# Hexagon Transportation Consultants, Inc.

## Memorandum

**Date:** November 13, 2020

**To:** Steven Forster, City of San Jose

**From:** Robert Del Rio, T.E.

**Subject:** Gifford Assisted Living Development Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed Gifford Assisted Living development in Downtown San Jose. The site, located at 462-470 W. San Carlos Street and 321-329 Gifford Avenue, is bounded by San Carlos Street to the north, Gifford Avenue to the east, and commercial uses to the west and south. The project, as proposed, will consist of an assisted living facility with 116 assisted living units and 49 memory-care units that would replace three single-family homes and used car dealership currently on-site. A total of 168 beds would be provided within the proposed facility. Additionally, four affordable housing units are proposed as on-site staff housing. A total of 32 parking spaces will be provided within the ground-floor level for staff use. Access to and from the project site would be provided via a full-access driveway along Gifford 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.

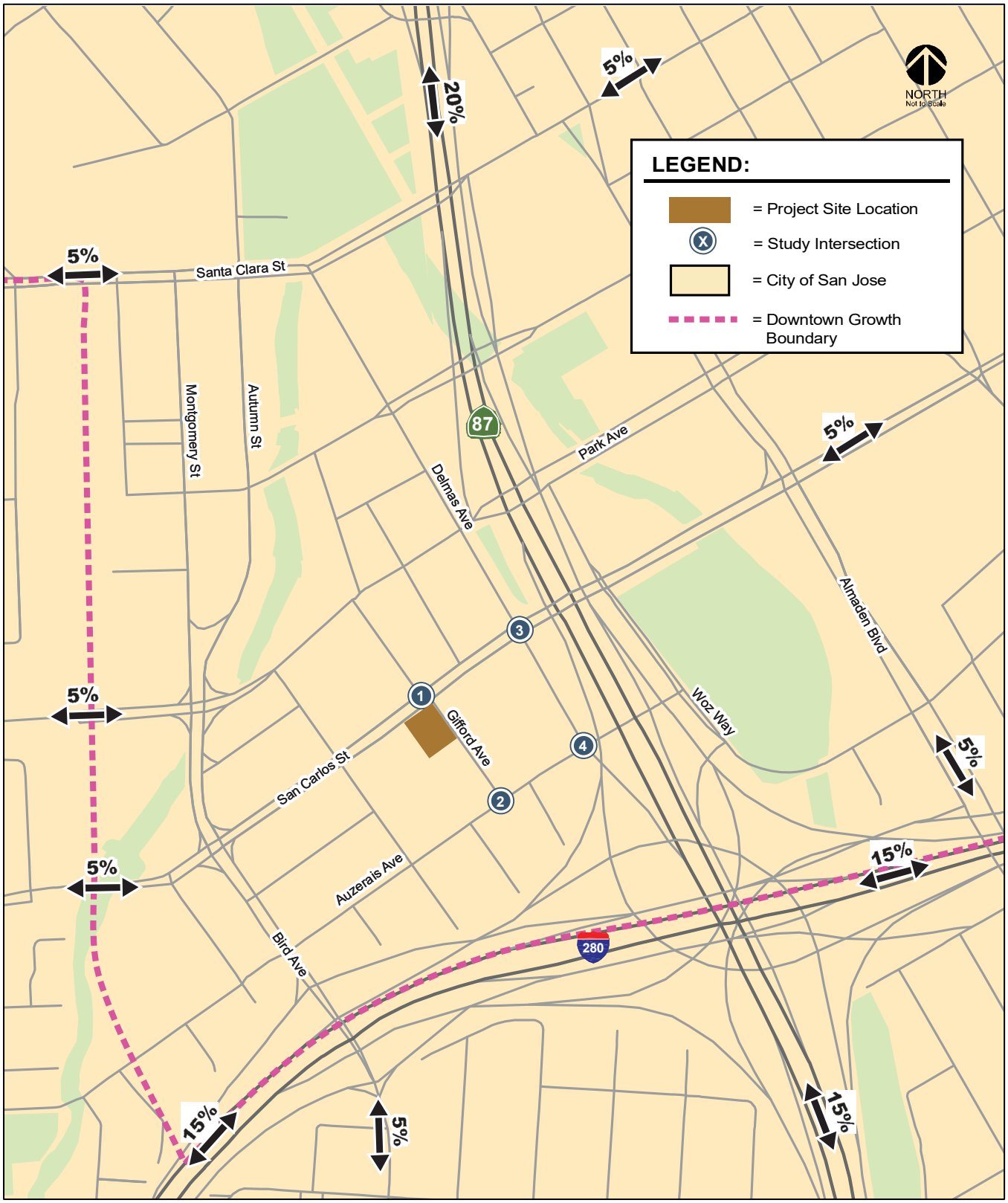
## Existing Conditions

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 Bird Avenue, Montgomery Street, San Carlos Street, Auzerais Avenue, and Gifford Avenue. The freeways and local roadways are described below.

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



***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 its full interchange at Bird Avenue.

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

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

***San Carlos Street*** is a four-lane east-west roadway, designated as a Grand Boulevard in the General Plan, that runs from 4th Street westward to Bascom Avenue, just east of I-880, at which point it transitions into Stevens Creek Boulevard. Land uses located along San Carlos Street are generally commercial and industrial, although some high-density residential developments are planned or under construction. Parking is provided on both sides of the street in most areas. Within the study area, San Carlos Street has a posted speed limit of 35 mph, includes sidewalks along both sides of the street, and has a median island with left-turn pockets. San Carlos Street runs along the southern project site frontage. San Carlos Street provides access to the project site via its intersection with Gifford Avenue.

***Auzerais Avenue*** is an east-west roadway, designated as a Local Connector Street in the General Plan, that extends from Woz Way in Downtown San Jose to Race Street. consists of four lanes between east of Delmas Avenue and two lanes west of Delmas Avenue. The posted speed limit is 25 mph. In the vicinity of the project site, Auzerais Avenue is a designated bike route only with “sharrow” marking and signage; however, there are bike lanes along portions of Auzerais Avenue between Bird Avenue and Sunol Street. Land uses along Auzerais Avenue include both residential and commercial, with parking along both sides of the street in most areas. Auzerais Avenue provides access to the project site via its intersection with Gifford Avenue.

***Gifford Avenue*** is a north-south roadway that extends from San Fernando Street south to Auzerais Avenue. It consists of one lane in each direction with a posted speed limit of 25 mph in the vicinity of the project. Land uses along Gifford Avenue include both residential and commercial, with parking along both sides of the street in most areas and without on-street bicycle facilities. Gifford Avenue would provide direct access to the project parking level via one full-access driveway.

### Existing Bicycle Facilities

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

- Park Avenue, along the entire length of the street
- Auzerais Avenue, between Sunol Street and the Los Gatos Creek Trail; between the Union Pacific Railroad tracks and Bird Avenue
- Autumn Street, between Santa Clara Street and Park Avenue
- Montgomery Street, between Park Avenue and San Carlos Street
- Bird Avenue, between San Carlos Street and Coe Avenue
- The Alameda/Santa Clara Street, between Stockton Avenue and Almaden Boulevard

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

- Gifford Avenue
- Auzerais Avenue, all segments east of Race Street without striped bike lanes
- Dupont Street, north of San Carlos Street
- Laurel Grove Lane, between Park Avenue and Cahill Park
- Virginia Street, between Drake Street and 3rd Street
- The Alameda, west of Stockton 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
- Cahill Street, between San Fernando Street and Santa Clara Street

The existing bicycle facilities are shown on Figure 2.

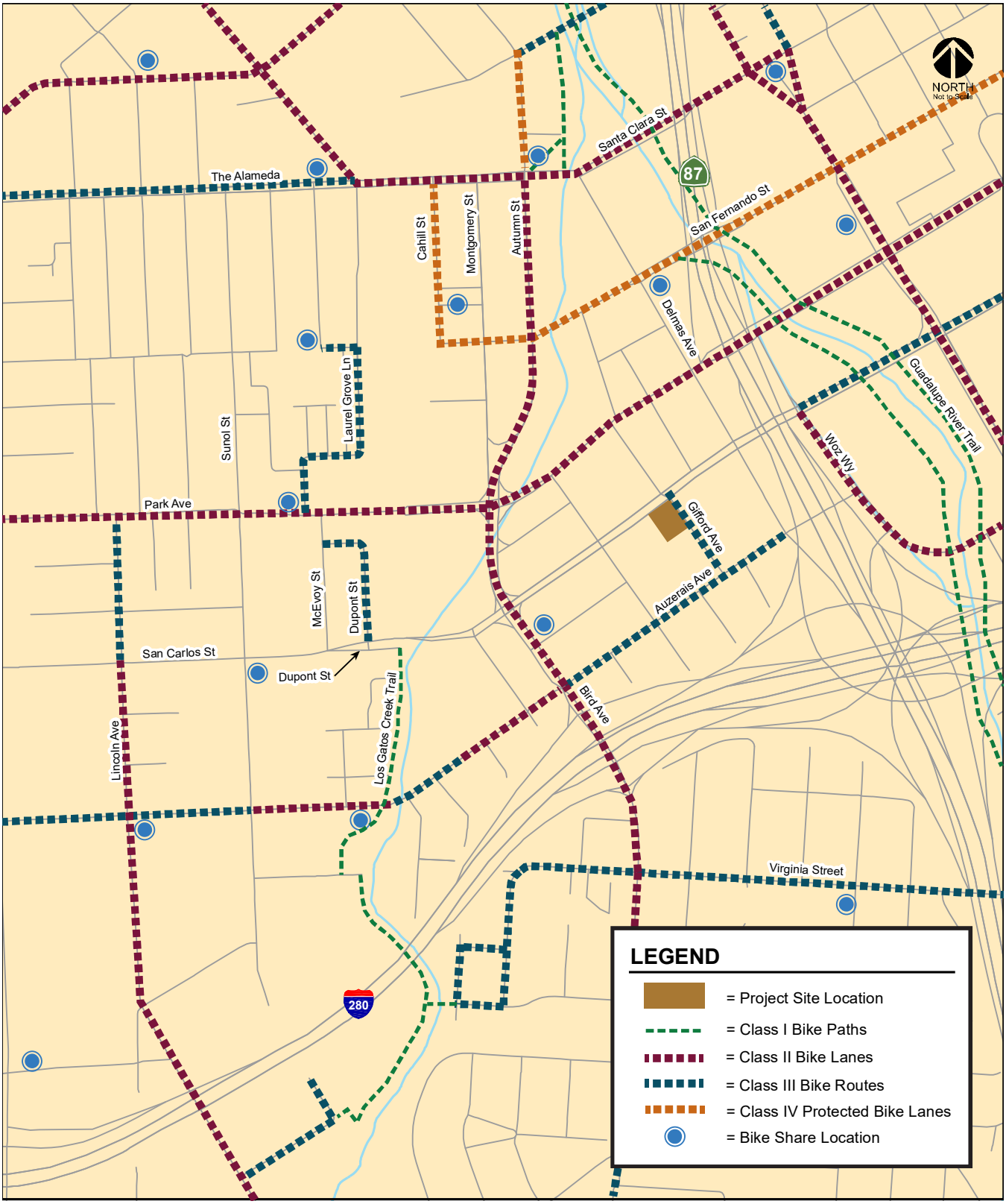
#### Guadalupe River Park Trail

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 continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via a trailhead along San Carlos Street, located approximately 1,500 feet east of the project site.

#### Los Gatos Creek Trail

The Los Gatos Creek Trail begins at Vasona Lake County Park in the south and continues to West San Carlos Street in the north, all alongside Los Gatos Creek. The nearest access point to the Los Gatos Creek Trail is provided via a trailhead at the south end of Dupont Street, south of San Carlos Street, approximately 0.65-mile west of the project site.

**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. The nearest bike share stations are located less than 1/3-mile from the project site at the intersection of Bird Avenue/Columbia Avenue and Delmas Avenue/San Fernando Street. In addition, dock-less bike and scooter rentals managed by other micro-mobility services 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.

### 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 also high visibility crosswalks located at some unsignalized intersections, such as the intersection of Josefa Street with San Carlos Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network between the site and local destinations, such as bus stops along San Carlos Street, the Diridon Transit Center, SAP Center, and the Downtown area east of SR-87.

It should be noted, however, that there are no crosswalks across San Carlos Street at its stop-controlled intersection with Gifford Avenue. The nearest crosswalks across San Carlos Street are located at the Josefa Street and Delmas Avenue intersections.

ADA compliant ramps are located at most crosswalks in the vicinity of the project site. However, ADA compliant ramps are missing at the following locations in the project vicinity:

- Delmas Avenue and San Carlos Street – southeast corner
- Gifford Avenue and Auzerais Avenue – northeast corner
- Delmas Avenue and Auzerais Avenue – all corners

Overall, the existing sidewalks and pedestrian facilities provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations.

### Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately 1/2-mile from the Diridon Transit Center located 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 center during peak commute hours only.

**Figure 3**
**Existing Pedestrian Facilities**

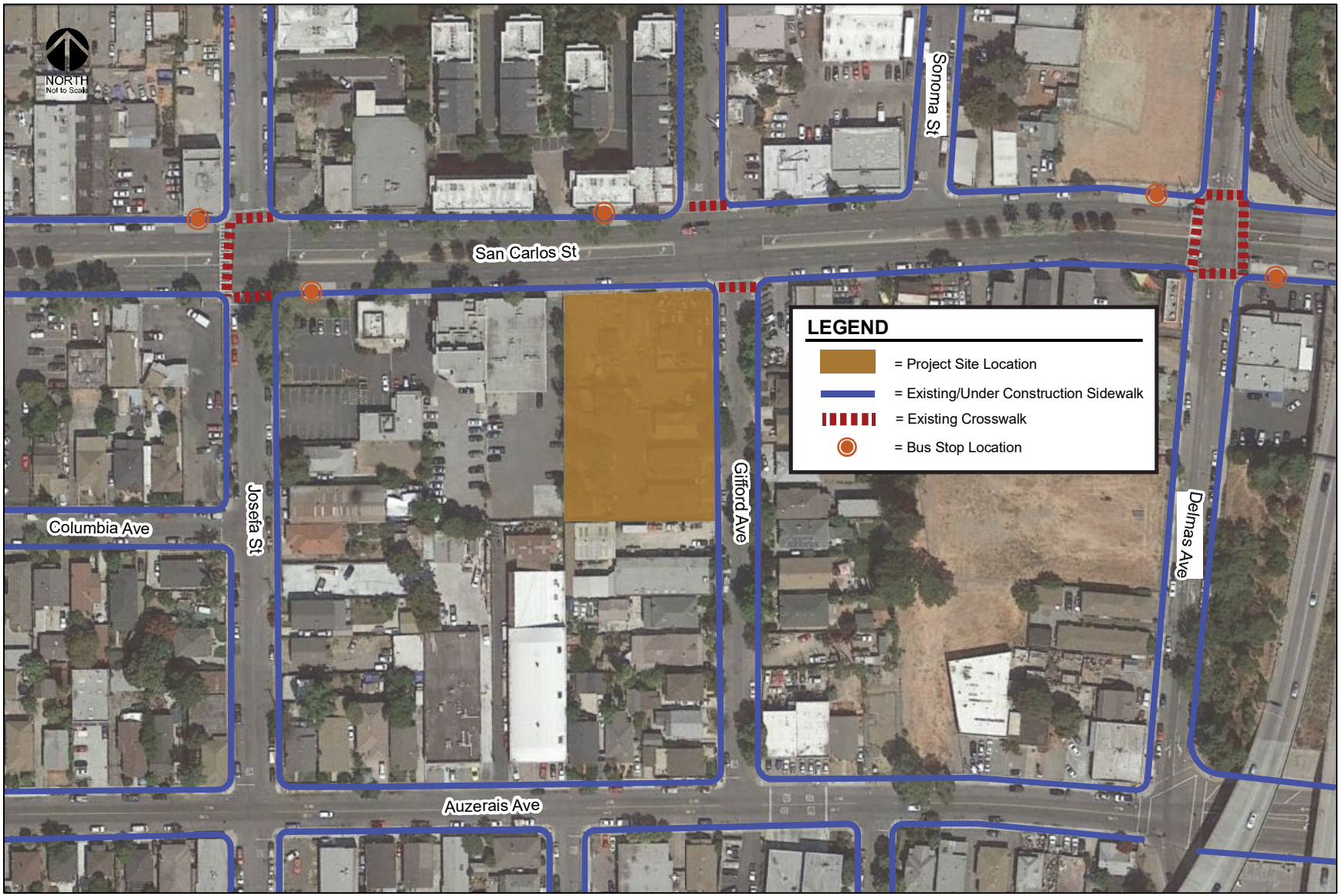


**Figure 4**
**Existing Transit Facilities**

**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/Cahill | 15 min |
| Frequent Route 23 | DeAnza College to Alum Rock Transit Center via Stevens Creek | San Carlos/Josefa | 12 - 15 min |
| Local Route 64A | McKee & White to Ohlone-Chynoweth Station | Bird/San Carlos | 30 min [2] |
| Local Route 64B | McKee & White to Almaden Expressway & Camden | Diridon Transit Center | 30 min [2] |
| Frequent Route 68 | San Jose Diridon Station to Gilroy Transit Center | Diridon Transit Center | 15 - 20 min |
| Express Route 168 | Gilroy/Morgan Hill to San Jose Diridon Station | Diridon Transit Center | 15 - 40 min |
| Express Route 181 | San Jose Diridon Station to Warm Springs BART | Diridon Transit Center | 15 - 20 min |
| Rapid Route 500 | San Jose Diridon Station to Downtown San Jose | Diridon Transit Center | 15 - 20 min |
| Rapid Route 522 | Palo Alto Transit Center to Eastridge Transit Center | Santa Clara/Cahill | 10 - 15 min |
| Rapid Route 523 | Berryessa BART to Lockheed Martin via De Anza College | San Carlos/Bird | 15 - 20 min |
| Hwy 17 Express (Route 970) | Downtown Santa Cruz / Scotts Valley to Downtown San Jose | Bird/San Carlos | 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.

