APPENDIX F

Local Transportation Analysis

Hexagon Transportation Consultants, Inc.

Memorandum

Date: October 9, 2020

To: Steven Forster, City of San Jose

From: Robert Del Rio, T.E.

Subject: 50 South Almaden Boulevard Office Development Local Transportation Analysis

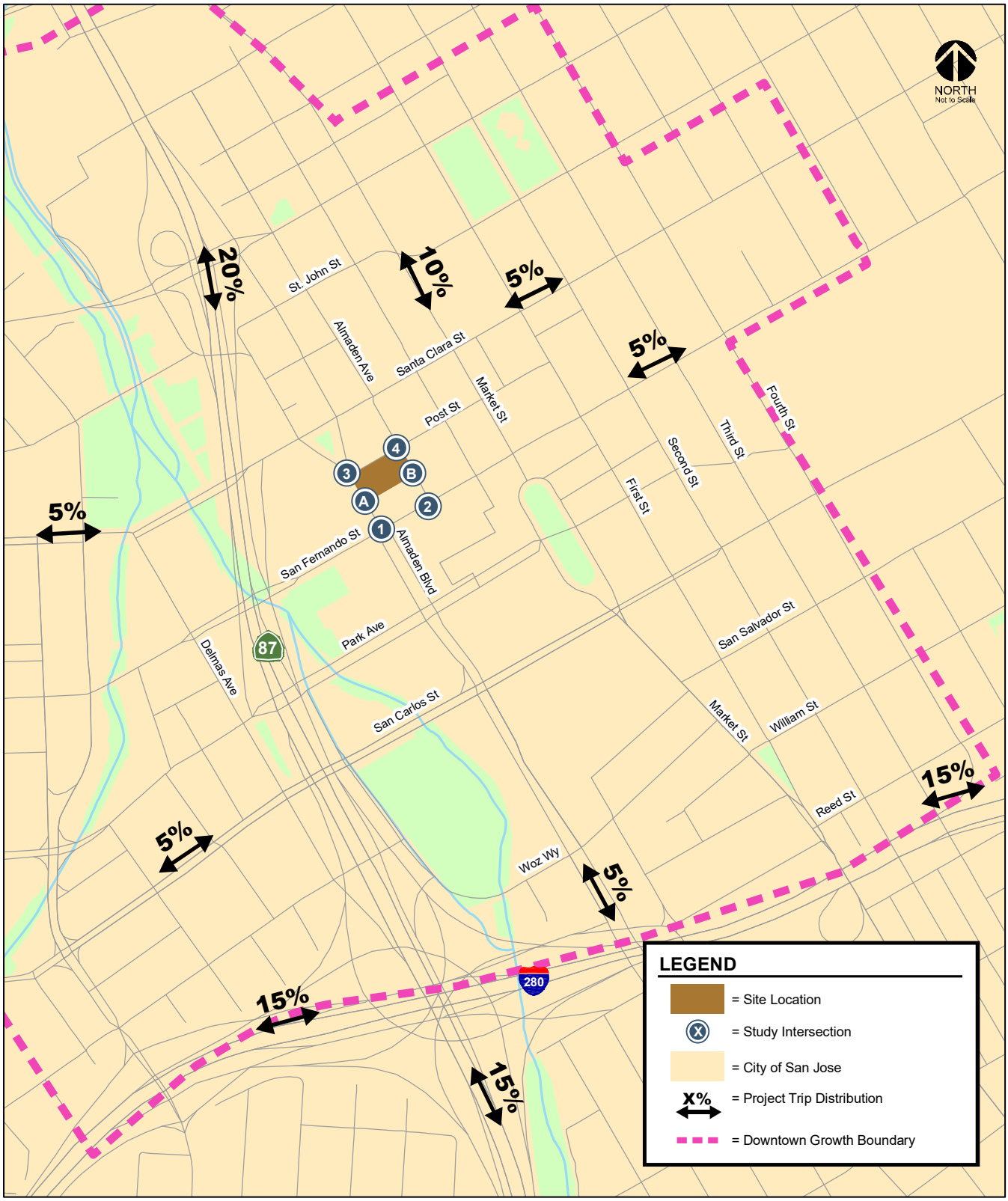
Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed office development located at 50 South Almaden Boulevard in Downtown San Jose. The site is bounded by Almaden Boulevard to the west, Post Street to the north, Almaden Avenue to the east, and an existing commercial building (AT&T) to the south. The maximum development size of the proposed project could consist of up to 628,500 square feet of office space. However, the site plan indicates that approximately 585,000 s.f. of office space and 11,750 s.f. of ground-floor commercial space is currently proposed. The project will replace a surface parking lot currently on-site. A total of 750 parking spaces will be provided within an on-site parking garage consisting of four above-ground levels and four basement levels. Access to the basement levels of the parking garage is proposed via one right-in and right-out only driveway along Almaden Boulevard and access to the above-ground levels is provided via one full access driveway along Almaden Avenue. Vehicular access between above-ground levels and basement levels would not be provided on-site. An 11-foot wide common easement that exists along the southern property line would be developed to become part of a 26-foot wide emergency access road between the proposed building and the AT&T building. The access road also would be used for truck deliveries, loading, and other back-of-house functions with inbound-only access from Almaden Avenue and outbound-only access through Almaden Boulevard. The emergency access road access points would be located directly adjacent to each of the proposed parking garage entrances along Almaden Boulevard and Almaden Avenue. Figure 1 shows the project site location.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. The project, however, must perform an LTA to identify operational issues.

Scope of Study

The purpose of the LTA was to identify any potential operational issues that could occur as a result of the project and to recommend necessary improvements to ensure adequate access to the site is provided. Based on the proposed project size, site-generated traffic was estimated. Vehicular site access was evaluated based on the proposed driveway locations. Truck access, including trash pickup and loading activities, was evaluated. Parking and on-site vehicular circulation also was analyzed. Lastly, bicycle and pedestrian access and safety were evaluated.

Figure 1
Site Location, Study Intersections, and Project Trip Distribution



Existing Conditions

This section describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided by State Route 87 and the Interstate 280/680 freeway. Local site access is provided by Almaden Boulevard, San Fernando Street, Santa Clara Street, Market Street, Almaden Avenue, and Post Street. The freeways and local roadways are described below.

State Route 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. Connections from SR-87 to the project site are provided via partial interchanges at Park Avenue (ramps to and from north), Auzerais Avenue (ramps to south only), and Woz Way (ramp from south only). SR 87 provides access to I-280/I-680 and US-101.

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to the project site are provided via partial interchanges at First Street (ramps to east only), Almaden Boulevard (ramps to west only), Vine Street (ramps from west), and Seventh Street (ramps from east).

Almaden Boulevard is a north-south four-lane divided City Connector street that extends between St. John Street and Grant Street, just south of I-280, and includes bicycle lanes along both sides of the street. Almaden Boulevard runs along the west project frontage and will provide direct access to the project site via a right-in and right-out driveway along the northbound side of the roadway.

San Fernando Street is an east-west two-lane Primary Bicycle facility street that extends through the heart of downtown between Autumn Street to the west and 17th Street to the east. San Fernando Street has sidewalks on both sides and protected bike lanes in both directions. Left-turn pockets are provided at signalized intersections east of Almaden Boulevard. Access to the project site would be provided its intersections with Almaden Avenue and Almaden Boulevard.

Santa Clara Street is an east-west four-lane Grand Boulevard that runs north of the project site. It extends as West Santa Clara Street from First Street westward to Stockton Avenue where it transitions into The Alameda. East of First Street, it extends eastward as East Santa Clara Street to US-101 where it transitions into Alum Rock Avenue. Access to the project site would be provided its intersections with Almaden Avenue and Almaden Boulevard.

Market Street is a north-south four-lane City Connector street that extends from Reed Street to North San Jose. In the vicinity of the project site, the northbound and southbound lanes of Market Street are divided by Plaza de Cesar Chavez, between San Fernando Street and San Carlos Street. Market Street transitions into First Street south of its intersection with Reed Street.

Almaden Avenue is a north-south two-lane roadway that extends from San Fernando Street north to St. John Street, where it transitions to Terraine Street. Almaden Avenue runs along the east project frontage and will provide direct access to the project site via one full-access driveway.

Post Street is an east-west two-lane roadway that extends from Almaden Boulevard to First Street. Post Street runs along the north project frontage. Access to the project site would be provided its intersections with Almaden Avenue and Almaden Boulevard.

Existing Bicycle Facilities

Class II bicycle facilities (striped bike lanes) are provided along the following roadways within the project area:

- Almaden Boulevard, between Woz Way and Carlysle Street (including along the west project frontage)
- Park Avenue, west of Market Street
- Woz Way, between San Carlos Street and Almaden Avenue
- Santa Clara Street, west of Almaden Boulevard
- San Salvador Street, between Market Street and Fourth Street
- Second Street, between Taylor Street and San Carlos Street
- Third Street, between Jackson Street and St. James Street
- Fourth Street, between Jackson Street and Santa Clara Street; between San Salvador Street and Reed Street
- Almaden Avenue, between Alma Avenue and Grant Street
- Vine Street, between Alma Avenue and Grant Street

Designated Class III bike routes with "sharrow" or shared-lane pavement markings and signage are provided along the following roadways:

- San Carlos Street, between Woz Way and Fourth Street
- San Fernando Street, east of 10th Street
- Second Street, between San Carlos Street and Julian Street
- First Street, between San Salvador Street and St. John Street
- San Salvador Street, between Fourth Street and Tenth Street (eastbound)
- William Street, between First Street and McLaughlin Avenue

Class IV bicycle facilities (protected bike lanes) are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

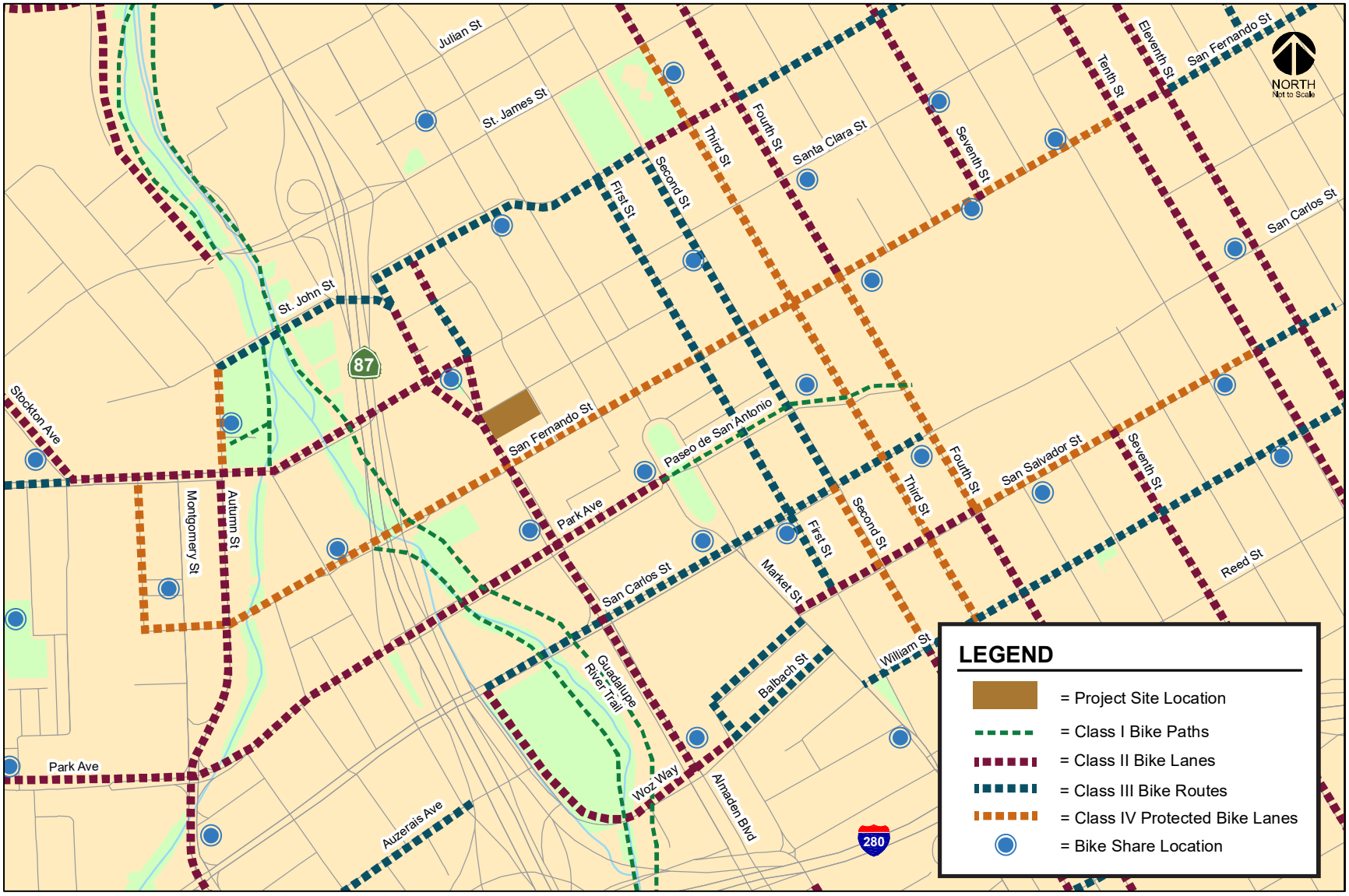
- San Fernando Street, between Cahill Street and Tenth Street
- Second Street, between San Carlos Street and William Street
- Third Street, between St. James Street and Reed Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- San Salvador Street, between Fourth Street and Tenth Street (westbound)
- Autumn Street, between Santa Clara Street and St. John Street
- Cahill Street, between San Fernando Street and Santa Clara Street

The existing bicycle facilities are shown on Figure 2.

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile Class I bikeway from Curtner Avenue to Willow Street, and between Virginia Street and Palm Street to Alviso. This trail system can be accessed via a trailhead along San Fernando Street, located approximately 700 feet west of the project site's Almaden Boulevard frontage.

Figure 2
Existing Bicycle Facilities



Bike and Scooter Share Services

The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. In addition, dockless bike and scooter rentals are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere. The nearest bike share station is located along the south side of Santa Clara Street, at its intersection with Almaden Boulevard, approximately 500 feet walking distance from the project site.

Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 3) consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. The majority of the crosswalks at signalized intersections in the vicinity of the project site consist of high visibility crosswalks and countdown signal heads that enhance pedestrian visibility and safety while crossing the intersections. There are no crosswalks provided at the intersections of Almaden Avenue and Almaden Boulevard with Post Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

An approximately 50 feet wide north-south pedestrian walkway (paseo) runs between Almaden Boulevard and Market Street and extends between San Carlos Street and Park Avenue. The paseo provides a connection for pedestrians and bicyclists between the Tech Museum and Civic Center, San Jose Convention Center, and Convention Center LRT Station. A mid-block crossing is provided across Park Avenue at the northern end of the paseo. A mid-block crossing also exists across the northbound side of Market Street, providing access from the Plaza de Cesar Chavez Park to the Paseo de San Antonio Walk. This paseo provides pedestrian-only access to shops and business along the Paseo de San Antonio Walk between Market Street and San Jose State University. A mid-block crossing of San Fernando Street and the Guadalupe River Trail, just east of SR 87, provides a bicycle and pedestrian route between Park Avenue and San Fernando Street.

Overall, the existing sidewalks and paseos provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations, including the nearby Convention Center and Plaza de Cesar Chavez Park, as well as various businesses and restaurants surrounding the project site.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Santa Cruz METRO, Monterey Salinas Transit MST, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project is located less than 0.3-mile walking distance of the Downtown Transit Center located at the intersection of Santa Clara Street with First and Second Streets. Additionally, the project is located approximately 0.6-mile from the Diridon Transit Center on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 4 shows the existing transit facilities.

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 522 and 523 run along Santa Clara Street and San Carlos Street, respectively. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours. Express Bus services provide direct service to and from major employment centers during peak commute hours only.

Figure 3
Existing Pedestrian Facilities

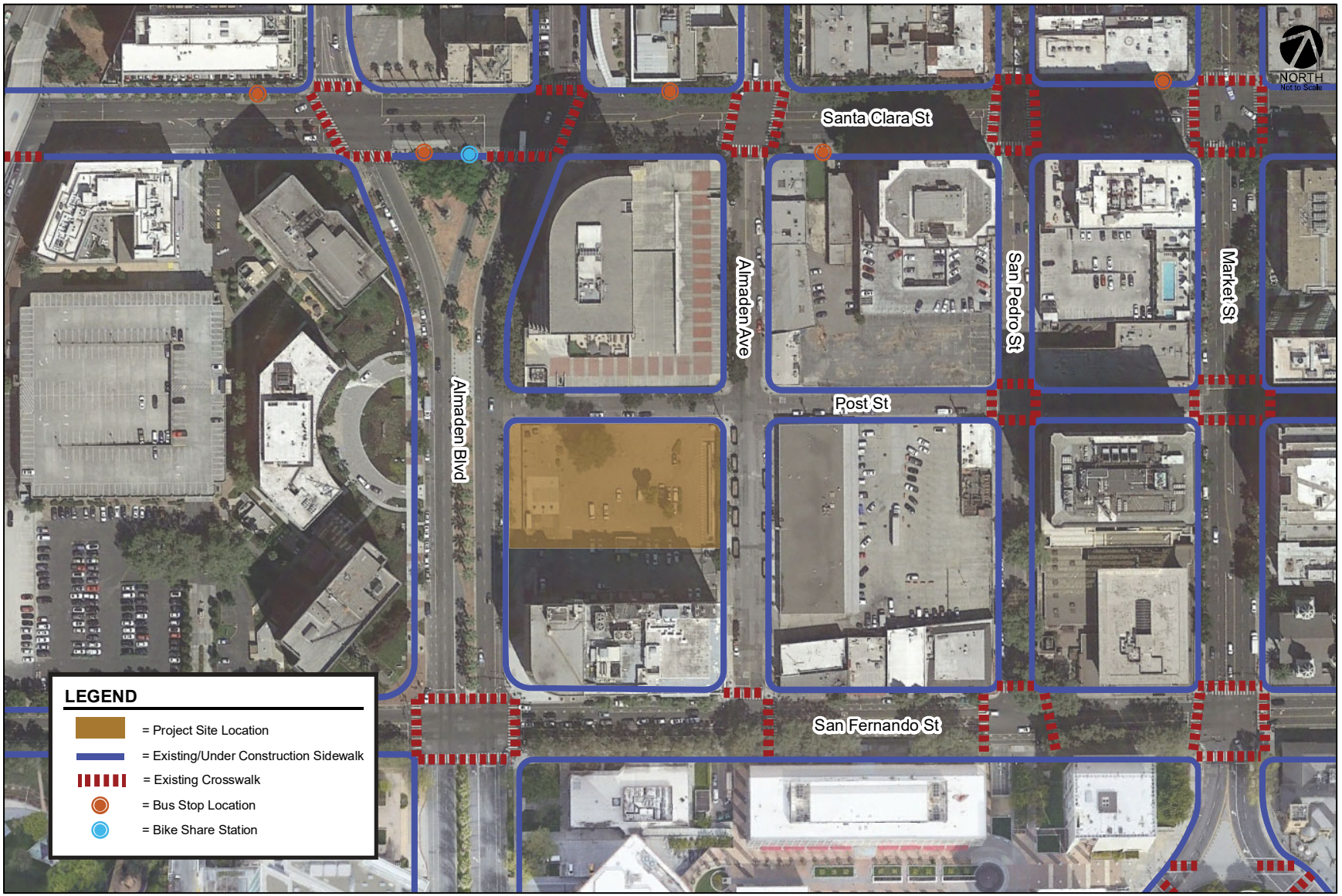
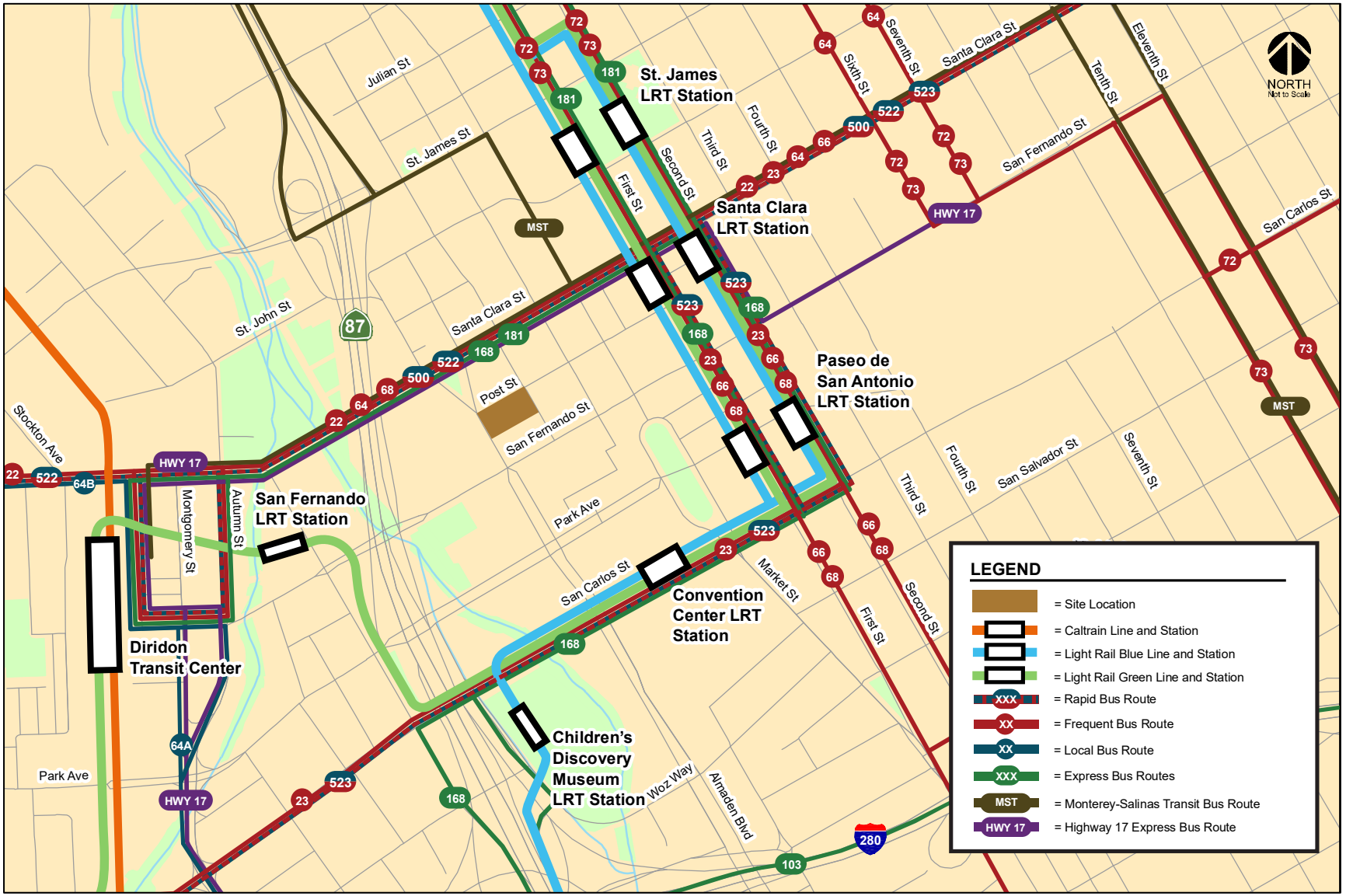


Figure 4
Existing Transit Facilities



The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located along Santa Clara Street at its intersection with Almaden Boulevard, less than 500 feet from the project site.

Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Almaden	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	First/Santa Clara	12 - 15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/Almaden	30 min [2]
Local Route 64B	McKee & White to Almaden Expressway & Camden	Santa Clara/Almaden	30 min [2]
Frequent Route 66	North Milpitas to Kaiser San Jose	First/Paseo de San Antonio	12 - 15 min
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	First/Paseo de San Antonio	15 - 20 min
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	First/Santa Clara	5 - 20 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	First/Santa Clara	10 - 15 min
Express Route 168	Gilroy/Morgan Hill to San Jose Diridon Station	Santa Clara/Almaden	15 - 40 min
Express Route 181	San Jose Diridon Station to Warm Springs BART	First/Santa Clara	15 - 20 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Santa Clara/Almaden	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	10 - 15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	Santa Clara/First	15 - 20 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Santa Clara/Almaden	20 - 35 min
MST 55	Monterey – San Jose Express	Santa Clara/Almaden	N/A [3]
MST 86	King City – San Jose/SJ Airport	Santa Clara/Almaden	N/A [4]

Notes:
[1] Approximate headways during peak commute periods.
[2] Local Routes 64A and 64B provide frequent service between San Jose Diridon Station and McKee/White, with approximately 15-minute headways during peak commute periods.
[3] Weekday operation consists of one northbound trip and one southbound trip during morning and afternoon/evening commute periods.
[4] Weekday operation consists of one northbound trip during morning commute period and one southbound trip during afternoon/evening commute period.

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 Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along San Carlos Street, San Fernando Street, and along First and Second Streets, north of San Carlos Street. The Santa Clara LRT station platforms on First and Second Street are located less than 0.3-mile walking distance of the project site via Post Street and Fountain Alley. The Convention Center LRT station along San Carlos Street, is located less than 0.3-mile walking distance via Almaden Boulevard and San Carlos Street. The San Fernando Street LRT station located along San Fernando Street is located approximately 0.3-mile walking distance from the project site. The San Jose Diridon station is located along the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located about 3/4-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

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

Amtrak 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, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips that will be generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 10th Edition* for the proposed office land use. The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project based on its location and surrounding transportation system and land uses.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the VMT Tool, the project site is located within a designated urban high-transit area. Therefore, the baseline project trips were adjusted to reflect an urban high-transit mode share. Urban high-transit is characterized as an area with high density, good accessibility, high public transit access, low single-family homes, middle-aged and older housing stock. Office uses within urban high-transit areas have a vehicle mode share of 69 percent. Thus, a 31 percent reduction was applied to the baseline trips estimated to be generated by the proposed project.

Internal Trip Reduction Adjustment

A mixed-use development with complementary land uses such as office and commercial, will result in a reduction of external site trips. Thus, the number of vehicle trips generated for each use may be reduced, since a portion of the trips would not require entering or exiting the site. Based on VTA's recommended mixed-use reduction, a maximum three percent trip reduction may be applied for the office and commercial uses, based on the office component. However, the application of a reduction

equivalent to three percent of the office trips would exceed the total number of trips estimated to be generated by the commercial use during the AM peak hour. However, it is likely that the retail use will generate some external trips. Therefore, as a conservative measure, the estimated retail trips were reduced by only a 50 percent during the AM peak hour.

Gross Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed mixed-use project would generate 4,254 daily trips, with 502 trips (433 inbound and 69 outbound) occurring during the AM peak hour and 504 trips (81 inbound and 423 outbound) occurring during the PM peak hour. These trips were used in the evaluation of queues at study intersections in the vicinity of the project site.

It should be noted that only trips generated by the office use will utilize the on-site parking garage. The 628,500 sf of office use is expected to generate 4,074 daily trips, with 498 trips (431 inbound and 67 outbound) occurring during the AM peak hour and 484 trips (78 inbound and 406 outbound) occurring during the PM peak hour. These trips were used in the evaluation of operations at project site access points. The trip generation estimates for the proposed project are shown in Table 2.

Project Trip Distribution and Trip Assignment

The trip distribution pattern for the project was based on those used in previous traffic studies prepared for similar projects in downtown San Jose. The project trips were assigned to the roadway network based on the proposed project driveway location, existing travel patterns in the area, freeway access, and the relative locations of complementary land uses. The project trip distribution pattern is shown on Figure 1. The project trip assignment is shown on Figure 5.

Vehicular Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on site plans dated August 28, 2020 prepared by Gensler, and in accordance with generally accepted traffic engineering standards and City of San Jose design standards. The street level site plan is shown on Figure 6.

Project Driveway/Site Access Design

Parking Garage Access

Site access to the basement levels of the parking garage is proposed via one right-in and right-out only driveway along Almaden Boulevard and access to the above-ground levels is provided via one full access driveway along Almaden Avenue. Vehicular access between above-ground levels and basement levels would not be provided on-site.

The City of San Jose Downtown Streetscape Guidelines (as referenced in the City's Complete Street Standards and Guidelines) identify maximum driveway widths of 26 feet for two-lane two-way driveways. Based on the site plan, both proposed driveways along Almaden Boulevard and Almaden Avenue would meet the City's minimum 26-foot driveway width requirement.

The proposed project driveway along Almaden Boulevard will require the removal of two on-street metered parking spaces as well as the relocation of an existing fire hydrant and red curbing where the proposed driveway cut would be located. As described below, the removal of additional on-street parking spaces may be required for the purposes of providing adequate sight distance at the Almaden Boulevard driveway.

Table 2
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Location	% of Vehicle Mode Share	% Reduction	Size	Daily		AM Peak Hour						PM Peak Hour					
								Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
						Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Use																			
General Office Building[1]	710				628,500 Square Feet	9.74	6,122	1.160	86%	14%	627	102	729	1.15	16%	84%	116	607	723
- Office - Retail Internal Reduction[2]							*-222*				*-2*	*-4*	*-6*				*-3*	*-18*	*-21*
- Location Based Reduction[3]		*Urban High-Transit*	*69%*	*31%*			*-1,829*				*-194*	*-31*	*-225*				*-35*	*-183*	*-218*
Shopping Center[1]	820				11,750 Square Feet	37.75	444	0.940	62%	38%	7	4	11	3.81	48%	52%	21	23	44
- Office - Retail Internal Reduction[2]				*50%*			*-222*				*-4*	*-2*	*-6*				*-18*	*-3*	*-21*
- Location Based Reduction[3]		*Urban High-Transit*	*83%*	*17%*			*-38*				*-1*	*0*	*-1*				*0*	*-3*	*-3*
Baseline Vehicle Trips (Before Reductions)							6,566				634	106	740				137	630	767
Gross Project Trips After Reductions							**4,255**				**433**	**69**	**502**				**81**	**423**	**504**
Project Trips at Driveways																			
Total Project Trips at Site Driveways[4]							**4,071**				**431**	**67**	**498**				**78**	**406**	**484**
Trips at Almaden Avenue Driveway (Above-Grade Levels)											***185***	***29***	***214***				***33***	***175***	***208***
Trips at Almaden Boulevard Driveway (Basement Levels)											***246***	***38***	***284***				***44***	***232***	***276***

Notes:

[1] Source: ITE *Trip Generation Manual*, 10th Edition 2017, average trip generation rates.

[2] As prescribed by the Transportation Impact Analysis Guidelines from VTA (October 2014), the maximum trip reduction for a mixed-use development project with employment and employee-serving retail uses is equal to 3% off the office component. A 3% reduction of office trips would result in a full reduction of all trips generated by the retail use during the AM peak-hour. However, it is likely that retail use will generate some external trips. As a conservative measure, only a 50 percent reduction of retail trips during the AM peak hour was applied instead of a full reduction of all retail trips.

[3] The project site is located within an urban high-transit area based on the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2018). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[4] Per City code 20.70.100 (Table 20-140), the project is not required to provide on-site parking for the proposed retail use. Therefore, project trips at site driveways will consist of traffic generated by the office use only.

Figure 5
Project Trip Assignment

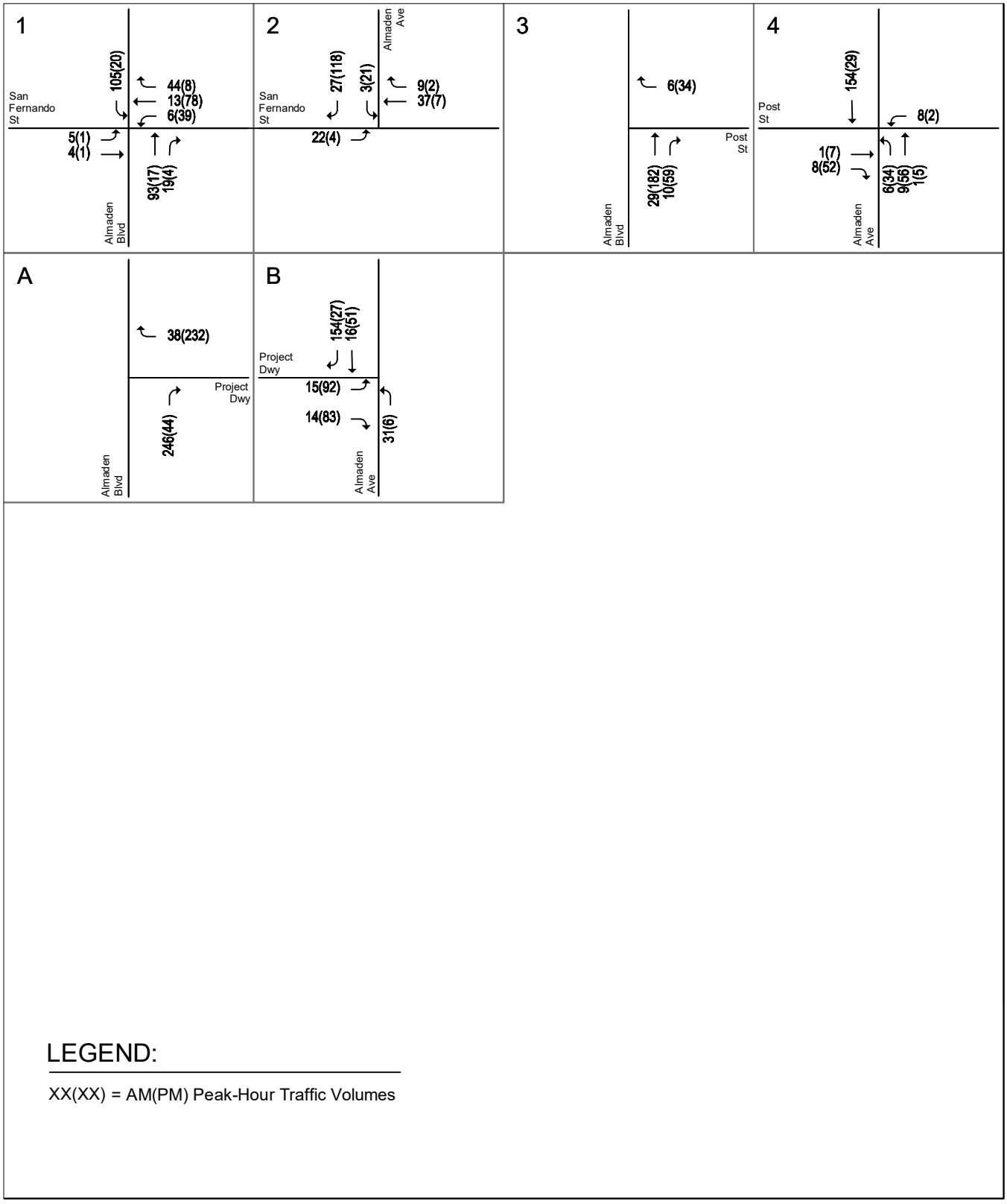
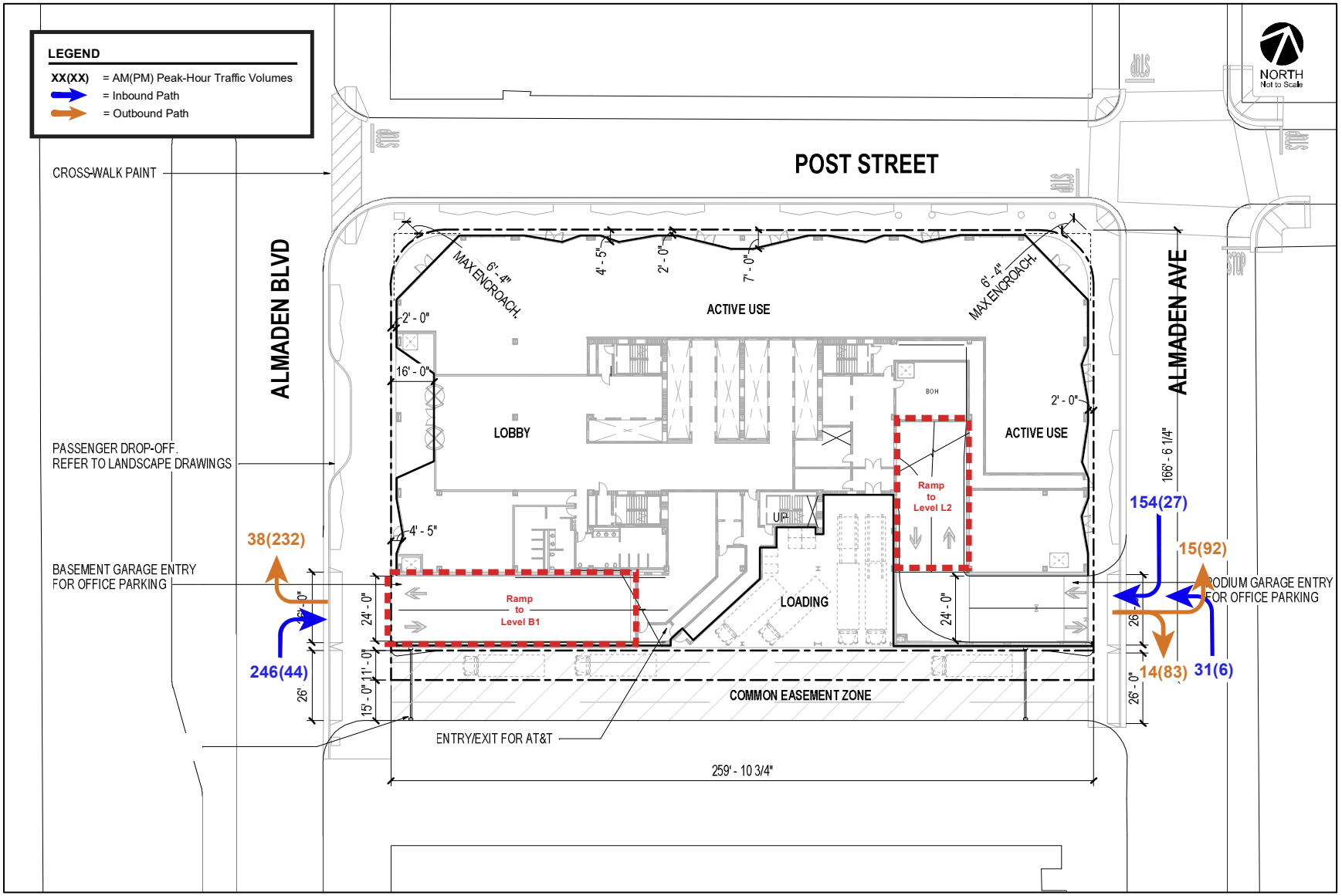


Figure 6
Ground-Level Site Plan and Trips at Project Driveways



Recommendation: The proposed project driveway along Almaden Boulevard will require the removal of two on-street metered parking spaces as well as the relocation of an existing fire hydrant and red curbing where the proposed driveway cut would be located.

Emergency and Loading Areas Access

An 11-foot wide common easement that exists along the southern property line would be developed to become part of a 26-foot wide emergency access road between the proposed building and the adjacent AT&T building. The access road also would be used for truck deliveries, loading, and other back-of-house functions. Emergency access road driveways measuring 26 feet wide would be located directly adjacent to each of the project parking garage driveways along Almaden Boulevard and Almaden Avenue. The access road driveways would exceed the City's minimum requirement of 16 feet for one-way driveways.

The site plan indicates that one-way access would be enforced, with ingress via Almaden Avenue and egress via Almaden Boulevard. An inbound gate is proposed approximately 25 feet west of the Almaden Avenue driveway and an outbound gate is proposed approximately 5 feet back from the Almaden Boulevard sidewalk. Signage should be installed at the project driveways to restrict the use of the access road to trucks only and enforce one-way operations.

Trucks exiting the site and making a right-turn onto northbound Almaden Boulevard would need to be provided a clear line of sight of vehicles exiting the adjacent parking garage driveway. In addition to the sight distance recommendations discussed below, it is recommended that obstructions be avoided between the access road drive aisle and parking garage driveway to provide truck operators a clear view of any vehicles exiting the parking garage.

Recommendation: Obstructions should be avoided between the access road drive aisle and parking garage driveway to provide truck operators a clear view of any vehicles exiting the parking garage.

Recommendation: The proposed access road entry gate from Almaden Avenue must be located a minimum of 30 feet from edge of sidewalk to allow for the storage of one SU-30 truck within the drive aisle and not block the sidewalk on Almaden Avenue.

Recommendation: Gates are proposed at the entry and exit points of the access road which will prevent non-truck traffic from using the access road as a cut-through route between Almaden Boulevard and Almaden Avenue. Signage also should be installed at the access road driveways to restrict the use of the access road to trucks only and enforce one-way operations.

Sight Distance at the Driveways Serving the Project

The project access points should be designed to be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Almaden Boulevard and Almaden Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Egress at all project driveways should be constructed at-grade to allow exiting vehicles to see pedestrians and bicycles crossing the driveway. Ramps should be located away from the driveway cuts that provide access to the parking garage entrances.

