Appendix G TRAFFIC STUDY

Oakland Road Comfort Suites Project Transportation Analysis Report

City of San Jose

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Prepared for:

Urban Mint Hospitality

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This document entitled Oakland Road Comfort Suites Project Transportation Analysis Report was prepared by Stantec Consulting Services Inc. (“Stantec”) for the account of Urban Mint Hospitality (the “Client”).

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Executive Summary

This transportation analysis has been prepared for the proposed Oakland Road Comfort Suites Project in the City of San Jose. A transportation analysis is required for this Project in compliance with the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the Santa Clara County's Congestion Management Program (CMP). The analysis has been prepared in conformance with the requirements contained in the City's Transportation Analysis Handbook (2018).

The Project is located on the northeast corner of Oakland Road and Faulstich Court. The site is currently vacant. The Project consists of an all-suites hotel with 48 guest room but was conservatively evaluated for up to 50 rooms for this analysis. Access to the Project would be provided by one entry-only driveway on Oakland Road and one exit-only driveway on Faulstich Court. A future planned raised median on Oakland Road would restrict the entry driveway to right-turn only.

Project trips were calculated based on ITE trip rates for All-Suites Hotel. Location based reduction for Suburban with Multifamily Housing area was applied to the Project trips. The proposed Project would generate 15 net external vehicle-trips during the AM peak hour, 16 net external vehicle-trips during the PM peak hour, and 196 net external vehicle-trips daily. The net external Project trips were manually distributed to the surrounding street network based on levels and locations of development in relation to the project site.

The City has developed screening criteria to determine when a detailed CEQA transportation analysis would not be required. The City has defined "Local-Serving Retail" as a type of project that would not result in significant transportation impacts on the transportation system and would conform to the City's General Plan and other City goals and policies. As defined in Council Policy 5-1, local-serving retail typically diverts existing trips from established local retail to new local retail without measurably increasing trips outside of the area. In recognition of this effect, retail commercial projects up to a combined total of 100,000 gross square feet meet the City's screening criteria and do not require a detailed VMT analysis. The proposed Project is equivalent to approximately 5,907 square feet of local-serving retail based on the Project's conversion of hotel rooms to retail square footage; therefore, the Project is less than the criteria of 100,000 square feet of retail and is exempt from a detailed VMT analysis. The proposed Project is also consistent with the goals of the General Plan and the objectives of Senate Bill 743. The Project is in conformance with Council Policy 5-1.

The study area for the Local Transportation Analysis (LTA) was defined and approved by City staff, and five signalized intersections in proximity of the project site were identified as study intersections. Peak hour turning movement counts at these study intersections were provided by the City. In addition, the unsignalized intersection of Oakland Road and Faulstich Court is analyzed using estimated peak hour volumes.

Background conditions were developed by adding trips from approved but not yet constructed projects in the City's Approved Trips Inventory (ATI) database to the existing intersection volumes. These background volumes provide the conditions against which the project effects are evaluated.

The net external project vehicle-trips were added to the background volumes. The delay and level of service (LOS) for background plus project conditions were compared with the background delay and LOS. Two of the study intersections would operate at LOS E or F under background conditions, however, the Project increases the background delay by less than 4 seconds, and the Project would have no adverse effect on the study intersections during the AM and PM peak hours.

The Project is located approximately one-half mile north of US 101 on Oakland Road. The City adopted the US 101/Oakland Road/Mabury Road Transportation Development Policy (TDP) in 2007 which defines the interchange capacity available, identifies the required improvements for future development in the area, establishes a traffic fee program for new development in the area to fund the improvements, and allows the LOS of signalized intersections covered by the TDP to temporarily exceed the City's LOS standards until the required improvements are constructed. Major regional transportation projects that are recognized as necessary to provide adequate access to the US 101 freeway and the planned BART station include modification of the US 101/Oakland Road interchange and construction of the US 101/Mabury Road interchange. The City Council established a Traffic Impact Fee program to cover the unfunded cost of the Planned Improvements. Based on the trip distribution and assignment, the project adds four PM peak hour trips to the Oakland Road/US 101 interchange.

The project would have no adverse effect on the surrounding streets and no off-site mitigation is necessary.

1.0 INTRODUCTION

This transportation analysis has been prepared for the proposed Comfort Suites Hotel located at Oakland Road and Faulstich Court in the City of San Jose. A transportation analysis is required for this project in compliance with the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the Santa Clara County's Congestion Management Program (CMP). The analysis has been prepared in conformance with the requirements contained in the City's Transportation Analysis Handbook (2018). This report summarizes the project's potential transportation impacts, if any, and presents appropriate mitigation measures, if necessary.

1.1 PROJECT DESCRIPTION

The proposed Comfort Suites Hotel (Project) is located at 1338 Oakland Road on the northeast corner of the intersection of Oakland Road and Faulstich Court. **Figure 1-1** illustrates the location of the project site. The site is currently vacant. The Project consists of 48 guest suites; however, the analysis was prepared for up to 50 guest suites. The site would be accessed by one entry driveway on Oakland Road and one exit driveway on Faulstich Court. A planned raised median on Oakland Road would restrict the entrance driveway north of Faulstich Court to right-turn only in the future. **Figure 1-2** illustrates the proposed site plan.

The Project site is located within the East Gish Employment Area, which has a designation as a Non-Urban Village in Horizon 2. Employment areas are areas of focus for new job growth, especially in technology sectors.

1.2 CEQA TRANSPORTATION ANALYSIS SCOPE

Council Policy 5-1 aligns with California Senate Bill 743 (SB 743) that establishes the thresholds for transportation impacts under the California Environmental Quality Act (CEQA), removing transportation "Level of Service" (LOS) based on delay and congestion and replacing it with "Vehicle-Miles Traveled" (VMT). VMT refers to the amount of and distance of automobile travel in a day attributed to a development project. VMT is measured by multiplying the total vehicle-trips generated by a development project by the average distance of those trips. In the City of San Jose, VMT is calculated using the Origin-Destination VMT method, which measures the full distance of vehicle travel with one end within the project.

Increased vehicle travel associated with development projects results in several undesirable consequences. Increased vehicle travel leads to increased greenhouse gases and poor air quality, leads to health issues such as chronic diseases (associated with poor air quality and reduced physical activity) and worse mental health, has negative effects on other road users such as pedestrians, cyclists, and

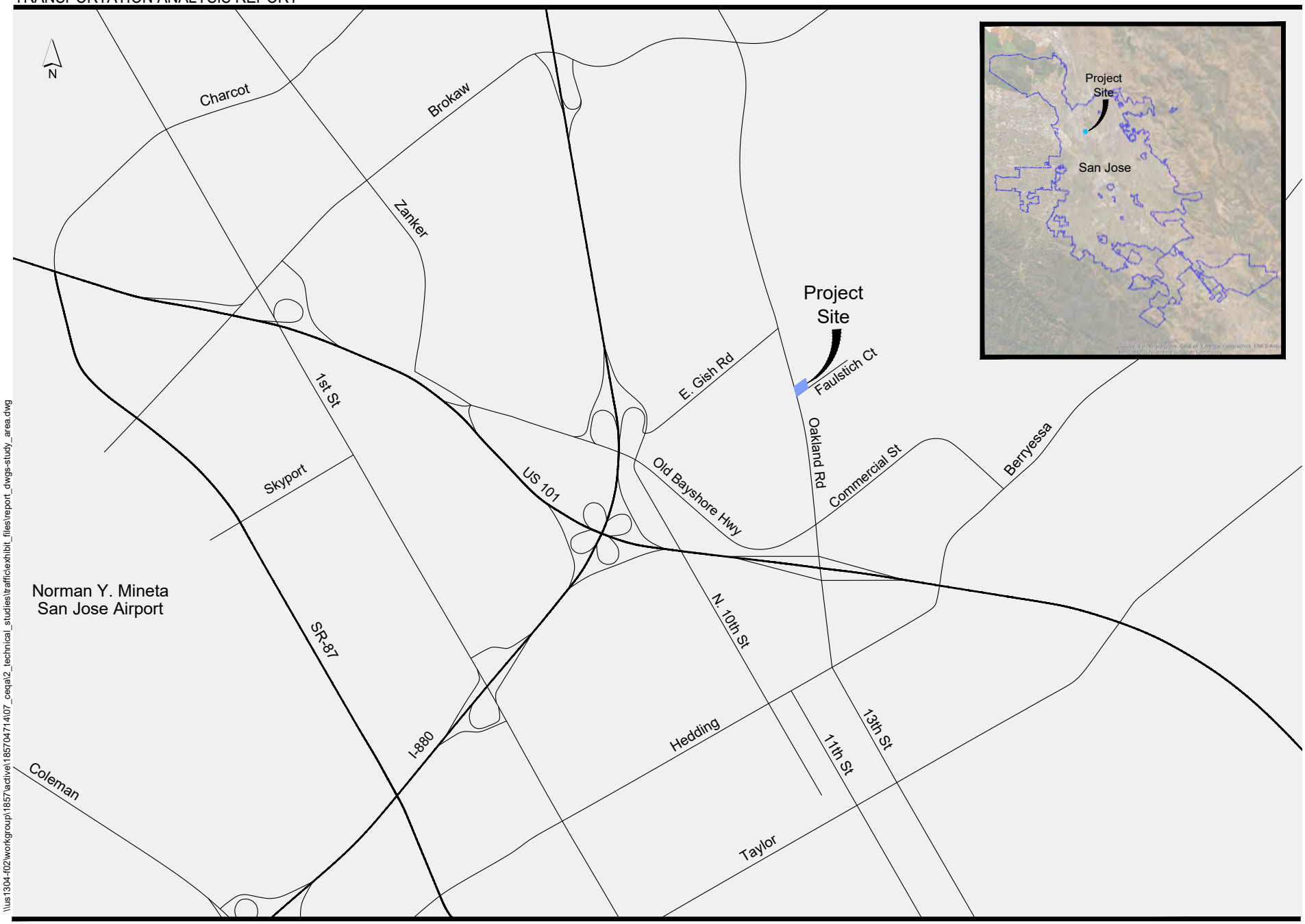

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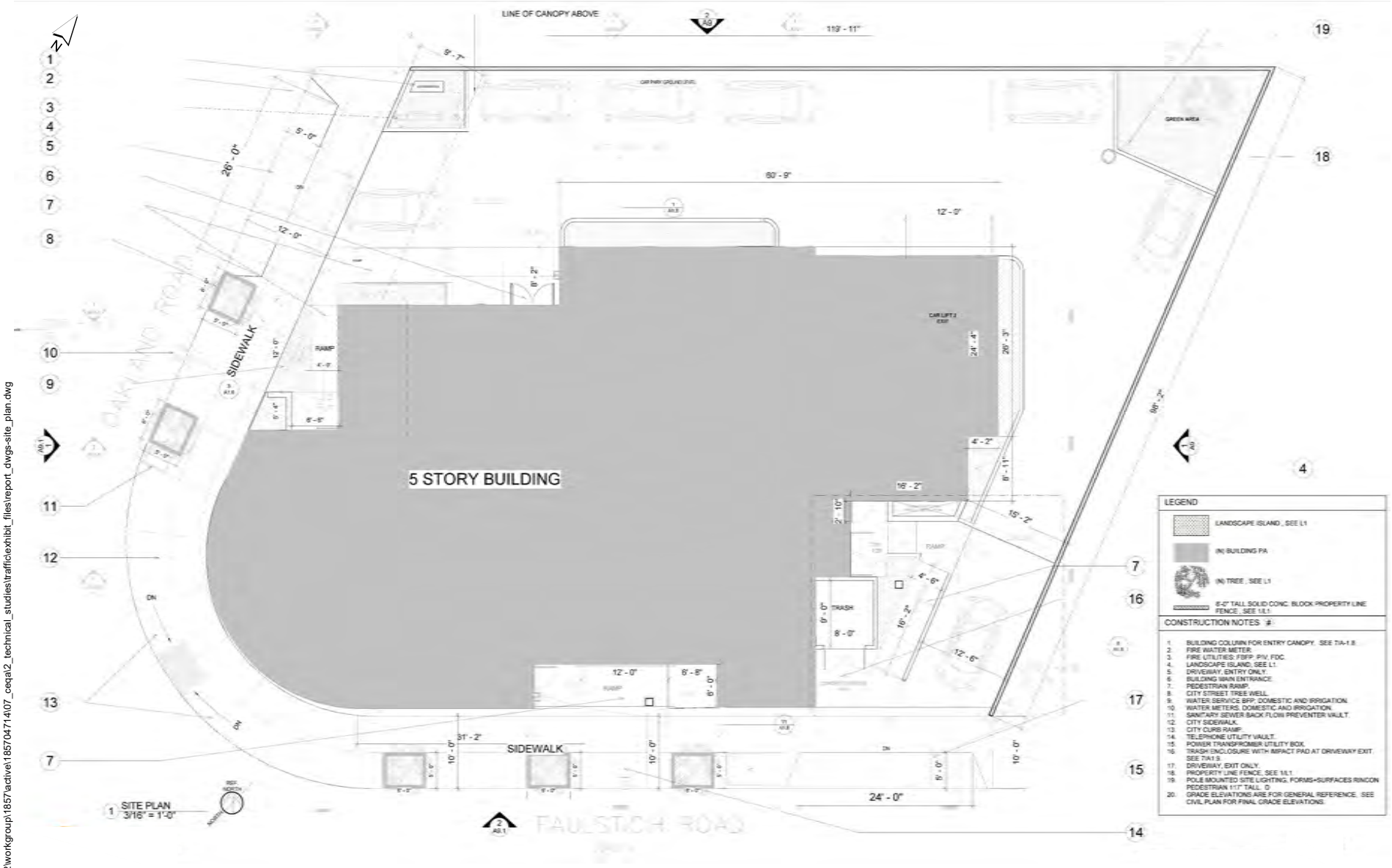
Figure 1-1
Project Site Location



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Source: Alex G. Ross Architect

Figure 1-2
Proposed Site Plan

transit users, results in more vehicle collisions, requires more infrastructure which increases impermeable surfaces (raising flood risks and polluting waterways) and loss of natural habitat, and increases interactions with nature leading to more collisions with wildlife. SB 743 attempts to diminish these undesirable outcomes by encouraging development that reduces vehicle travel.

The intention of SB 743 is to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." VMT exceeding an applicable threshold of significance may indicate a significant impact. If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project VMT to an acceptable level and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap.

A project could have a significant transportation impact on the environment if it:

a) Conflicts with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths,

b) Conflicts or is inconsistent with CEQA Guidelines Section 15064.2, Subdivision (b)(1),

c) Substantially increases hazards due to a geometric design feature or incompatible uses, or

d) Results in inadequate emergency access.

The City has chosen a net increase in the total existing VMT for the region (i.e. the Bay Area's Metropolitan Planning Organization's boundaries) as the determination of significant transportation impact. For development projects that do not meet the City's screening criteria, the VMT analysis consists of a comparison of the project's potential impacts related to VMT and other significance criteria. For retail, hotel, or school projects, the total VMT for the region without and with the project is calculated. The threshold for significance for retail projects is a net increase in the existing regional total VMT.

A detailed CEQA transportation analysis is not required if a project meets the City's screening criteria. New retail development typically redistributes existing trips instead of creating new trips. Local-serving retail projects may shorten vehicle-trips and reduce VMT by diverting trips from existing local retail to new local retail without measurably increasing trips outside the local area. The City has defined retail projects below 100,000 square feet as local-serving shopping centers. Therefore, it is presumed that retail projects no larger than 100,000 square feet will have a less than significant VMT impact and do not require a detailed CEQA transportation analysis.

The proposed land use cannot be evaluated with the City's VMT Evaluation Tool or with the Travel Demand Model. The VMT Evaluation Tool has four categories of land uses (Residential, Office, Retail, and Industrial), and hotel does not fall into any of the designated land use categories. The proposed hotel is oriented toward airport travelers and would attract the majority of its guests from the Mineta San Jose International Airport, which is less than two miles to the west. The proposed hotel would give guests another lodging option in the area and, similar to local-serving retail, would not attract vehicle trips from out of the region. Therefore, the proposed hotel requires a qualitative evaluation and comparison to retail land uses as defined in Council Policy 5-1. The proposed hotel project trip generation estimate is

converted to an equivalent amount of retail square footage based on the daily trips. The resulting retail square footage is compared with the CEQA VMT Analysis Screening Criteria in the Transportation Handbook 2018 to determine conformance to Council Policy 5-1 for the proposed 50-room hotel.

The Project site is designated as Combined Industrial/Commercial (CIC) in the City's Envision San Jose 2040 General Plan (February 2018). Hotel is a permitted use in CIC. The Project is consistent with the current General Plan; therefore, a General Plan Amendment (GPA) long-range transportation analysis is not required.

1.3 LOCAL TRANSPORTATION ANALYSIS SCOPE

The Project is subject to the City's Local Transportation Analysis (LTA) as specified in the Council Policy 5-1 and must comply with methodology included in the City's Transportation Analysis Handbook. The Project's effects on transportation, access, circulation, and related safety elements in the proximate area of the Project are evaluated. The traffic study provides near term effect analysis of the proposed Project as required by the City. The analysis will address Project effects compared with the background no-project scenario.

Five signalized study intersections have been identified by Public Works staff, and the Project's effects on the operation of these study intersections were evaluated under background conditions. The following intersections are included in the analysis:

Intersection	Control	Jurisdiction
1. N. 10th St & Old Bayshore Hwy	Signal	San Jose
2. Oakland Rd & E. Gish Rd	Signal	San Jose
3. Oakland Rd & Commercial St	Signal	San Jose
4. Oakland Rd & US 101 NB	Signal	San Jose/Caltrans
5. Oakland Rd & US 101 SB	Signal	San Jose/Caltrans

The intersection of Oakland Road and Faulstich Court adjacent to the Project site is controlled by a stop sign on the Faulstich Court approach, and this intersection was evaluated based on estimated traffic volumes.

The US 101 interchange study intersections are identified on the CMP network. They are outside of an Infill Opportunity Zone (IOZ).

The Project site is located approximately one-half mile north of the US 101 interchange at Oakland Road. The interchange is the subject of the City's adopted US 101/Oakland Road/Mabury Road Transportation Development Policy (TDP) which recognizes that the interchange is severely constrained and establishes a Traffic Impact Fee program to fund planned improvements from future developments in the area that generate vehicular trips at the for impacts to the US 101/Oakland Road interchange.

Two study intersections (Oakland Road/US 101 NB ramps and Oakland Road/US 101 SB ramps) are identified as Congestion Management Program (CMP) monitoring locations. An analysis based on the VTA CMP guidelines was not prepared since the proposed Project generates less than 100 net new peak

hour vehicle trips; however, the City's guidelines are intended to be consistent with the VTA Transportation Impact Analysis Guidelines, to promote consistency across jurisdictions within Santa Clara County.

The following scenarios are evaluated:

- Existing Intersection Operations
- Background Scenario: Existing + Approved Projects
- Project Scenario: Existing + Approved Projects + Project

Project level of service and potential negative Project effects are based on Highway Capacity Manual (HCM) delay methodology. **Table 1-1** summarizes the correspondence between LOS and average vehicle delay. Traffix software is utilized to calculate the vehicle delay at the study intersections. An adverse effect on intersection operations occurs when the analysis demonstrates that the project would cause the operations standard at a study intersection to fall below LOS D with the addition of project vehicle-trips to baseline conditions. For intersections already operating at LOS E or F under background conditions, the criteria for determining adverse intersection operations from the project effect is:

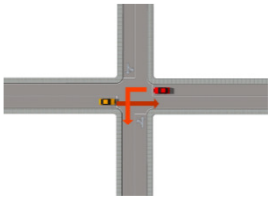
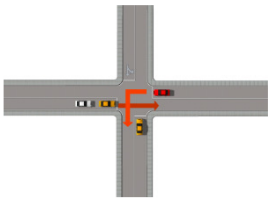
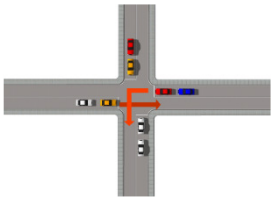
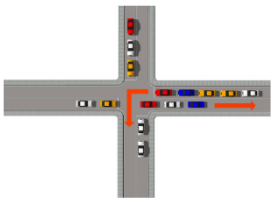
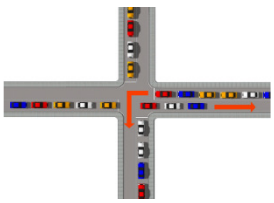
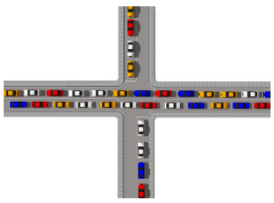
- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more; OR
- A decrease in the average critical delay AND an increase in critical V/C ratio of 0.010 or more.

It should be noted that a potential adverse effect is not a CEQA measure of significant impact.

1.4 REPORT ORGANIZATION

Chapter 2.0 of this report provides the transportation setting for the impact analysis, including existing roadway conditions, peak hour and daily traffic volumes, pedestrian, bicycle, and transit facilities, and traffic conditions field observations. Chapter 3.0 describes the CEQA conditions. Chapter 4.0 focuses on the LTA and potential traffic effects of the proposed project under near term conditions, with Project trip generation, distribution, and assignment presented in this chapter. Sections presenting additional site analyses and operational effects are included in Chapter 4.0. Chapter 5.0 summarizes the conclusions of the transportation analysis.

