The project trip distribution is as follows:

- o 65% to and from the north via Lincoln Avenue
- o 25% to and from the south via Lincoln Avenue
- o 10% to and from the west via Glen Eyrie Avenue

The project trip distribution is graphically shown on **Exhibit 13**.

Project Trip Assignment

Exhibit 13 shows the assignment of project trips to the Lincoln Avenue/Eyrie Avenue intersection as well as the volume of turning movements that would occur at the project driveways during the AM and PM peak hours.

Existing Plus Project Volumes and Operations

Trips generated by the proposed project were combined with the existing traffic volumes to obtain existing plus project traffic volumes, which are shown in **Exhibit 14**.

Traffic Operations at the Lincoln Avenue/Glen Eyrie Avenue Intersection

On the basis of the visual observations of traffic operations at the Lincoln Avenue/Glen Eyrie Avenue intersection, signalization of the Lincoln Avenue/Glen Eyrie Avenue intersection is not recommended for existing and existing plus project conditions. The traffic signal at the Lincoln Avenue/Coe Avenue intersection creates gaps in southbound Lincoln Avenue at the Glen Eyrie Avenue intersection as the Coe Avenue traffic signal cycles through the signal phases. These gaps in southbound traffic allow turning movements at the Glen Eyrie Avenue intersection to occur when traffic volumes on Lincoln Avenue are otherwise relatively high.

It is estimated that the project would add four vehicle trips during the AM peak hour and two vehicle trips during the PM peak hour to the Glen Eyrie Avenue approach to Lincoln Avenue. The additional trips would not have an adverse effect to the length of vehicle queues on the approach. In addition, the project would add one vehicle trip during the AM peak hour and one vehicle trip during the PM peak hour to the northbound left turn lane on Lincoln Avenue at Glen Eyrie Avenue. This is a minimal volume of new vehicle trips added to the northbound left turn lane and the additional trips would not have an adverse effect to the length of the vehicle queue in the left turn lane.

Traffic Operations at Project Driveways

As shown on the project site plan shown on Exhibit 2a, the project will be accessed from two 20-foot wide driveways on Glen Eyrie Avenue. The westerly driveway will be one-way inbound, and the easterly driveway will be one-way outbound. The minimum required driveway width per the *San Jose Complete Streets Design Standards and Guidelines* for one-way on-site circulation is 16 feet and the width of the proposed driveways will exceed the standard.

Given the level of traffic carried by Glen Eyrie Avenue during the peak periods, no significant traffic operational issues are anticipated at the Glen Eyrie Avenue intersections with the project driveways. The project driveways would be located on a straight and flat section of Glen Eyrie Avenue. There are no horizontal alignment conditions on these roadways that would restrict visibility between the project driveways and vehicles approaching the driveways on Glen Eyrie Avenue.

Two of the existing trees located in the Glen Eyrie Avenue landscape strip along the project frontage will be removed because they are located on the alignments of the two new driveways that will serve the project. The removal of the trees will improve sight distance conditions between vehicles on the project driveways and vehicles traveling on Glen Eyrie Avenue.

As described under Existing Conditions, on-street parking spaces on Glen Eyrie Avenue are typically occupied most of the time and vehicles park relatively close to the existing driveways. These parked vehicles can restrict visibility between the driveways and vehicles approaching the driveways on Glen Eyrie Street.

The project site plan indicates that a new fire hydrant will be installed about 10 feet west of the easterly (outbound driveway). The fire hydrant will create a no-parking zone of about 25 feet on Glen Eyrie Avenue, west of the outbound driveway. This no-parking zone will create a clear space west of the exit driveway that will enhance sight visibility between vehicles exiting the site and vehicles approaching the driveway from the west. It is recommended that short sections of red curbing (driveway red tipping) be installed on the other sections of curbs located immediately adjacent to the project driveways (i.e., east of the outbound driveway, and west and east of the inbound driveway). This will promote better maneuverability into and out of the driveways, further improve visibility between the driveways and vehicles approaching the driveways on Glen Eyrie Avenue and reduce the potential of on-street parked vehicles to intrude into the driveways.

Site Operations Analysis

The project General Site Plan dated September 24, 2019 (Sheet A1.03) prepared by Dahlin was reviewed for this study.

The project will consolidate three existing driveways to two new driveways by removing the existing three driveways and constructing two new driveways, which will reduce street/driveway conflict locations on Glen Eyrie Avenue. The westerly driveway would be operated one-way inbound and the easterly driveway would be operated one-way outbound. The on-site circulation driveway will be operated one-way, in the counter-clockwise direction.

Exhibit 14 shows the AM and PM peak hour turning movement volumes at the project driveways, including the through volumes on Glen Eyrie Avenue. The turning volumes at the driveways during the peak commute hours are relatively small and no capacity related operational issues are anticipated at the project driveways during the peak hour commute hours.