Adequate sight distance (sight distance triangles) should be provided at the project driveways in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Almaden Avenue has a posted speed

limit of 25 miles per hour (mph), while Almaden Boulevard has a speed limit of 30 mph. The AASHTO stopping sight distance for facilities with posted speed limits of 25 mph and 30 mph are 155 feet and 200 feet, respectively. Thus, drivers exiting from the Almaden Avenue driveway must be able to see 155 feet to the north and south along Almaden Avenue to stop and avoid a collision. Drivers making a right-turn from the Almaden Boulevard driveway must be able to see 200 feet to the south.

Based on the project site plan and observations in the field, drivers would have sight distance of at least 200 feet to the south from the Almaden Boulevard driveway. Vehicles exiting from the Almaden Avenue driveway would be able to see approaching traffic at least 155 feet to the north and south (until the San Fernando Street intersection). Therefore, it can be concluded that the project driveways would have adequate stopping sight distance standards. New red curb should be installed equal to a car length on both sides of each of the project site driveways to ensure exiting vehicles will have clear vision of oncoming traffic on Almaden Boulevard and Almaden Avenue.

In addition, it should be noted, that there is currently on-street parking available along Almaden Boulevard between the proposed parking garage driveway and approximately 50 feet north of the San Fernando Street intersection (approximately 100 feet). Existing on-street parking and landscaping features such as trees may need to be removed to provide exiting drivers an extended view of bicycle and vehicular traffic along Almaden Boulevard from behind the wide sidewalk, located almost 25 feet back from the curb. Without adequate sight distance, exiting vehicles would need to wait on the sidewalk and bike lane while waiting to merge onto Almaden Boulevard.

Recommendation: New red curb should be installed equal to a car length on both sides of each of the project site driveways to ensure exiting vehicles will have clear vision of oncoming traffic on Almaden Boulevard and Almaden Avenue. In addition, existing on-street parking and landscaping features such as trees may need to be removed to provide exiting drivers an extended view of bicycle and vehicular traffic along Almaden Boulevard from behind the wide sidewalk, located almost 25 feet back from the curb

Project Driveway Operations

The gross project trip assignment at the proposed project driveways is shown in Figure 6.

Based on the estimated project trips, it is projected that a maximum of 431 inbound trips (during the AM peak-hour) would enter the parking garage. Based on the site plan, approximately 43% of parking spaces would be located within the above-ground parking levels and accessible from Almaden Avenue, while the remaining 57% would be located within the basement parking levels and accessible from Almaden Boulevard. The estimated inbound trips at each of the site's driveways and average arrival rate are shown on Table 3. During the AM peak-hour, the Almaden Boulevard driveway is projected to serve 246 inbound trips and the Almaden Avenue driveway is projected to serve 185 inbound trips.

At the Almaden Avenue garage entrance, the inbound gate (assuming one lane) will need to process vehicles at a minimum rate of 3 to 4 vehicles per minute to avoid queueing. At the Almaden Boulevard garage entrance, the inbound gate (assuming one lane) will need to process vehicles at a minimum rate of 4 to 5 vehicles per minute per lane to avoid queueing. The flow rate at which vehicles enter the garage will depend primarily on the processing ability, or service rate, of the entry gates. Based on previous parking design information, parking garage entry gates that utilize a transponder style device are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Standard card readers or ticket machines have service rates of much less at approximately 4 to 6 vehicles per minute. Although either of the gate operations options would adequately serve the projected demand, the transponder-style devices would expedite access and minimize any inbound queues.

The projected flow rate at each of the project entries presumes an evenly distributed arrival rate. However, it is unlikely that inbound project traffic would be spread out evenly throughout the peak-hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time. A short queue could form if a large number of vehicles arrives within a short period of time. Therefore, entry gates should be located within the parking garage to provide the maximum possible storage space for inbound queues. Inbound gates at parking garages in the Downtown area are typically required to be located a minimum of two car-lengths back from the project driveway sidewalks. The project site plan shows an entry gate at the Almaden Boulevard entrance approximately 150 feet (or six car-lengths) from the sidewalk and an entry gate at the Almaden Avenue entrance approximately 30 feet (or one car-length) from the sidewalk.

Recommendation: Entry gates should be located a minimum of two car-lengths back from the project driveway sidewalks.

Greyhound Residential Development Driveway

A residential development is proposed to occupy a site formerly occupied by a Greyhound Bus Station, located on the south side of Post Street between Almaden Avenue and San Pedro Street. The Greyhound development proposes a full-access driveway along Almaden Avenue, approximately 80 feet north of San Fernando Street, and approximately 70 feet south of the proposed project driveway. As described in the queueing analysis below, any northbound left-turn queues into the Almaden Avenue driveway would be less than one vehicle long, or 25 feet, during both peak-hours. Therefore, the proposed location of the project driveway on Almaden Avenue is not expected to interfere with the operations of the Greyhound development driveway.

On-Street Loading Zone

Additionally, with the popularity of shared-ride transportation services, it is beneficial to provide a place for passengers to be picked up and dropped off. The site plan shows a 25-foot on-street passenger loading space along the project frontage on Almaden Boulevard, directly in front of the front lobby.

Vehicular On-Site Circulation

The project would provide mostly 90-degree parking stalls and some angled and parallel parking stalls within the parking garage. All drive aisles will need to meet the City's minimum width of 26 feet for two-way drive aisles (both 90-degree and parallel parking stalls) and 20 feet for one-way drive aisles with 90-degree parking stalls. One-way drive aisles with parallel parking spaces must be at least 12 feet wide. Parking stalls angled at 30 degrees, 45 degrees, and 60 degrees from the drive aisle will need to be served by a minimum 14-foot, 15-foot, and 16-foot wide drive aisle, respectively. The site plan indicates that most proposed drive aisle widths would meet City standards with the exception of the following:

- Some of the two-way drive aisles serving 90-degree parking spaces and along ramps are shown to be as narrow as 25' within the above-ground parking levels and as narrow as 24' within the below-ground parking levels. The required two-way drive aisle width for aisles with 90-degree angled spaces is 26 feet.
- Some of the one-way drive aisles serving 90-degree parking spaces are shown to be as narrow as 19'-4.5" within the above-ground parking levels and as narrow as 19'-6" within the below-ground parking levels. The required one-way drive aisle width for aisles with 90-degree angled spaces is 20 feet.
- Within all basement levels, there are two 45-degree angled spaces located near the northeast corner of each level. Within levels B2 to B4, there are two 45-degree angled spaces located

near the northwest corner of each level. The proposed drive aisles along these angled spaces range between 13'-11" and 14'-6". The required drive aisle width for aisles with 45-degree angled spaces is 15 feet.

- Within levels A3 to A5, there are three 45-degree angled spaces located near the center of each level. The proposed drive aisles along these angled spaces is shown to be 12'-8". The required drive aisle width for aisles with 45-degree angled spaces is 15 feet.

Mostly continuous drive aisles run throughout all parking levels. In general, the layout provides opportunities for circulating vehicles to loop around without requiring U-turns. However, there are dead-end drive aisles located at Levels B4 and L5. Dead-end aisles are undesirable because drivers may enter the aisle, and upon discovering that there is no available parking, will be required to back out or conduct three-point turns. Reversing out of these dead-end aisles could be challenging if all parking spaces adjacent to the dead-end are occupied. It is recommended that clear space be provided at the dead-ends of these drive aisles to allow space for vehicles to turn around, which will require removal of planned parking spaces.

A typical basement parking level is shown in Figure 7. A typical above-ground parking level is shown in Figure 8.

Truck Site Access and Circulation

A truck loading area would be located along the north side of the proposed access road along the south project frontage. Based on the site plan, the loading area would provide loading docks angled approximately 45 degrees off the access road. A truck turning template (Figure 9) shows that SU-30 design vehicles would be provided sufficient space to access the loading docks. Inbound trucks would enter via the Almaden Avenue access point and reverse into the loading dock, while outbound trucks would pull forward and exit out of the Almaden Boulevard access point.

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.420), offices with 100,000 to 175,000 square feet of total gross floor area shall provide one loading space. One additional loading space shall be included for each one hundred thousand square feet of total gross floor area in excess of 175,000 square feet. The proposed development will have office uses up to 628,500 square feet. Therefore, the project would be required to provide a total of six off-street loading spaces. Per section 20.70.450 of the Downtown Zoning Regulations, the Planning Director may authorize the reduction of two on-site loading spaces to one on-site loading space in connection with the issuance of a development permit if the Director finds that sufficient on-street loading space exists to accommodate circulation and manipulation of freight. All loading spaces should be designed to be no less than 10 feet wide, 30 feet long, and 15 feet high per the City code (20.90.420).

A total of two loading spaces will be provided. Since the project proposes two loading spaces, the project should coordinate with City staff to determine whether the proposed off-street loading spaces are sufficient.

Recommendation: The project should coordinate with City staff to determine the number of off-street loading spaces the project should provide.

Waste disposal within large office developments (such as the proposed project) typically utilize trash compactors with roll-off containers that can be hauled away by trucks. Two trash compactors are shown within the trash loading area, located adjacent to the truck loading area. The truck turning template shows that standard 35-foot waste collection vehicles would be provided sufficient space to access the trash loading area.

Figure 7
Level B1 Circulation

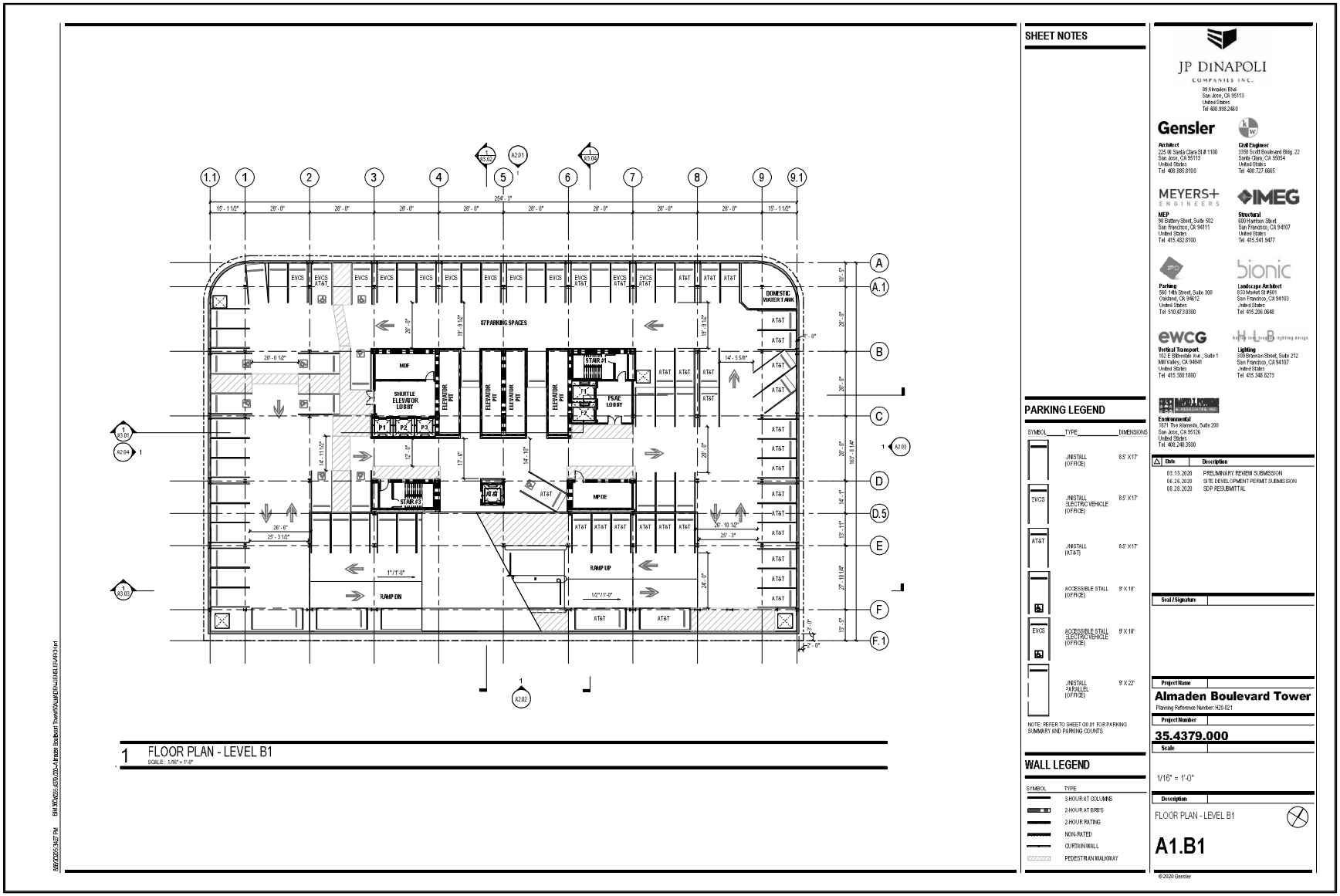


Figure 8
Level L2 Circulation

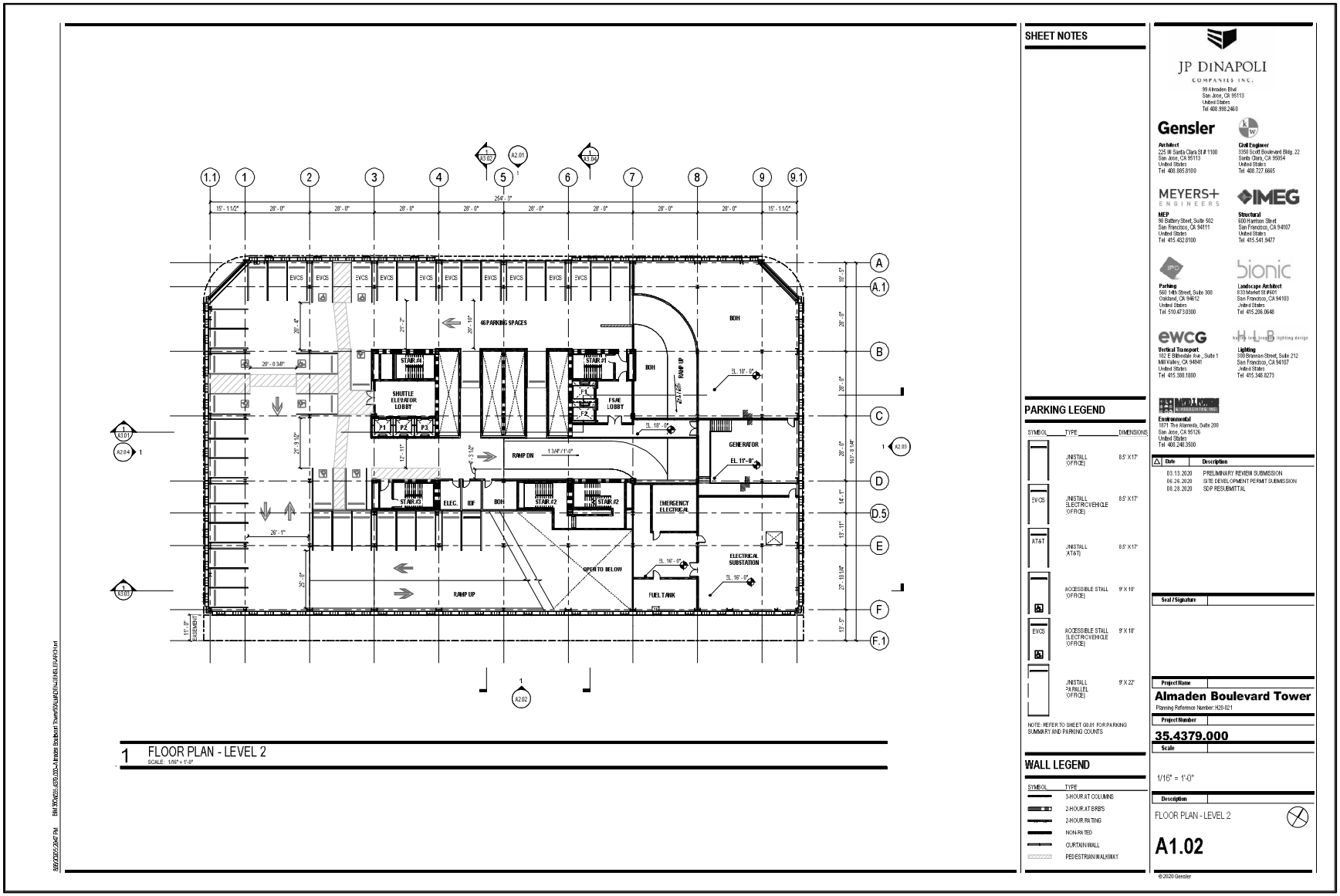
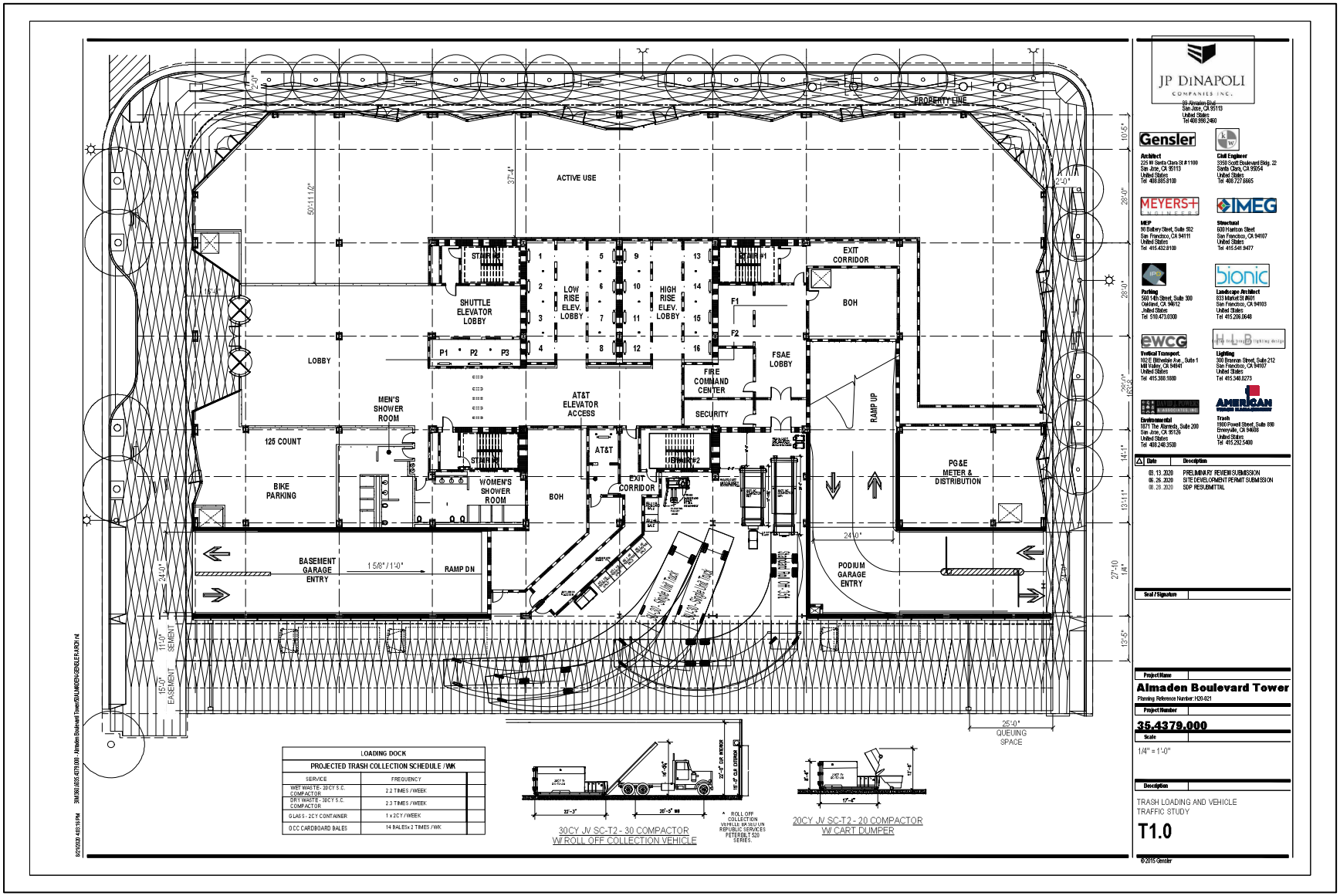


Figure 9
Truck Turning Template



Fire trucks will access the proposed site via the Almaden Boulevard, Almaden Avenue, and Post Street frontages.

Pedestrian and Bicycle Access and Circulation

Pedestrian Circulation

Existing pedestrian and bicycle facilities throughout downtown provide connections to surrounding downtown destinations. Wide sidewalks are provided along all project frontages on Almaden Boulevard, Post Street, and Almaden Avenue. Crosswalks are available at all signalized intersections. However, there are currently no crosswalks across Post Street at its intersection with Almaden Boulevard. Additionally, there are no crosswalks at any of the approaches at the intersection of Almaden Avenue and Post Street.