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 San Carlos Street at the intersections of Josefa Street (eastbound), Gifford Avenue (westbound), and Delmas Avenue (westbound), and are served by Frequent Bus Route 23. Although the Gifford Avenue bus stop is located directly across from the north project frontage (along the north side of San Carlos Street), the walking distance is 600 feet due to a lack of a crosswalk across San Carlos Street at Gifford Avenue. Based on walking distance, the Delmas Avenue bus stop would provide closer access to westbound bus service from the project site. Access to the Rapid Route 523 service is provided at bus stops located at the Bird Avenue/San Carlos Street intersection, less than 1,000 feet walking distance from the project site.

## 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 San Jose Diridon station is located along the Green LRT line (Winchester-Old Ironsides) 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 Assisted Living land use (Land Use 254) and Multifamily Housing-Low Rise (Land Use 220). 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.

Given that the project is proposing to provide on-site parking for staff members only, most vehicular trips will be generated by staff members as opposed to residents and guests. Therefore, the facility will generate trips similar to office and industrial developments. Such developments 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 assisted living use of the project.

### Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed project would generate 331 daily trips, with 24 trips (14 inbound and 10 outbound) occurring during the AM peak hour and 33 trips (13 inbound and 20 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 2.

## Table 2
## Project Trip Generation Estimates

| Land Use | ITE Land Use Code | Location | % Reduction | Size | Daily Rate | Daily Trip | AM Peak Hour Pk-Hr Rate | AM Split In | AM Split Out | AM Trip In | AM Trip Out | AM Trip Total | PM Peak Hour Pk-Hr Rate | PM Split In | PM Split Out | PM Trip In | PM Trip Out | PM Trip Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Proposed Land Uses** | | | | | | | | | | | | | | | | | | |
| Assisted Living[1] | 254 | | | 168 Beds | 2.600 | 437 | 0.190 | 63% | 37% | 20 | 12 | 32 | 0.260 | 38% | 62% | 17 | 27 | 44 |
| *- Location Based Reduction*[2] | | *Urban High-Transit* | *31%* | | | *-135* | | | | *-6* | *-4* | *-10* | | | | *-5* | *-8* | *-13* |
| Multifamily Housing (Low Rise)[1] | 220 | | | 4 Dwelling Units | 7.320 | 29 | 0.460 | 23% | 77% | 0 | 2 | 2 | 0.560 | 63% | 37% | 1 | 1 | 2 |
| *Baseline Vehicle Trips (Before Reductions)* | | | | | | 466 | | | | 20 | 14 | 34 | | | | 18 | 28 | 46 |
| ***Gross Project Trips After Reductions*** | | | | | | **331** | | | | **14** | **10** | **24** | | | | **13** | **20** | **33** |

Notes:

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

[2] 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 besides vehicle.

## Project Trip Distribution and Trip Assignment

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 June 25, 2020 prepared by Aedis Architects, 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 ground-floor parking level is proposed via one full-access driveway located along Gifford Avenue, approximately 225 feet south of San Carlos Street. 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. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The project proposes a driveway width of 26 feet and therefore would not exceed the City's 26-foot maximum width guideline for two-way driveways.

#### 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 Gifford Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. The project driveway should be constructed at-grade to allow exiting vehicles to see pedestrians and bicycles crossing the driveway.

There are no existing trees or visual obstructions along the project frontage that would obscure sight distance at the project driveway. The canopies of the existing trees along the project frontage are high enough that they would not obstruct driver's vision when exiting the site driveway. Existing street parking is present on Gifford Avenue along the project frontage. The proposed project site plan does not show any improvements along the project frontage. However, since the project will construct a new 26-foot driveway, new red curb should be installed equal to a car length north and south of the driveway to ensure exiting vehicles will have clear vision of oncoming traffic on Gifford Avenue.

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. Gifford Avenue has a posted speed limit of 25 miles per hour (mph). The AASHTO stopping sight distance for facilities with a posted speed

**Figure 5**
**Project Trip Assignment**

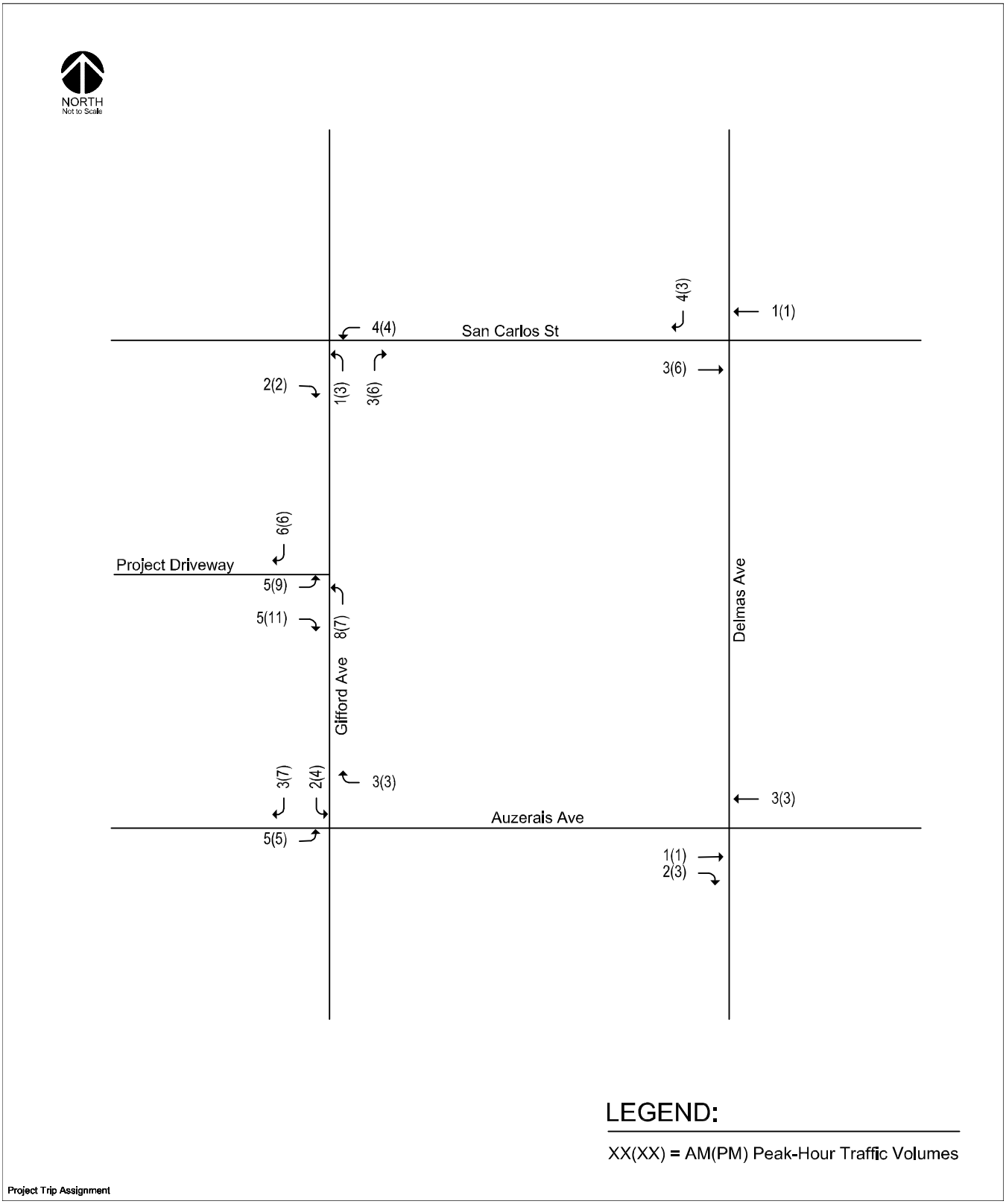
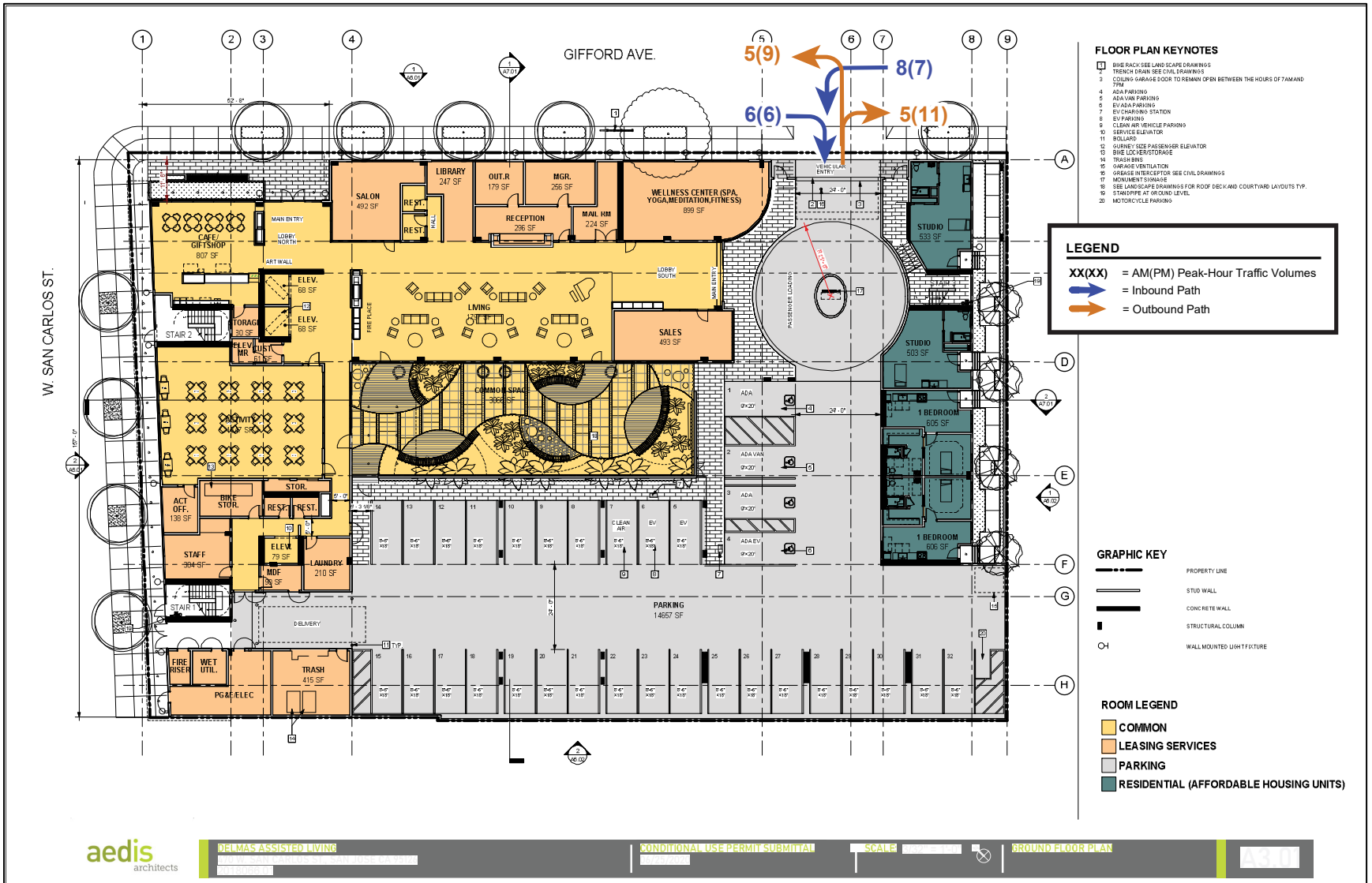


**Figure 6**
**Ground-Level Site Plan and Trips at Project Driveway**



limit of 25 mph is 155 feet. Thus, drivers exiting the project driveway must be able to see 155 feet to the north and south along Gifford Avenue.

Based on the project site plan and observations in the field, vehicles exiting the proposed project site driveway would be able to see approaching southbound and northbound traffic at least 200 feet from the project driveway. There is no roadway curve on Gifford Avenue that would obstruct the vision of drivers exiting the project driveway. Therefore, it can be concluded that the project driveway would meet the AASHTO minimum stopping sight distance standards, and sight distance would be adequate at the project driveway.

**Recommendation:** Red curb equal to a minimum of one car length north of the proposed project garage driveway should be implemented to provide adequate sight distance.

**Sight Distance at Gifford Avenue/San Carlos Street Intersection**

San Carlos Street has a posted speed limit of 35 miles per hour (mph). The AASHTO stopping sight distance for facilities with a posted speed limit of 35 mph is 250 feet. Thus, drivers making a turn from northbound Gifford Avenue onto San Carlos Street must be able to see 250 feet to the west along San Carlos Street.

Based on the project site plan and sight distance template (Figure 7), the proposed project setback along the San Carlos Street frontage would allow drivers to see approaching eastbound traffic at least 250 feet to the west. Therefore, it can be concluded that the turning movement from northbound Gifford Avenue would meet the AASHTO minimum stopping sight distance standards, and sight distance would be adequate.

### Project Driveway Operations

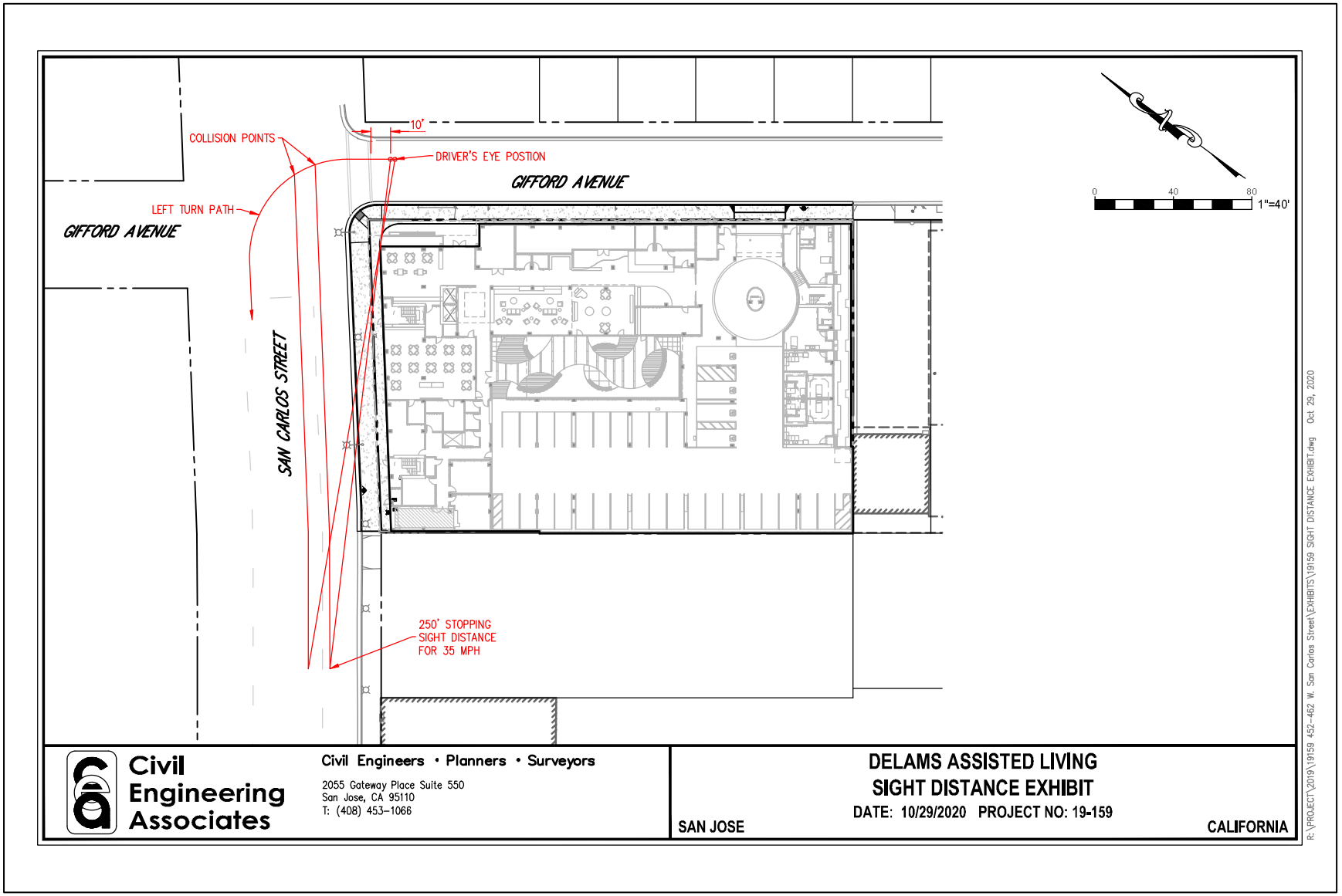
Based on the project trip generation and trip assignment, it is estimated that a maximum of 14 inbound trips (during the AM peak hour) and 20 outbound trips (during the PM peak hour) would enter and exit the site at the project driveway. The estimated project trips at the project driveway is shown on Figure 6.

As shown on Figure 6, a maximum of 8 and 7 inbound vehicles are projected to make a left-turn from northbound Gifford Avenue during the AM and PM peak hours, or approximately one vehicle every eight minutes. Conflicting peak hour traffic flow along southbound Gifford Avenue at the project driveway is fairly light, with 19 trips during the AM peak hour (25 trips total with the addition of right-turning project trips) and 44 trips during the PM peak hour (50 trips total with the addition of right-turning project trips). Given the projected arrival rate of vehicles and minimal conflicting southbound traffic volumes on Gifford Avenue, the northbound left-turn queue into the project driveway is expected to be minimal.

## Vehicular On-Site Circulation

In general, the proposed site plan would provide vehicle traffic with adequate connectivity through the parking level. The project would provide 90-degree parking stalls within the below-ground parking level. On-site drive aisles are shown to be 24 feet wide. The on-site drive aisles are shown to provide two-way access and must therefore provide a minimum 26-foot width to meet City standards or work with the City to obtain approval for the reduced drive aisle widths. The proposed parking space dimensions of 18 to 20 feet in length and 8 to 9 feet in width will meet the City's standards for full-sized and compact-size parking spaces. The City identifies full-size parking spaces as 18 feet long and 9 feet wide and compact parking spaces as 16 feet long and 8 feet wide.