Table 1-1 Intersection Level of Service Ranges

Level of Service		Delay Description	Average Vehicle Delay	
			Signalized	Stop-Controlled
A		Minimal or no vehicle delay	0 – 10 seconds	0 – 10 seconds
B		Slight delay to vehicles	10.1 – 20 seconds	10.1 – 15 seconds
C		Moderate vehicle delays, traffic flow remains stable	20.1 – 35 seconds	15.1 – 25 seconds
D		More extensive delays at intersections	35.1 – 55 seconds	25.1 – 35 seconds
E		Long queues create lengthy delays	55.1 – 80 seconds	35.1 – 50 seconds
F		Severe delay and congestion	Above 80 seconds	Above 50 seconds

Source: Transportation Research Board, *Highway Capacity Manual 2010*, Exhibit 15-3

2.0 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the transportation setting for the proposed Project. The existing roadway network, intersection conditions, and existing traffic volumes are presented.

2.1 VEHICLE-MILES TRAVELED

From the Transportation Analysis Handbook, VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. In accordance with the established San Jose methodology, VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. VMT that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses shall be used as a basis for determining significant transportation impacts in California to appropriately balance the needs of congestion management with statewide goals related to infill development, the promotion of public health through active transportation, and the reduction of greenhouse gas emissions.

The City uses an Excel-based VMT Evaluation Tool to evaluate whether proposed development projects would generate VMT impacts. The VMT data for the half-mile radius surrounding the project site is based on the City's travel demand model and adjusted to the parcel level.

The City's VMT Evaluation Tool was used to determine the existing VMT data for the Project area. The average VMT for the area is 14.29 per non-industrial worker. This is above the City's threshold of 12.22 VMT per worker. The half-mile radius area around the project site includes residential developments and mostly industrial space. The VMT for the area is higher than the City's threshold since the workers in the area may not live in the surrounding residential developments and drive farther for their commute than the average worker in the City.

Figure 2-1 illustrates the VMT per job heat map for a one-half mile radius around the Project site. This shows that the majority of the area surrounding the Project site is classified as Regional Average VMT Area and is also adjacent to Mitigatable VMT Area.

2.2 ROADWAY NETWORK

The Project is located on the northeast corner of Oakland Road and Faulstich Court. Project traffic would access the local transportation network via one entry driveway on Oakland Road and one exit driveway on Faulstich Court. Regional access to the study area will be provided primarily by US 101 and I-880. None of the streets in the study area are identified as a Vision Zero Priority Safety Corridor. The study area is identified as a Suburban with Multifamily Housing place type.

Figure 2-2 illustrates the surrounding street network and shows the existing lane configurations at the signalized study intersections.

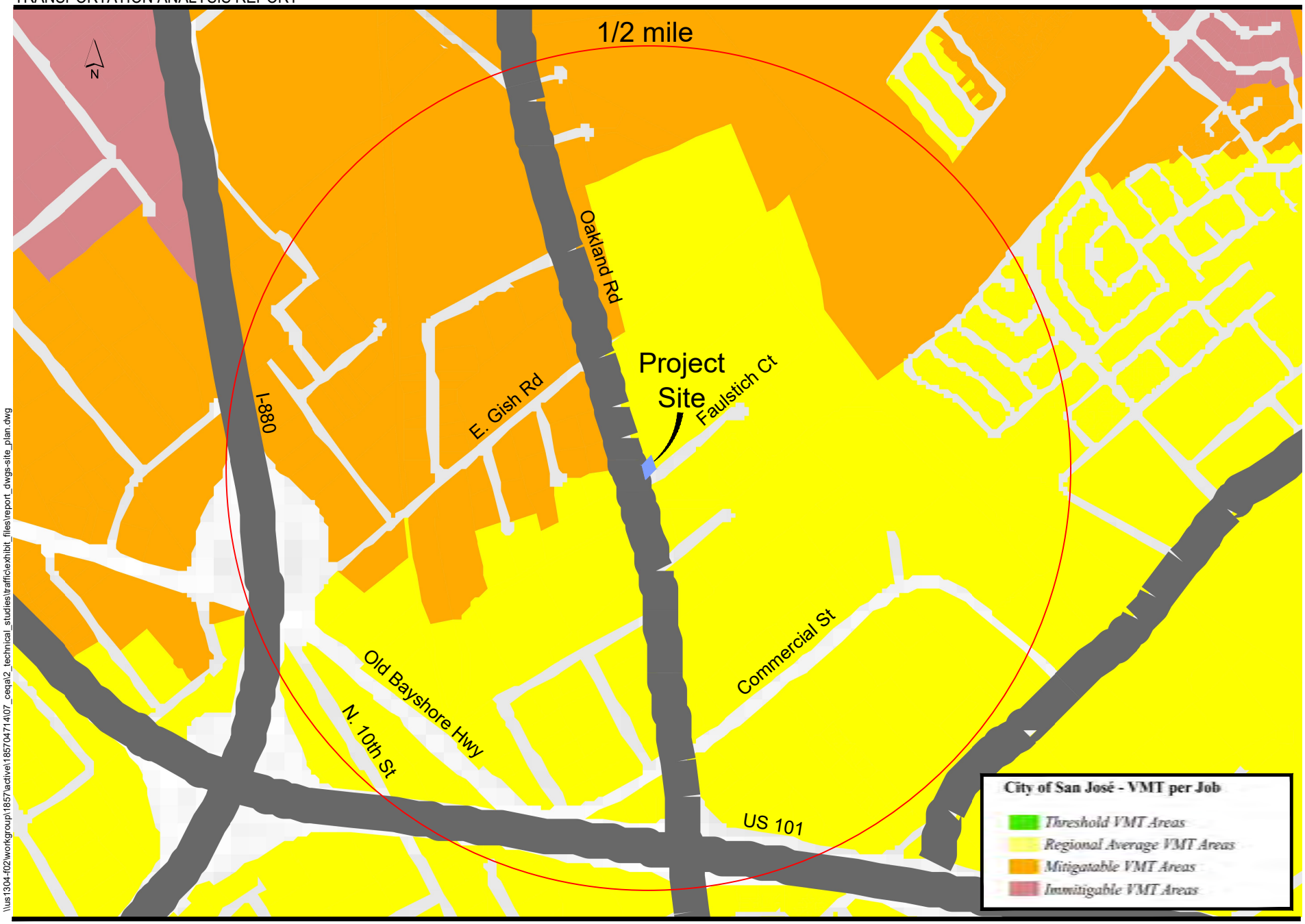


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Figure 2-1

City of San Jose VMT per Job Heat Map

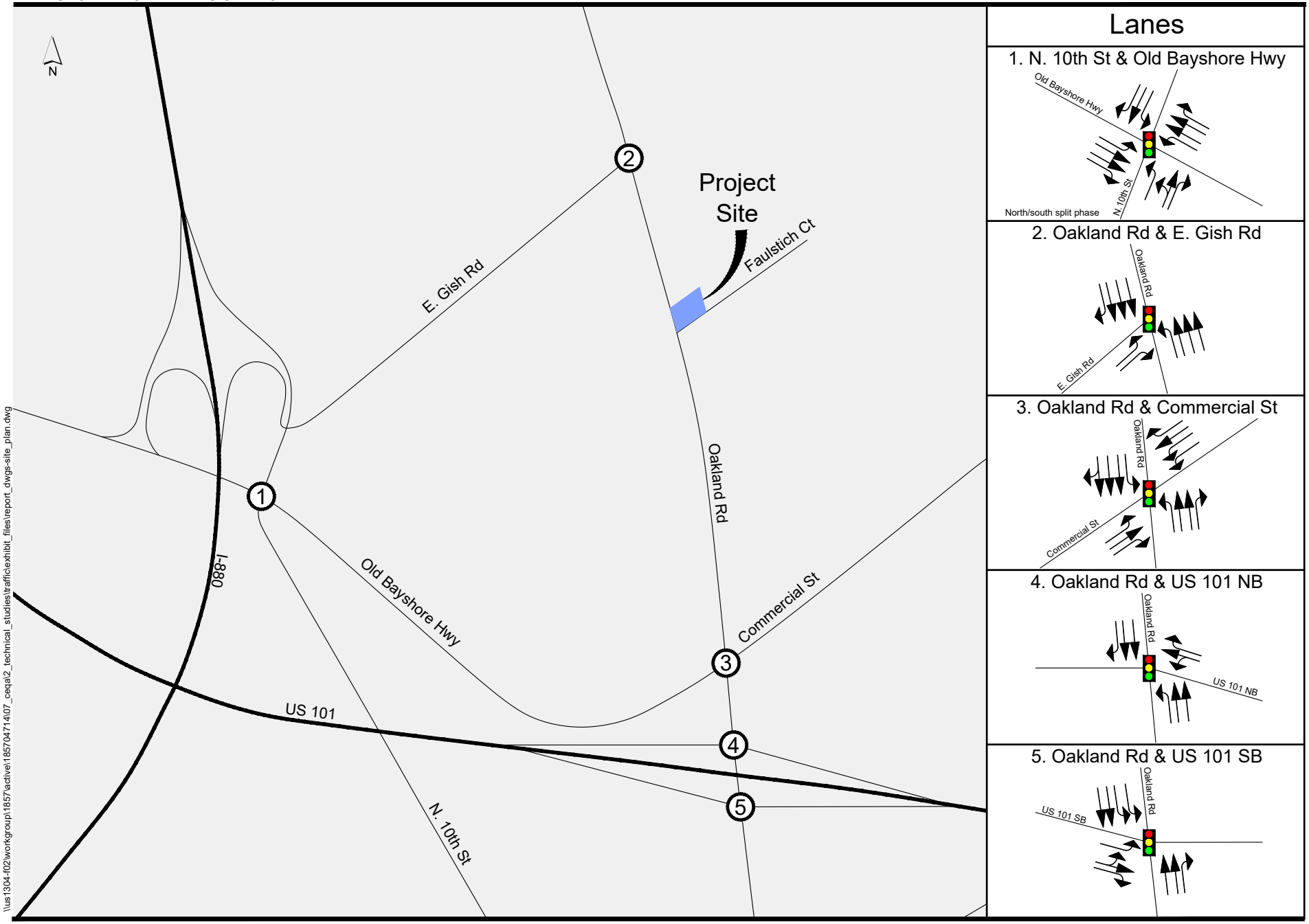

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Figure 2-2

Study Area Street Network and Existing Intersection Lanes

Oakland Road is a six-lane road north of the study area which narrows to five lanes for a short distance north of Commercial Street. South of Commercial Street, Oakland Road is a four-lane road with a raised median and left- and right-turn pockets at the US 101 interchange. Oakland Road is classified on the City's General Plan Transportation Network as a City Connector Street north of US 101, a Main Street from US 101 to Jackson Street south of the study area, and a Local Connector Street south of Jackson Street. The speed limit on Oakland Road in the Project vicinity is 40 mph north of US 101, 35 mph between US 101 and Hedding Street, and 25 mph south of Hedding Street. Signals are provided at E. Gish Road, Commercial Street, US 101 northbound ramps, and US 101 southbound ramps within the study area and at Berger Drive just north of the study area. Class II bike lanes are provided in the study area, and parking is prohibited on most sections of Oakland Road. Development along Oakland Road is a mixture of commercial, industrial, residential, and lodging uses in the study area.

Faulstich Court is a local two-lane street which forms a T-intersection with Oakland Road and dead ends approximately 900 feet east of the intersection. Faulstich Court provides the sole access to several businesses. Parking is allowed on both sides of the street, but sidewalk is only provided on the south side of Faulstich Court. There are no bicycle facilities on Faulstich Court.

E. Gish Road is a two-lane City Connector Street with a double-yellow centerline stripe. The speed limit on E. Gish Road is 30 mph. On-street parking is allowed on both sides of the street. Sidewalk is provided on the north side of the street for the entire length except for a short section between Industrial Avenue and the railroad tracks. Short sections of sidewalk are provided on the south side. Gates and warning signals are located at the railroad crossing. Bike lanes are identified on the City Bikeways map but are not provided on the street. Challenger School – Berryessa is located on the north side of E. Gish Road west of Oakland Road. Mostly industrial businesses are located along E. Gish Road.

Old Bayshore Highway is designated a City Connector Street north of E. Gish Road and a Local Connector Street south of E. Gish Road. Old Bayshore Highway becomes Commercial Street at N. 13th Street. Old Bayshore Highway is four lanes with a painted median and turn pockets at intersections in the study area. The speed limit is 40 mph. Sidewalk on the east side of the street begins approximately 450 feet south of E. Gish Road. Sidewalks are not available on the west side of Old Bayshore Highway or north of E. Gish Road on the east side of the street. Class II bike lanes are striped and on-street parking is prohibited. Warning signals are provided at the railroad crossing. Development along Old Bayshore Highway consists mostly of industrial uses.

Commercial Street is classified as a Local Connector Street. The roadway is two lanes with a two-way left-turn lane west of Oakland Road, and three lanes with a double-yellow centerline stripe east of Oakland Road: Sidewalk is provided on the south side of the street, and Class II bike lanes are provided. The speed limit is 30 mph. Mostly industrial businesses are located along Commercial Street.

N. 10th Street is classified as a City Connector Street in the study area. N. 10th Street is a four-lane undivided street in the study area, and the speed limit is 35 mph. Class II bike lanes are provided on N. 10th Street. On-street parking is not allowed. Development along N. 10th Street is primarily industrial uses.

US 101 (Bayshore Freeway) provides regional access to the project vicinity. US 101 is an eight-lane freeway with six general purpose lanes and two high occupancy vehicle (HOV) lanes in the study area. A diamond interchange is provided at Oakland Road south of the Project site. US 101 provides an interchange with I-880 approximately one-half mile west of the Project site and an interchange with I-280/I-680 approximately three miles southeast of the study area.

I-880 (Nimitz Freeway) is located approximately one-half mile west of the Project site. I-880 varies from six to eight lanes with two HOV lanes. An interchange is provided at Old Bayshore Highway.

2.3 TRAFFIC VOLUMES

Peak hour intersection turning movement volumes at the five signalized study intersections were provided by the City. These counts were collected in September and December 2018. The existing peak hour intersection turning movement volumes are illustrated in **Figure 2-3.**

Table 2-1 summarizes the delay and LOS for the signalized study intersections under existing conditions (Traffix delay calculation worksheets are presented in **Appendix C**). This is provided for information only since the Project effects are evaluated under background conditions presented later in the report (Chapter 4.0). The delay is based on the average delay for all movements at the intersection. As this table shows, the intersection of N. 10th Street and Old Bayshore Highway is operating at LOS F during the PM peak hour. The signalized intersections at the US 101 ramps are operating at LOS C or better during the AM and PM peak hours. The remaining signalized study intersections are operating at acceptable LOS D or better during the AM and PM peak hours.

Table 2-1 Existing Delay and Level of Service Summary

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1. N. 10th St & Old Bayshore Hwy	Signal	34.0	C	**88.9**	**F**
2. Oakland Rd & E. Gish Rd	Signal	18.1	B	19.0	B
3. Oakland Rd & Commercial St [1]	Signal	34.9	C	37.9	D
4. Oakland Rd & US 101 NB [1, 2]	Signal	33.4	C	28.1	C
5. Oakland Rd & US 101 SB [1,2]	Signal	27.0	C	30.8	C

Notes:
[1] US 101/Oakland/Mabury TDP intersection
[2] CMP intersection
sec = Seconds of delay per vehicle
LOS = Level of service
Highlight indicates LOS E or F

Peak hour volumes for the intersection of Oakland Road and Faulstich Court were not available from the City, and, due to the COVID-19 travel restrictions, collection of a new traffic count at this time would not be representative of typical conditions for this analysis. Therefore, the peak hour intersection through volumes on Oakland Road were estimated from the adjacent intersection at E. Gish Road. For the side

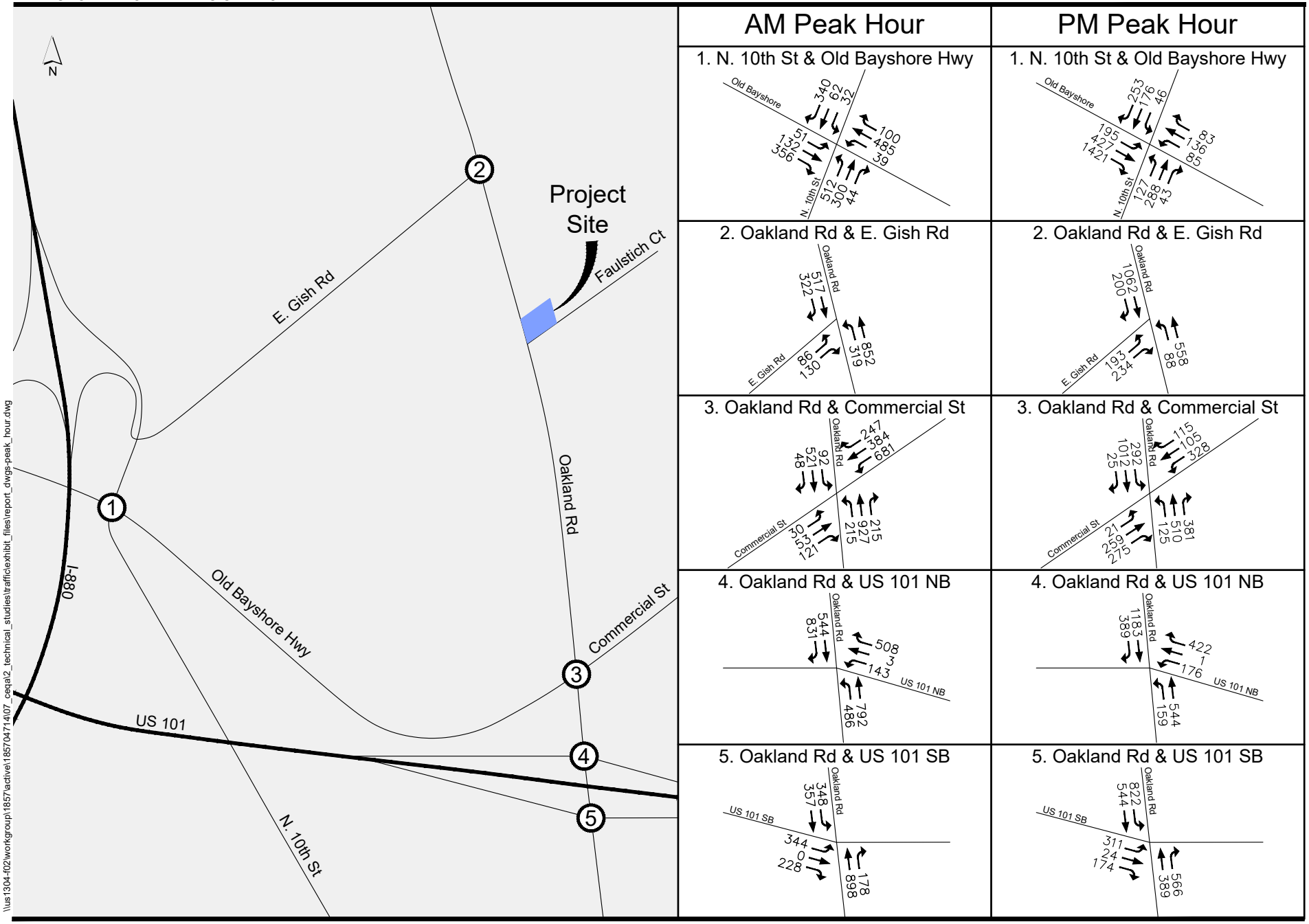

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Figure 2-3
Existing Peak Hour Intersection Volumes

street volumes, the trips generated by the businesses on Faulstich Court were calculated from square foot estimates based on aerial images and Institute of Transportation Engineers (ITE) General Light Industrial trip rates. These trips were then assigned to the intersection left- and right-turn movements based on the Oakland Road through volume distribution. Evaluation of this intersection is presented later in the report.

2.4 PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are available and in good condition on both sides along Oakland Road in the vicinity. Sidewalks are provided on one side of the street on Faulstich Court, E. Gish Road, Old Bayshore Highway, Commercial Street, and N. 10th Street within the study area. Signalized intersections within one-half mile of the Project site have corner ramps; however, not all are compliant with the latest ADA regulations. The northeast and southeast corners of the Oakland Road and Faulstich Court intersection have corner ramps, but they are not compliant with the latest ADA regulations.

Class II bike lanes are provided on Oakland Road north of Commercial Street and south of Boardwalk Way, but they are not carried through the US 101 interchange area. Santa Clara Valley Transportation Authority (VTA) rates Oakland Road south of US 101 as a “High Caution” area on the Santa Clara Valley Bikeways Map which indicates high traffic volumes, high traffic speeds, high number of vehicles turning right, and narrow travel area for bicycles. Bike lanes are provided on Old Bayshore Highway, Commercial Street, and N. 10th Street. There are no designated bike facilities on Faulstich Court.

Figure 2-4 illustrates the bike facilities in the project vicinity.