The project proposes changes to the frontage of the site that will enhance sight distance at the project exit driveways. **Exhibit 15** shows the proposed changes to the project frontage including the location of the project driveways. To provide for the two project driveways, two of the existing trees located in the landscaping strip will be removed. In addition, a new fire hydrant will be installed about 10 feet west of the outbound driveway. The fire hydrant will create a no-parking zone on Glen Eyrie Avenue where vehicles would not park. The relocation of the driveways, including the removal of two trees, and the addition of the no-parking area at the fire hydrant will improve sight visibility at the exit driveway.

The site layout provides for continuous circulation with no dead-end aisles. Visitor parking is provided along the southern boundary of the site with sufficient area provided behind the spaces to enter and exit the parking spaces.

Aisle width and turn radii within the site appear to provide sufficient width for the circulation and operation of large vehicles including garbage trucks and fire trucks. The site plan provides at least 24 feet of clear space at the garage doors for the refuse container pick-up operation. The 34 foot inside and 50 foot outside radii of the driveway horizontal curve at the southern portion of the site meets the design requirements of fire trucks and solid waste trucks.

On-site circulation will be adequate for the project. The turning volumes at the driveways during the peak commute hours are relatively small and no capacity related operational issues are anticipated at the project driveways during the peak hour commute hours.

Parking

Parking provided on the site was evaluated based on the City of San Jose parking standards (San Jose Municipal Code Chapter 20.90, Table 20-190). **Exhibit 16** provides a tabulation of the parking requirement for the project. Based on the City's parking standards, 48 motor vehicle parking spaces would be required for the project.

The project would provide 48 parking spaces with 36 spaces provided in two-car parking garages with each residential unit and 12 visitor parking spaces. The 12 visitor parking spaces would be provided on the southerly portion of the site with 11 spaces facing the south property boundary and the 12th space located as a parallel parking space along the project driveway. The dimensions of the parking spaces meet the requirements set forth in Table 20-220 of Section 20.90.100 of the Municipal Code (8.5 feet by 17 feet spaces for uniform car spaces). The parking for the project layout will be adequate.

The City requires one bicycle parking space per four living units. The bicycle parking requirement is five spaces. According to information on the project site plan, the project will provide six bicycle parking spaces for guests in addition to 28 parking spaces provided in the garages of the residential units (two bike parking spaces for 14 units, unit types B, C and D). Therefore, the bicycle parking provided by the project will be adequate.

Bicycle, Pedestrian and Transit

To achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled, a goal of the City's General Plan is that all development projects accommodate and encourage the use of non-automobile transportation modes.

Pedestrian Access and Circulation

There are no improvements to pedestrian facilities (sidewalks, crosswalks and pedestrian signals at signalized intersections) planned in conjunction with the development of the project. The project will remove the three existing driveways serving the site, replacing them with two driveways. The driveway construction will require reconstructing the sidewalk along the project frontage and the sidewalk will be reconstructed as necessary to conform with the existing sidewalk design.

The existing network of sidewalks and crosswalks in the vicinity of the project site provides good connectivity to the Lincoln Avenue commercial corridor, the residential area west and south of the project site and transit stops located on Lincoln Avenue and Coe Avenue. The existing sidewalk on Glen Eyrie Avenue would provide pedestrian access to the site. Pedestrian access between the Glen Eyrie Avenue sidewalk and the entries to the project units is facilitated by 4-foot wide sidewalks.

The network of pedestrian facilities in the project vicinity is sufficient to serve the project. The on-site pedestrian facilities are adequate for the project.

Bicycle Access and Circulation

The project is not proposing any modifications to the existing bicycle facilities provided in the vicinity of the project. Glen Eyrie Avenue is a Class III facility for its entire length. Class II bike lanes are currently provided on Lincoln Avenue.

On-site bicycle circulation will be achieved using the on-site driveway. Six bicycle parking spaces will be provided at the southerly portion of the site and bicycle parking space will be provided in 14 of the 18 units.

The existing bicycle facilities network is adequate to serve the project. On-site bicycle circulation will be adequate.

Transit

The project location is located in close proximity to local bus transit service. Bus transit route 64 operates on Lincoln Avenue and provides service between Almaden light rail station and McKee and White Roads via downtown San Jose. Route 64 provides service to the light rail stations located in that downtown area that provide access to the light rail systemwide. Route 64 also provides access to the Diridon station that provides access to regional rail service.

Continuous pedestrian facilities (sidewalks and crosswalks) are provided between the project site and the Route 64 transit stops. The traffic signal at the Lincoln Avenue/Coe Avenue intersection includes pedestrian countdown signals and this signalized intersection would provide access to the northbound Route 64 bus. The northbound Route 64 stop on Coe Avenue is located approximately 670 feet from the project site and the southbound Route 64 stop on Lincoln Avenue is located about 600 feet from the project site.