**Figure 7**
**Sight Distance at Gifford Avenue/San Carlos Street**



There are dead-end drive aisles within the parking level. Dead-ends are undesirable because vehicles must park at a parking space or perform a U-turn to exit the parking structure. However, the dead-end aisles should not be problematic, given that the aisles are short and will only serve staff members. Therefore, drivers will be familiar with the layout of the parking level and will not be circulating the garage searching for available spaces.

**Recommendation:** The on-site drive aisles are shown to provide two-way access and must therefore provide a minimum 26-foot width to meet City standards or work with the City to obtain approval for the reduced 24-foot drive aisle widths.

## On-Site Passenger Loading Zone

The project proposes to provide an on-site passenger drop-off and pick-up zone starting approximately 20 feet west of the project driveway. The loading zone would be located along a circular drive aisle with a radius of approximately 21 feet, that would surround a signage feature. The circular drive aisle would allow vehicles to enter and exit the parking level without needing to park at a parking space or perform a U-turn. However, a vehicle parked within the proposed loading zone (especially larger vehicles such as vans or trucks) could inhibit inbound access into the parking level for other vehicles. Therefore, it is recommended that the circular drive aisle provide a minimum 18-foot travel way to allow vehicles to bypass vehicles that may be stopped while dropping-off/picking up passengers.

**Recommendation:** A minimum 18-foot travel way should be provided along the drive aisle to allow vehicles to bypass vehicles that may be stopped while dropping-off/picking up passengers.

## Truck Site Access

Based on the City of San Jose off-street loading standard for residential developments in the Downtown Area (20.70.440), the proposed 165-unit assisted living facility is required to provide at least one off-street loading spaces. The site plan shows a marked “delivery” loading space within the parking level that will be utilized by light trucks and vans. The on-site delivery space is located at the northern end of the parking garage drive aisle. The drive aisle as proposed provides no space for a vehicle to back-in or back out of the delivery space. The delivery space as proposed will require that vehicles utilizing the delivery space reverse into or out of the space down the 140-foot drive aisle. Therefore, the use of the delivery space must be restricted to small vans and turn around space should be provided near the delivery space.

The garage entrance is proposed to have a vertical clearance of 11 feet and 8 inches. A typical 30-foot two-axle truck (SU-30 design vehicle) could have a height of up to 13 feet and 6 inches. Therefore, larger vehicles such as delivery trucks, garbage trucks, and emergency trucks, would not have access to the parking garage. Truck loading activities for larger vehicles will occur along project frontages on San Carlos Street and Gifford Avenue. The project is proposing a new freight loading zone along the San Carlos Street frontage. However, the City is not supportive of a new loading zone along San Carlos Street. It should be noted that an existing 20-foot freight loading zone is located along the west side of Gifford Avenue, approximately 25 feet south of the project (along the frontage of 331 Gifford Avenue).

A trash room is proposed adjacent to the delivery loading space, within the northwest corner of the parking level. A walkway provides direct access to the San Carlos Street frontage from the trash room. Trash bins will be wheeled out to San Carlos Street or Gifford Avenue for trash pickup.

**Recommendation:** The drive aisle as proposed provides no space for a vehicle to back-in or back out of the delivery space. The use of the delivery space must be restricted to small vans and turn around space should be provided near the delivery space.

**Recommendation:** The project should work with the City to determine if a new on-street freight loading zone is needed. Truck deliveries may utilize an existing 20-foot freight loading zone located along the west side of Gifford Avenue, approximately 25 feet south of the project.

## Pedestrian and Bicycle Access and Circulation

### Pedestrian Circulation

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 8, there are many designated Downtown Pedestrian Network Streets (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.

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 also high visibility crosswalks located at some unsignalized intersections, such as the intersections of Josefa Street with San Carlos Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

However, there are no crosswalks across San Carlos Street (which consists of two travel lanes in each direction) at its stop-controlled intersection with Gifford Avenue. The nearest crosswalks across San Carlos Street are located at the Josefa Street and Delmas Avenue intersections.

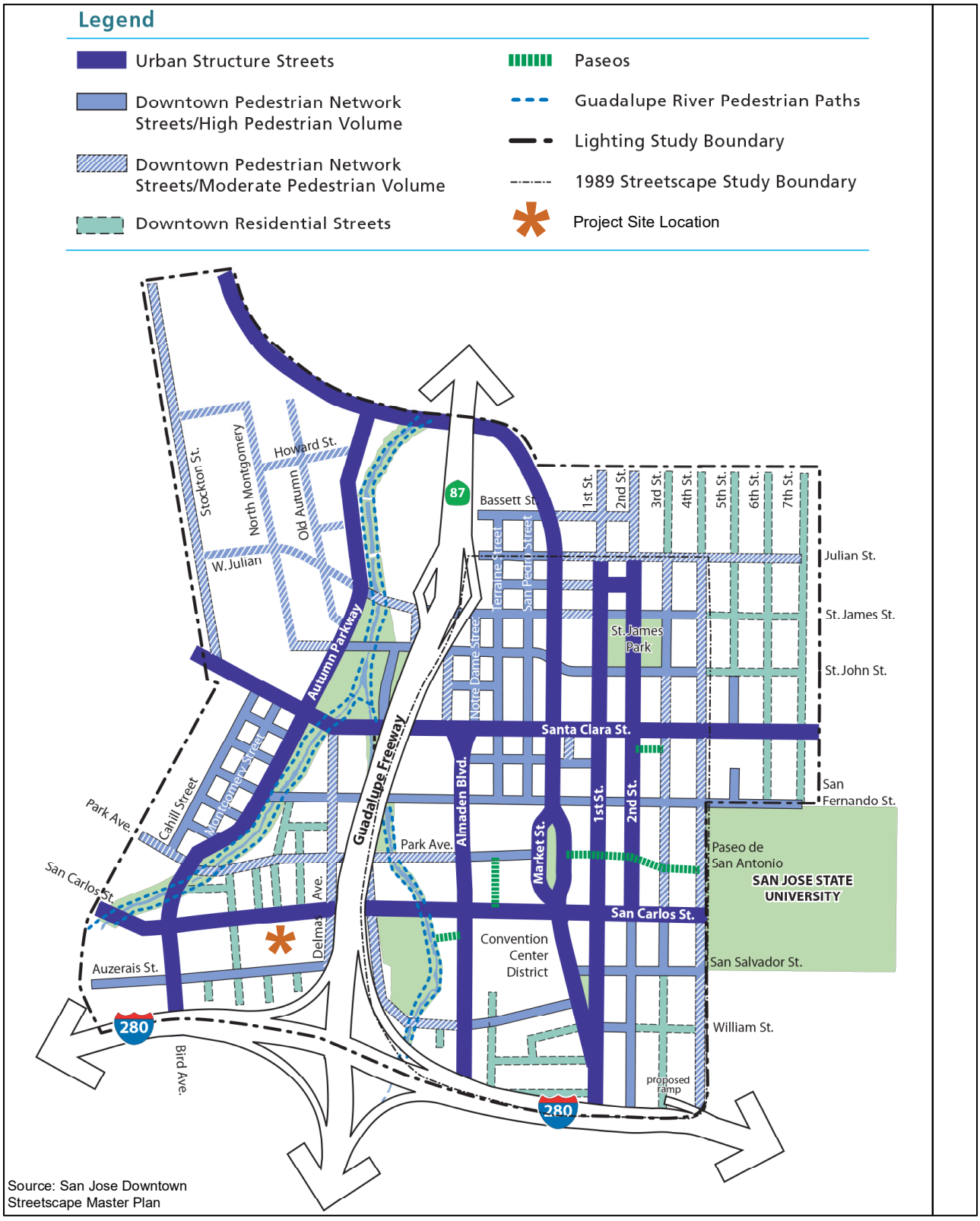
Installation of a crosswalk across San Carlos Street at Gifford Avenue would reduce the walking distance to the nearest westbound bus stop along San Carlos Street from approximately 600 feet to 150 feet. However, the implementation of a crosswalk on San Carlos Street at its intersection with Gifford Avenue may not be feasible due to the offset of the north-south approaches (Gifford Avenue). It may be possible to implement a single crosswalk across San Carlos Street on either the west or east side of Gifford Avenue.

Per the City, the project should make a contribution to area-wide multi-modal improvements due to the lack of crosswalks along San Carlos Street in the project vicinity. The improvements could include the installation of a crosswalk with red-flashing beacons (RFBs) at the Gifford Avenue/San Carlos Street intersection or the signalization of the Josefa Street/San Carlos Street intersection. ADA compliant ramps are located at most crosswalks in the vicinity of the project site. However, ADA compliant ramps are missing at the following locations in the project vicinity:

- Delmas Avenue and San Carlos Street – southeast corner
- Gifford Avenue and Auzerais Avenue – northeast corner
- Delmas Avenue and Auzerais Avenue – all corners

Overall, the existing sidewalks and pedestrian facilities provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations.

**Figure 8**
**Downtown Pedestrian Street Network**




Source: San Jose Downtown Streetscape Master Plan

**Project Frontage Sidewalks**

San Carlos Street is a designated Grand Boulevard per the City's General Plan. The City's Complete Streets Design Standards and Guidelines encourages developments to provide a minimum total sidewalk width of 16 feet along Grand Boulevard frontages within the Downtown area. The 16-foot sidewalk width could include:

- 8 feet of pedestrian through-zone, the sidewalk space reserved for pedestrian movement
- 2 feet of frontage zone, the area between the through-zone and building façade
- 5 feet of furnishing zone, the area reserved for public streetscape amenities and landscaping features
- 1 foot of curb zone, the edge of sidewalk adjacent to the roadway

The existing sidewalk along the San Carlos Street project frontage, which measures approximately 10 feet wide total, should be widened to a minimum of 16 feet to meet the City's recommended sidewalk widths for Grand Boulevards. For project frontages along local streets, such as Gifford Avenue, the Complete Streets Design Standards and Guidelines recommends a minimum 10-foot wide sidewalk consisting of 5.5-feet of through-zone, 4 feet of furnishing zone, and 0.5-foot of curb zone. Therefore, the existing 4-foot wide sidewalk along Gifford Avenue should be widened to at least 10 feet wide.

**Recommendation:** The project should make a contribution to area-wide multi-modal improvements due to the lack of crosswalks along San Carlos Street. The improvements could include the installation of a crosswalk with red-flashing beacons (RFBs) at the Gifford Avenue/San Carlos Street intersection or the signalization of the Josefa Street/San Carlos Street intersection. The project applicant should work with City staff to determine the feasibility of implementing a single crosswalk across San Carlos Street on either the west or east side of Gifford Avenue.

**Recommendation:** The existing sidewalk along the San Carlos Street project frontage, which measures approximately 10 feet wide, should be widened to provide a minimum of 15 feet per the City (16 feet to meet the City's recommended sidewalk widths for Grand Boulevards). The existing 4-foot wide sidewalk along Gifford Avenue should be widened to at least 10 feet wide per the recommended Complete Streets Design Standards and Guidelines.

## Bicycle Circulation

The project is located along Gifford Avenue, which is a designated Class III bicycle route. Additionally, Class II bicycle facilities (striped bike lanes) are provided along Park Avenue and parts of Auzerais Avenue. Many additional bicycle facilities are located along surrounding roadways in the vicinity of the project site. Although most of the residential streets near the project site do not provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage.

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via a trailhead along San Carlos Street, located approximately 1,500 feet east of the project site.

The Los Gatos Creek Trail begins at Vasona Lake County Park in the south and continues to West San Carlos Street in the north, all alongside Los Gatos Creek. The nearest access point to the Los Gatos Creek Trail is provided via a trailhead at the south end of Dupont Street, south of San Carlos Street, approximately 0.65-mile west of the project site.

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. The nearest bike share stations are located less than 1/3-mile from the project site at the intersection of Bird Avenue/Columbia Avenue and Delmas Avenue/San Fernando Street. In addition, dock-less bike and scooter rentals managed by other micro-mobility services 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.

## 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 project site is located approximately 1/2-mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, the Mountain View–Winchester LRT line, and commuter rail lines (Caltrain, ACE, and Amtrak services) are provided within the Diridon Transit Center.

The nearest bus stops are located along San Carlos Street at the intersections of Josefa Street (eastbound), Gifford Avenue (westbound), and Delmas Avenue (westbound), and are served by Frequent Bus Route 23. Although the Gifford Avenue bus stop is located directly across from the north project frontage (along the north side of San Carlos Street), the walking distance is 600 feet due to a lack of a crosswalk across San Carlos Street at Gifford Avenue. Based on walking distance, the Delmas Avenue bus stop provides closer access to westbound bus service from the project site. Access to the Rapid Route 523 service is provided at bus stops located at the Bird Avenue/San Carlos Street intersection, less than 1,000 feet walking distance from the project site.

### Transit Delay Analysis

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes that travel through the study intersections with focus on the San Carlos Street corridor, utilizing peak hour intersection level of service analysis. The analysis shows that the project traffic would result in a minor increase, less than one second, in delay of some transit vehicles (see Table 3). The City does not currently have established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

**Table 3**
**Transit Delay Analysis**

| Bus Route # | Study Area Street(s) | Direction | Transit Delay[1] (sec/veh) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Background | | Background Plus Project | | Change | |
| | | | AM | PM | AM | PM | AM | PM |
| **23, 523** | San Carlos Street | Eastbound | 22.3 | 30.5 | 22.4 | 30.5 | +0.1 | 0 |
| | | Westbound | 42.8 | 46.5 | 42.9 | 46.6 | +0.1 | +0.1 |

Notes:
[1] Represents the total movement delay each bus is projected to experience as it passes through all of the relevant study intersections. Delays were obtained from TRAFFIX.

## 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), residential care facilities are required to provide 0.75 off-street vehicle parking space per employee. Approximately 36 employees will be working on-site during a single shift. Additionally, the project is required to provide one off-street vehicle parking space for each of the four proposed affordable housing units. Based on the City's off-street parking requirements, the project is required to provide a total of 31 off-street parking spaces.

The project proposes to provide a total of 32 on-site parking spaces. Therefore, the proposed number of parking spaces will exceed the required parking per City requirements.

### ADA Compliance

Per the 2016 California Building Code (CBC) Table 11B-208.2, projects providing between 26 to 50 parking spaces are required to provide two accessible parking spaces. Of the required accessible parking spaces, one van accessible space is required.

The project proposes to provide a total of four accessible spaces, one of which is designated as a van-accessible space. Based on the site plan, the proposed accessible parking spaces are generally located within 100 feet walking distance of the lobby.

## Bicycle Parking

The City Municipal Code (Table 20-190) requires one bicycle parking space per ten full-time employees. All bicycle parking spaces are required to be provided as long-term bicycle parking. With a total of 36 full-time employees, the project is required to provide four bicycle parking spaces.

The City's definition of short-term and long-term bicycle parking is described below.

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

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants/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 storage room will be located at the ground-floor level, within the interior of the building. Access to the storage room is provided via an interior walkway, less than 50 feet from a pedestrian entrance along San Carlos Street.

## Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections, shown on Table 3. 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
$\lambda$ = 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 95$^{th}$ 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. As shown on Table 3, all of the studied vehicular movements would have adequate storage capacity to accommodate projected queues under project conditions.

## Conclusions

The project, as proposed, will consist of an assisted living facility with 116 assisted living units and 49 memory-care units that would replace three single-family homes and used car dealership currently on-site. A total of 168 beds would be provided within the proposed facility. Additionally, four affordable housing units are proposed as on-site staff housing. A total of 32 parking spaces will be provided within the ground-floor level for staff use. Access to and from the project site would be provided via a full-access driveway along Gifford 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.

**Table 3**
**Intersection Queueing Analysis Summary**

| Measurement | 1. Gifford/ San Carlos | | | | 2. Gifford/ Auzerais | | A. Gifford/ Project Driveway | |
|---|---|---|---|---|---|---|---|---|
| | WBL AM | WBL PM | NBL/T/R AM | NBL/T/R PM | SBL/T/R AM | SBL/T/R PM | NBL AM | NBL PM |
| ***Existing Conditions*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 8.5 | 9.3 | 15.0 | 23.7 | 9.7 | 11.9 | | |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | | |
| Volume (vph) | 5 | 10 | 13 | 20 | 19 | 44 | | |
| Volume (vphpl ) | 5 | 10 | 13 | 20 | 19 | 44 | | |
| Avg. Queue (veh/ln.) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Avg. Queue[2] (ft./ln) | 0 | 1 | 1 | 3 | 1 | 4 | | |
| 95th %. Queue (veh/ln.) | 1 | 1 | 1 | 1 | 1 | 1 | | |
| 95th %. Queue (ft./ln) | 25 | 25 | 25 | 25 | 25 | 25 | | |
| Storage (ft./ ln.) | 150 | 150 | 100 | 100 | 100 | 100 | | |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | | |
| ***Background Conditions*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 8.8 | 9.7 | 17.3 | 30.5 | 10.6 | 13.3 | | |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | | |
| Volume (vph) | 5 | 10 | 13 | 20 | 19 | 44 | | |
| Volume (vphpl ) | 5 | 10 | 13 | 20 | 19 | 44 | | |
| Avg. Queue (veh/ln.) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Avg. Queue[2] (ft./ln) | 0 | 1 | 2 | 4 | 1 | 4 | | |
| 95th %. Queue (veh/ln.) | 1 | 1 | 1 | 1 | 1 | 1 | | |
| 95th %. Queue (ft./ln) | 25 | 25 | 25 | 25 | 25 | 25 | | |
| Storage (ft./ ln.) | 150 | 150 | 100 | 100 | 100 | 100 | | |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | | |
| ***Background Plus Project Conditions*** | | | | | | | | |
| Cycle/Delay[1] (sec) | 8.9 | 9.7 | 16.7 | 29.7 | 10.7 | 13.3 | 7.3 | 7.3 |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vph) | 9 | 14 | 17 | 29 | 25 | 55 | 8 | 7 |
| Volume (vphpl ) | 9 | 14 | 17 | 29 | 25 | 55 | 8 | 7 |
| Avg. Queue (veh/ln.) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avg. Queue[2] (ft./ln) | 1 | 1 | 2 | 6 | 2 | 5 | 0 | 0 |
| 95th %. Queue (veh/ln.) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln) | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 150 | 150 | 100 | 100 | 100 | 100 | 25 | 25 |
| Adequate (Y/N) | 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.