2.5 TRANSIT FACILITIES AND SERVICES

Several local and express bus routes are located in the study area.

VTA provides local and community bus routes along Oakland Road and two express routes along US 101 in the study area. Route 66 travels along Oakland Road with bus stops on Oakland Road at E. Gish Road and at Charles Street in the study area.

VTA provides express Route 121 and Route 122 through the study area via US 101; however, bus stops for these routes are not provided in the study area.

Monterey-Salinas Transit (MST) provides an Amtrak thruway bus route that travels between Mineta San Jose International Airport and King City to the south. MST Route 86 travels through the study area via US 101 and does not provide any bus stops in the study area.

Figure 2-5 illustrates the transit route in the study area.

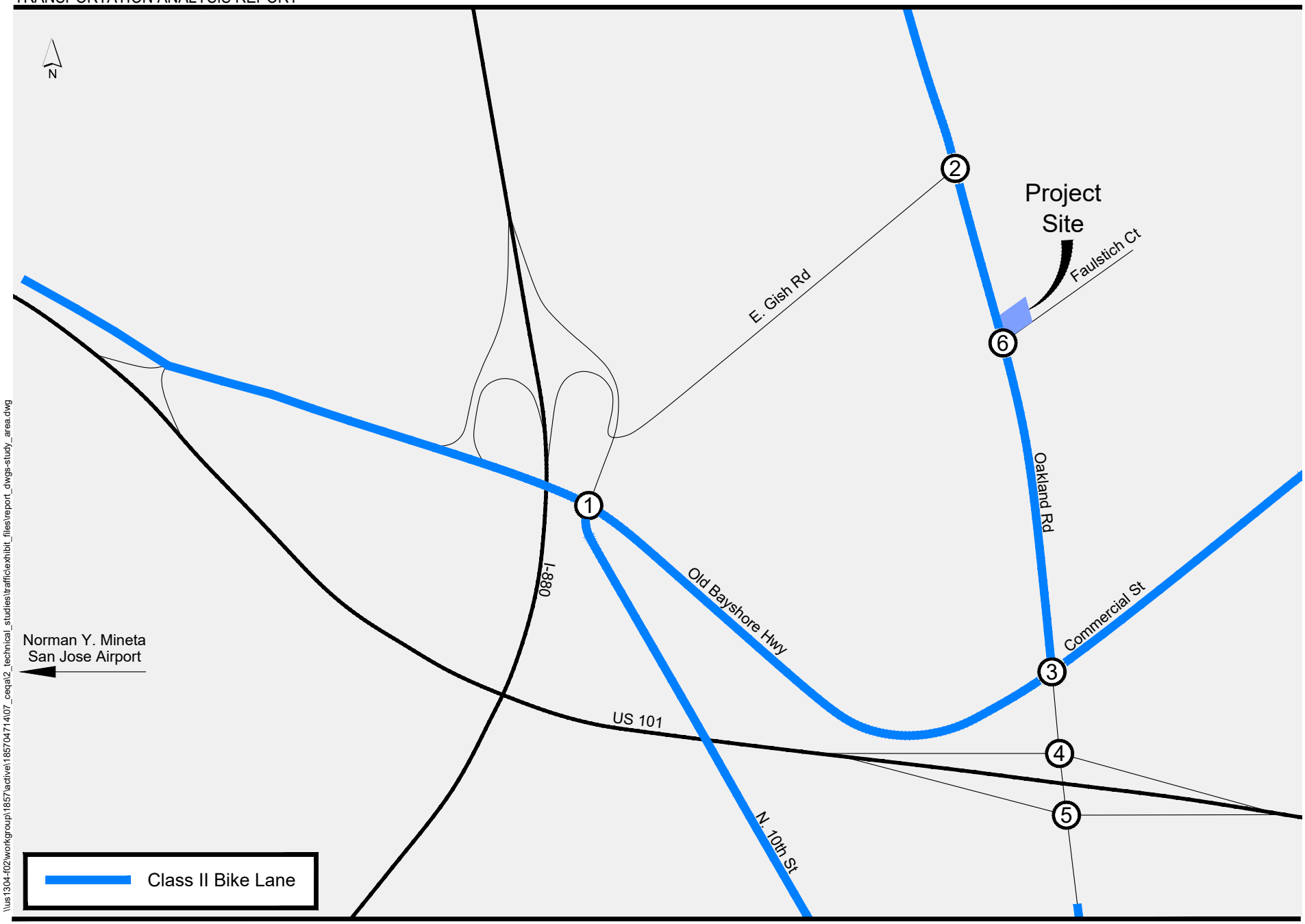

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Figure 2-4
Bicycle Facilities in the Study Area

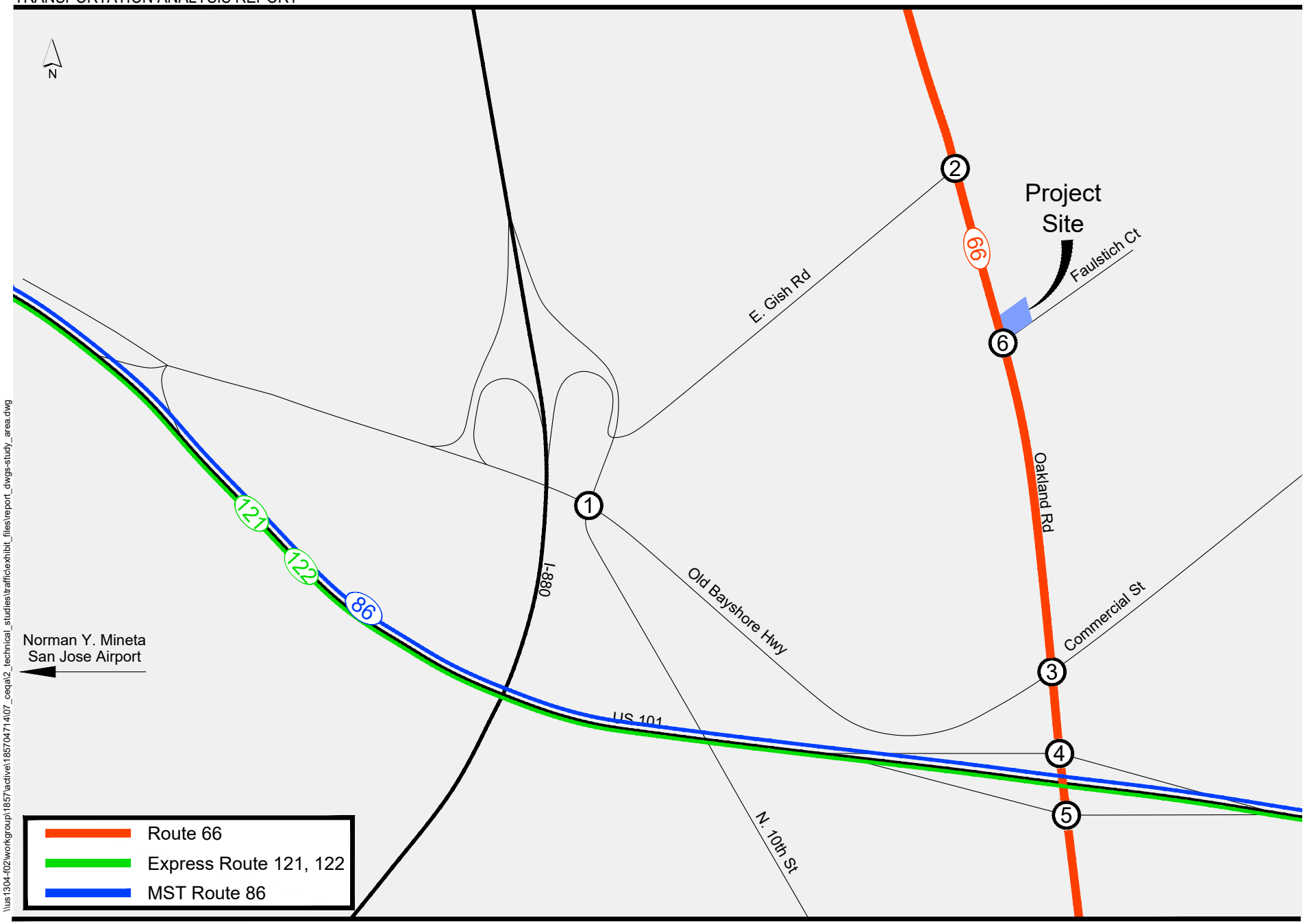

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Figure 2-5
Transit Facilities in the Study Area

2.6 OBSERVED TRANSPORTATION CONDITIONS

Stantec staff observed field conditions in the study area on September 17, 2020 during the AM peak period (7:45 to 9:00 AM) and PM peak period (4:00 to 5:15 PM). These observations were conducted during COVID-19 business restrictions and do not represent “normal conditions”.

Field review notes and photographs from the study area are included in **Appendix D**.

3.0 CEQA TRANSPORTATION ANALYSIS

City staff has confirmed that the Project is exempt from a detailed CEQA VMT analysis since it is equivalent to less than 100,000 square foot retail development based on the conversion of hotel rooms to retail square footage. Similar to local-serving retail trips, the proposed hotel trips would typically redistribute existing trips instead of creating new trips. The Project trips may shorten vehicle-trips and reduce VMT by diverting existing trips from established locations to the new hotel without measurably increasing trips outside the local area.

3.1 VEHICLE-MILES TRAVELED ANALYSIS

The City has developed screening criteria to determine when a detailed CEQA transportation analysis would not be required. A detailed CEQA transportation analysis is not required if a project meets the City's screening criteria. Projects that are expected to result in less-than-significant VMT impacts based on project description, characteristics, or location would not require a detailed CEQA transportation analysis.

The City has defined "Local-Serving Retail" as a type of project that will not result in significant transportation impacts on the transportation system and will conform to the City's General Plan and other City goals and policies. As defined in Council Policy 5-1, local-serving retail typically diverts existing trips from established local retail to new local retail without measurably increasing trips outside of the area. In recognition of this effect, retail commercial projects up to a combined total of 100,000 gross square feet meet the City's screening criteria and do not require a detailed VMT analysis.

A 100,000 square foot retail project would generate 3,775 daily trips based on Institute of Transportation Engineers (ITE) daily trip rate as shown in **Table 3-1**. The proposed Project consists of adding an all-suites hotel with up to 50 rooms that generates 223 daily baseline vehicle-trips (discussed in Chapter 4.0, Section 4.3.1).

Table 3-1 Local Serving Retail Equivalency Summary

Land Use	ITE Category	Daily Rate	Size	Daily Trips
Retail	820	37.75 / TSF	100.00 TSF	3,775
Project	311	4.46 / room	50 rooms	223
Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Ed.*				

Retail Equivalency: (223 trips / 3,775 trips) x 100,000 square feet = 5,907 square feet

The Project is equivalent to approximately 5,907 square feet of local-serving retail based on the Project's daily baseline vehicle-trips; therefore, the Project is less than the criteria of 100,000 square feet of retail and is exempt from a detailed VMT analysis.

To demonstrate the local serving nature of the proposed Project, **Figure 3-1** illustrates the locations of hotels proximate to the project site. This figure shows the Project's proximity to the Mineta San Jose International Airport. Many of the proposed hotel's visitors would choose this hotel for its location within two miles of the airport as well as its proximity to the Civic Center or Downtown San Jose (i.e., less than two miles). It is presumed that the majority of hotel customers would divert trips to the proposed hotel from other existing local hotels and, therefore, would not generate new hotel trips in the region.

The proposed Project is consistent with the goals of the General Plan and the objectives of Senate Bill 743. The Project is also in conformance with Council Policy 5-1.

3.2 OTHER JURISDICTIONS

The Project is close to US 101 freeway. The Oakland Road/US 101 interchange ramps are under Caltrans jurisdiction and are included in the list of study intersections. The study area is completely within the City of San Jose, and no other City's intersections or roadways are analyzed.

3.2.1 Methodology

Study intersections at the US 101/Oakland Road interchange are under Caltrans jurisdiction. Caltrans uses HCM delay methodology to determine peak hour impacts at ramp intersections. Caltrans analysis methodology is consistent with the HCM analysis that the City uses in the LTA.

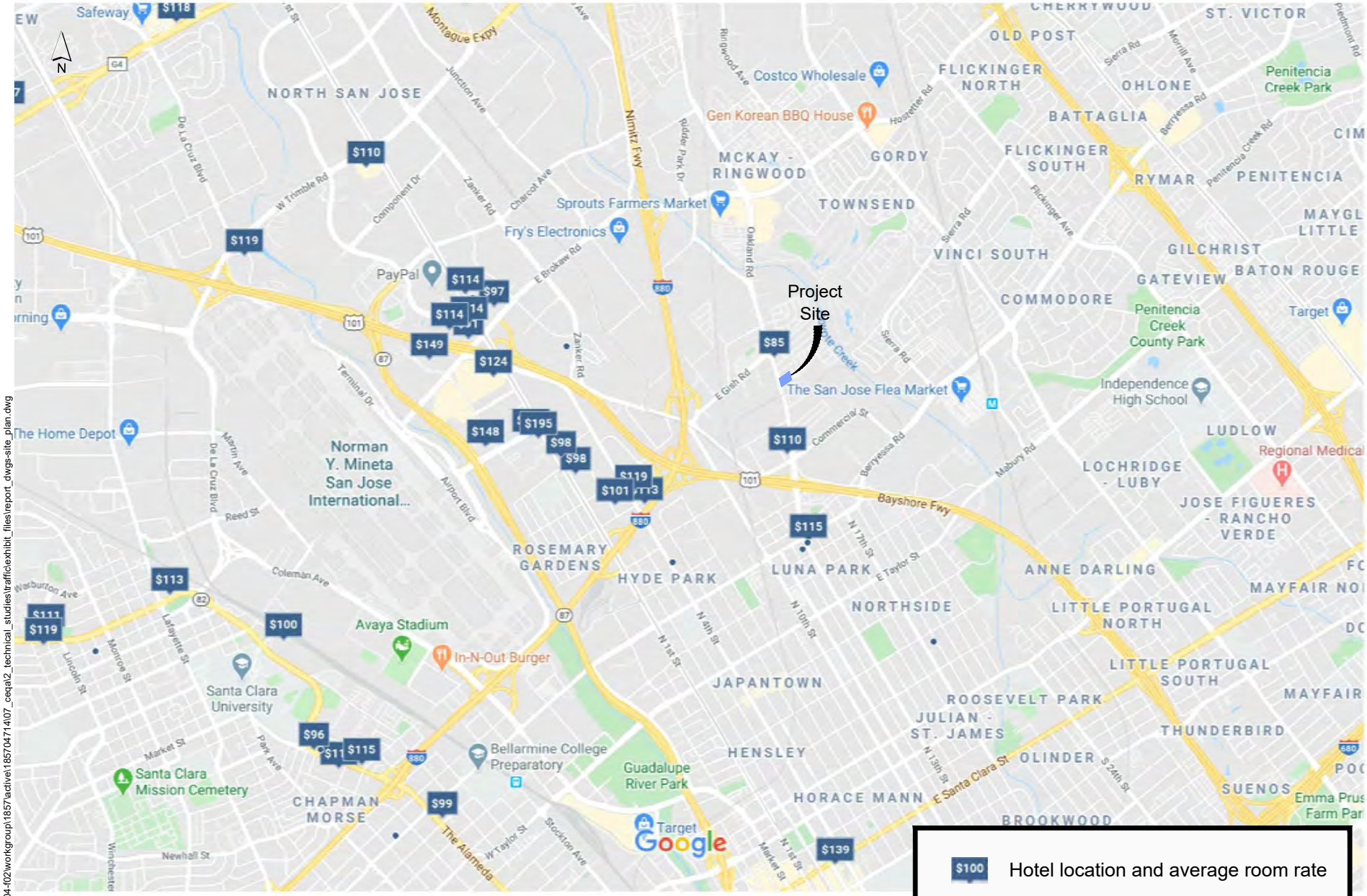
The Project adds less than 100 trips to the freeway; therefore, a mainline freeway analysis is not performed.

3.2.2 Significance Criteria

The significance criteria that the City uses was applied to the Oakland Road/US 101 ramp intersections to determine impacts to Caltrans intersections.

3.2.3 Project Impacts and Mitigation Measures

Project impacts to the Oakland Road/US 101 ramp intersections are discussed in the following chapter.



Source: Google Maps

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Figure 3-1
Location of Hotels in the Vicinity of the Project Site

4.0 LOCAL TRANSPORTATION ANALYSIS

This chapter addresses the potential Project effects based on the City's LTA criteria, and identifies adverse Project effects, if any, based on the methodology in the City's Transportation Analysis Handbook.

4.1 BICYCLE AND PEDESTRIAN

The Project would improve the sidewalk along the Project frontage on Oakland Road to provide a 12-foot sidewalk, ADA curb ramp at the corner, and street trees as shown in the site plan. The sidewalk on Faulstich Court along the Project frontage would be improved and widened to 10 feet and extended to the eastern property boundary.

The Project is not expected to generate a significant amount of pedestrian or bicycle traffic. Hotel guests are expected to use rental cars, ride-sharing services (i.e., Uber/Lyft, taxi, etc.), or hotel shuttle services; however, a portion of hotel employees might walk or bike to the site. The Project is not expected to have a noticeable effect on the pedestrian or bicycle network.

4.2 TRANSIT

As discussed below, the Project is located within a Suburban with Multifamily Housing area. There is a bus route that travels along the Project frontage; however, there is a low percentage of transit use expected. Hotel guests are more likely to use the hotel's airport shuttle or ride-sharing services, such as Uber or Lyft, than to take public transit to and from the hotel. The most common users of transit to the site will be employees of the hotel. However, the Project is not expected to have a noticeable effect on transit use in the study area.

4.3 INTERSECTION OPERATIONS ANALYSIS

The LTA is based on the peak hour analysis of five signalized study intersections and one stop-controlled intersection. The analysis examines the Project's effects based on the HCM delay methodology. Conditions with the proposed Project are compared with background conditions to determine adverse Project effects.

4.3.1 Trip Generation

The Project site is currently vacant.

The proposed Project consists of a five-story 48-room hotel; however, the analysis was prepared assuming up to 50 hotel rooms to provide a conservative analysis scenario. The trip generation rates for the proposed Project were obtained from the trip rates for All-Suites Hotel (Category 311) from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. These rates are based on the maximum number of guest suites of the proposed hotel. **Table 4-1** summarizes the daily total and weekday AM and PM peak hour trip generation for the proposed Project.

Table 4-1 Project Trip Generation Summary

Land Use	Quantity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Trip Generation								
All-Suites Hotel	50 Rooms	223	17	9	8	18	9	9
Baseline Vehicle-Trips		223	17	9	8	18	9	9
Project Trip Reduction								
Location-Based Adjustments [1]		*-27*	*-2*	*-1*	*-1*	*-2*	*-1*	*-1*
Sub-Total		*196*	*15*	*8*	*7*	*16*	*8*	*8*
Net External Vehicle-Trips		**196**	**15**	**8**	**7**	**16**	**8**	**8**
Trip Rates [2]								
All-Suites Hotel (ITE 311)	TSF	4.46	0.34	53%	47%	0.36	48%	52%

[1] Suburban with Multifamily Housing (per San Jose Vehicle Miles Traveled Evaluation Tool): 88%
[2] Source: ITE *Trip Generation Manual, 10th Ed.*

As this table shows, the Project's baseline trip total is 223 daily trips, of which 17 occur during the AM peak hour and 18 occur during the PM peak hour.

The proposed hotel is expected to appeal mainly to airport travelers. The hotel would operate a shuttle service between the hotel and Mineta San Jose International Airport. The shuttle would be available 24 hours per day and would run approximately every half hour. In addition to the shuttle service, the hotel operators would offer incentives for guests who use other travel modes, such as ride-sharing services or public transportation. These services and incentives could potentially reduce the number of peak hour and daily vehicle trips to the site. Therefore, the trip generation summarized above represents a conservatively high estimate of Project trips.

Trip Generation Reduction Factors

Trip generation reduction factors applied to the baseline Project trip generation total are discussed below.

Location Based Adjustment

The Project site location meets the description of a Suburban with Multifamily Housing area defined by the VMT Tool as shown in Appendix A. The Transportation Analysis Handbook specifies 88 percent vehicle mode share for retail uses in "Suburban with Multifamily Housing" area. Therefore, the estimated

Project trip generation has been decreased 12 percent per the location-based adjustment. The total Suburban with Multifamily Housing area reduction is 2 vehicle trips during the AM peak hour, 2 vehicle trips during the PM peak hour, and 27 daily vehicle trips.

Net External Vehicle Trips

With the reductions applied, the proposed Project would generate 196 net new external daily trips, of which 15 occur during the AM peak hour and 16 occur during the PM peak hour.

4.3.2 Project Trip Distribution

Project trips were distributed and assigned to the surrounding streets manually. The distribution estimates were developed using engineering judgement based on levels and locations of development in relation to the location of the Project site. Approximately 25 percent of Project trips would be oriented toward the north on Oakland Road, 45 percent to the west via E. Gish Road toward the airport, I-880, and US 101, 10 percent to the east on US 101, 5 percent to the east on Commercial Avenue, and 15 percent south on Oakland Road.

Figure 4-1 illustrates the Project distribution.