The project is not expected to generate a significant increase in demand for transit services. It is estimated that the small increase in transit demand generated by the project could be accommodated by the existing transit service.

Neighborhood Interface

The land use and trip generation characteristics of the project are consistent with the existing residential uses on Glen Eyrie Avenue. Based upon observations of existing traffic patterns on Glen Eyrie Avenue, an estimated 10 to 15 percent of the project traffic generation would arrive and depart via Glen Eyrie Avenue to/from the west. This would increase the number of trips traveling on Glen Eyrie Avenue through the neighborhood to the west by 12 to 18 trips per day. Based upon the existing traffic volume on Glen Eyrie Avenue at the project site, which is approximately 2,000 vehicles per day, the vehicles added by the project to Glen Eyrie Avenue west of the project would not have an adverse effect.

The project would not change the pedestrian and bicycle facilities that are currently provided in the area of the project. Sidewalks are currently provided on all near-by residential streets near the project with the exception of street sections that directly front Los Gatos Creek. Glen Eyrie Avenue is currently marked as a Class III shared use bicycle facility. As previously discussed, a continuous sidewalk is provided on street frontages and crosswalks are provided at intersections on the pedestrian route between the project site and the nearest public elementary school, River Glen School.

Construction Operations

Project construction will generate employee trips, truck trips associated with site demolition and delivery of material and miscellaneous trips associated with inspections and service trips to the site. Three driveways currently serve the site that would allow large trucks to park on-site during early construction activities including demolition. Ultimately, the project driveways and on-site circulation driveway will be constructed that will allow trucks that are delivering material to park and circulate on-site when delivering materials.

There may be periods of time during demolition and construction when parking large trucks on-site may not be feasible and the trucks would park on Glen Eyrie Avenue. Should it be necessary to park on Glen Eyrie Avenue for short periods of time for delivery of supplies, at least one travel lane should remain open on Glen Eyrie Avenue and a flagman should be used to control traffic on Glen Eyrie Avenue. Should it be necessary to park a large truck on Glen Eyrie Avenue for an extended period of time during demolition or construction, the truck should be parked at the curb to maintain two lanes for travel on Glen Eyrie Avenue. The project applicant should coordinate the posting of NO PARKING, TOW-AWAY signs as needed for vehicle staging or construction activities with the City of San Jose.

Recommendations

The following improvements are recommended:

1. It is recommended that short sections of red curbing (driveway red tipping) be installed on the sections of curbs located immediately adjacent to the project driveways (i.e., east of the outbound driveway, and west and east of the inbound driveway). The planned new fire hydrant will create a no-parking zone about 25 feet in length west of the outbound driveway.
2. Maintain at least one lane of travel on Glen Eyrie Avenue with appropriate traffic control during the delivery of supplies and materials during construction. Coordinate implementation of on-street parking restrictions along the project frontage during construction with the City of San Jose.

5 CONCLUSIONS

This study was conducted to identify the potential transportation impacts related to the proposed development of the Glen Eyrie Avenue residential project located at 64-70 and 80-82 Glen Eyrie Avenue in San Jose, California. The proposed development project would replace four existing residential units with 18 multi-family units.

The project meets the screening criteria for Vehicle Miles Traveled (VMT) analysis exemption under small infill projects of 25 multi-family housing units or less and is not required to complete a detailed CEQA transportation analysis. A CEQA VMT impact analysis is included in the report for informational purposes only. The project is required to complete a Local

Transportation Analysis (LTA) to identify any potential adverse effects on transportation resulting from the project.

CEQA Transportation Impacts

The VMT analysis determined that the project would not have a VMT impact.

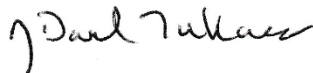
Local Transportation Analysis

On the basis of the Local Transportation Analysis documented in this letter that includes analysis of project trip generation, trip generation, and trip assignment; for informational purposes, weekday AM and PM peak hour traffic volumes at the Lincoln Avenue/Glen Eyrie Avenue intersection for the Existing and Existing With Project scenarios; site operation; parking; bicycle, pedestrian and transit service; neighborhood interface; construction operations; sight distance and vehicle queuing at the Lincoln Avenue/Glen Eyrie Avenue intersection, the study recommendations are as follows:

1. It is recommended that short sections of red curbing (driveway red tipping) be installed on the sections of curbs located immediately adjacent to the project driveways (i.e., east of the outbound driveway, and west and east of the inbound driveway). The planned new fire hydrant will create a no-parking zone about 25 feet in length west of the outbound driveway.
2. Maintain at least one lane of travel on Glen Eyrie Avenue with appropriate traffic control during the delivery of supplies and materials during construction. Coordinate implementation of on-street parking restrictions along the project frontage during construction with the City of San Jose.

If you have any questions regarding this analysis or need additional information, please do not hesitate to contact me. Thank you for the opportunity to assist you with this project.

Sincerely,



J. Daniel Takacs, TE
Traffic Engineer