## Recommendations

- Red curb equal to a minimum of one car length north of the proposed project garage driveway should be implemented to provide adequate sight distance.
- The on-site drive aisles are shown to provide two-way access and must therefore provide a minimum 26-foot width to meet City standards or work with the City to obtain approval for the reduced 24-foot drive aisle widths.
- A minimum 18-foot travel way should be provided along the circular drive aisle to allow vehicles to bypass vehicles that may be stopped while dropping-off/picking up passengers.
- Due to height limitations of the on-site parking garage, the use of the delivery space within the garage must be restricted to small vans. The drive aisle leading to the delivery space as proposed, provides no space for a vehicle to back-in or back out of the delivery space. A turn-around space should be provided near the delivery space.
- The project is proposing a new freight loading zone along its San Carlos Street frontage. However, the City is not supportive of a new loading zone along San Carlos Street. Truck deliveries may utilize an existing 20-foot freight loading zone located along the west side of Gifford Avenue, approximately 25 feet south of the project. The project should work with the City to determine if a new on-street freight loading zone is needed.
- The project should make a contribution to area-wide multi-modal improvements due to the lack of crosswalks along San Carlos Street. The improvements could include the installation of a crosswalk with red-flashing beacons (RFBs) at the Gifford Avenue/San Carlos Street intersection or the signalization of the Josefa Street/San Carlos Street intersection. The project applicant should work with City staff to determine the feasibility of implementing a single crosswalk across San Carlos Street on either the west or east side of Gifford Avenue.
- The existing sidewalk along the San Carlos Street project frontage, which measures approximately 10 feet wide, should be widened to provide a minimum of 15 feet per the City (16 feet to meet the City's recommended sidewalk widths for Grand Boulevards). The existing 4-foot wide sidewalk along Gifford Avenue should be widened to at least 10 feet wide per the recommended Complete Streets Design Standards and Guidelines.

# Gifford Assisted Living Development LTA

## Technical Appendices

November 13, 2020

# Appendix A

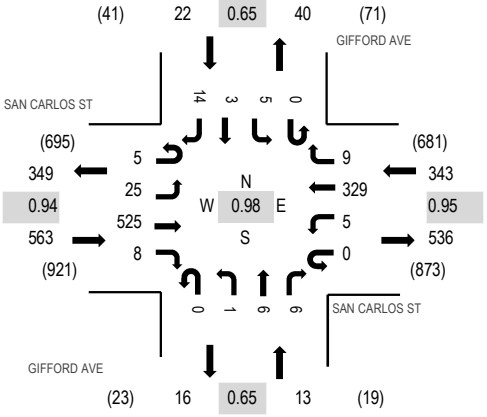
## Turning Movement Counts

All Traffic Data Services Inc.

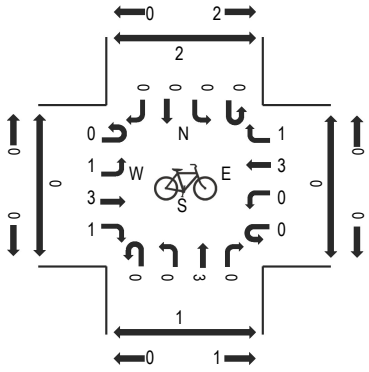
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 GIFFORD AVE & SAN CARLOS ST AM
**Date:** Thursday, October 17, 2019
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

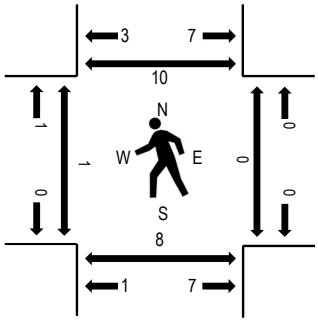
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | GIFFORD AVE Northbound | | | | GIFFORD 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 | 2 | 2 | 43 | 0 | 0 | 0 | 70 | 3 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 2 | 128 | 729 | 0 | 0 | 2 | 2 |
| 7:15 AM | 1 | 7 | 62 | 1 | 0 | 0 | 91 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 168 | 839 | 0 | 0 | 1 | 1 |
| 7:30 AM | 0 | 7 | 95 | 0 | 1 | 0 | 94 | 3 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 207 | 911 | 0 | 0 | 1 | 4 |
| 7:45 AM | 1 | 8 | 112 | 2 | 0 | 1 | 90 | 4 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 2 | 226 | 941 | 1 | 0 | 3 | 2 |
| 8:00 AM | 1 | 10 | 123 | 2 | 0 | 0 | 85 | 2 | 0 | 0 | 3 | 2 | 0 | 4 | 1 | 5 | 238 | 933 | 0 | 0 | 2 | 3 |
| 8:15 AM | 1 | 3 | 146 | 3 | 0 | 2 | 75 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 240 | | 0 | 0 | 2 | 1 |
| 8:30 AM | 2 | 4 | 144 | 1 | 0 | 2 | 79 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 237 | | 0 | 0 | 1 | 4 |
| 8:45 AM | 1 | 7 | 128 | 2 | 0 | 1 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 218 | | 0 | 0 | 4 | 0 |

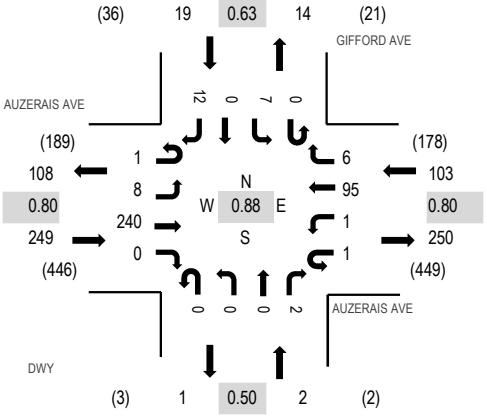
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 5 | 25 | 505 | 8 | 0 | 5 | 308 | 9 | 0 | 1 | 6 | 6 | 0 | 5 | 3 | 14 | 900 |
| Mediums | 0 | 0 | 19 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Total | 5 | 25 | 525 | 8 | 0 | 5 | 329 | 9 | 0 | 1 | 6 | 6 | 0 | 5 | 3 | 14 | 941 |

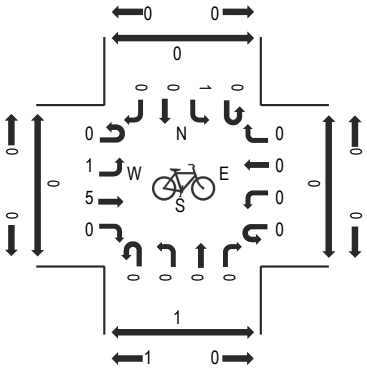
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 DWY & AUZERAIS AVE AM
**Date:** Thursday, October 17, 2019
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

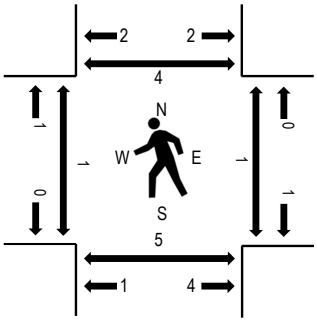
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | AUZERAIS AVE Eastbound | | | | AUZERAIS AVE Westbound | | | | DWY Northbound | | | | GIFFORD 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 | 41 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 61 | 313 | 0 | 0 | 3 | 0 |
| 7:15 AM | 0 | 2 | 49 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 73 | 358 | 0 | 0 | 0 | 3 |
| 7:30 AM | 0 | 1 | 52 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 82 | 373 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 56 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 97 | 371 | 0 | 0 | 2 | 2 |
| 8:00 AM | 0 | 3 | 76 | 0 | 1 | 1 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 106 | 349 | 1 | 1 | 3 | 1 |
| 8:15 AM | 1 | 3 | 56 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 88 | | 0 | 0 | 0 | 1 |
| 8:30 AM | 2 | 2 | 51 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 80 | | 2 | 2 | 3 | 3 |
| 8:45 AM | 0 | 1 | 48 | 0 | 0 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 75 | | 1 | 0 | 3 | 1 |

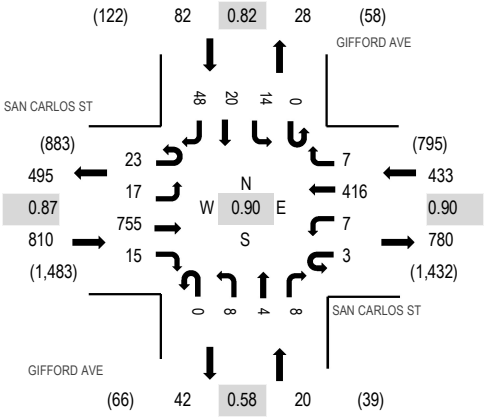
## Peak Rolling Hour Flow Rates

| 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 1 | 8 | 230 | 0 | 1 | 1 | 89 | 6 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 12 | 357 |
| Mediums | 0 | 0 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 1 | 8 | 240 | 0 | 1 | 1 | 95 | 6 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 12 | 373 |

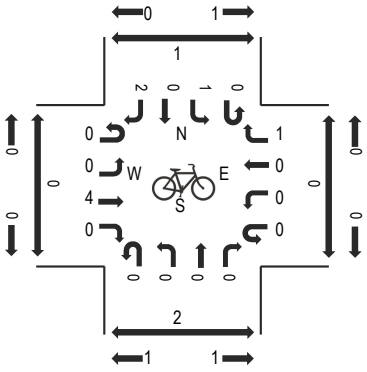
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 GIFFORD AVE & SAN CARLOS ST PM
**Date:** Thursday, October 17, 2019
**Peak Hour:** 04:45 PM - 05:45 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

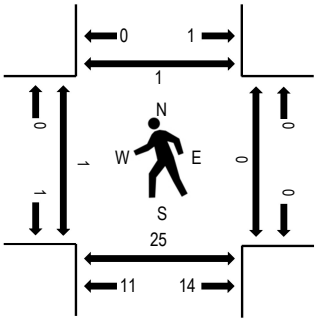
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | SAN CARLOS ST Eastbound | | | | SAN CARLOS ST Westbound | | | | GIFFORD AVE Northbound | | | | GIFFORD 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 | 8 | 5 | 131 | 4 | 3 | 1 | 61 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 5 | 226 | 1,103 | 0 | 0 | 2 | 0 |
| 4:15 PM | 1 | 5 | 176 | 2 | 1 | 0 | 84 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 7 | 281 | 1,179 | 1 | 0 | 1 | 2 |
| 4:30 PM | 4 | 6 | 143 | 3 | 1 | 8 | 112 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 6 | 290 | 1,263 | 0 | 0 | 0 | 2 |
| 4:45 PM | 11 | 3 | 159 | 4 | 1 | 1 | 103 | 1 | 0 | 4 | 0 | 4 | 0 | 5 | 1 | 9 | 306 | 1,345 | 0 | 0 | 1 | 0 |
| 5:00 PM | 4 | 3 | 166 | 5 | 0 | 2 | 90 | 1 | 0 | 3 | 1 | 2 | 0 | 2 | 5 | 18 | 302 | 1,336 | 0 | 0 | 5 | 0 |
| 5:15 PM | 4 | 2 | 212 | 3 | 1 | 3 | 109 | 3 | 0 | 0 | 3 | 1 | 0 | 3 | 9 | 12 | 365 | | 0 | 0 | 7 | 0 |
| 5:30 PM | 4 | 9 | 218 | 3 | 1 | 1 | 114 | 2 | 0 | 1 | 0 | 1 | 0 | 4 | 5 | 9 | 372 | | 1 | 0 | 12 | 1 |
| 5:45 PM | 2 | 4 | 176 | 3 | 1 | 1 | 86 | 2 | 0 | 1 | 3 | 5 | 0 | 2 | 2 | 9 | 297 | | 1 | 0 | 5 | 4 |

## Peak Rolling Hour Flow Rates

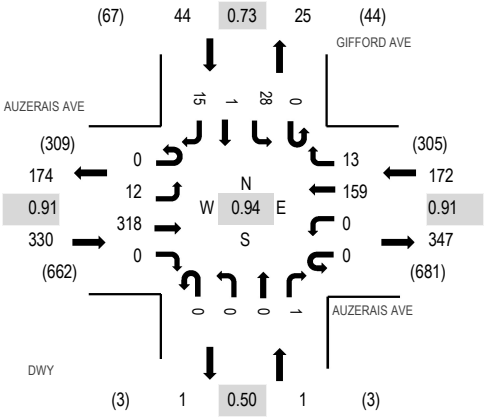
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 23 | 16 | 739 | 15 | 3 | 7 | 402 | 7 | 0 | 6 | 4 | 8 | 0 | 13 | 20 | 48 | 1,311 |
| Mediums | 0 | 1 | 16 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 34 |
| Total | 23 | 17 | 755 | 15 | 3 | 7 | 416 | 7 | 0 | 8 | 4 | 8 | 0 | 14 | 20 | 48 | 1,345 |

All Traffic Data Services Inc.

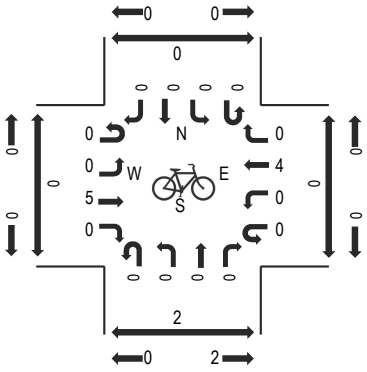
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 DWY & AUZERAIS AVE PM
**Date:** Thursday, October 17, 2019
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 04:30 PM - 04:45 PM

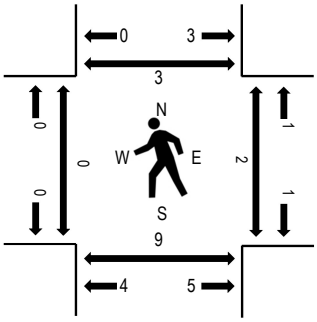
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | AUZERAIS AVE Eastbound | | | | AUZERAIS AVE Westbound | | | | DWY Northbound | | | | GIFFORD 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 | 1 | 77 | 0 | 0 | 1 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 116 | 515 | 0 | 1 | 1 | 0 |
| 4:15 PM | 0 | 5 | 87 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 119 | 540 | 0 | 0 | 6 | 2 |
| 4:30 PM | 0 | 6 | 92 | 0 | 0 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 145 | 547 | 0 | 0 | 2 | 1 |
| 4:45 PM | 0 | 3 | 79 | 0 | 0 | 0 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 135 | 525 | 0 | 2 | 6 | 1 |
| 5:00 PM | 0 | 2 | 84 | 0 | 0 | 0 | 40 | 3 | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 3 | 141 | 522 | 0 | 0 | 1 | 1 |
| 5:15 PM | 0 | 1 | 63 | 0 | 0 | 0 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 126 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 82 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 123 | | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 3 | 77 | 0 | 0 | 1 | 39 | 5 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 132 | | 0 | 0 | 1 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 0 | 10 | 313 | 0 | 0 | 0 | 153 | 13 | 0 | 0 | 0 | 1 | 0 | 28 | 1 | 15 | 534 |
| Mediums | 0 | 2 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 12 | 318 | 0 | 0 | 0 | 159 | 13 | 0 | 0 | 0 | 1 | 0 | 28 | 1 | 15 | 547 |

# Appendix B

## Volumes Summary

Intersection Number: 1
Traffix Node Number: 101
Intersection Name: Gifford Avenue and San Carlos Street
Peak Hour: AM
Count Date: 10/17/19

| | 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** | **14** | **3** | **5** | **9** | **329** | **5** | **6** | **6** | **1** | **8** | **525** | **30** | **941** |
| ATI | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 168 |
| **Background Conditions** | **14** | **3** | **5** | **9** | **376** | **5** | **6** | **6** | **1** | **8** | **646** | **30** | **1109** |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 1 | 2 | 0 | 0 | 10 |
| **Background Plus Project Conditions** | **14** | **3** | **5** | **9** | **376** | **9** | **9** | **6** | **2** | **10** | **646** | **30** | **1119** |

Intersection Number: 2
Traffix Node Number: 102
Intersection Name: Gifford Avenue and Auzerais Avenue
Peak Hour: AM
Count Date: 10/17/19

| | 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** | **12** | **0** | **7** | **6** | **95** | **2** | **2** | **0** | **0** | **0** | **240** | **9** | **373** |
| ATI | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 154 |
| **Background Conditions** | **12** | **0** | **7** | **6** | **165** | **2** | **2** | **0** | **0** | **0** | **324** | **9** | **527** |
| Project Trips | 4 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 14 |
| **Background Plus Project Conditions** | **16** | **0** | **9** | **9** | **165** | **2** | **2** | **0** | **0** | **0** | **324** | **14** | **541** |

Intersection Number: 3
Traffix Node Number: 3446
Intersection Name: Delmas Avenue and San Carlos Street
Peak Hour: AM
Count Date: 2/6/19

| | 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** | **64** | **149** | **63** | **0** | **306** | **21** | **0** | **0** | **0** | **74** | **543** | **0** | **1220** |
| ATI | 10 | 29 | 73 | 0 | 37 | 16 | 0 | 0 | 0 | 22 | 99 | 0 | 286 |
| **Background Conditions** | **74** | **178** | **136** | **0** | **343** | **37** | **0** | **0** | **0** | **96** | **642** | **0** | **1506** |
| Project Trips | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |
| **Background Plus Project Conditions** | **78** | **178** | **136** | **0** | **344** | **37** | **0** | **0** | **0** | **96** | **645** | **0** | **1514** |

Intersection Number: 4
Traffix Node Number: 3267
Intersection Name: Delmas Avenue and Auzerais Avenue
Peak Hour: AM
Count Date: 2/6/19

| | 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** | **22** | **187** | **58** | **0** | **86** | **23** | **0** | **0** | **0** | **166** | **75** | **0** | **617** |
| ATI | 32 | 42 | 44 | 0 | 38 | 5 | 0 | 0 | 0 | 33 | 51 | 0 | 245 |
| **Background Conditions** | **54** | **229** | **102** | **0** | **124** | **28** | **0** | **0** | **0** | **199** | **126** | **0** | **862** |
| Project Trips | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 6 |
| **Background Plus Project Conditions** | **54** | **229** | **102** | **0** | **127** | **28** | **0** | **0** | **0** | **201** | **127** | **0** | **868** |