4.3.3 Project Trip Assignment

The peak hour Project trips identified in Section 4.3.1 were assigned to the surrounding roadway network according to the distribution presented in the previous Section. Turn restrictions at the driveway and the Faulstich Court intersection were taken into consideration when assigning the peak hour Project trips to the study intersection turning movements.

Internal circulation would be limited to one-way, and Project access would be provided by one entry driveway on Oakland Road and one exit driveway on Faulstich Court. The planned median on Oakland Road would restrict the entry driveway on Oakland Road and the westbound traffic at the Faulstich Court intersection to right-turn only, which would result in some U-turns to access the site. Southbound left turns or U-turns on Oakland Road at Faulstich Court would be allowed. The planned median is in the City's long-term plan and there is no timeline for its implementation; however, the trip assignment conservatively takes these long-term plans into account. Inbound Project trips from north of the site would make a U-turn at Faulstich Court to enter the driveway via a right turn, and outbound Project trips toward south of the site would turn right onto Oakland Road from Faulstich Court followed by a U-turn at E. Gish Road.

Figure 4-2 illustrates the net AM and PM peak hour vehicle-trips at the study intersections.

US-101 Oakland/Mabury TDP

The City adopted the US-101/Oakland/Mabury Transportation Development Policy (TDP) in 2007 which "is intended to achieve all of the following: (1) management of traffic congestion generated by near-term new development in the vicinity of the US-101/Oakland interchange; (2) promotion of General Plan goals for economic development and housing; and (3) improvement of the US-101/Oakland Road interchange

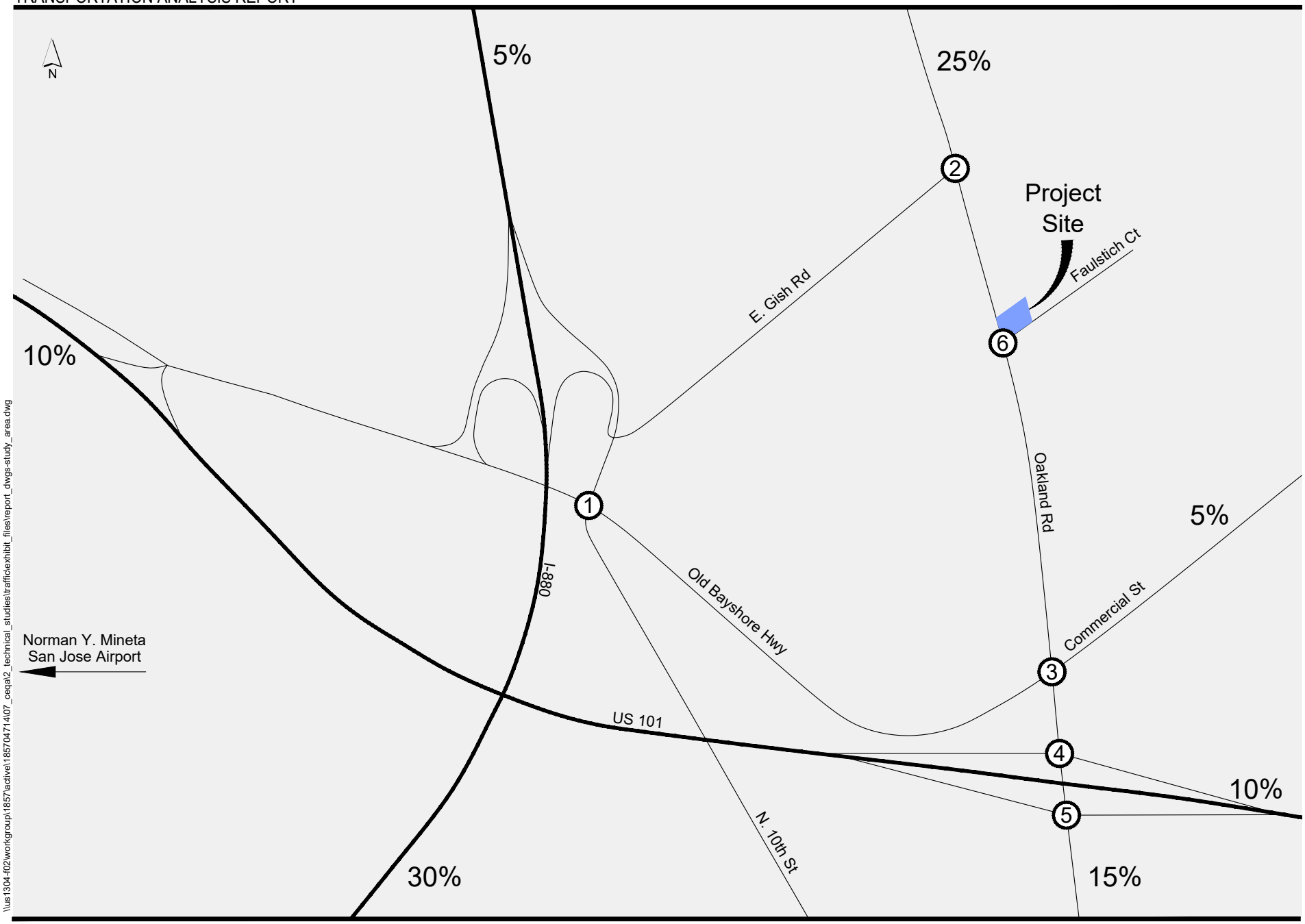

Figure 4-1
Project Trip Distribution

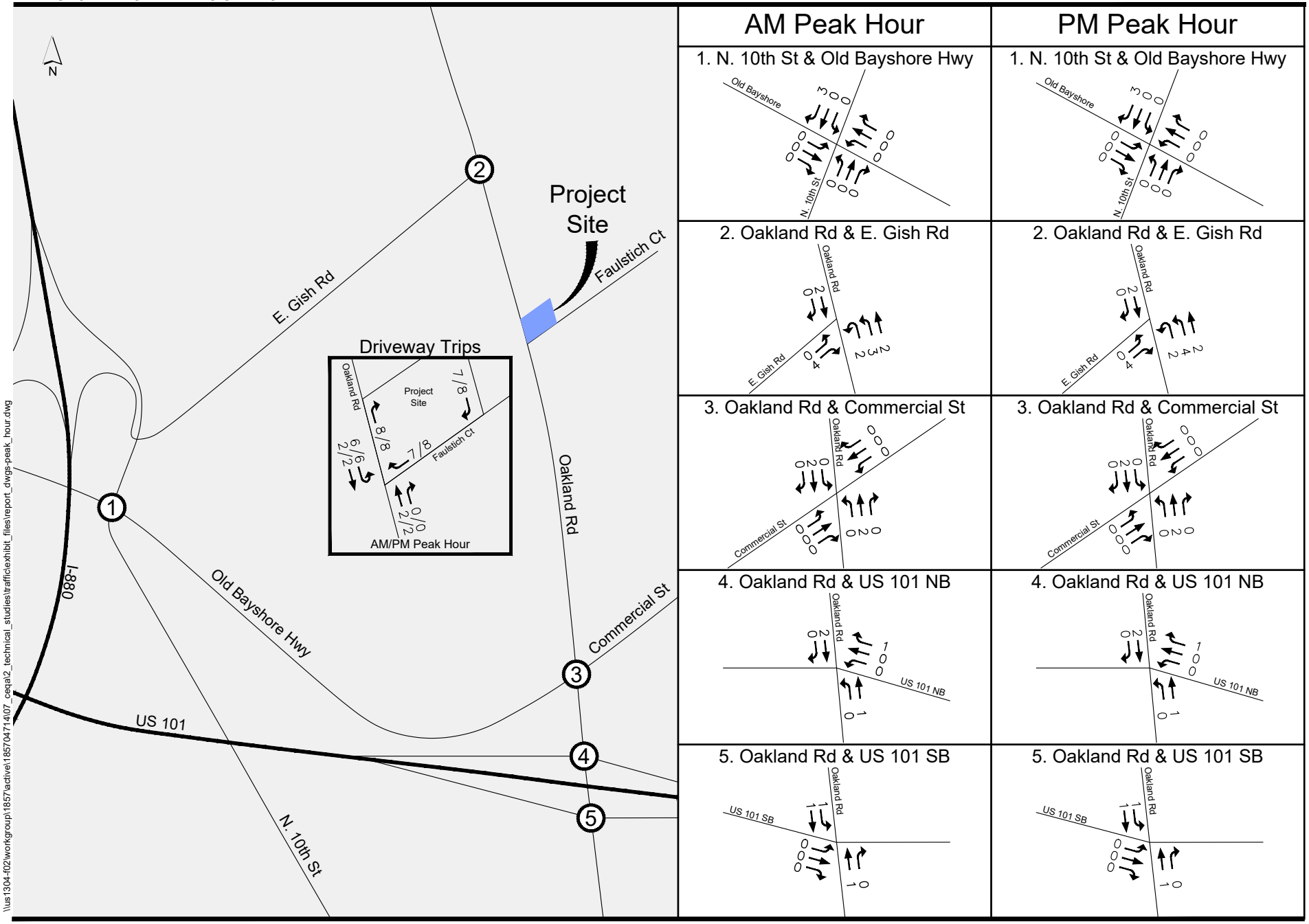

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Figure 4-2
Net External Project Peak Hour Trips

and construction of the new US-101/Mabury Road interchange to accommodate new development."[1] The TDP defines the interchange capacity available, identifies the required improvements for future development in the area, explains the funding to complete the required improvements, establishes a traffic fee program for new development in the area to fund the improvements, promotes industrial land use in the area, and allows the LOS of signalized intersections covered by the TDP to temporarily exceed the City's LOS standards until the required improvements are constructed.

Future intersection effects caused by future developments are expected to occur at the Oakland Road/Commercial Street intersection, Oakland Road/US 101 northbound ramps, and Oakland Road/ US 101 southbound ramps. Major regional transportation projects that are recognized as necessary to provide adequate access to the US 101 freeway and the planned BART station include modification of the US 101/Oakland Road interchange and construction of the US 101/Mabury Road interchange. The proposed Project adds traffic to the "Policy Interchange Intersections" of Oakland Road/Commercial Street, Oakland Road/US 101 northbound ramps, and Oakland Road/US 101 southbound ramps.

The TDP established PM peak hour vehicle trips as the measurement for interchange capacity impacts. Any trip traversing through one or more Policy Interchange Intersection during the PM peak hour is regarded as one interchange trip, whether they access the US 101 freeway or not. Construction of the Planned Improvements will increase the interchange capacity, making approximately 1,153 PM peak hour trips available to accommodate new development. The US-101/Oakland/Mabury Transportation Development Policy TDP Planned Improvements are included in **Appendix E**.

Various funding sources for the Planned Improvements are identified in the TDP. The City Council established a Traffic Impact Fee program to cover the unfunded cost of the Planned Improvements. The Traffic Impact Fee program requires new development that adds traffic to the Policy Interchange Intersections to make a fair share financial contribution to the cost of the Planned Improvements. The Traffic Impact Fee for each interchange PM peak hour trip for fiscal year 2020 is $39,625.

The TDP and its Traffic Impact Fee program applies to all new residential and commercial development that generates vehicular trips at any of the Policy Interchange Intersections. Based on the trip distribution and assignment, the project adds four PM peak hour trips to the Oakland Road/Commercial Street intersection.

4.3.4 Background Conditions

The City maintains a database of vehicle-trips of approved but not yet constructed projects, known as the Approved Trip Inventory (ATI), for use in the LTA. City staff provided ATI volumes at the study intersections for this analysis. The ATI volumes were added to the existing count data to represent background conditions. **Appendix B** summarizes the ATI projects and trips at the study intersections. The ATI peak hour volumes were added to the existing intersection turning movement volumes to produce the AM and PM peak hour background volumes against which the Project effects are evaluated.

[1] US-101/Oakland/Mabury Transportation Development Policy

Figure 4-3 illustrates the AM and PM peak hour background intersection volumes. **Table 4-2** summarizes the delay and corresponding LOS assuming existing lane configurations under background conditions (Traffix delay calculation worksheets are presented in **Appendix C**).

Table 4-2 Background Delay and Level of Service Summary

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1. N. 10th St & Old Bayshore Hwy	Signal	36.2	D	104.8	F
2. Oakland Rd & E. Gish Rd	Signal	18.2	B	20.4	C
3. Oakland Rd & Commercial St [1]	Signal	39.7	D	53.9	D
4. Oakland Rd & US 101 NB [1, 2]	Signal	58.5	E	32.2	C
5. Oakland Rd & US 101 SB [1, 2]	Signal	28.8	C	44.0	D

Notes:
[1] US 101/Oakland/Mabury TDP intersection
[2] CMP intersection
sec = Seconds of delay per vehicle
LOS = Level of service
Highlight indicates LOS E or F

As this table shows, the intersection of Oakland Road and US 101 northbound will operate at LOS E during the AM peak hour, and the intersection of N. 10th Street and Old Bayshore Highway will operate at LOS F during the PM peak hour under background conditions assuming existing lanes. The remaining study intersections will operate at acceptable LOS D or better during the AM and PM peak hours under background conditions.

4.3.5 Background Plus Project Conditions

The net peak hour Project trips presented in Section 4.3.3 were added to the background intersection volumes presented in the previous Section to produce background plus Project conditions. **Figure 4-4** illustrates the AM and PM peak hour background plus Project intersection volumes.

Table 4-3 summarizes the delay and LOS under background plus Project conditions and compares it with background conditions. As this table shows, the intersection of Oakland Road and US 101 northbound would continue to operate at LOS E during the AM peak hour with the addition of Project trips, and the intersection of N. 10th Street and Old Bayshore Highway would continue to operate at LOS F during the PM peak hour. The remaining study intersections would operate at acceptable LOS D or better with the addition of Project trips (Traffix delay calculation worksheets are presented in **Appendix C**).

As discussed in Chapter 1.0, an adverse effect on intersection operations occurs when the analysis demonstrates that the Project causes the operations standard at a study intersection to fall below LOS D with the addition of Project vehicle-trips to background conditions. For signalized intersections already

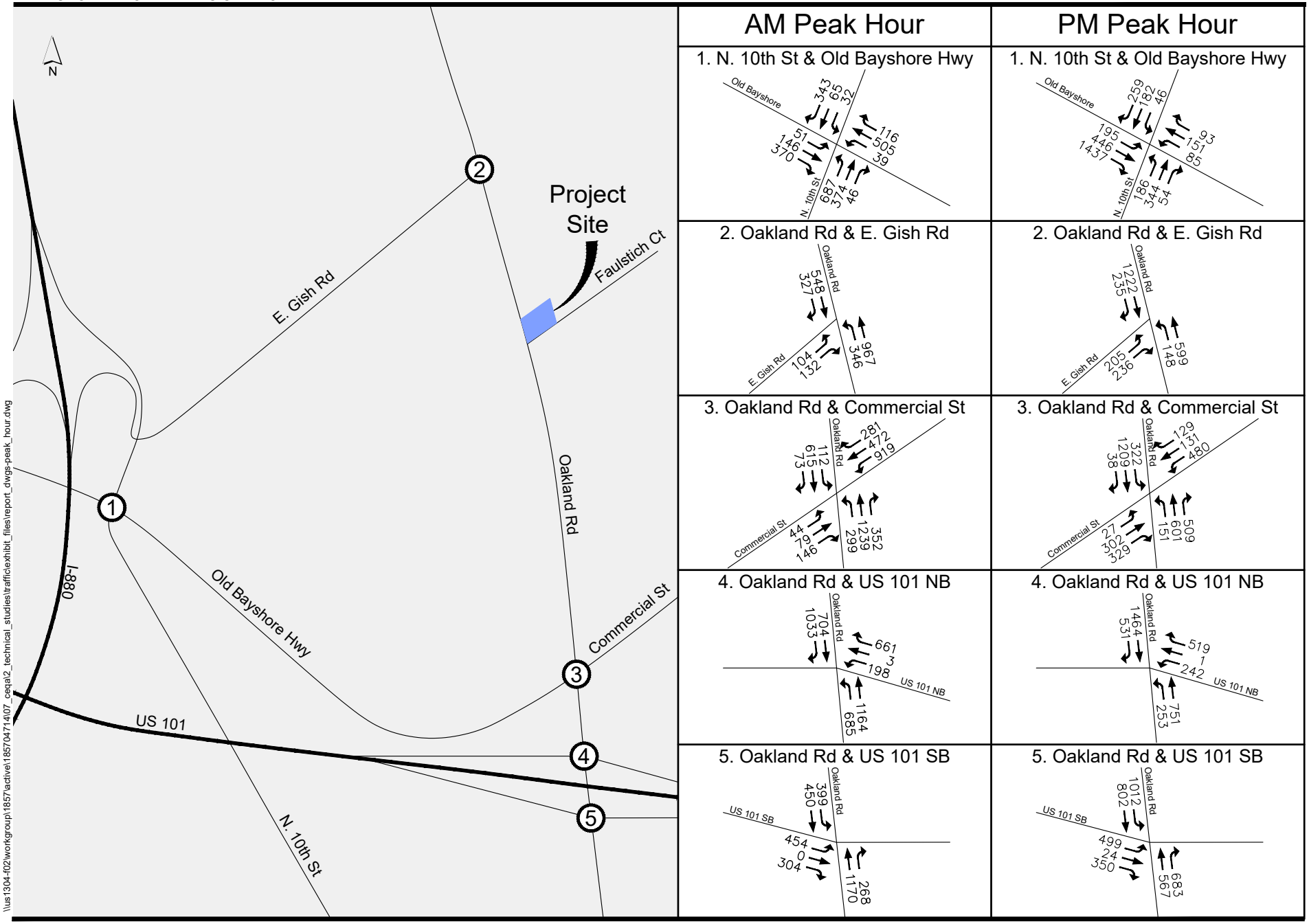

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Figure 4-3
Background Peak Hour Intersection Volumes

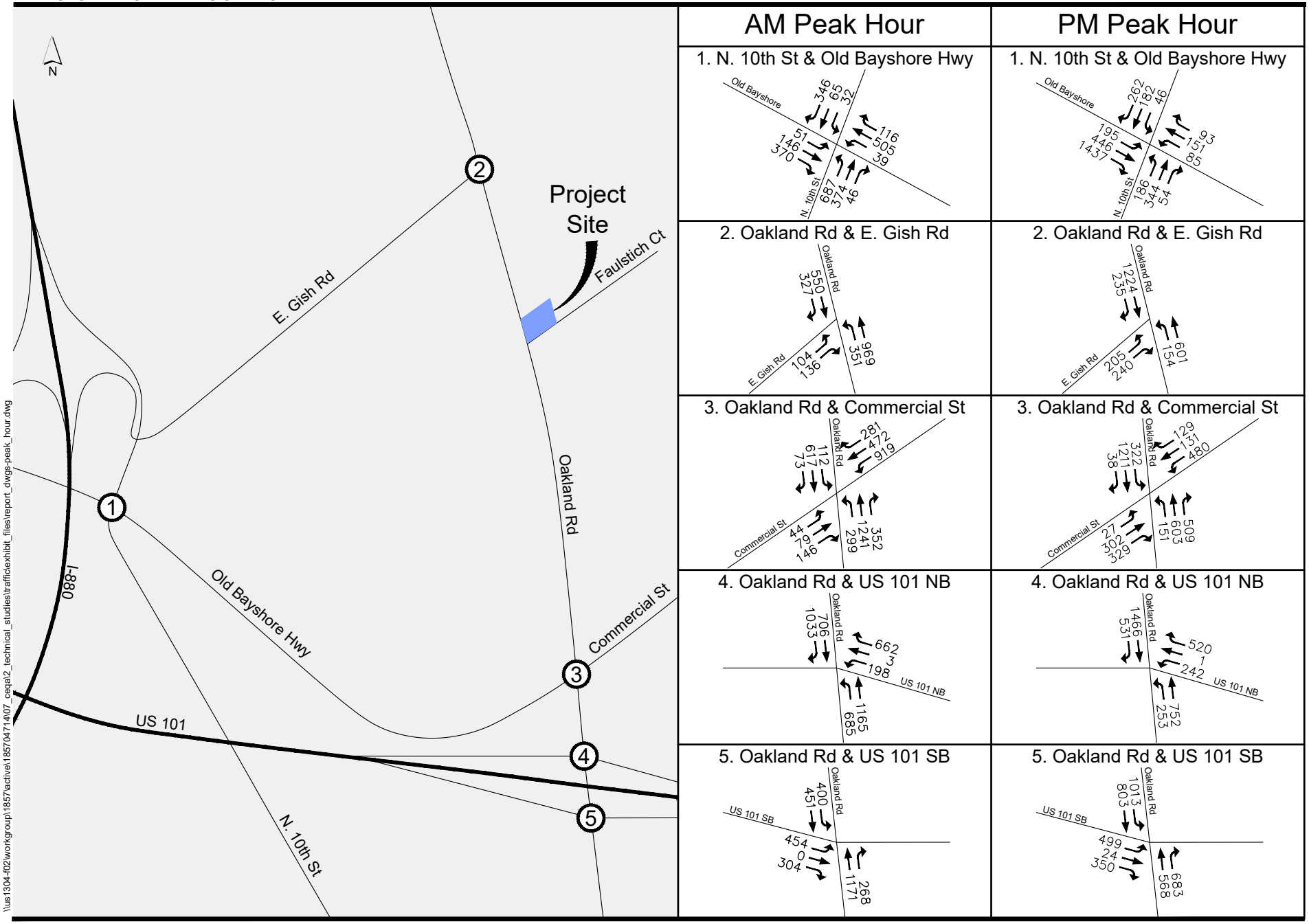

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Figure 4-4

Background Plus Project Peak Hour Intersection Volumes

Table 4-3 Background Plus Project Delay and Level of Service Summary

Intersection	Control	Background				Background + Project								
		AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour				
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Incr. in Delay (sec)	Incr. in V/C	Delay (sec)	LOS	Incr. in Delay (sec)	Incr. in V/C	Adverse Effect?
1. N. 10th St & Old Bayshore Hwy	Signal	36.2	D	104.8	F	36.3	D	0.1	0.002	105.3	F	0.5	0.002	No
2. Oakland Rd & E. Gish Rd	Signal	18.2	B	20.4	C	18.3	B	0.1	0.006	20.7	C	0.3	0.006	No
3. Oakland Rd & Commercial St [1]	Signal	39.7	D	53.9	D	39.7	D	0.0	0.000	53.9	D	0.0	0.001	No
4. Oakland Rd & US 101 NB [1, 2]	Signal	58.5	E	32.2	C	58.7	E	0.2	0.001	32.3	C	0.1	0.001	No
5. Oakland Rd & US 101 SB [1, 2]	Signal	28.8	C	44.0	D	28.8	C	0.0	0.000	44.0	D	0.0	0.001	No

Notes:
[1] US 101/Oakland/Mabury TDP intersection
[2] CMP intersection
sec = Seconds of delay per vehicle
LOS = Level of service
V/C = Volume/Capacity ratio
Highlight indicates LOS E or F

operating at LOS E or F under background conditions, the criteria for determining adverse intersection operations from the Project effect is:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more; OR
- A decrease in the average critical delay AND an increase in critical V/C ratio of 0.010 or more.