Recommendation: The project will be conditioned by the City to install striping for a crosswalk along the east leg of the Almaden Boulevard and Post Street intersection. At the intersection of Almaden Avenue and Post Street, the project will be conditioned to install crosswalks across all approaches, implement all-way stop control, and provide a bulb-out at the southwest (project) corner. All of the above improvements are shown on the site plan (Figure 6), except for the bulb-out at Almaden Avenue and Post Street.

As discussed above, each of the 26-foot wide parking garage driveways would be adjacent to the 26-foot driveways serving the emergency access road, and basically creating one large 52-foot driveway.

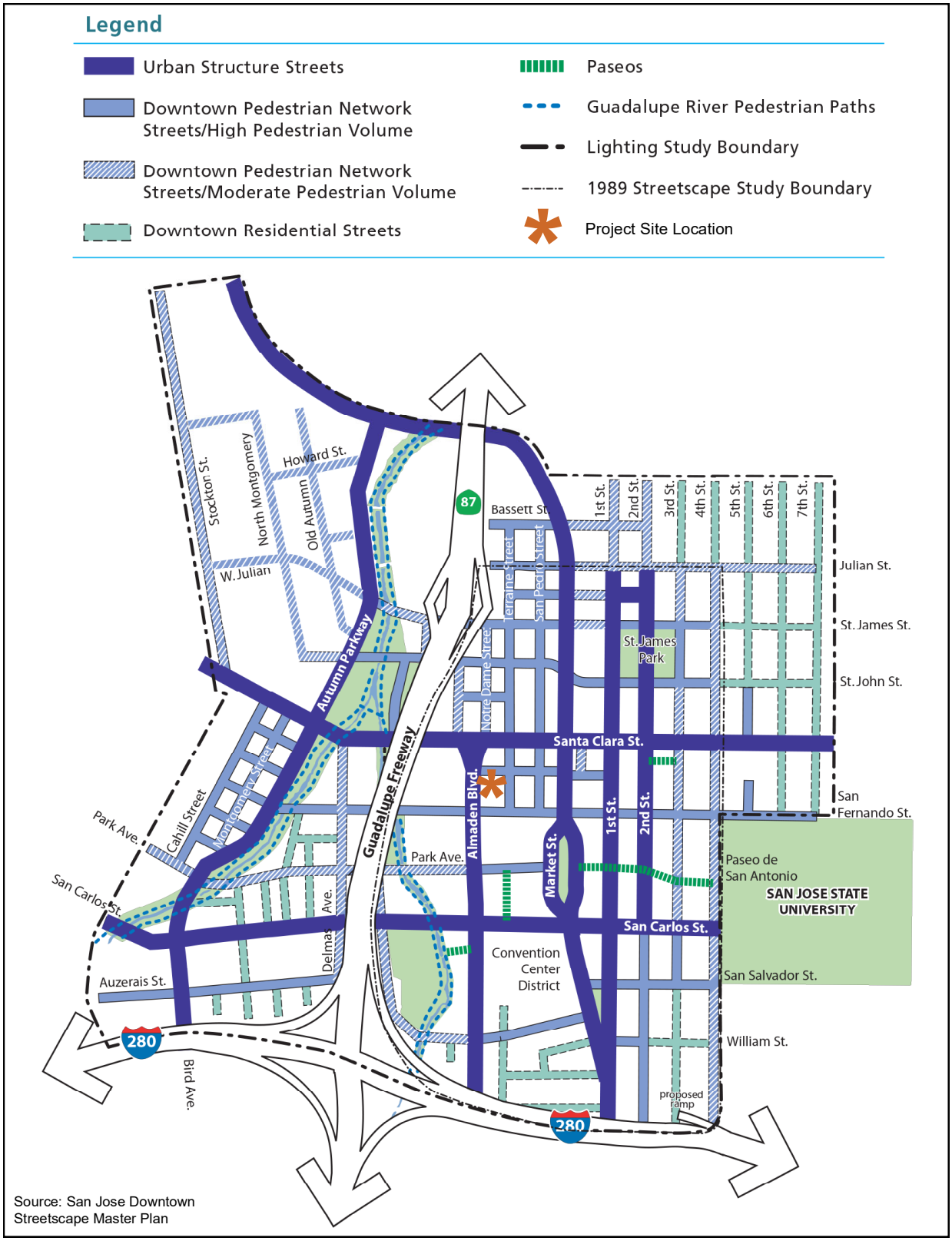
As discussed within the sight-distance section, sufficient sight distance should be provided at both project driveways to allow outbound vehicles to wait behind sidewalks while waiting to exit. At the proposed Almaden Boulevard driveway, vehicles would need to wait approximately 25 feet back from the edge of the roadway while watching for conflicting pedestrians on the sidewalk, bicycle-users on the bike lane, and vehicles along northbound Almaden Boulevard. Existing on-street parking spaces and some landscaping features such as trees along northbound Almaden Boulevard would need to be removed or relocated to provide a clear between the Almaden Boulevard project driveway and the San Fernando Street intersection.

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 10, there are many designated Downtown Pedestrian Network Street (DPNS) in the vicinity of the project site, which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode. Overall, the existing sidewalks provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations, including nearby transit stops, various businesses and restaurants surrounding the project site.

Bicycle Circulation

A Class II bicycle facility (striped bike lanes) is provided along the Almaden Boulevard (west) project frontage. Additionally, Class IV protected bike lanes have been implemented along San Fernando Street as part of the City's Better Bikeways program. Further improvements along Almaden Boulevard and San Fernando Street are proposed by the City, as discussed below. Many additional bicycle facilities are located along surrounding roadways in the vicinity of the project site.

Figure 10
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile Class I bikeway from Curtner Avenue to Willow Street, and between Virginia Street and Palm Street to Alviso. This trail system can be accessed via a trailhead along San Fernando Street, located approximately 700 feet west of the project site's Almaden Boulevard frontage.

City of San Jose Proposed Improvements

As part of the Better Bikeways program, a raised bikeway is proposed along Almaden Boulevard, including along the west project frontage. The project will be required to construct the bikeway along its Almaden Boulevard frontage and continue the raised bikeway design southerly (approximately 115 feet) to San Fernando Street.

Additionally, the City is proposing improvements along San Fernando Street from Almaden Boulevard to 11th Street (San Fernando Street Planline), in an effort to enhance safety and increase accessibility of the protected bike lanes along San Fernando Street. A raised protected bike lane is planned along the south side of San Fernando Street between Almaden Boulevard and Market Street as part of the Cityview Office Development (shown on Figure 11). The raised bike lane would replace the existing protected bike lane along eastbound San Fernando Street. There also are proposed signal modifications at the Almaden Boulevard/San Fernando Street intersection to provide a Class IV raised bikeway and protected intersection. This includes striped bike lanes adjacent to all crosswalks and installation of corner islands.

Improvements at the Almaden Avenue and San Fernando Street intersection are also planned. The southbound approach of the intersection is currently one-way stop controlled, while the eastbound and westbound approaches are uncontrolled. There are existing crosswalks provided along the east and north legs of the intersection. The planned improvements would signalize the intersection, thus providing a protected pedestrian crossing phase. Additionally, a concrete bulb-out is proposed at the northeast corner of the intersection as shown on Figure 11, adjacent to the north-south crosswalk.

Transit Facilities

The project is in close proximity to major transit services that will provide the opportunity for multi-modal travel to and from the project site. The nearest bus stops are located along Santa Clara Street at its intersection with Almaden Boulevard, less than 500 feet from the project site. The Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along San Carlos Street and along First and Second Streets, north of San Carlos Street. The Santa Clara LRT station platforms at the Downtown Transit Center on First and Second Streets are located less than 0.3-mile walking distance of the project site via Post Street and Fountain Alley. The Convention Center LRT station along San Carlos Street, is located less than 0.3-mile walking distance via Almaden Boulevard and San Carlos Street. The San Fernando LRT station is located approximately 0.3 miles west of the project site. The San Jose Diridon station is located along the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

The pedestrian and bicycle facilities located adjacent to the project site provide access to major transit stations and provide for a balanced transportation system as outline in the Envision 2040 General Plan goals and policies.

Figure 11
San Fernando Street Hardscape Improvements Plan Line

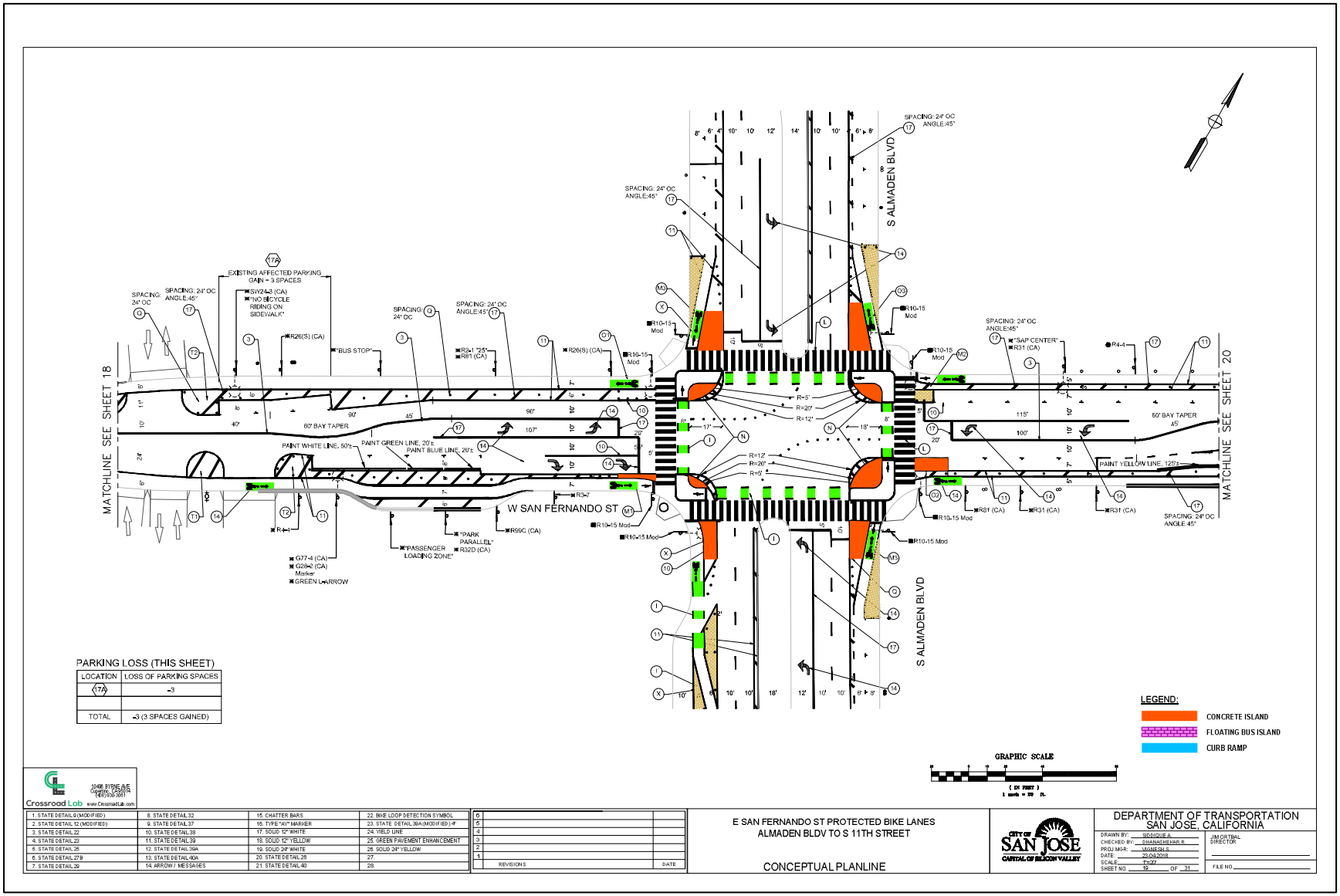
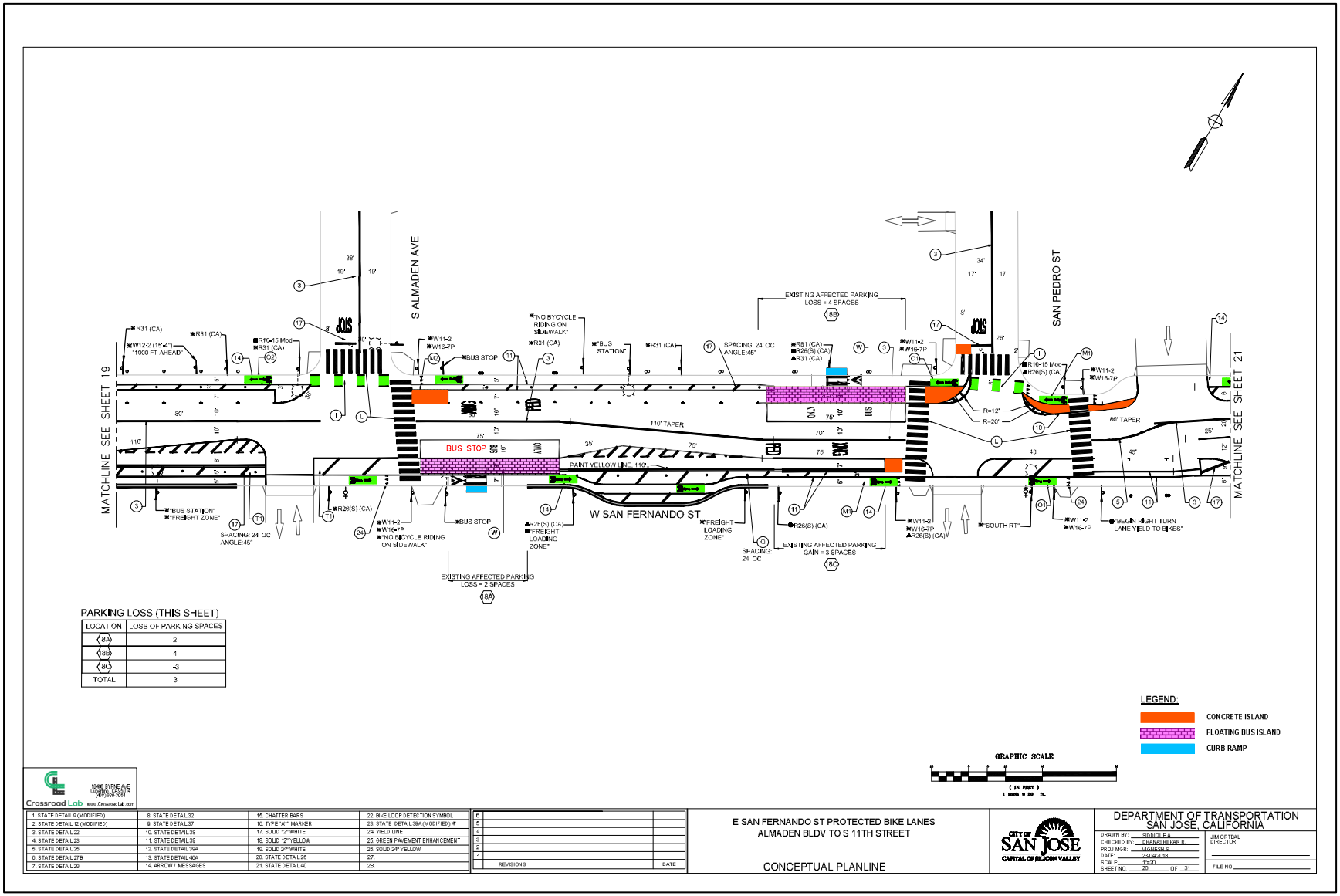


Figure 11 (continued)
San Fernando Street Hardscape Improvements Plan Line



Parking

Projects in the downtown area are located in close proximity to residences, recreation, and retail services, allowing individuals to live and satisfy their daily needs near their place of employment. The availability of bicycle lanes and sidewalks throughout downtown and the project's close proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel and demand for on-site parking described below.

Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide 2.5 off-street vehicle parking spaces per 1,000 square feet of office use. The project is not required to provide any off-street parking for the proposed retail uses. The maximum development size of the proposed project could consist of up to 628,500 square feet of office space. However, the site plan indicates that approximately 585,000 s.f. of office spaces is currently proposed. Using a floor area ratio of 0.85, the office use is calculated to contain 497,250 s.f. square feet of floor area. Based on the City's off-street parking requirements, the office project would be required to provide a total of 1,244 off-street parking spaces before any reductions. The project proposes to provide a total of 750 on-site parking spaces. This represents a 39.7% percent reduction from the required 1,244 off-street parking spaces, as shown on Table 2.

Table 2
Required On-Site Vehicle Parking Spaces

Proposed Project		City of San Jose Parking Code[2]		Baseline Required Parking[3]	Provided Parking	Percent Reduction
Office Size	Floor Area[1]	Land Use	Parking Ratio			
585,000 s.f.	497,250 s.f.	Offices, business and administrative	2.5/1000 s.f. of floor area	1,244	750	**39.7%**

Notes:
[1] Assumes a 0.85 floor area ratio.
[2] City of San Jose Zoning Ordinance: Parking Spaces Required by Land Use
[3] Required on-site parking spaces before any exceptions allowed per the City code.

Reduction in Required Off-Street Parking Spaces

Based on City Code 20.90.220.A.1, the project may receive up to a 50 percent reduction in the required off-street parking spaces with a development permit or a development exception if no development permit is required.

For an off-street parking reduction of up to 20 percent, the following provisions must be met:

1. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220.G; and
2. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

The project site is located within the Downtown Core and is within 1,300 feet walking distance of the Santa Clara LRT Station along First Street. Assuming that the project will meet the City Bicycle Parking requirements per Table 20-90, the project will conform to Code 20.90.220.A.1 Subsections A and B and may be granted up to a 20 percent reduction in off-street parking spaces.

The project may pursue the additional 19.7% proposed parking reduction by implementing a Transportation Demand Management (TDM) program that contains but is not limited to at least three of the measures described in Code 20.90.220.A.1 Subsections C and D.

Overall, the required number of on-site vehicle parking spaces may be reduced by a maximum of 50 percent from 1,244 parking spaces to 622 parking spaces with the implementation of a TDM program. The proposed 750 on-site parking spaces represents a 39.7% reduction in on-site parking. Therefore, the project will be required to submit and have approved its TDM program. The project's proposed TDM plan is included in Appendix D.

ADA Compliance

Per the California Building Code (CBC) Table 11B-208.2, projects providing between 501 and 1,000 parking spaces are required to provide accessible parking spaces at a rate of 2% of the total provided parking spaces. The proposed project will be required to provide a total of 15 accessible parking spaces. Of the required accessible parking spaces, three van accessible spaces are required.

The project proposes to provide a total of 15 accessible spaces, located within the B1 and L2 parking garage levels. Of the provided ADA accessible spaces, 3 spaces are shown to be designated van accessible. As proposed, the project will provide a sufficient number of accessible parking spaces. Based on the site plan, the proposed accessible parking spaces are generally located within 60 feet walking distance of elevators at each parking level.

Bicycle Parking

Based on the project's downtown location, it is likely that employees of the proposed office use will be able to live in close proximity to the site or will be able to quickly access transit to reach their place of residence. Therefore, the project is required to meet the City's Bicycle Parking requirements. The City Municipal Code (Table 20-190) requires one bicycle parking space per 4,000 square feet of office use. Bicycle parking spaces shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. Per Code 20.70.485, uses which are not required to provide vehicle parking spaces (i.e. the ground-floor commercial use) are required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space. Thus, the proposed office project is required to provide a total of 128 bicycle parking spaces: 102 short-term bicycle parking spaces and 26 long-term bicycle parking spaces to meet the City standards. The City's definition of short-term and long-term bicycle parking is described below.

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

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

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

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

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

The site plan indicates that a bicycle parking room with approximately 125 bicycle parking spaces will be located at ground level adjacent to the Almaden Boulevard lobby with direct access provided via sidewalks along Almaden Boulevard. Shower rooms and lockers will be provided as part of the bicycle parking facility. As described above, the Almaden Boulevard project frontage has an existing bicycle lane which will directly serve the project.

Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections. The study locations were selected based on the number of projected project trips at utilizing left-turning lanes at surrounding intersections. The vehicle queuing analysis was estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. The results of the queue analysis are summarized in Table 7.

1. Almaden Boulevard/San Fernando Street

The queuing analysis shows that the following turn movements currently experience vehicular queue lengths (under existing conditions) or are projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during at least one peak-hour and would continue to do so under project conditions.

- Westbound left-turn (PM peak-hour)
- Southbound left-turn (AM and PM peak-hours)

It may be feasible to extend the existing 125-foot southbound left-turn pocket by an additional 175 feet to accommodate the projected 300-foot maximum queue during the AM peak-hour. This improvement will require narrowing the existing landscape median along Almaden Boulevard and removal of several trees.