Intersection Number: 1
Traffix Node Number: 101
Intersection Name: Gifford Avenue and San Carlos Street
Peak Hour: PM
Count Date: 10/17/19

| | 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** | **48** | **20** | **14** | **7** | **416** | **10** | **8** | **4** | **8** | **15** | **755** | **40** | **1345** |
| ATI | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 204 |
| **Background Conditions** | **48** | **20** | **14** | **7** | **505** | **10** | **8** | **4** | **8** | **15** | **870** | **40** | **1549** |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 3 | 2 | 0 | 0 | 15 |
| **Background Plus Project Conditions** | **48** | **20** | **14** | **7** | **505** | **14** | **14** | **4** | **11** | **17** | **870** | **40** | **1564** |

Intersection Number: 2
Traffix Node Number: 102
Intersection Name: Gifford Avenue and Auzerais Avenue
Peak Hour: PM
Count Date: 10/17/19

| | 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** | **15** | **1** | **28** | **13** | **159** | **0** | **1** | **0** | **0** | **0** | **318** | **12** | **547** |
| ATI | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 117 |
| **Background Conditions** | **15** | **1** | **28** | **13** | **225** | **0** | **1** | **0** | **0** | **0** | **369** | **12** | **664** |
| Project Trips | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 |
| **Background Plus Project Conditions** | **22** | **1** | **32** | **16** | **225** | **0** | **1** | **0** | **0** | **0** | **369** | **17** | **683** |

Intersection Number: 3
Traffix Node Number: 3446
Intersection Name: Delmas Avenue and San Carlos Street
Peak Hour: PM
Count Date: 2/6/19

| | 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** | **104** | **462** | **32** | **0** | **382** | **63** | **0** | **0** | **0** | **126** | **633** | **0** | **1802** |
| ATI | 4 | 62 | 31 | 0 | 85 | 134 | 0 | 0 | 0 | 41 | 74 | 0 | 431 |
| **Background Conditions** | **108** | **524** | **63** | **0** | **467** | **197** | **0** | **0** | **0** | **167** | **707** | **0** | **2233** |
| Project Trips | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 |
| **Background Plus Project Conditions** | **111** | **524** | **63** | **0** | **468** | **197** | **0** | **0** | **0** | **167** | **713** | **0** | **2243** |

Intersection Number: 4
Traffix Node Number: 3267
Intersection Name: Delmas Avenue and Auzerais Avenue
Peak Hour: PM
Count Date: 2/6/19

| | 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** | **31** | **519** | **95** | **0** | **127** | **68** | **0** | **0** | **0** | **205** | **194** | **0** | **1239** |
| ATI | 22 | 173 | 55 | 0 | 44 | 14 | 0 | 0 | 0 | 19 | 32 | 0 | 359 |
| **Background Conditions** | **53** | **692** | **150** | **0** | **171** | **82** | **0** | **0** | **0** | **224** | **226** | **0** | **1598** |
| Project Trips | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 7 |
| **Background Plus Project Conditions** | **53** | **692** | **150** | **0** | **174** | **82** | **0** | **0** | **0** | **227** | **227** | **0** | **1605** |

# Appendix C

# Intersection Vehicle Queue Analysis

1. Sunset/Alum Rock
SBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.6390 | 0.6390 | 0 |
| 0.2862 | 0.9252 | 1 |
| 0.0641 | 0.9893 | 2 |
| 0.0096 | 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 |

1. Sunset/Alum Rock
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.6390 | 0.6390 | 0 |
| 0.2862 | 0.9252 | 1 |
| 0.0641 | 0.9893 | 2 |
| 0.0096 | 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 |

1. Sunset/Alum Rock
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.3
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0379 | 0.0379 | 0 |
| 0.1241 | 0.1620 | 1 |
| 0.2030 | 0.3650 | 2 |
| 0.2214 | 0.5865 | 3 |
| 0.1812 | 0.7676 | 4 |
| 0.1186 | 0.8862 | 5 |
| 0.0647 | 0.9509 | 6 |
| 0.0302 | 0.9811 | 7 |
| 0.0124 | 0.9934 | 8 |
| 0.0045 | 0.9979 | 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. Sunset/Alum Rock
SBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2274 | 0.2274 | 0 |
| 0.3368 | 0.5642 | 1 |
| 0.2494 | 0.8136 | 2 |
| 0.1231 | 0.9367 | 3 |
| 0.0456 | 0.9823 | 4 |
| 0.0135 | 0.9958 | 5 |
| 0.0033 | 0.9991 | 6 |
| 0.0007 | 0.9998 | 7 |
| 0.0001 | 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 |

1. Sunset/Alum Rock
SBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2274 | 0.2274 | 0 |
| 0.3368 | 0.5642 | 1 |
| 0.2494 | 0.8136 | 2 |
| 0.1231 | 0.9367 | 3 |
| 0.0456 | 0.9823 | 4 |
| 0.0135 | 0.9958 | 5 |
| 0.0033 | 0.9991 | 6 |
| 0.0007 | 0.9998 | 7 |
| 0.0001 | 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 |

1. Sunset/Alum Rock
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0298 | 0.0298 | 0 |
| 0.1047 | 0.1345 | 1 |
| 0.1839 | 0.3184 | 2 |
| 0.2154 | 0.5338 | 3 |
| 0.1892 | 0.7229 | 4 |
| 0.1329 | 0.8558 | 5 |
| 0.0778 | 0.9337 | 6 |
| 0.0391 | 0.9727 | 7 |
| 0.0172 | 0.9899 | 8 |
| 0.0067 | 0.9966 | 9 |
| 0.0024 | 0.9989 | 10 |
| 0.0008 | 0.9997 | 11 |
| 0.0002 | 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. Sunset/Alum Rock
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.3683 | 0.3683 | 0 |
| 0.3679 | 0.7362 | 1 |
| 0.1837 | 0.9199 | 2 |
| 0.0612 | 0.9811 | 3 |
| 0.0153 | 0.9964 | 4 |
| 0.0031 | 0.9994 | 5 |
| 0.0005 | 0.9999 | 6 |
| 0.0001 | 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 |

1. Sunset/Alum Rock
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.3683 | 0.3683 | 0 |
| 0.3679 | 0.7362 | 1 |
| 0.1837 | 0.9199 | 2 |
| 0.0612 | 0.9811 | 3 |
| 0.0153 | 0.9964 | 4 |
| 0.0031 | 0.9994 | 5 |
| 0.0005 | 0.9999 | 6 |
| 0.0001 | 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 |

1. Sunset/Alum Rock
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2701 | 0.2701 | 0 |
| 0.3536 | 0.6237 | 1 |
| 0.2314 | 0.8551 | 2 |
| 0.1010 | 0.9560 | 3 |
| 0.0330 | 0.9890 | 4 |
| 0.0086 | 0.9977 | 5 |
| 0.0019 | 0.9996 | 6 |
| 0.0004 | 0.9999 | 7 |
| 0.0001 | 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 |

1. Sunset/Alum Rock
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1066 | 0.1066 | 0 |
| 0.2386 | 0.3452 | 1 |
| 0.2671 | 0.6123 | 2 |
| 0.1993 | 0.8117 | 3 |
| 0.1116 | 0.9232 | 4 |
| 0.0500 | 0.9732 | 5 |
| 0.0186 | 0.9918 | 6 |
| 0.0060 | 0.9978 | 7 |
| 0.0017 | 0.9995 | 8 |
| 0.0004 | 0.9999 | 9 |
| 0.0001 | 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. Sunset/Alum Rock
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1066 | 0.1066 | 0 |
| 0.2386 | 0.3452 | 1 |
| 0.2671 | 0.6123 | 2 |
| 0.1993 | 0.8117 | 3 |
| 0.1116 | 0.9232 | 4 |
| 0.0500 | 0.9732 | 5 |
| 0.0186 | 0.9918 | 6 |
| 0.0060 | 0.9978 | 7 |
| 0.0017 | 0.9995 | 8 |
| 0.0004 | 0.9999 | 9 |
| 0.0001 | 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. Sunset/Alum Rock
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0466 | 0.0466 | 0 |
| 0.1429 | 0.1896 | 1 |
| 0.2191 | 0.4087 | 2 |
| 0.2239 | 0.6325 | 3 |
| 0.1716 | 0.8041 | 4 |
| 0.1052 | 0.9093 | 5 |
| 0.0537 | 0.9631 | 6 |
| 0.0235 | 0.9866 | 7 |
| 0.0090 | 0.9956 | 8 |
| 0.0031 | 0.9987 | 9 |
| 0.0009 | 0.9997 | 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 |

2. Jose Figueres/Alum Rock
SBL/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 9.1
Percentile = 0.95 14

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0001 | 0.0001 | 0 |
| 0.0010 | 0.0011 | 1 |
| 0.0045 | 0.0056 | 2 |
| 0.0138 | 0.0194 | 3 |
| 0.0314 | 0.0508 | 4 |
| 0.0573 | 0.1081 | 5 |
| 0.0872 | 0.1954 | 6 |
| 0.1138 | 0.3091 | 7 |
| 0.1298 | 0.4389 | 8 |
| 0.1316 | 0.5706 | 9 |
| 0.1202 | 0.6907 | 10 |
| 0.0997 | 0.7904 | 11 |
| 0.0758 | 0.8663 | 12 |
| 0.0533 | 0.9195 | 13 |
| 0.0347 | 0.9542 | 14 |
| 0.0211 | 0.9754 | 15 |
| 0.0121 | 0.9874 | 16 |
| 0.0065 | 0.9939 | 17 |
| 0.0033 | 0.9972 | 18 |
| 0.0016 | 0.9988 | 19 |
| 0.0007 | 0.9995 | 20 |
| 0.0003 | 0.9998 | 21 |
| 0.0001 | 0.9999 | 22 |
| 0.0001 | 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. Jose Figueres/Alum Rock
SBL/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 9.1
Percentile = 0.95 14

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0001 | 0.0001 | 0 |
| 0.0010 | 0.0011 | 1 |
| 0.0045 | 0.0056 | 2 |
| 0.0138 | 0.0194 | 3 |
| 0.0314 | 0.0508 | 4 |
| 0.0573 | 0.1081 | 5 |
| 0.0872 | 0.1954 | 6 |
| 0.1138 | 0.3091 | 7 |
| 0.1298 | 0.4389 | 8 |
| 0.1316 | 0.5706 | 9 |
| 0.1202 | 0.6907 | 10 |
| 0.0997 | 0.7904 | 11 |
| 0.0758 | 0.8663 | 12 |
| 0.0533 | 0.9195 | 13 |
| 0.0347 | 0.9542 | 14 |
| 0.0211 | 0.9754 | 15 |
| 0.0121 | 0.9874 | 16 |
| 0.0065 | 0.9939 | 17 |
| 0.0033 | 0.9972 | 18 |
| 0.0016 | 0.9988 | 19 |
| 0.0007 | 0.9995 | 20 |
| 0.0003 | 0.9998 | 21 |
| 0.0001 | 0.9999 | 22 |
| 0.0001 | 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. Jose Figueres/Alum Rock
SBL/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.1
Percentile = 0.95 18

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0001 | 0.0001 | 1 |
| 0.0004 | 0.0005 | 2 |
| 0.0017 | 0.0022 | 3 |
| 0.0051 | 0.0073 | 4 |
| 0.0123 | 0.0196 | 5 |
| 0.0248 | 0.0444 | 6 |
| 0.0427 | 0.0871 | 7 |
| 0.0643 | 0.1514 | 8 |
| 0.0862 | 0.2376 | 9 |
| 0.1039 | 0.3414 | 10 |
| 0.1138 | 0.4553 | 11 |
| 0.1144 | 0.5696 | 12 |
| 0.1060 | 0.6757 | 13 |
| 0.0913 | 0.7670 | 14 |
| 0.0734 | 0.8404 | 15 |
| 0.0553 | 0.8957 | 16 |
| 0.0392 | 0.9349 | 17 |
| 0.0263 | 0.9611 | 18 |
| 0.0167 | 0.9778 | 19 |
| 0.0100 | 0.9879 | 20 |
| 0.0058 | 0.9936 | 21 |
| 0.0032 | 0.9968 | 22 |
| 0.0017 | 0.9984 | 23 |
| 0.0008 | 0.9993 | 24 |
| 0.0004 | 0.9997 | 25 |
| 0.0002 | 0.9999 | 26 |
| 0.0001 | 0.9999 | 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. Jose Figueres/Alum Rock
SBL/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 9.4
Percentile = 0.95 15

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0001 | 0.0001 | 0 |
| 0.0008 | 0.0009 | 1 |
| 0.0037 | 0.0046 | 2 |
| 0.0117 | 0.0163 | 3 |
| 0.0274 | 0.0437 | 4 |
| 0.0513 | 0.0951 | 5 |
| 0.0802 | 0.1752 | 6 |
| 0.1073 | 0.2825 | 7 |
| 0.1256 | 0.4081 | 8 |
| 0.1308 | 0.5389 | 9 |
| 0.1225 | 0.6615 | 10 |
| 0.1044 | 0.7658 | 11 |
| 0.0815 | 0.8473 | 12 |
| 0.0587 | 0.9060 | 13 |
| 0.0393 | 0.9453 | 14 |
| 0.0245 | 0.9699 | 15 |
| 0.0144 | 0.9842 | 16 |
| 0.0079 | 0.9922 | 17 |
| 0.0041 | 0.9963 | 18 |
| 0.0020 | 0.9983 | 19 |
| 0.0010 | 0.9993 | 20 |
| 0.0004 | 0.9997 | 21 |
| 0.0002 | 0.9999 | 22 |
| 0.0001 | 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. Jose Figueres/Alum Rock
SBL/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 9.4
Percentile = 0.95 15

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0001 | 0.0001 | 0 |
| 0.0008 | 0.0009 | 1 |
| 0.0037 | 0.0046 | 2 |
| 0.0117 | 0.0163 | 3 |
| 0.0274 | 0.0437 | 4 |
| 0.0513 | 0.0951 | 5 |
| 0.0802 | 0.1752 | 6 |
| 0.1073 | 0.2825 | 7 |
| 0.1256 | 0.4081 | 8 |
| 0.1308 | 0.5389 | 9 |
| 0.1225 | 0.6615 | 10 |
| 0.1044 | 0.7658 | 11 |
| 0.0815 | 0.8473 | 12 |
| 0.0587 | 0.9060 | 13 |
| 0.0393 | 0.9453 | 14 |
| 0.0245 | 0.9699 | 15 |
| 0.0144 | 0.9842 | 16 |
| 0.0079 | 0.9922 | 17 |
| 0.0041 | 0.9963 | 18 |
| 0.0020 | 0.9983 | 19 |
| 0.0010 | 0.9993 | 20 |
| 0.0004 | 0.9997 | 21 |
| 0.0002 | 0.9999 | 22 |
| 0.0001 | 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. Jose Figueres/Alum Rock
SBL/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.7
Percentile = 0.95 18

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0000 | 0.0000 | 0 |
| 0.0001 | 0.0001 | 1 |
| 0.0006 | 0.0007 | 2 |
| 0.0022 | 0.0029 | 3 |
| 0.0064 | 0.0093 | 4 |
| 0.0151 | 0.0243 | 5 |
| 0.0294 | 0.0537 | 6 |
| 0.0492 | 0.1029 | 7 |
| 0.0720 | 0.1749 | 8 |
| 0.0937 | 0.2685 | 9 |
| 0.1097 | 0.3782 | 10 |
| 0.1168 | 0.4950 | 11 |
| 0.1140 | 0.6090 | 12 |
| 0.1027 | 0.7116 | 13 |
| 0.0859 | 0.7975 | 14 |
| 0.0671 | 0.8646 | 15 |
| 0.0491 | 0.9136 | 16 |
| 0.0338 | 0.9474 | 17 |
| 0.0220 | 0.9694 | 18 |
| 0.0136 | 0.9830 | 19 |
| 0.0079 | 0.9909 | 20 |
| 0.0044 | 0.9954 | 21 |
| 0.0024 | 0.9977 | 22 |
| 0.0012 | 0.9989 | 23 |
| 0.0006 | 0.9995 | 24 |
| 0.0003 | 0.9998 | 25 |
| 0.0001 | 0.9999 | 26 |
| 0.0001 | 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. Jackson/Alum Rock
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.3
Percentile = 0.95 9

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0050 | 0.0050 | 0 |
| 0.0267 | 0.0317 | 1 |
| 0.0706 | 0.1023 | 2 |
| 0.1245 | 0.2268 | 3 |
| 0.1646 | 0.3913 | 4 |
| 0.1741 | 0.5654 | 5 |
| 0.1534 | 0.7188 | 6 |
| 0.1159 | 0.8348 | 7 |
| 0.0766 | 0.9114 | 8 |
| 0.0450 | 0.9564 | 9 |
| 0.0238 | 0.9803 | 10 |
| 0.0115 | 0.9917 | 11 |
| 0.0050 | 0.9968 | 12 |
| 0.0021 | 0.9988 | 13 |
| 0.0008 | 0.9996 | 14 |
| 0.0003 | 0.9999 | 15 |
| 0.0001 | 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. Jackson/Alum Rock
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0033 | 0.0033 | 0 |
| 0.0188 | 0.0221 | 1 |
| 0.0538 | 0.0759 | 2 |
| 0.1025 | 0.1783 | 3 |
| 0.1464 | 0.3248 | 4 |
| 0.1674 | 0.4922 | 5 |
| 0.1595 | 0.6517 | 6 |
| 0.1303 | 0.7820 | 7 |
| 0.0931 | 0.8751 | 8 |
| 0.0591 | 0.9342 | 9 |
| 0.0338 | 0.9680 | 10 |
| 0.0176 | 0.9856 | 11 |
| 0.0084 | 0.9939 | 12 |
| 0.0037 | 0.9976 | 13 |
| 0.0015 | 0.9991 | 14 |
| 0.0006 | 0.9997 | 15 |
| 0.0002 | 0.9999 | 16 |
| 0.0001 | 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. Jackson/Alum Rock
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.0
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0024 | 0.0024 | 0 |
| 0.0145 | 0.0169 | 1 |
| 0.0438 | 0.0607 | 2 |
| 0.0880 | 0.1487 | 3 |
| 0.1326 | 0.2814 | 4 |
| 0.1599 | 0.4412 | 5 |
| 0.1606 | 0.6018 | 6 |
| 0.1383 | 0.7401 | 7 |
| 0.1042 | 0.8444 | 8 |
| 0.0698 | 0.9142 | 9 |
| 0.0421 | 0.9562 | 10 |
| 0.0231 | 0.9793 | 11 |
| 0.0116 | 0.9909 | 12 |
| 0.0054 | 0.9962 | 13 |
| 0.0023 | 0.9985 | 14 |
| 0.0009 | 0.9995 | 15 |
| 0.0003 | 0.9998 | 16 |
| 0.0001 | 0.9999 | 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. Jackson/Alum Rock
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.1
Percentile = 0.95 9

