

ATTACHMENT 18:

Hexagon Transportation Consultants, Inc. 2019. *Transportation Analysis for 750 W. San Carlos Street Residential Development.* October.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

750 W. San Carlos Street Residential Development

Transportation Analysis

Prepared for:

The DANCO Group of Companies

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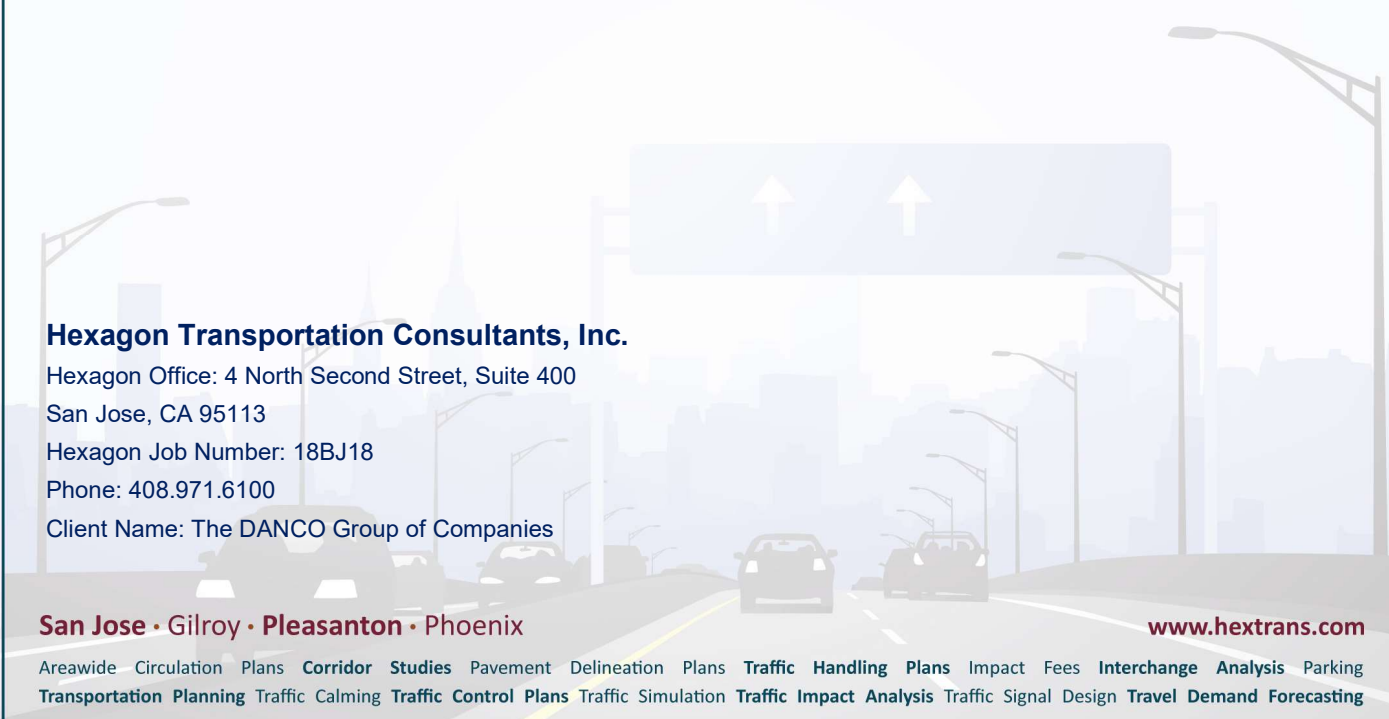


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Executive Summary

This report presents the results of the transportation analysis conducted for a proposed residential development at 750 W. San Carlos Street in San Jose, California. The project site is located within the Diridon Station Area Plan (DSAP) boundary. As proposed, the project would replace a vacant commercial building on the site with 80 multi-family homes. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential development.

The potential 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. Based on the City of San Jose’s Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). VMT is defined in Chapter 1 of this report. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The project VMT calculated by the San Jose VMT Evaluation Tool (“sketch tool”) is 4.96 per capita, which is well below the threshold of 10.12 VMT per capita. Therefore, the project would not result in a significant transportation impact on VMT.

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates and appropriate trip adjustments, the project would generate 280 new daily vehicle trips, with 18 new trips occurring during the AM peak hour and 22 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 5 new inbound and 13 new outbound trips during the AM peak hour, and 13 new inbound and 9 new outbound trips during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area.

Recommendations

- Provide a 26-foot wide driveway in order to meet the City's standard.
- Provide 50 feet of inbound vehicle stacking space at the project driveway by relocating the security gate 25 feet farther into the parking garage. Note that with this improvement, one handicapped parking stall (parking stall #1 on the site plan) would be located outside the security gate.
- The project applicant should coordinate with City staff to determine the best on-street location for loading activities to occur.
- The project applicant should coordinate with City staff to determine the best on-street location for garbage collection activities to occur.
- The project should either provide the necessary fire access and clearance or consider the fire variance process for mitigation of non-compliance.
- The project would be required to make a fair share contribution toward the planned pedestrian improvements at the Dupont Street railroad crossing.
- The project should either provide 11 additional motorcycle parking spaces to meet the City's motorcycle parking requirement or coordinate with City staff to determine if the project qualifies for a reduction in the number of required motorcycle parking spaces.

1. Introduction

This report presents the results of the transportation analysis conducted for a proposed residential development at 750 W. San Carlos Street in San Jose, California (see Figure 1). The project site is located within the Diridon Station Area Plan (DSAP) boundary. As proposed, the project would replace a vacant commercial building on the site with 80 multi-family homes. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential development. The site plan is shown on Figure 2.

The potential 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. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA).

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level 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. All new projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1. The new Transportation Analysis Policy took effect on March 29, 2018.

The new Transportation Analysis Policy 5-1 aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following policies:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);

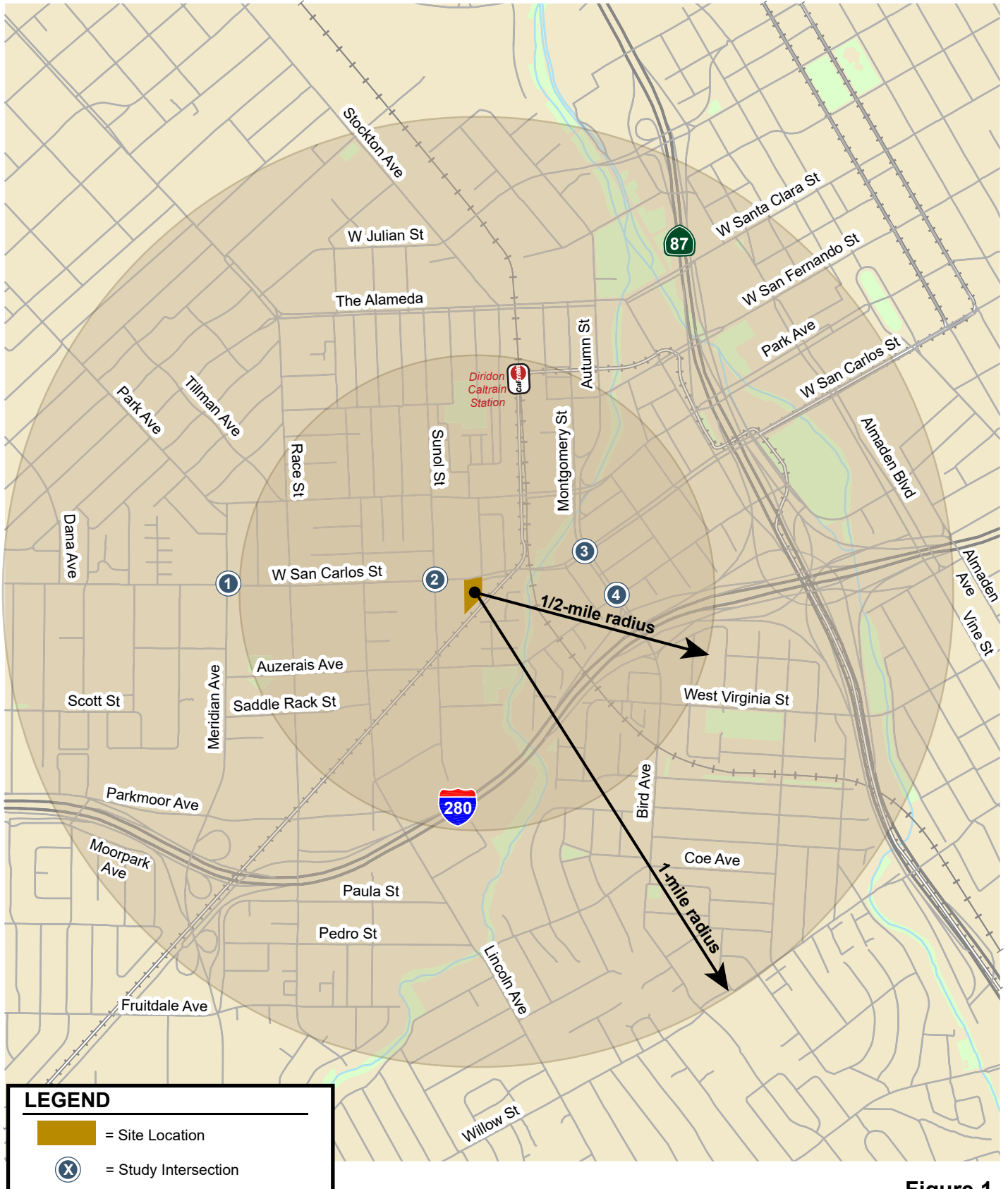


Figure 1
Site Location and Study Intersections

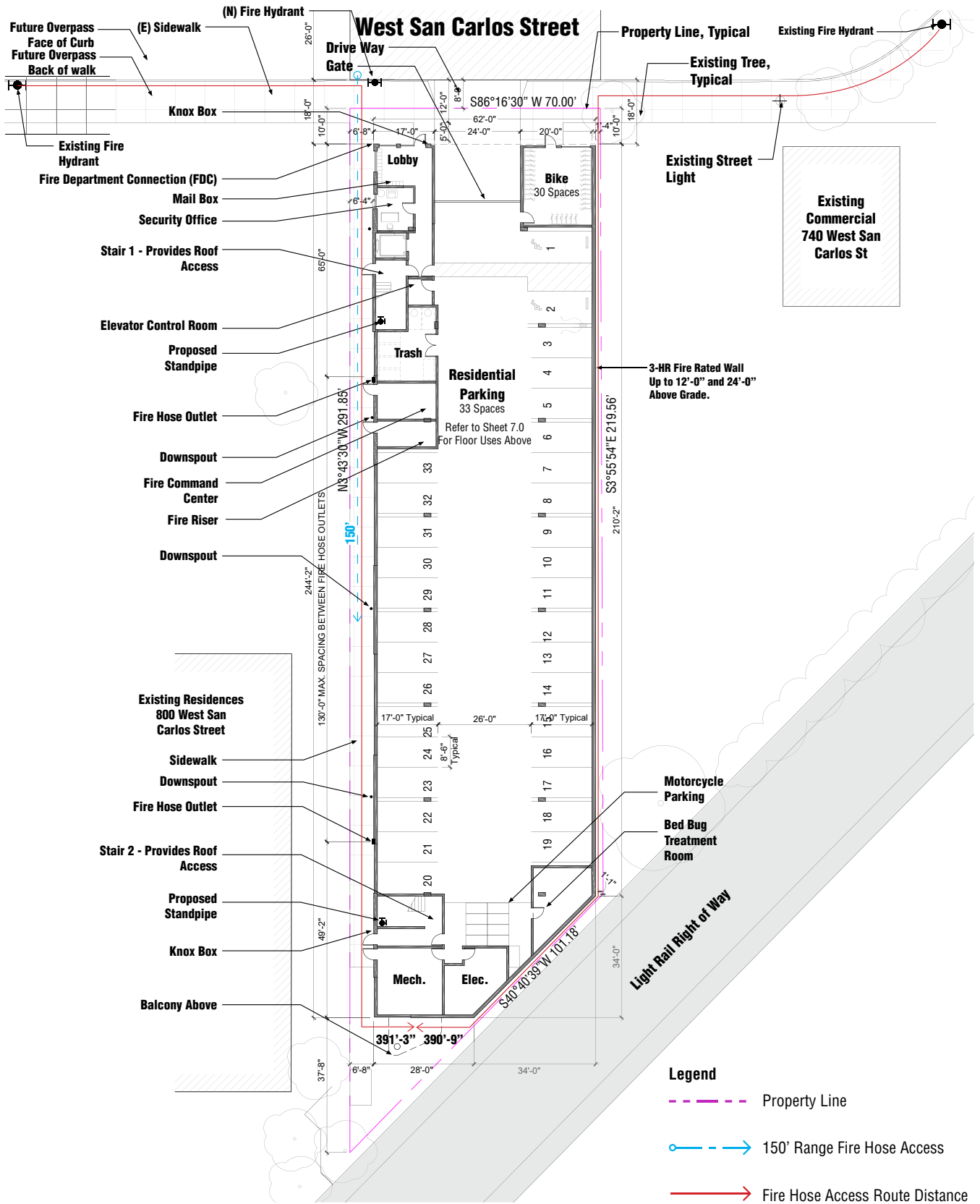


Figure 2
Site Plan

- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- 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 bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- 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);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- 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, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);

- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- 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 Urban Villages and other Growth Areas (TR-8.6);
- 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);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

Diridon Station Area Plan

The project site is designated *Transit Residential* on the Land Use/Transportation Diagram of the Envision San Jose 2040 General Plan and is located within the Diridon Station Area Plan (DSAP) boundary. Specifically, the site is located in the DuPont/McEvoy Block of the DSAP, which allows development densities of between 65 and 250 dwelling units per acre (DU/AC). Sites that are designated Transit Residential in the DSAP have a minimum residential density of 65 dwelling units to the acre to facilitate the development of residential densities that are supportive of the planned High Speed Rail (HSR) and Bay Area Rapid Transit (BART) systems and the existing Caltrain system. Furthermore, while the upper density maximum is 250 DU/AC, the densities on Transit Residential properties are not anticipated to exceed a density of 175 DU/AC given the FAA airport approach zone height limits and the urban design guidelines of the DSAP.

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on Vehicle Miles Traveled (VMT) based on project description, characteristics, and/or location. 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. 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 service in the project vicinity.

A project's VMT is compared to the appropriate 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 to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have the project VMT lower than the average area VMT, while a project located in a suburban area is expected to generate project VMT higher than the average area VMT.

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 residential, office, and industrial projects with local traffic. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location and type of development.

The thresholds of significance for development projects, as established in the Transportation Analysis Policy 5-1, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figures 3 and 4 show the current VMT levels estimated by the City for residents and workers, respectively, based on the locations of residences and jobs. 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 CEQA transportation analysis of the project includes a project-level VMT impact analysis using the City's sketch tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

Screening for VMT Analysis

The City of San Jose's *Transportation Analysis Handbook, 2018* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The project does not meet the screening criteria because it would include more than 25 multi-family attached homes and would be located outside the downtown core area of San Jose. Accordingly, the sketch tool was used to estimate the project VMT (see Chapter 3).

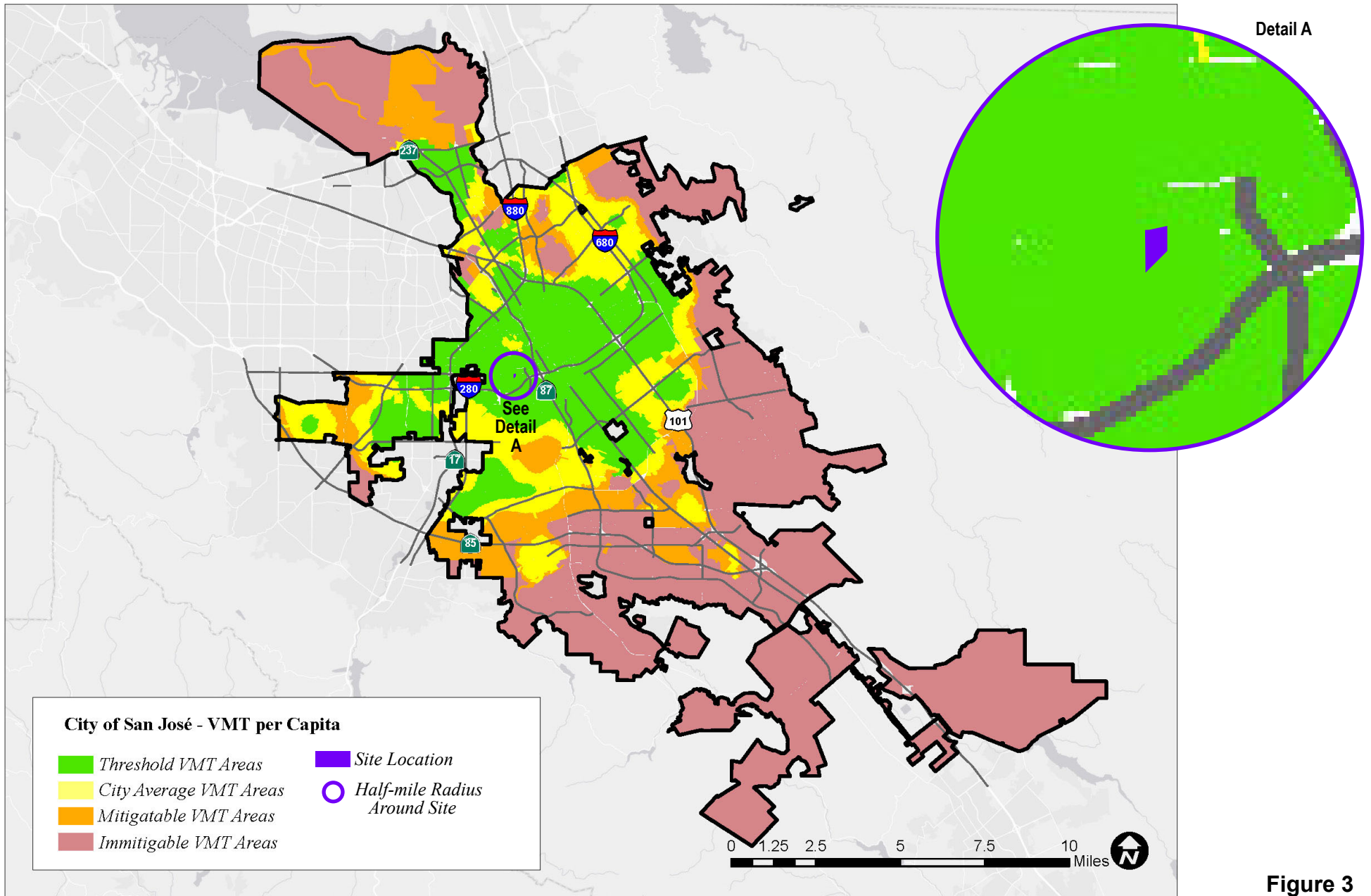


Figure 3
VMT Heat Map for Residents in San Jose

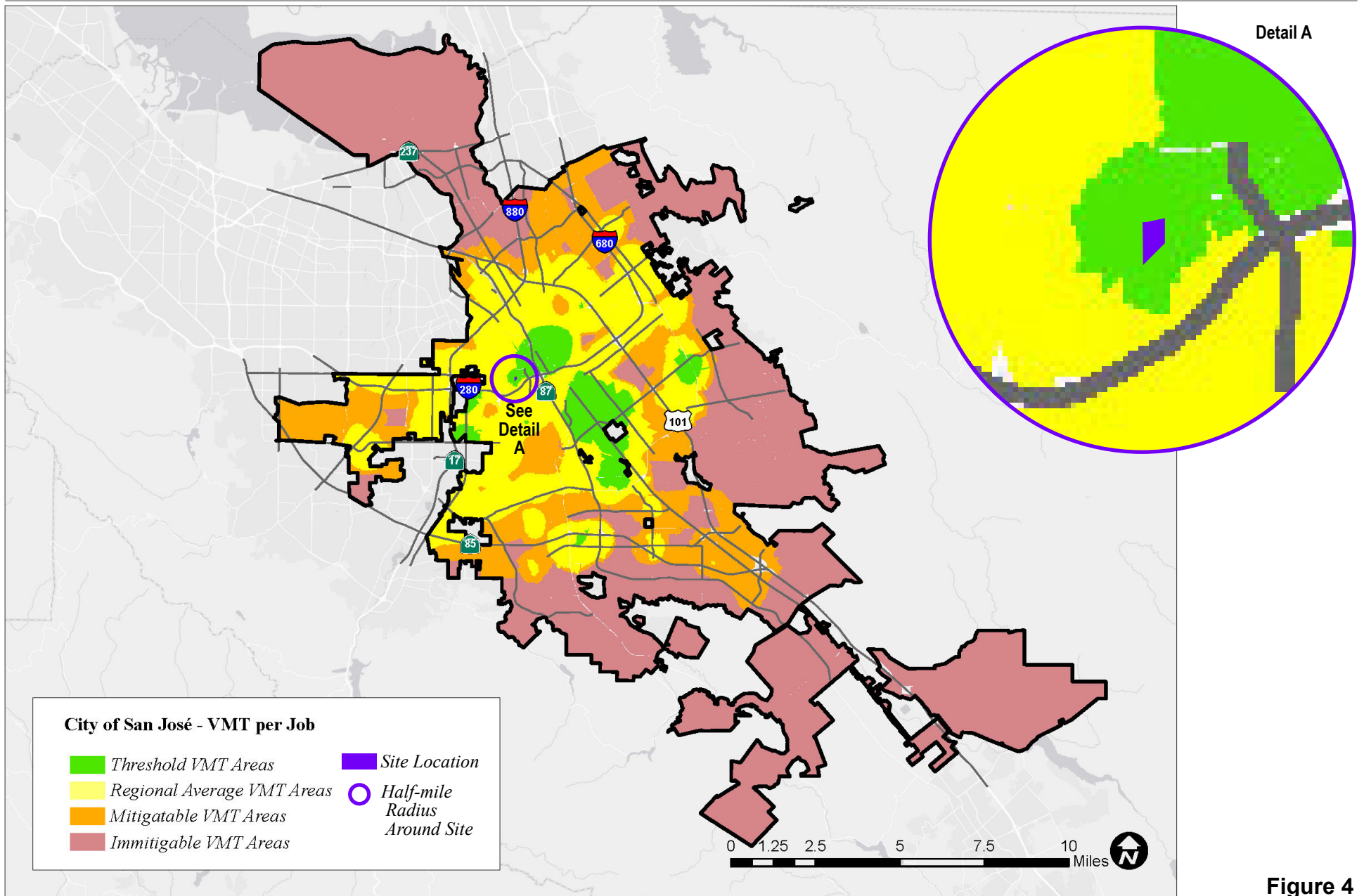


Figure 4
VMT Heat Map for Workers in San Jose

Local Transportation Analysis Scope

The Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project.

As part of the LTA, a project is typically required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site and is currently operating at LOS D or worse. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook*, a list of study intersections is developed. Signalized intersections that do not meet all the criteria may still be added to the list of study intersections at the City's discretion. Based on this approach, City of San Jose staff have requested a level of service analysis of AM and PM peak hour traffic conditions for four signalized intersections near the site. The signalized study intersections are listed below.

Study Intersections:

1. Meridian Avenue and San Carlos Street
2. Sunol Street and San Carlos Street
3. Bird Avenue and San Carlos Street (CMP intersection)
4. Bird Avenue and Auzerais Avenue

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose and new manual turning-movement counts conducted on September 10, 2019 (see Appendix A). The new count data have been reviewed and approved by City of San Jose Department of Transportation staff for use in this traffic study. The signalized study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.
- **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 added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix B.
- **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 plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes an analysis of site access, on-site circulation, vehicle queuing, and effects to transit, bicycle, and pedestrian facilities.

VMT Analysis Methodology

Methodology

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 residential, office, and industrial projects with local traffic. 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. Because the proposed project is a small residential development that would generate local traffic, the sketch tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

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 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 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.

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

Table 1 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. The VMT impact thresholds are 15 percent below the regional average for office developments and 15 percent below the citywide average for residential developments. Thus, projects that include general employment uses (office) are said to create a significant adverse impact when the estimated project generated VMT exceeds the existing regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.21 VMT per employee. 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. Currently, the reported citywide average is 11.91 VMT per capita. This equates to a significant impact threshold of 10.12 VMT per capita.

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

Table 1
VMT Thresholds of Significance for Development Projects (March 2018)

| Project Types | Significance Criteria | Current Level | Threshold |
|--|--|---|-------------------------------------|
| Residential Uses | Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, <u>or</u> existing regional average VMT per capita minus 15 percent, whichever is lower. | 11.91 VMT per capita (Citywide Average) | 10.12 VMT per capita |
| General Employment Uses | Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent. | 14.37 VMT per employee (Regional Average) | 12.21 VMT per employee |
| Industrial Employment Uses | 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 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 / 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 Jose, 2018 *Transportation Analysis Handbook*, Table 2.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

All study intersections are located within the City of San Jose and were evaluated based on the City of San Jose level of service standard.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, new traffic counts, the City of San Jose, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing

- a list of approved and planned projects

Analysis Methodologies and Level of Service Standard

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.

Signalized Intersections

The signalized study intersections are subject to the City of San Jose's level of service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of San Jose methodology employs the CMP defaults values for the analysis parameters. The City of San Jose level of service standard for intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 2.

Table 2
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 |

Source: Transportation Research Board, *2010 Highway Capacity Manual*, (Washington, D.C., 2010).

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2018*, an adverse effect on intersection operations would occur 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 (4) 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.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a “trip cap”) to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations is typically supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements or stop-controlled approaches. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. However, since the project would not add a noteworthy number of trips (typically 10 new peak hour vehicle trips or more per hour per lane) to the left-turn movements at any of the study intersections, an intersection queuing/left-turn pocket storage analysis was not prepared. Based on the project trip generation estimates and the distribution of trips (see Chapter 4), the maximum number of project-generated vehicle trips added to any single left-turn movement at the study intersections would equate to 4 peak hour vehicle trips per lane.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis and cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis (LTA) including the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, transit service, and bicycle and pedestrian facilities. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities.

VMT of Existing Land Uses

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 residential, office, and industrial projects. Based on the sketch tool and the project’s APN, the existing VMT for residential uses in the project vicinity is 6.72 per capita, and the existing VMT for employment uses in the project area is 12.08 per employee. The current citywide average VMT for residential uses is 11.91 per capita and the regional average VMT for employment uses is 14.37 per employee (see Table 1 in Chapter 1). Thus, the VMT levels of existing residential uses in the project vicinity are lower than the citywide average VMT levels, and the VMT levels of existing employment uses in the project vicinity are lower than the regional average VMT levels. The sketch tool summary report for the project is included in Chapter 3.

Existing Roadway Network

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

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

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

Meridian Avenue is a two- to four-lane north/south City Connector Street that runs from Camden Avenue in South San Jose northward to Park Avenue, where it terminates. Automobiles, bicycles, pedestrians and trucks are prioritized equally on City Connector Streets. Within the study area,

Meridian Avenue has a posted speed limit of 35 mph. Meridian Avenue provides access to and from I-280 and provides site access via San Carlos Street. Sidewalks are located on both sides of the street.

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

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

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

Bird Avenue is a four- to six-lane north-south City Connector Street that provides direct access to I-280. Bird Avenue extends from the Willow Glen area of San Jose to Park Avenue, where it splits into a pair of one-way streets – Montgomery Street (southbound) and Autumn Street (northbound). Bird Avenue has a posted speed limit of 35 mph and provides site access via San Carlos Street and Auzerais Avenue. Sidewalks are located on both sides of the street.

Park Avenue is a Local Connector Street in the vicinity of the project site providing direct access to SR 87. Park Avenue extends east to west from Market Street to Meridian Avenue where it bends to the north, terminating at Santa Clara University. Between Market Street and Delmas Avenue, Park Avenue consists of four lanes. Park Avenue narrows to two lanes between Delmas Street and Montgomery Street, and widens back to four lanes from Montgomery Street to Sunol Street. Park Avenue consists of two lanes from Sunol Street to its terminus at Santa Clara University. Land uses located along Park Avenue are predominantly residential and commercial. Park Avenue has a posted speed limit of 30 mph and provides site access via Sunol Street. Park Avenue has Class II bike lanes between Sunol Street and Montgomery Street, and has sidewalks on both sides of the street.

San Carlos Street is an east-west four-lane Grand Boulevard that extends from San Jose State University westward, ultimately becoming Stevens Creek Boulevard west of Bascom Avenue. Land uses located along San Carlos are generally commercial, with parking provided on both sides of the street in most areas. San Carlos Street is grade separated where it passes over the Southern Pacific Railroad tracks. San Carlos Street has a posted speed limit of 35 mph within the study area and provides direct access to the project site. Sidewalks are located on both sides of the street. As defined by the Envision San Jose 2040 General Plan, Grand Boulevards are identified to serve as major transportation corridors for primary routes for VTA light-rail, bus rapid transit, standard or community busses, and other public transit vehicles. Although Grand Boulevards accommodate all modes of travel, the primary priority is given to public transit.

Auzerais Avenue is a two-lane Local Connector Street that extends east to west from Woz Way to Race Street. Land uses along Auzerais Avenue are residential, commercial and light industrial. The posted speed limit on Auzerais Avenue is 25 mph. Auzerais Avenue provides access to the project site via Sunol Street. Sidewalks are located on both sides of the street, except for the section between Race Street and Sunol Street where some short segments of sidewalk are missing.

McEvoy Street is a short north-south Local Connector Street that connects W. San Carlos Street and Park Avenue. McEvoy Street serves a mix of commercial and light industrial land uses and provides access to and from the site via Dupont Street. McEvoy Street has an assumed speed limit of 25 mph and has a continuous sidewalk on the east side of the street. On the west side of McEvoy Street, approximately one-third of the sidewalk is missing between W. San Carlos Street and Park Avenue.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. There are some segments of roadway (e.g., Auzerais Avenue between Race Street and Sunol Street) where sidewalks are not continuous or are very narrow. Those roadway segments provide access to commercial and light industrial uses. Overall, the existing network of sidewalks has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

The signalized intersections in the study area have curb ramps on all four corners, though some are not up to current ADA design standards. Also, stairs provide access to the sidewalk along the south side of the San Carlos Street bridge, which is not ADA compliant. The City plans to reconstruct/realign this segment of San Carlos Street. The two potential realignment scenarios are discussed in Chapter 4.

Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs and/or Sharrows (shared lane markings) to help guide bicyclists on recommended routes to certain locations.

A connection to the northern segment of the Los Gatos Creek Trail system is located adjacent to the project site with access provided via Dupont Street. The off-street trail begins at San Carlos Street and extends south. From San Carlos Street, the Guadalupe River/Los Alamitos Creek multi-use trail system can be accessed. The Guadalupe River trail system runs through the City of San Jose along the Guadalupe River and is shared with pedestrians and separated from motor vehicle traffic. The Guadalupe River trail is a Class I bikeway (paved trail) from W. Virginia Street in the south to SR 237 in the north. There is another section of the trail a few blocks south of W Virginia Street from Willow Street to Curtner Avenue, which provides access to trails that lead to Almaden Valley in southern San Jose. The trail systems are available for use by pedestrians and bicyclists year round.

The existing on-street bicycle facilities (Class II and Class III facilities) in the project vicinity are shown on Figure 5. Note also that bicycles are allowed on the LRT trains and Caltrain.

Existing Transit Services

Existing transit services in the study area are provided by the VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak and are described below. The transit stations and local VTA bus lines that operate near the project site are shown on Figure 6.

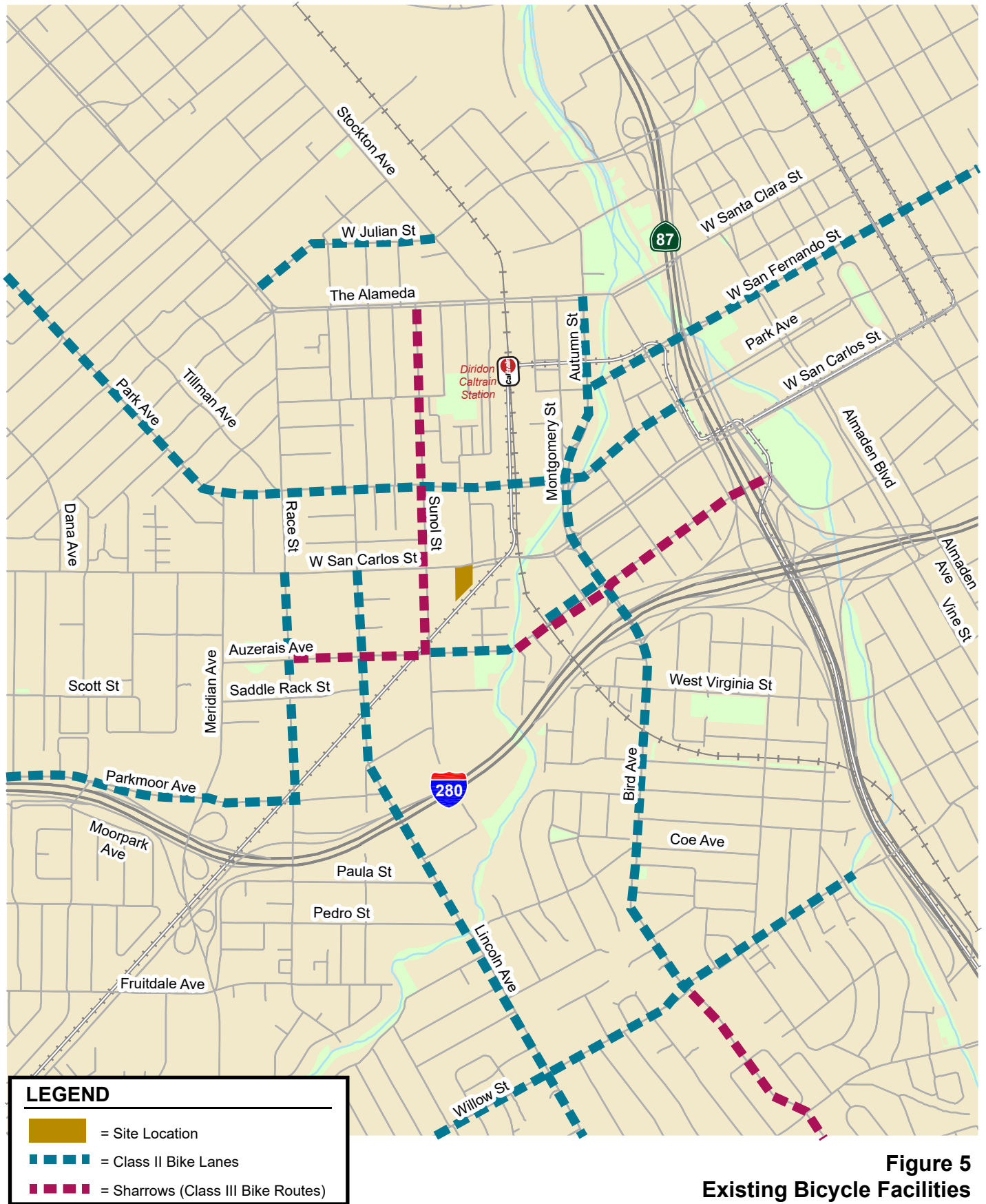


Figure 5
Existing Bicycle Facilities



Figure 6
Existing Transit Services

VTA Light Rail Transit (LRT) Service

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

The Mountain View-Winchester LRT line operates within close proximity of the project site, and provides service between downtown Mountain View, downtown San Jose, and Winchester Boulevard in Campbell. The San Jose Diridon station is located along this LRT line and is served by Caltrain, ACE, and Amtrak. The Diridon station is located within approximately 2,000 feet of the project site.

VTA Bus Service

The VTA bus lines that operate within the study area are listed below in Table 3, including their terminus points, closest scheduled stop, and commute hour headways. Local routes 23, 65 and 81 operate along San Carlos Street. The existing bus stops at the Lincoln Avenue/San Carlos Street intersection are located less than ¼-mile west of the project site and are served by these routes.

Table 3
Existing VTA Bus Service

| Bus Route | Route Description | Closest Stop | Approx. Weekday Hours of Operation | Headway /a/ |
|------------------------|--|--------------------|------------------------------------|-------------|
| Local Route 23 | DeAnza College to Alum Rock Transit Center | Lincoln/San Carlos | 5:20am - 1:00am | 10 - 15 min |
| Local Route 63 | Almaden Expwy & Camden Av to SJSU | Race/San Carlos | 6:15am - 10:25pm | 30 min |
| Local Route 64 | Almaden LRT Station to McKee & White | Bird/San Carlos | 5:20am - 11:20pm | 15 - 30 min |
| Local Route 65 | Kooser & Blossom Hill to 13th & Hedding | Lincoln/San Carlos | 5:45am - 8:00pm | 45 - 60 min |
| Local Route 81 | Moffett Field/Ames Center to SJSU | Lincoln/San Carlos | 6:00am - 9:00pm | 25 - 30 min |
| Limited Stop Route 323 | De Anza College to Downtown San Jose | Bird/San Carlos | 6:15am - 10:40pm | 15 - 20 min |

Notes:
/a/ Approximate headways during commute periods.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The San Jose Diridon Station is located within approximately 2,000 feet of the project site and is served by Caltrain. The Diridon Station provides 16 bike racks, 48 bike lockers, and a bike share station. Caltrain operates a total of 92 weekday trains. Trains stop frequently at the Diridon station between 4:30 AM and 10:30 PM in the northbound direction, and between 6:30 AM and 1:40 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service

The Altamont Commuter Express (ACE) provides commuter passenger train service across the Altamont between Stockton and San Jose during the weekdays. ACE stops at the San Jose Diridon station four times during both the morning and evening commute hours.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, Auburn, and Colfax. The Capitol Corridor trains stop at the San Jose Diridon station seven times during the weekdays between approximately 7:30 AM and 9:00 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.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies. Overall, the intersections in the study area operate adequately during the weekday AM and PM peak hours. However, field observations showed that some operational issues currently occur as described below.

Sunol Street and W. San Carlos Street

During the PM peak hour, the eastbound through movement vehicle queues frequently fail to clear the intersection in one signal cycle length. The eastbound vehicle queues typically take two cycles to clear the intersection. The signal cycle failures that occur are due to the long eastbound vehicle queues that develop at the downstream intersection of Bird Avenue and W. San Carlos Street. Also, during the PM peak hour illegal eastbound and westbound U-turns were observed. Illegal U-turns were not observed during the AM observation period.

Bird Avenue and W. San Carlos Street

During the AM peak hour, the northbound left-turn vehicle queues frequently spill out of the turn pocket. When this occurs, the queued vehicles clear the intersection in one signal cycle about half of the time.

During the PM peak hour, the eastbound vehicle queues are long and frequently affect the upstream intersection of Sunol Street and W. San Carlos Street. The eastbound vehicles queues typically take two cycles to clear the intersection.

Bird Avenue and Auzerais Avenue

The Bird Avenue/Auzerais Avenue and Bird Avenue/I-280 interchange signals are coordinated and operate adequately most of the day. Most vehicles clear the series of three intersections in one signal cycle length. However, two cycles are often needed in the AM for all vehicles on the I-280 northbound off-ramp to exit the ramp due to the close proximity of the off-ramp to Auzerais Avenue.

During the PM peak hour, the southbound left-turn vehicle queue at the Bird Avenue/I-280 southbound on-ramp intersection consistently extends back through the Bird Avenue/Auzerais Avenue intersection due to the high-demand southbound left-turn movement and the metering light on the I-280 southbound on-ramp. As a result, it often takes two signal cycles for all the southbound through vehicles to clear the Bird Avenue/Auzerais Avenue intersection. The queues along southbound Bird Avenue also effect the eastbound through traffic and westbound through and left-turn traffic on Auzerais Avenue. In addition, during the PM peak hour the southbound left-turn vehicle queues at the Bird Avenue/Auzerais Avenue intersection often spill out of the left-turn pocket. Consequently, two signal cycles are usually needed for all the vehicles to clear the intersection.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the VMT impact analysis screening criteria, the project-level VMT impact analysis results, any mitigation measures to reduce a VMT impact, and the cumulative transportation impact analysis used to determine consistency with the City's General Plan.

Project-Level VMT Impact Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. The San Jose VMT Evaluation Tool (sketch tool) is used to estimate the project VMT based on the project location (APN), type of development, project description, and proposed trip reduction measures. The thresholds of significance for residential uses (see Table 1 in Chapter 1) are used for the VMT analysis. The VMT threshold for residential uses is the existing citywide average VMT level (11.91 per capita) minus 15 percent, which equates to 10.12 VMT per capita.

The City of San Jose's *Transportation Analysis Handbook, 2018* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. The proposed project (80 multi-family attached homes) does not meet the screening criteria set forth in the *Transportation Analysis Handbook* because it would include more than 25 multi-family attached homes. Thus, the sketch tool was used to estimate the project VMT.

Project VMT Impact Analysis Results

Figure 7 shows the VMT evaluation summary report generated by the City of San Jose's VMT Evaluation Tool for the residential project. The project VMT estimated by the sketch tool is 4.96 per capita, which is well below the threshold of 10.12 VMT per capita. Therefore, the project would not result in a significant transportation impact on VMT.

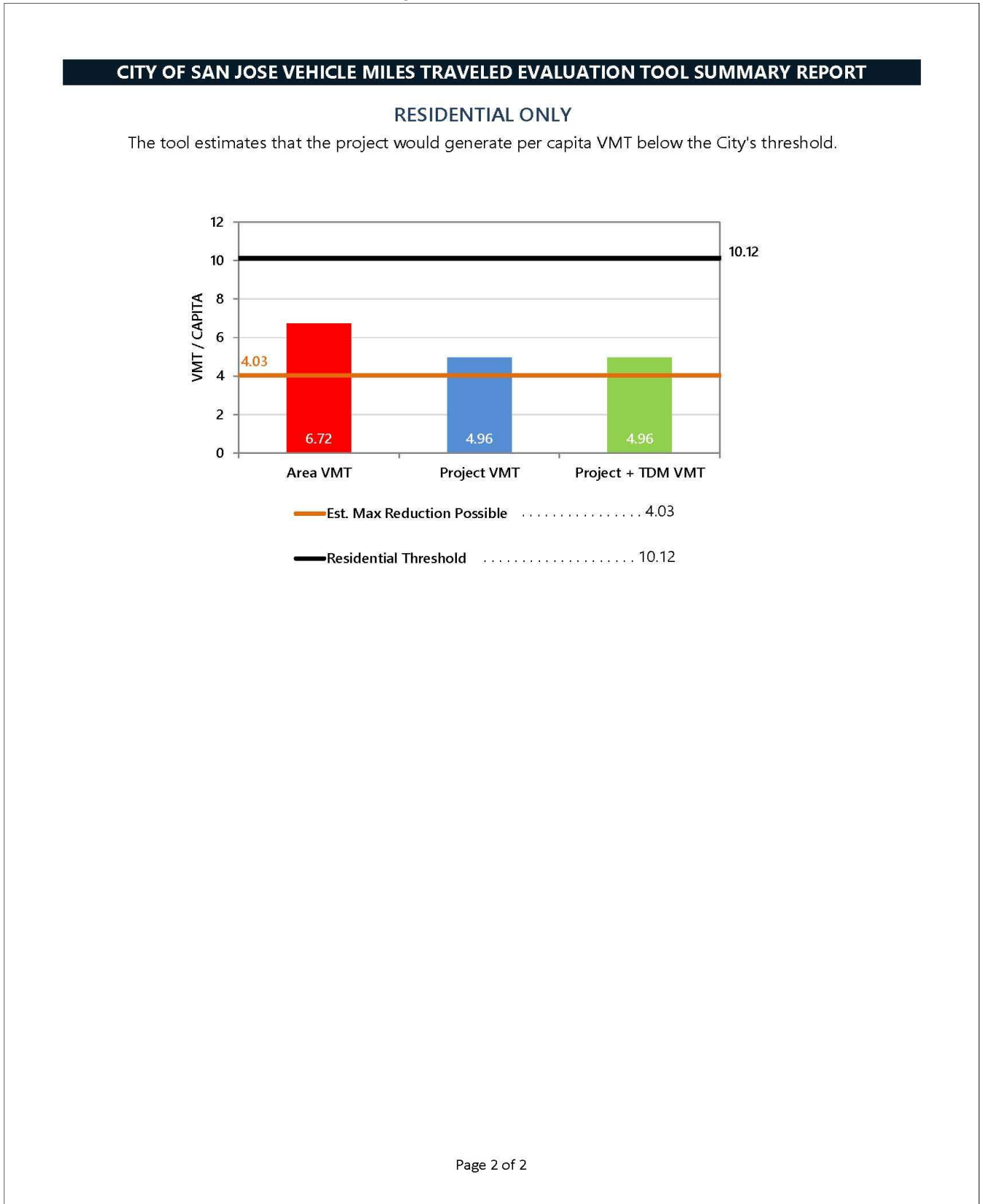
Cumulative Impact Analysis

Projects must demonstrate consistency with the Envision San Jose 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 as part of the City's *Transportation Analysis Handbook*.

**Figure 7
San Jose VMT Evaluation Tool Summary Report**

| CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT | | | |
|---|--|---|-------------------|
| PROJECT: | | | |
| Name: | 750 W. San Carlos Street Residential | Tool Version: | 2/29/2019 |
| Location: | 750 W. San Carlos Street, San Jose, California | Date: | 5/23/2019 |
| Parcel: | 26415003 | Parcel Type: | Urban Low Transit |
| Proposed Parking Spaces | Vehicles: 33 | Bicycles: | 20 |
| LAND USE: | | | |
| Residential: | | Percent of All Residential Units | |
| Single Family | 0 DU | Extremely Low Income (≤ 30% MFI) | 50 % Affordable |
| Multi Family | 80 DU | Very Low Income (> 30% MFI, ≤ 50% MFI) | 24 % Affordable |
| Subtotal | 80 DU | Low Income (> 50% MFI, ≤ 80% MFI) | 25 % Affordable |
| Office: | 0 KSF | | |
| Retail: | 0 KSF | | |
| Industrial: | 0 KSF | | |
| 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) | | 12 |
| Increase Development Diversity | | | |
| | Existing Activity Mix Index | | 0.81 |
| | With Project Activity Mix Index | | 0.80 |
| Integrate Affordable and Below Market Rate | | | |
| | Extremely Low Income BMR units | | 50 % |
| | Very Low Income BMR units | | 24 % |
| | Low Income BMR units | | 25 % |
| Increase Employment Density | | | |
| | Existing Density (Jobs/Commercial Acres in half-mile buffer) | | 18 |
| | With Project Density (Jobs/Commercial Acres in half-mile buffer) | | 18 |
| Tier 2 - Multimodal Infrastructure | | | |
| Tier 3 - Parking | | | |
| Tier 4 - TDM Programs | | | |

Figure 7 (Continued)
San Jose VMT Evaluation Tool Summary Report



General Plan Land Use Designation

The project site is designated *Transit Residential* on the Land Use/Transportation Diagram of the Envision San Jose 2040 General Plan and is located within the Diridon Station Area Plan (DSAP) boundary. Specifically, the site is located in the DuPont/McEvoy Block of the DSAP, which allows development densities of between 65 and 250 dwelling units per acre (DU/AC). Sites that are designated Transit Residential in the DSAP have a minimum residential density of 65 dwelling units to the acre to facilitate the development of residential densities that are supportive of the planned High Speed Rail (HSR) and Bay Area Rapid Transit (BART) systems and the existing Caltrain system. Furthermore, while the upper density maximum is 250 DU/AC, the densities on Transit Residential properties are not anticipated to exceed a density of 175 DU/AC given the FAA airport approach zone height limits and the urban design guidelines of the DSAP.

Consistency with the General Plan

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

- The project would be located in a Planned Growth Area, as defined in the Envision San Jose 2040 General Plan (Growth Areas Policy LU-2.1).
- The residential project would be situated within approximately 2,000 feet of a major transit station (San Jose Diridon Station), which would contribute toward the following:
 - Increase in the proportion of commute travel using modes other than the single-occupant vehicle;
 - Increase in daily transit ridership in the area; and
 - Provide environmental benefits to the community due to the project's proximity to transit.
- The project would integrate 100% affordable housing in an identified growth location (Affordable Housing Goal H-2.2).
- The project would provide housing that meets the needs of all economic and demographic segments of the community including seniors, families, and homeless and individuals with special needs (Social Equity and Diversity Housing Goal H-1.2)
- The project would provide the minimum amount of parking required to adequately serve the residential parking demand of the project, thereby avoiding excessive parking supply.
- The project would be integrated with the City's transportation system, including transit, roads, and pedestrian facilities.
- The project would be located in an area consisting of a mix of households and jobs (DSAP boundary), which would provide new residents with the opportunity to live and work in the same community.
- The project would include six stories of residential over one story of ground level parking, consistent with the height requirements outlined in the DSAP.
- The project would not negatively impact existing transit, bicycle or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle or pedestrian facilities.

Therefore, the proposed residential project would be consistent with the *Envision San Jose 2040 General Plan* and a General Plan Amendment (GPA) would not be required. The project would be considered 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.

4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing, background and background plus project conditions, any adverse effects to intersection level of service caused by the project, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking supply. The transportation network under background and background plus project conditions would be the same as the existing transportation network.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of San Jose intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections were evaluated based on the City of San Jose's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1.

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

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. This research is compiled in the *Trip Generation Manual, 10th Edition* (2017) published by the Institute of Transportation Engineers (ITE). The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trips that would be generated by the proposed residential project were estimated using the ITE trip rates for "Multifamily Housing Mid-Rise" (ITE Land Use 221) located in a General Urban/Suburban setting. The "Multifamily Housing Mid-Rise" ITE land use category includes apartment, townhouse and condominium developments with a total of at least four (4) dwelling units and that have between three (3) and ten (10) levels. The project as proposed includes six stories of residential units over one story of ground level parking.

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 trip generation. 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 (“sketch tool”). Based on the sketch tool, the project site is located within a designated Urban Low Transit place type. Therefore, the baseline project trips were adjusted to reflect an Urban Low Transit mode share. Residential developments within Urban Low Transit areas have a vehicle mode share of 87 percent (according to Table 6 of the City’s *Transportation Analysis Handbook*). Thus, a 13 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from implementing the VMT reduction strategies in the sketch tool should be included as part of the trip generation estimates. The standard VMT reduction strategies include the following project characteristics: Increase Residential Density, Increase Employment Density, Increase Development Diversity, and Integrate Affordable and Below Market Rate units. The sketch tool calculated a 26% reduction based on the project’s mix of affordable residential units and the development density.

Net Project Trips

After applying the ITE trip rates and appropriate trip adjustments, the project would generate 280 new daily vehicle trips, with 18 new trips occurring during the AM peak hour and 22 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 5 new inbound and 13 new outbound trips during the AM peak hour, and 13 new inbound and 9 new outbound trips during the PM peak hour (see Table 4).

**Table 4
Project Trip Generation Estimates**

| Land Use | Size | Daily Rate | Daily Trips | AM Peak Hour | | | PM Peak Hour | | | | | |
|---|-------|------------|-------------|--------------|-----------|-----------|--------------|------------|-----------|-----|-------|--|
| | | | | Pk-Hr Rate | In | Out | Total | Pk-Hr Rate | In | Out | Total | |
| <u>Proposed Uses</u> | | | | | | | | | | | | |
| Apartments ¹ | 80 DU | 5.44 | 435 | 0.36 | 8 | 21 | 29 | 0.44 | 21 | 14 | 35 | |
| <i>Location-Based Vehicle Mode Share (13%)</i> ² | | | (57) | (1) | (3) | (4) | (3) | (2) | (5) | | | |
| <i>Project-Specific Trip Reduction (26%)</i> ³ | | | (98) | (2) | (5) | (7) | (5) | (3) | (8) | | | |
| Net New Trips: | | | 280 | 5 | 13 | 18 | 13 | 9 | 22 | | | |

Notes:

- ¹ Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition*, for Multifamily Housing Mid-Rise (Land Use 221) located in a General Urban/Suburban setting. Rates are expressed in trips per dwelling unit (DU).
- ² A 13% reduction was applied based on the location-based vehicle mode share percentage outputs (Table 6 of TA Handbook) produced from the San Jose Travel Demand Model for the place type Urban Low Transit.
- ³ A 26% reduction was applied based on the external trip adjustments obtained from the City’s VMT evaluation tool (“sketch tool”) due to the project’s mix of affordable units and development density.

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the locations of complementary land uses, and freeway access points (see Figure 8). The peak hour vehicle trips generated by the project were assigned to the future roadway network in accordance with the trip distribution pattern and future site access assumptions. The future roadway network includes improvements to West San Carlos Street as described below.

The City of San Jose plans to reconstruct/realign West San Carlos Street between approximately Bird Avenue and just west of McEvoy Street. Two potential improvement plans are being considered; however, a funding strategy and project commencement timeline have not been identified. Scenario 1 involves a new railroad crossing over a realigned at-grade San Carlos Street. Scenario 2 involves reconstructing/realigning the San Carlos Street bridge and keeping the existing railroad alignment. These potential future roadway improvements are described in more detail below.

Railroad Overcrossing (Project Access Scenario 1)

This is the City's preferred scenario and would involve reconstructing/realigning West San Carlos Street at-grade and constructing a new railroad overcrossing. City staff have indicated that there is no project description for this realignment scenario and no conceptual plans have been developed at this time. The traffic study assumes that vehicular access along the realigned segment of West San Carlos Street, including site access, would remain relatively unaffected.

West San Carlos Street Bridge Reconstruction (Project Access Scenario 2)

If built, the proposed overpass realignment would significantly affect access to and from the project site. Direct site access to and from West San Carlos Street would be eliminated, and McEvoy Street would no longer intersect West San Carlos Street on the north side. As a result, all project-generated traffic would need to access the site via Dupont Street under the West San Carlos Street overpass, and the only way to access Dupont Street would be via the McEvoy Street/Park Avenue intersection.

Figures 9 and 10 show the project trip assignments for Project Access Scenarios 1 and 2, respectively.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes (see Figure 11) were obtained from the City of San Jose and new traffic counts (see Appendix A). New AM and PM peak hour turning movement counts were collected on September 10, 2019 and have been approved by City of San Jose staff for use in this traffic study.

Background Traffic Volumes

Background AM and PM peak hour traffic volumes (see Figure 12) were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects. The approved projects are listed as part of the Approved Trips Inventory (ATI) in Appendix B.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes. Figures 13 and 14 show the background plus project traffic volumes for Project Access Scenarios 1 and 2, respectively. Traffic volumes for all traffic scenarios are tabulated in Appendix C.

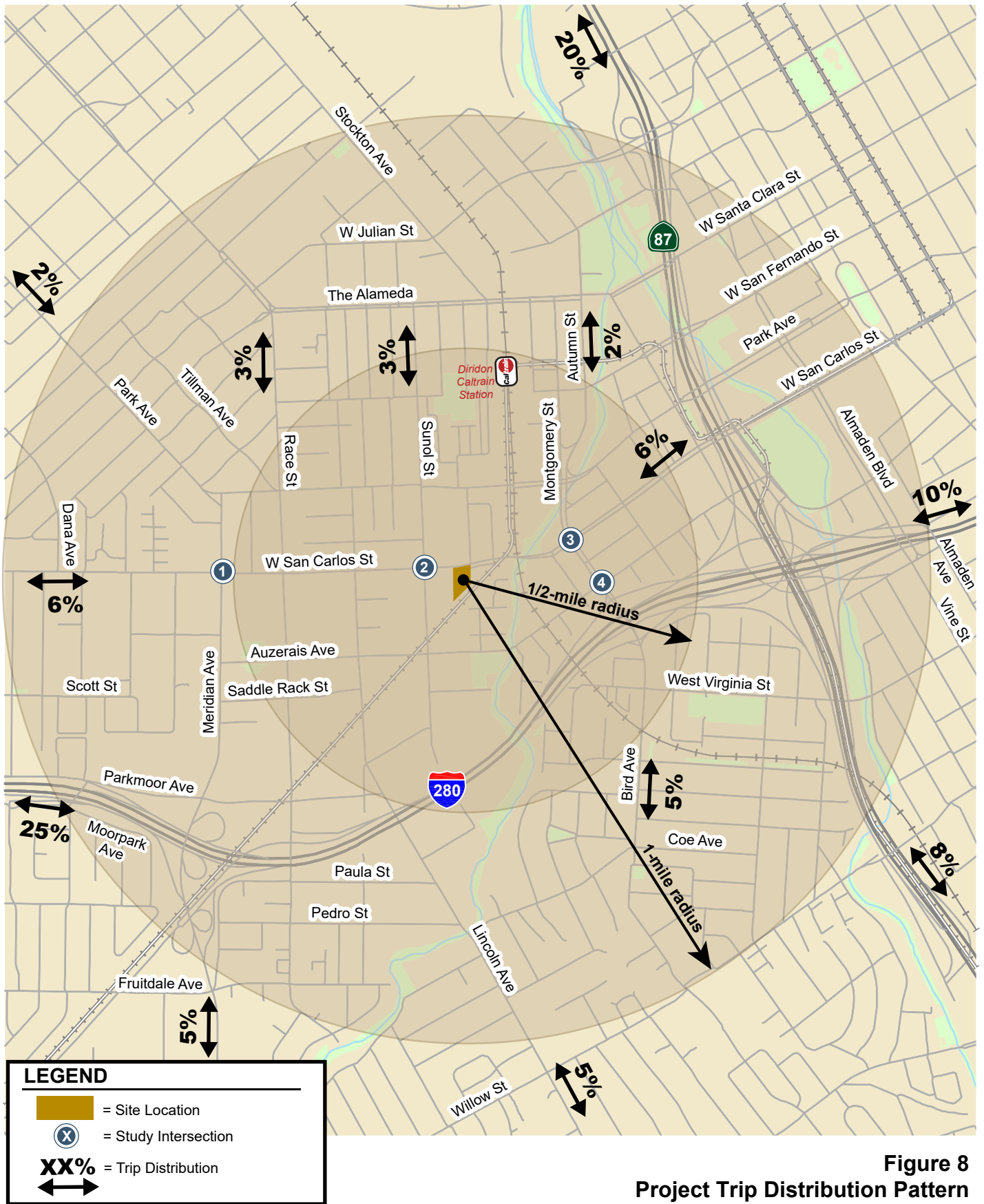
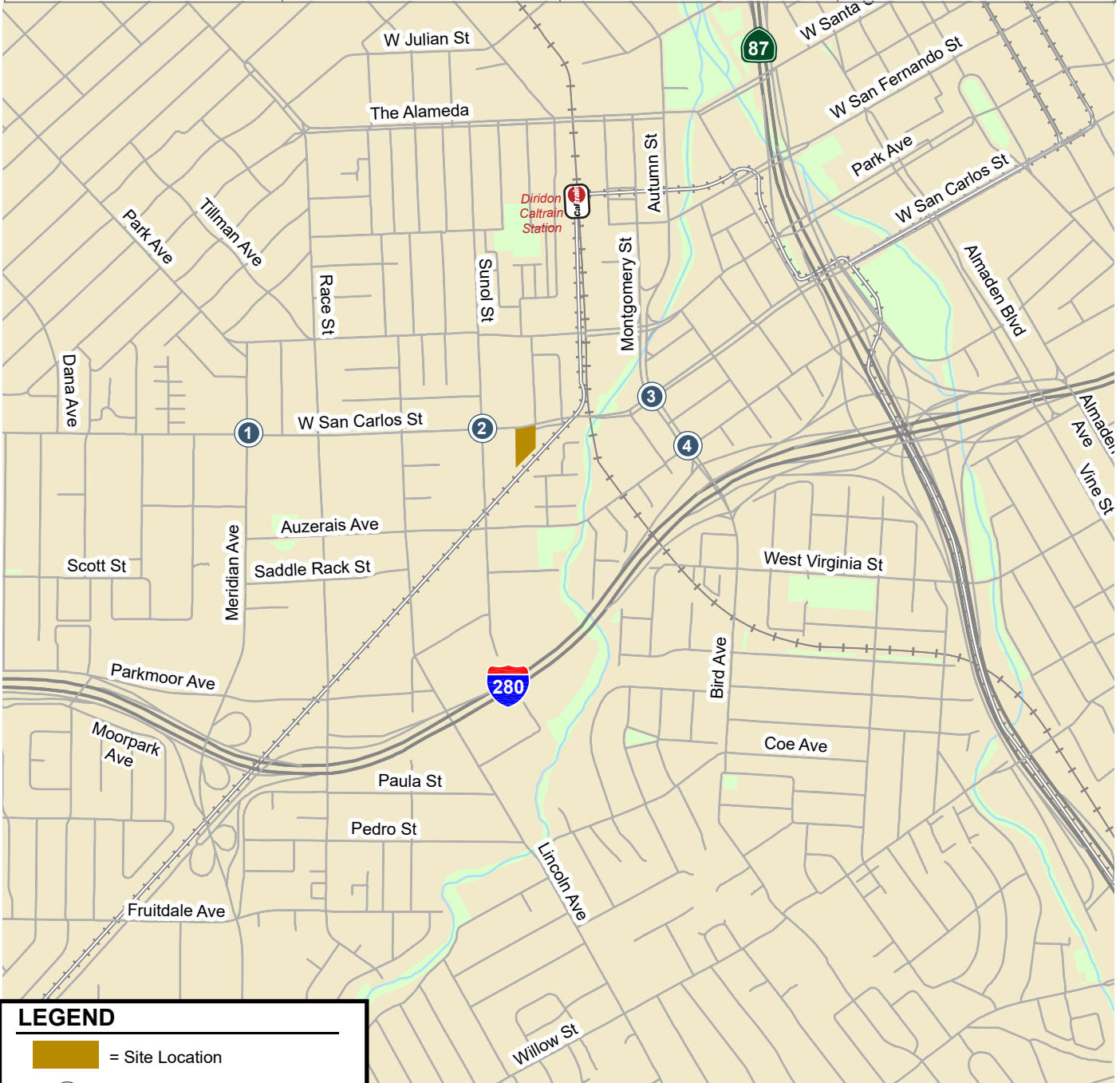