Table 7
Intersection Queueing Analysis Summary

Measurement	1. Almaden Blvd/ San Fernando				2. Almaden Ave/ San Fernando				3. Almaden Blvd/ Post		4. Almaden Ave/ Post						6. Almaden Ave/ Project Dwy	
	WBL AM	WBL PM	SBL AM	SBL PM	EBL/T/R AM	EBL/T/R PM	SBL/T/R AM	SBL/T/R PM	WBR AM	WBR PM	EBL/T/R AM	EBL/T/R PM	WBL/T/R AM	WBL/T/R PM	NBL/T/R AM	NBL/T/R PM	NBL/T/R AM	NBL/T/R PM
Existing Conditions																		
Cycle/Delay[1] (sec)	140	140	140	140	7.6	7.8	10.6	12.7	9.8	9.4	9.9	9.6	9.6	10.2	7.3	7.4		
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Volume (vph)	46	213	92	80	349	264	61	138	18	117	44	17	28	74	43	24		
Volume (vphpl)	46	213	92	80	349	264	61	138	18	117	44	17	28	74	43	24		
Avg. Queue (veh/ln.)	2	8	4	3	1	1	0	0	0	0	0	0	0	0	0	0		
Avg. Queue[2] (ft./ln)	45	207	89	78	18	14	4	12	1	8	3	1	2	5	2	1		
95th %. Queue (veh/ln.)	4	13	7	6	2	2	1	2	1	1	1	1	1	1	1	1		
95th %. Queue (ft./ln)	100	325	175	150	50	50	25	50	25	25	25	25	25	25	25	25		
Storage (ft./ ln.)	150	150	125	125	250	250	325	325	275	275	275	275	275	275	325	325		
Adequate (Y/N)	YES	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES		
Background Conditions																		
Cycle/Delay[1] (sec)	140	140	140	140	7.6	7.9	10.7	12.9	10.0	9.6	9.9	9.6	9.6	10.2	7.3	7.4		
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Volume (vph)	46	218	92	84	359	268	61	138	18	117	44	17	28	74	43	24		
Volume (vphpl)	46	218	92	84	359	268	61	138	18	117	44	17	28	74	43	24		
Avg. Queue (veh/ln.)	2	8	4	3	1	1	0	0	0	0	0	0	0	0	0	0		
Avg. Queue[2] (ft./ln)	45	212	89	82	19	15	5	12	1	8	3	1	2	5	2	1		
95th %. Queue (veh/ln.)	4	14	7	6	2	2	1	2	1	1	1	1	1	1	1	1		
95th %. Queue (ft./ln)	100	350	175	150	50	50	25	50	25	25	25	25	25	25	25	25		
Storage (ft./ ln.)	150	150	125	125	250	250	325	325	275	275	275	275	275	275	325	325		
Adequate (Y/N)	YES	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES		
Background Plus Project Conditions																		
Cycle/Delay[1] (sec)	140	140	140	140	7.7	7.9	11.2	15.0	10.1	10.8	11.1	9.8	11.0	11.8	7.6	7.5	7.7	7.6
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	52	257	197	104	381	272	91	277	24	151	53	76	36	76	59	119	68	54
Volume (vphpl)	52	257	197	104	381	272	91	277	24	151	53	76	36	76	59	119	68	54
Avg. Queue (veh/ln.)	2	10	8	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0
Avg. Queue[2] (ft./ln)	51	250	192	101	20	15	7	29	2	11	4	5	3	6	3	6	4	3
95th %. Queue (veh/ln.)	5	15	12	8	2	2	1	3	1	2	1	1	1	1	1	1	1	1
95th %. Queue (ft./ln)	125	375	300	200	50	50	25	75	25	50	25	25	25	25	25	25	25	25
Storage (ft./ ln.)	150	150	175	125	250	250	325	325	275	275	275	275	275	275	325	325	125	125
Adequate (Y/N)	YES	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

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

However, there are no feasible improvements for the westbound left-turn movement. The left-turn movement requires 375 feet of storage space to accommodate the PM peak-hour queue. Extending the westbound turn-lane would require shifting the eastbound approach serving the Almaden Avenue/San Fernando Street intersection and narrowing or removal of the painted buffer between the eastbound travel lane and bicycle lane along San Fernando Street.

The remaining intersection movements were found to have sufficient storage space to serve projected queues under project conditions during both peak hours. The maximum projected queues at surrounding intersections are not expected to extend back to the proposed project driveways. Additionally, the left-turn movement into the Almaden Avenue driveway would not extend back to San Fernando Street.

Conclusions

The maximum development size of the proposed project could consist of up to 628,500 square feet of office space. However, the site plan indicates that approximately 585,000 s.f. of office space and 11,750 s.f. of ground-floor commercial space is currently proposed.. A total of 750 parking spaces will be provided within an on-site parking garage consisting of four above-ground levels and four basement levels. Site access to the basement levels of the parking garage is proposed via one right-in and right-out only driveway along Almaden Boulevard and access to the above-ground levels is provided via one full access driveway along Almaden Avenue. Vehicular access between above-ground levels and basement levels would not be provided on-site. An 11-foot wide common easement that exists along the southern property line would be developed to become part of a 26-foot wide emergency access road between the proposed building and the AT&T building. The access road also would be used for truck deliveries, loading, and other back-of-house functions with inbound-only access from Almaden Avenue and outbound-only access through Almaden Boulevard. The emergency access road access points would be located directly adjacent to each of the proposed parking garage entrances along Almaden Boulevard and Almaden Avenue.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required.

The availability of bicycle lanes and sidewalks throughout downtown and the project's proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. It is expected that the auto trips ultimately generated by the project would be less and the identified operational issues reduced with the use of the multi-modal transportation system within the Downtown area.

A summary of the site access and circulation review along with recommended adjustments is provided below.

Recommendations

- The proposed project driveway along Almaden Boulevard will require the removal of two on-street metered parking spaces as well as the relocation of an existing fire hydrant and red curbing where the proposed driveway cut would be located.
- Obstructions should be avoided between the access road drive aisle and parking garage driveway to provide truck operators a clear view of any vehicles exiting the parking garage.

- The proposed access road entry gate from Almaden Avenue must be located a minimum of 30 feet from edge of sidewalk to allow for the storage of one SU-30 truck within the drive aisle and not block the sidewalk on Almaden Avenue.
- Signage should be installed at the access road driveways to enforce one-way operations for trucks. Additionally, signage should be installed to prevent private vehicles and non-project traffic from using the access road as a cut-through route between Almaden Boulevard and Almaden Avenue.
- New red curb should be installed equal to a car length on both sides of each of the project site driveways to ensure exiting vehicles will have clear vision of oncoming traffic on Almaden Boulevard and Almaden Avenue. In addition, existing on-street parking and landscaping features such as trees may need to be removed to provide exiting drivers an extended view of bicycle and vehicular traffic along Almaden Boulevard from behind the wide sidewalk, located almost 25 feet back from the curb
- Entry gates into the parking garage entrances should be located a minimum of two car-lengths back from the project driveway sidewalks.
- Any northbound left-turn queues into the Almaden Avenue driveway would be less than one vehicle long, or 25 feet, during both peak-hours. Therefore, the proposed location of the project driveway on Almaden Avenue is not expected to interfere with the operations of the Greyhound development driveway.
- The project should coordinate with city staff to determine the number of off-street loading spaces the project should provide.
- The project will be conditioned by the City to install striping for a crosswalk along the east leg of the Almaden Boulevard and Post Street intersection.
- At the intersection of Almaden Avenue and Post Street, the project will be conditioned to install crosswalks across all approaches, implement all-way stop control, and provide a bulb-out at the southwest (project) corner.
- The project will be required to construct the bikeway along its Almaden Boulevard frontage and continue the raised bikeway design southerly (approximately 115 feet) to San Fernando Street.
- The required number of on-site vehicle parking spaces may be reduced by a maximum of 50 percent from 1,244 parking spaces to 622 parking spaces with the implementation of a TDM program. The proposed 750 on-site parking spaces (representing a 39.7% reduction) would provide sufficient on-site parking. Therefore, the project will be required to submit and have approved its TDM program (see Appendix D).
- Intersection Queuing Analysis: Almaden Boulevard/San Fernando Street
    - It may be feasible to extend the existing 125-foot southbound left-turn pocket by an additional 175 feet to accommodate the projected 300-foot maximum queue during the AM peak-hour. This improvement will require narrowing the existing landscape median along Almaden Boulevard and removal of several trees.
    - There are no feasible improvements for the westbound left-turn movement. The left-turn movement requires 375 feet of storage space to accommodate the PM peak-hour queue. Extending the westbound turn-lane would require shifting the eastbound approach serving the Almaden Avenue/San Fernando Street intersection and narrowing or removal of the painted buffer between the eastbound travel lane and bicycle lane along San Fernando Street.

50 S. Almaden Boulevard Office Development LTA

Technical Appendices

October 9, 2020

Appendix A

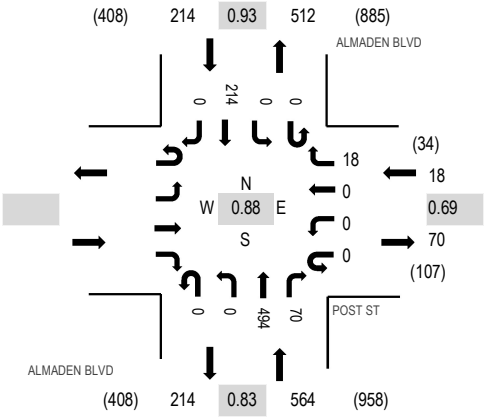
Turning Movement Counts

All Traffic Data Services Inc.

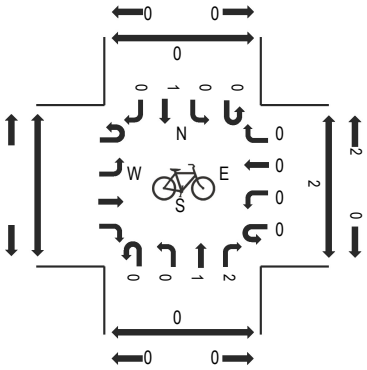
(303) 216-2439
www.alltrafficdata.net

Location: 1 ALMADEN BLVD & POST ST AM
Date: Tuesday, March 10, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

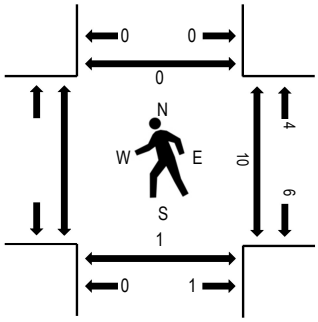
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	POST ST Eastbound				POST ST Westbound				ALMADEN BLVD Northbound				ALMADEN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM					0	0	0	1	0	0	77	4	0	0	44	0	126	679		1	0	0
7:15 AM					0	0	0	4	0	0	101	8	0	0	41	0	154	735		3	1	1
7:30 AM					0	0	0	4	0	0	102	12	0	0	56	0	174	796		6	0	0
7:45 AM					0	0	0	8	0	0	148	21	0	0	48	0	225	796		0	0	0
8:00 AM					0	0	0	2	0	0	114	15	0	0	51	0	182	721		0	1	0
8:15 AM					0	0	0	4	0	0	130	22	0	0	59	0	215			4	0	0
8:30 AM					0	0	0	8	0	0	96	18	0	0	52	0	174			6	0	0
8:45 AM					0	0	0	3	0	0	83	7	0	0	57	0	150			11	0	1

Peak Rolling Hour Flow Rates

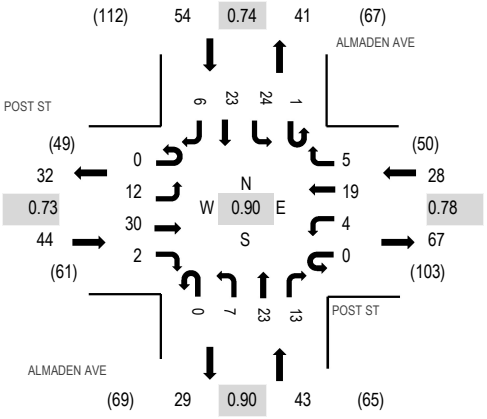
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	1	0	0	2	0	0	0	0	0	3
Lights					0	0	0	16	0	0	481	70	0	0	213	0	780
Mediums					0	0	0	1	0	0	11	0	0	0	1	0	13
Total					0	0	0	18	0	0	494	70	0	0	214	0	796

All Traffic Data Services Inc.

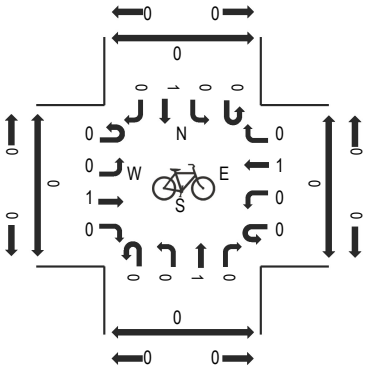
(303) 216-2439
www.alltrafficdata.net

Location: 2 ALMADEN AVE & POST ST AM
Date: Tuesday, March 10, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

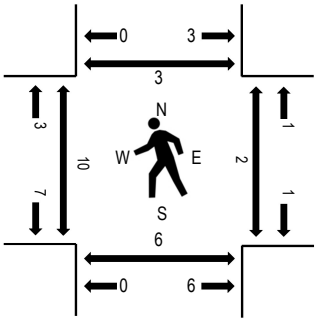
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	POST ST Eastbound				POST ST Westbound				ALMADEN AVE Northbound				ALMADEN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	2	0	0	1	0	1	0	0	0	2	0	2	5	0	13	127	2	0	0	2
7:15 AM	0	1	2	2	0	0	6	4	0	0	4	0	0	3	12	0	34	142	0	0	0	0
7:30 AM	0	1	3	0	0	0	4	2	0	1	2	1	0	7	11	1	33	155	1	0	1	0
7:45 AM	0	6	8	1	0	1	6	1	0	2	6	4	0	7	4	1	47	169	4	1	1	2
8:00 AM	0	1	5	0	0	0	2	0	0	3	7	1	1	4	4	0	28	161	1	0	3	1
8:15 AM	0	4	10	1	0	1	7	1	0	1	5	4	0	5	6	2	47		4	1	2	0
8:30 AM	0	1	7	0	0	2	4	3	0	1	5	4	0	8	9	3	47		1	0	0	0
8:45 AM	0	3	3	0	1	0	2	1	0	2	7	3	0	7	9	1	39		2	1	6	1

Peak Rolling Hour Flow Rates

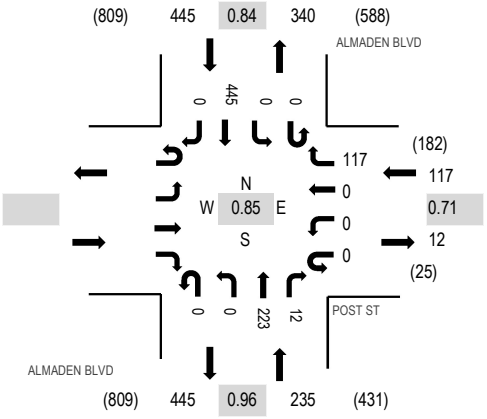
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	12	30	2	0	3	18	5	0	7	21	13	0	23	23	6	163
Mediums	0	0	0	0	0	1	1	0	0	0	2	0	1	1	0	0	6
Total	0	12	30	2	0	4	19	5	0	7	23	13	1	24	23	6	169

All Traffic Data Services Inc.

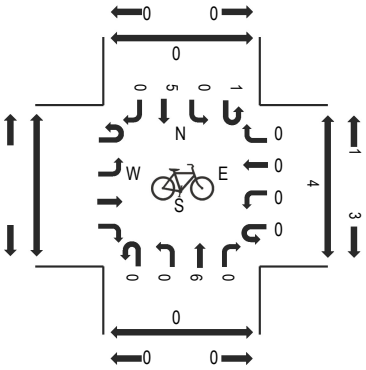
(303) 216-2439
www.alltrafficdata.net

Location: 1 ALMADEN BLVD & POST ST PM
Date: Tuesday, March 10, 2020
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

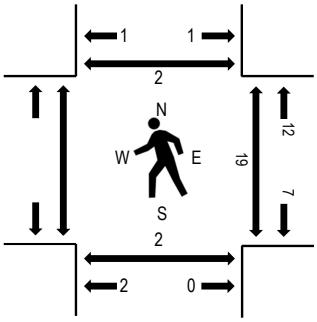
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				POST ST Westbound				ALMADEN BLVD Northbound				ALMADEN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM					0	0	0	16	0	0	43	4	0	0	80	0	143	636		3	0	0
4:15 PM					0	0	0	15	0	0	38	3	0	0	87	0	143	727		6	0	0
4:30 PM					0	0	0	18	0	0	60	3	0	0	93	0	174	786		1	0	4
4:45 PM					0	0	0	20	0	0	53	4	0	0	99	0	176	797		7	0	0
5:00 PM					0	0	0	41	0	0	57	2	0	0	134	0	234	786		3	0	1
5:15 PM					0	0	0	29	0	0	59	3	0	0	111	0	202			8	1	1
5:30 PM					0	0	0	27	0	0	54	3	0	0	101	0	185			1	1	0
5:45 PM					0	0	0	16	0	0	42	3	0	0	104	0	165			6	0	1

Peak Rolling Hour Flow Rates

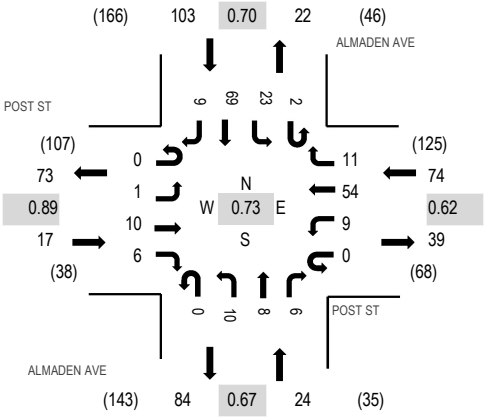
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	0	0	115	0	0	218	12	0	0	444	0	789
Mediums					0	0	0	2	0	0	5	0	0	0	1	0	8
Total					0	0	0	117	0	0	223	12	0	0	445	0	797

All Traffic Data Services Inc.