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0064 | 0.0064 | 0 |
| 0.0322 | 0.0386 | 1 |
| 0.0815 | 0.1201 | 2 |
| 0.1373 | 0.2573 | 3 |
| 0.1735 | 0.4308 | 4 |
| 0.1754 | 0.6062 | 5 |
| 0.1478 | 0.7540 | 6 |
| 0.1067 | 0.8608 | 7 |
| 0.0675 | 0.9282 | 8 |
| 0.0379 | 0.9661 | 9 |
| 0.0192 | 0.9853 | 10 |
| 0.0088 | 0.9941 | 11 |
| 0.0037 | 0.9978 | 12 |
| 0.0014 | 0.9992 | 13 |
| 0.0005 | 0.9997 | 14 |
| 0.0002 | 0.9999 | 15 |
| 0.0001 | 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. Jackson/Alum Rock
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 0.95 9

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0053 | 0.0053 | 0 |
| 0.0279 | 0.0332 | 1 |
| 0.0729 | 0.1061 | 2 |
| 0.1273 | 0.2334 | 3 |
| 0.1667 | 0.4001 | 4 |
| 0.1745 | 0.5746 | 5 |
| 0.1523 | 0.7269 | 6 |
| 0.1139 | 0.8408 | 7 |
| 0.0746 | 0.9154 | 8 |
| 0.0434 | 0.9588 | 9 |
| 0.0227 | 0.9815 | 10 |
| 0.0108 | 0.9923 | 11 |
| 0.0047 | 0.9970 | 12 |
| 0.0019 | 0.9989 | 13 |
| 0.0007 | 0.9996 | 14 |
| 0.0002 | 0.9999 | 15 |
| 0.0001 | 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. Jackson/Alum Rock
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.0
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0025 | 0.0025 | 0 |
| 0.0149 | 0.0174 | 1 |
| 0.0448 | 0.0622 | 2 |
| 0.0895 | 0.1517 | 3 |
| 0.1341 | 0.2858 | 4 |
| 0.1608 | 0.4466 | 5 |
| 0.1606 | 0.6072 | 6 |
| 0.1375 | 0.7447 | 7 |
| 0.1031 | 0.8478 | 8 |
| 0.0686 | 0.9165 | 9 |
| 0.0412 | 0.9576 | 10 |
| 0.0224 | 0.9800 | 11 |
| 0.0112 | 0.9912 | 12 |
| 0.0052 | 0.9964 | 13 |
| 0.0022 | 0.9986 | 14 |
| 0.0009 | 0.9995 | 15 |
| 0.0003 | 0.9998 | 16 |
| 0.0001 | 0.9999 | 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. I-680 SB Ramps/Alum Rock
SBT/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0424 | 0.0424 | 0 |
| 0.1341 | 0.1765 | 1 |
| 0.2118 | 0.3884 | 2 |
| 0.2231 | 0.6115 | 3 |
| 0.1763 | 0.7877 | 4 |
| 0.1114 | 0.8991 | 5 |
| 0.0587 | 0.9578 | 6 |
| 0.0265 | 0.9843 | 7 |
| 0.0105 | 0.9947 | 8 |
| 0.0037 | 0.9984 | 9 |
| 0.0012 | 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 |

4. I-680 SB Ramps/Alum Rock
SBT/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0417 | 0.0417 | 0 |
| 0.1324 | 0.1741 | 1 |
| 0.2104 | 0.3846 | 2 |
| 0.2229 | 0.6075 | 3 |
| 0.1771 | 0.7846 | 4 |
| 0.1125 | 0.8971 | 5 |
| 0.0596 | 0.9567 | 6 |
| 0.0271 | 0.9838 | 7 |
| 0.0107 | 0.9945 | 8 |
| 0.0038 | 0.9983 | 9 |
| 0.0012 | 0.9995 | 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 |

4. I-680 SB Ramps/Alum Rock
SBT/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0312 | 0.0312 | 0 |
| 0.1082 | 0.1395 | 1 |
| 0.1876 | 0.3271 | 2 |
| 0.2168 | 0.5438 | 3 |
| 0.1879 | 0.7317 | 4 |
| 0.1303 | 0.8620 | 5 |
| 0.0753 | 0.9373 | 6 |
| 0.0373 | 0.9745 | 7 |
| 0.0162 | 0.9907 | 8 |
| 0.0062 | 0.9969 | 9 |
| 0.0022 | 0.9991 | 10 |
| 0.0007 | 0.9997 | 11 |
| 0.0002 | 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 |

4. I-680 SB Ramps/Alum Rock
SBT/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.9
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0195 | 0.0195 | 0 |
| 0.0768 | 0.0964 | 1 |
| 0.1512 | 0.2476 | 2 |
| 0.1984 | 0.4461 | 3 |
| 0.1953 | 0.6413 | 4 |
| 0.1537 | 0.7950 | 5 |
| 0.1008 | 0.8959 | 6 |
| 0.0567 | 0.9526 | 7 |
| 0.0279 | 0.9805 | 8 |
| 0.0122 | 0.9927 | 9 |
| 0.0048 | 0.9975 | 10 |
| 0.0017 | 0.9992 | 11 |
| 0.0006 | 0.9998 | 12 |
| 0.0002 | 0.9999 | 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. I-680 SB Ramps/Alum Rock
SBT/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0188 | 0.0188 | 0 |
| 0.0748 | 0.0936 | 1 |
| 0.1486 | 0.2422 | 2 |
| 0.1967 | 0.4389 | 3 |
| 0.1953 | 0.6343 | 4 |
| 0.1552 | 0.7895 | 5 |
| 0.1027 | 0.8922 | 6 |
| 0.0583 | 0.9505 | 7 |
| 0.0289 | 0.9795 | 8 |
| 0.0128 | 0.9922 | 9 |
| 0.0051 | 0.9973 | 10 |
| 0.0018 | 0.9991 | 11 |
| 0.0006 | 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 |

4. I-680 SB Ramps/Alum Rock
SBT/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.8
Percentile = 0.95 9

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0085 | 0.0085 | 0 |
| 0.0406 | 0.0491 | 1 |
| 0.0967 | 0.1457 | 2 |
| 0.1536 | 0.2993 | 3 |
| 0.1830 | 0.4823 | 4 |
| 0.1745 | 0.6568 | 5 |
| 0.1386 | 0.7954 | 6 |
| 0.0944 | 0.8898 | 7 |
| 0.0562 | 0.9461 | 8 |
| 0.0298 | 0.9759 | 9 |
| 0.0142 | 0.9901 | 10 |
| 0.0062 | 0.9962 | 11 |
| 0.0024 | 0.9987 | 12 |
| 0.0009 | 0.9996 | 13 |
| 0.0003 | 0.9999 | 14 |
| 0.0001 | 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 |

5. I-680 NB Ramps/Alum Rock
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.3
Percentile = 0.95 9

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0051 | 0.0051 | 0 |
| 0.0271 | 0.0322 | 1 |
| 0.0713 | 0.1035 | 2 |
| 0.1254 | 0.2289 | 3 |
| 0.1652 | 0.3941 | 4 |
| 0.1742 | 0.5683 | 5 |
| 0.1531 | 0.7214 | 6 |
| 0.1153 | 0.8367 | 7 |
| 0.0760 | 0.9127 | 8 |
| 0.0445 | 0.9572 | 9 |
| 0.0235 | 0.9807 | 10 |
| 0.0112 | 0.9919 | 11 |
| 0.0049 | 0.9969 | 12 |
| 0.0020 | 0.9989 | 13 |
| 0.0008 | 0.9996 | 14 |
| 0.0003 | 0.9999 | 15 |
| 0.0001 | 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 |

5. I-680 NB Ramps/Alum Rock
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.4
Percentile = 0.95 9

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0046 | 0.0046 | 0 |
| 0.0248 | 0.0294 | 1 |
| 0.0667 | 0.0960 | 2 |
| 0.1196 | 0.2156 | 3 |
| 0.1608 | 0.3764 | 4 |
| 0.1731 | 0.5495 | 5 |
| 0.1552 | 0.7047 | 6 |
| 0.1193 | 0.8240 | 7 |
| 0.0802 | 0.9042 | 8 |
| 0.0480 | 0.9522 | 9 |
| 0.0258 | 0.9780 | 10 |
| 0.0126 | 0.9906 | 11 |
| 0.0057 | 0.9963 | 12 |
| 0.0023 | 0.9986 | 13 |
| 0.0009 | 0.9995 | 14 |
| 0.0003 | 0.9998 | 15 |
| 0.0001 | 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 |

5. I-680 NB Ramps/Alum Rock
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.0
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0026 | 0.0026 | 0 |
| 0.0154 | 0.0180 | 1 |
| 0.0459 | 0.0639 | 2 |
| 0.0911 | 0.1550 | 3 |
| 0.1357 | 0.2907 | 4 |
| 0.1617 | 0.4524 | 5 |
| 0.1606 | 0.6130 | 6 |
| 0.1367 | 0.7497 | 7 |
| 0.1018 | 0.8515 | 8 |
| 0.0674 | 0.9189 | 9 |
| 0.0402 | 0.9591 | 10 |
| 0.0218 | 0.9808 | 11 |
| 0.0108 | 0.9916 | 12 |
| 0.0050 | 0.9966 | 13 |
| 0.0021 | 0.9987 | 14 |
| 0.0008 | 0.9995 | 15 |
| 0.0003 | 0.9998 | 16 |
| 0.0001 | 0.9999 | 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 |

5. I-680 NB Ramps/Alum Rock
NBL
PM
Existing 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 |

5. I-680 NB Ramps/Alum Rock
NBL
PM
Background 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 |

5. I-680 NB Ramps/Alum Rock
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.6
Percentile = 0.95 10

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0036 | 0.0036 | 0 |
| 0.0201 | 0.0237 | 1 |
| 0.0568 | 0.0805 | 2 |
| 0.1066 | 0.1870 | 3 |
| 0.1501 | 0.3371 | 4 |
| 0.1691 | 0.5062 | 5 |
| 0.1588 | 0.6650 | 6 |
| 0.1278 | 0.7927 | 7 |
| 0.0900 | 0.8827 | 8 |
| 0.0563 | 0.9390 | 9 |
| 0.0317 | 0.9707 | 10 |
| 0.0162 | 0.9870 | 11 |
| 0.0076 | 0.9946 | 12 |
| 0.0033 | 0.9979 | 13 |
| 0.0013 | 0.9992 | 14 |
| 0.0005 | 0.9997 | 15 |
| 0.0002 | 0.9999 | 16 |
| 0.0001 | 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 |

7. King/Alum Rock
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2274 | 0.2274 | 0 |
| 0.3368 | 0.5642 | 1 |
| 0.2494 | 0.8136 | 2 |
| 0.1231 | 0.9367 | 3 |
| 0.0456 | 0.9823 | 4 |
| 0.0135 | 0.9958 | 5 |
| 0.0033 | 0.9991 | 6 |
| 0.0007 | 0.9998 | 7 |
| 0.0001 | 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 |

7. King/Alum Rock
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.2122 | 0.2122 | 0 |
| 0.3290 | 0.5412 | 1 |
| 0.2550 | 0.7962 | 2 |
| 0.1317 | 0.9279 | 3 |
| 0.0510 | 0.9790 | 4 |
| 0.0158 | 0.9948 | 5 |
| 0.0041 | 0.9989 | 6 |
| 0.0009 | 0.9998 | 7 |
| 0.0002 | 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 |

7. King/Alum Rock
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1849 | 0.1849 | 0 |
| 0.3121 | 0.4971 | 1 |
| 0.2634 | 0.7604 | 2 |
| 0.1482 | 0.9086 | 3 |
| 0.0625 | 0.9712 | 4 |
| 0.0211 | 0.9923 | 5 |
| 0.0059 | 0.9982 | 6 |
| 0.0014 | 0.9996 | 7 |
| 0.0003 | 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 |

7. King/Alum Rock
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0516 | 0.0516 | 0 |
| 0.1530 | 0.2046 | 1 |
| 0.2267 | 0.4313 | 2 |
| 0.2240 | 0.6553 | 3 |
| 0.1660 | 0.8213 | 4 |
| 0.0984 | 0.9197 | 5 |
| 0.0486 | 0.9683 | 6 |
| 0.0206 | 0.9889 | 7 |
| 0.0076 | 0.9965 | 8 |
| 0.0025 | 0.9990 | 9 |
| 0.0007 | 0.9997 | 10 |
| 0.0002 | 0.9999 | 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 |

7. King/Alum Rock
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0417 | 0.0417 | 0 |
| 0.1324 | 0.1741 | 1 |
| 0.2104 | 0.3846 | 2 |
| 0.2229 | 0.6075 | 3 |
| 0.1771 | 0.7846 | 4 |
| 0.1125 | 0.8971 | 5 |
| 0.0596 | 0.9567 | 6 |
| 0.0271 | 0.9838 | 7 |
| 0.0107 | 0.9945 | 8 |
| 0.0038 | 0.9983 | 9 |
| 0.0012 | 0.9995 | 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 |

7. King/Alum Rock
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0307 | 0.0307 | 0 |
| 0.1070 | 0.1377 | 1 |
| 0.1863 | 0.3239 | 2 |
| 0.2163 | 0.5402 | 3 |
| 0.1884 | 0.7286 | 4 |
| 0.1312 | 0.8598 | 5 |
| 0.0762 | 0.9360 | 6 |
| 0.0379 | 0.9739 | 7 |
| 0.0165 | 0.9904 | 8 |
| 0.0064 | 0.9968 | 9 |
| 0.0022 | 0.9990 | 10 |
| 0.0007 | 0.9997 | 11 |
| 0.0002 | 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 |

7. King/Alum Rock
NBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0298 | 0.0298 | 0 |
| 0.1047 | 0.1345 | 1 |
| 0.1839 | 0.3184 | 2 |
| 0.2154 | 0.5338 | 3 |
| 0.1892 | 0.7229 | 4 |
| 0.1329 | 0.8558 | 5 |
| 0.0778 | 0.9337 | 6 |
| 0.0391 | 0.9727 | 7 |
| 0.0172 | 0.9899 | 8 |
| 0.0067 | 0.9966 | 9 |
| 0.0024 | 0.9989 | 10 |
| 0.0008 | 0.9997 | 11 |
| 0.0002 | 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 |

7. King/Alum Rock
NBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0114 | 0.0114 | 0 |
| 0.0509 | 0.0622 | 1 |
| 0.1139 | 0.1761 | 2 |
| 0.1700 | 0.3461 | 3 |
| 0.1903 | 0.5363 | 4 |
| 0.1704 | 0.7067 | 5 |
| 0.1272 | 0.8339 | 6 |
| 0.0813 | 0.9152 | 7 |
| 0.0455 | 0.9608 | 8 |
| 0.0227 | 0.9834 | 9 |
| 0.0101 | 0.9936 | 10 |
| 0.0041 | 0.9977 | 11 |
| 0.0015 | 0.9992 | 12 |
| 0.0005 | 0.9998 | 13 |
| 0.0002 | 0.9999 | 14 |
| 0.0001 | 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 |

7. King/Alum Rock
NBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0099 | 0.0099 | 0 |
| 0.0457 | 0.0556 | 1 |
| 0.1054 | 0.1610 | 2 |
| 0.1622 | 0.3232 | 3 |
| 0.1871 | 0.5103 | 4 |
| 0.1728 | 0.6831 | 5 |
| 0.1329 | 0.8160 | 6 |
| 0.0876 | 0.9036 | 7 |
| 0.0506 | 0.9541 | 8 |
| 0.0259 | 0.9801 | 9 |
| 0.0120 | 0.9920 | 10 |
| 0.0050 | 0.9971 | 11 |
| 0.0019 | 0.9990 | 12 |
| 0.0007 | 0.9997 | 13 |
| 0.0002 | 0.9999 | 14 |
| 0.0001 | 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 |

7. King/Alum Rock
NBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 0.95 5

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.1178 | 0.1178 | 0 |
| 0.2519 | 0.3697 | 1 |
| 0.2694 | 0.6391 | 2 |
| 0.1921 | 0.8312 | 3 |
| 0.1027 | 0.9339 | 4 |
| 0.0439 | 0.9779 | 5 |
| 0.0157 | 0.9935 | 6 |
| 0.0048 | 0.9983 | 7 |
| 0.0013 | 0.9996 | 8 |
| 0.0003 | 0.9999 | 9 |
| 0.0001 | 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 |

7. King/Alum Rock
NBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0722 | 0.0722 | 0 |
| 0.1898 | 0.2621 | 1 |
| 0.2494 | 0.5115 | 2 |
| 0.2185 | 0.7299 | 3 |
| 0.1435 | 0.8735 | 4 |
| 0.0754 | 0.9489 | 5 |
| 0.0330 | 0.9819 | 6 |
| 0.0124 | 0.9943 | 7 |
| 0.0041 | 0.9984 | 8 |
| 0.0012 | 0.9996 | 9 |
| 0.0003 | 0.9999 | 10 |
| 0.0001 | 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 |