Based on these criteria, the intersection of N. 10th Street and Old Bayshore Highway and the intersection of Oakland Road and US 101 northbound would not be adversely affected by the Project, since the Project increases the delay by less than 1.0 second during the peak hours. None of the study intersections would be adversely affected by the proposed Project.

Oakland Road at Faulstich Court

The City requested an analysis of the stop-controlled intersection of Oakland Road and Faulstich Court adjacent to the Project site; however, the recent COVID-19 lockdown prevented the collection of reliable traffic counts, and previous traffic counts at the intersection were not available for this analysis. Approximate existing and background peak hour intersection volumes were determined from the peak hour traffic volumes at the E. Gish Road study intersection and from estimates of the trips generated by the businesses located along Faulstich Court.

The City's plan for Oakland Road includes the construction of a raised median island that will eliminate the westbound left turns from Faulstich Court onto Oakland Road but will allow southbound Oakland Road left turns onto Faulstich Court. The estimated background traffic volumes from Faulstich Court were adjusted to account for the future turn restriction.

Project peak hour trips were added to the estimated background volumes at Oakland Road and Faulstich Court. **Figure 4-5** illustrates the peak hour volumes at the intersection of Oakland Road and Faulstich Court. Delay and LOS for the stop-controlled Faulstich Court intersection were determined using Traffix software (Traffix delay calculation worksheets are included in **Appendix C**). For the stop-controlled intersection, the delay value presented is the delay for the stop-controlled leg (i.e., westbound Faulstich Court). The delay and LOS results for the intersection of Oakland Road and Faulstich Court are summarized in **Table 4-4**. Based on the estimated peak hour volumes, the intersection would operate at LOS B during the AM and PM peak hours, and the Project would have no adverse effect on the intersection.

4.3.6 Recommendations

The Project would have no adverse effects on the study intersections under background conditions assuming existing lanes, and no improvements are required for mitigation.

The Project will be responsible to make a fair share financial contribution to the US 101/Oakland Road/Mabury Road TDP Traffic Impact Fee based on four PM peak hour trips at the Oakland Road/Commercial Street intersection.

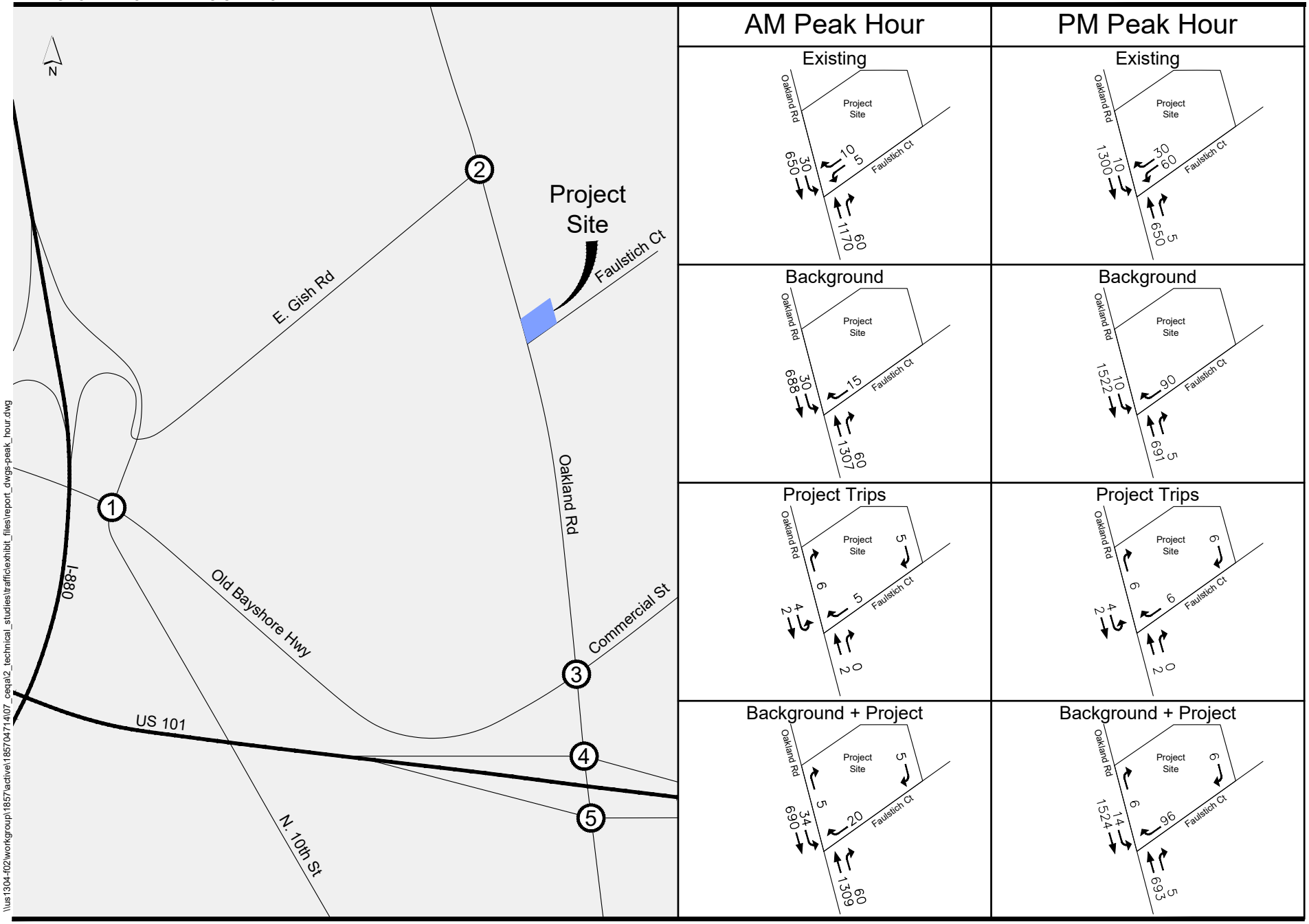

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Figure 4-5

Oakland Road and Faulstich Court Peak Hour Intersection Volumes

Table 4-4 Oakland Road and Faulstich Court – Background Plus Project Delay and Level of Service Summary

Intersection	Control	Background				Background + Project								
		AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour				
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Incr. in Delay (sec)	Incr. in V/C	Delay (sec)	LOS	Incr. in Delay (sec)	Incr. in V/C	Adverse Effect?
5. Oakland Rd & Faulstich Ct	Stop	12.7	B	10.3	B	12.8	B	0.1	0.012	10.3	B	0.0	0.011	No

Notes:
sec = Seconds of delay per vehicle
LOS = Level of service
V/C = Volume/Capacity ratio

4.4 QUEUING ANALYSIS

The Project's potential effect on left-turn storage at the study intersections during the peak hours was evaluated. The Project would add a negligible amount of peak hour traffic to the left-turn movements at N. 10th Street and Old Bayshore Highway, Oakland Road and Commercial Street, and Oakland Road and US 101 northbound.

Table 4-5 summarizes the left-turn pocket lengths per lane and the per lane 95th percentage queues from the Traffix analysis at the locations where the Project would add trips to the left-turn movement. The southbound left-turn pocket at Oakland Road and US 101 southbound consists of two lanes with storage for approximately six vehicles per lane. As this table shows, the northbound left-turn queue at Oakland Road and E. Gish Road exceeds the pocket length under background conditions in the AM peak hour, and the southbound left-turn queue at Oakland Road and US 101 southbound exceeds the pocket length under existing and background conditions in the PM peak hour; however, the Project would not increase the peak hour queues at the study intersections. The Project has no measurable effect on the left-turn queues.

Table 4-5 Left-Turn Queue Analysis Summary

Intersection	Pocket Length Per Lane (vehs)	Existing		Background		Background + Project	
		AM (vehs)	PM (vehs)	AM (vehs)	PM (vehs)	AM (vehs)	PM (vehs)
2. Oakland Rd & E. Gish Rd							
Northbound left	8	8	3	9	5	9	5
5. Oakland Rd & US 101 SB							
Southbound left	6 *	7	17	9	24	9	24
6. Oakland Rd & Faulstich Ct							
Southbound left	TBD	1	0	1	0	1	1
vehs = vehicles (25 feet per vehicle) * 2 left-turn lanes with storage for 6 vehicles per lane TBD = to be determined							

On-site, vehicles are not expected to back up onto the public right-of-way at the Oakland Road driveway. During the peaks, two valet drivers would be available, and the valet operation could process approximately 17 vehicles per hour. During the peak hours, the number of vehicles would total approximately 8 arrivals and 8 departures. There is storage for approximately three vehicles between the valet waiting area and the Oakland Road driveway, which is sufficient to accommodate the expected vehicle arrival rate based on the valet processing rate.

4.5 SITE CIRCULATION AND ACCESS

The Project site would provide one right-turn only entry driveway on Oakland Road and one exit driveway on Faulstich Court. Circulation on-site would be one-way from the Oakland Road driveway to the Faulstich Court driveway. The Oakland Road driveway would be 26 feet wide which is considered a full-access driveway with City of San Jose standards for commercial driveways, and the Faulstich Court driveway would be 24 feet wide to accommodate trash truck access to the trash enclosure. Although the Faulstich Court driveway width would be wide enough to accommodate two-way access, approximately half of that width would be in front of the trash enclosure, and the actual drive aisle would be approximately 12.5 feet wide.

One-way circulation would be maintained by signage on the property. In addition to signs, the operation of the valet service would prevent wrong way travel since guests who arrive with their own vehicles would not be allowed to self-park. When guests enter the Oakland Road driveway with their own vehicle, they are heading in the correct direction. The valet takes possession of their vehicle to park and follows the one-way circulation. When guests are leaving, a valet retrieves the guest's vehicle from the basement parking garage, exits the site via the Faulstich Court driveway, then returns to the valet station via the Oakland Road driveway, maintaining the one-way circulation. The guest receives their vehicle heading in the correct direction to exit via the Faulstich Court driveway. Two valet employees would be available during the AM and PM peak hours to handle guests' vehicles.

As shown on the site plan, vehicles enter the Oakland Road driveway and pull up to the valet area in front of the main hotel entrance. Valets would receive and park the vehicle using the car elevator to access the basement parking garage. Guests would not be allowed to self-park since the only access to the underground parking is via the car elevator, the underground parking spaces are tandem, and some parking spaces are located on car lifts. Cars are returned to the guests by the valets.

The loading and unloading of shuttle passengers would occur in the parking lot aisle adjacent to the primary building entrance. The shuttle is expected to operate every 30 minutes mainly taking guests to and from the airport.

The San Jose Department of Transportation has a plan for the possible vacation of the Project's frontage corner. The Project would be required to tighten the curb radius as shown in **Appendix E**.

4.6 DELIVERY, WASTE, AND MOVING TRUCKS

Delivery trucks would enter the site via a right turn at the driveway on Oakland Road and exit via the driveway on Faulstich Court. The entry driveway on Oakland Road would be 26 feet wide and the exit driveway would be 24 feet wide.

The trash enclosure would be located in the southeast area of the site adjacent to the exit driveway on Faulstich Court. Trash trucks would access the trash enclosure via the driveway on Faulstich Court as

shown in **Figure 4-6**. The driveway opening is wider than a 16-foot one-way driveway width to allow trash truck access to the front of the trash enclosure. However, the drive aisle leading to the Faulstich Court exit driveway is 12.5 feet wide.

4.7 PARKING

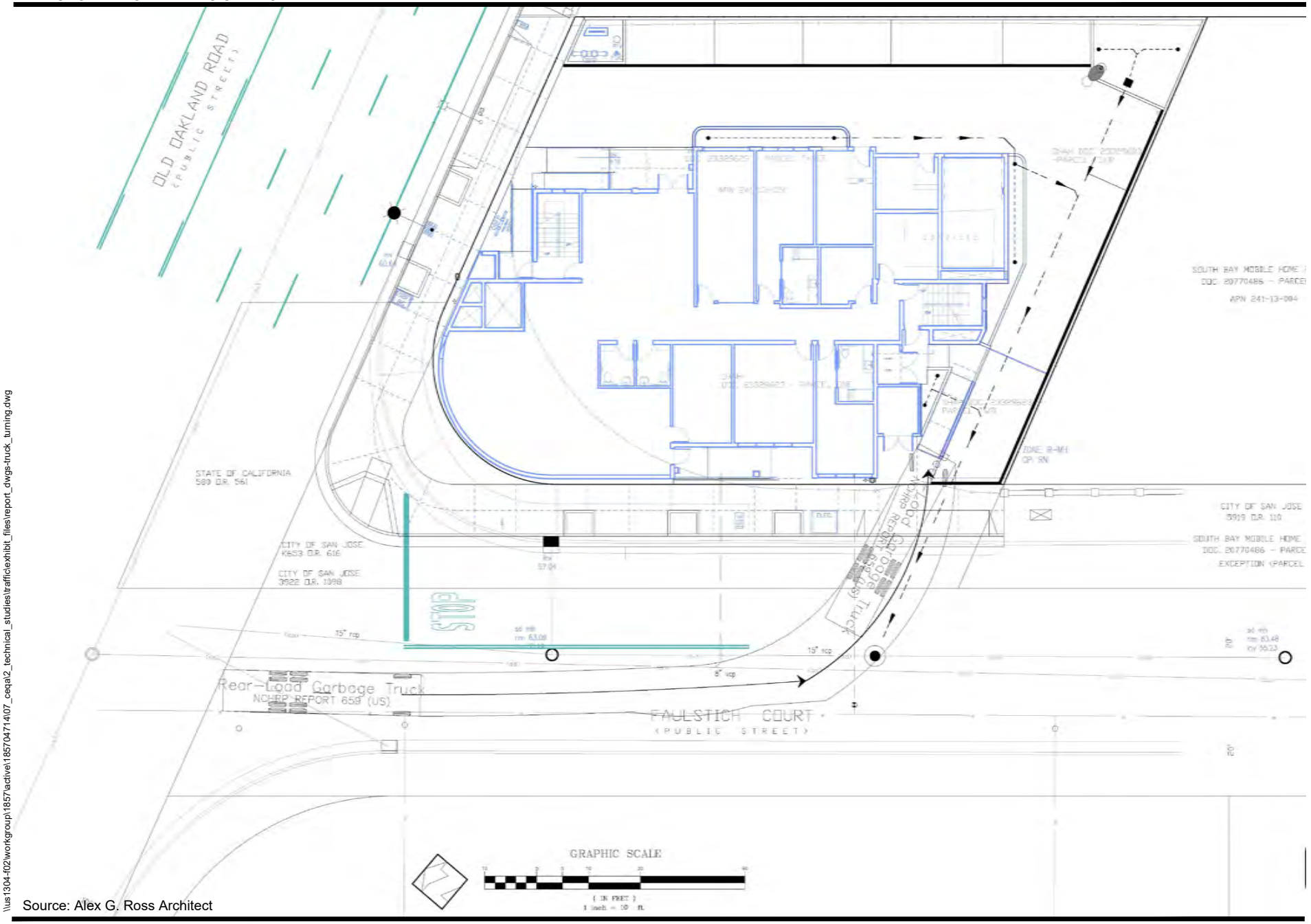
Parking for the Project would be located primarily in the basement parking garage. A small number of parking spaces would be located in the surface parking lot. A car elevator located at the northeast corner of the hotel building would provide vehicle access from the surface lot to the basement garage. No other vehicle entrance to the basement garage would be available. All parking would be done by valet drivers. Guests would not be permitted to self-park. **Figure 4-7** illustrates the basement garage parking space arrangement. As this figure shows, six spaces in the basement garage would be provided by car lifts.

The Project would employ two valet drivers during the peak hotel guest arrival and departure times to handle the number of vehicles expected. The arrival during the peak hours is estimated to be 8 vehicles; however, outbound vehicles would also be brought from the basement garage around to the valet station at the front of the hotel via the Oakland Road driveway, for a total of 16 vehicles processed during the peak hours. The average time for a valet driver to receive and park a guest's vehicle is approximately five to seven minutes. Two valet drivers could process approximately 17 vehicles during the peak hours, which is sufficient to accommodate the expected arrival and departures during the peaks. Furthermore, there are four parking spaces in the surface lot where valets could temporarily store vehicles quickly without taking them to the basement garage if more guests arrive than they could handle to prevent the back up of vehicles at the driveway.

The hotel shuttle would also load and unload passengers at the front of the hotel. The shuttle vehicle would be parked in the parking space in the northeast corner of the surface lot when not in use.

Based on the City's parking requirements for hotel, the Project requires 1 space per room plus 1 space per employee. The Project was analyzed for a maximum of 50 guest rooms for the intersection LOS analysis; however, the current plan consists of 48 guest rooms and would have two full-time employees. The Project would require a total of 50 parking spaces. A 20 percent parking reduction based on Ordinance 20.90.220(G) and a 2-stall parking reduction based on Ordinance 20.90.220(A2) has been applied to the parking requirement, resulting in a requirement to provide 38 parking stalls. Per the site plan, parking will be provided for 34 vehicles in the basement garage and 5 vehicles in the surface valet area, for a total of 39 vehicles. The Project would meet the parking requirement.

Bike lockers are required for hotels at a rate of 1 bike locker plus 1 bike locker per 10 guest rooms. A total of 6 bike lockers would be required to meet the City's Municipal Code. Bike lockers would be provided for 16 bicycles.