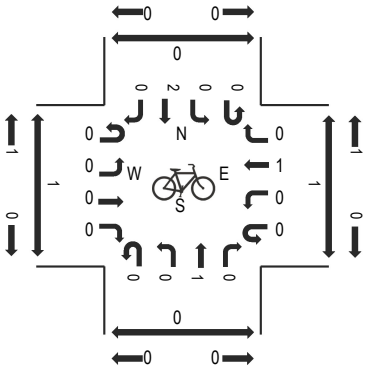
(303) 216-2439
www.alltrafficdata.net

Location: 2 ALMADEN AVE & POST ST PM
Date: Tuesday, March 10, 2020
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

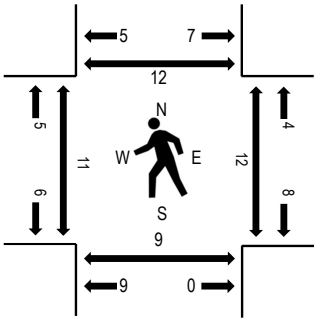
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	POST ST Eastbound				POST ST Westbound				ALMADEN AVE Northbound				ALMADEN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	2	3	0	5	5	3	0	1	4	1	0	7	9	2	44	164	1	4	1	0
4:15 PM	0	1	5	0	0	2	10	6	0	0	2	0	1	0	14	1	42	195	3	0	3	4
4:30 PM	0	0	2	4	1	2	7	1	0	0	1	1	0	5	7	0	31	194	9	4	3	5
4:45 PM	0	0	3	3	0	2	8	2	0	2	2	2	0	1	19	3	47	218	1	2	1	1
5:00 PM	0	1	3	0	0	3	22	5	0	2	2	0	2	8	25	2	75	200	5	3	3	1
5:15 PM	0	0	3	2	0	2	11	0	0	1	1	3	0	8	10	0	41		4	7	3	9
5:30 PM	0	0	1	1	0	2	13	4	0	5	3	1	0	6	15	4	55		1	0	2	1
5:45 PM	0	0	1	1	0	0	6	3	0	0	0	1	0	3	12	2	29		1	0	1	2

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	0	1	10	6	0	9	54	10	0	10	8	5	2	22	67	8	212
Mediums	0	0	0	0	0	0	0	1	0	0	0	1	0	1	2	1	6
Total	0	1	10	6	0	9	54	11	0	10	8	6	2	23	69	9	218

Appendix B

Volumes Summary

Intersection Number: 1
Traffix Node Number: 3251
Intersection Name: Almaden Boulevard and San Fernando Street
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**23**	**375**	**92**	**24**	**69**	**46**	**132**	**650**	**95**	**41**	**90**	**13**	**1650**
ATI	0	92	0	0	0	0	10	38	7	0	0	0	147
Background Conditions	**23**	**467**	**92**	**24**	**69**	**46**	**142**	**688**	**102**	**41**	**90**	**13**	**1797**
Proposed Project Trips	0	0	105	44	13	6	19	93	0	0	4	5	289
Background Plus Project Conditions	**23**	**467**	**197**	**68**	**82**	**52**	**161**	**781**	**102**	**41**	**94**	**18**	**2086**

Intersection Number: 2
Traffix Node Number: 41
Intersection Name: Almaden Avenue and San Fernando Street
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**40**	**0**	**21**	**10**	**157**	**0**	**0**	**0**	**0**	**0**	**322**	**27**	**577**
ATI	0	0	0	0	0	0	0	0	0	0	10	0	10
Background Conditions	**40**	**0**	**21**	**10**	**157**	**0**	**0**	**0**	**0**	**0**	**332**	**27**	**587**
Proposed Project Trips	27	0	3	9	37	0	0	0	0	0	0	22	98
Background Plus Project Conditions	**67**	**0**	**24**	**19**	**194**	**0**	**0**	**0**	**0**	**0**	**332**	**49**	**685**

Intersection Number: 3
Traffix Node Number: 37
Intersection Name: Almaden Boulevard and Post Street
Peak Hour: AM
Count Date: 3/10/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**214**	**0**	**18**	**0**	**0**	**70**	**494**	**0**	**0**	**0**	**0**	**796**
ATI	0	92	0	0	0	0	0	38	0	0	0	0	130
Background Conditions	**0**	**306**	**0**	**18**	**0**	**0**	**70**	**532**	**0**	**0**	**0**	**0**	**926**
Proposed Project Trips	0	0	0	6	0	0	10	29	0	0	0	0	45
Background Plus Project Conditions	**0**	**306**	**0**	**24**	**0**	**0**	**80**	**561**	**0**	**0**	**0**	**0**	**971**

Intersection Number: 4
Traffix Node Number: 39
Intersection Name: Almaden Avenue and Post Street
Peak Hour: AM
Count Date: 3/10/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**6**	**23**	**25**	**5**	**19**	**4**	**13**	**23**	**7**	**2**	**30**	**12**	**169**
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**6**	**23**	**25**	**5**	**19**	**4**	**13**	**23**	**7**	**2**	**30**	**12**	**169**
Proposed Project Trips	0	154	0	0	0	8	1	9	6	8	1	0	187
Background Plus Project Conditions	**6**	**177**	**25**	**5**	**19**	**12**	**14**	**32**	**13**	**10**	**31**	**12**	**356**

Intersection Number: 5
Traffix Node Number: 9010
Intersection Name: Almaden Boulevard and Project Access
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**490**	**0**	**0**	**0**	**0**	**0**	**687**	**0**	**0**	**0**	**0**	**1177**
ATI	0	92	0	0	0	0	0	38	0	0	0	0	130
Background Conditions	**0**	**582**	**0**	**0**	**0**	**0**	**0**	**725**	**0**	**0**	**0**	**0**	**1307**
Proposed Project Trips	0	0	0	38	0	0	246	0	0	0	0	0	284
Background Plus Project Conditions	**0**	**582**	**0**	**38**	**0**	**0**	**246**	**725**	**0**	**0**	**0**	**0**	**1591**

Intersection Number: 6
Traffix Node Number: 9006
Intersection Name: Almaden Avenue and Project Access
Peak Hour: AM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**98**
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**98**
Proposed Project Trips	154	16	0	0	0	0	0	0	31	14	0	15	230
Background Plus Project Conditions	**154**	**77**	**0**	**0**	**0**	**0**	**0**	**37**	**31**	**14**	**0**	**15**	**328**

Intersection Number: 1
Traffix Node Number: 3251
Intersection Name: Almaden Boulevard and San Fernando Street
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**28**	**501**	**80**	**31**	**85**	**213**	**79**	**223**	**49**	**98**	**115**	**22**	**1524**
ATI	1	43	4	0	5	5	0	67	0	0	0	0	125
Background Conditions	**29**	**544**	**84**	**31**	**90**	**218**	**79**	**290**	**49**	**98**	**115**	**22**	**1649**
Proposed Project Trips	0	0	20	8	78	39	4	17	0	0	1	1	168
Background Plus Project Conditions	**29**	**544**	**104**	**39**	**168**	**257**	**83**	**307**	**49**	**98**	**116**	**23**	**1817**

Intersection Number: 2
Traffix Node Number: 41
Intersection Name: Almaden Avenue and San Fernando Street
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**71**	**0**	**67**	**31**	**257**	**0**	**0**	**0**	**0**	**0**	**247**	**17**	**690**
ATI	0	0	0	0	10	0	0	0	0	0	4	0	14
Background Conditions	**71**	**0**	**67**	**31**	**267**	**0**	**0**	**0**	**0**	**0**	**251**	**17**	**704**
Proposed Project Trips	118	0	21	2	7	0	0	0	0	0	0	4	152
Background Plus Project Conditions	**189**	**0**	**88**	**33**	**274**	**0**	**0**	**0**	**0**	**0**	**251**	**21**	**856**

Intersection Number: 3
Traffix Node Number: 37
Intersection Name: Almaden Boulevard and Post Street
Peak Hour: PM
Count Date: 3/10/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**445**	**0**	**117**	**0**	**0**	**12**	**223**	**0**	**0**	**0**	**0**	**797**
ATI	0	48	0	0	0	0	0	67	0	0	0	0	115
Background Conditions	**0**	**493**	**0**	**117**	**0**	**0**	**12**	**290**	**0**	**0**	**0**	**0**	**912**
Proposed Project Trips	0	0	0	34	0	0	59	182	0	0	0	0	275
Background Plus Project Conditions	**0**	**493**	**0**	**151**	**0**	**0**	**71**	**472**	**0**	**0**	**0**	**0**	**1187**

Intersection Number: 4
Traffix Node Number: 39
Intersection Name: Almaden Avenue and Post Street
Peak Hour: PM
Count Date: 3/10/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**9**	**69**	**25**	**11**	**54**	**9**	**6**	**8**	**10**	**6**	**10**	**1**	**218**
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**9**	**69**	**25**	**11**	**54**	**9**	**6**	**8**	**10**	**6**	**10**	**1**	**218**
Proposed Project Trips	0	29	0	0	0	2	5	56	34	52	7	0	185
Background Plus Project Conditions	**9**	**98**	**25**	**11**	**54**	**11**	**11**	**64**	**44**	**58**	**17**	**1**	**403**

Intersection Number: 5
Traffix Node Number: 9010
Intersection Name: Almaden Boulevard and Project Access
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**609**	**0**	**0**	**0**	**0**	**0**	**276**	**0**	**0**	**0**	**0**	**885**
ATI	0	48	0	0	0	0	0	67	0	0	0	0	115
Background Conditions	**0**	**657**	**0**	**0**	**0**	**0**	**0**	**343**	**0**	**0**	**0**	**0**	**1000**
Proposed Project Trips	0	0	0	232	0	0	44	0	0	0	0	0	276
Background Plus Project Conditions	**0**	**657**	**0**	**232**	**0**	**0**	**44**	**343**	**0**	**0**	**0**	**0**	**1276**

Intersection Number: 6
Traffix Node Number: 9006
Intersection Name: Almaden Avenue and Project Access
Peak Hour: PM
Count Date: 5/22/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**138**	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**186**
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**138**	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**186**
Proposed Project Trips	27	51	0	0	0	0	0	0	6	83	0	92	259
Background Plus Project Conditions	**27**	**189**	**0**	**0**	**0**	**0**	**0**	**48**	**6**	**83**	**0**	**92**	**445**

Appendix C

Intersection Vehicle Queue Analysis

1. Almaden Blvd/San Fernando
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1671	0.1671	0
0.2990	0.4662	1
0.2674	0.7336	2
0.1595	0.8931	3
0.0713	0.9644	4
0.0255	0.9899	5
0.0076	0.9975	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1671	0.1671	0
0.2990	0.4662	1
0.2674	0.7336	2
0.1595	0.8931	3
0.0713	0.9644	4
0.0255	0.9899	5
0.0076	0.9975	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.0
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1324	0.1324	0
0.2677	0.4000	1
0.2706	0.6707	2
0.1824	0.8531	3
0.0922	0.9453	4
0.0373	0.9826	5
0.0126	0.9952	6
0.0036	0.9988	7
0.0009	0.9997	8
0.0002	0.9999	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 8.3
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0021	0.0023	1
0.0087	0.0110	2
0.0239	0.0350	3
0.0496	0.0845	4
0.0821	0.1666	5
0.1134	0.2800	6
0.1342	0.4142	7
0.1389	0.5531	8
0.1278	0.6809	9
0.1059	0.7868	10
0.0797	0.8665	11
0.0550	0.9216	12
0.0351	0.9567	13
0.0208	0.9774	14
0.0115	0.9889	15
0.0059	0.9948	16
0.0029	0.9977	17
0.0013	0.9990	18
0.0006	0.9996	19
0.0002	0.9999	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 8.5
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0018	0.0020	1
0.0075	0.0094	2
0.0211	0.0306	3
0.0448	0.0754	4
0.0759	0.1513	5
0.1073	0.2586	6
0.1299	0.3885	7
0.1377	0.5262	8
0.1297	0.6559	9
0.1100	0.7658	10
0.0847	0.8506	11
0.0599	0.9104	12
0.0390	0.9495	13
0.0236	0.9731	14
0.0134	0.9865	15
0.0071	0.9935	16
0.0035	0.9971	17
0.0017	0.9987	18
0.0007	0.9995	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 10.0
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0005	0.0005	1
0.0023	0.0028	2
0.0076	0.0104	3
0.0190	0.0294	4
0.0379	0.0673	5
0.0632	0.1305	6
0.0902	0.2207	7
0.1127	0.3334	8
0.1252	0.4586	9
0.1251	0.5837	10
0.1137	0.6974	11
0.0947	0.7921	12
0.0728	0.8649	13
0.0520	0.9168	14
0.0346	0.9515	15
0.0216	0.9731	16
0.0127	0.9858	17
0.0071	0.9929	18
0.0037	0.9966	19
0.0019	0.9984	20
0.0009	0.9993	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0279	0.0279	0
0.1000	0.1279	1
0.1788	0.3067	2
0.2132	0.5199	3
0.1907	0.7107	4
0.1365	0.8472	5
0.0814	0.9285	6
0.0416	0.9701	7
0.0186	0.9887	8
0.0074	0.9961	9
0.0026	0.9988	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0279	0.0279	0
0.1000	0.1279	1
0.1788	0.3067	2
0.2132	0.5199	3
0.1907	0.7107	4
0.1365	0.8472	5
0.0814	0.9285	6
0.0416	0.9701	7
0.0186	0.9887	8
0.0074	0.9961	9
0.0026	0.9988	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.7
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0036	0.0041	1
0.0138	0.0179	2
0.0353	0.0532	3
0.0676	0.1207	4
0.1035	0.2243	5
0.1322	0.3565	6
0.1447	0.5012	7
0.1386	0.6397	8
0.1179	0.7577	9
0.0904	0.8480	10
0.0629	0.9110	11
0.0402	0.9512	12
0.0237	0.9748	13
0.0130	0.9878	14
0.0066	0.9944	15
0.0032	0.9976	16
0.0014	0.9990	17
0.0006	0.9996	18
0.0002	0.9999	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0446	0.0446	0
0.1386	0.1832	1
0.2156	0.3988	2
0.2236	0.6224	3
0.1739	0.7963	4
0.1082	0.9045	5
0.0561	0.9606	6
0.0249	0.9855	7
0.0097	0.9952	8
0.0034	0.9986	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.3
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0381	0.0381	0
0.1246	0.1627	1
0.2035	0.3662	2
0.2215	0.5877	3
0.1809	0.7686	4
0.1182	0.8869	5
0.0644	0.9512	6
0.0300	0.9812	7
0.0123	0.9935	8
0.0045	0.9980	9
0.0015	0.9994	10
0.0004	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Almaden Blvd/San Fernando
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0175	0.0175	0
0.0709	0.0884	1
0.1433	0.2317	2
0.1932	0.4248	3
0.1953	0.6202	4
0.1580	0.7781	5
0.1065	0.8846	6
0.0615	0.9462	7
0.0311	0.9773	8
0.0140	0.9913	9
0.0057	0.9969	10
0.0021	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
EBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4787	0.4787	0
0.3527	0.8313	1
0.1299	0.9612	2
0.0319	0.9931	3
0.0059	0.9990	4
0.0009	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
EBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4687	0.4687	0
0.3552	0.8238	1
0.1346	0.9584	2
0.0340	0.9924	3
0.0064	0.9989	4
0.0010	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
EBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4427	0.4427	0
0.3607	0.8034	1
0.1470	0.9504	2
0.0399	0.9903	3
0.0081	0.9985	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
EBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5644	0.5644	0
0.3228	0.8872	1
0.0923	0.9796	2
0.0176	0.9972	3
0.0025	0.9997	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
EBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5554	0.5554	0
0.3266	0.8820	1
0.0960	0.9780	2
0.0188	0.9969	3
0.0028	0.9996	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
EBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5505	0.5505	0
0.3286	0.8791	1
0.0981	0.9772	2
0.0195	0.9967	3
0.0029	0.9996	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
SBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8356	0.8356	0
0.1501	0.9857	1
0.0135	0.9992	2
0.0008	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8342	0.8342	0
0.1512	0.9854	1
0.0137	0.9991	2
0.0008	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7534	0.7534	0
0.2133	0.9667	1
0.0302	0.9969	2
0.0028	0.9998	3
0.0002	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
SBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6146	0.6146	0
0.2992	0.9138	1
0.0728	0.9866	2
0.0118	0.9984	3
0.0014	0.9998	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
SBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6099	0.6099	0
0.3016	0.9115	1
0.0746	0.9860	2
0.0123	0.9983	3
0.0015	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

2. Almaden Ave/San Fernando
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3153	0.3153	0
0.3639	0.6793	1
0.2100	0.8893	2
0.0808	0.9701	3
0.0233	0.9934	4
0.0054	0.9988	5
0.0010	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Post
WBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9522	0.9522	0
0.0467	0.9988	1
0.0011	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Post
WBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9512	0.9512	0
0.0476	0.9988	1
0.0012	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Post
WBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9349	0.9349	0
0.0629	0.9978	1
0.0021	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Post
WBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7368	0.7368	0
0.2251	0.9618	1
0.0344	0.9962	2
0.0035	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Post
WBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7320	0.7320	0
0.2284	0.9604	1
0.0356	0.9960	2
0.0037	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Almaden Blvd/Post
WBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6357	0.6357	0
0.2880	0.9237	1
0.0652	0.9889	2
0.0098	0.9988	3
0.0011	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
EBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8860	0.8860	0
0.1072	0.9932	1
0.0065	0.9997	2
0.0003	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
EBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8860	0.8860	0
0.1072	0.9932	1
0.0065	0.9997	2
0.0003	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
EBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8492	0.8492	0
0.1388	0.9880	1
0.0113	0.9994	2
0.0006	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
EBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9557	0.9557	0
0.0433	0.9990	1
0.0010	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
EBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9557	0.9557	0
0.0433	0.9990	1
0.0010	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
EBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8131	0.8131	0
0.1682	0.9813	1
0.0174	0.9987	2
0.0012	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
WBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9281	0.9281	0
0.0693	0.9973	1
0.0026	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
WBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9281	0.9281	0
0.0693	0.9973	1
0.0026	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
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0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
WBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8958	0.8958	0
0.0985	0.9944	1
0.0054	0.9998	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
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0.0000	1.0000	22
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0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	31
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0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
WBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8109	0.8109	0
0.1700	0.9809	1
0.0178	0.9987	2
0.0012	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
WBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8109	0.8109	0
0.1700	0.9809	1
0.0178	0.9987	2
0.0012	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
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0.0000	1.0000	11
0.0000	1.0000	12
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0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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0.0000	1.0000	30
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0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
WBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7795	0.7795	0
0.1942	0.9737	1
0.0242	0.9979	2
0.0020	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
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0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
NBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9165	0.9165	0
0.0799	0.9964	1
0.0035	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
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0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
NBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9165	0.9165	0
0.0799	0.9964	1
0.0035	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	24
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0.0000	1.0000	31
0.0000	1.0000	32
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0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
NBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8829	0.8829	0
0.1100	0.9929	1
0.0068	0.9997	2
0.0003	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	32
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0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
NBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9519	0.9519	0
0.0470	0.9988	1
0.0012	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
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0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
NBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9519	0.9519	0
0.0470	0.9988	1
0.0012	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
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0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Almaden Ave/Post
NBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7804	0.7804	0
0.1935	0.9739	1
0.0240	0.9979	2
0.0020	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	32
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0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. Almaden Ave/Project Dwy
NBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8646	0.8646	0
0.1258	0.9904	1
0.0091	0.9995	2
0.0004	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

6. Almaden Ave/Project Dwy
NBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8923	0.8923	0
0.1017	0.9940	1
0.0058	0.9998	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
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0.0000	1.0000	45

Appendix D

TDM Plan

HEXAGON TRANSPORTATION CONSULTANTS, INC.

50 South Almaden Boulevard Office Development

Transportation Demand Management (TDM) Plan

Prepared for:

JP DiNapoli Companies Inc.

July 15, 2020

Hexagon Transportation Consultants, Inc.

Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230

Gilroy, CA 95020

Hexagon Job Number: 20LD02

Phone: 408.846.7410

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1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single–occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purposes of TDM are to (1) reduce the amount of traffic generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

This TDM Plan has been prepared for the proposed 50 South Almaden Office Development in San Jose, California, in order to propose effective and appropriate TDM measures based on the project's size, location and land use. The main purpose of the proposed TDM plan is to satisfy the parking reduction requirements outlined in Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, and to qualify for a proposed 39.7 percent reduction in required off-street parking.

Project Description

The site is bounded by Almaden Boulevard to the west, Post Street to the north, Almaden Avenue to the east, and an existing commercial building (AT&T) to the south (see Figure 1). The project, as proposed, will consist of up to 585,000 square feet (s.f.) of office space and 11,750 s.f. of ground-floor commercial space replacing a surface parking lot currently on-site. Approximately 750 parking spaces will be provided within an on-site parking garage consisting of four above-ground levels and four basement levels. Access to the basement levels of the parking garage is proposed via one right-in and right-out only driveway along Almaden Boulevard and access to the above-ground levels is provided via one full access driveway along Almaden Avenue (see Figure 2).