7. King/Alum Rock
NBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.9
Percentile = 0.95 6

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.0532 | 0.0532 | 0 |
| 0.1561 | 0.2093 | 1 |
| 0.2290 | 0.4383 | 2 |
| 0.2239 | 0.6622 | 3 |
| 0.1642 | 0.8263 | 4 |
| 0.0963 | 0.9227 | 5 |
| 0.0471 | 0.9697 | 6 |
| 0.0197 | 0.9895 | 7 |
| 0.0072 | 0.9967 | 8 |
| 0.0024 | 0.9991 | 9 |
| 0.0007 | 0.9998 | 10 |
| 0.0002 | 0.9999 | 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 |

B. Jose Figueres/Project Access
NBL/T
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

| Individual Probability | Cumulative Probability | Number of Queued Vehicles |
|---|---|---|
| 0.5632 | 0.5632 | 0 |
| 0.3234 | 0.8865 | 1 |
| 0.0928 | 0.9794 | 2 |
| 0.0178 | 0.9971 | 3 |
| 0.0026 | 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 |

B. Jose Figueres/Project Access
NBL/T
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 |
|---|---|---|
| 0.5464 | 0.5464 | 0 |
| 0.3303 | 0.8766 | 1 |
| 0.0998 | 0.9764 | 2 |
| 0.0201 | 0.9966 | 3 |
| 0.0030 | 0.9996 | 4 |
| 0.0004 | 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 |

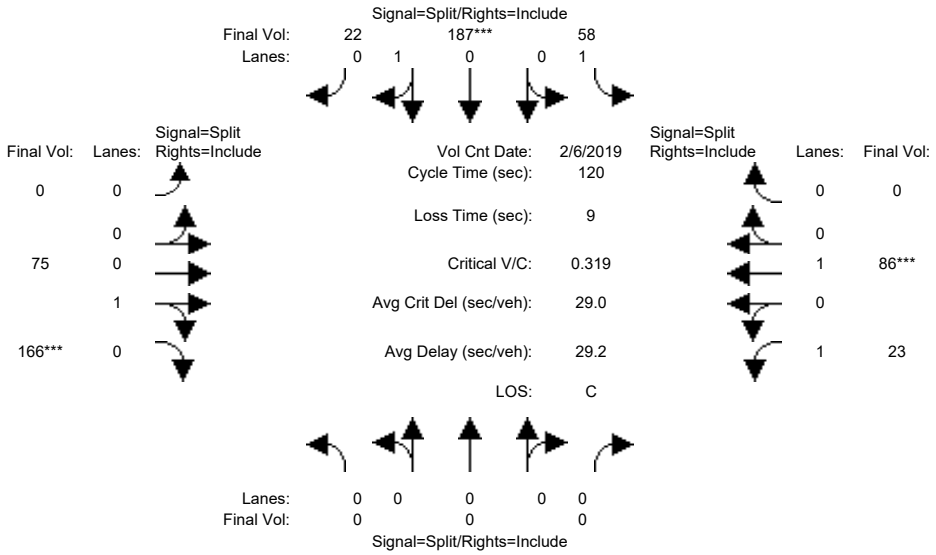
# Appendix D

# Transit Delay Analysis

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3267: AUZERAIS/DELMAS



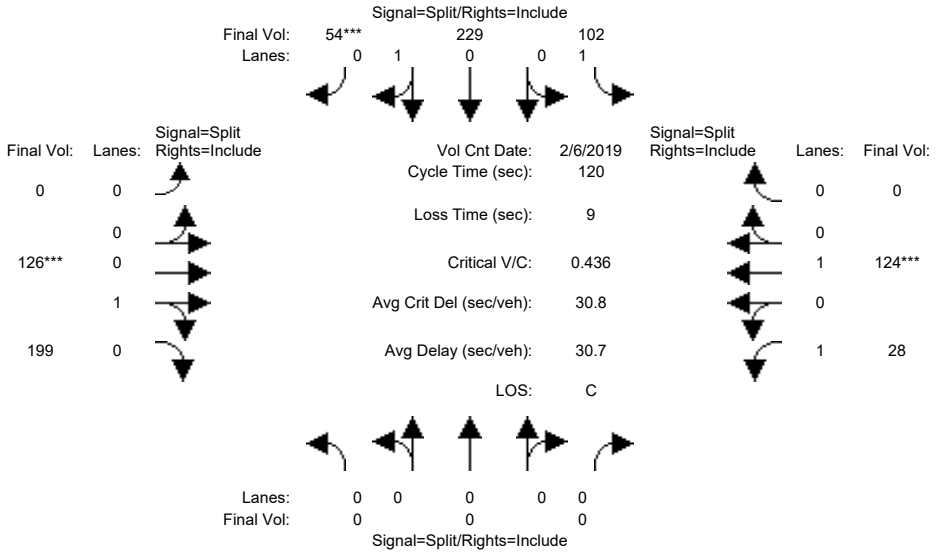

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.89 | 0.11 | 0.00 | 0.31 | 0.69 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 1611 | 189 | 0 | 560 | 1240 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.12 | 0.12 | 0.00 | 0.13 | 0.13 | 0.01 | 0.05 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 43.7 | 43.7 | 43.7 | 0.0 | 50.3 | 50.3 | 17.0 | 17.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.09 | 0.32 | 0.32 | 0.00 | 0.32 | 0.32 | 0.09 | 0.32 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 25.2 | 27.8 | 27.8 | 0.0 | 23.6 | 23.6 | 44.9 | 47.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 25.2 | 27.8 | 27.8 | 0.0 | 23.6 | 23.6 | 44.9 | 47.0 | 0.0 |
| LOS by Move: | A | A | A | C | C | C | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 1 | 6 | 6 | 0 | 6 | 6 | 1 | 3 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3267: AUZERAIS/DELMAS



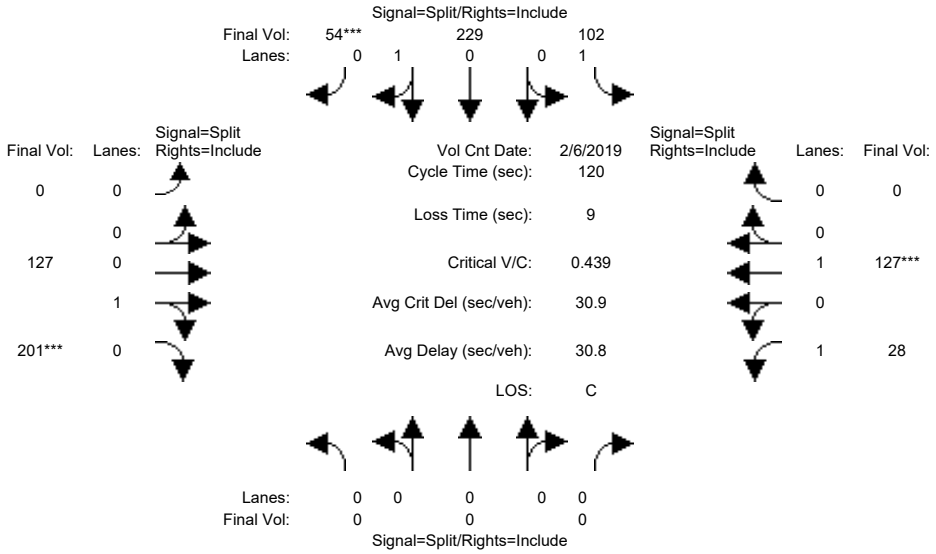

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 44 | 42 | 32 | 0 | 51 | 33 | 5 | 38 | 0 |
| Initial Fut: | 0 | 0 | 0 | 102 | 229 | 54 | 0 | 126 | 199 | 28 | 124 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 102 | 229 | 54 | 0 | 126 | 199 | 28 | 124 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 229 | 54 | 0 | 126 | 199 | 28 | 124 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 102 | 229 | 54 | 0 | 126 | 199 | 28 | 124 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.81 | 0.19 | 0.00 | 0.39 | 0.61 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 1457 | 343 | 0 | 698 | 1102 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.16 | 0.16 | 0.00 | 0.18 | 0.18 | 0.02 | 0.07 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 43.3 | 43.3 | 43.3 | 0.0 | 49.7 | 49.7 | 18.0 | 18.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.16 | 0.44 | 0.44 | 0.00 | 0.44 | 0.44 | 0.11 | 0.44 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 26.1 | 29.6 | 29.6 | 0.0 | 25.5 | 25.5 | 44.3 | 47.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 26.1 | 29.6 | 29.6 | 0.0 | 25.5 | 25.5 | 44.3 | 47.5 | 0.0 |
| LOS by Move: | A | A | A | C | C | C | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 8 | 8 | 0 | 9 | 9 | 1 | 5 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3267: AUZERAIS/DELMAS



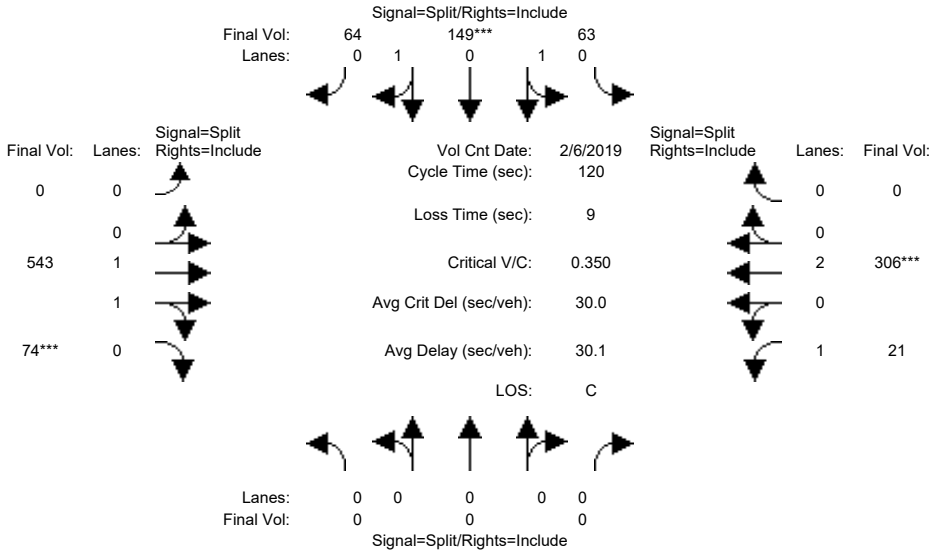

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 7:45-8:45AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 58 | 187 | 22 | 0 | 75 | 166 | 23 | 86 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 |
| ATI: | 0 | 0 | 0 | 44 | 42 | 32 | 0 | 51 | 33 | 5 | 38 | 0 |
| Initial Fut: | 0 | 0 | 0 | 102 | 229 | 54 | 0 | 127 | 201 | 28 | 127 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 102 | 229 | 54 | 0 | 127 | 201 | 28 | 127 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 229 | 54 | 0 | 127 | 201 | 28 | 127 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 102 | 229 | 54 | 0 | 127 | 201 | 28 | 127 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.81 | 0.19 | 0.00 | 0.39 | 0.61 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 1457 | 343 | 0 | 697 | 1103 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.16 | 0.16 | 0.00 | 0.18 | 0.18 | 0.02 | 0.07 | 0.00 |
| Crit Moves: | | | | | | **** | | | **** | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 43.0 | 43.0 | 43.0 | 0.0 | 49.8 | 49.8 | 18.3 | 18.3 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.16 | 0.44 | 0.44 | 0.00 | 0.44 | 0.44 | 0.11 | 0.44 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 26.4 | 29.8 | 29.8 | 0.0 | 25.5 | 25.5 | 44.0 | 47.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 26.4 | 29.8 | 29.8 | 0.0 | 25.5 | 25.5 | 44.0 | 47.3 | 0.0 |
| LOS by Move: | A | A | A | C | C | C | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 8 | 8 | 0 | 9 | 9 | 1 | 5 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3446: DELMAS/SAN CARLOS



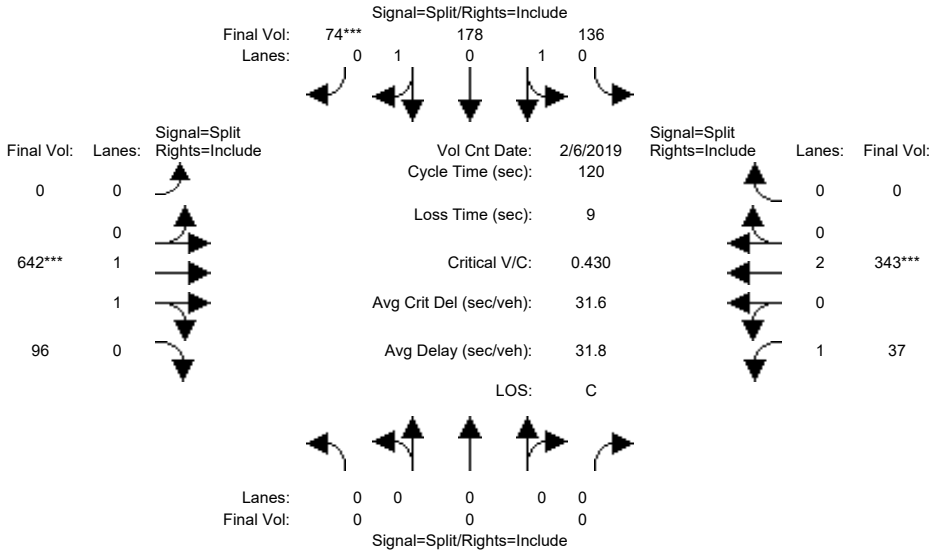

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 8:00-0:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.46 | 1.08 | 0.46 | 0.00 | 1.75 | 0.25 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 822 | 1943 | 835 | 0 | 3256 | 444 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.08 | 0.00 | 0.17 | 0.17 | 0.01 | 0.08 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 26.3 | 26.3 | 26.3 | 0.0 | 57.1 | 57.1 | 27.6 | 27.6 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.35 | 0.00 | 0.35 | 0.35 | 0.05 | 0.35 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 40.9 | 40.9 | 40.9 | 0.0 | 20.3 | 20.3 | 36.3 | 39.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 40.9 | 40.9 | 40.9 | 0.0 | 20.3 | 20.3 | 36.3 | 39.8 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 5 | 5 | 0 | 7 | 7 | 1 | 5 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3446: DELMAS/SAN CARLOS



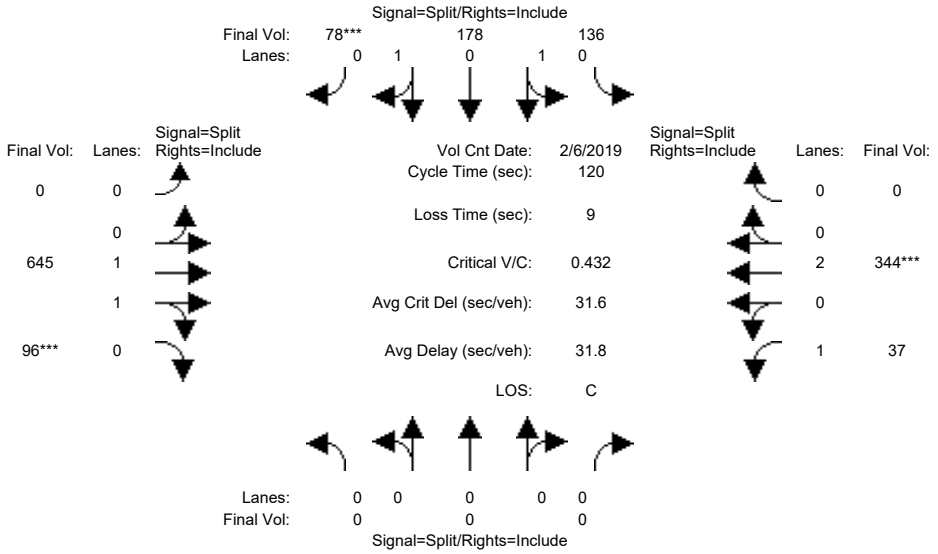

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 8:00-0:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 73 | 29 | 10 | 0 | 99 | 22 | 16 | 37 | 0 |
| Initial Fut: | 0 | 0 | 0 | 136 | 178 | 74 | 0 | 642 | 96 | 37 | 343 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 136 | 178 | 74 | 0 | 642 | 96 | 37 | 343 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 136 | 178 | 74 | 0 | 642 | 96 | 37 | 343 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 136 | 178 | 74 | 0 | 642 | 96 | 37 | 343 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.70 | 0.92 | 0.38 | 0.00 | 1.73 | 0.27 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1262 | 1652 | 687 | 0 | 3218 | 481 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.11 | 0.11 | 0.00 | 0.20 | 0.20 | 0.02 | 0.09 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 30.1 | 30.1 | 30.1 | 0.0 | 55.7 | 55.7 | 25.2 | 25.2 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.43 | 0.43 | 0.43 | 0.00 | 0.43 | 0.43 | 0.10 | 0.43 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 39.2 | 39.2 | 39.2 | 0.0 | 22.3 | 22.3 | 38.8 | 42.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 39.2 | 39.2 | 39.2 | 0.0 | 22.3 | 22.3 | 38.8 | 42.8 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 6 | 6 | 0 | 9 | 9 | 1 | 6 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3446: DELMAS/SAN CARLOS