Figure 8
Project Trip Distribution Pattern

750 W. San Carlos Street

| 1 | 2 | 3 | 4 |
|-----------------------------------|------------------------------|--|------------------------------|
| San Carlos St ← 1(1) ↙ 1(0) | San Carlos St ← 3(2) | San Carlos St ↙ 1(2) | Auzerais Ave ↓ 5(4) |
| 0(1) → Meridian Ave ↘ 1(2) | 2(4) → Sunol St ↘ 0(1) | 1(0) ↗ 4(3) ↘ 5(4) ↘ Bird Ave ↗ 1(4) | 0(1) ← Bird Ave ↗ 1(4) |



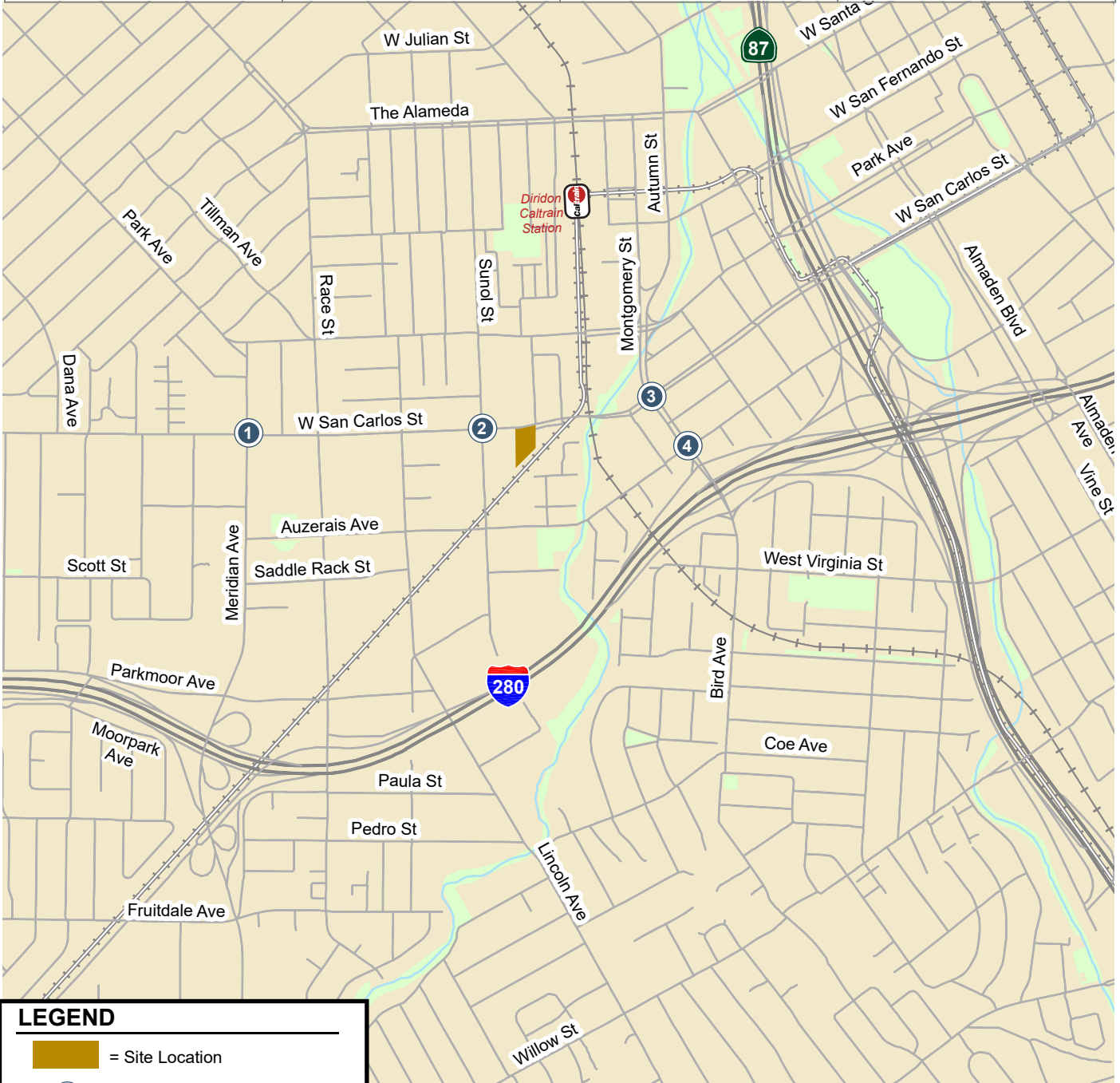
LEGEND

- = Site Location
- X = Study Intersection
- XX(X) = AM(PM) Peak-Hour Trips

Figure 9
Project Scenario 1 Trip Assignment

750 W. San Carlos Street

| | | | |
|--|--|--|---|
| <p>1</p> <p>San Carlos St</p> <p>1(0) ↓</p> <p>← 1(1)</p> <p>0(1) →</p> <p>Meridian Ave</p> <p>0(1) ↑</p> | <p>2</p> <p>San Carlos St</p> <p>0(1) ↶</p> <p>1(2) ↑</p> <p>Sunol St</p> | <p>3</p> <p>San Carlos St</p> <p>5(4) ↓</p> <p>← 0(1)</p> <p>Bird Ave</p> <p>1(3) ↑</p> | <p>4</p> <p>Auzerais Ave</p> <p>5(4) ↓</p> <p>1(2) ↶</p> <p>1(3) ↷</p> <p>Bird Ave</p> |
|--|--|--|---|



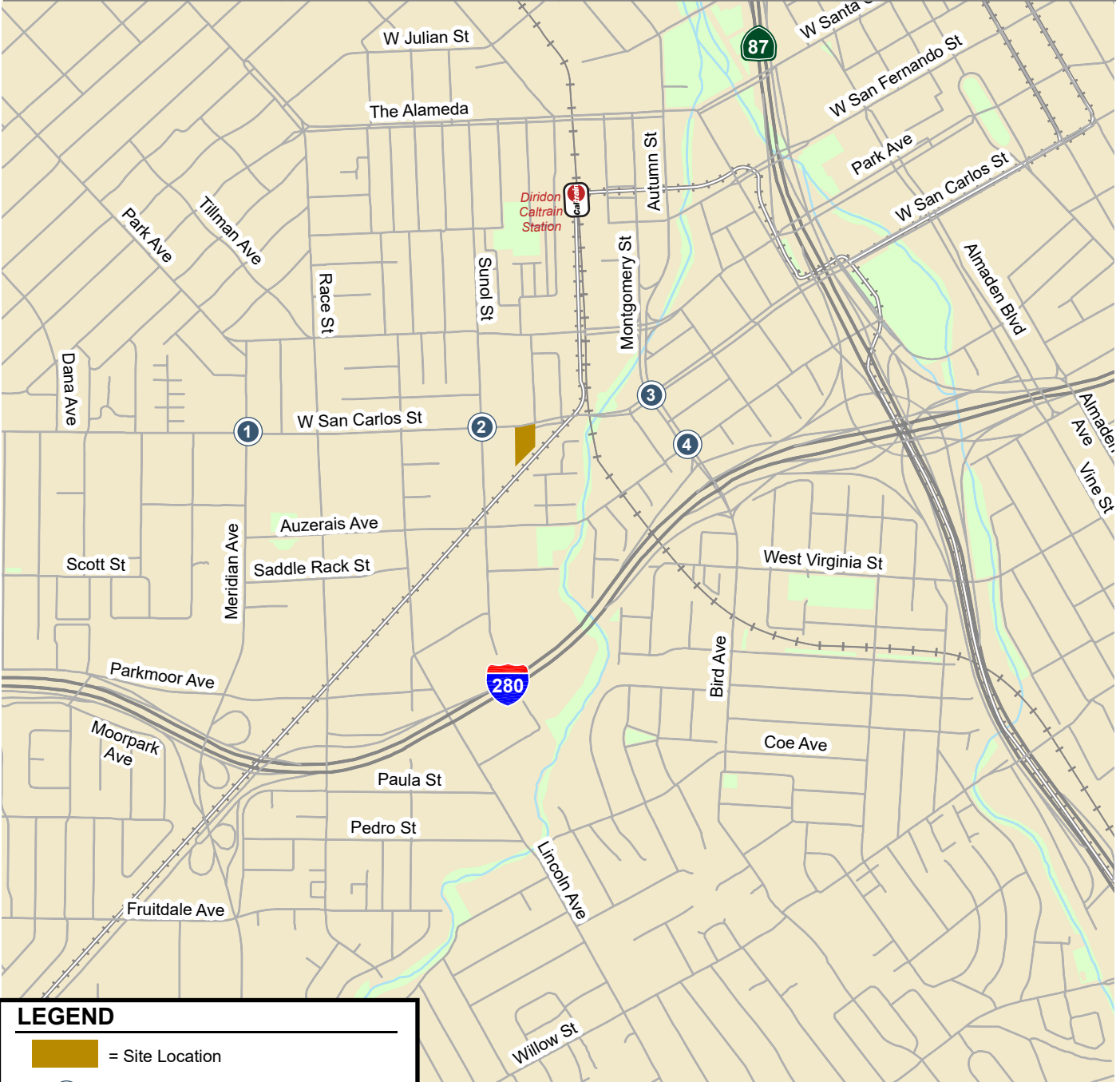
LEGEND

- = Site Location
- X = Study Intersection
- XX(X) = AM(PM) Peak-Hour Trips

Figure 10
Project Scenario 2 Trip Assignment

750 W. San Carlos Street

| | | | |
|---|--|---|---|
| <p>1</p> <p>San Carlos St</p> <p>33(36) 180(434) 99(212)</p> <p>52(39) 875(403) 135(225)</p> <p>Meridian Ave</p> <p>61(70) 367(789) 104(141)</p> <p>316(103) 417(235) 152(143)</p> | <p>2</p> <p>San Carlos St</p> <p>32(59) 13(79) 40(64)</p> <p>33(40) 638(397) 5(18)</p> <p>Sunol St</p> <p>46(71) 463(867) 9(32)</p> <p>32(10) 59(21) 19(19)</p> | <p>3</p> <p>San Carlos St</p> <p>68(71) 399(1034) 47(109)</p> <p>52(30) 260(212) 73(213)</p> <p>Bird Ave</p> <p>184(92) 216(702) 156(345)</p> <p>291(132) 1221(328) 152(127)</p> | <p>4</p> <p>Auzerais Ave</p> <p>32(28) 487(1543) 29(45)</p> <p>26(33) 59(44) 66(130)</p> <p>Bird Ave</p> <p>37(44) 75(182) 178(295)</p> <p>237(116) 1599(544) 113(106)</p> |
|---|--|---|---|



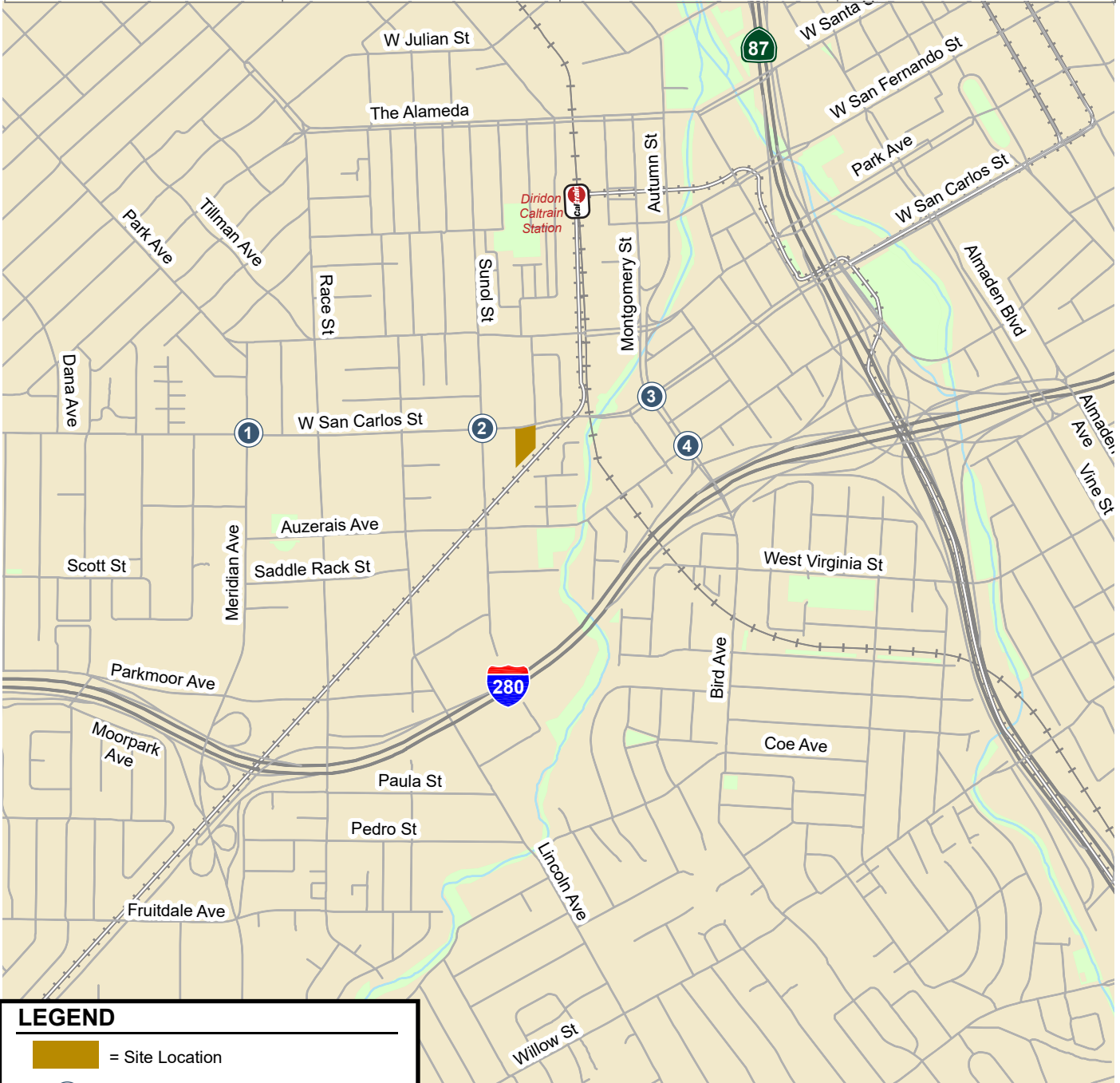
LEGEND

- = Site Location
- X = Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Existing Traffic Volumes

750 W. San Carlos Street

| | | | |
|---|---|--|---|
| <p>1</p> <p>San Carlos St</p> <p>52(54) 190(488) 102(222)</p> <p>57(45) 1022(494) 181(270)</p> <p>Meridian Ave</p> <p>69(99) 417(976) 110(189)</p> <p>372(127) 480(286) 193(211)</p> | <p>2</p> <p>San Carlos St</p> <p>42(64) 55(140) 47(68)</p> <p>37(48) 643(408) 19(44)</p> <p>Sunol St</p> <p>62(87) 536(909) 9(32)</p> <p>51(23) 113(66) 30(25)</p> | <p>3</p> <p>San Carlos St</p> <p>85(83) 455(1141) 55(118)</p> <p>57(37) 325(306) 79(256)</p> <p>Bird Ave</p> <p>195(112) 318(813) 192(395)</p> <p>324(150) 1289(388) 180(135)</p> | <p>4</p> <p>Auzerais Ave</p> <p>34(35) 579(1755) 37(62)</p> <p>27(35) 99(118) 70(148)</p> <p>Bird Ave</p> <p>47(51) 132(224) 246(362)</p> <p>255(132) 1719(628) 156(180)</p> |
|---|---|--|---|



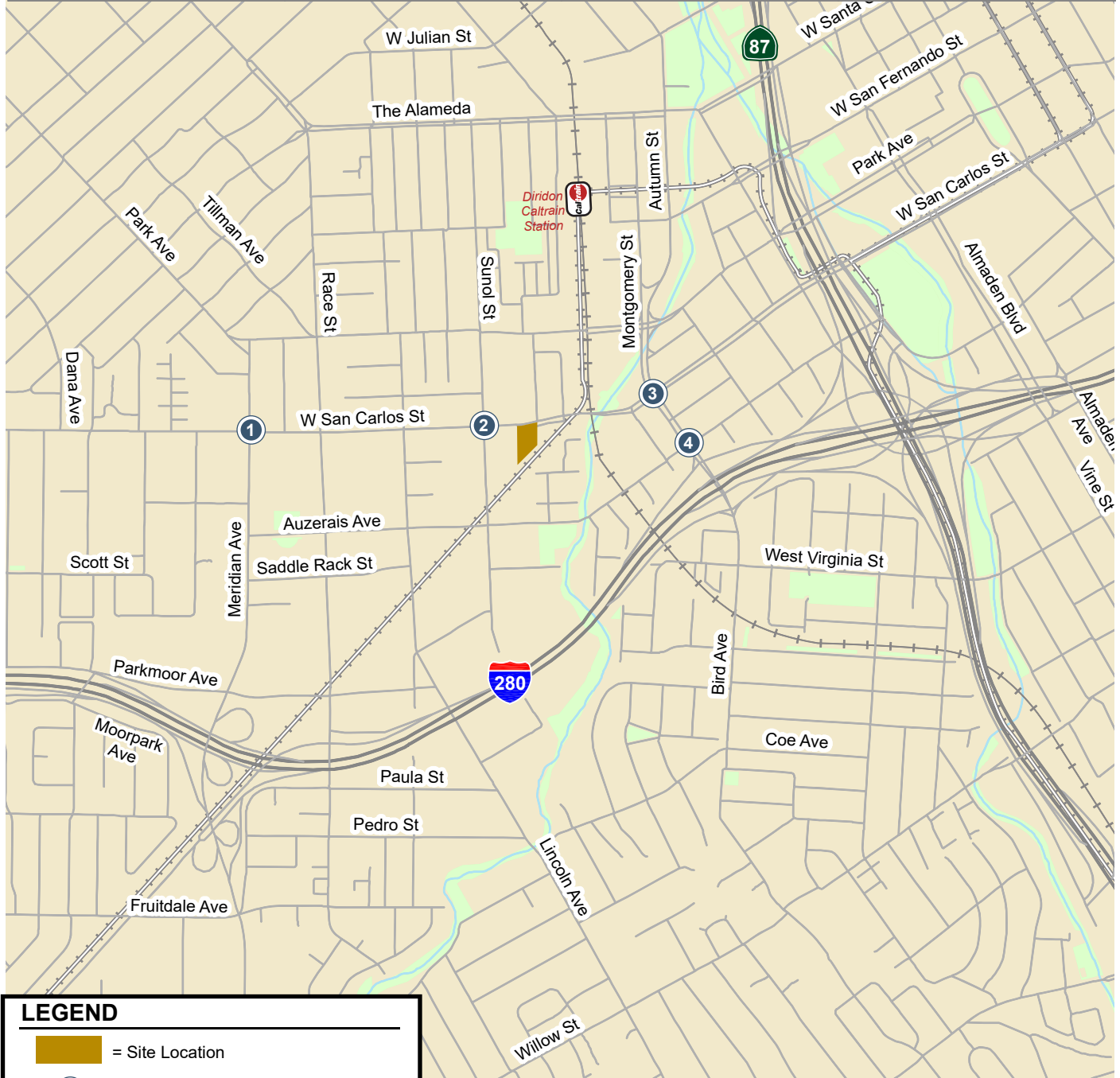
LEGEND

- = Site Location
- X = Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes

750 W. San Carlos Street

| | | | |
|---|---|--|---|
| <p>1</p> <p>San Carlos St</p> <p>52(54) 190(488) 102(222)</p> <p>57(45) 1023(495) 182(270)</p> <p>Meridian Ave</p> <p>69(99) 417(977) 110(189)</p> <p>372(127) 480(286) 194(213)</p> | <p>2</p> <p>San Carlos St</p> <p>42(64) 55(140) 47(68)</p> <p>37(48) 646(410) 19(44)</p> <p>Sunol St</p> <p>62(87) 538(913) 9(32)</p> <p>51(23) 113(56) 30(26)</p> | <p>3</p> <p>San Carlos St</p> <p>86(85) 455(1141) 55(118)</p> <p>57(37) 325(307) 79(256)</p> <p>Bird Ave</p> <p>196(112) 322(816) 197(399)</p> <p>325(154) 1289(388) 180(135)</p> | <p>4</p> <p>Auzerais Ave</p> <p>34(35) 584(1759) 37(62)</p> <p>27(35) 99(119) 70(148)</p> <p>Bird Ave</p> <p>47(51) 132(224) 246(362)</p> <p>255(132) 1720(632) 156(180)</p> |
|---|---|--|---|



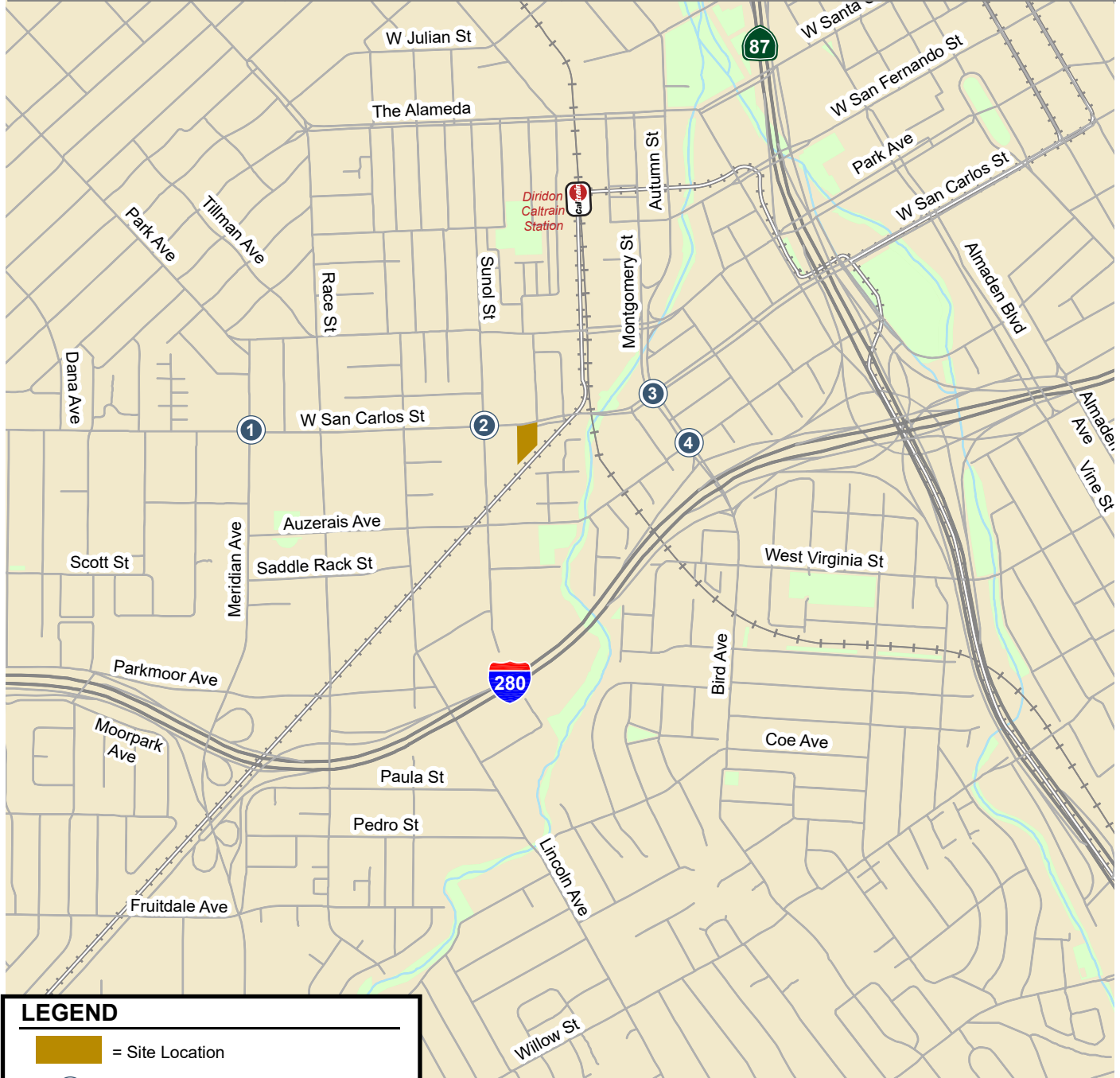
LEGEND

- = Site Location
- X = Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Background Plus Project Scenario 1 Traffic Volumes

750 W. San Carlos Street

| | | | |
|---|---|--|---|
| <p>1</p> <p>San Carlos St</p> <p>52(54) 191(488) 102(222)</p> <p>57(45) 1023(495) 181(270)</p> <p>69(99) 417(977) 110(189)</p> <p>Meridian Ave</p> <p>372(127) 480(287) 193(211)</p> | <p>2</p> <p>San Carlos St</p> <p>42(64) 55(140) 47(68)</p> <p>37(49) 643(408) 19(44)</p> <p>62(87) 536(909) 9(32)</p> <p>Sunol St</p> <p>51(23) 114(58) 30(25)</p> | <p>3</p> <p>San Carlos St</p> <p>85(83) 460(1145) 55(118)</p> <p>57(37) 325(307) 79(256)</p> <p>195(112) 318(813) 192(395)</p> <p>Bird Ave</p> <p>324(150) 1290(391) 180(135)</p> | <p>4</p> <p>Auzerais Ave</p> <p>34(35) 584(1759) 37(62)</p> <p>27(35) 99(118) 70(148)</p> <p>47(51) 132(224) 246(362)</p> <p>Bird Ave</p> <p>256(134) 1720(631) 156(180)</p> |
|---|---|--|---|



LEGEND

- = Site Location
- X = Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Background Plus Project Scenario 2 Traffic Volumes

Intersection Traffic Operations

Intersection level of service (LOS) was evaluated against the standards of the City of San Jose. The results of the analysis show that the signalized study intersections are currently operating at an acceptable LOS D or better during both the AM and PM peak hours of traffic and would continue to do so under background and background plus project conditions for both project access scenarios (see Table 5). Therefore, according to the City of San Jose's *Transportation Analysis Handbook*, the project would not result in an adverse effect on intersection operations.

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

Table 5
Intersection Level of Service Summary

| # | Signalized Intersection | Peak Hour | Count Date | Existing | | Background | | Background + Project Scenario 1 | | | Background + Project Scenario 2 | | | | |
|---|-----------------------------|-----------|------------|------------------|-----|------------------|-----|---------------------------------|-----|----------------------------|---------------------------------|------------------|-----|----------------------------|--------------|
| | | | | Avg. Delay (sec) | LOS | Avg. Delay (sec) | LOS | Avg. Delay (sec) | LOS | Incr. In Crit. Delay (sec) | Incr. In V/C | Avg. Delay (sec) | LOS | Incr. In Crit. Delay (sec) | Incr. In V/C |
| 1 | Meridian Av & San Carlos St | AM | 09/10/19 | 39.1 | D | 40.9 | D | 40.9 | D | 0.0 | 0.001 | 40.9 | D | 0.0 | 0.001 |
| | | PM | 09/10/19 | 43.2 | D | 46.2 | D | 46.2 | D | 0.0 | 0.001 | 46.2 | D | 0.0 | 0.001 |
| 2 | Sunol St & San Carlos St | AM | 09/10/19 | 13.3 | B | 16.2 | B | 16.2 | B | 0.0 | 0.001 | 16.2 | B | 0.0 | 0.001 |
| | | PM | 09/10/19 | 14.5 | B | 16.5 | B | 16.5 | B | 0.0 | 0.001 | 16.5 | B | 0.0 | 0.000 |
| 3 | Bird Av & San Carlos St * | AM | 09/10/19 | 32.3 | C | 34.1 | C | 34.2 | C | 0.1 | 0.001 | 34.2 | C | 0.0 | 0.000 |
| | | PM | 12/11/18 | 35.7 | D | 37.7 | D | 37.8 | D | 0.2 | 0.003 | 37.7 | D | 0.0 | 0.001 |
| 4 | Bird Av & Auzerais Av | AM | 01/11/18 | 19.1 | B | 21.3 | C | 21.3 | C | 0.0 | 0.000 | 21.3 | C | 0.0 | 0.000 |
| | | PM | 01/11/18 | 23.0 | C | 24.9 | C | 24.9 | C | 0.0 | 0.001 | 25.0 | C | 0.1 | 0.002 |

Notes:
 * Denotes a CMP intersection
 Project Scenario 1 = railroad overcrossing access scenario
 Project Scenario 2 = West San Carlos Street bridge reconstruction access scenario

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the September 13, 2019 site plan prepared by SGPA (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, vehicle queues, geometric design, and sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

The site plan design incorporates the potential future reconstruction of the West San Carlos Street bridge (project scenario 2). Under Project Scenario 2, all access to West San Carlos Street would be eliminated. Dupont Street under the West San Carlos Street overpass would provide the only access to and from the site. North of the overpass, Dupont Street curves to the west and intersects McEvoy Street. McEvoy Street currently provides full access to W. San Carlos Street and Park Avenue; however, access to W. San Carlos Street would be eliminated with reconstruction of the overpass. All project-generated trips would need to use Park Avenue to access the site via McEvoy Street and Dupont Street (under the reconstructed bridge). Conversely, under project scenario 1 (City-preferred scenario) the project would have direct access to and from a realigned at-grade West San Carlos Street.