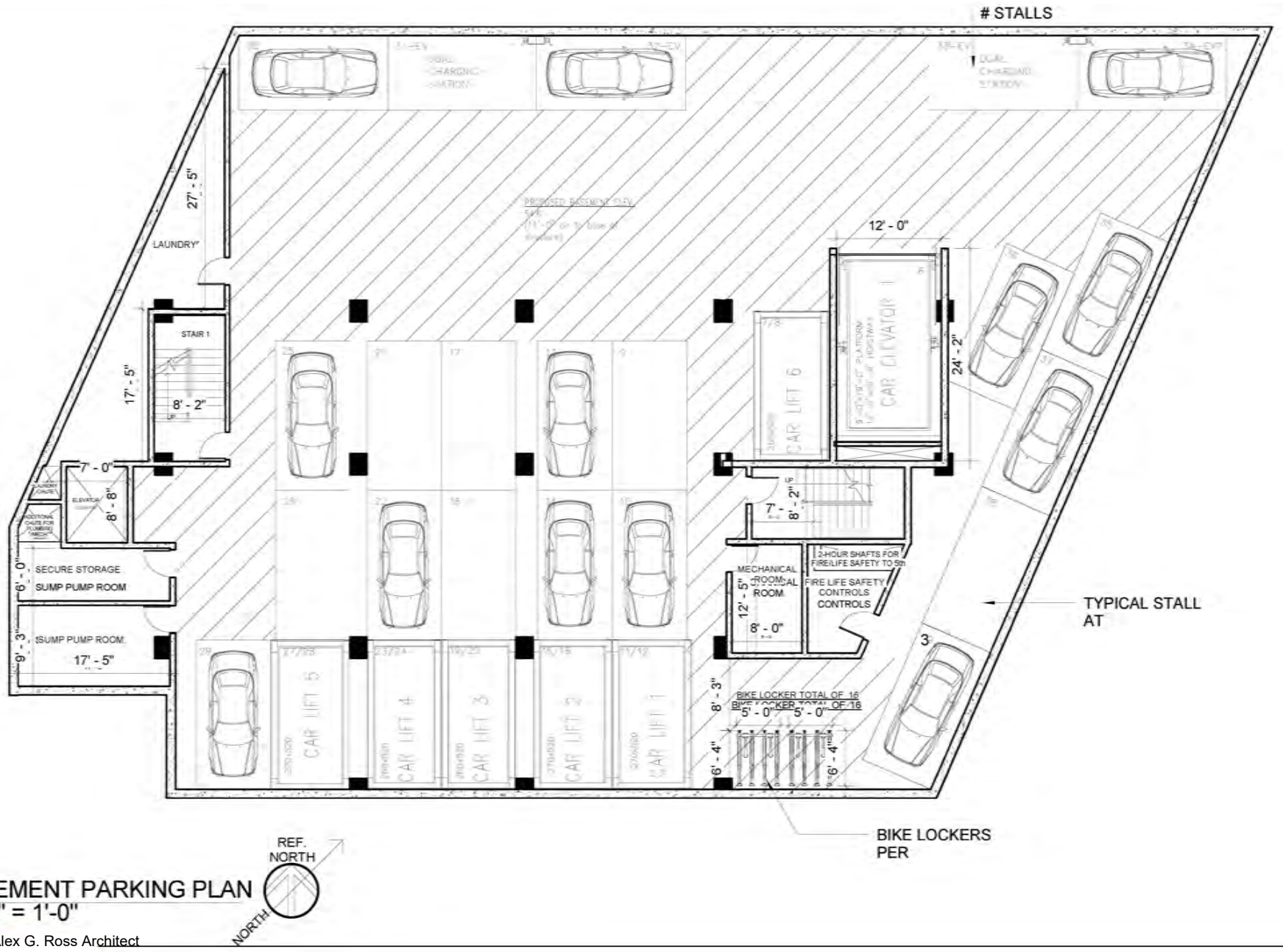


Source: Alex G. Ross Architect

\\us1304-f02\workgroup\1857\active\185704714\07_ceqa\2_technical_studies\traffic\exhibit_files\report_dwgs-truck_turning.dwg

Figure 4-6

Faulstich Court Driveway Truck Turning Diagram



BASEMENT PARKING PLAN
3/32" = 1'-0"

Source: Alex G. Ross Architect

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Figure 4-7
Basement Parking Plan

A TDM plan was prepared for the proposed hotel. The TDM outlines the Project's strategy to reduce the on-site parking demand. The use of a shuttle service, valet parking, encouraging the use of ride-sharing services, and offering a discount incentive on room rentals to guests that use alternate means of transportation during their stay would reduce the demand for on-site parking spaces. Electric vehicle charging stations would be provided.

4.8 DRIVEWAY SIGHT DISTANCE

The Faulstich Court driveway was evaluated for sufficient sight distance for vehicles exiting the site. Westbound speeds on Faulstich Court are approximately 25 mph and the Project traffic from the driveway would be right-turn only; therefore, the minimum stopping sight distance for the driveway is 150 feet to the east as shown in **Figure 4-8**. There is a block wall to the east of the driveway and parked vehicles may be parked adjacent to the driveway, but the vegetation is low and sparse, traffic on the long cul-de-sac street is light, and the driver can inch farther out to see around parked vehicles to check for approaching traffic. If parked vehicles become a problem, then approximately 50 feet of parking (approximately two parking spaces) on the north side of Faulstich Court adjacent to the driveway could be prohibited.

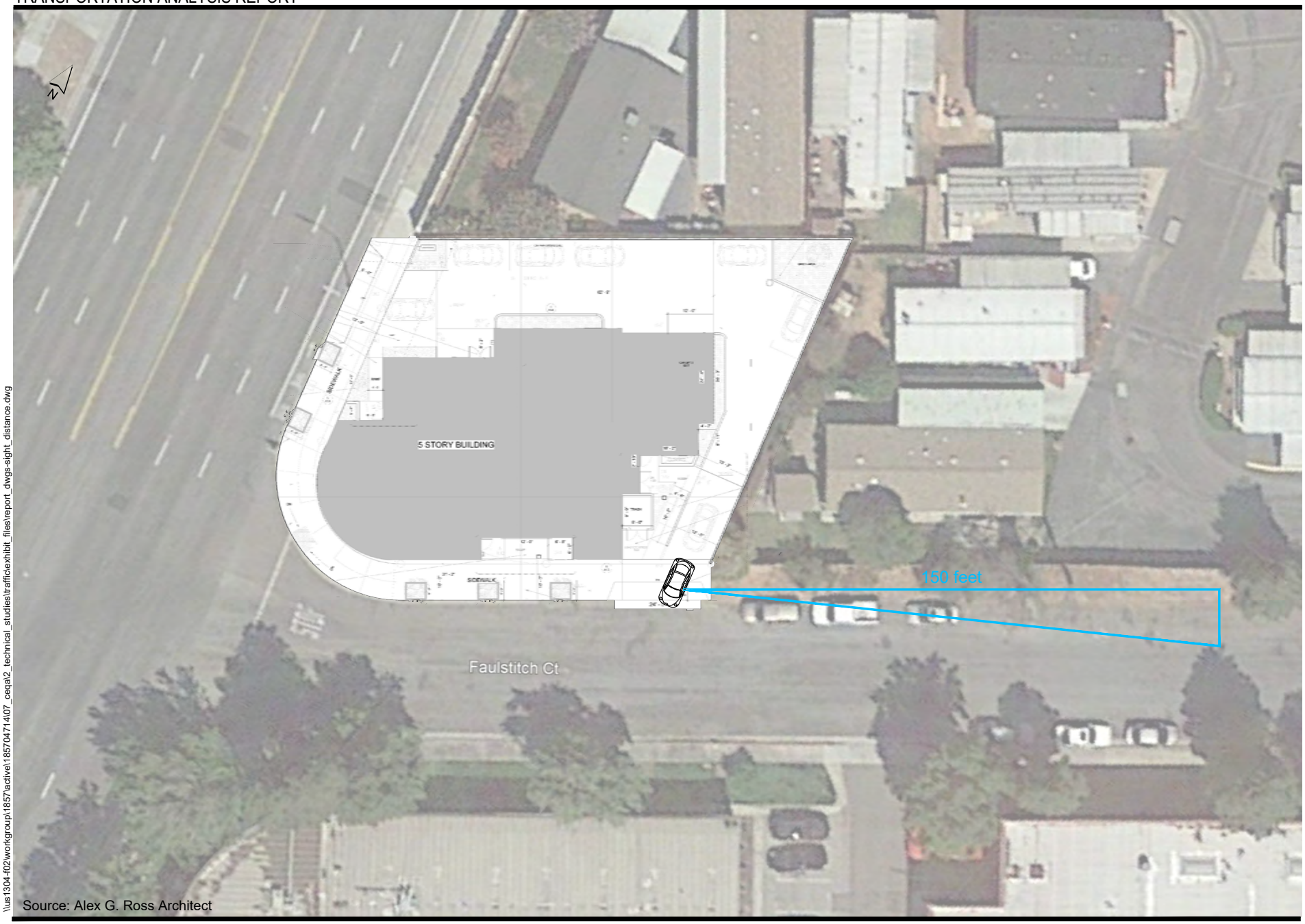
Vehicles would not exit the Oakland Road driveway; therefore, the sight distance at the Oakland Road driveway is not evaluated.

4.9 NEIGHBORHOOD INTERFACE

The Project site is adjacent to the South Bay Mobile Home Park. The streets within the mobile home park do not provide through access; therefore, there is no incentive for drivers to/from the Project to use these private streets, with the exception of employees of the Project who might live within the mobile home park. Other residential areas in the Project vicinity site have similar access restrictions and would not be affected by drivers to/from the Project.

4.10 CONSTRUCTION OPERATIONS

During construction, the short-term closure of vehicular lanes, bicycle lanes, or pedestrian facilities is possible.



Source: Alex G. Ross Architect

\\us1304-f02\workgroup\1857\active\185704714\07_ceqa\2_technical_studies\traffic\exhibit_files\report_dwgs-sight_distance.dwg

Figure 4-8
Faulstich Court Driveway Sight Distance

5.0 CONCLUSIONS

The proposed Project consists of an all-suites hotel up to 50 rooms on the northeast corner of Oakland Road and Faulstich Court. The Project site would have one right-turn only entrance driveway on Oakland Road and one exit driveway on Faulstich Court.

Project trips were calculated based on ITE trip rates. Location based reduction for Suburban with Multifamily Housing area was applied to the Project trips. The proposed Project would generate 15 net external vehicle-trips during the AM peak hour, 16 net external vehicle trips during the PM peak hour, and 196 net external vehicle-trips daily.

The Project is considered a "Local Serving Retail" type of project that would not result in significant transportation impacts on the transportation system and would conform to the City's General Plan and other City goals and policies. Retail commercial projects up to a combined total of 100,000 gross square feet meet the City's screening criteria and do not require a detailed VMT analysis. The Project is equivalent to approximately 5,907 square feet of local-serving retail based on the conversion of hotel rooms to retail square footage; therefore, the Project is less than the criteria of 100,000 square feet of retail and is exempt from a detailed VMT analysis.

The study area was defined with concurrence of the City, and five signalized intersections and one stop-controlled intersection in proximity of the Project site were identified as the study intersections. Peak hour turning movement volumes from 2018 at the signalized study intersections were provided by the City. Background conditions were developed by adding trips from approved but not yet constructed projects in the City's ATI database to the existing intersection volumes. These background volumes provide the conditions against which the Project effects are evaluated.

The Project net external vehicle-trips were manually distributed to the surrounding street network based on the levels and locations of development in relation to the Project site. These trips were added to the background volumes at the study intersections. The delay and LOS for background plus Project conditions were compared with the background delay and LOS. Two of the study intersections operate at LOS E or F under background and background plus Project conditions; however, the Project has no adverse effects on any of the study intersections.

The Project would have no adverse effect on the surrounding streets and no off-site improvements are necessary. The Project would contribute its fair share cost to the US 101/Oakland Road/Mabury Road improvements through the TDP fee based on four PM peak hour trips at the Policy Interchange Intersections.

6.0 REFERENCES

1. City of San Jose. April 2018. *Transportation Analysis Handbook*.
2. City of San Jose. March 2018. Council Policy 5-1.
3. Fehr & Peers. February 2018. *San Jose VMT Evaluation Tool: User Guide*.
4. Institute of Transportation Engineers (ITE). September 2017. *Trip Generation Manual, 10th Edition*.

Appendix A SAN JOSE VMT EVALUATION TOOL OUTPUT SHEET

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Oakland Road Comfort Suites Hotel
Location: Oakland Rd & Faulstich Ct
Parcel: 24113019 Parcel Type: Suburb with Multifamily Housing
Proposed Parking Spaces Vehicles: 39 Bicycles: 16

Tool Version: 2/29/2019
Date: 10/19/2020

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	4.715 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

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

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

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

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 15
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 15

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Appendix B APPROVED TRIP INVENTORY

AM PROJECT TRIPS

12/05/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	13	0	0	17	5	0	0	0	0	0	5
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	74	178	0	0	77	124	0	0	0	14	0	74
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	4	0	0	3	0	0	0	0	0	0	4
NSJ LEGACY NORTH SAN JOSE	28	66	0	0	1	3	0	0	0	2	0	13
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	5	0	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	28	0	0	7	3	0	0	0	16	0	29
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	67	60	0	0	43	67	0	0	0	16	0	28

AM PROJECT TRIPS

12/05/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	10	6	0	0	3	0	0	0	0	4	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	12	6	0	0	2	0	0	0	0	1	0	0

AM PROJECT TRIPS

12/05/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	10	0	0	5	0	0	0	0	2	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**199**	**372**	**0**	**0**	**160**	**202**	**0**	**0**	**0**	**55**	**0**	**153**

	LEFT	THRU	RIGHT
NORTH	0	160	202
EAST	55	0	153
SOUTH	199	372	0
WEST	0	0	0

PM PROJECT TRIPS

12/05/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	17	0	0	19	6	0	0	0	0	0	5
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	20	65	0	0	93	42	0	0	0	11	0	27
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	2	0	0	5	0	0	0	0	0	0	2
NSJ LEGACY NORTH SAN JOSE	4	12	0	0	88	40	0	0	0	3	0	7
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	4	1	0	0	0	0	0	0	0	5	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	19	8	0	0	17	19	0	0	0	3	0	5
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	35	90	0	0	36	35	0	0	0	29	0	51

PM PROJECT TRIPS

12/05/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	6	3	0	0	6	0	0	0	0	8	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	6	3	0	0	6	0	0	0	0	4	0	0

PM PROJECT TRIPS

12/05/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	5	0	0	10	0	0	0	0	3	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**94**	**207**	**0**	**0**	**281**	**142**	**0**	**0**	**0**	**66**	**0**	**97**

	LEFT	THRU	RIGHT
NORTH	0	281	142
EAST	66	0	97
SOUTH	94	207	0
WEST	0	0	0

AM PROJECT TRIPS

12/05/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	8	0	5	12	0	5	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	40	5	8	7	0	14	0	9	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	4	0	1	1	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	84	12	2	1	0	11	0	8	0	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	6	6	0	6	0	6	0	4	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	3	4	3	21	0	28	0	16	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	81	48	32	26	0	46	0	27	0	0	0

AM PROJECT TRIPS

12/05/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	17	8	0	8	0	0	0	9	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	18	4	0	3	0	0	0	3	0	0	0

AM PROJECT TRIPS

12/05/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	10	3	0	7	0	0	0	0	0	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**272**	**90**	**51**	**93**	**0**	**110**	**0**	**76**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	51	93	0
EAST	0	0	0
SOUTH	0	272	90
WEST	110	0	76

PM PROJECT TRIPS

12/05/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	11	0	5	14	0	6	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	65	49	84	82	0	73	0	72	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	2	0	3	3	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	8	6	65	64	0	21	0	20	0	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	4	5	0	5	0	0	0	5	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	22	24	16	4	0	5	0	3	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	42	25	17	48	0	83	0	49	0	0	0

PM PROJECT TRIPS

12/05/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	9	4	0	14	0	0	0	16	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	9	2	0	10	0	0	0	11	0	0	0

PM PROJECT TRIPS

12/05/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	5	2	0	13	0	0	0	0	0	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**178**	**117**	**190**	**258**	**0**	**188**	**0**	**176**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	190	258	0
EAST	0	0	0
SOUTH	0	178	117
WEST	188	0	176

AM PROJECT TRIPS

12/05/2019

Intersection of : E Gish Rd / N 10th St & Old Bayshore Hy

Traffix Node Number : 3289

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	3	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	161	53	2	0	0	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	4	2	0	1	1
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	2	7	0	0	0	0	0	10	4	0	19	15
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	12	14	0	0	3	0	0	0	8	0	0	0

AM PROJECT TRIPS

12/05/2019

Intersection of : E Gish Rd / N 10th St & Old Bayshore Hy

Traffix Node Number : 3289

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**175**	**74**	**2**	**0**	**3**	**3**	**0**	**14**	**14**	**0**	**20**	**16**

	LEFT	THRU	RIGHT
NORTH	0	3	3
EAST	0	20	16
SOUTH	175	74	2
WEST	0	14	14

PM PROJECT TRIPS

12/05/2019

Intersection of : E Gish Rd / N 10th St & Old Bayshore Hy

Traffix Node Number : 3289

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	6	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	51	43	11	0	0	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	1	2	0	0	0	0	0	1	0	0	5	3
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	1	4	0	0	0	0	0	18	8	0	10	7
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	6	7	0	0	6	0	0	0	8	0	0	0

PM PROJECT TRIPS

12/05/2019

Intersection of : E Gish Rd / N 10th St & Old Bayshore Hy

Traffix Node Number : 3289

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**59**	**56**	**11**	**0**	**6**	**6**	**0**	**19**	**16**	**0**	**15**	**10**

	LEFT	THRU	RIGHT
NORTH	0	6	6
EAST	0	15	10
SOUTH	59	56	11
WEST	0	19	16

AM PROJECT TRIPS

12/05/2019

Intersection of : Commercial St & Old Oakland Rd

Traffix Node Number : 3421

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	20	0	5	0	0	2	0	0	24	2	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	46	179	42	6	71	18	4	17	19	108	68	22
H08-044 (3-18357) Office/Industrial EAST SIDE OF OAKLAND ROAD, 350 FEET SOUTHERLY O ASKARI SELF-STORAGE	0	1	0	0	1	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	8	0	0	3	0	0	0	0	0	0	2
NSJ LEGACY NORTH SAN JOSE	21	77	13	0	0	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	1	0	36	3	3	0	0	3	2	6	1	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	16	13	46	6	6	0	0	6	4	100	17	10

AM PROJECT TRIPS

12/05/2019

Intersection of : Commercial St & Old Oakland Rd

Traffix Node Number : 3421

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	6	0	0	3	0	0	0	0	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	8	0	0	7	7	8	0	0	0	0	0

TOTAL:	**84**	**312**	**137**	**20**	**94**	**25**	**14**	**26**	**25**	**238**	**88**	**34**

	LEFT	**THRU**	**RIGHT**
NORTH	20	94	25
EAST	238	88	34
SOUTH	84	312	137
WEST	14	26	25

PM PROJECT TRIPS

12/05/2019

Intersection of : Commercial St & Old Oakland Rd

Traffix Node Number : 3421

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	24	0	5	0	0	2	0	0	27	2	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	14	43	35	1	80	11	3	25	34	38	11	6
H08-044 (3-18357) Office/Industrial EAST SIDE OF OAKLAND ROAD, 350 FEET SOUTHERLY O ASKARI SELF-STORAGE	0	2	0	0	2	1	1	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	4	0	1	5	0	0	0	0	0	0	1
NSJ LEGACY NORTH SAN JOSE	0	5	4	11	92	1	0	8	13	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	4	3	6	1	1	0	0	0	0	35	4	2
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	8	7	83	11	11	0	0	10	7	52	9	5

PM PROJECT TRIPS

12/05/2019

Intersection of : Commercial St & Old Oakland Rd

Traffix Node Number : 3421

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	3	0	0	6	0	0	0	0	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**26**	**91**	**128**	**30**	**197**	**13**	**6**	**43**	**54**	**152**	**26**	**14**

	LEFT	THRU	RIGHT
NORTH	30	197	13
EAST	152	26	14
SOUTH	26	91	128
WEST	6	43	54

AM PROJECT TRIPS

12/05/2019

Intersection of : E Gish Rd & Old Old Oakland Rd / Old Oakland Rd

Traffix Node Number : 3554

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	5	0	0	5	0	0	0	0	0	0	0
H08-044 (3-18357) Office/Industrial EAST SIDE OF OAKLAND ROAD, 350 FEET SOUTHERLY O ASKARI SELF-STORAGE	0	1	0	0	1	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	9	0	0	3	3	6	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	22	75	0	0	4	2	12	0	2	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	1	0	0	6	0	0	0	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	24	0	0	12	0	0	0	0	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**22**	**115**	**0**	**0**	**31**	**5**	**18**	**0**	**2**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	31	5
EAST	0	0	0
SOUTH	22	115	0
WEST	18	0	2

PM PROJECT TRIPS

12/05/2019

Intersection of : E Gish Rd & Old Old Oakland Rd / Old Oakland Rd

Traffix Node Number : 3554

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	5	0	5	5	2	2	0	0	0	0	1
H08-044 (3-18357) Office/Industrial EAST SIDE OF OAKLAND ROAD, 350 FEET SOUTHERLY O ASKARI SELF-STORAGE	0	2	0	0	2	0	0	0	1	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	5	0	0	7	6	3	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	6	0	0	120	27	7	0	1	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	5	0	0	1	0	0	0	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	12	0	0	23	0	0	0	0	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	6	0	0	2	0	0	0	0	0	0	0

TOTAL:	**0**	**41**	**0**	**5**	**160**	**35**	**12**	**0**	**2**	**0**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	5	160	35
EAST	0	0	1
SOUTH	0	41	0
WEST	12	0	2