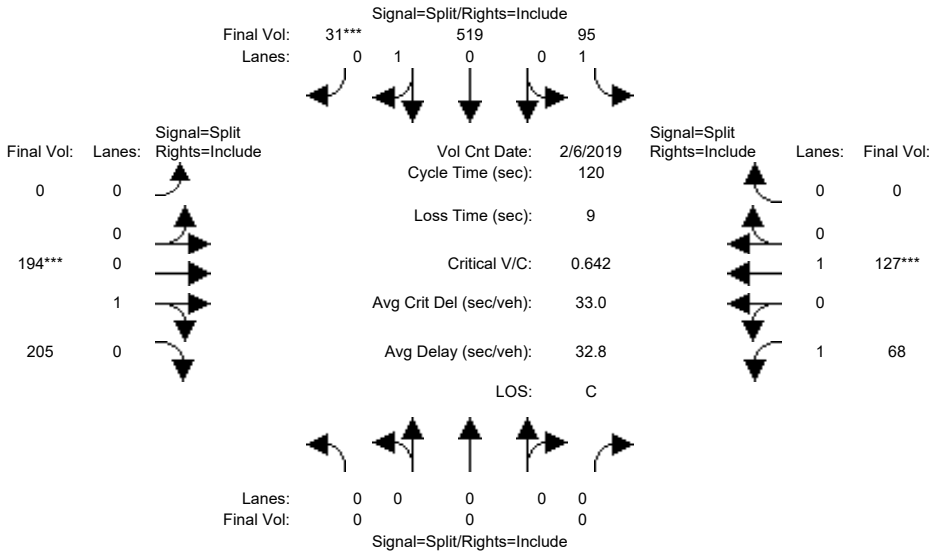

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 8:00-0:00AM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 63 | 149 | 64 | 0 | 543 | 74 | 21 | 306 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 1 | 0 |
| ATI: | 0 | 0 | 0 | 73 | 29 | 10 | 0 | 99 | 22 | 16 | 37 | 0 |
| Initial Fut: | 0 | 0 | 0 | 136 | 178 | 78 | 0 | 645 | 96 | 37 | 344 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 136 | 178 | 78 | 0 | 645 | 96 | 37 | 344 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 136 | 178 | 78 | 0 | 645 | 96 | 37 | 344 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 136 | 178 | 78 | 0 | 645 | 96 | 37 | 344 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.69 | 0.91 | 0.40 | 0.00 | 1.73 | 0.27 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1249 | 1635 | 716 | 0 | 3220 | 479 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.11 | 0.11 | 0.00 | 0.20 | 0.20 | 0.02 | 0.09 | 0.00 |
| Crit Moves: | | | | | | **** | | | **** | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 30.2 | 30.2 | 30.2 | 0.0 | 55.6 | 55.6 | 25.1 | 25.1 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.43 | 0.43 | 0.43 | 0.00 | 0.43 | 0.43 | 0.10 | 0.43 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 39.2 | 39.2 | 39.2 | 0.0 | 22.4 | 22.4 | 38.9 | 42.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 39.2 | 39.2 | 39.2 | 0.0 | 22.4 | 22.4 | 38.9 | 42.9 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 7 | 7 | 7 | 0 | 9 | 9 | 1 | 6 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3267: AUZERAIS/DELMAS



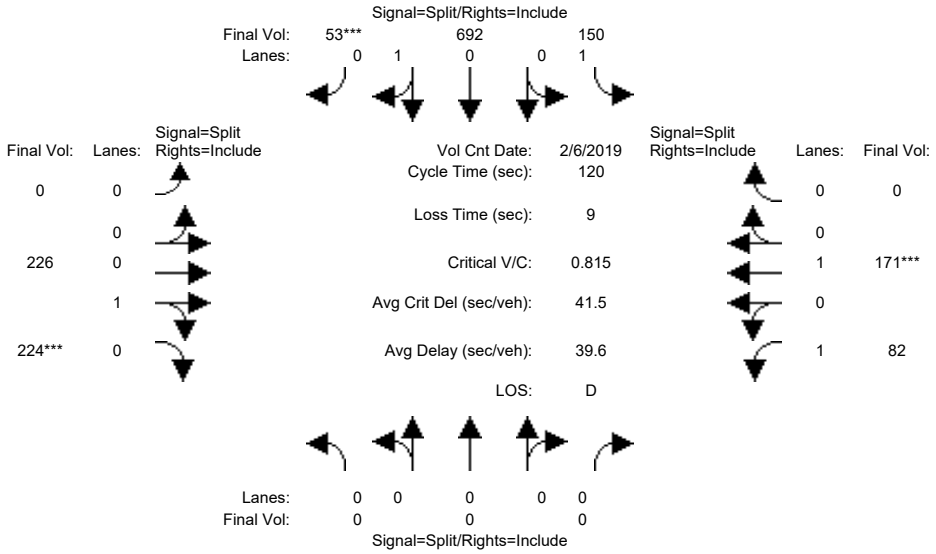

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.94 | 0.06 | 0.00 | 0.49 | 0.51 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 1699 | 101 | 0 | 875 | 925 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.31 | 0.31 | 0.00 | 0.22 | 0.22 | 0.04 | 0.07 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 57.1 | 57.1 | 57.1 | 0.0 | 41.4 | 41.4 | 12.5 | 12.5 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.11 | 0.64 | 0.64 | 0.00 | 0.64 | 0.64 | 0.37 | 0.64 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.5 | 25.4 | 25.4 | 0.0 | 35.4 | 35.4 | 51.4 | 58.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.5 | 25.4 | 25.4 | 0.0 | 35.4 | 35.4 | 51.4 | 58.6 | 0.0 |
| LOS by Move: | A | A | A | B | C | C | A | D | D | D | E | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 16 | 16 | 0 | 14 | 14 | 3 | 6 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3267: AUZERAIS/DELMAS



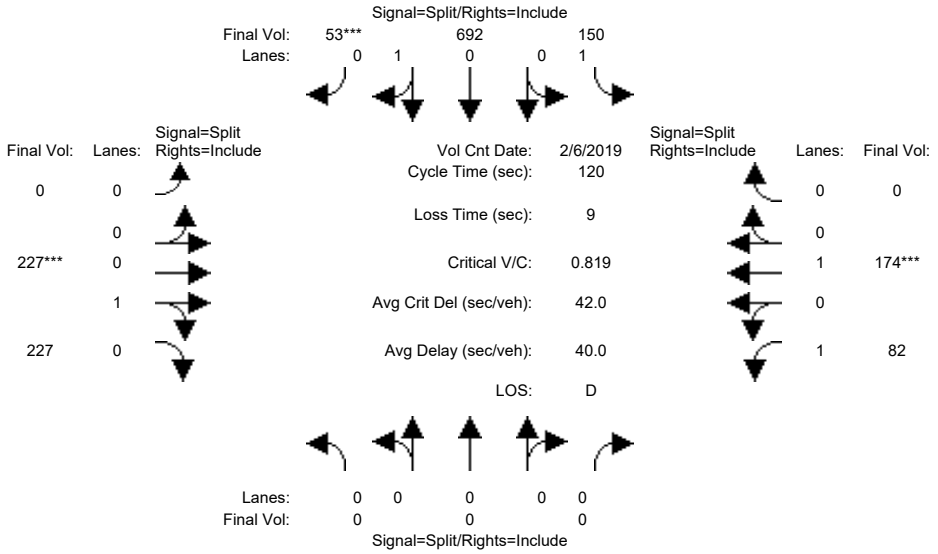

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 55 | 173 | 22 | 0 | 32 | 19 | 14 | 44 | 0 |
| Initial Fut: | 0 | 0 | 0 | 150 | 692 | 53 | 0 | 226 | 224 | 82 | 171 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 150 | 692 | 53 | 0 | 226 | 224 | 82 | 171 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 150 | 692 | 53 | 0 | 226 | 224 | 82 | 171 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 150 | 692 | 53 | 0 | 226 | 224 | 82 | 171 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.93 | 0.07 | 0.00 | 0.50 | 0.50 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 1672 | 128 | 0 | 904 | 896 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.41 | 0.41 | 0.00 | 0.25 | 0.25 | 0.05 | 0.09 | 0.00 |
| Crit Moves: | | | | | | **** | | | **** | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 60.9 | 60.9 | 60.9 | 0.0 | 36.8 | 36.8 | 13.3 | 13.3 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.17 | 0.82 | 0.82 | 0.00 | 0.82 | 0.82 | 0.42 | 0.82 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.0 | 30.5 | 30.5 | 0.0 | 47.6 | 47.6 | 51.3 | 73.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.0 | 30.5 | 30.5 | 0.0 | 47.6 | 47.6 | 51.3 | 73.4 | 0.0 |
| LOS by Move: | A | A | A | B | C | C | A | D | D | D | E | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 24 | 24 | 0 | 18 | 18 | 3 | 8 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3267: AUZERAIS/DELMAS



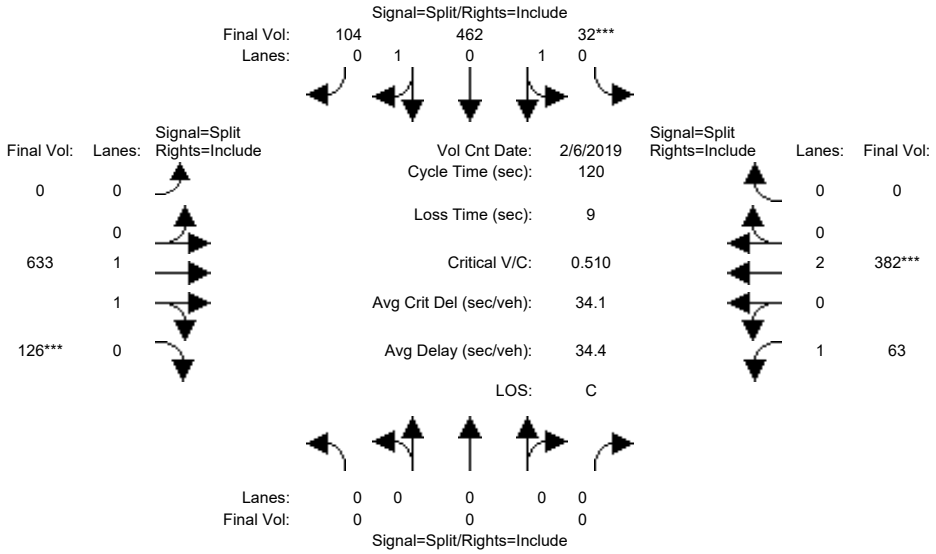

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 95 | 519 | 31 | 0 | 194 | 205 | 68 | 127 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 0 |
| ATI: | 0 | 0 | 0 | 55 | 173 | 22 | 0 | 32 | 19 | 14 | 44 | 0 |
| Initial Fut: | 0 | 0 | 0 | 150 | 692 | 53 | 0 | 227 | 227 | 82 | 174 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 150 | 692 | 53 | 0 | 227 | 227 | 82 | 174 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 150 | 692 | 53 | 0 | 227 | 227 | 82 | 174 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 150 | 692 | 53 | 0 | 227 | 227 | 82 | 174 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.93 | 0.07 | 0.00 | 0.50 | 0.50 | 1.00 | 1.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 1672 | 128 | 0 | 900 | 900 | 1750 | 1900 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.41 | 0.41 | 0.00 | 0.25 | 0.25 | 0.05 | 0.09 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 60.6 | 60.6 | 60.6 | 0.0 | 37.0 | 37.0 | 13.4 | 13.4 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.17 | 0.82 | 0.82 | 0.00 | 0.82 | 0.82 | 0.42 | 0.82 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 16.2 | 31.0 | 31.0 | 0.0 | 47.8 | 47.8 | 51.1 | 73.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 16.2 | 31.0 | 31.0 | 0.0 | 47.8 | 47.8 | 51.1 | 73.7 | 0.0 |
| LOS by Move: | A | A | A | B | C | C | A | D | D | D | E | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 25 | 25 | 0 | 18 | 18 | 3 | 9 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3446: DELMAS/SAN CARLOS



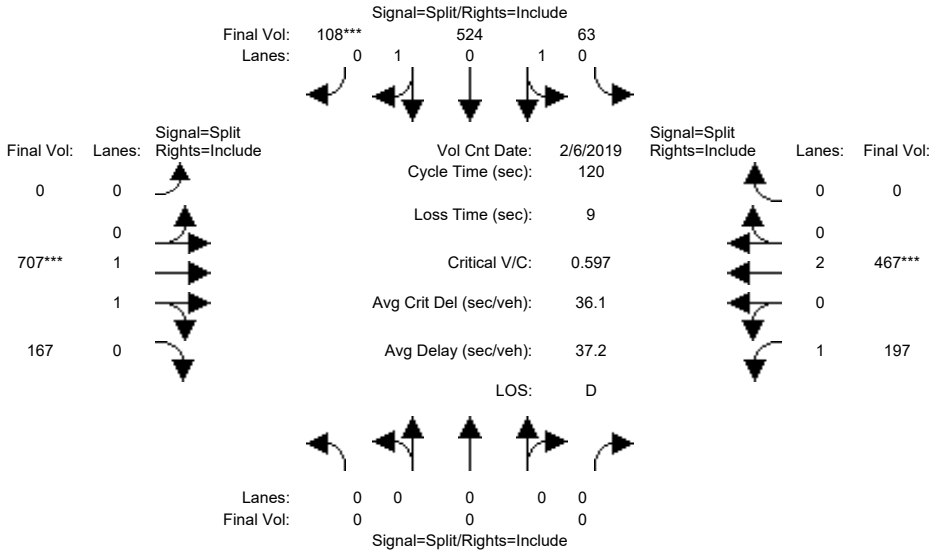

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.11 | 1.54 | 0.35 | 0.00 | 1.66 | 0.34 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 193 | 2781 | 626 | 0 | 3085 | 614 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.17 | 0.00 | 0.21 | 0.21 | 0.04 | 0.10 | 0.00 |
| Crit Moves: | | | | **** | | | | | **** | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 39.1 | 39.1 | 39.1 | 0.0 | 48.3 | 48.3 | 23.7 | 23.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.51 | 0.51 | 0.51 | 0.00 | 0.51 | 0.51 | 0.18 | 0.51 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 34.3 | 34.3 | 34.3 | 0.0 | 28.2 | 28.2 | 41.3 | 45.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 34.3 | 34.3 | 34.3 | 0.0 | 28.2 | 28.2 | 41.3 | 45.5 | 0.0 |
| LOS by Move: | A | A | A | C | C | C | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 11 | 11 | 2 | 7 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3446: DELMAS/SAN CARLOS



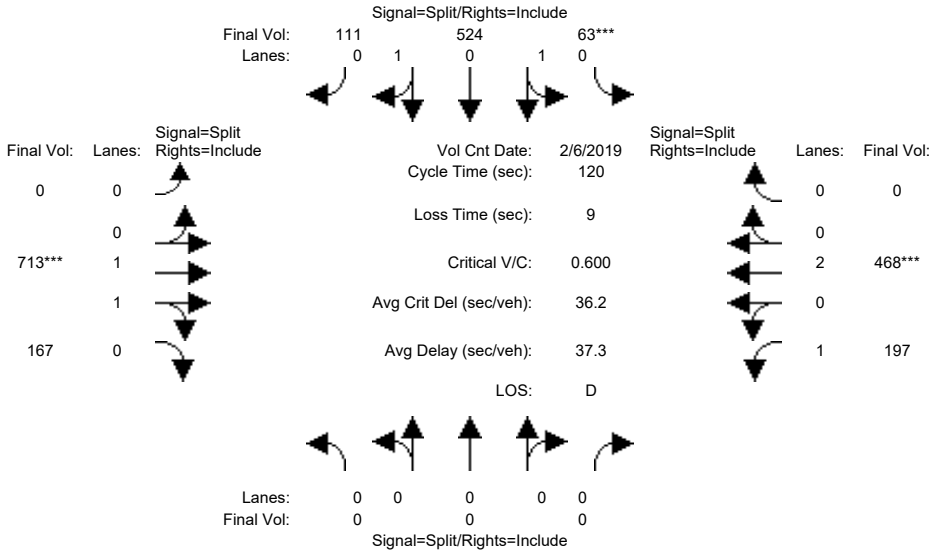

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 31 | 62 | 4 | 0 | 74 | 41 | 134 | 85 | 0 |
| Initial Fut: | 0 | 0 | 0 | 63 | 524 | 108 | 0 | 707 | 167 | 197 | 467 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 63 | 524 | 108 | 0 | 707 | 167 | 197 | 467 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 63 | 524 | 108 | 0 | 707 | 167 | 197 | 467 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 63 | 524 | 108 | 0 | 707 | 167 | 197 | 467 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.18 | 1.51 | 0.31 | 0.00 | 1.61 | 0.39 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 326 | 2714 | 559 | 0 | 2992 | 707 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.19 | 0.00 | 0.24 | 0.24 | 0.11 | 0.12 | 0.00 |
| Crit Moves: | | | | | | **** | | **** | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 38.8 | 38.8 | 38.8 | 0.0 | 47.5 | 47.5 | 24.7 | 24.7 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.60 | 0.60 | 0.60 | 0.00 | 0.60 | 0.60 | 0.55 | 0.60 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 36.3 | 36.3 | 36.3 | 0.0 | 30.5 | 30.5 | 48.5 | 46.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 36.3 | 36.3 | 36.3 | 0.0 | 30.5 | 30.5 | 48.5 | 46.5 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 12 | 12 | 12 | 0 | 13 | 13 | 8 | 8 | 0 |

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

City of San Jose
1495 S. Winchester Boulevard Mixed-Use Development

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

## Intersection #3446: DELMAS/SAN CARLOS




| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 | 7 | 10 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 32 | 462 | 104 | 0 | 633 | 126 | 63 | 382 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 1 | 0 |
| ATI: | 0 | 0 | 0 | 31 | 62 | 4 | 0 | 74 | 41 | 134 | 85 | 0 |
| Initial Fut: | 0 | 0 | 0 | 63 | 524 | 111 | 0 | 713 | 167 | 197 | 468 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 63 | 524 | 111 | 0 | 713 | 167 | 197 | 468 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 63 | 524 | 111 | 0 | 713 | 167 | 197 | 468 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 63 | 524 | 111 | 0 | 713 | 167 | 197 | 468 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.18 | 1.50 | 0.32 | 0.00 | 1.61 | 0.39 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 0 | 0 | 0 | 325 | 2703 | 572 | 0 | 2997 | 702 | 1750 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.19 | 0.00 | 0.24 | 0.24 | 0.11 | 0.12 | 0.00 |
| Crit Moves: | | | | **** | | | | **** | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 38.8 | 38.8 | 38.8 | 0.0 | 47.6 | 47.6 | 24.6 | 24.6 | 0.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.60 | 0.60 | 0.60 | 0.00 | 0.60 | 0.60 | 0.55 | 0.60 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 36.4 | 36.4 | 36.4 | 0.0 | 30.5 | 30.5 | 48.6 | 46.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 36.4 | 36.4 | 36.4 | 0.0 | 30.5 | 30.5 | 48.6 | 46.6 | 0.0 |
| LOS by Move: | A | A | A | D | D | D | A | C | C | D | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 12 | 12 | 12 | 0 | 13 | 13 | 8 | 8 | 0 |

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