The overall site plan design is not expected to change significantly between the two future access scenarios, since West San Carlos Street would have a similar right-of-way under both scenarios. Thus, the majority of the site access and on-site circulation evaluations described below are applicable to both project access scenarios.

Note that as an interim measure (prior to the realignment of West San Carlos Street) the City has indicated that the project would be required to construct a non-mountable traffic island extension on West San Carlos Street. The intention of the island is to eliminate some turn movements to and from Dupont Street and to enhance pedestrian safety and connectivity.

Project Driveway

As proposed, vehicular access to the project site would be provided via one driveway on Dupont Street in the near-term and under project scenario 2, and West San Carlos Street in the future under project scenario 1 as shown on the site plan. The project plans to remove the existing driveway on the western edge of the property and construct a new centrally located driveway. Under project scenario 1, full access to and from Dupont Street/West San Carlos Street would be provided. Under scenario 2, limited access would be provided via Dupont Street to and from the east only (under the reconstructed West San Carlos Street bridge).

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a two-way driveway that serves a multi-family residential development is 26 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The project driveway is shown to be 24 feet wide and would not meet this standard.

Recommendation: Provide a 26-foot wide driveway in order to meet the City's standard.

The total project-generated trips that are estimated to occur at the project driveway are 5 inbound trips and 13 outbound trips during the AM peak hour, and 13 inbound trips and 9 outbound trips during the PM peak hour. Due to the low number of project-generated trips the driveway, operational issues related to vehicle queueing and/or vehicle delay are not expected to occur at the driveway.

The City typically requires developments to provide adequate stacking space for at least two inbound vehicles (approximately 50 feet) between the sidewalk and any entry gates or on-site parking spaces. This prevents vehicles from queueing onto a public street. The site plan shows only 25 feet of inbound vehicle stacking space between the sidewalk and the entry gate.

Recommendation: Provide 50 feet of inbound vehicle stacking space at the project driveway by relocating the security gate 25 feet farther into the parking garage. Note that with this improvement, one handicapped parking stall (parking stall #1 on the site plan) would be located outside the security gate.

Sight Distance at the Driveway

The project driveway 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 vehicles and bicycles traveling along the adjacent roadway. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For driveways on Dupont Street, which has a speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). For driveways on West San Carlos Street,

which has a speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 200 feet along Dupont Street and 300 feet along West San Carlos Street in order to stop and avoid a collision.

According to the site plan, there is no landscaping or other visual obstructions along the project frontage that could obscure sight distance at the project driveway. The site plan shows an existing street tree near the northeast corner of the project site. However, street trees have a high canopy and would not obstruct the view of drivers exiting the project driveway. Therefore, it can be concluded that the project driveway would meet the Caltrans stopping sight distance standard.

On-Site Circulation

The driveway would provide access to the 26-foot wide drive aisle containing 90-degree parking. The City's standard width for two-way drive aisles is 26 feet where 90-degree parking is provided to allow sufficient room for vehicles to back out. Thus, the site plan design meets this requirement.

All the parking stalls are shown to be 8.5 feet wide by 17 feet deep. Based on the City of San Jose off-street parking design standards for uniform car spaces, the proposed parking stall dimensions would be adequate to serve the project

Truck Access and Circulation

The project site plan was reviewed for truck access using truck turning-movement templates for a SU-30 truck type (single unit trucks), which represents small emergency vehicles, garbage trucks, and small to medium delivery trucks. Trucks would not have access to the parking garage.

Residential Move-In and Commercial Loading Operations

Since trucks would not have access to the parking garage, loading and unloading activities would need to occur at the curb within the public right-of-way. The site plan does not show a designated loading zone for residential move-in and general loading purposes. However, based on the limited project frontage and centrally located driveway, adequate room for a loading space would not exist on either side of the driveway.

Recommendation: The project applicant should coordinate with City staff to determine the best on-street location for loading activities to occur.

Garbage Collection

Garbage collection activities for the project would occur off-site along the project frontage. The site plan shows a trash enclosure with double doors within the parking garage. It is assumed that the trash bins would be wheeled out to the street on garbage collection days. The garbage bins should be returned to the on-site trash enclosure immediately after garbage pick-up.

Recommendation: The project applicant should coordinate with City staff to determine the best on-street location for garbage collection activities to occur.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. The project should either provide the necessary fire access and clearance or consider the fire variance process for mitigation of non-compliance.

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. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Pedestrian, Bicycle, and Transit Facilities

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

West San Carlos Street is a Grand Boulevard. As defined by the Envision San Jose 2040 General Plan, Grand Boulevards are identified to serve as major transportation corridors for primary routes for VTA light-rail, bus rapid transit, standard or community busses, and other public transit vehicles. Although Grand Boulevards accommodate all modes of travel, the primary priority is given to public transit. As a project along a Grand Boulevard, this project is required to meet the standards set forth by the Envision San Jose 2040 General Plan for such locations, including providing a 15-foot sidewalk width.

Pedestrian Access and On-Site Circulation

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Marked crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. There are some segments of roadway (e.g., Auzerais Avenue between Race Street and Sunol Street) where sidewalks are not continuous or are very narrow. These roadway segments provide access to mostly commercial and light industrial uses. Note that sidewalk is being added to one of these segments of Auzerais Avenue by a new residential development that replaces light industrial uses. Sidewalks will be added to the remaining segments of Auzerais Avenue as new residential development continues to replace the remaining commercial and light industrial uses in the area. Overall, the network of sidewalks and crosswalks exhibit good connectivity and would provide residents with safe routes to transit stations and stops and other points of interest in the project area.

The signalized intersections in the study area have curb ramps on all four corners, though some are not up to current ADA design standards. Also, stairs provide access to the sidewalk along the south side of the West San Carlos Street bridge, which is not ADA compliant. The City plans to reconstruct/realign this segment of West San Carlos Street, as previously described in this chapter. As a result, the stairs would be eliminated. The project would reconstruct the sidewalk along the project frontage. The new sidewalk would provide pedestrian access to the residential lobby and common areas, including the elevators, mail room and security office.

Planned Pedestrian Improvements

City of San Jose staff have indicated that pedestrian improvements will be constructed by the VTA and the City at the existing Dupont Street railroad crossing to maintain the City's "Quiet Zone" designation in

the study area. The City has indicated that the project would be required to make a fair share contribution toward the planned pedestrian improvements; however, City staff have not provided a description of the improvements.

Recommendation: The project would be required to make a fair share contribution toward the planned pedestrian improvements at the Dupont Street railroad crossing.

Bicycle Access and On-Site Circulation

Numerous on-street bicycle facilities exist within the study area, as shown on Figure 5 in Chapter 2.

The site plan shows a long-term bike storage room with parking for up to 30 bicycles. The bike room could be accessed directly from Dupont Street, or from within the parking garage directly across from the residential lobby and elevators. Although not shown on the site plan provided in Chapter 1, the project would also provide a 20-space bike room on the 7th floor of the residential tower. Providing adequate and convenient bike parking would help to create a bicycle-friendly environment and encourage bicycling by residents of the project.

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. 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 this project, particularly if transit is utilized in combination with bicycle commuting.

Pedestrian and Bicycle Access to Schools

There is one public school located less than one-mile walking distance of the project site: Gardner Elementary School. Gardner Elementary School is a two-way bilingual school (English and Spanish) and is part of the San Jose Unified School District (SJUSD). Its located southeast of the project site on Illinois Avenue, south of I-280 and east of Bird Avenue. Safe pedestrian access to the school is provided via the following route: West San Carlos Street to Bird Avenue to West William Street to Illinois Avenue. Alternatively, Auzerais Avenue (via Sunol Street) could be utilized instead of West San Carlos Street. While this alternative route would result in a slightly longer walk or bicycle ride (approximately $\frac{3}{4}$ -mile via Auzerais Avenue versus $\frac{1}{2}$ -mile via West San Carlos Street), Sunol Street and Auzerais Avenue both have marked bicycle facilities while West San Carlos Street does not. Both routes have adequate sidewalks, and wheelchair ramps are provided at all corners of the intersections, though some ramps do not meet current ADA design standards. Crosswalks with push buttons and pedestrian signal heads are provided at all signalized intersections along these routes.

The project should consider working with Gardner Elementary School to implement a Safe Routes to Schools program, if one does not already exist, since some students attending this school may reside at the project site. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The program promotes walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A comprehensive Safe Routes to Schools program should identify a focused area surrounding the school, provide a map with the routes that children can take to and from school, and recommend improvements to routes if necessary. It should address such pedestrian safety issues as dangerous intersections and missing or ineffective crosswalks and sidewalks.

Nearby Parks

Del Monte Park, located on Auzerais Avenue to the south, and Cahill Park located on San Fernando Street to the north, are both located less than $\frac{1}{2}$ -mile walk from the project site. Residents of the project

would likely opt to utilize Del Monte Park, which is closer to the project site and more accessible. Del Monte Park provides a spacious dog park, a play lot, tennis tables, picnic areas, numerous benches, restrooms, and a large open field. In addition, new turf soccer fields are located adjacent to the park. An abundant amount of on-street parking is available in the area, as well as a 45-space parking lot on the south side of the soccer fields. A bike share station is also located on Auzerais Avenue adjacent to Del Monte Park.

Transit Services

As described in Chapter 2, the San Jose Diridon Station is located within approximately 2,000 feet of the project site and is served by numerous bus routes, LRT, Caltrain, ACE, and Amtrak. In addition, local bus routes 23, 65 and 81 operate along West San Carlos Street. The existing bus stops at the Lincoln Avenue/West San Carlos Street intersection are located less than ¼-mile west of the project site and are served by all three routes.

Due to the project site's proximity to transit stops, it is reasonable to assume that some residents would utilize the transit services provided. The City's General Plan identifies the transit commute mode split target as 20 percent or more for the year 2040. This level of transit ridership is attainable for an affordable housing project such as this. It is estimated that the increased transit demand generated by the proposed project could be accommodated by the current available ridership capacities of the transit services in the study area.

Parking

Vehicle Parking Requirements

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units and 1.7 parking spaces for two-bedroom units. Based on the City's off-street parking requirement and prior to applying any relevant parking reductions, the 80-unit project would require a total of 111 parking spaces calculated as follows:

- 57 one-bedroom units x 1.25 spaces = 72 parking spaces
- 23 two-bedroom units x 1.7 spaces = 39 parking spaces

Residential Parking Reductions

The project site is located approximately 2,000 feet from an existing rail station (Diridon Station) and the project would provide adequate bicycle parking. Thus, the project qualifies for a 20 percent reduction in the City's parking requirement (per San Jose Municipal Code). However, since the project would consist of affordable units and special needs units, the project is eligible for an even larger parking reduction per Assembly Bill (AB) 744. AB 744 states that for 100% affordable housing developments located within one-half mile of a major transit stop, the parking requirement cannot exceed 0.5 spaces per unit. Furthermore, for special needs projects with access to transit, the parking requirement cannot exceed 0.3 spaces per unit.

The project would include 39 affordable housing units and 41 special needs units. After applying the reduced parking rates (state reduction) to the affordable and special needs units, 20 spaces ($39 \times 0.5 = 20$) would be required to serve the affordable units and 13 spaces ($41 \times 0.3 = 13$) would be required to serve the special needs units. Thus, the project would be required to provide a total of 33 parking spaces to serve the future residents.

Vehicle Parking Supply

The site plan shows 33 off-street vehicle parking spaces within a secured parking garage, which meets the vehicular parking requirement.

Motorcycle and Bicycle Parking Requirements

The City requires one motorcycle parking space and one bicycle parking space for every four residential units (per Chapter 20.90, Tables 20-190, 20-210 and 20-250 of the City's Zoning Code). Thus, the project is required to provide a total of 20 motorcycle spaces and 20 bicycle parking spaces.

Motorcycle and Bicycle Parking Supply

The project is proposing to provide 9 motorcycle parking spaces and 50 bicycle parking spaces (30 bicycle spaces on the ground floor and 20 bicycle spaces on the 7th floor). Thus, the project would not meet the City's motorcycle parking requirement but would provide adequate bicycle parking per the City requirement.

Recommendation: The project should either provide 11 additional motorcycle parking spaces to meet the City's motorcycle parking requirement or coordinate with City staff to determine if the project qualifies for a reduction in the number of required motorcycle parking spaces.

5. Conclusions

This report presents the results of the transportation analysis conducted for a proposed residential development at 750 W. San Carlos Street in San Jose, California. The project site is located within the Diridon Station Area Plan (DSAP) boundary. As proposed, the project would replace a vacant commercial building on the site with 80 multi-family homes. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential development.

The potential 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. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). VMT is defined in Chapter 1 of this report. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The project VMT calculated by the San Jose VMT Evaluation Tool ("sketch tool") is 4.96 per capita, which is well below the threshold of 10.12 VMT per capita. Therefore, the project would not result in a significant transportation impact on VMT.

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates and appropriate trip adjustments, the project would generate 280 new daily vehicle trips, with 18 new trips occurring during the AM peak hour and 22 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 5 new inbound and 13 new outbound trips during the AM peak hour, and 13 new inbound and 9 new outbound trips during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area.

Recommendations

- Provide a 26-foot wide driveway in order to meet the City's standard.
- Provide 50 feet of inbound vehicle stacking space at the project driveway by relocating the security gate 25 feet farther into the parking garage. Note that with this improvement, one handicapped parking stall (parking stall #1 on the site plan) would be located outside the security gate.
- The project applicant should coordinate with City staff to determine the best on-street location for loading activities to occur.
- The project applicant should coordinate with City staff to determine the best on-street location for garbage collection activities to occur.
- The project should either provide the necessary fire access and clearance or consider the fire variance process for mitigation of non-compliance.
- The project would be required to make a fair share contribution toward the planned pedestrian improvements at the Dupont Street railroad crossing.
- The project should either provide 11 additional motorcycle parking spaces to meet the City's motorcycle parking requirement or coordinate with City staff to determine if the project qualifies for a reduction in the number of required motorcycle parking spaces.

**750 West San Carlos Street Residential TA
Technical Appendices**

October 7, 2019

Appendix A

Traffic Counts



(303) 216-2439
www.alltrafficdata.net

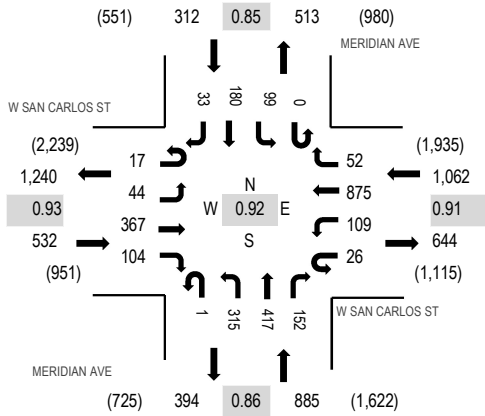
Location: 1 MERIDIAN AVE & W SAN CARLOS ST AM

Date: Tuesday, September 10, 2019

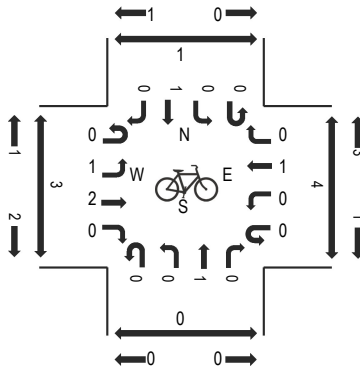
Peak Hour: 07:30 AM - 08:30 AM

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

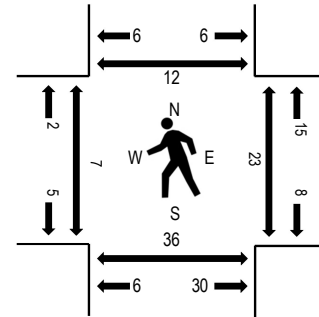
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | W SAN CARLOS ST Eastbound | | | | W SAN CARLOS ST Westbound | | | | MERIDIAN AVE Northbound | | | | MERIDIAN AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| | 7:00 AM | 1 | 9 | 48 | 13 | 5 | 9 | 209 | 10 | 0 | 32 | 67 | 16 | 0 | 8 | 31 | | | 4 | 462 | 2,525 | 1 |
| 7:15 AM | 4 | 8 | 57 | 15 | 4 | 28 | 226 | 13 | 0 | 64 | 98 | 21 | 0 | 16 | 42 | 4 | 600 | 2,740 | 0 | 7 | 7 | 0 |
| 7:30 AM | 5 | 7 | 77 | 21 | 11 | 21 | 267 | 9 | 0 | 81 | 105 | 28 | 0 | 22 | 42 | 6 | 702 | 2,791 | 0 | 3 | 10 | 2 |
| 7:45 AM | 5 | 14 | 93 | 18 | 2 | 25 | 243 | 12 | 0 | 89 | 116 | 51 | 0 | 32 | 51 | 10 | 761 | 2,694 | 2 | 7 | 10 | 6 |
| 8:00 AM | 3 | 12 | 100 | 27 | 4 | 35 | 211 | 16 | 1 | 63 | 86 | 31 | 0 | 31 | 50 | 7 | 677 | 2,534 | 0 | 9 | 6 | 3 |
| 8:15 AM | 4 | 11 | 97 | 38 | 9 | 28 | 154 | 15 | 0 | 82 | 110 | 42 | 0 | 14 | 37 | 10 | 651 | | 5 | 4 | 10 | 1 |
| 8:30 AM | 6 | 10 | 97 | 25 | 3 | 35 | 142 | 8 | 0 | 69 | 104 | 33 | 0 | 21 | 42 | 10 | 605 | | 1 | 8 | 9 | 3 |
| 8:45 AM | 1 | 8 | 89 | 28 | 4 | 23 | 142 | 12 | 0 | 76 | 120 | 37 | 0 | 12 | 40 | 9 | 601 | | 3 | 11 | 7 | 7 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Lights | 17 | 42 | 352 | 100 | 26 | 105 | 852 | 52 | 1 | 313 | 412 | 145 | 0 | 98 | 178 | 33 | 2,726 |
| Mediums | 0 | 2 | 12 | 3 | 0 | 4 | 22 | 0 | 0 | 2 | 5 | 7 | 0 | 1 | 2 | 0 | 60 |
| Total | 17 | 44 | 367 | 104 | 26 | 109 | 875 | 52 | 1 | 315 | 417 | 152 | 0 | 99 | 180 | 33 | 2,791 |



(303) 216-2439
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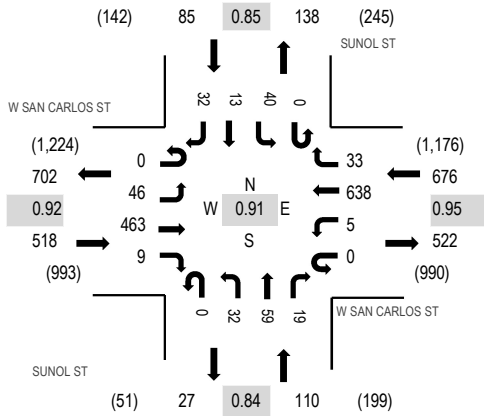
Location: 2 SUNOL ST & W SAN CARLOS ST AM

Date: Tuesday, September 10, 2019

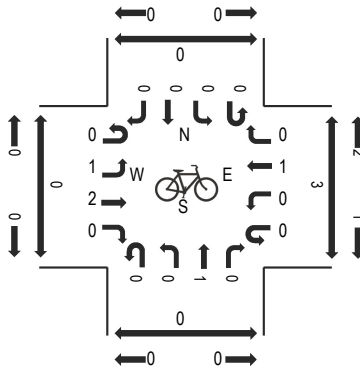
Peak Hour: 07:15 AM - 08:15 AM

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

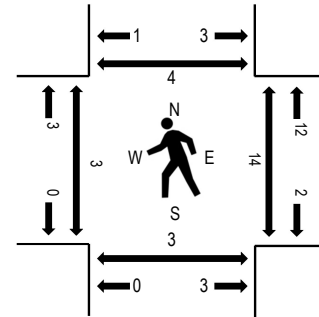
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | W SAN CARLOS ST Eastbound | | | | W SAN CARLOS ST Westbound | | | | SUNOL ST Northbound | | | | SUNOL ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------|------|------|-------|---------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 1 | 6 | 50 | 2 | 0 | 4 | 161 | 9 | 0 | 11 | 12 | 3 | 0 | 2 | 2 | 7 | 270 | 1,329 | 0 | 3 | 1 | 2 |
| 7:15 AM | 0 | 6 | 83 | 2 | 0 | 0 | 184 | 5 | 0 | 7 | 13 | 5 | 0 | 11 | 2 | 6 | 324 | 1,389 | 0 | 3 | 0 | 0 |
| 7:30 AM | 0 | 10 | 103 | 3 | 0 | 1 | 179 | 3 | 0 | 8 | 19 | 6 | 0 | 12 | 1 | 8 | 353 | 1,385 | 2 | 5 | 1 | 2 |
| 7:45 AM | 0 | 18 | 145 | 1 | 0 | 1 | 158 | 16 | 0 | 9 | 13 | 1 | 0 | 9 | 4 | 7 | 382 | 1,309 | 1 | 3 | 0 | 0 |
| 8:00 AM | 0 | 12 | 132 | 3 | 0 | 3 | 117 | 9 | 0 | 8 | 14 | 7 | 0 | 8 | 6 | 11 | 330 | 1,181 | 0 | 3 | 2 | 2 |
| 8:15 AM | 0 | 11 | 147 | 2 | 0 | 0 | 112 | 6 | 0 | 9 | 12 | 5 | 0 | 5 | 3 | 8 | 320 | | 1 | 7 | 1 | 3 |
| 8:30 AM | 0 | 9 | 123 | 2 | 1 | 3 | 92 | 12 | 0 | 7 | 10 | 3 | 0 | 6 | 2 | 7 | 277 | | 0 | 7 | 0 | 1 |
| 8:45 AM | 0 | 8 | 114 | 0 | 0 | 2 | 93 | 5 | 0 | 6 | 7 | 4 | 0 | 5 | 2 | 8 | 254 | | 0 | 9 | 1 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Lights | 0 | 46 | 442 | 9 | 0 | 5 | 614 | 31 | 0 | 32 | 57 | 17 | 0 | 38 | 11 | 31 | 1,333 |
| Mediums | 0 | 0 | 18 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 1 | 51 |
| Total | 0 | 46 | 463 | 9 | 0 | 5 | 638 | 33 | 0 | 32 | 59 | 19 | 0 | 40 | 13 | 32 | 1,389 |



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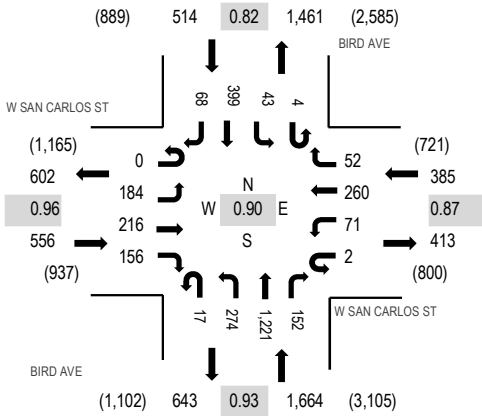
Location: 3 BIRD AVE & W SAN CARLOS ST AM

Date: Tuesday, September 10, 2019

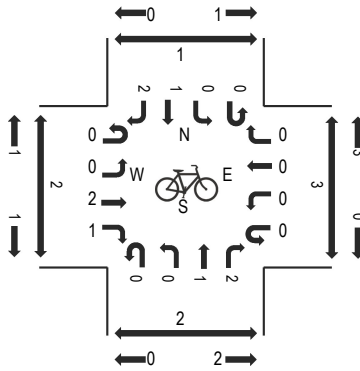
Peak Hour: 07:30 AM - 08:30 AM

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

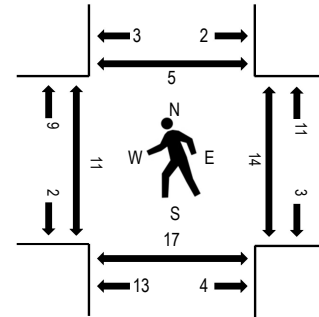
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | W SAN CARLOS ST Eastbound | | | | W SAN CARLOS ST Westbound | | | | BIRD AVE Northbound | | | | BIRD AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------|------|------|-------|---------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 16 | 17 | 19 | 1 | 9 | 57 | 10 | 1 | 88 | 194 | 28 | 0 | 7 | 71 | 15 | 533 | 2,848 | 0 | 7 | 2 | 0 |
| 7:15 AM | 1 | 25 | 39 | 25 | 0 | 12 | 87 | 17 | 1 | 96 | 219 | 35 | 0 | 6 | 86 | 10 | 659 | 3,095 | 2 | 8 | 4 | 2 |
| 7:30 AM | 0 | 39 | 47 | 44 | 1 | 16 | 88 | 19 | 4 | 81 | 302 | 31 | 1 | 11 | 93 | 16 | 793 | 3,119 | 2 | 8 | 2 | 1 |
| 7:45 AM | 0 | 40 | 65 | 40 | 1 | 25 | 74 | 13 | 4 | 67 | 329 | 48 | 1 | 15 | 119 | 22 | 863 | 2,995 | 5 | 3 | 2 | 2 |
| 8:00 AM | 0 | 49 | 56 | 34 | 0 | 16 | 46 | 12 | 7 | 69 | 310 | 54 | 1 | 9 | 106 | 11 | 780 | 2,804 | 0 | 2 | 4 | 1 |
| 8:15 AM | 0 | 56 | 48 | 38 | 0 | 14 | 52 | 8 | 2 | 57 | 280 | 19 | 1 | 8 | 81 | 19 | 683 | | 4 | 1 | 9 | 1 |
| 8:30 AM | 0 | 37 | 51 | 25 | 0 | 13 | 54 | 8 | 3 | 49 | 261 | 81 | 2 | 11 | 66 | 8 | 669 | | 0 | 2 | 2 | 2 |
| 8:45 AM | 0 | 39 | 44 | 43 | 0 | 10 | 43 | 15 | 4 | 40 | 279 | 62 | 2 | 5 | 71 | 15 | 672 | | 0 | 3 | 1 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|-------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 6 |
| Lights | 0 | 182 | 203 | 149 | 2 | 64 | 245 | 50 | 17 | 271 | 1,203 | 150 | 4 | 43 | 383 | 62 | 3,028 |
| Mediums | 0 | 2 | 13 | 6 | 0 | 5 | 15 | 2 | 0 | 3 | 17 | 1 | 0 | 0 | 16 | 5 | 85 |
| Total | 0 | 184 | 216 | 156 | 2 | 71 | 260 | 52 | 17 | 274 | 1,221 | 152 | 4 | 43 | 399 | 68 | 3,119 |



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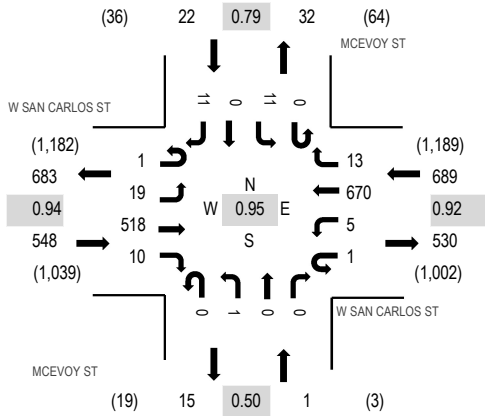
Location: 4 MCEVOY ST & W SAN CARLOS ST AM

Date: Tuesday, September 10, 2019

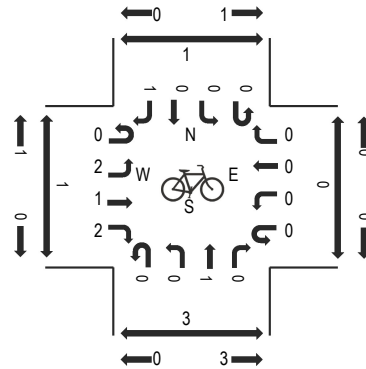
Peak Hour: 07:15 AM - 08:15 AM

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

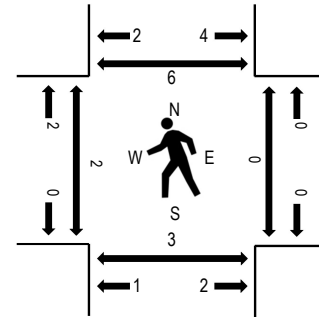
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | W SAN CARLOS ST Eastbound | | | | W SAN CARLOS ST Westbound | | | | MCEVOY ST Northbound | | | | MCEVOY ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|----------------------|------|------|-------|----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 4 | 56 | 0 | 0 | 1 | 171 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 241 | 1,209 | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 6 | 94 | 3 | 0 | 0 | 192 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 308 | 1,260 | 0 | 0 | 1 | 2 |
| 7:30 AM | 0 | 4 | 123 | 2 | 0 | 0 | 192 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 328 | 1,237 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 6 | 153 | 3 | 1 | 3 | 157 | 3 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 332 | 1,152 | 1 | 0 | 0 | 0 |
| 8:00 AM | 1 | 3 | 148 | 2 | 0 | 2 | 129 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 292 | 1,058 | 1 | 0 | 2 | 2 |
| 8:15 AM | 0 | 5 | 158 | 0 | 0 | 0 | 116 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 285 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 8 | 121 | 2 | 0 | 1 | 106 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 243 | | 1 | 0 | 0 | 1 |
| 8:45 AM | 0 | 7 | 130 | 0 | 0 | 0 | 97 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 238 | | 1 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Lights | 1 | 18 | 494 | 10 | 1 | 5 | 643 | 11 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 11 | 1,203 |
| Mediums | 0 | 1 | 22 | 0 | 0 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 52 |
| Total | 1 | 19 | 518 | 10 | 1 | 5 | 670 | 13 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 11 | 1,260 |