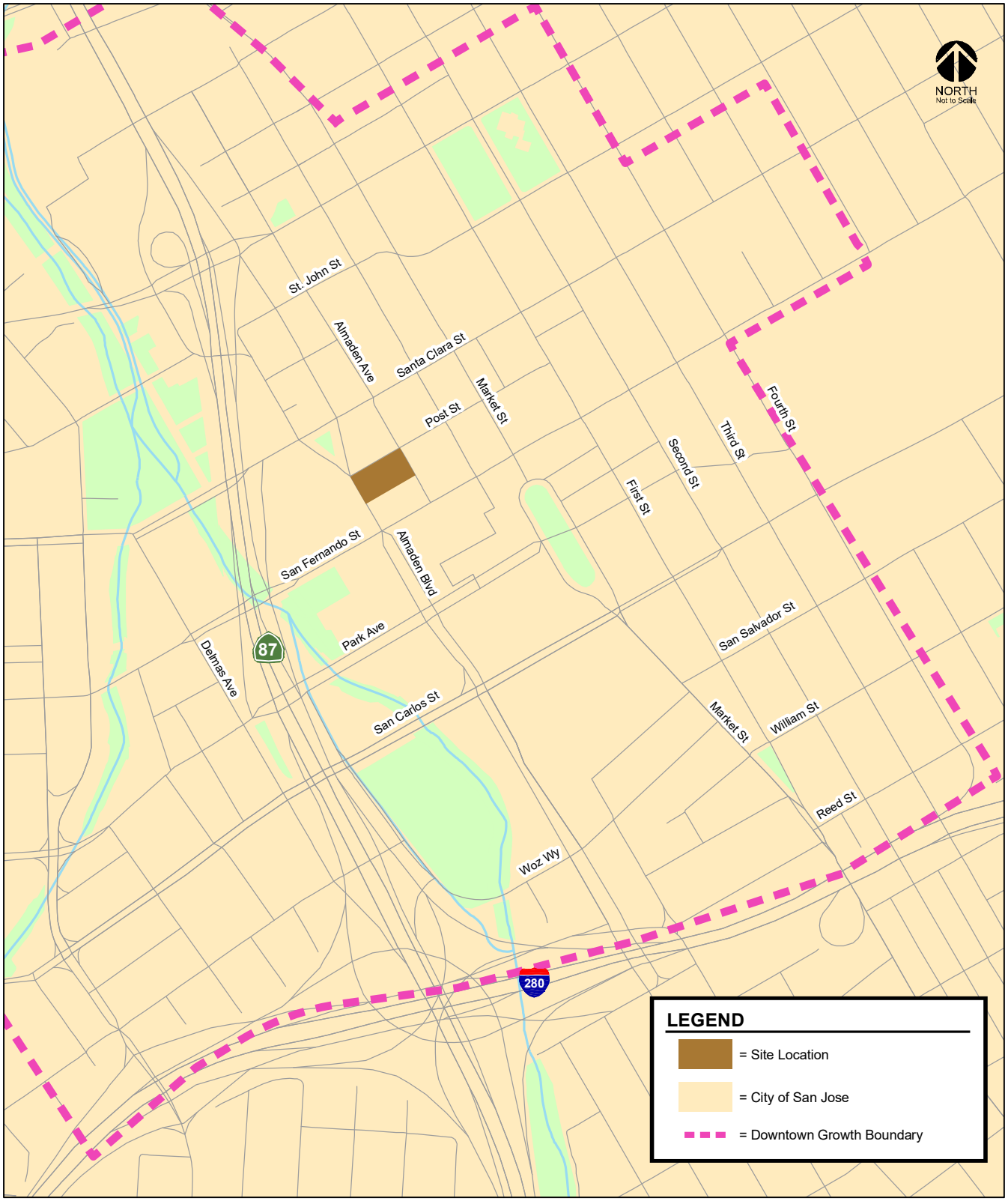

Figure 1
Project Site Location

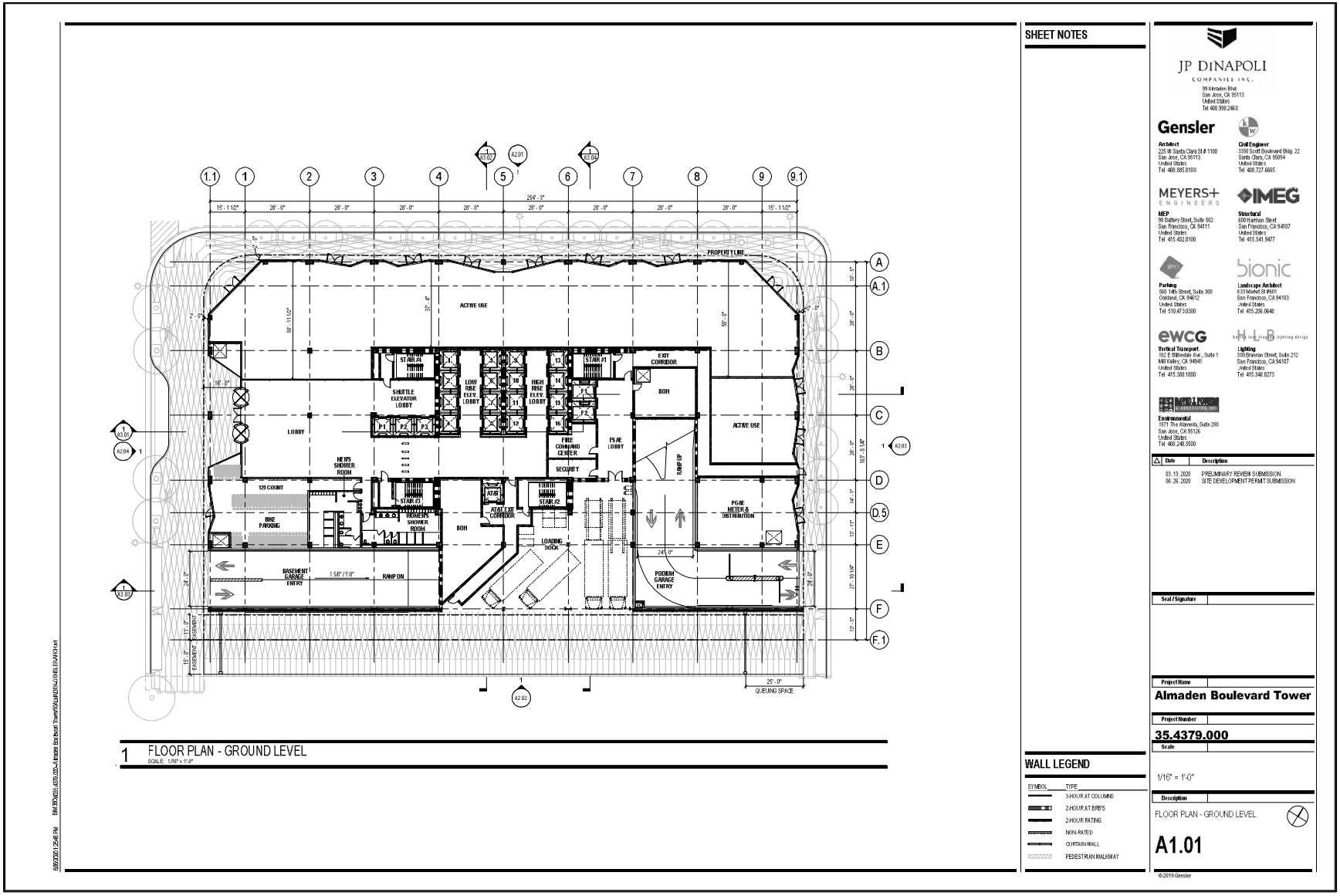

Figure 2
Project Site Plan

Downtown Location and Proximity to Transit

The location of a project within or adjacent to a central business district promotes pedestrian and bicycle travel in a high-density area of complementary land uses. The project site is located in the downtown core and is a short walk or bicycle ride from numerous complementary land uses and transit services. The project location effectively renders it part of a large-scale mixed-use development in a pedestrian- and bike-friendly environment with a significant share of trips internal to the downtown area. The project is located less than 0.3-mile walking distance of the Downtown Transit Center located at the intersection of Santa Clara Street with First and Second Streets. Additionally, the project is located approximately 0.6-mile from the Diridon Transit Center on Cahill Street. The Diridon Station provides Caltrain, LRT, ACE, and Amtrak rail services. This project clearly could benefit from the nearby rail services. The project site also is located a short walk or bike ride from the Guadalupe River multi-use trail system.

Parking Requirements

Based on the City's parking requirements, the project would be required to provide a total of 1,244 vehicle parking spaces, before any reductions. The project site plan indicates a total of 750 on-site vehicle parking spaces. This equates to an approximately 39.7% reduction from the baseline required number of off-street vehicle parking spaces.

Due to the project site being located within 2,000 feet of an existing rail station and assuming that the required number of bicycle parking spaces is provided, the project would conform to Subsections 20.90.220.A.1.a and b and would be granted a vehicle parking reduction of 20 percent. Since the project is requesting a reduction in required parking of greater than 20%, the project is required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain the maximum 50% reduction allowed under Code 20.90.220.A.

Proposed TDM Measures

The proposed TDM Plan includes the following measures, however additional measures could be implemented by a prospective office tenant:

1. Carpool/Vanpool Ride Matching (20.90.220.A.1.c.i)
2. Transit Use Incentive Program (20.90.220.A.1.c.ii)
3. Preferential Parking for Carpools/Electric Vehicles (20.90.220.A.1.d.iii)
4. Telecommuting and Flexible Work Schedule (20.90.220.A.1.d.v)
5. On-Site TDM Coordinator (20.90.220.A.1.d.vii)
6. On-Site Support Services (20.90.220.A.1.d.xi)
7. On-Site Showers and Lockers (20.90.220.A.1.d.xii)

Report Organization

The remainder of this report is divided into three chapters. Chapter 2 describes the existing and future transportation facilities and services in the vicinity of the project site. Chapter 3 describes the TDM measures that will be implemented for the proposed project. Chapter 4 describes the program for implementing and monitoring the TDM plan.

2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing and future transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

Existing Bicycle and Pedestrian Facilities

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

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

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. The majority of the crosswalks at signalized intersections in the vicinity of the project site consist of high visibility crosswalks and countdown signal heads that enhance pedestrian visibility and safety while crossing the intersections. There are no crosswalks provided at the intersections of Almaden Avenue and Almaden Boulevard with Post Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

An approximately 50 feet wide north-south pedestrian walkway (paseo) runs between Almaden Boulevard and Market Street and extends between San Carlos Street and Park Avenue. The paseo provides a connection for pedestrians and bicyclists between the Tech Museum and Civic Center, San Jose Convention Center, and Convention Center LRT Station. A mid-block crossing is provided across

Park Avenue at the northern end of the paseo. A mid-block crossing also exists across the northbound side of Market Street, providing access from the Plaza de Cesar Chavez Park to the Paseo de San Antonio Walk. This paseo provides pedestrian-only access to shops and business along the Paseo de San Antonio Walk between Market Street and San Jose State University. A mid-block crossing of San Fernando Street and the Guadalupe River Trail, just east of SR 87, provides a bicycle and pedestrian route between Park Avenue and San Fernando Street.

Overall, the existing sidewalks and paseos provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations, including the nearby Convention Center and Plaza de Cesar Chavez Park, as well as various businesses and restaurants surrounding the project site.

Existing Bicycle Facilities

Class II bicycle facilities (striped bike lanes) are provided along the following roadways within the project area:

- Almaden Boulevard, between Woz Way and Carlysle Street (including along the west project frontage)
- Park Avenue, west of Market Street
- Woz Way, between San Carlos Street and Almaden Avenue
- Santa Clara Street, west of Almaden Boulevard
- San Salvador Street, between Market Street and Fourth Street
- Second Street, between Taylor Street and San Carlos Street
- Third Street, between Jackson Street and St. James Street
- Fourth Street, between Jackson Street and Santa Clara Street; between San Salvador Street and Reed Street
- Almaden Avenue, between Alma Avenue and Grant Street
- Vine Street, between Alma Avenue and Grant Street

Designated Class III bike routes with “sharrow” or shared-lane pavement markings and signage are provided along the following roadways:

- San Carlos Street, between Woz Way and Fourth Street
- San Fernando Street, east of 10th Street
- Second Street, between San Carlos Street and Julian Street
- First Street, between San Salvador Street and St. John Street
- San Salvador Street, between Fourth Street and Tenth Street (eastbound)
- William Street, between First Street and McLaughlin Avenue

Class IV bicycle facilities (protected bike lanes) are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

- San Fernando Street, between Cahill Street and Tenth Street
- Second Street, between San Carlos Street and William Street
- Third Street, between St. James Street and Reed Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- San Salvador Street, between Fourth Street and Tenth Street (westbound)
- Autumn Street, between Santa Clara Street and St. John Street
- Cahill Street, between San Fernando Street and Santa Clara Street

The existing bicycle facilities are shown on Figure 3.

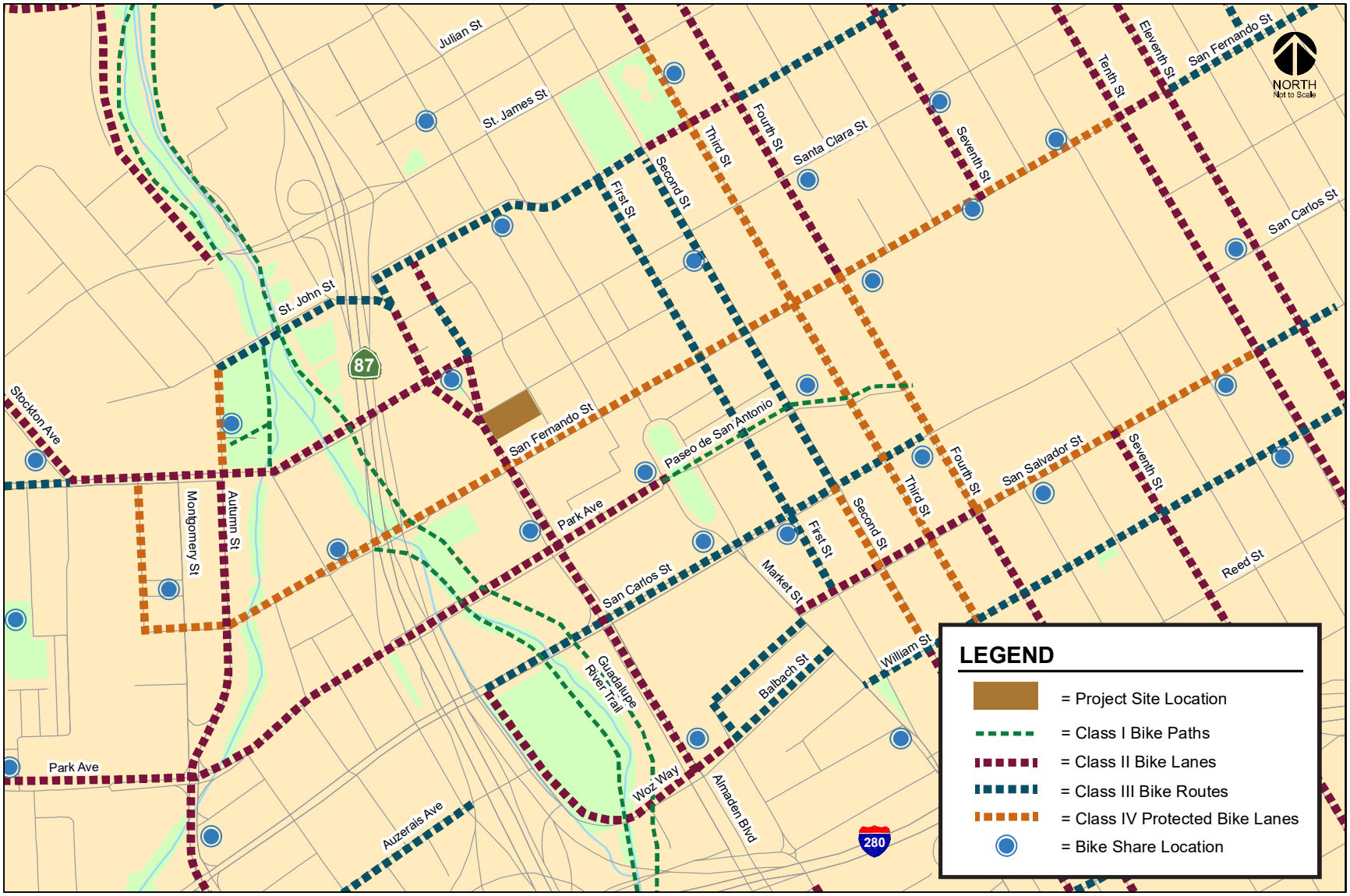

Figure 3
Existing Bicycle Facilities

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The trail system offers many connections to other streets with bicycle facilities, both inside and outside the downtown area. The Guadalupe River trail is an 11-mile Class I bikeway from Curtner Avenue to Willow Street, and between Virginia Street and Palm Street to Alviso. This trail system can be accessed via a trailhead along San Fernando Street, located approximately 700 feet west of the project site's Almaden Boulevard frontage.

The availability of bicycle facilities in the study area will provide the project site with viable connections to transit services and will provide for a balanced transportation system as outlined in the Envision 2040 General Plan Goals and Policies.

Existing Commute Programs

The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. In addition, dockless bike and scooter rentals are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere. The nearest bike share station is located along the south side of Santa Clara Street, at its intersection with Almaden Boulevard, approximately 500 feet walking distance from the project site.

Existing Transit Service

The project's close proximity to existing and planned transit services will provide the opportunity for multi-modal travel to and from the project site. Thus, it is reasonable to assume that future workers of the proposed project would utilize the transit services in the area. 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 mode share is attainable for a downtown office development such as this, and is a reasonable goal for the project. Existing and future transit services near the project site are described below.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Santa Cruz METRO, Monterey Salinas Transit MST, Caltrain, Altamont Commuter

Express (ACE), and Amtrak. The transit stations and local VTA bus lines near the project site are described below.

VTA Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 522 and 523 run along Santa Clara Street and San Carlos Street, respectively. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours. Express Bus services provide direct service to and from major employment centers during peak commute hours only.

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located along Santa Clara Street at its intersection with Almaden Boulevard, less than 500 feet from the project site.

Table 1
Existing VTA Bus Service

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Almaden	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	First/Santa Clara	12 - 15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/Almaden	30 min [2]
Local Route 64B	McKee & White to Almaden Expressway & Camden	Santa Clara/Almaden	30 min [2]
Frequent Route 66	North Milpitas to Kaiser San Jose	First/Paseo de San Antonio	12 - 15 min
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	First/Paseo de San Antonio	15 - 20 min
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	First/Santa Clara	5 - 20 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	First/Santa Clara	10 - 15 min
Express Route 168	Gilroy/Morgan Hill to San Jose Diridon Station	Santa Clara/Almaden	15 - 40 min
Express Route 181	San Jose Diridon Station to Warm Springs BART	First/Santa Clara	15 - 20 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Santa Clara/Almaden	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	10 - 15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	Santa Clara/First	15 - 20 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Santa Clara/Almaden	20 - 35 min

Notes:
[1] Approximate headways during peak commute periods.
[2] Local Routes 64A and 64B provide frequent service between San Jose Diridon Station and McKee/White, with approximately 15-minute headways during peak commute periods.

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 Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along San Carlos Street, San Fernando Street, and along First and Second Streets, north of San Carlos Street. The Santa Clara LRT station platforms on First and Second Street are located less than 0.3-mile walking distance of the project site via Post Street and Fountain Alley. The Convention Center LRT station along San Carlos Street, is located less than 0.3-mile walking distance via Almaden Boulevard and San Carlos Street. The San Fernando Street LRT station located along San Fernando Street is located approximately 0.3-mile walking distance from the project site. The San Jose Diridon Transit Center is located along the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

The local VTA bus lines and LRT service that operate near the project site are shown on Figure 4.

San Jose Diridon Transit Center

The San Jose Diridon Transit Center, located approximately 0.6-mile west of the project site, is situated along the Green LRT line and is served by Caltrain, ACE and Amtrak. The Diridon Station provides 16 bike racks and 48 bike lockers, as well as a bike share station. The Diridon Station can be accessed from the project site by taking Santa Clara Street and Cahill Street.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 58,500 riders on an average weekday. Trains stop frequently at the Diridon Station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week, and provides extended service to Morgan Hill and Gilroy during the weekday commute hours.

Altamont Commuter Express (ACE) 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 during both the morning and evening weekday commute hours. ACE trains stop at the Diridon Station four times between 6:32 AM and 9:17 AM in the westbound direction, and four times between 3:35 PM and 6:38 PM in the eastbound direction.

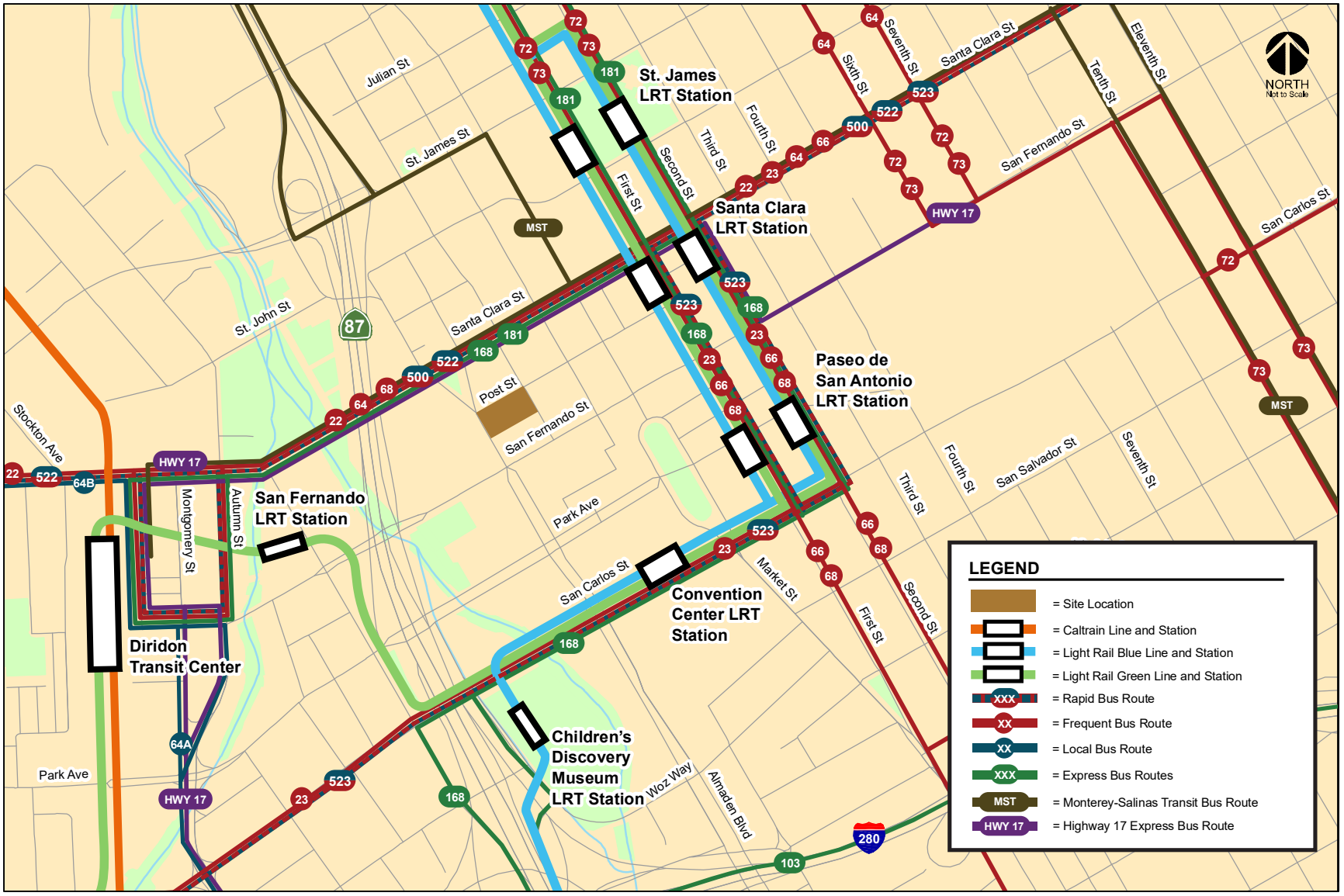

Figure 4
Existing Transit Services

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, and Auburn. On weekdays, the Capitol Corridor trains stop at the San Jose Diridon Station seven times between 7:38 AM and 9:13 PM in the westbound direction, and seven times between 6:40 AM and 7:15 PM in the eastbound direction.