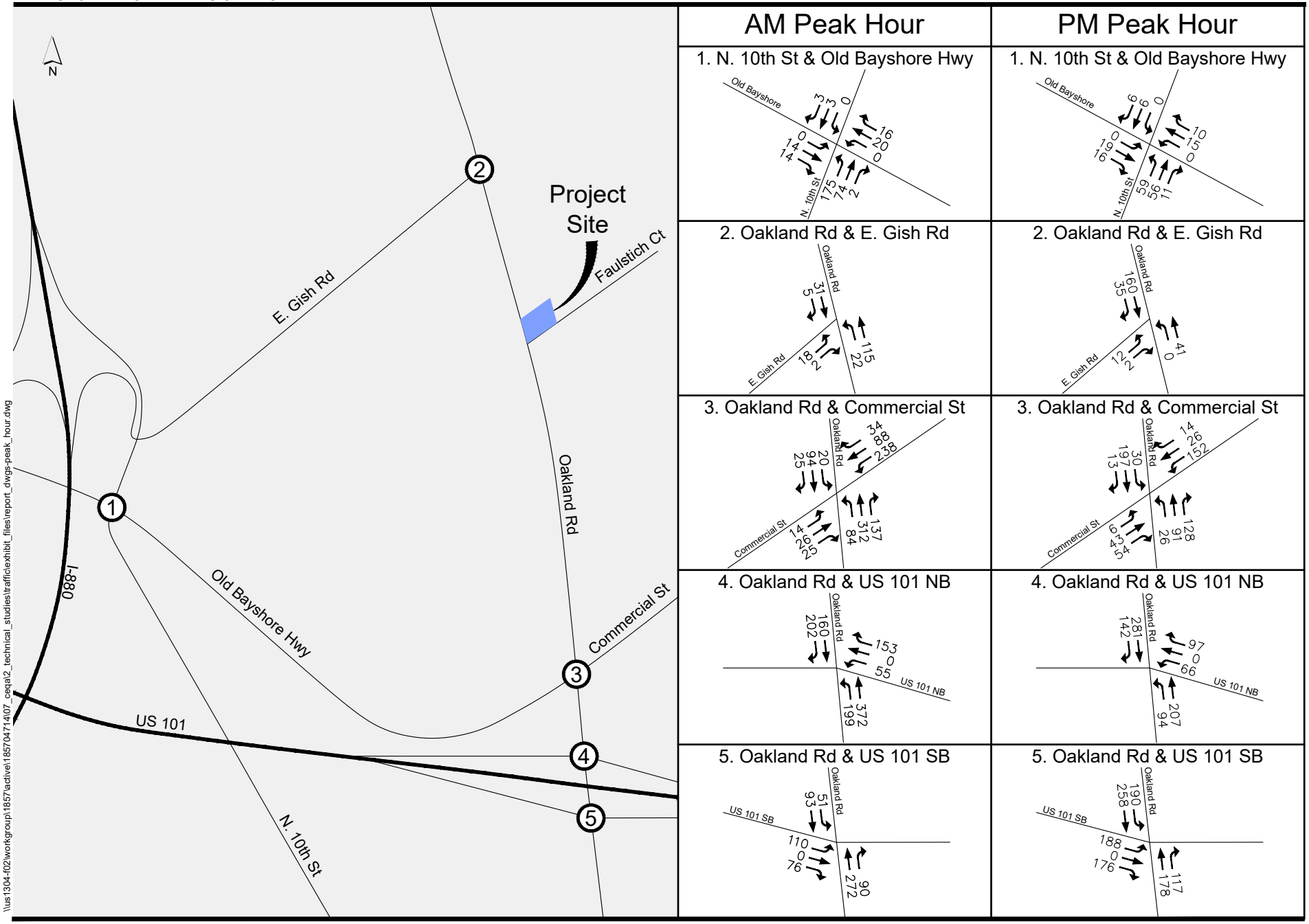


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Figure B-1
ATI Peak Hour Trips

Appendix C INTERSECTION OPERATIONS ANALYSIS OUTPUT SHEETS

Existing

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

Scenario Report

Scenario:	Existing (AM)
Command:	Existing
Volume:	Existing (AM)
Geometry:	Existing (AM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 1. 10th & Old Bayshore Hwy	C-	34.0	0.685	C-	34.0	0.685	+ 0.000 D/V
# 2 2. Oakland & Gish	B-	18.1	0.484	B-	18.1	0.484	+ 0.000 D/V
# 3 3. Oakland & Commercial	C-	34.9	0.601	C-	34.9	0.601	+ 0.000 D/V
# 4 4. Oakland & US 101 NB	C-	33.4	0.769	C-	33.4	0.769	+ 0.000 D/V
# 5 5. Oakland & US 101 SB	C	27.0	0.516	C	27.0	0.516	+ 0.000 D/V
# 6 Oakland Rd & Faulstich Ct	C	20.8	0.053	C	20.8	0.053	+ 0.000 D/V

City of San Jose
Citywide Traffix Database
(updated July 2, 2014)

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

Intersection #1 1. 10th & Old Bayshore Hwy

Cycle (sec):	106	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	9	Average Delay (sec/veh):	34.0
Optimal Cycle:	50	Level Of Service:	C-

Street Name:	10th St						Old Bayshore Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	512	300	44	32	62	340	51	132	356	39	485	100
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:	512	300	44	32	62	340	51	132	356	39	485	100
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:	512	300	44	32	62	340	51	132	356	39	485	100
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:	512	300	44	32	62	340	51	132	356	39	485	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	300	44	32	62	340	51	132	356	39	485	100
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:	512	300	44	32	62	340	51	132	356	39	485	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.27	0.73	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2238	1311	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.03	0.02	0.03	0.19	0.03	0.03	0.20	0.02	0.13	0.06
Crit Moves:	****					****			****			
Green Time:	35.4	35.4	35.4	30.1	30.1	30.1	31.5	31.5	31.5	31.5	31.5	31.5
Volume/Cap:	0.68	0.68	0.08	0.06	0.11	0.68	0.10	0.12	0.68	0.07	0.43	0.19
Delay/Veh:	33.7	33.7	24.4	27.9	28.5	41.2	27.3	27.3	40.0	27.1	31.2	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	33.7	24.4	27.9	28.5	41.2	27.3	27.3	40.0	27.1	31.2	28.6
LOS by Move:	C-	C-	C	C	C	D	C	C	D	C	C	C
HCM2kAvgQ:	13	13	1	1	1	12	1	2	12	1	6	3

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

Intersection #2 2. Oakland & Gish

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484	
Loss Time (sec):	9	Average Delay (sec/veh):	18.1	
Optimal Cycle:	36	Level Of Service:	B-	

Street Name:	Oakland						Gish					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 5 Dec 2018 << AM Peak Hour												
Base Vol:	319	852	0	0	517	322	86	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	852	0	0	517	322	86	0	130	0	0	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:	319	852	0	0	517	322	86	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	852	0	0	517	322	86	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	852	0	0	517	322	86	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	852	0	0	517	322	86	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.00	0.00	0.09	0.18	0.05	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	37.7	75.7	0.0	0.0	38.0	38.0	15.3	0.0	15.3	0.0	0.0	0.0
Volume/Cap:	0.48	0.20	0.00	0.00	0.24	0.48	0.32	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	26.3	3.6	0.0	0.0	21.4	26.1	40.8	0.0	44.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	3.6	0.0	0.0	21.4	26.1	40.8	0.0	44.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C+	C	D	A	D	A	A	A
HCM2kAvgQ:	8	3	0	0	4	8	3	0	4	0	0	0

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

Intersection #3 3. Oakland & Commercial

Cycle (sec):	120	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	12	Average Delay (sec/veh):	34.9
Optimal Cycle:	50	Level Of Service:	C-

Street Name:	Oakland						Commercial					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	215	927	215	92	521	48	30	53	121	681	384	247
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:	215	927	215	92	521	48	30	53	121	681	384	247
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:	215	927	215	92	521	48	30	53	121	681	384	247
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:	215	927	215	92	521	48	30	53	121	681	384	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	927	215	92	521	48	30	53	121	681	384	247
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:	215	927	215	92	521	48	30	53	121	681	384	247
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	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.74	0.26	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5127	472	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.12	0.05	0.10	0.10	0.02	0.03	0.07	0.22	0.20	0.14
Crit Moves:		****		****				****		****		
Green Time:	31.0	46.6	88.0	10.0	25.7	25.7	11.5	10.0	41.0	41.3	39.8	49.9
Volume/Cap:	0.48	0.63	0.17	0.63	0.48	0.48	0.18	0.33	0.20	0.63	0.61	0.34
Delay/Veh:	41.2	31.7	5.2	71.8	42.6	42.6	52.2	57.5	28.7	35.7	37.9	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	31.7	5.2	71.8	42.6	42.6	52.2	57.5	28.7	35.7	37.9	25.1
LOS by Move:	D	C	A	E	D	D	D-	E+	C	D+	D+	C
HCM2kAvgQ:	7	14	3	5	7	7	1	2	3	13	12	7

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

Intersection #4 4. Oakland & US 101 NB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.769		
Loss Time (sec):	9	Average Delay (sec/veh):	33.4		
Optimal Cycle:	64	Level Of Service:	C-		

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	486	792	0	0	544	831	0	0	0	143	3	508
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:	486	792	0	0	544	831	0	0	0	143	3	508
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:	486	792	0	0	544	831	0	0	0	143	3	508
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	792	0	0	544	0	0	0	0	143	3	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	792	0	0	544	0	0	0	0	143	3	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	792	0	0	544	0	0	0	0	143	3	508
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.98	0.02	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1763	37	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.08	0.08	0.29
Crit Moves:	****				****							****
Green Time:	43.3	65.7	0.0	0.0	22.3	0.0	0.0	0.0	0.0	45.3	45.3	45.3
Volume/Cap:	0.77	0.38	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.21	0.21	0.77
Delay/Veh:	39.6	15.6	0.0	0.0	51.5	0.0	0.0	0.0	0.0	25.5	25.5	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	15.6	0.0	0.0	51.5	0.0	0.0	0.0	0.0	25.5	25.5	38.2
LOS by Move:	D	B	A	A	D-	A	A	A	A	C	C	D+
HCM2kAvgQ:	18	8	0	0	11	0	0	0	0	4	4	19

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

Intersection #5 5. Oakland & US 101 SB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.516		
Loss Time (sec):	9	Average Delay (sec/veh):	27.0		
Optimal Cycle:	36	Level Of Service:	C		

Street Name:	Oakland						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	0	898	178	348	357	0	344	0	228	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	898	178	348	357	0	344	0	228	0	0	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	898	178	348	357	0	344	0	228	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	898	178	348	357	0	344	0	228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	898	178	348	357	0	344	0	228	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	898	178	348	357	0	344	0	228	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.10	0.11	0.09	0.00	0.10	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	55.0	55.0	25.7	80.7	0.0	30.3	0.0	30.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.22	0.52	0.14	0.00	0.38	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	23.3	19.7	42.3	7.1	0.0	37.4	0.0	39.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	19.7	42.3	7.1	0.0	37.4	0.0	39.6	0.0	0.0	0.0
LOS by Move:	A	C	B-	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	12	4	7	2	0	6	0	8	0	0	0

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Oakland Rd & Faulstich Ct

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[20.8]

Street Name:	Oakland Rd						Faulstich Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	1	0	1 0 3	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module: >> Count Date: 5 Dec 2018 << AM Peak Hour												
Base Vol:	0 1170	60		30 650	0		0 0 0	0		5 0	10	
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 1170	60		30 650	0		0 0 0	0		5 0	10	
Added Vol:	0 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	0	
Initial Fut:	0 1170	60		30 650	0		0 0 0	0		5 0	10	
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 1170	60		30 650	0		0 0 0	0		5 0	10	
Reduct Vol:	0 0	0		0 0	0		0 0 0	0		0 0	0	
FinalVolume:	0 1170	60		30 650	0		0 0 0	0		5 0	10	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	4.1		xxxx xxxxx	xxxxx		xxxx xxxxx	6.8		6.5	6.9	
FollowUpTim:	xxxxx xxxx xxxxx	2.2		xxxx xxxxx	xxxxx		xxxx xxxxx	3.5		4.0	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	1230		xxxx xxxxx	xxxx		xxxx xxxxx	1477		1910	420	
Potent Cap.:	xxxx xxxx xxxxx	562		xxxx xxxxx	xxxx		xxxx xxxxx	117		67	582	
Move Cap.:	xxxx xxxx xxxxx	562		xxxx xxxxx	xxxx		xxxx xxxxx	112		64	582	
Volume/Cap:	xxxx xxxx xxxx	0.05		xxxx xxxx	xxxx		xxxx xxxx	xxxx	0.04	0.00	0.02	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	0.2		xxxx xxxxx	xxxx		xxxx xxxxx	xxxx		xxxx	xxxxx	
Control Del:	xxxxx xxxx xxxxx	11.8		xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxx	xxxxx	
LOS by Move:	* * *	B		* *	*		* *	*		*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	243	xxxxx
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	20.8	xxxxx
Shared LOS:	* * *			* *	*		* *	*		*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.8		
ApproachLOS:	*			*			*			C		

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

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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2kAvgQ]:	13	13	1	1	1	12	1	2	12	1	6	3
#2	[HCM2kAvgQ]:	8	3	0	0	4	8	3	0	4	0	0	0
#3	[HCM2kAvgQ]:	7	14	3	5	7	7	1	2	3	13	12	7
#4	[HCM2kAvgQ]:	18	8	0	0	11	0	0	0	0	4	4	19
#5	[HCM2kAvgQ]:	0	12	4	7	2	0	6	0	8	0	0	0
#6	[2Way95thQ]:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	0.2	0.2

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Scenario Report

Scenario:	Existing (PM)
Command:	Existing
Volume:	Existing (PM)
Geometry:	Existing (PM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 1. 10th & Old Bayshore Hwy	F	88.9	1.211	F	88.9	1.211	+ 0.000 D/V
# 2 2. Oakland & Gish	B-	19.0	0.407	B-	19.0	0.407	+ 0.000 D/V
# 3 3. Oakland & Commercial	D+	37.9	0.602	D+	37.9	0.602	+ 0.000 D/V
# 4 4. Oakland & US 101 NB	C	28.1	0.695	C	28.1	0.695	+ 0.000 D/V
# 5 5. Oakland & US 101 SB	C	30.8	0.739	C	30.8	0.739	+ 0.000 D/V
# 6 Oakland Rd & Faulstich Ct	C	24.9	0.296	C	24.9	0.296	+ 0.000 D/V

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

Intersection #1 1. 10th & Old Bayshore Hwy

Cycle (sec):	106	Critical Vol./Cap.(X):	1.211	
Loss Time (sec):	9	Average Delay (sec/veh):	88.9	
Optimal Cycle:	240	Level Of Service:	F	

Street Name:	10th St						Old Bayshore Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 20 Sep 2018 << PM Peak Hour												
Base Vol:	127	288	43	46	176	253	195	427	1421	85	136	83
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:	127	288	43	46	176	253	195	427	1421	85	136	83
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:	127	288	43	46	176	253	195	427	1421	85	136	83
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:	127	288	43	46	176	253	195	427	1421	85	136	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	288	43	46	176	253	195	427	1421	85	136	83
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:	127	288	43	46	176	253	195	427	1421	85	136	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.02	0.03	0.09	0.14	0.11	0.11	0.81	0.05	0.04	0.05
Crit Moves:		****				****			****			
Green Time:	13.3	13.3	13.3	12.7	12.7	12.7	71.1	71.1	71.1	71.1	71.1	71.1
Volume/Cap:	0.58	1.21	0.20	0.22	0.78	1.21	0.17	0.17	1.21	0.07	0.05	0.07
Delay/Veh:	47.1	165	43.6	44.6	67.8	177.5	6.8	6.6	120.5	6.2	6.0	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	165	43.6	44.6	67.8	177.5	6.8	6.6	120.5	6.2	6.0	6.2
LOS by Move:	D	F	D	D	E	F	A	A	F	A	A	A
HCM2kAvgQ:	5	18	1	2	8	18	3	3	84	1	1	1

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

Intersection #2 2. Oakland & Gish

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	9	Average Delay (sec/veh):	19.0
Optimal Cycle:	36	Level Of Service:	B-

Street Name:	Oakland						Gish					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 4 Dec 2018 << PM Peak Hour												
Base Vol:	88	558	0	0	1062	200	193	0	234	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	558	0	0	1062	200	193	0	234	0	0	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:	88	558	0	0	1062	200	193	0	234	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	558	0	0	1062	200	193	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	558	0	0	1062	200	193	0	234	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	558	0	0	1062	200	193	0	234	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.00	0.19	0.11	0.11	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	12.4	58.1	0.0	0.0	45.8	45.8	32.9	0.0	32.9	0.0	0.0	0.0
Volume/Cap:	0.41	0.17	0.00	0.00	0.41	0.25	0.34	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	46.0	9.8	0.0	0.0	18.5	17.3	26.9	0.0	28.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	9.8	0.0	0.0	18.5	17.3	26.9	0.0	28.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B-	B	C	A	C	A	A	A
HCM2kAvgQ:	3	3	0	0	7	4	5	0	6	0	0	0

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

Intersection #3 3. Oakland & Commercial

Cycle (sec):	120	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	12	Average Delay (sec/veh):	37.9
Optimal Cycle:	50	Level Of Service:	D+

Street Name:	Oakland						Commercial					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << PM Peak Hour												
Base Vol:	125	510	381	292	1012	25	21	259	275	328	105	115
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:	125	510	381	292	1012	25	21	259	275	328	105	115
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:	125	510	381	292	1012	25	21	259	275	328	105	115
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:	125	510	381	292	1012	25	21	259	275	328	105	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	510	381	292	1012	25	21	259	275	328	105	115
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:	125	510	381	292	1012	25	21	259	275	328	105	115
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5465	135	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.22	0.17	0.19	0.19	0.01	0.14	0.16	0.10	0.06	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.7	26.8	47.5	33.3	43.3	43.3	19.7	27.2	43.9	20.8	28.2	61.5
Volume/Cap:	0.51	0.60	0.55	0.60	0.51	0.51	0.07	0.60	0.43	0.60	0.24	0.13
Delay/Veh:	55.4	45.0	31.1	43.0	31.0	31.0	42.9	47.7	30.7	50.7	38.4	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	45.0	31.1	43.0	31.0	31.0	42.9	47.7	30.7	50.7	38.4	15.6
LOS by Move:	E+	D	C	D	C	C	D	D	C	D	D+	B
HCM2kAvgQ:	5	9	12	11	10	10	1	9	8	7	3	2

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

Intersection #4 4. Oakland & US 101 NB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	9	Average Delay (sec/veh):	28.1
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 11 Dec 2018 << PM Peak Hour												
Base Vol:	159	544	0	0	1183	389	0	0	0	176	1	422
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:	159	544	0	0	1183	389	0	0	0	176	1	422
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:	159	544	0	0	1183	389	0	0	0	176	1	422
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	544	0	0	1183	0	0	0	0	176	1	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	544	0	0	1183	0	0	0	0	176	1	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	544	0	0	1183	0	0	0	0	176	1	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1790	10	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.10	0.10	0.24
Crit Moves:	****				****							****
Green Time:	15.7	69.4	0.0	0.0	53.7	0.0	0.0	0.0	0.0	41.6	41.6	41.6
Volume/Cap:	0.70	0.25	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.28	0.28	0.70
Delay/Veh:	58.9	12.5	0.0	0.0	27.9	0.0	0.0	0.0	0.0	28.6	28.6	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	12.5	0.0	0.0	27.9	0.0	0.0	0.0	0.0	28.6	28.6	37.3
LOS by Move:	E+	B	A	A	C	A	A	A	A	C	C	D+
HCM2kAvgQ:	7	5	0	0	18	0	0	0	0	5	5	15

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

Intersection #5 5. Oakland & US 101 SB

Cycle (sec):	120			Critical Vol./Cap.(X):			0.739					
Loss Time (sec):	9			Average Delay (sec/veh):			30.8					
Optimal Cycle:	59			Level Of Service:			C					

Street Name:	Oakland						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module: >> Count Date: 11 Dec 2018 << PM Peak Hour												
Base Vol:	0	389	566	822	544	0	311	24	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	566	822	544	0	311	24	174	0	0	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	389	566	822	544	0	311	24	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	389	566	822	544	0	311	24	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	389	566	822	544	0	311	24	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	389	566	822	544	0	311	24	174	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.86	0.14	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3296	254	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.32	0.26	0.14	0.00	0.09	0.09	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	52.5	52.5	42.4	94.9	0.0	16.1	16.1	16.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.74	0.74	0.18	0.00	0.70	0.70	0.74	0.00	0.00	0.00
Delay/Veh:	0.0	21.2	31.9	36.7	3.1	0.0	54.3	54.3	61.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	31.9	36.7	3.1	0.0	54.3	54.3	61.6	0.0	0.0	0.0
LOS by Move:	A	C+	C	D+	A	A	D-	D-	E	A	A	A
HCM2kAvgQ:	0	4	20	17	2	0	8	8	8	0	0	0

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Oakland Rd & Faulstich Ct

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[24.9]

Street Name:	Oakland Rd						Faulstich Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	1	0	1 0 3	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module: >> Count Date: 4 Dec 2018 << PM Peak Hour												
Base Vol:	0 650	5		10 1300	0		0 0	0		60	0	30
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0 650	5		10 1300	0		0 0	0		60	0	30
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:	0 650	5		10 1300	0		0 0	0		60	0	30
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0 650	5		10 1300	0		0 0	0		60	0	30
Reduct Vol:	0 0	0		0 0	0		0 0	0		0	0	0
FinalVolume:	0 650	5		10 1300	0		0 0	0		60	0	30
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	4.1		xxxx xxxxx	xxxxx		xxxx xxxxx	6.8		6.5		6.9
FollowUpTim:	xxxxx xxxx xxxxx	2.2		xxxx xxxxx	xxxxx		xxxx xxxxx	3.5		4.0		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	655		xxxx xxxxx	xxxx		xxxx xxxxx	1106		1973		219
Potent Cap.:	xxxx xxxx xxxxx	928		xxxx xxxxx	xxxx		xxxx xxxxx	205		62		785
Move Cap.:	xxxx xxxx xxxxx	928		xxxx xxxxx	xxxx		xxxx xxxxx	203		61		785
Volume/Cap:	xxxx xxxx xxxx	0.01		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.30	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	0.0		xxxx xxxxx	xxxx		xxxx xxxxx	xxxx		xxxx	xxxx	
Control Del:	xxxxx xxxx xxxxx	8.9		xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxx	xxxx	
LOS by Move:	* * *	A		* *	*		* *	*		*	*	
Movement:	LT - LTR - RT	LT - LTR - RT					LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx					xxxx xxxx xxxxx			xxxx 270 xxxxx		
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx					xxxxx xxxx xxxxx			xxxxx 1.4 xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx					xxxxx xxxx xxxxx			xxxxx 24.9 xxxxx		
Shared LOS:	* * *	* * *					* * *			* C *		
ApproachDel:	xxxxxx	xxxxxx					xxxxxx			24.9		
ApproachLOS:	*	*					*			C		