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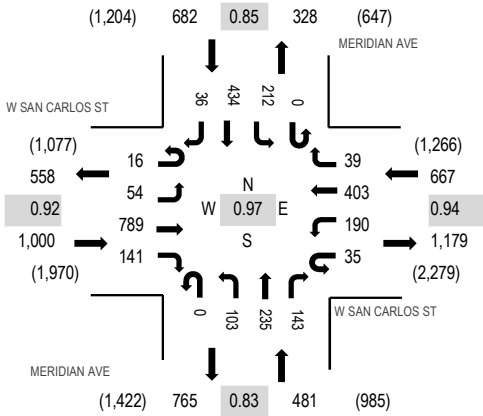
Location: 1 MERIDIAN AVE & W SAN CARLOS ST PM

Date: Tuesday, September 10, 2019

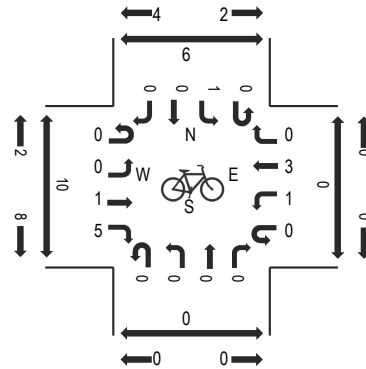
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

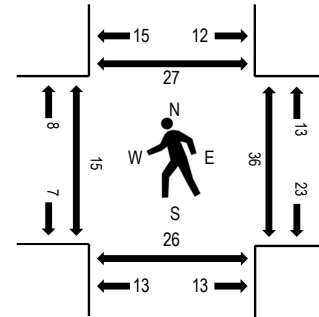
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | W SAN CARLOS ST Eastbound | | | | W SAN CARLOS ST Westbound | | | | MERIDIAN AVE Northbound | | | | MERIDIAN AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| | 4:00 PM | 3 | 23 | 184 | 27 | 10 | 40 | 89 | 7 | 0 | 28 | 60 | 32 | 0 | 31 | 84 | | | 8 | 626 | 2,595 | 8 |
| 4:15 PM | 3 | 11 | 175 | 31 | 5 | 51 | 76 | 11 | 0 | 40 | 63 | 50 | 0 | 42 | 89 | 13 | 660 | 2,669 | 1 | 7 | 11 | 6 |
| 4:30 PM | 3 | 14 | 228 | 27 | 4 | 54 | 107 | 9 | 0 | 26 | 54 | 47 | 0 | 30 | 76 | 4 | 683 | 2,740 | 1 | 16 | 15 | 4 |
| 4:45 PM | 1 | 15 | 178 | 47 | 10 | 33 | 82 | 11 | 0 | 27 | 41 | 36 | 0 | 38 | 98 | 9 | 626 | 2,755 | 7 | 13 | 13 | 11 |
| 5:00 PM | 6 | 18 | 194 | 39 | 13 | 53 | 95 | 6 | 0 | 22 | 69 | 32 | 0 | 40 | 108 | 5 | 700 | 2,830 | 0 | 5 | 7 | 5 |
| 5:15 PM | 5 | 10 | 191 | 21 | 12 | 56 | 103 | 6 | 0 | 35 | 55 | 36 | 0 | 61 | 127 | 13 | 731 | | 7 | 9 | 8 | 10 |
| 5:30 PM | 4 | 13 | 218 | 37 | 4 | 40 | 105 | 15 | 0 | 30 | 50 | 34 | 0 | 42 | 93 | 13 | 698 | | 5 | 11 | 9 | 6 |
| 5:45 PM | 1 | 13 | 186 | 44 | 6 | 41 | 100 | 12 | 0 | 16 | 61 | 41 | 0 | 69 | 106 | 5 | 701 | | 3 | 11 | 2 | 6 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 16 | 53 | 775 | 139 | 35 | 186 | 394 | 37 | 0 | 103 | 235 | 142 | 0 | 208 | 431 | 36 | 2,790 |
| Mediums | 0 | 1 | 14 | 2 | 0 | 3 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 0 | 39 |
| Total | 16 | 54 | 789 | 141 | 35 | 190 | 403 | 39 | 0 | 103 | 235 | 143 | 0 | 212 | 434 | 36 | 2,830 |



(303) 216-2439
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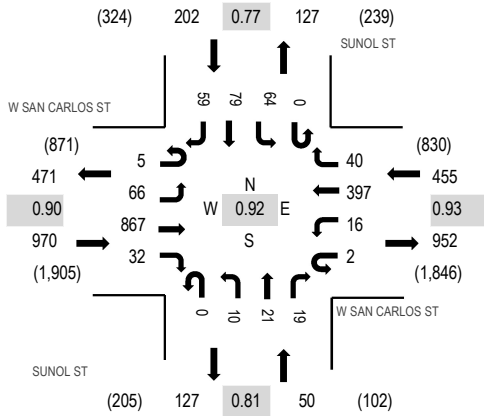
Location: 2 SUNOL ST & W SAN CARLOS ST PM

Date: Tuesday, September 10, 2019

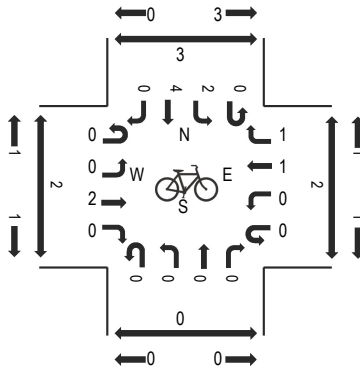
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

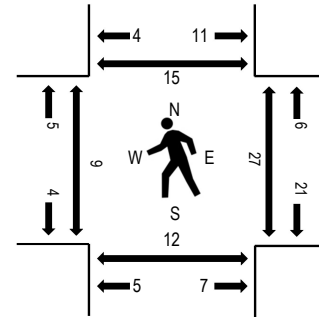
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | W SAN CARLOS ST Eastbound | | | | W SAN CARLOS ST Westbound | | | | SUNOL ST Northbound | | | | SUNOL ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------|------|------|-------|---------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 2 | 14 | 205 | 9 | 1 | 5 | 88 | 9 | 0 | 5 | 3 | 5 | 0 | 11 | 9 | 12 | 378 | 1,484 | 0 | 4 | 2 | 4 |
| 4:15 PM | 0 | 16 | 184 | 6 | 0 | 0 | 78 | 8 | 0 | 7 | 5 | 4 | 0 | 9 | 7 | 12 | 336 | 1,482 | 1 | 2 | 4 | 2 |
| 4:30 PM | 2 | 19 | 239 | 8 | 0 | 0 | 85 | 7 | 0 | 3 | 5 | 3 | 0 | 9 | 5 | 10 | 395 | 1,600 | 0 | 0 | 1 | 3 |
| 4:45 PM | 0 | 9 | 213 | 9 | 1 | 3 | 81 | 9 | 0 | 1 | 8 | 3 | 0 | 7 | 17 | 14 | 375 | 1,639 | 1 | 3 | 4 | 0 |
| 5:00 PM | 0 | 19 | 182 | 5 | 2 | 2 | 92 | 10 | 0 | 2 | 5 | 6 | 0 | 16 | 16 | 19 | 376 | 1,677 | 3 | 4 | 3 | 8 |
| 5:15 PM | 0 | 14 | 243 | 13 | 0 | 6 | 94 | 10 | 0 | 0 | 4 | 4 | 0 | 19 | 25 | 22 | 454 | | 2 | 8 | 6 | 2 |
| 5:30 PM | 5 | 16 | 227 | 9 | 0 | 6 | 101 | 10 | 0 | 3 | 5 | 7 | 0 | 19 | 18 | 8 | 434 | | 2 | 4 | 1 | 2 |
| 5:45 PM | 0 | 17 | 215 | 5 | 0 | 2 | 110 | 10 | 0 | 5 | 7 | 2 | 0 | 10 | 20 | 10 | 413 | | 2 | 11 | 2 | 3 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 5 | 65 | 844 | 31 | 2 | 16 | 384 | 40 | 0 | 10 | 21 | 19 | 0 | 63 | 79 | 58 | 1,637 |
| Mediums | 0 | 1 | 23 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 40 |
| Total | 5 | 66 | 867 | 32 | 2 | 16 | 397 | 40 | 0 | 10 | 21 | 19 | 0 | 64 | 79 | 59 | 1,677 |



(303) 216-2439
www.alltrafficdata.net

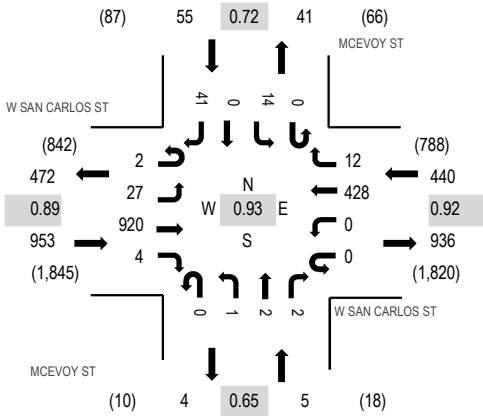
Location: 4 MCEVOY ST & W SAN CARLOS ST PM

Date: Tuesday, September 10, 2019

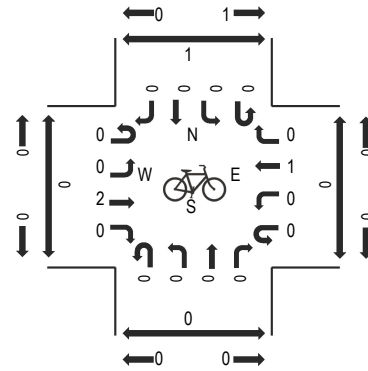
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

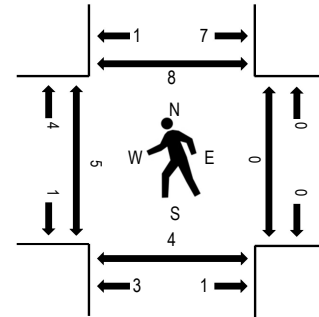
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | W SAN CARLOS ST Eastbound | | | | W SAN CARLOS ST Westbound | | | | MCEVOY ST Northbound | | | | MCEVOY ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | | |
|---------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|----------------------|------|------|-------|----------------------|------|------|-------|-------|--------------|----------------------|-------|-------|-------|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | | |
| 4:00 PM | 1 | 3 | 217 | 0 | 0 | 1 | 88 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 10 | 328 | 1,285 | 0 | 0 | 2 | 1 |
| 4:15 PM | 0 | 5 | 188 | 2 | 0 | 0 | 79 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 5 | 286 | 1,275 | 2 | 0 | 5 | 2 | | |
| 4:30 PM | 0 | 2 | 235 | 2 | 0 | 0 | 88 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 3 | 338 | 1,380 | 0 | 0 | 1 | 2 | | |
| 4:45 PM | 0 | 9 | 227 | 1 | 0 | 0 | 86 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 333 | 1,412 | 2 | 0 | 3 | 1 | | |
| 5:00 PM | 0 | 7 | 195 | 2 | 0 | 0 | 99 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 318 | 1,453 | 2 | 0 | 0 | 2 | | |
| 5:15 PM | 1 | 6 | 262 | 0 | 0 | 0 | 97 | 3 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 16 | 391 | | 0 | 0 | 4 | 4 | | |
| 5:30 PM | 1 | 6 | 230 | 1 | 0 | 0 | 117 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 7 | 370 | | 2 | 0 | 0 | 1 | | |
| 5:45 PM | 0 | 8 | 233 | 1 | 0 | 0 | 115 | 4 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 9 | 374 | | 1 | 0 | 0 | 1 | | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 2 | 27 | 896 | 4 | 0 | 0 | 414 | 12 | 0 | 1 | 2 | 2 | 0 | 14 | 0 | 40 | 1,414 |
| Mediums | 0 | 0 | 24 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| Total | 2 | 27 | 920 | 4 | 0 | 0 | 428 | 12 | 0 | 1 | 2 | 2 | 0 | 14 | 0 | 41 | 1,453 |

Appendix B
San Jose ATI

AM PROJECT TRIPS

08/09/2019

Intersection of : S Montgomery St / Bird Av & W San Carlos St

Traffic Node Number : 3077

| Permit No./Proposed Land Use/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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST | 13 | 0 | 0 | 0 | 0 | 13 | 2 | 3 | 2 | 0 | 25 | 0 |
| PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 1 | 0 |
| TOTAL: | 33 | 68 | 28 | 8 | 56 | 17 | 11 | 102 | 36 | 6 | 65 | 5 |

| | LEFT | THRU | RIGHT |
|--------------|------|------|-------|
| NORTH | 8 | 56 | 17 |
| EAST | 6 | 65 | 5 |
| SOUTH | 33 | 68 | 28 |
| WEST | 11 | 102 | 36 |

PM PROJECT TRIPS

08/09/2019

Intersection of : S Montgomery St / Bird Av & W San Carlos St

Traffic Node Number : 3077

| Permit No./Proposed Land Use/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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST | 3 | 0 | 0 | 0 | 0 | 3 | 11 | 23 | 11 | 0 | 4 | 0 |
| PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 |
| RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 16 | 16 | 0 |
| TOTAL: | 18 | 60 | 8 | 9 | 107 | 12 | 20 | 111 | 50 | 43 | 94 | 7 |

| | LEFT | THRU | RIGHT |
|--------------|------|------|-------|
| NORTH | 9 | 107 | 12 |
| EAST | 43 | 94 | 7 |
| SOUTH | 18 | 60 | 8 |
| WEST | 20 | 111 | 50 |

| | | | | | | | | | | | | |
|---------------|-----------|------------|-----------|----------|-----------|----------|-----------|-----------|-----------|----------|-----------|----------|
| TOTAL: | 18 | 120 | 43 | 8 | 92 | 2 | 10 | 57 | 68 | 4 | 40 | 1 |
|---------------|-----------|------------|-----------|----------|-----------|----------|-----------|-----------|-----------|----------|-----------|----------|

| | LEFT | THRU | RIGHT |
|--------------|-------------|-------------|--------------|
| NORTH | 8 | 92 | 2 |
| EAST | 4 | 40 | 1 |
| SOUTH | 18 | 120 | 43 |
| WEST | 10 | 57 | 68 |

TOTAL: 16 84 74 17 212 7 7 42 67 18 74 2

| | LEFT | THRU | RIGHT |
|--------------|-------------|-------------|--------------|
| NORTH | 17 | 212 | 7 |
| EAST | 18 | 74 | 2 |
| SOUTH | 16 | 84 | 74 |
| WEST | 7 | 42 | 67 |

AM PROJECT TRIPS

08/09/2019

Intersection of : Meridian Av & W San Carlos St

Traffic Node Number : 3693

| Permit No./Proposed Land Use/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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

TOTAL: **56** **63** **41** **3** **10** **19** **8** **50** **6** **46** **147** **5**

| | LEFT | THRU | RIGHT |
|--------------|-------------|-------------|--------------|
| NORTH | 3 | 10 | 19 |
| EAST | 46 | 147 | 5 |
| SOUTH | 56 | 63 | 41 |
| WEST | 8 | 50 | 6 |

PM PROJECT TRIPS

08/09/2019

Intersection of : Meridian Av & W San Carlos St

Traffic Node Number : 3693

| Permit No./Proposed Land Use/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 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 3 | 0 |
| TOTAL: | 24 | 51 | 68 | 10 | 54 | 18 | 29 | 187 | 48 | 45 | 91 | 6 |

| | LEFT | THRU | RIGHT |
|--------------|------|------|-------|
| NORTH | 10 | 54 | 18 |
| EAST | 45 | 91 | 6 |
| SOUTH | 24 | 51 | 68 |
| WEST | 29 | 187 | 48 |

AM PROJECT TRIPS

08/09/2019

Intersection of : W San Carlos St & Sunol St

Traffic Node Number : 3906

| Permit No./Proposed Land Use/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 LEGACY | 2 | 8 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 |
| ----- | | | | | | | | | | | | |
| NORTH SAN JOSE | | | | | | | | | | | | |
| PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS | 0 | 7 | 0 | 7 | 12 | 10 | 6 | 0 | 0 | 0 | 0 | 4 |
| ----- | | | | | | | | | | | | |
| PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE | 16 | 39 | 11 | 0 | 28 | 0 | 9 | 70 | 0 | 14 | 0 | 0 |
| ----- | | | | | | | | | | | | |
| PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| ----- | | | | | | | | | | | | |
| PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 1 | 0 |
| ----- | | | | | | | | | | | | |
| TOTAL: | 19 | 54 | 11 | 7 | 42 | 10 | 16 | 73 | 0 | 14 | 5 | 4 |

| | LEFT | THRU | RIGHT |
|--------------|------|------|-------|
| NORTH | 7 | 42 | 10 |
| EAST | 14 | 5 | 4 |
| SOUTH | 19 | 54 | 11 |
| WEST | 16 | 73 | 0 |

PM PROJECT TRIPS

08/09/2019

Intersection of : W San Carlos St & Sunol St

Traffic Node Number : 3906

| Permit No./Proposed Land Use/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 LEGACY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 7 | 0 |
| NORTH SAN JOSE | | | | | | | | | | | | |
| PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS | 0 | 12 | 0 | 4 | 6 | 5 | 10 | 0 | 0 | 0 | 0 | 7 |
| PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE | 9 | 20 | 6 | 0 | 51 | 0 | 5 | 36 | 0 | 26 | 0 | 0 |
| PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE | 4 | 3 | 0 | 0 | 4 | 0 | 1 | 6 | 0 | 0 | 0 | 1 |
| PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 4 | 0 |
| TOTAL: | 13 | 35 | 6 | 4 | 61 | 5 | 16 | 42 | 0 | 26 | 11 | 8 |

| | LEFT | THRU | RIGHT |
|--------------|------|------|-------|
| NORTH | 4 | 61 | 5 |
| EAST | 26 | 11 | 8 |
| SOUTH | 13 | 35 | 6 |
| WEST | 16 | 42 | 0 |

Appendix C
Volume Summary Sheets

750 W San Carlos Street
Volume Spreadsheets

Intersection Number: **1**
 Traffix Node Number: 3693
 Intersection Name: Meridian Avenue & San Carlos Street
 Peak Hour: AM
 Count Date: 09/10/19
 Scenario: 80 Residential Units
 Date of Analysis: 09/30/19

| Scenario: | Movements | | | | | | | | | | | | Total |
|-------------------------------|----------------|-----------|----------|---------------|------------|-----------|----------------|-----------|-----------|---------------|-----------|----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 33 | 180 | 99 | 52 | 875 | 135 | 152 | 417 | 316 | 104 | 367 | 61 | 2791 |
| Approved Project Trips | | | | | | | | | | | | | |
| CSJ ATI | 19 | 10 | 3 | 5 | 147 | 46 | 41 | 63 | 56 | 6 | 50 | 8 | 454 |
| Approved Project 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Project 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Approved Trips | 19 | 10 | 3 | 5 | 147 | 46 | 41 | 63 | 56 | 6 | 50 | 8 | 454 |
| Background Conditions | 52 | 190 | 102 | 57 | 1022 | 181 | 193 | 480 | 372 | 110 | 417 | 69 | 3245 |
| Proposed Project Trips | | | | | | | | | | | | | |
| Project Trips Scenario 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Project Trips Scenario 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Project Trips Scenario 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bkgrd+Project Scenario 1 | 52 | 190 | 102 | 57 | 1023 | 182 | 194 | 480 | 372 | 110 | 417 | 69 | 3248 |
| Bkgrd+Project Scenario 2 | 52 | 191 | 102 | 57 | 1023 | 181 | 193 | 480 | 372 | 110 | 417 | 69 | 3247 |

Intersection Number: **2**
 Traffix Node Number: 3906
 Intersection Name: Sunol Street & San Carlos Street
 Peak Hour: AM
 Count Date: 09/10/19
 Scenario: 80 Residential Units
 Date of Analysis: 09/30/19

| Scenario: | Movements | | | | | | | | | | | | Total |
|-------------------------------|----------------|-----------|----------|---------------|----------|-----------|----------------|-----------|-----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 32 | 13 | 40 | 33 | 638 | 5 | 19 | 59 | 32 | 9 | 463 | 46 | 1389 |
| Approved Project Trips | | | | | | | | | | | | | |
| CSJ ATI | 10 | 42 | 7 | 4 | 5 | 14 | 11 | 54 | 19 | 0 | 73 | 16 | 255 |
| Approved Project 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Project 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Approved Trips | 10 | 42 | 7 | 4 | 5 | 14 | 11 | 54 | 19 | 0 | 73 | 16 | 255 |
| Background Conditions | 42 | 55 | 47 | 37 | 643 | 19 | 30 | 113 | 51 | 9 | 536 | 62 | 1644 |
| Proposed Project Trips | | | | | | | | | | | | | |
| Project Trips Scenario 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| Project Trips Scenario 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Project Trips Scenario 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bkgrd+Project Scenario 1 | 42 | 55 | 47 | 37 | 646 | 19 | 30 | 113 | 51 | 9 | 538 | 62 | 1649 |
| Bkgrd+Project Scenario 2 | 42 | 55 | 47 | 37 | 643 | 19 | 30 | 114 | 51 | 9 | 536 | 62 | 1645 |

750 W San Carlos Street
Volume Spreadsheets

Intersection Number: **3**
 Traffix Node Number: 3077
 Intersection Name: Bird Avenue & San Carlos Street
 Peak Hour: AM
 Count Date: 09/10/19
 Scenario: 80 Residential Units
 Date of Analysis: 09/30/19

| Scenario: | Movements | | | | | | | | | | | | Total |
|-------------------------------|----------------|-----------|----------|---------------|-----------|----------|----------------|-----------|-----------|---------------|------------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 68 | 399 | 47 | 52 | 260 | 73 | 152 | 1221 | 291 | 156 | 216 | 184 | 3119 |
| Approved Project Trips | | | | | | | | | | | | | |
| CSJ ATI | 17 | 56 | 8 | 5 | 65 | 6 | 28 | 68 | 33 | 36 | 102 | 11 | 435 |
| Approved Project 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Project 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Approved Trips | 17 | 56 | 8 | 5 | 65 | 6 | 28 | 68 | 33 | 36 | 102 | 11 | 435 |
| Background Conditions | 85 | 455 | 55 | 57 | 325 | 79 | 180 | 1289 | 324 | 192 | 318 | 195 | 3554 |
| Proposed Project Trips | | | | | | | | | | | | | |
| Project Trips Scenario 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 1 | 12 |
| Project Trips Scenario 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| Project Trips Scenario 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bkgrd+Project Scenario 1 | 86 | 455 | 55 | 57 | 325 | 79 | 180 | 1289 | 325 | 197 | 322 | 196 | 3566 |
| Bkgrd+Project Scenario 2 | 85 | 460 | 55 | 57 | 325 | 79 | 180 | 1290 | 324 | 192 | 318 | 195 | 3560 |

Intersection Number: **4**
 Traffix Node Number: 3266
 Intersection Name: Bird Avenue & Auzerais Avenue
 Peak Hour: AM
 Count Date: 01/11/18
 Scenario: 80 Residential Units
 Date of Analysis: 09/30/19

| Scenario: | Movements | | | | | | | | | | | | Total |
|-------------------------------|----------------|-----------|----------|---------------|-----------|----------|----------------|------------|-----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 32 | 487 | 29 | 26 | 59 | 66 | 113 | 1599 | 237 | 178 | 75 | 37 | 2938 |
| Approved Project Trips | | | | | | | | | | | | | |
| CSJ ATI | 2 | 92 | 8 | 1 | 40 | 4 | 43 | 120 | 18 | 68 | 57 | 10 | 463 |
| Approved Project 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Project 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Approved Trips | 2 | 92 | 8 | 1 | 40 | 4 | 43 | 120 | 18 | 68 | 57 | 10 | 463 |
| Background Conditions | 34 | 579 | 37 | 27 | 99 | 70 | 156 | 1719 | 255 | 246 | 132 | 47 | 3401 |
| Proposed Project Trips | | | | | | | | | | | | | |
| Project Trips Scenario 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| Project Trips Scenario 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| Project Trips Scenario 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bkgrd+Project Scenario 1 | 34 | 584 | 37 | 27 | 99 | 70 | 156 | 1720 | 255 | 246 | 132 | 47 | 3407 |
| Bkgrd+Project Scenario 2 | 34 | 584 | 37 | 27 | 99 | 70 | 156 | 1720 | 256 | 246 | 132 | 47 | 3408 |

750 W San Carlos Street
Volume Spreadsheets

Intersection Number: **1**
 Traffix Node Number: 3693
 Intersection NPMe: Meridian Avenue & San Carlos Street
 Peak Hour: PM
 Count Date: 09/10/19
 Scenario: 80 Residential Units
 Date of Analysis: 09/30/19

| Scenario: | Movements | | | | | | | | | | | | Total |
|-------------------------------|----------------|-----------|-----------|---------------|-----------|-----------|----------------|-----------|-----------|---------------|------------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 36 | 434 | 212 | 39 | 403 | 225 | 143 | 235 | 103 | 141 | 789 | 70 | 2830 |
| Approved Project Trips | | | | | | | | | | | | | |
| CSJ ATI | 18 | 54 | 10 | 6 | 91 | 45 | 68 | 51 | 24 | 48 | 187 | 29 | 631 |
| Approved Project 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Project 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Approved Trips | 18 | 54 | 10 | 6 | 91 | 45 | 68 | 51 | 24 | 48 | 187 | 29 | 631 |
| Background Conditions | 54 | 488 | 222 | 45 | 494 | 270 | 211 | 286 | 127 | 189 | 976 | 99 | 3461 |
| Proposed Project Trips | | | | | | | | | | | | | |
| Project Trips Scenario 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 4 |
| Project Trips Scenario 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 |
| Project Trips Scenario 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bkgrd+Project Scenario 1 | 54 | 488 | 222 | 45 | 495 | 270 | 213 | 286 | 127 | 189 | 977 | 99 | 3465 |
| Bkgrd+Project Scenario 2 | 54 | 488 | 222 | 45 | 495 | 270 | 211 | 287 | 127 | 189 | 977 | 99 | 3464 |

Intersection Number: **2**
 Traffix Node Number: 3906
 Intersection NPMe: Sunol Street & San Carlos Street
 Peak Hour: PM
 Count Date: 09/10/19
 Scenario: 80 Residential Units
 Date of Analysis: 09/30/19

| Scenario: | Movements | | | | | | | | | | | | Total |
|-------------------------------|----------------|-----------|----------|---------------|-----------|-----------|----------------|-----------|-----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 59 | 79 | 64 | 40 | 397 | 18 | 19 | 21 | 10 | 32 | 867 | 71 | 1677 |
| Approved Project Trips | | | | | | | | | | | | | |
| CSJ ATI | 5 | 61 | 4 | 8 | 11 | 26 | 6 | 35 | 13 | 0 | 42 | 16 | 227 |
| Approved Project 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Project 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Approved Trips | 5 | 61 | 4 | 8 | 11 | 26 | 6 | 35 | 13 | 0 | 42 | 16 | 227 |
| Background Conditions | 64 | 140 | 68 | 48 | 408 | 44 | 25 | 56 | 23 | 32 | 909 | 87 | 1904 |
| Proposed Project Trips | | | | | | | | | | | | | |
| Project Trips Scenario 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 7 |
| Project Trips Scenario 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Project Trips Scenario 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bkgrd+Project Scenario 1 | 64 | 140 | 68 | 48 | 410 | 44 | 26 | 56 | 23 | 32 | 913 | 87 | 1911 |
| Bkgrd+Project Scenario 2 | 64 | 140 | 68 | 49 | 408 | 44 | 25 | 58 | 23 | 32 | 909 | 87 | 1907 |

750 W San Carlos Street
Volume Spreadsheets

Intersection Number: **3**
 Traffix Node Number: 3077
 Intersection NPM: Bird Avenue & San Carlos Street
 Peak Hour: PM
 Count Date: 09/10/19
 Scenario: 80 Residential Units
 Date of Analysis: 09/30/19

| Scenario: | Movements | | | | | | | | | | | | Total |
|-------------------------------|----------------|------------|----------|---------------|-----------|-----------|----------------|-----------|-----------|---------------|------------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 71 | 1034 | 109 | 30 | 212 | 213 | 127 | 328 | 132 | 345 | 702 | 92 | 3395 |
| Approved Project Trips | | | | | | | | | | | | | |
| CSJ ATI | 12 | 107 | 9 | 7 | 94 | 43 | 8 | 60 | 18 | 50 | 111 | 20 | 539 |
| Approved Project 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Project 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Approved Trips | 12 | 107 | 9 | 7 | 94 | 43 | 8 | 60 | 18 | 50 | 111 | 20 | 539 |
| Background Conditions | 83 | 1141 | 118 | 37 | 306 | 256 | 135 | 388 | 150 | 395 | 813 | 112 | 3934 |
| Proposed Project Trips | | | | | | | | | | | | | |
| Project Trips Scenario 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 4 | 3 | 0 | 14 |
| Project Trips Scenario 2 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| Project Trips Scenario 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bkgd+Project Scenario 1 | 85 | 1141 | 118 | 37 | 307 | 256 | 135 | 388 | 154 | 399 | 816 | 112 | 3948 |
| Bkgd+Project Scenario 2 | 83 | 1145 | 118 | 37 | 307 | 256 | 135 | 391 | 150 | 395 | 813 | 112 | 3942 |