Future Transit Services

Future transit services in the project vicinity will be provided by the VTA and BART. The future transit services are described below.

Bay Area Rapid Transit (BART) Phase II Project

Phase II of VTA's BART Silicon Valley Extension project will include a 6-mile-long subway tunnel through downtown San Jose and will extend the BART system from the current terminus at the Berryessa/North San Jose station. The Phase II project includes the addition of four BART stations including the Alum Rock, Downtown San Jose, Diridon, and Santa Clara stations. The BART extension will travel through downtown beneath Santa Clara Street, and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Passenger service for the Phase II Project is planned to begin in 2025.

The Downtown San Jose BART station would be located underground beneath Santa Clara Street, between Market Street and Third Street, approximately 1,200 feet from the project site. Access would be provided via a station entrance located near the northeast corner of the intersection of Market Street and Santa Clara Street.

The Diridon BART Station would be located in the area of the Diridon Transit Center, 0.6-mile west of the project site. The Diridon BART Station would be located underground between Los Gatos Creek (to the east) and the Diridon Transit Center (to the west) and south of/parallel to West Santa Clara Street. The existing VTA bus transit center at the Diridon Station would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. A kiss-and-ride facility would be located at the Diridon Transit Center along Cahill Street.

Access to the Diridon BART Station would be provided from W. Santa Clara Street at Cahill and Autumn Streets from the north. Access from the south would be provided via W. San Fernando Street. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center.

3.
Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Section 20.90.220 and 20.70.330 of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

City of San Jose Parking Code

According to Section 20.90.220.A.1 of the San Jose Parking Code, a reduction in the required off-street vehicle parking spaces of up to 50 percent may be authorized if the project conforms to the transit and bicycle requirements specified in Subsections a and b and implements at least three TDM measures specified in Subsections c and d. Section 20.90.220.A.1 of the San Jose Parking Code is outlined below.

Section 20.90.220.A.1 – Reduction in Required Off-street Parking Spaces

A. Alternative transportation.

1. A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:

a. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and

b. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

c. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of

vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or

ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).

d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or

ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or

iii. Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or

iv. Provide a guaranteed ride home program; or

v. Implement telecommuting and flexible work schedules; or

vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or

vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or

viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or

ix. Provide shuttle access to Caltrain stations; or

x. Provide or contract for on-site or nearby child-care services; or

xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or

xii. Provide on-site showers and lockers; or

xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or

xiv. Unbundled parking; and

e. For any project that requires a TDM program:

i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

Further reductions in the required off-street parking spaces may be granted to development projects located within the Downtown area, as described under Section 20.70.330 of the City code:

Section 20.70.330 – Reduction of Requirement (Downtown)

In addition to exceptions provided for under Section 20.90.200 and Section 20.90.220, the following reductions in parking requirements may be made by the director:

A. The director may grant up to a fifteen percent reduction in the number of spaces required as part of the issuance of a development permit where the reduced number of spaces will be adequate to meet the parking demand generated by the project when the following findings are made:

1. The project has developed a travel demand management (TDM) program that provides evidence that a TDM program will reduce parking demand and identifies the percentage of parking demand that will be reduced through the TDM program. The TDM program will incorporate one or more elements of TDM including, but not limited to measures such as Smartpass, parking cash-out, alternate work schedules, ride sharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures; and

2. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

B. For mixed-use projects, the director may reduce the required parking spaces by up to fifty percent, including any other exceptions or reductions as allowed under Title 20*, upon making the following findings:*

1. That the reduction in parking will not adversely affect surrounding projects;

2. That the reduction in parking will not be dependent upon public parking supply; or reduce the surrounding public parking supply; and

3. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

C. The total parking required for a project may be reduced by up to one hundred percent as part of a development permit where public parking is provided on-site as part of a public or private development project. Public parking spaces may be applied toward the parking requirements for the use, applying no more than a one-for-one standard. The finding shall be made in the development

permit by the director and be based on an alternate peak use, shared parking or parking demand analysis.

D. The project will provide replacement parking either on site, off-site within reasonable walking distance or pay the current in-lieu fee for the parking required if the project fails to maintain a TDM program.

Compliance with the City Parking Code

The project, as proposed, will consist of 585,000 gross square feet (s.f.) of office space with 11,750 s.f. of ground-floor commercial space. The required vehicle parking based on the City of San Jose off-street parking requirements is summarized in Table 2 below. According to the City of San Jose Downtown Zoning Regulations (Chapter 20.70, Table 20-140), the project is required to provide 2.5 off-street parking spaces per 1,000 s.f. of office space. The project is not required to provide additional off-street parking spaces for the commercial use component of the project. Based on the City's standard parking requirements, the project would be required to provide a total of 1,244 vehicle parking spaces, before any reductions.

Evaluation of Proposed Parking

The project site plan indicates a total of 750 on-site vehicle parking spaces. This equates to an approximately 39.7% reduction from the baseline required number of vehicle parking spaces.

Table 2
Required and Proposed Vehicle Parking

Proposed Project		City of San Jose Parking Code[2]		Baseline Required Parking[3]	Provided Parking	Percent Reduction
Office Size	Floor Area[1]	Land Use	Parking Ratio			
585,000 s.f.	497,250 s.f.	Offices, business and administrative	2.5/1000 s.f. of floor area	1,244	750	**39.7%**

Notes:
[1] Assumes a 0.85 floor area ratio.
[2] City of San Jose Zoning Ordinance: Parking Spaces Required by Land Use
[3] Required on-site parking spaces before any exceptions allowed per the City code.

Reduction due to Location near Transit and Bicycle Parking

As stated under Section 20.90.220.A.1, Subsections a and b, a 20 percent reduction in required off-street vehicle parking spaces is allowed for projects that meet the City's bicycle parking requirements and are located within 2,000 feet of an existing rail station. The project will meet these requirements as described below:

Proximity to Transit

The project is located less than 0.3-mile walking distance of the Downtown Transit Center located at the intersection of Santa Clara Street with First and Second Streets. The project also is located an approximately 0.6-mile walking distance from the existing Diridon Caltrain Station and less than 1,200 feet from the future Downtown San Jose BART Station. Therefore, the project will conform to Subsection 20.90.220.A.1.a.

Bicycle Parking Requirement

In accordance with the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space per 4,000 square feet of office use. Bicycle parking spaces shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. Per Code 20.70.485, uses which are not required to provide vehicle parking spaces (i.e. the ground-floor commercial use) are required to provide only two short-term bicycle parking spaces and one long-term bicycle parking spaces.

The proposed project is required to provide a total of 128 bicycle parking spaces: a minimum of 102 short-term bicycle parking spaces and at most 26 long-term bicycle parking spaces to meet the City standards. The City of San Jose bicycle parking requirements for the project are summarized in Table 3. The project is proposing a total of 125 bicycle parking spaces. Therefore, the project will need to provide an additional 3 bicycle parking spaces to meet the City's on-site bicycle parking requirements.

Table 3
City of San Jose Bicycle Parking Requirements

Proposed Project		City of San Jose Parking Code[2]		Required Bicycle Parking		
Size	Floor Area[1]	Land Use	Bicycle Parking Ratio	Short-Term	Long-Term	Total
585,000 s.f.	497,250 s.f.	Offices, business and administrative	1/4000 s.f. of floor area	100	25	125
		General Retail	N/A	2	1	3
			Total:	**102**	**26**	**128**

Notes:
[1] Assumes a 0.85 floor area ratio.
[2] City of San Jose Zoning Ordinance: Parking Spaces Required by Land Use

Due to the project site being located within 2,000 feet of an existing rail station and assuming that the required number of bicycle parking spaces is provided, the project would conform to Subsections 20.90.220.A.1.a and b and would be granted a vehicle parking reduction of 20 percent. Since the project is requesting a reduction in required parking of greater than 20%, the project also would be required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain the maximum 50% reduction allowed under Code 20.90.220.A. The project's proposed TDM measures are described in the following section.

4. Recommended TDM Measures

This chapter describes TDM measures recommended for the proposed project, including services that promote sustainable modes of transportation. The recommended TDM measures are intended to encourage future employees of the project to utilize alternative transportation modes available in the area to reduce single-occupancy vehicle (SOV) trips and parking demand generated by the project. The specific TDM measures recommended for the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c and d of the San Jose Code of Ordinances, which will achieve a 39.7 percent parking reduction with implementation of a comprehensive TDM plan. Additionally, the project must include specific measures to ensure that the TDM plan would be maintained for the life of the project, which complies with Subsections 20.90.220.A.1.e.

However, it should be noted that JP DiNapoli is a long-term real estate holder and will work with the City to communicate and maintain additional TDM measures deemed appropriate for the proposed project. The tenant(s) occupying the office space (to be determined later) could propose and maintain additional TDM measures.

Proposed TDM Measures

Carpool/Vanpool Ride Matching (Subsection 20.90.220.A.1.c.i)

One of the common impediments to carpool and vanpool formation can be finding suitable riders with similar work schedules, origins, and destinations. Facilitated rideshare matching can overcome this obstacle by enabling commuters who are interested in ridesharing to enter their travel preferences into a database and receive a list of potential rideshare partners. The success of these programs is largely determined by the number of participants and, in turn, the number of potential matches that can be made.

511 Ride Matching Assistance

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. This program should be promoted through the online kiosk. This free car and vanpool ride-matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing car and

vanpools in their residential area that may have vacancies. Ride-matching assistance is also available through a number of peer-to-peer matching programs, such as Zimride and TwoGo, which utilize social networks to match commuters.

In addition, the 511 service sponsors the 511 Carpool Calculator, an online calculator that determines the cost of commuting by driving alone. Users input commute details such as the number of miles traveled to and from work, vehicle mileage, fuel cost, parking costs, and bridge tolls. The tool then calculates solo commuting costs and vehicle CO2 emissions, as well as the potential savings by adding carpool partners.

There are also many free and commercial applications offering carpooling or discounted taxi services. These applications are created by third-party application developers for smartphone users. Carpooling applications include Carma and SliceRides. Discounted taxi services include Uber, Lyft, and Sidecar Ride.

Incentives for New Users

The 511 Regional Rideshare Program offers a number of incentive programs to encourage people to try carpooling and vanpooling. Most of these programs are designed to reward someone for forming or trying a carpool or vanpool, and provide an award or subsidy after the first three or six months of use.

Transit Use Incentive Program (20.90.220.A.1.c.ii)

The future office tenant(s) will develop a transit use incentive program for employees. Transit subsidies are an extremely effective means of encouraging workers to use transit rather than drive. There are a number of ways to structure a financial incentive for transit usage. Employers can cover a portion or the total monthly cost of transit for those employees who take transit through a pre-tax benefit, or purchase transit passes themselves and distribute them to employees, or offer a universal transit pass program.

Universal transit pass programs are different from financial incentives in that an employer purchases a pass for all employees, regardless of whether they currently ride transit or not. These passes typically provide unlimited transit rides on local or regional transit providers for a low monthly fee; a fee that is lower than the individual cost to purchase a pass as a bulk discount is given. Such programs are a more cost-effective option for employers with regards to reducing vehicle trips and parking demand as compared to purchasing individual passes.

One option that can be pursued for this project is providing one free annual VTA SmartPass per employee. SmartPasses will give employees unlimited rides on VTA Bus, LRT and Express Bus service seven days a week. The VTA SmartPass is deeply discounted below the standard fares, making it an attractive low-cost benefit to employers.

Preferential Parking (Subsection 20.90.220.A.1.d.iii)

On-site amenities can be beneficial in reducing vehicle trips and emissions by offering common needs on-site, such as preferential parking. The project would provide preferential parking with electric vehicle charging stations. Electric vehicle charging stations within office developments allow employees to charge their cars while working. Combined with the preferential parking, this initiative encourages employees to rideshare by making it more convenient for alternative-fuel users, and reduces the

demand for parking. The availability of electric charging stations at their place of work also enables employees to become prospective electric vehicle buyers.

Telecommuting and Flexible Work Schedule (Subsection 20.90.220.A.1.d.v)

The project will include high-speed internet connections and provide flexible work schedules for employees to facilitate telecommunicating. Telecommunicating is an effective TDM strategy the enables employees to work from home and thereby reduce the number of commute trips to and from the project site. Employees can use on-line meeting services to work remotely from home reducing vehicle trips.

On-Site TDM Coordinator and Services (Subsection 20.90.220.A.1.d.vii)

Experience with other TDM programs indicates that having a transportation coordinator who focuses on transportation issues and is responsible for implementing the TDM program is key to its success. The management would need to appoint an individual as the Transportation Coordinator or TDM contact person, and that person's name and contact information would be provided to the City.

The TDM coordinator will be a point of contact for employees should TDM-related questions arise and will be responsible for ensuring that employees are aware of all transportation options and how to fully utilize the TDM plan. The TDM coordinator will provide the following services and functions to ensure the TDM plan runs smoothly:

- ✓ Provide new employee information packets at the time of starting a new job. The welcome packets would include information about public transit services, bicycle maps, and ride-matching services.
- ✓ Set up and maintain an on-site information board and/or the online kiosk with information of non-auto transportation alternatives.
- ✓ Provide trip planning assistance and/or ride-matching assistance to employees who are considering an alternative mode.
- ✓ Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed (e.g., use of public parking).

The Transportation Coordinator should maintain a supply of up-to-date transit schedules and route maps for VTA and Caltrain and be knowledgeable enough to answer employees' TDM program related questions.

Information Board/Online Kiosk

The transportation coordinator would set up and maintain an on-site bulletin board and/or online kiosk with information regarding non-auto transportation alternatives. The transportation board would update key transportation information included in the welcome packets. Additionally, transportation news and commuter alerts would be posted on the board.

Most TDM plans have traditionally included a requirement for a kiosk or bulletin board to be created for posting information related to alternative travel modes. Experience often shows, however, that few employees look at these kiosks after an initial period of interest. This TDM Plan proposes to establish an online kiosk with similar information that an employee could access from their home, their desk at work, or anywhere else. TDM related links and information would be posted on this forum, and the Transportation Coordinator would send building tenants email notifications pertaining to the TDM Plan

and measures. The online kiosk would include information about all the measures, services, and facilities discussed in this plan, including:

- ✓ A summary of VTA and Caltrain services and links to further information about their routes and schedules.
- ✓ Bicycling resources on 511.org.
- ✓ A local bikeways map and information about the bike lockers on site and those nearby.
- ✓ Information about ride-matching services (511.org, Zimride, and TwoGo).
- ✓ A link to the many other trip planning resources available in the Bay Area such as Dadnab, the 511 Transit Trip Planner, real-time traffic conditions, etc.

Transportation Information Packet

In addition to the online information center, the transportation coordinator would provide "hard copy" transportation information packets to all employees upon initial occupancy of the building and later to all employees when they are first hired at one of the commercial spaces. Because all information would be available online, the welcome packets need not be a comprehensive stack of paper about all services available, which employees tend to disregard anyway. Instead, the New Employee Packet will provide a quick easy-to-read announcement of the most important features of the TDM program for employees to know about immediately. The packet would also include information regarding how to contact the transportation coordinator. New employees would also be advised to gather information regarding non-auto transportation alternatives from the on-site information board and/or online transportation kiosk.

On-Site Support Services (Subsection 20.90.220.A.1.d.xi)

The project proposes to provide ground-floor commercial/active uses and other amenities for the benefit of office workers. On-site amenities can be beneficial in reducing vehicle trips and emissions by offering common needs on-site, such as food services and fitness centers. This approach will reduce the number of trips generated between the site and office-serving uses elsewhere in the city.

On-Site Showers and Lockers (Subsection 20.90.220.A.1.d.xii)

The project will include on-site shower facilities with changing rooms and lockers to serve all employees. The facilities will be located at ground-floor level, directly accessible from a central bicycle parking room and lobby.

Showers and changing facilities can encourage employees to move more and incorporate fitness into their daily routines. Providing showers enables active commuters to arrive early and prepare for the day without hygienic concerns. This approach is consistent with the goals of the City's General Plan, which aim to encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled.

Summary of TDM Measures

The specific TDM measures recommended for the project are summarized below and are based on the measures specified in Subsections 20.90.220.A.1.c and d of the San Jose Code of Ordinances, which will achieve a 39.7 percent parking reduction that can be granted by the City with implementation of a

comprehensive TDM Plan. The proposed TDM Plan includes the following measures, however additional measures could be implemented by a prospective office tenant:

1. Carpool/Vanpool Ride Matching (20.90.220.A.1.c.i)
2. Transit Use Incentive Program (20.90.220.A.1.c.ii)
3. Preferential Parking for Carpools/Electric Vehicles (20.90.220.A.1.d.iii)
4. Telecommuting and Flexible Work Schedule (20.90.220.A.1.d.v)
5. On-Site TDM Coordinator (20.90.220.A.1.d.vii)
6. On-Site Support Services (20.90.220.A.1.d.xi)
7. On-Site Showers and Lockers (20.90.220.A.1.d.xii)

5.
TDM Implementation and Monitoring

The primary purpose of the TDM plan is to reduce the project parking demand by up to 39.7 percent. Per Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

Implementation

The project applicant needs to submit this TDM Plan to the City of San Jose and would be responsible for ensuring that the TDM elements are incorporated into the project. After the development is constructed and occupied, the project applicant needs to identify a TDM coordinator. It is assumed that the property manager for the project would be responsible for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City and tenants should be notified of the name and contact information of the new designated TDM coordinator.

Monitoring and Reporting

The TDM Plan will need to be re-evaluated annually for the life of the project. If it is determined that the parking reduction is not being achieved (i.e., the on-site parking garage reaches full capacity), additional TDM measures, or the parking management measure described below, would need to be introduced to ensure that the parking is being addressed by the project without the burden being placed on outside entities.

The designated TDM coordinator will consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring will include the following components:

- Annual Vehicle Parking Counts
- Annual Mode Share Survey
- Annual Monitoring Report

Annual Vehicle Parking Counts

Annual parking counts should be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant spaces should be conducted between 10:00 AM and 3:00 PM. The goal of the TDM Plan is to avoid parking spillover.

Thus, if the counts show that parking spaces are less than fully occupied (i.e., counts show one or more vacant spaces), it can be assumed that all parking demand is being accommodated on site, and the TDM Plan is effective. If parking spaces are 100 percent occupied, then spillover is likely occurring and the TDM Plan may need to be enhanced.

Annual Mode Share Survey

The annual survey would provide qualitative data regarding employee perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey would also provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., bike-to-work) to commute to work, including the frequency of use. The mode share survey results would measure the relative effectiveness of individual program components and facilitate the design of possible program enhancements.

Annual Monitoring Report

The property manager should submit annual reports to the City of San Jose for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Findings of the vehicle parking counts and mode share surveys, including the reduction in parking demand.
- Effectiveness of individual program components from the annual mode share survey.
- A description of the TDM programs and services that were offered to tenants in the preceding year, with an explanation of any changes or new programs offered or planned.