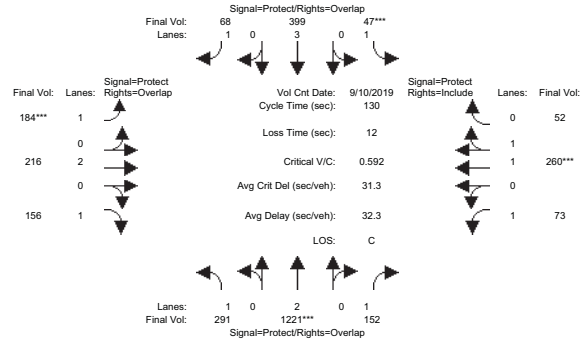
Intersection Number: **4**
 Traffix Node Number: 3266
 Intersection NPM: Bird Avenue & Auzerais Avenue
 Peak Hour: PM
 Count Date: 01/11/18
 Scenario: 80 Residential Units
 Date of Analysis: 09/30/19

| Scenario: | Movements | | | | | | | | | | | | Total |
|-------------------------------|----------------|------------|-----------|---------------|-----------|-----------|----------------|-----------|-----------|---------------|-----------|----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 28 | 1543 | 45 | 33 | 44 | 130 | 106 | 544 | 116 | 295 | 182 | 44 | 3110 |
| Approved Project Trips | | | | | | | | | | | | | |
| CSJ ATI | 7 | 212 | 17 | 2 | 74 | 18 | 74 | 84 | 16 | 67 | 42 | 7 | 620 |
| Approved Project 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Project 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Approved Trips | 7 | 212 | 17 | 2 | 74 | 18 | 74 | 84 | 16 | 67 | 42 | 7 | 620 |
| Background Conditions | 35 | 1755 | 62 | 35 | 118 | 148 | 180 | 628 | 132 | 362 | 224 | 51 | 3730 |
| Proposed Project Trips | | | | | | | | | | | | | |
| Project Trips Scenario 1 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| Project Trips Scenario 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 9 |
| Project Trips Scenario 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bkgd+Project Scenario 1 | 35 | 1759 | 62 | 35 | 119 | 148 | 180 | 632 | 132 | 362 | 224 | 51 | 3739 |
| Bkgd+Project Scenario 2 | 35 | 1759 | 62 | 35 | 118 | 148 | 180 | 631 | 134 | 362 | 224 | 51 | 3739 |

Appendix D
Level of Service Calculations

750 W San Carlos Street
80 Apartments
HSR Overcrossing (Scenario 1)
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: 10 Sep 2019 << 7:30-8:30 AM | | | | | | | | | | | | |
| Base Vol: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| 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: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| Reduce Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |

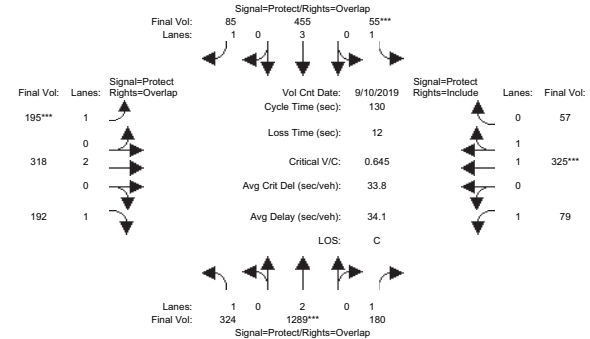
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.66 | 0.34 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3083 | 617 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.32 | 0.09 | 0.03 | 0.07 | 0.04 | 0.11 | 0.06 | 0.09 | 0.04 | 0.08 | 0.08 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 52.5 | 69.8 | 86.8 | 7.0 | 24.3 | 47.1 | 22.8 | 24.2 | 76.7 | 17.0 | 18.3 | 18.3 |
| Volume/Cap: | 0.41 | 0.60 | 0.13 | 0.50 | 0.37 | 0.11 | 0.60 | 0.31 | 0.15 | 0.32 | 0.60 | 0.60 |
| Delay/Veh: | 28.1 | 21.0 | 7.9 | 63.9 | 46.4 | 27.5 | 52.6 | 45.9 | 12.0 | 52.1 | 54.3 | 54.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 28.1 | 21.0 | 7.9 | 63.9 | 46.4 | 27.5 | 52.6 | 45.9 | 12.0 | 52.1 | 54.3 | 54.3 |
| LOS by Move: | C | C | A | E | D | C | D | D | D | B | D | D |
| HCM2kAvgQ: | 9 | 16 | 2 | 2 | 4 | 2 | 8 | 4 | 3 | 3 | 6 | 6 |

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

750 W San Carlos Street
80 Apartments
HSR Overcrossing (Scenario 1)
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: 10 Sep 2019 << 7:30-8:30 AM | | | | | | | | | | | | |
| Base Vol: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 33 | 68 | 28 | 8 | 56 | 17 | 11 | 102 | 36 | 6 | 65 | 5 |
| Initial Fut: | 324 | 1289 | 180 | 55 | 455 | 85 | 195 | 318 | 192 | 79 | 325 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 324 | 1289 | 180 | 55 | 455 | 85 | 195 | 318 | 192 | 79 | 325 | 57 |
| Reduce Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 1289 | 180 | 55 | 455 | 85 | 195 | 318 | 192 | 79 | 325 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 324 | 1289 | 180 | 55 | 455 | 85 | 195 | 318 | 192 | 79 | 325 | 57 |

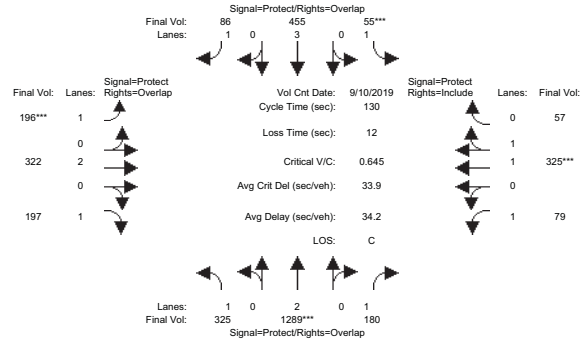
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.69 | 0.31 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3147 | 552 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.19 | 0.34 | 0.10 | 0.03 | 0.08 | 0.05 | 0.11 | 0.08 | 0.11 | 0.05 | 0.10 | 0.10 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 52.4 | 68.0 | 84.8 | 7.0 | 22.6 | 44.9 | 22.3 | 26.2 | 78.6 | 16.8 | 20.7 | 20.7 |
| Volume/Cap: | 0.46 | 0.65 | 0.16 | 0.58 | 0.46 | 0.14 | 0.65 | 0.42 | 0.18 | 0.35 | 0.65 | 0.65 |
| Delay/Veh: | 28.9 | 23.2 | 8.8 | 69.1 | 48.6 | 29.4 | 55.1 | 45.6 | 11.5 | 52.5 | 53.8 | 53.8 |
| 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: | 28.9 | 23.2 | 8.8 | 69.1 | 48.6 | 29.4 | 55.1 | 45.6 | 11.5 | 52.5 | 53.8 | 53.8 |
| LOS by Move: | C | C | A | E | D | C | E | D | B | D | D | D |
| HCM2kAvgQ: | 10 | 18 | 3 | 2 | 5 | 2 | 9 | 6 | 4 | 3 | 7 | 7 |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + 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: | 10 Sep 2019 | << | 7:30-8:30 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| Added Vol: | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 5 | 0 | 0 | 0 |
| ATI: | 33 | 68 | 28 | 8 | 56 | 17 | 11 | 102 | 36 | 6 | 65 | 5 |
| Initial Fut: | 325 | 1289 | 180 | 55 | 455 | 86 | 196 | 322 | 197 | 79 | 325 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 325 | 1289 | 180 | 55 | 455 | 86 | 196 | 322 | 197 | 79 | 325 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 325 | 1289 | 180 | 55 | 455 | 86 | 196 | 322 | 197 | 79 | 325 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 325 | 1289 | 180 | 55 | 455 | 86 | 196 | 322 | 197 | 79 | 325 | 57 |

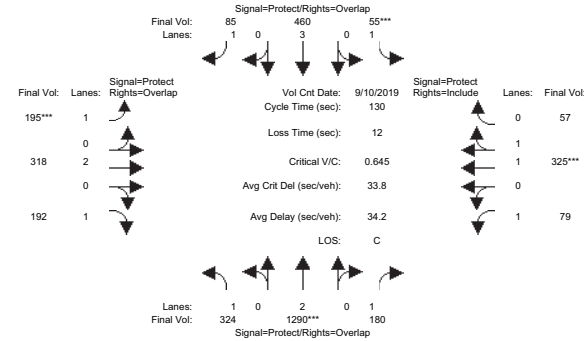
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.69 | 0.31 | |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3147 | 552 | |

| Capacity Analysis Module: | Vol/Sat: | 0.19 | 0.34 | 0.10 | 0.03 | 0.08 | 0.05 | 0.11 | 0.08 | 0.11 | 0.05 | 0.10 | 0.10 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 52.4 | 67.9 | 84.7 | 7.0 | 22.5 | 44.9 | 22.4 | 26.3 | 78.7 | 16.7 | 20.7 | 20.7 | |
| Volume/Cap: | 0.46 | 0.65 | 0.16 | 0.58 | 0.46 | 0.14 | 0.65 | 0.42 | 0.19 | 0.35 | 0.65 | 0.65 | |
| Delay/Veh: | 28.9 | 23.2 | 8.9 | 69.1 | 48.6 | 29.4 | 55.0 | 45.5 | 11.5 | 52.6 | 53.8 | 53.8 | |
| 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: | 28.9 | 23.2 | 8.9 | 69.1 | 48.6 | 29.4 | 55.0 | 45.5 | 11.5 | 52.6 | 53.8 | 53.8 | |
| LOS by Move: | C | C | A | E | D | C | E | D | B | D | D | D | |
| HCM2kAvgQ: | 10 | 18 | 3 | 2 | 5 | 2 | 9 | 6 | 4 | 3 | 7 | 7 | |

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

750 W San Carlos Street
 80 Apartments
 San Carlos Street Bridge (Scenario 2)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + 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: | 10 Sep 2019 | << | 7:30-8:30 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 291 | 1221 | 152 | 47 | 399 | 68 | 184 | 216 | 156 | 73 | 260 | 52 |
| Added Vol: | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 33 | 68 | 28 | 8 | 56 | 17 | 11 | 102 | 36 | 6 | 65 | 5 |
| Initial Fut: | 324 | 1290 | 180 | 55 | 460 | 85 | 195 | 318 | 192 | 79 | 325 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 324 | 1290 | 180 | 55 | 460 | 85 | 195 | 318 | 192 | 79 | 325 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 1290 | 180 | 55 | 460 | 85 | 195 | 318 | 192 | 79 | 325 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 324 | 1290 | 180 | 55 | 460 | 85 | 195 | 318 | 192 | 79 | 325 | 57 |

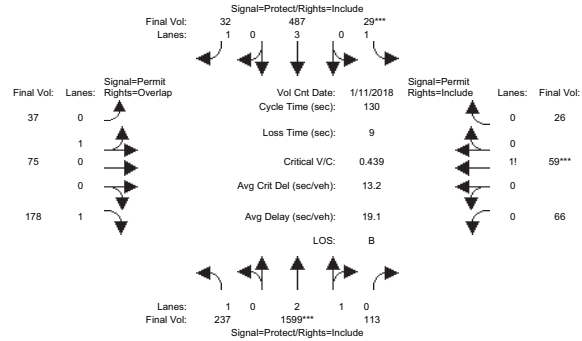
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.69 | 0.31 | |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3147 | 552 | |

| Capacity Analysis Module: | Vol/Sat: | 0.19 | 0.34 | 0.10 | 0.03 | 0.08 | 0.05 | 0.11 | 0.08 | 0.11 | 0.05 | 0.10 | 0.10 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 52.2 | 68.0 | 84.8 | 7.0 | 22.8 | 45.1 | 22.3 | 26.2 | 78.4 | 16.8 | 20.7 | 20.7 | |
| Volume/Cap: | 0.46 | 0.65 | 0.16 | 0.58 | 0.46 | 0.14 | 0.65 | 0.42 | 0.18 | 0.35 | 0.65 | 0.65 | |
| Delay/Veh: | 29.0 | 23.1 | 8.8 | 69.1 | 48.4 | 29.3 | 55.1 | 45.6 | 11.6 | 52.5 | 53.8 | 53.8 | |
| 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: | 29.0 | 23.1 | 8.8 | 69.1 | 48.4 | 29.3 | 55.1 | 45.6 | 11.6 | 52.5 | 53.8 | 53.8 | |
| LOS by Move: | C | C | A | E | D | C | E | D | B | D | D | D | |
| HCM2kAvgQ: | 10 | 18 | 3 | 2 | 5 | 2 | 9 | 6 | 4 | 3 | 7 | 7 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: | 11 Jan 2018 | << | 7:25-8:25am |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 237 | 1599 | 113 | 29 | 487 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 237 | 1599 | 113 | 29 | 487 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 237 | 1599 | 113 | 29 | 487 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 237 | 1599 | 113 | 29 | 487 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 237 | 1599 | 113 | 29 | 487 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 237 | 1599 | 113 | 29 | 487 | 32 |

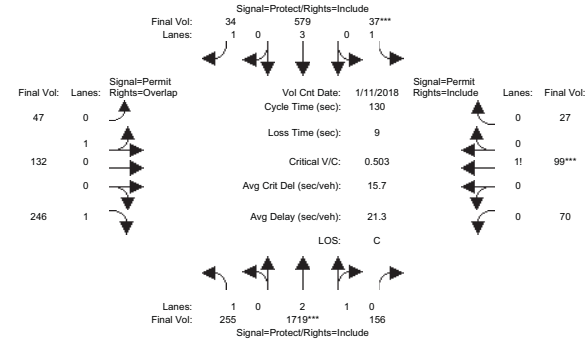
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 2.79 | 0.21 | 1.00 | 3.00 | 1.00 | 0.33 | 0.67 | 1.00 | 0.44 | 0.39 | 0.17 | |
| Final Sat.: | 1750 | 5230 | 370 | 1750 | 5700 | 1750 | 595 | 1205 | 1750 | 765 | 684 | 301 | |

| Capacity Analysis Module: | Vol/Sat: | 0.14 | 0.31 | 0.31 | 0.02 | 0.09 | 0.02 | 0.06 | 0.06 | 0.10 | 0.09 | 0.09 | 0.09 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 58.8 | 88.9 | 88.9 | 7.0 | 37.1 | 37.1 | 25.1 | 25.1 | 83.9 | 25.1 | 25.1 | 25.1 | |
| Volume/Cap: | 0.30 | 0.45 | 0.45 | 0.31 | 0.30 | 0.06 | 0.32 | 0.32 | 0.16 | 0.45 | 0.45 | 0.45 | |
| Delay/Veh: | 22.8 | 9.4 | 9.4 | 61.0 | 36.4 | 33.9 | 45.7 | 45.7 | 9.2 | 47.3 | 47.3 | 47.3 | |
| 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: | 22.8 | 9.4 | 9.4 | 61.0 | 36.4 | 33.9 | 45.7 | 45.7 | 9.2 | 47.3 | 47.3 | 47.3 | |
| LOS by Move: | C | A | A | E | D | C | D | D | A | D | D | D | |
| HCM2kAvgQ: | 6 | 10 | 10 | 1 | 5 | 1 | 4 | 4 | 3 | 6 | 6 | 6 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: | 11 Jan 2018 | << | 7:25-8:25am |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 237 | 1599 | 113 | 29 | 487 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 237 | 1599 | 113 | 29 | 487 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 18 | 120 | 43 | 8 | 92 | 2 |
| Initial Fut: | 255 | 1719 | 156 | 37 | 579 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 255 | 1719 | 156 | 37 | 579 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 255 | 1719 | 156 | 37 | 579 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 255 | 1719 | 156 | 37 | 579 | 34 |

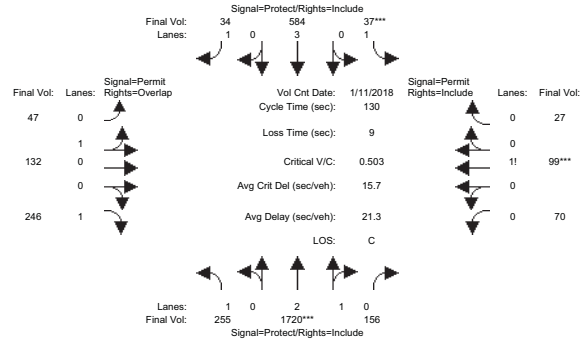
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 2.74 | 0.26 | 1.00 | 3.00 | 1.00 | 0.26 | 0.74 | 1.00 | 0.36 | 0.50 | 0.14 | |
| Final Sat.: | 1750 | 5133 | 466 | 1750 | 5700 | 1750 | 473 | 1327 | 1750 | 625 | 884 | 241 | |

| Capacity Analysis Module: | Vol/Sat: | 0.15 | 0.33 | 0.33 | 0.02 | 0.10 | 0.02 | 0.10 | 0.10 | 0.14 | 0.11 | 0.11 | 0.11 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 54.5 | 85.4 | 85.4 | 7.0 | 38.0 | 38.0 | 28.6 | 28.6 | 83.0 | 28.6 | 28.6 | 28.6 | |
| Volume/Cap: | 0.35 | 0.51 | 0.51 | 0.39 | 0.35 | 0.07 | 0.45 | 0.45 | 0.22 | 0.51 | 0.51 | 0.51 | |
| Delay/Veh: | 26.0 | 11.6 | 11.6 | 62.1 | 36.4 | 33.3 | 44.8 | 44.8 | 10.0 | 45.7 | 45.7 | 45.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 26.0 | 11.6 | 11.6 | 62.1 | 36.4 | 33.3 | 44.8 | 44.8 | 10.0 | 45.7 | 45.7 | 45.7 | |
| LOS by Move: | C | B | B | E | D | C | D | D | A | D | D | D | |
| HCM2kAvgQ: | 7 | 13 | 13 | 2 | 6 | 1 | 7 | 7 | 4 | 7 | 7 | 7 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgrd + Proj (AM)

Intersection #3266: AUZERAIS/BIRD

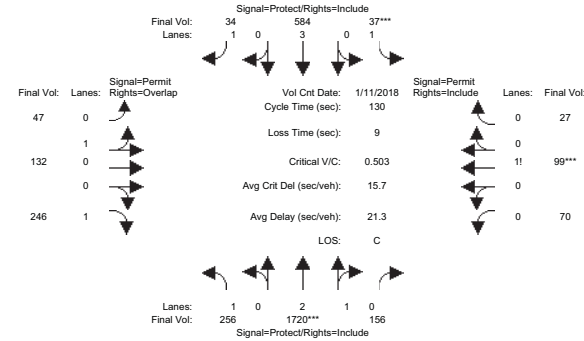


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|---|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 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: 11 Jan 2018 << 7:25-8:25am | | | | | | | | | | | |
| Base Vol: | 237 | 1599 | 113 | 29 | 487 | 32 | 37 | 75 | 178 | 66 | 59 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 237 | 1599 | 113 | 29 | 487 | 32 | 37 | 75 | 178 | 66 | 59 | 26 |
| Added Vol: | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 18 | 120 | 43 | 8 | 92 | 2 | 10 | 57 | 68 | 4 | 40 | 1 |
| Initial Fut: | 255 | 1720 | 156 | 37 | 584 | 34 | 47 | 132 | 246 | 70 | 99 | 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: | 255 | 1720 | 156 | 37 | 584 | 34 | 47 | 132 | 246 | 70 | 99 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 255 | 1720 | 156 | 37 | 584 | 34 | 47 | 132 | 246 | 70 | 99 | 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 |
| Final Volume: | 255 | 1720 | 156 | 37 | 584 | 34 | 47 | 132 | 246 | 70 | 99 | 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 | 2.74 | 0.26 | 1.00 | 3.00 | 1.00 | 0.26 | 0.74 | 1.00 | 0.36 | 0.50 | 0.14 |
| Final Sat.: | 1750 | 5134 | 466 | 1750 | 5700 | 1750 | 473 | 1327 | 1750 | 625 | 884 | 241 |
| Capacity Analysis Module: | Vol/Sat: 0.15 0.34 0.34 0.02 0.10 0.02 0.10 0.10 0.14 0.11 0.11 0.11 | | | | | | | | | | | |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 54.3 | 85.4 | 85.4 | 7.0 | 38.2 | 38.2 | 28.6 | 28.6 | 82.8 | 28.6 | 28.6 | 28.6 |
| Volume/Cap: | 0.35 | 0.51 | 0.51 | 0.39 | 0.35 | 0.07 | 0.45 | 0.45 | 0.22 | 0.51 | 0.51 | 0.51 |
| Delay/Veh: | 26.1 | 11.6 | 11.6 | 62.1 | 36.3 | 33.1 | 44.8 | 44.8 | 10.1 | 45.7 | 45.7 | 45.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.1 | 11.6 | 11.6 | 62.1 | 36.3 | 33.1 | 44.8 | 44.8 | 10.1 | 45.7 | 45.7 | 45.7 |
| LOS by Move: | C | B | B | E | D | C | D | D | D | D | D | D |
| HCM2kAvgQ: | 7 | 13 | 13 | 2 | 6 | 1 | 7 | 7 | 4 | 7 | 7 | 7 |

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

750 W San Carlos Street
 80 Apartments
 San Carlos Street Bridge (Scenario 2)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgrd + Proj (AM)

Intersection #3266: AUZERAIS/BIRD

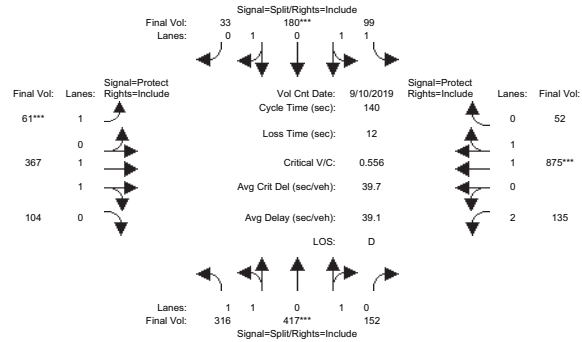


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|---|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 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: 11 Jan 2018 << 7:25-8:25am | | | | | | | | | | | |
| Base Vol: | 237 | 1599 | 113 | 29 | 487 | 32 | 37 | 75 | 178 | 66 | 59 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 237 | 1599 | 113 | 29 | 487 | 32 | 37 | 75 | 178 | 66 | 59 | 26 |
| Added Vol: | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 18 | 120 | 43 | 8 | 92 | 2 | 10 | 57 | 68 | 4 | 40 | 1 |
| Initial Fut: | 256 | 1720 | 156 | 37 | 584 | 34 | 47 | 132 | 246 | 70 | 99 | 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: | 256 | 1720 | 156 | 37 | 584 | 34 | 47 | 132 | 246 | 70 | 99 | 27 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 256 | 1720 | 156 | 37 | 584 | 34 | 47 | 132 | 246 | 70 | 99 | 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 |
| Final Volume: | 256 | 1720 | 156 | 37 | 584 | 34 | 47 | 132 | 246 | 70 | 99 | 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 | 2.74 | 0.26 | 1.00 | 3.00 | 1.00 | 0.26 | 0.74 | 1.00 | 0.36 | 0.50 | 0.14 |
| Final Sat.: | 1750 | 5134 | 466 | 1750 | 5700 | 1750 | 473 | 1327 | 1750 | 625 | 884 | 241 |
| Capacity Analysis Module: | Vol/Sat: 0.15 0.34 0.34 0.02 0.10 0.02 0.10 0.10 0.14 0.11 0.11 0.11 | | | | | | | | | | | |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 54.4 | 85.4 | 85.4 | 7.0 | 38.1 | 38.1 | 28.6 | 28.6 | 82.9 | 28.6 | 28.6 | 28.6 |
| Volume/Cap: | 0.35 | 0.51 | 0.51 | 0.39 | 0.35 | 0.07 | 0.45 | 0.45 | 0.22 | 0.51 | 0.51 | 0.51 |
| Delay/Veh: | 26.1 | 11.6 | 11.6 | 62.1 | 36.3 | 33.2 | 44.8 | 44.8 | 10.0 | 45.7 | 45.7 | 45.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.1 | 11.6 | 11.6 | 62.1 | 36.3 | 33.2 | 44.8 | 44.8 | 10.0 | 45.7 | 45.7 | 45.7 |
| LOS by Move: | C | B | B | E | D | C | D | D | D | D | D | D |
| HCM2kAvgQ: | 7 | 13 | 13 | 2 | 6 | 1 | 7 | 7 | 4 | 7 | 7 | 7 |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



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

| Volume Module: | >> | Count | Date: | 10 Sep 2019 | << | 7:30-8:30AM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------------|------|------|------|------|------|------|
| Base Vol: | 316 | 417 | 152 | 99 | 180 | 33 | 61 | 367 | 104 | 135 | 875 | 52 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 316 | 417 | 152 | 99 | 180 | 33 | 61 | 367 | 104 | 135 | 875 | 52 |
| 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: | 316 | 417 | 152 | 99 | 180 | 33 | 61 | 367 | 104 | 135 | 875 | 52 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 316 | 417 | 152 | 99 | 180 | 33 | 61 | 367 | 104 | 135 | 875 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 316 | 417 | 152 | 99 | 180 | 33 | 61 | 367 | 104 | 135 | 875 | 52 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 316 | 417 | 152 | 99 | 180 | 33 | 61 | 367 | 104 | 135 | 875 | 52 |

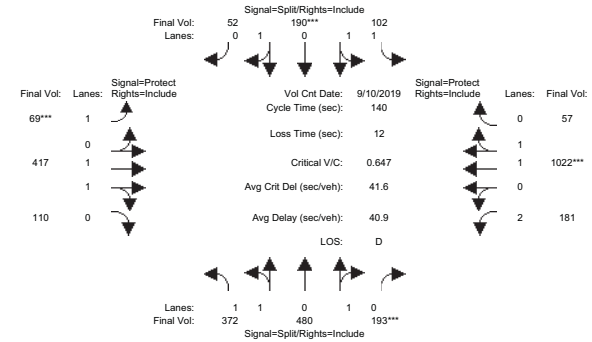
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 | |
| Lanes: | 1.09 | 1.40 | 0.51 | 1.00 | 1.68 | 0.32 | 1.00 | 1.55 | 0.45 | 2.00 | 1.88 | 0.12 | |
| Final Sat.: | 1910 | 2520 | 919 | 1750 | 3126 | 573 | 1750 | 2882 | 817 | 3150 | 3492 | 208 | |

| Capacity Analysis Module: | Vol/Sat: | 0.17 | 0.17 | 0.17 | 0.06 | 0.06 | 0.06 | 0.03 | 0.13 | 0.13 | 0.04 | 0.25 | 0.25 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 41.7 | 41.7 | 41.7 | 14.5 | 14.5 | 14.5 | 8.8 | 51.6 | 51.6 | 20.3 | 63.1 | 63.1 | |
| Volume/Cap: | 0.56 | 0.56 | 0.56 | 0.55 | 0.56 | 0.56 | 0.56 | 0.35 | 0.35 | 0.30 | 0.56 | 0.56 | |
| Delay/Veh: | 41.8 | 41.8 | 41.8 | 60.7 | 60.9 | 60.9 | 69.9 | 32.1 | 32.1 | 53.9 | 28.6 | 28.6 | |
| 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: | 41.8 | 41.8 | 41.8 | 60.7 | 60.9 | 60.9 | 69.9 | 32.1 | 32.1 | 53.9 | 28.6 | 28.6 | |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C | |
| HCM2kAvgQ: | 11 | 11 | 11 | 4 | 4 | 4 | 3 | 7 | 7 | 3 | 14 | 14 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



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

| Volume Module: | >> | Count | Date: | 10 Sep 2019 | << | 7:30-8:30AM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------------|------|------|------|------|------|------|
| Base Vol: | 316 | 417 | 152 | 99 | 180 | 33 | 61 | 367 | 104 | 135 | 875 | 52 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 316 | 417 | 152 | 99 | 180 | 33 | 61 | 367 | 104 | 135 | 875 | 52 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 56 | 63 | 41 | 3 | 10 | 19 | 8 | 50 | 6 | 46 | 147 | 5 |
| Initial Fut: | 372 | 480 | 193 | 102 | 190 | 52 | 69 | 417 | 110 | 181 | 1022 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 372 | 480 | 193 | 102 | 190 | 52 | 69 | 417 | 110 | 181 | 1022 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 372 | 480 | 193 | 102 | 190 | 52 | 69 | 417 | 110 | 181 | 1022 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 372 | 480 | 193 | 102 | 190 | 52 | 69 | 417 | 110 | 181 | 1022 | 57 |

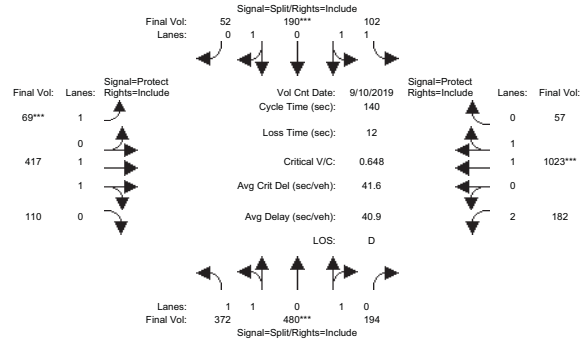
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 | |
| Lanes: | 1.09 | 1.36 | 0.55 | 1.00 | 1.56 | 0.44 | 1.00 | 1.57 | 0.43 | 2.00 | 1.89 | 0.11 | |
| Final Sat.: | 1904 | 2457 | 988 | 1750 | 2904 | 795 | 1750 | 2927 | 772 | 3150 | 3504 | 195 | |

| Capacity Analysis Module: | Vol/Sat: | 0.20 | 0.20 | 0.20 | 0.06 | 0.07 | 0.07 | 0.04 | 0.14 | 0.14 | 0.06 | 0.29 | 0.29 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 42.3 | 42.3 | 42.3 | 14.1 | 14.1 | 14.1 | 8.5 | 51.0 | 51.0 | 20.6 | 63.1 | 63.1 | |
| Volume/Cap: | 0.65 | 0.65 | 0.65 | 0.58 | 0.65 | 0.65 | 0.65 | 0.39 | 0.39 | 0.39 | 0.65 | 0.65 | |
| Delay/Veh: | 43.3 | 43.3 | 43.3 | 61.5 | 63.3 | 63.3 | 77.3 | 33.2 | 33.2 | 54.6 | 30.7 | 30.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.3 | 43.3 | 43.3 | 61.5 | 63.3 | 63.3 | 77.3 | 33.2 | 33.2 | 54.6 | 30.7 | 30.7 | |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C | |
| HCM2kAvgQ: | 14 | 14 | 14 | 5 | 5 | 5 | 3 | 8 | 8 | 4 | 18 | 18 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + Proj (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



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

| Volume Module: | >> | Count | Date: | 10 Sep 2019 | << | 7:30-8:30AM |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 316 | 417 | 152 | 99 | 180 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 316 | 417 | 152 | 99 | 180 | 33 |
| Added Vol: | 0 | 0 | 1 | 0 | 0 | 0 |
| ATI: | 56 | 63 | 41 | 3 | 10 | 19 |
| Initial Fut: | 372 | 480 | 194 | 102 | 190 | 52 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 372 | 480 | 194 | 102 | 190 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 372 | 480 | 194 | 102 | 190 | 52 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 372 | 480 | 194 | 102 | 190 | 52 |

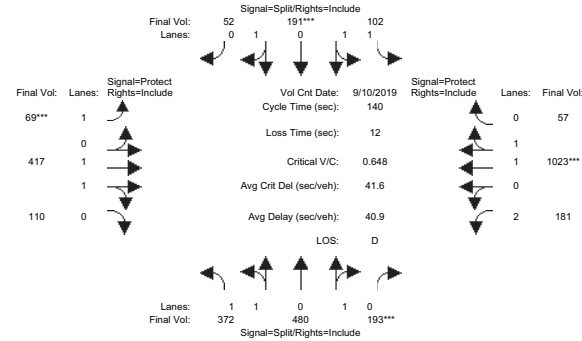
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 | |
| Lanes: | 1.09 | 1.36 | 0.55 | 1.00 | 1.56 | 0.44 | 1.00 | 1.57 | 0.43 | 2.00 | 1.89 | 0.11 | |
| Final Sat.: | 1902 | 2455 | 992 | 1750 | 2904 | 795 | 1750 | 2927 | 772 | 3150 | 3505 | 195 | |

| Capacity Analysis Module: | Vol/Sat: | 0.20 | 0.20 | 0.20 | 0.06 | 0.07 | 0.07 | 0.04 | 0.14 | 0.14 | 0.06 | 0.29 | 0.29 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 42.3 | 42.3 | 42.3 | 14.1 | 14.1 | 14.1 | 8.5 | 50.9 | 50.9 | 20.7 | 63.1 | 63.1 | |
| Volume/Cap: | 0.65 | 0.65 | 0.65 | 0.58 | 0.65 | 0.65 | 0.65 | 0.39 | 0.39 | 0.39 | 0.65 | 0.65 | |
| Delay/Veh: | 43.3 | 43.3 | 43.3 | 61.5 | 63.3 | 63.3 | 77.4 | 33.2 | 33.2 | 54.5 | 30.7 | 30.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.3 | 43.3 | 43.3 | 61.5 | 63.3 | 63.3 | 77.4 | 33.2 | 33.2 | 54.5 | 30.7 | 30.7 | |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C | |
| HCM2kAvgQ: | 14 | 14 | 14 | 5 | 5 | 5 | 3 | 8 | 8 | 4 | 18 | 18 | |

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

750 W San Carlos Street
 80 Apartments
 San Carlos Street Bridge (Scenario 2)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + Proj (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



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

| Volume Module: | >> | Count | Date: | 10 Sep 2019 | << | 7:30-8:30AM |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 316 | 417 | 152 | 99 | 180 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 316 | 417 | 152 | 99 | 180 | 33 |
| Added Vol: | 0 | 0 | 1 | 0 | 0 | 0 |
| ATI: | 56 | 63 | 41 | 3 | 10 | 19 |
| Initial Fut: | 372 | 480 | 193 | 102 | 191 | 52 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 372 | 480 | 193 | 102 | 191 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 372 | 480 | 193 | 102 | 191 | 52 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 372 | 480 | 193 | 102 | 191 | 52 |

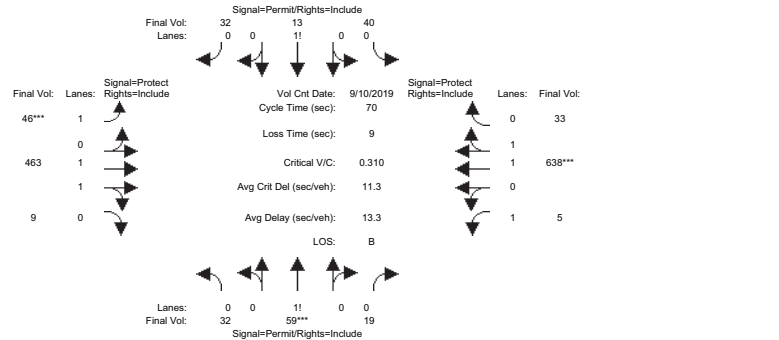
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 | |
| Lanes: | 1.09 | 1.36 | 0.55 | 1.00 | 1.56 | 0.44 | 1.00 | 1.57 | 0.43 | 2.00 | 1.89 | 0.11 | |
| Final Sat.: | 1904 | 2457 | 988 | 1750 | 2908 | 792 | 1750 | 2927 | 772 | 3150 | 3505 | 195 | |

| Capacity Analysis Module: | Vol/Sat: | 0.20 | 0.20 | 0.20 | 0.06 | 0.07 | 0.07 | 0.04 | 0.14 | 0.14 | 0.06 | 0.29 | 0.29 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 42.2 | 42.2 | 42.2 | 14.2 | 14.2 | 14.2 | 8.5 | 51.0 | 51.0 | 20.6 | 63.1 | 63.1 | |
| Volume/Cap: | 0.65 | 0.65 | 0.65 | 0.57 | 0.65 | 0.65 | 0.65 | 0.39 | 0.39 | 0.39 | 0.65 | 0.65 | |
| Delay/Veh: | 43.4 | 43.4 | 43.4 | 61.4 | 63.3 | 63.3 | 77.4 | 33.2 | 33.2 | 54.6 | 30.7 | 30.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.4 | 43.4 | 43.4 | 61.4 | 63.3 | 63.3 | 77.4 | 33.2 | 33.2 | 54.6 | 30.7 | 30.7 | |
| LOS by Move: | D | D | D | E | E | E | E | C | C | D | C | C | |
| HCM2kAvgQ: | 14 | 14 | 14 | 5 | 5 | 5 | 3 | 8 | 8 | 4 | 18 | 18 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: 10 Sep 2019 << 7:15-8:15 AM

| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| 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: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |

Saturation Flow Module:

| Sat/Lane: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: | 0.29 | 0.54 | 0.17 | 0.47 | 0.15 | 0.38 | 1.00 | 1.96 | 0.04 | 1.00 | 1.90 | 0.10 |
| Final Sat.: | 509 | 939 | 302 | 824 | 268 | 659 | 1750 | 3629 | 71 | 1750 | 3518 | 182 |

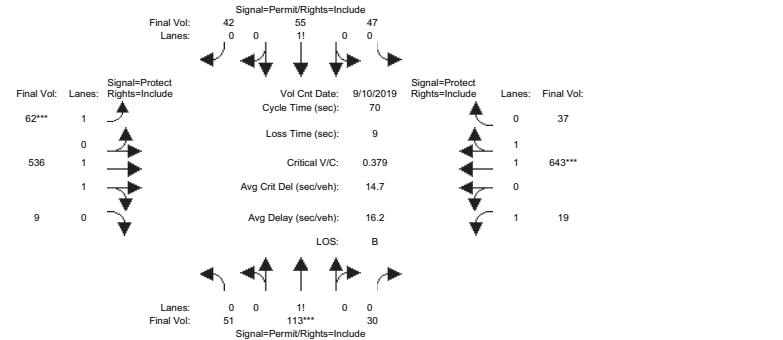
Capacity Analysis Module:

| Vol/Sat: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 7.0 | 27.7 | 27.7 | 19.4 | 40.1 | 40.1 |
| Volume/Cap: | 0.32 | 0.32 | 0.32 | 0.24 | 0.24 | 0.24 | 0.26 | 0.32 | 0.32 | 0.01 | 0.32 | 0.32 |
| Delay/Veh: | 24.5 | 24.5 | 24.5 | 24.0 | 24.0 | 24.0 | 29.9 | 14.8 | 14.8 | 18.4 | 7.9 | 7.9 |
| 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: | 24.5 | 24.5 | 24.5 | 24.0 | 24.0 | 24.0 | 29.9 | 14.8 | 14.8 | 18.4 | 7.9 | 7.9 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | B | A | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 4 | 4 | 0 | 4 | 4 |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: 10 Sep 2019 << 7:15-8:15 AM

| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 19 | 54 | 11 | 7 | 42 | 10 | 16 | 73 | 0 | 14 | 5 | 4 |
| Initial Fut: | 51 | 113 | 30 | 47 | 55 | 42 | 62 | 536 | 9 | 19 | 643 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 51 | 113 | 30 | 47 | 55 | 42 | 62 | 536 | 9 | 19 | 643 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 113 | 30 | 47 | 55 | 42 | 62 | 536 | 9 | 19 | 643 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 51 | 113 | 30 | 47 | 55 | 42 | 62 | 536 | 9 | 19 | 643 | 37 |

Saturation Flow Module:

| Sat/Lane: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| 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: | 0.26 | 0.59 | 0.15 | 0.33 | 0.38 | 0.29 | 1.00 | 1.97 | 0.03 | 1.00 | 1.89 | 0.11 |
| Final Sat.: | 460 | 1019 | 271 | 571 | 668 | 510 | 1750 | 3639 | 61 | 1750 | 3499 | 201 |

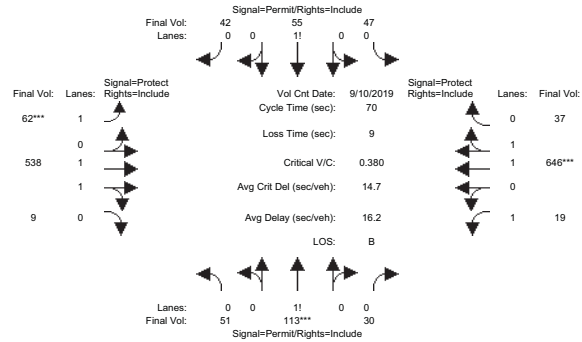
Capacity Analysis Module:

| Vol/Sat: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 20.3 | 20.3 | 20.3 | 20.3 | 20.3 | 20.3 | 7.0 | 24.2 | 24.2 | 16.5 | 33.7 | 33.7 |
| Volume/Cap: | 0.38 | 0.38 | 0.38 | 0.28 | 0.28 | 0.28 | 0.35 | 0.43 | 0.43 | 0.05 | 0.38 | 0.38 |
| Delay/Veh: | 20.3 | 20.3 | 20.3 | 19.5 | 19.5 | 19.5 | 30.6 | 17.8 | 17.8 | 20.8 | 11.7 | 11.7 |
| 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: | 20.3 | 20.3 | 20.3 | 19.5 | 19.5 | 19.5 | 30.6 | 17.8 | 17.8 | 20.8 | 11.7 | 11.7 |
| LOS by Move: | C | C | C | B | B | B | C | B | B | C | B | B |
| HCM2kAvgQ: | 4 | 4 | 4 | 3 | 3 | 3 | 2 | 5 | 5 | 0 | 5 | 5 |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: | 10 Sep 2019 | << | 7:15-8:15 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| ATI: | 19 | 54 | 11 | 7 | 42 | 10 | 16 | 73 | 0 | 14 | 5 | 4 |
| Initial Fut: | 51 | 113 | 30 | 47 | 55 | 42 | 62 | 538 | 9 | 19 | 646 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 51 | 113 | 30 | 47 | 55 | 42 | 62 | 538 | 9 | 19 | 646 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 113 | 30 | 47 | 55 | 42 | 62 | 538 | 9 | 19 | 646 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 51 | 113 | 30 | 47 | 55 | 42 | 62 | 538 | 9 | 19 | 646 | 37 |

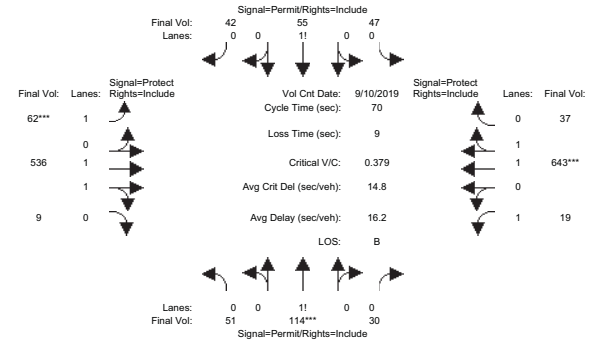
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 0.26 | 0.59 | 0.15 | 0.33 | 0.38 | 0.29 | 1.00 | 1.97 | 0.03 | 1.00 | 1.89 | 0.11 | |
| Final Sat.: | 460 | 1019 | 271 | 571 | 668 | 510 | 1750 | 3639 | 61 | 1750 | 3499 | 200 | |

| Capacity Analysis Module: | Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.08 | 0.08 | 0.08 | 0.04 | 0.15 | 0.15 | 0.01 | 0.18 | 0.18 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 20.3 | 20.3 | 20.3 | 20.3 | 20.3 | 20.3 | 7.0 | 24.3 | 24.3 | 16.4 | 33.7 | 33.7 | |
| Volume/Cap: | 0.38 | 0.38 | 0.38 | 0.28 | 0.28 | 0.28 | 0.35 | 0.43 | 0.43 | 0.05 | 0.38 | 0.38 | |
| Delay/Veh: | 20.4 | 20.4 | 20.4 | 19.6 | 19.6 | 19.6 | 30.6 | 17.7 | 17.7 | 20.8 | 11.7 | 11.7 | |
| 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: | 20.4 | 20.4 | 20.4 | 19.6 | 19.6 | 19.6 | 30.6 | 17.7 | 17.7 | 20.8 | 11.7 | 11.7 | |
| LOS by Move: | C | C | C | B | B | B | C | B | B | C | B | B | |
| HCM2kAvgQ: | 4 | 4 | 4 | 3 | 3 | 3 | 2 | 5 | 5 | 0 | 5 | 5 | |

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

750 W San Carlos Street
 80 Apartments
 San Carlos Street Bridge (Scenario 2)
 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: | 10 Sep 2019 | << | 7:15-8:15 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 59 | 19 | 40 | 13 | 32 | 46 | 463 | 9 | 5 | 638 | 33 |
| Added Vol: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 19 | 54 | 11 | 7 | 42 | 10 | 16 | 73 | 0 | 14 | 5 | 4 |
| Initial Fut: | 51 | 114 | 30 | 47 | 55 | 42 | 62 | 536 | 9 | 19 | 643 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 51 | 114 | 30 | 47 | 55 | 42 | 62 | 536 | 9 | 19 | 643 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 114 | 30 | 47 | 55 | 42 | 62 | 536 | 9 | 19 | 643 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 51 | 114 | 30 | 47 | 55 | 42 | 62 | 536 | 9 | 19 | 643 | 37 |

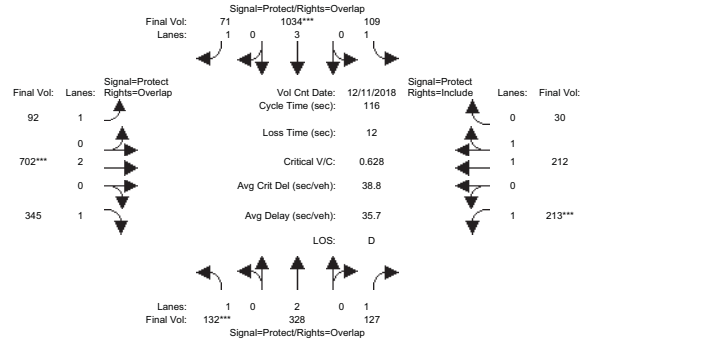
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 0.26 | 0.59 | 0.15 | 0.33 | 0.38 | 0.29 | 1.00 | 1.97 | 0.03 | 1.00 | 1.89 | 0.11 | |
| Final Sat.: | 458 | 1023 | 269 | 571 | 668 | 510 | 1750 | 3639 | 61 | 1750 | 3499 | 201 | |

| Capacity Analysis Module: | Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.08 | 0.08 | 0.08 | 0.04 | 0.15 | 0.15 | 0.01 | 0.18 | 0.18 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 20.4 | 20.4 | 20.4 | 20.4 | 20.4 | 20.4 | 7.0 | 24.2 | 24.2 | 16.4 | 33.6 | 33.6 | |
| Volume/Cap: | 0.38 | 0.38 | 0.38 | 0.28 | 0.28 | 0.28 | 0.35 | 0.43 | 0.43 | 0.05 | 0.38 | 0.38 | |
| Delay/Veh: | 20.3 | 20.3 | 20.3 | 19.5 | 19.5 | 19.5 | 30.6 | 17.8 | 17.8 | 20.8 | 11.7 | 11.7 | |
| 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: | 20.3 | 20.3 | 20.3 | 19.5 | 19.5 | 19.5 | 30.6 | 17.8 | 17.8 | 20.8 | 11.7 | 11.7 | |
| LOS by Move: | C | C | C | B | B | B | C | B | B | C | B | B | |
| HCM2kAvgQ: | 4 | 4 | 4 | 3 | 3 | 3 | 2 | 5 | 5 | 0 | 5 | 5 | |

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

750 W San Carlos Street
80 Apartments
HSR Overcrossing (Scenario 1)
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 << 5:30-6:30PM | | | | | | | | | | | | |
| 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 |
| Final Volume: | 132 | 328 | 127 | 109 | 1034 | 71 | 92 | 702 | 345 | 213 | 212 | 30 |

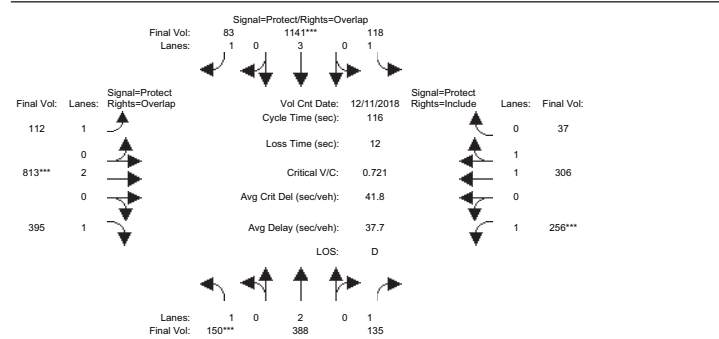
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.75 | 0.25 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3241 | 459 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.09 | 0.07 | 0.06 | 0.18 | 0.04 | 0.05 | 0.18 | 0.20 | 0.12 | 0.07 | 0.07 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 13.9 | 27.5 | 50.0 | 19.9 | 33.5 | 56.8 | 23.3 | 34.1 | 48.0 | 22.5 | 33.3 | 33.3 |
| Volume/Cap: | 0.63 | 0.36 | 0.17 | 0.36 | 0.63 | 0.08 | 0.26 | 0.63 | 0.48 | 0.63 | 0.23 | 0.23 |
| Delay/Veh: | 54.5 | 37.2 | 20.3 | 43.2 | 36.6 | 15.8 | 39.5 | 36.6 | 25.3 | 46.7 | 31.7 | 31.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.5 | 37.2 | 20.3 | 43.2 | 36.6 | 15.8 | 39.5 | 36.6 | 25.3 | 46.7 | 31.7 | 31.7 |
| LOS by Move: | D | D | C | D | D | B | D | D | C | D | C | C |
| HCM2kAvgQ: | 5 | 5 | 3 | 4 | 10 | 1 | 3 | 11 | 10 | 8 | 3 | 3 |

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

750 W San Carlos Street
80 Apartments
HSR Overcrossing (Scenario 1)
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 << 5:30-6:30PM | | | | | | | | | | | | |
| 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 |
| ATI: | 18 | 60 | 8 | 9 | 107 | 12 | 20 | 111 | 50 | 43 | 94 | 7 |
| Initial Fut: | 150 | 388 | 135 | 118 | 1141 | 83 | 112 | 813 | 395 | 256 | 306 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 150 | 388 | 135 | 118 | 1141 | 83 | 112 | 813 | 395 | 256 | 306 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 150 | 388 | 135 | 118 | 1141 | 83 | 112 | 813 | 395 | 256 | 306 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 150 | 388 | 135 | 118 | 1141 | 83 | 112 | 813 | 395 | 256 | 306 | 37 |

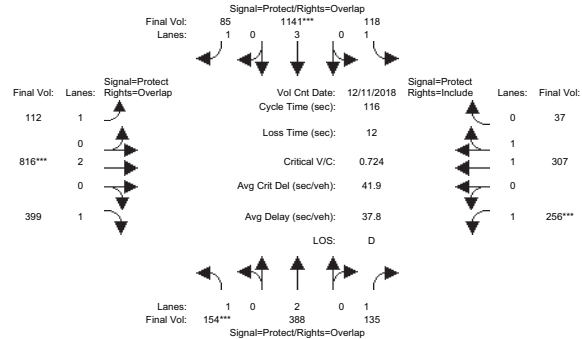
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3301 | 399 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.10 | 0.08 | 0.07 | 0.20 | 0.05 | 0.06 | 0.21 | 0.23 | 0.15 | 0.09 | 0.09 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 13.8 | 27.7 | 51.3 | 18.3 | 32.2 | 55.9 | 23.7 | 34.4 | 48.2 | 23.5 | 34.3 | 34.3 |
| Volume/Cap: | 0.72 | 0.43 | 0.17 | 0.43 | 0.72 | 0.10 | 0.31 | 0.72 | 0.54 | 0.72 | 0.31 | 0.31 |
| Delay/Veh: | 60.9 | 37.7 | 19.7 | 45.2 | 39.5 | 16.4 | 39.8 | 38.8 | 26.4 | 50.2 | 31.9 | 31.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.9 | 37.7 | 19.7 | 45.2 | 39.5 | 16.4 | 39.8 | 38.8 | 26.4 | 50.2 | 31.9 | 31.9 |
| LOS by Move: | E | D | B | D | D | B | D | D | C | D | C | C |
| HCM2kAvgQ: | 6 | 6 | 3 | 4 | 12 | 2 | 4 | 14 | 12 | 9 | 5 | 5 |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + 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 | << | 5:30-6:30PM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------------|------|------|------|------|------|------|
| 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: | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 4 | 0 | 1 | 0 |
| ATI: | 18 | 60 | 8 | 9 | 107 | 12 | 20 | 111 | 50 | 43 | 94 | 7 |
| Initial Fut: | 154 | 388 | 135 | 118 | 1141 | 85 | 112 | 816 | 399 | 256 | 307 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 154 | 388 | 135 | 118 | 1141 | 85 | 112 | 816 | 399 | 256 | 307 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 388 | 135 | 118 | 1141 | 85 | 112 | 816 | 399 | 256 | 307 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 154 | 388 | 135 | 118 | 1141 | 85 | 112 | 816 | 399 | 256 | 307 | 37 |

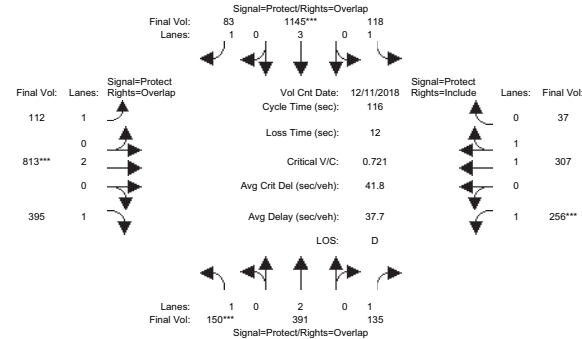
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.78 | 0.22 | |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3302 | 398 | |

| Capacity Analysis Module: | Vol/Sat: | 0.09 | 0.10 | 0.08 | 0.07 | 0.20 | 0.05 | 0.06 | 0.21 | 0.23 | 0.15 | 0.09 | 0.09 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 14.1 | 27.8 | 51.2 | 18.4 | 32.1 | 55.6 | 23.6 | 34.4 | 48.5 | 23.4 | 34.3 | 34.3 | |
| Volume/Cap: | 0.72 | 0.43 | 0.17 | 0.43 | 0.72 | 0.10 | 0.31 | 0.72 | 0.55 | 0.72 | 0.31 | 0.31 | |
| Delay/Veh: | 60.7 | 37.7 | 19.7 | 45.1 | 39.7 | 16.6 | 39.8 | 38.9 | 26.3 | 50.5 | 31.9 | 31.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 60.7 | 37.7 | 19.7 | 45.1 | 39.7 | 16.6 | 39.8 | 38.9 | 26.3 | 50.5 | 31.9 | 31.9 | |
| LOS by Move: | E | D | B | D | D | B | D | D | C | D | C | C | |
| HCM2kAvgQ: | 6 | 6 | 3 | 4 | 12 | 2 | 4 | 14 | 12 | 9 | 5 | 5 | |

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

750 W San Carlos Street
 80 Apartments
 San Carlos Street Bridge (Scenario 2)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + 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 | << | 5:30-6:30PM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------------|------|------|------|------|------|------|
| 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 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| ATI: | 18 | 60 | 8 | 9 | 107 | 12 | 20 | 111 | 50 | 43 | 94 | 7 |
| Initial Fut: | 150 | 391 | 135 | 118 | 1145 | 83 | 112 | 813 | 395 | 256 | 307 | 37 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 150 | 391 | 135 | 118 | 1145 | 83 | 112 | 813 | 395 | 256 | 307 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 150 | 391 | 135 | 118 | 1145 | 83 | 112 | 813 | 395 | 256 | 307 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 150 | 391 | 135 | 118 | 1145 | 83 | 112 | 813 | 395 | 256 | 307 | 37 |

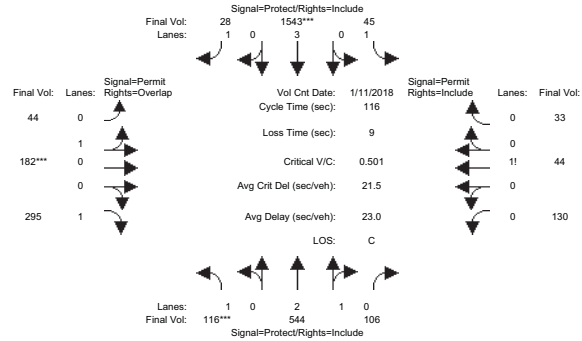
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.78 | 0.22 | |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 5700 | 1750 | 1750 | 3800 | 1750 | 1750 | 3302 | 398 | |

| Capacity Analysis Module: | Vol/Sat: | 0.09 | 0.10 | 0.08 | 0.07 | 0.20 | 0.05 | 0.06 | 0.21 | 0.23 | 0.15 | 0.09 | 0.09 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green Time: | 13.8 | 27.8 | 51.4 | 18.2 | 32.3 | 55.9 | 23.6 | 34.4 | 48.2 | 23.5 | 34.3 | 34.3 | |
| Volume/Cap: | 0.72 | 0.43 | 0.17 | 0.43 | 0.72 | 0.10 | 0.31 | 0.72 | 0.54 | 0.72 | 0.31 | 0.31 | |
| Delay/Veh: | 61.0 | 37.7 | 19.6 | 45.2 | 39.4 | 16.4 | 39.8 | 38.8 | 26.5 | 50.3 | 31.9 | 31.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 61.0 | 37.7 | 19.6 | 45.2 | 39.4 | 16.4 | 39.8 | 38.8 | 26.5 | 50.3 | 31.9 | 31.9 | |
| LOS by Move: | E | D | B | D | D | B | D | D | C | D | C | C | |
| HCM2kAvgQ: | 6 | 6 | 3 | 4 | 12 | 2 | 4 | 14 | 12 | 9 | 5 | 5 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: | 11 Jan 2018 | << | 5:00-6:00PM |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 116 | 544 | 106 | 45 | 1543 | 28 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 544 | 106 | 45 | 1543 | 28 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 116 | 544 | 106 | 45 | 1543 | 28 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 116 | 544 | 106 | 45 | 1543 | 28 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 544 | 106 | 45 | 1543 | 28 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 116 | 544 | 106 | 45 | 1543 | 28 |

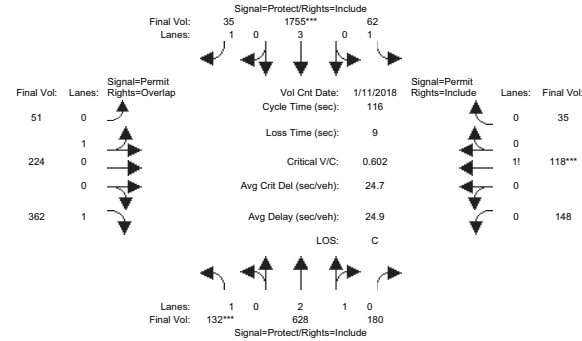
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.49 | 0.51 | 1.00 | 3.00 | 1.00 | 0.19 | 0.81 | 1.00 | 0.63 | 0.21 |
| Final Sat.: | 1750 | 4686 | 913 | 1750 | 5700 | 1750 | 350 | 1450 | 1750 | 1099 | 372 |

| Capacity Analysis Module: | Vol/Sat: | 0.07 | 0.12 | 0.12 | 0.03 | 0.27 | 0.02 | 0.13 | 0.13 | 0.17 | 0.12 | 0.12 | 0.12 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 15.3 | 51.3 | 51.3 | 26.7 | 62.6 | 62.6 | 29.0 | 29.0 | 44.4 | 29.0 | 29.0 | 29.0 | |
| Volume/Cap: | 0.50 | 0.26 | 0.26 | 0.11 | 0.50 | 0.03 | 0.50 | 0.50 | 0.44 | 0.47 | 0.47 | 0.47 | |
| Delay/Veh: | 48.5 | 20.5 | 20.5 | 35.4 | 17.0 | 12.5 | 38.2 | 38.2 | 27.1 | 37.8 | 37.8 | 37.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.5 | 20.5 | 20.5 | 35.4 | 17.0 | 12.5 | 38.2 | 38.2 | 27.1 | 37.8 | 37.8 | 37.8 | |
| LOS by Move: | D | C | C | D | B | B | D | D | D | D | D | D | |
| HCM2kAvgQ: | 4 | 5 | 5 | 1 | 11 | 0 | 8 | 8 | 8 | 7 | 7 | 7 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: | 11 Jan 2018 | << | 5:00-6:00PM |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 116 | 544 | 106 | 45 | 1543 | 28 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 544 | 106 | 45 | 1543 | 28 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 16 | 84 | 74 | 17 | 212 | 7 |
| Initial Fut: | 132 | 628 | 180 | 62 | 1755 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 132 | 628 | 180 | 62 | 1755 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 628 | 180 | 62 | 1755 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 132 | 628 | 180 | 62 | 1755 | 35 |

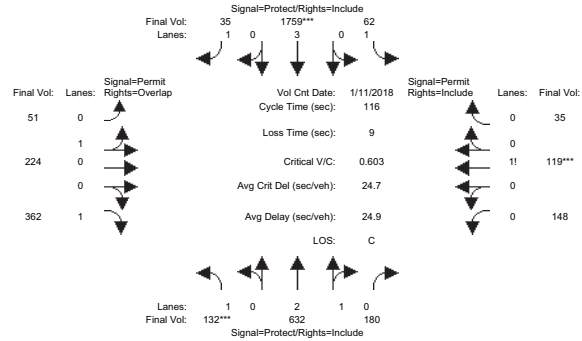
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 2.31 | 0.69 | 1.00 | 3.00 | 1.00 | 0.19 | 0.81 | 1.00 | 0.49 | 0.39 | |
| Final Sat.: | 1750 | 4351 | 1247 | 1750 | 5700 | 1750 | 334 | 1466 | 1750 | 860 | 686 | |

| Capacity Analysis Module: | Vol/Sat: | 0.08 | 0.14 | 0.14 | 0.04 | 0.31 | 0.02 | 0.15 | 0.15 | 0.21 | 0.17 | 0.17 | 0.17 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 14.5 | 52.1 | 52.1 | 21.8 | 59.3 | 59.3 | 33.1 | 33.1 | 47.7 | 33.1 | 33.1 | 33.1 | |
| Volume/Cap: | 0.60 | 0.32 | 0.32 | 0.19 | 0.60 | 0.04 | 0.53 | 0.53 | 0.50 | 0.60 | 0.60 | 0.60 | |
| Delay/Veh: | 52.6 | 20.7 | 20.7 | 40.0 | 20.4 | 14.1 | 36.0 | 36.0 | 25.9 | 37.8 | 37.8 | 37.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.6 | 20.7 | 20.7 | 40.0 | 20.4 | 14.1 | 36.0 | 36.0 | 25.9 | 37.8 | 37.8 | 37.8 | |
| LOS by Move: | D | C | C | D | C | B | D | D | D | D | D | D | |
| HCM2kAvgQ: | 5 | 6 | 6 | 2 | 14 | 1 | 9 | 9 | 10 | 10 | 10 | 10 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + 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: 11 Jan 2018 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 116 | 544 | 106 | 45 | 1543 | 28 | 44 | 182 | 295 | 130 | 44 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 544 | 106 | 45 | 1543 | 28 | 44 | 182 | 295 | 130 | 44 | 33 |
| Added Vol: | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| ATI: | 16 | 84 | 74 | 17 | 212 | 7 | 7 | 42 | 67 | 18 | 74 | 2 |
| Initial Fut: | 132 | 632 | 180 | 62 | 1759 | 35 | 51 | 224 | 362 | 148 | 119 | 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: | 132 | 632 | 180 | 62 | 1759 | 35 | 51 | 224 | 362 | 148 | 119 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 632 | 180 | 62 | 1759 | 35 | 51 | 224 | 362 | 148 | 119 | 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 |
| Final Volume: | 132 | 632 | 180 | 62 | 1759 | 35 | 51 | 224 | 362 | 148 | 119 | 35 |

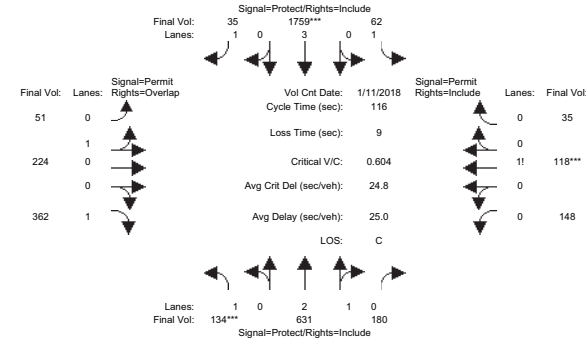
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.31 | 0.69 | 1.00 | 3.00 | 1.00 | 0.19 | 0.81 | 1.00 | 0.49 | 0.39 | 0.12 |
| Final Sat.: | 1750 | 4357 | 1241 | 1750 | 5700 | 1750 | 334 | 1466 | 1750 | 858 | 690 | 203 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.15 | 0.15 | 0.04 | 0.31 | 0.02 | 0.15 | 0.15 | 0.21 | 0.17 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 14.5 | 52.1 | 52.1 | 21.7 | 59.3 | 59.3 | 33.2 | 33.2 | 47.7 | 33.2 | 33.2 | 33.2 |
| Volume/Cap: | 0.60 | 0.32 | 0.32 | 0.19 | 0.60 | 0.04 | 0.53 | 0.53 | 0.50 | 0.60 | 0.60 | 0.60 |
| Delay/Veh: | 52.7 | 20.6 | 20.6 | 40.0 | 20.4 | 14.1 | 36.0 | 36.0 | 25.9 | 37.8 | 37.8 | 37.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.7 | 20.6 | 20.6 | 40.0 | 20.4 | 14.1 | 36.0 | 36.0 | 25.9 | 37.8 | 37.8 | 37.8 |
| LOS by Move: | D | C | C | D | C | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 5 | 6 | 6 | 2 | 14 | 1 | 9 | 9 | 10 | 10 | 10 | 10 |

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

750 W San Carlos Street
 80 Apartments
 San Carlos Street Bridge (Scenario 2)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + 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: 11 Jan 2018 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 116 | 544 | 106 | 45 | 1543 | 28 | 44 | 182 | 295 | 130 | 44 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 544 | 106 | 45 | 1543 | 28 | 44 | 182 | 295 | 130 | 44 | 33 |
| Added Vol: | 2 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 16 | 84 | 74 | 17 | 212 | 7 | 7 | 42 | 67 | 18 | 74 | 2 |
| Initial Fut: | 134 | 631 | 180 | 62 | 1759 | 35 | 51 | 224 | 362 | 148 | 118 | 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: | 134 | 631 | 180 | 62 | 1759 | 35 | 51 | 224 | 362 | 148 | 118 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 631 | 180 | 62 | 1759 | 35 | 51 | 224 | 362 | 148 | 118 | 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 |
| Final Volume: | 134 | 631 | 180 | 62 | 1759 | 35 | 51 | 224 | 362 | 148 | 118 | 35 |

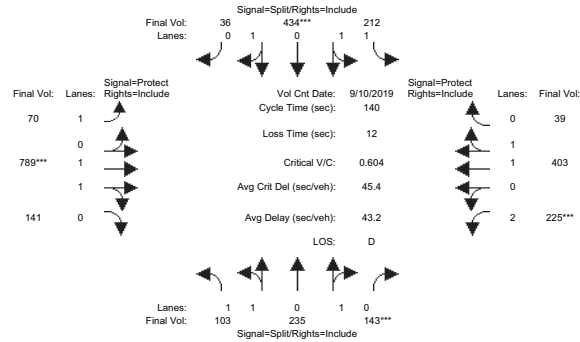
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.31 | 0.69 | 1.00 | 3.00 | 1.00 | 0.19 | 0.81 | 1.00 | 0.49 | 0.39 | 0.12 |
| Final Sat.: | 1750 | 4355 | 1242 | 1750 | 5700 | 1750 | 334 | 1466 | 1750 | 860 | 686 | 203 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.14 | 0.14 | 0.04 | 0.31 | 0.02 | 0.15 | 0.15 | 0.21 | 0.17 | 0.17 | 0.17 |
| Crit Moves: | **** | | | **** | | | | | | **** | | |
| Green Time: | 14.7 | 52.2 | 52.2 | 21.8 | 59.3 | 59.3 | 33.0 | 33.0 | 47.7 | 33.0 | 33.0 | 33.0 |
| Volume/Cap: | 0.60 | 0.32 | 0.32 | 0.19 | 0.60 | 0.04 | 0.54 | 0.54 | 0.50 | 0.60 | 0.60 | 0.60 |
| Delay/Veh: | 52.6 | 20.6 | 20.6 | 40.0 | 20.4 | 14.2 | 36.1 | 36.1 | 25.9 | 37.9 | 37.9 | 37.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.6 | 20.6 | 20.6 | 40.0 | 20.4 | 14.2 | 36.1 | 36.1 | 25.9 | 37.9 | 37.9 | 37.9 |
| LOS by Move: | D | C | C | D | C | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 5 | 6 | 6 | 2 | 14 | 1 | 9 | 9 | 10 | 10 | 10 | 10 |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



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

| Volume Module: | >> | Count | Date: | 10 Sep 2019 | << | 5:00-6:00PM |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 103 | 235 | 143 | 212 | 434 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 103 | 235 | 143 | 212 | 434 | 36 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 103 | 235 | 143 | 212 | 434 | 36 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 103 | 235 | 143 | 212 | 434 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 103 | 235 | 143 | 212 | 434 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 103 | 235 | 143 | 212 | 434 | 36 |

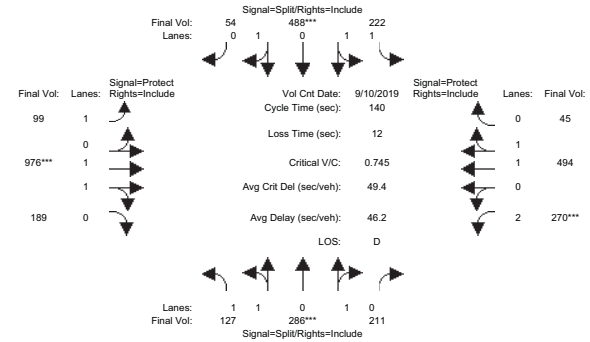
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.22 | 0.78 | 1.00 | 1.84 | 0.16 | 1.00 | 1.69 | 0.31 | 2.00 | 1.82 | 0.18 |
| Final Sat.: | 1750 | 2299 | 1399 | 1750 | 3416 | 283 | 1750 | 3139 | 561 | 3150 | 3373 | 326 |

| Capacity Analysis Module: | Vol/Sat: | 0.06 | 0.10 | 0.10 | 0.12 | 0.13 | 0.13 | 0.04 | 0.25 | 0.25 | 0.07 | 0.12 | 0.12 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 23.7 | 23.7 | 23.7 | 29.5 | 29.5 | 29.5 | 22.1 | 58.3 | 58.3 | 16.6 | 52.8 | 52.8 | |
| Volume/Cap: | 0.35 | 0.60 | 0.60 | 0.58 | 0.60 | 0.60 | 0.25 | 0.60 | 0.60 | 0.60 | 0.32 | 0.32 | |
| Delay/Veh: | 51.5 | 55.1 | 55.1 | 50.4 | 50.9 | 50.9 | 52.2 | 32.5 | 32.5 | 61.4 | 31.0 | 31.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.5 | 55.1 | 55.1 | 50.4 | 50.9 | 50.9 | 52.2 | 32.5 | 32.5 | 61.4 | 31.0 | 31.0 | |
| LOS by Move: | D | E | E | D | D | D | D | C | C | E | C | C | |
| HCM2kAvgQ: | 4 | 8 | 8 | 9 | 9 | 9 | 3 | 15 | 15 | 5 | 7 | 7 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



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

| Volume Module: | >> | Count | Date: | 10 Sep 2019 | << | 5:00-6:00PM |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 103 | 235 | 143 | 212 | 434 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 103 | 235 | 143 | 212 | 434 | 36 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 24 | 51 | 68 | 10 | 54 | 18 |
| Initial Fut: | 127 | 286 | 211 | 222 | 488 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 286 | 211 | 222 | 488 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 286 | 211 | 222 | 488 | 54 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 127 | 286 | 211 | 222 | 488 | 54 |

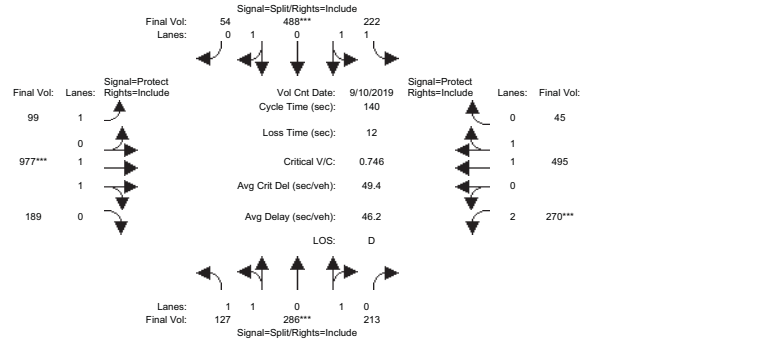
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.13 | 0.87 | 1.00 | 1.80 | 0.20 | 1.00 | 1.67 | 0.33 | 2.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 2128 | 1570 | 1750 | 3331 | 369 | 1750 | 3099 | 600 | 3150 | 3391 | 309 |

| Capacity Analysis Module: | Vol/Sat: | 0.07 | 0.13 | 0.13 | 0.13 | 0.15 | 0.15 | 0.06 | 0.31 | 0.31 | 0.09 | 0.15 | 0.15 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 25.2 | 25.2 | 25.2 | 27.5 | 27.5 | 27.5 | 21.0 | 59.1 | 59.1 | 16.1 | 54.2 | 54.2 | |
| Volume/Cap: | 0.40 | 0.75 | 0.75 | 0.65 | 0.75 | 0.75 | 0.38 | 0.75 | 0.75 | 0.75 | 0.38 | 0.38 | |
| Delay/Veh: | 50.9 | 58.0 | 58.0 | 53.0 | 56.0 | 56.0 | 54.5 | 36.1 | 36.1 | 68.2 | 30.9 | 30.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 50.9 | 58.0 | 58.0 | 53.0 | 56.0 | 56.0 | 54.5 | 36.1 | 36.1 | 68.2 | 30.9 | 30.9 | |
| LOS by Move: | D | E | E | D | E | E | D | D | D | E | C | C | |
| HCM2kAvgQ: | 5 | 11 | 11 | 9 | 12 | 12 | 4 | 21 | 21 | 7 | 8 | 8 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + Proj (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



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

| Volume Module: | >> | Count | Date: | 10 Sep 2019 | << | 5:00-6:00PM |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 103 | 235 | 143 | 212 | 434 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 103 | 235 | 143 | 212 | 434 | 36 |
| Added Vol: | 0 | 0 | 2 | 0 | 0 | 0 |
| ATI: | 24 | 51 | 68 | 10 | 54 | 18 |
| Initial Fut: | 127 | 286 | 213 | 222 | 488 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 286 | 213 | 222 | 488 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 286 | 213 | 222 | 488 | 54 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 127 | 286 | 213 | 222 | 488 | 54 |

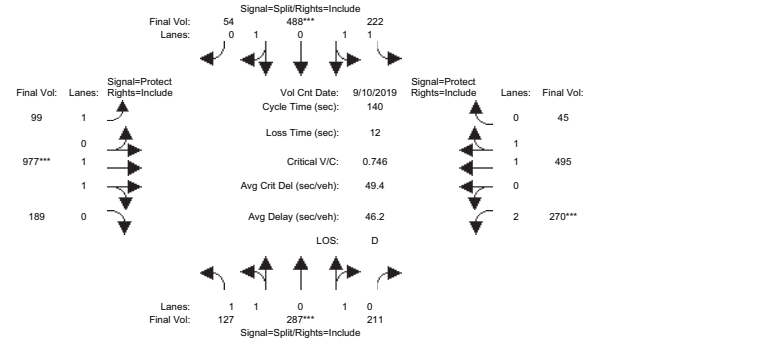
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.12 | 0.88 | 1.00 | 1.80 | 0.20 | 1.00 | 1.67 | 0.33 | 2.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 2119 | 1578 | 1750 | 3331 | 369 | 1750 | 3100 | 600 | 3150 | 3391 | 308 |

| Capacity Analysis Module: | Vol/Sat: | 0.07 | 0.13 | 0.13 | 0.15 | 0.15 | 0.06 | 0.32 | 0.32 | 0.09 | 0.15 | 0.15 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 25.3 | 25.3 | 25.3 | 27.5 | 27.5 | 27.5 | 21.0 | 59.1 | 59.1 | 16.1 | 54.2 | 54.2 |
| Volume/Cap: | 0.40 | 0.75 | 0.75 | 0.65 | 0.75 | 0.75 | 0.38 | 0.75 | 0.75 | 0.75 | 0.38 | 0.38 |
| Delay/Veh: | 50.8 | 58.0 | 58.0 | 53.0 | 56.0 | 56.0 | 54.5 | 36.1 | 36.1 | 68.2 | 31.0 | 31.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.8 | 58.0 | 58.0 | 53.0 | 56.0 | 56.0 | 54.5 | 36.1 | 36.1 | 68.2 | 31.0 | 31.0 |
| LOS by Move: | D | E | E | D | E | E | D | D | D | E | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 9 | 12 | 12 | 4 | 21 | 21 | 7 | 8 | 8 |

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

750 W San Carlos Street
 80 Apartments
 San Carlos Street Bridge (Scenario 2)
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Bkgd + Proj (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



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

| Volume Module: | >> | Count | Date: | 10 Sep 2019 | << | 5:00-6:00PM |
|----------------|------|-------|-------|-------------|------|-------------|
| Base Vol: | 103 | 235 | 143 | 212 | 434 | 36 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 103 | 235 | 143 | 212 | 434 | 36 |
| Added Vol: | 0 | 1 | 0 | 0 | 0 | 0 |
| ATI: | 24 | 51 | 68 | 10 | 54 | 18 |
| Initial Fut: | 127 | 287 | 211 | 222 | 488 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 287 | 211 | 222 | 488 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 287 | 211 | 222 | 488 | 54 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 127 | 287 | 211 | 222 | 488 | 54 |

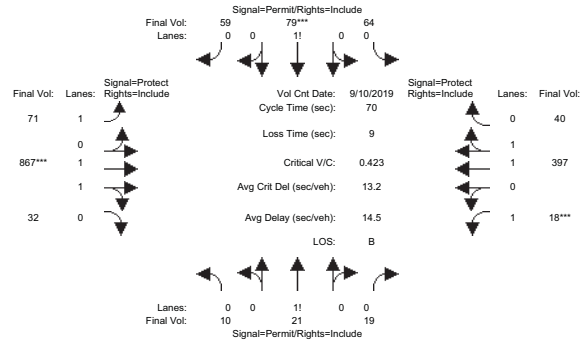
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.13 | 0.87 | 1.00 | 1.80 | 0.20 | 1.00 | 1.67 | 0.33 | 2.00 | 1.83 | 0.17 |
| Final Sat.: | 1750 | 2131 | 1567 | 1750 | 3331 | 369 | 1750 | 3100 | 600 | 3150 | 3391 | 308 |

| Capacity Analysis Module: | Vol/Sat: | 0.07 | 0.13 | 0.13 | 0.15 | 0.15 | 0.06 | 0.32 | 0.32 | 0.09 | 0.15 | 0.15 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 25.3 | 25.3 | 25.3 | 27.5 | 27.5 | 27.5 | 21.0 | 59.1 | 59.1 | 16.1 | 54.2 | 54.2 |
| Volume/Cap: | 0.40 | 0.75 | 0.75 | 0.65 | 0.75 | 0.75 | 0.38 | 0.75 | 0.75 | 0.75 | 0.38 | 0.38 |
| Delay/Veh: | 50.9 | 58.0 | 58.0 | 53.0 | 56.0 | 56.0 | 54.5 | 36.1 | 36.1 | 68.2 | 30.9 | 30.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.9 | 58.0 | 58.0 | 53.0 | 56.0 | 56.0 | 54.5 | 36.1 | 36.1 | 68.2 | 30.9 | 30.9 |
| LOS by Move: | D | E | E | D | E | E | D | D | D | E | C | C |
| HCM2kAvgQ: | 5 | 11 | 11 | 9 | 12 | 12 | 4 | 21 | 21 | 7 | 8 | 8 |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: | 10 Sep 2019 | << | 5:00-6:00 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 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: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 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 |
| Final Volume: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |

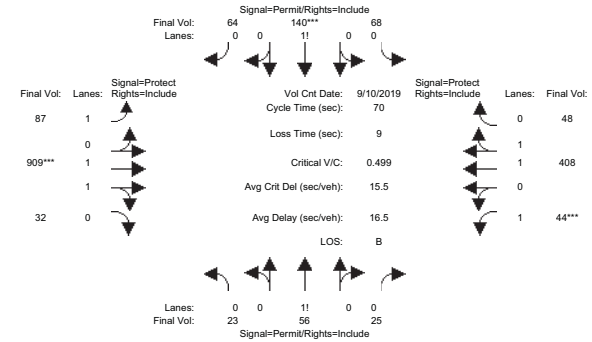
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 0.20 | 0.42 | 0.38 | 0.32 | 0.39 | 0.29 | 1.00 | 1.93 | 0.07 | 1.00 | 1.81 | 0.19 | |
| Final Sat.: | 350 | 735 | 665 | 554 | 684 | 511 | 1750 | 3568 | 132 | 1750 | 3361 | 339 | |

| Capacity Analysis Module: | Vol/Sat: | 0.03 | 0.03 | 0.03 | 0.12 | 0.12 | 0.12 | 0.04 | 0.24 | 0.24 | 0.01 | 0.12 | 0.12 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | | | | | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 17.4 | 17.4 | 17.4 | 17.4 | 17.4 | 17.4 | 18.0 | 36.6 | 36.6 | 7.0 | 25.7 | 25.7 | |
| Volume/Cap: | 0.12 | 0.12 | 0.12 | 0.46 | 0.46 | 0.46 | 0.16 | 0.46 | 0.46 | 0.10 | 0.32 | 0.32 | |
| Delay/Veh: | 20.5 | 20.5 | 20.5 | 23.1 | 23.1 | 23.1 | 20.3 | 10.7 | 10.7 | 28.9 | 16.1 | 16.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 20.5 | 20.5 | 20.5 | 23.1 | 23.1 | 23.1 | 20.3 | 10.7 | 10.7 | 28.9 | 16.1 | 16.1 | |
| LOS by Move: | C | C | C | C | C | C | C | B | B | C | B | B | |
| HCM2kAvgQ: | 1 | 1 | 1 | 4 | 4 | 4 | 1 | 7 | 7 | 0 | 4 | 4 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: | 10 Sep 2019 | << | 5:00-6:00 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 13 | 35 | 6 | 4 | 61 | 5 | 16 | 42 | 0 | 26 | 11 | 8 |
| Initial Fut: | 23 | 56 | 25 | 68 | 140 | 64 | 87 | 909 | 32 | 44 | 408 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 23 | 56 | 25 | 68 | 140 | 64 | 87 | 909 | 32 | 44 | 408 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 56 | 25 | 68 | 140 | 64 | 87 | 909 | 32 | 44 | 408 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 23 | 56 | 25 | 68 | 140 | 64 | 87 | 909 | 32 | 44 | 408 | 48 |

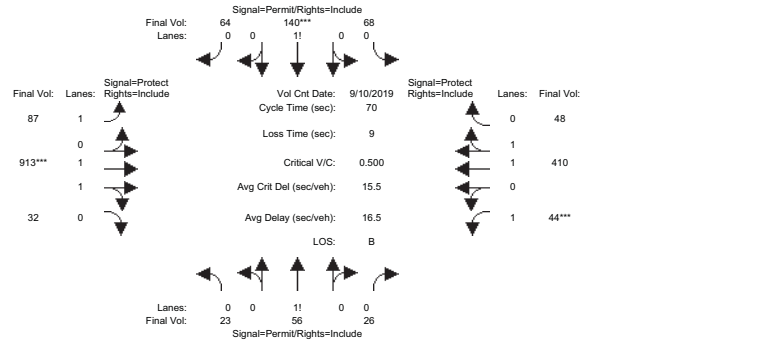
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 0.22 | 0.54 | 0.24 | 0.25 | 0.51 | 0.24 | 1.00 | 1.93 | 0.07 | 1.00 | 1.78 | 0.22 | |
| Final Sat.: | 387 | 942 | 421 | 438 | 901 | 412 | 1750 | 3574 | 126 | 1750 | 3310 | 389 | |

| Capacity Analysis Module: | Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.16 | 0.16 | 0.16 | 0.05 | 0.25 | 0.25 | 0.03 | 0.12 | 0.12 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | | | | | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 | 16.7 | 33.5 | 33.5 | 7.0 | 23.8 | 23.8 | |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.53 | 0.53 | 0.53 | 0.21 | 0.53 | 0.53 | 0.25 | 0.36 | 0.36 | |
| Delay/Veh: | 18.8 | 18.8 | 18.8 | 21.8 | 21.8 | 21.8 | 21.6 | 13.1 | 13.1 | 29.8 | 17.5 | 17.5 | |
| 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: | 18.8 | 18.8 | 18.8 | 21.8 | 21.8 | 21.8 | 21.6 | 13.1 | 13.1 | 29.8 | 17.5 | 17.5 | |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B | |
| HCM2kAvgQ: | 2 | 2 | 2 | 6 | 6 | 6 | 2 | 8 | 8 | 1 | 4 | 4 | |

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

750 W San Carlos Street
 80 Apartments
 HSR Overcrossing (Scenario 1)
 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: | 10 Sep 2019 | << | 5:00-6:00 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Added Vol: | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 |
| ATI: | 13 | 35 | 6 | 4 | 61 | 5 | 16 | 42 | 0 | 26 | 11 | 8 |
| Initial Fut: | 23 | 56 | 26 | 68 | 140 | 64 | 87 | 913 | 32 | 44 | 410 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 23 | 56 | 26 | 68 | 140 | 64 | 87 | 913 | 32 | 44 | 410 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 56 | 26 | 68 | 140 | 64 | 87 | 913 | 32 | 44 | 410 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 23 | 56 | 26 | 68 | 140 | 64 | 87 | 913 | 32 | 44 | 410 | 48 |

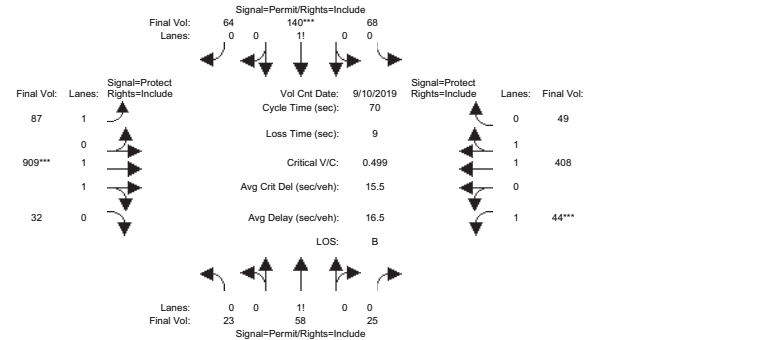
| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 0.22 | 0.53 | 0.25 | 0.25 | 0.51 | 0.24 | 1.00 | 1.93 | 0.07 | 1.00 | 1.78 | 0.22 | |
| Final Sat.: | 383 | 933 | 433 | 438 | 901 | 412 | 1750 | 3575 | 125 | 1750 | 3312 | 388 | |

| Capacity Analysis Module: | Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.16 | 0.16 | 0.16 | 0.05 | 0.26 | 0.26 | 0.03 | 0.12 | 0.12 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | | | | | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 20.4 | 20.4 | 20.4 | 20.4 | 20.4 | 20.4 | 16.7 | 33.6 | 33.6 | 7.0 | 23.9 | 23.9 | |
| Volume/Cap: | 0.21 | 0.21 | 0.21 | 0.53 | 0.53 | 0.53 | 0.21 | 0.53 | 0.53 | 0.25 | 0.36 | 0.36 | |
| Delay/Veh: | 18.9 | 18.9 | 18.9 | 21.9 | 21.9 | 21.9 | 21.6 | 13.0 | 13.0 | 29.8 | 17.5 | 17.5 | |
| 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: | 18.9 | 18.9 | 18.9 | 21.9 | 21.9 | 21.9 | 21.6 | 13.0 | 13.0 | 29.8 | 17.5 | 17.5 | |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B | |
| HCM2kAvgQ: | 2 | 2 | 2 | 6 | 6 | 6 | 2 | 8 | 8 | 1 | 4 | 4 | |

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

750 W San Carlos Street
 80 Apartments
 San Carlos Street Bridge (Scenario 2)
 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: | 10 Sep 2019 | << | 5:00-6:00 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------|------|------|------|------|------|------|
| Base Vol: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 21 | 19 | 64 | 79 | 59 | 71 | 867 | 32 | 18 | 397 | 40 |
| Added Vol: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| ATI: | 13 | 35 | 6 | 4 | 61 | 5 | 16 | 42 | 0 | 26 | 11 | 8 |
| Initial Fut: | 23 | 58 | 25 | 68 | 140 | 64 | 87 | 909 | 32 | 44 | 408 | 49 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 23 | 58 | 25 | 68 | 140 | 64 | 87 | 909 | 32 | 44 | 408 | 49 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 58 | 25 | 68 | 140 | 64 | 87 | 909 | 32 | 44 | 408 | 49 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 23 | 58 | 25 | 68 | 140 | 64 | 87 | 909 | 32 | 44 | 408 | 49 |

| Saturation Flow Module: | Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | |
| Lanes: | 0.22 | 0.55 | 0.23 | 0.25 | 0.51 | 0.24 | 1.00 | 1.93 | 0.07 | 1.00 | 1.78 | 0.22 | |
| Final Sat.: | 380 | 958 | 413 | 438 | 901 | 412 | 1750 | 3574 | 126 | 1750 | 3303 | 397 | |

| Capacity Analysis Module: | Vol/Sat: | 0.06 | 0.06 | 0.06 | 0.16 | 0.16 | 0.16 | 0.05 | 0.25 | 0.25 | 0.03 | 0.12 | 0.12 |
|---------------------------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Crit Moves: | | | | | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green Time: | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 | 20.5 | 16.7 | 33.5 | 33.5 | 7.0 | 23.8 | 23.8 | |
| Volume/Cap: | 0.21 | 0.21 | 0.21 | 0.53 | 0.53 | 0.53 | 0.21 | 0.53 | 0.53 | 0.25 | 0.36 | 0.36 | |
| Delay/Veh: | 18.8 | 18.8 | 18.8 | 21.8 | 21.8 | 21.8 | 21.6 | 13.1 | 13.1 | 29.8 | 17.5 | 17.5 | |
| 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: | 18.8 | 18.8 | 18.8 | 21.8 | 21.8 | 21.8 | 21.6 | 13.1 | 13.1 | 29.8 | 17.5 | 17.5 | |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B | |
| HCM2kAvgQ: | 2 | 2 | 2 | 6 | 6 | 6 | 2 | 8 | 8 | 1 | 4 | 4 | |

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