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

City of San Jose
Citywide Traffix Database
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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2kAvgQ]:	5	18	1	2	8	18	3	3	84	1	1	1
#2	[HCM2kAvgQ]:	3	3	0	0	7	4	5	0	6	0	0	0
#3	[HCM2kAvgQ]:	5	9	12	11	10	10	1	9	8	7	3	2
#4	[HCM2kAvgQ]:	7	5	0	0	18	0	0	0	0	5	5	15
#5	[HCM2kAvgQ]:	0	4	20	17	2	0	8	8	8	0	0	0
#6	[2Way95thQ]:	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	1.4	1.4	1.4

Background Scenario

City of San Jose
Citywide Traffix Database
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Scenario Report

Scenario:	Background (AM)
Command:	Background
Volume:	Background (AM)
Geometry:	Background (AM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background

City of San Jose
Citywide Traffix Database
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 1. 10th & Old Bayshore Hwy	D+	36.2	0.772	D+	36.2	0.772	+ 0.000
# 2 2. Oakland & Gish	B-	18.2	0.505	B-	18.2	0.505	+ 0.000
# 3 3. Oakland & Commercial	D	39.7	0.804	D	39.7	0.804	+ 0.000
# 4 4. Oakland & US 101 NB	E+	58.5	1.032	E+	58.5	1.032	+ 0.000
# 5 5. Oakland & US 101 SB	C	28.8	0.658	C	28.8	0.658	+ 0.000
# 6 Oakland Rd & Faulstich Ct	B	12.7	0.060	B	12.7	0.060	+ 0.000

City of San Jose
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 1. 10th & Old Bayshore Hwy

Cycle (sec):	106	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	9	Average Delay (sec/veh):	36.2
Optimal Cycle:	63	Level Of Service:	D+

Street Name:	10th St						Old Bayshore Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	687	374	46	32	65	343	51	146	370	39	505	116
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:	687	374	46	32	65	343	51	146	370	39	505	116
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:	687	374	46	32	65	343	51	146	370	39	505	116
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:	687	374	46	32	65	343	51	146	370	39	505	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	374	46	32	65	343	51	146	370	39	505	116
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:	687	374	46	32	65	343	51	146	370	39	505	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.30	0.70	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2298	1251	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.03	0.02	0.03	0.20	0.03	0.04	0.21	0.02	0.13	0.07
Crit Moves:		****				****			****			
Green Time:	41.0	41.0	41.0	26.9	26.9	26.9	29.0	29.0	29.0	29.0	29.0	29.0
Volume/Cap:	0.77	0.77	0.07	0.07	0.13	0.77	0.11	0.14	0.77	0.08	0.49	0.24
Delay/Veh:	32.6	32.6	20.6	30.4	31.1	48.9	29.2	29.3	46.9	28.9	33.8	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	32.6	20.6	30.4	31.1	48.9	29.2	29.3	46.9	28.9	33.8	31.1
LOS by Move:	C-	C-	C+	C	C	D	C	C	D	C	C-	C
HCM2kAvgQ:	18	18	1	1	2	13	1	2	14	1	7	3

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

Intersection #2 2. Oakland & Gish

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 9 Average Delay (sec/veh): 18.2
Optimal Cycle: 36 Level Of Service: B-

Street Name:	Oakland						Gish					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 5 Dec 2018 << AM Peak Hour												
Base Vol:	346	967	0	0	548	327	104	0	132	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	967	0	0	548	327	104	0	132	0	0	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:	346	967	0	0	548	327	104	0	132	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	967	0	0	548	327	104	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	967	0	0	548	327	104	0	132	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	967	0	0	548	327	104	0	132	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.00	0.00	0.10	0.19	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	39.1	76.1	0.0	0.0	37.0	37.0	14.9	0.0	14.9	0.0	0.0	0.0
Volume/Cap:	0.51	0.22	0.00	0.00	0.26	0.51	0.40	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	25.8	3.6	0.0	0.0	22.3	27.2	43.0	0.0	46.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	3.6	0.0	0.0	22.3	27.2	43.0	0.0	46.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C+	C	D	A	D	A	A	A
HCM2kAvgQ:	9	3	0	0	4	9	3	0	5	0	0	0

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

Intersection #3 3. Oakland & Commercial

Cycle (sec):	120	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	12	Average Delay (sec/veh):	39.7
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Oakland						Commercial					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	299	1239	352	112	615	73	44	79	146	919	472	281
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:	299	1239	352	112	615	73	44	79	146	919	472	281
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:	299	1239	352	112	615	73	44	79	146	919	472	281
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:	299	1239	352	112	615	73	44	79	146	919	472	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1239	352	112	615	73	44	79	146	919	472	281
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:	299	1239	352	112	615	73	44	79	146	919	472	281
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	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.67	0.33	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5005	594	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.20	0.06	0.12	0.12	0.03	0.04	0.08	0.29	0.25	0.16
Crit Moves:		****		****				****		****		
Green Time:	32.6	46.9	88.8	9.2	23.5	23.5	9.9	10.0	42.6	41.9	42.1	51.3
Volume/Cap:	0.63	0.83	0.27	0.83	0.63	0.63	0.31	0.50	0.23	0.83	0.71	0.38
Delay/Veh:	44.6	38.8	5.6	97.6	47.0	47.0	57.2	63.4	28.1	43.4	40.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	38.8	5.6	97.6	47.0	47.0	57.2	63.4	28.1	43.4	40.0	24.9
LOS by Move:	D	D+	A	F	D	D	E+	E	C	D	D	C
HCM2kAvgQ:	11	23	5	7	9	9	2	3	4	21	16	8

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

Intersection #4 4. Oakland & US 101 NB

Cycle (sec):	120	Critical Vol./Cap.(X):	1.032
Loss Time (sec):	9	Average Delay (sec/veh):	58.5
Optimal Cycle:	240	Level Of Service:	E+

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	685	1164	0	0	704	1033	0	0	0	198	3	661
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:	685	1164	0	0	704	1033	0	0	0	198	3	661
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:	685	1164	0	0	704	1033	0	0	0	198	3	661
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	685	1164	0	0	704	0	0	0	0	198	3	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	1164	0	0	704	0	0	0	0	198	3	661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	685	1164	0	0	704	0	0	0	0	198	3	661
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1773	27	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.31	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.11	0.38
Crit Moves:	****				****							****
Green Time:	45.5	67.1	0.0	0.0	21.5	0.0	0.0	0.0	0.0	43.9	43.9	43.9
Volume/Cap:	1.03	0.55	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.31	0.31	1.03
Delay/Veh:	80.6	17.1	0.0	0.0	92.1	0.0	0.0	0.0	0.0	27.4	27.4	82.0
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:	80.6	17.1	0.0	0.0	92.1	0.0	0.0	0.0	0.0	27.4	27.4	82.0
LOS by Move:	F	B	A	A	F	A	A	A	A	C	C	F
HCM2kAvgQ:	36	14	0	0	19	0	0	0	0	5	5	35

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

Intersection #5 5. Oakland & US 101 SB

Cycle (sec): 120 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 9 Average Delay (sec/veh): 28.8
Optimal Cycle: 47 Level Of Service: C

Street Name:	Oakland						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	0	1170	268	399	450	0	454	0	304	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1170	268	399	450	0	454	0	304	0	0	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	1170	268	399	450	0	454	0	304	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1170	268	399	450	0	454	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	268	399	450	0	454	0	304	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1170	268	399	450	0	454	0	304	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.15	0.13	0.12	0.00	0.13	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	56.2	56.2	23.1	79.3	0.0	31.7	0.0	31.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.33	0.66	0.18	0.00	0.48	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	25.4	20.3	47.4	7.9	0.0	37.6	0.0	42.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	20.3	47.4	7.9	0.0	37.6	0.0	42.8	0.0	0.0	0.0
LOS by Move:	A	C	C+	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	17	7	9	3	0	8	0	12	0	0	0

City of San Jose
Citywide Traffix Database
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Oakland Rd & Faulstich Ct

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.7]

Street Name:	Oakland Rd						Faulstich Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module: >> Count Date: 5 Dec 2018 << AM Peak Hour												
Base Vol:	0	1307	60	30	688	0	0	0	0	0	0	15
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	1307	60	30	688	0	0	0	0	0	0	15
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	1307	60	30	688	0	0	0	0	0	0	15
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	1307	60	30	688	0	0	0	0	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1307	60	30	688	0	0	0	0	0	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	466
Potent Cap.:	xxxx	xxxx	xxxxx	498	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	544
Move Cap.:	xxxx	xxxx	xxxxx	498	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	544
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

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

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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2kAvgQ]:	18	18	1	1	2	13	1	2	14	1	7	3
#2	[HCM2kAvgQ]:	9	3	0	0	4	9	3	0	5	0	0	0
#3	[HCM2kAvgQ]:	11	23	5	7	9	9	2	3	4	21	16	8
#4	[HCM2kAvgQ]:	36	14	0	0	19	0	0	0	0	5	5	35
#5	[HCM2kAvgQ]:	0	17	7	9	3	0	8	0	12	0	0	0
#6	[2Way95thQ]:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1

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Scenario Report

Scenario:	Background (PM)
Command:	Background
Volume:	Background (PM)
Geometry:	Background (PM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background

City of San Jose
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 1. 10th & Old Bayshore Hwy	F	104.8	1.292	F	104.8	1.292	+ 0.000 D/V
# 2 2. Oakland & Gish	C+	20.4	0.477	C+	20.4	0.477	+ 0.000 D/V
# 3 3. Oakland & Commercial	D-	53.9	0.704	D-	53.9	0.704	+ 0.000 D/V
# 4 4. Oakland & US 101 NB	C-	32.2	0.927	C-	32.2	0.927	+ 0.000 D/V
# 5 5. Oakland & US 101 SB	D	44.0	1.022	D	44.0	1.022	+ 0.000 D/V
# 6 Oakland Rd & Faulstich Ct	B	10.3	0.116	B	10.3	0.116	+ 0.000 D/V

City of San Jose
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 1. 10th & Old Bayshore Hwy

Cycle (sec):	82	Critical Vol./Cap.(X):	1.292
Loss Time (sec):	9	Average Delay (sec/veh):	104.8
Optimal Cycle:	240	Level Of Service:	F

Street Name:	10th St						Old Bayshore Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 20 Sep 2018 << PM Peak Hour												
Base Vol:	186	344	54	46	182	259	195	446	1437	85	151	93
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:	186	344	54	46	182	259	195	446	1437	85	151	93
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:	186	344	54	46	182	259	195	446	1437	85	151	93
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:	186	344	54	46	182	259	195	446	1437	85	151	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	344	54	46	182	259	195	446	1437	85	151	93
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:	186	344	54	46	182	259	195	446	1437	85	151	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.03	0.03	0.10	0.15	0.11	0.12	0.82	0.05	0.04	0.05
Crit Moves:		****				****			****			
Green Time:	11.4	11.4	11.4	10.0	10.0	10.0	51.6	51.6	51.6	51.6	51.6	51.6
Volume/Cap:	0.77	1.30	0.22	0.22	0.79	1.21	0.18	0.19	1.30	0.08	0.06	0.08
Delay/Veh:	41.9	189	33.5	34.8	57.9	167.2	6.7	6.5	158.9	6.1	5.9	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	189	33.5	34.8	57.9	167.2	6.7	6.5	158.9	6.1	5.9	6.1
LOS by Move:	D	F	C-	C-	E+	F	A	A	F	A	A	A
HCM2kAvgQ:	7	21	1	1	7	16	2	2	85	1	1	1

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

Intersection #2 2. Oakland & Gish

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	9	Average Delay (sec/veh):	20.4
Optimal Cycle:	36	Level Of Service:	C+

Street Name:	Oakland						Gish					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0	0	3 0 1	1 0	0 0	1	0	0	0 0 0
Volume Module: >> Count Date: 4 Dec 2018 << PM Peak Hour												
Base Vol:	148	599	0	0	1222	235	205	0	236	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	599	0	0	1222	235	205	0	236	0	0	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:	148	599	0	0	1222	235	205	0	236	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	599	0	0	1222	235	205	0	236	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	599	0	0	1222	235	205	0	236	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	599	0	0	1222	235	205	0	236	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.00	0.00	0.21	0.13	0.12	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	17.7	62.7	0.0	0.0	45.0	45.0	28.3	0.0	28.3	0.0	0.0	0.0
Volume/Cap:	0.48	0.17	0.00	0.00	0.48	0.30	0.41	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	42.1	7.9	0.0	0.0	19.9	18.5	31.7	0.0	33.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	7.9	0.0	0.0	19.9	18.5	31.7	0.0	33.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B-	B-	C	A	C-	A	A	A
HCM2kAvgQ:	5	3	0	0	9	5	6	0	7	0	0	0

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

Intersection #3 3. Oakland & Commercial

Cycle (sec):	166	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	12	Average Delay (sec/veh):	53.9
Optimal Cycle:	66	Level Of Service:	D-

Street Name:	Oakland						Commercial					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << PM Peak Hour												
Base Vol:	151	601	509	322	1209	38	27	302	329	480	131	129
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:	151	601	509	322	1209	38	27	302	329	480	131	129
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:	151	601	509	322	1209	38	27	302	329	480	131	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	601	509	322	1209	38	27	302	329	480	131	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	601	509	322	1209	38	27	302	329	480	131	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	601	509	322	1209	38	27	302	329	480	131	129
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5429	171	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.29	0.18	0.22	0.22	0.02	0.16	0.19	0.15	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	22.5	37.3	73.2	43.4	58.1	58.1	27.8	37.5	60.0	35.9	45.5	88.9
Volume/Cap:	0.64	0.70	0.66	0.70	0.64	0.64	0.09	0.70	0.52	0.70	0.25	0.14
Delay/Veh:	80.2	64.1	41.0	64.3	46.7	46.7	59.0	68.5	44.7	66.2	48.1	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	64.1	41.0	64.3	46.7	46.7	59.0	68.5	44.7	66.2	48.1	19.6
LOS by Move:	F	E	D	E	D	D	E+	E	D	E	D	B-
HCM2kAvgQ:	9	15	22	17	18	18	1	15	14	14	5	3

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

Intersection #4 4. Oakland & US 101 NB

Cycle (sec):	83	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	9	Average Delay (sec/veh):	32.2
Optimal Cycle:	107	Level Of Service:	C-

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 11 Dec 2018 << PM Peak Hour												
Base Vol:	253	751	0	0	1464	531	0	0	0	242	1	519
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:	253	751	0	0	1464	531	0	0	0	242	1	519
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:	253	751	0	0	1464	531	0	0	0	242	1	519
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	751	0	0	1464	0	0	0	0	242	1	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	751	0	0	1464	0	0	0	0	242	1	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	751	0	0	1464	0	0	0	0	242	1	519
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1793	7	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.14	0.14	0.30
Crit Moves:	****				****							****
Green Time:	12.9	47.4	0.0	0.0	34.5	0.0	0.0	0.0	0.0	26.6	26.6	26.6
Volume/Cap:	0.93	0.35	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.42	0.42	0.93
Delay/Veh:	70.1	9.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0	22.7	22.7	49.0
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:	70.1	9.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0	22.7	22.7	49.0
LOS by Move:	E	A	A	A	C-	A	A	A	A	C+	C+	D
HCM2kAvgQ:	11	5	0	0	23	0	0	0	0	5	5	19

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

Intersection #5 5. Oakland & US 101 SB

Cycle (sec):	83	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	9	Average Delay (sec/veh):	44.0
Optimal Cycle:	210	Level Of Service:	D

Street Name:	Oakland						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module: >> Count Date: 11 Dec 2018 << PM Peak Hour												
Base Vol:	0	567	683	1012	802	0	499	24	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	683	1012	802	0	499	24	350	0	0	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	567	683	1012	802	0	499	24	350	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	567	683	1012	802	0	499	24	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	567	683	1012	802	0	499	24	350	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	567	683	1012	802	0	499	24	350	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.91	0.09	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3387	163	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.39	0.32	0.21	0.00	0.15	0.15	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	31.7	31.7	26.1	57.8	0.0	16.2	16.2	16.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	1.02	1.02	0.30	0.00	0.75	0.75	1.02	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	66.3	62.9	4.9	0.0	36.2	36.2	87.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	66.3	62.9	4.9	0.0	36.2	36.2	87.9	0.0	0.0	0.0
LOS by Move:	A	B-	E	E	A	A	D+	D+	F	A	A	A
HCM2kAvgQ:	0	5	28	24	4	0	9	9	16	0	0	0

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Oakland Rd & Faulstich Ct

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.3]

Street Name:	Oakland Rd						Faulstich Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	1	0	1 0 3	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module: >> Count Date: 4 Dec 2018 << PM Peak Hour												
Base Vol:	0 691	5		10 1522	0		0 0 0	0		0 0 0	0	90
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		1.00 1.00 1.00	1.00	
Initial Bse:	0 691	5		10 1522	0		0 0 0	0		0 0 0	0	90
Added Vol:	0 0	0		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 0	0	0
Initial Fut:	0 691	5		10 1522	0		0 0 0	0		0 0 0	0	90
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		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		1.00 1.00 1.00	1.00	
PHF Volume:	0 691	5		10 1522	0		0 0 0	0		0 0 0	0	90
Reduct Vol:	0 0	0		0 0	0		0 0 0	0		0 0 0	0	0
FinalVolume:	0 691	5		10 1522	0		0 0 0	0		0 0 0	0	90
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	4.1		xxxx xxxxx xxxxx	xxxx		xxxx xxxxx xxxxx	xxxx		xxxx xxxxx xxxxx	xxxx	6.9
FollowUpTim:	xxxxx xxxx xxxxx	2.2		xxxx xxxxx xxxxx	xxxx		xxxx xxxxx xxxxx	xxxx		xxxx xxxxx xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	696		xxxx xxxxx xxxx	xxxx		xxxx xxxxx xxxx	xxxx		xxxx xxxxx xxxx	xxxx	233
Potent Cap.:	xxxx xxxx xxxxx	909		xxxx xxxxx xxxx	xxxx		xxxx xxxxx xxxx	xxxx		xxxx xxxxx xxxx	xxxx	775
Move Cap.:	xxxx xxxx xxxxx	909		xxxx xxxxx xxxx	xxxx		xxxx xxxxx xxxx	xxxx		xxxx xxxxx xxxx	xxxx	775
Volume/Cap:	xxxx xxxx xxxx	0.01		xxxx xxxx xxxx	xxxx		xxxx xxxx xxxx	xxxx		xxxx xxxx xxxx	xxxx	0.12
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	0.0		xxxx xxxxx xxxx	xxxx		xxxx xxxxx xxxx	xxxx		xxxx xxxxx xxxx	xxxx	0.4
Control Del:	xxxxx xxxx xxxxx	9.0		xxxx xxxxx xxxxx	xxxx		xxxx xxxxx xxxxx	xxxx		xxxx xxxxx xxxxx	xxxx	10.3
LOS by Move:	* * *	A		* * *	*		* * *	*		* * *	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	* * *			* * *			* * *			* * *		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		

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

City of San Jose
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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2kAvgQ]:	7	21	1	1	7	16	2	2	85	1	1	1
#2	[HCM2kAvgQ]:	5	3	0	0	9	5	6	0	7	0	0	0
#3	[HCM2kAvgQ]:	9	15	22	17	18	18	1	15	14	14	5	3
#4	[HCM2kAvgQ]:	11	5	0	0	23	0	0	0	0	5	5	19
#5	[HCM2kAvgQ]:	0	5	28	24	4	0	9	9	16	0	0	0
#6	[2Way95thQ]:	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4

Background Plus Project Scenario

City of San Jose
Citywide Traffix Database
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Scenario Report

Scenario:	Background + Project (AM)
Command:	Background + Project
Volume:	Background + Project (AM)
Geometry:	Background + Project (AM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background + Project

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 1. 10th & Old Bayshore Hwy	D+	36.2	0.772	D+	36.3	0.774	+ 0.104 D/V
# 2 2. Oakland & Gish	B-	18.2	0.505	B-	18.3	0.511	+ 0.188 D/V
# 3 3. Oakland & Commercial	D	39.7	0.804	D	39.7	0.804	+ 0.024 D/V
# 4 4. Oakland & US 101 NB	E+	58.5	1.032	E+	58.7	1.033	+ 0.221 D/V
# 5 5. Oakland & US 101 SB	C	28.8	0.658	C	28.8	0.658	+ 0.012 D/V
# 6 Oakland Rd & Faulstich Ct	B	12.7	0.060	B	12.8	0.072	+ 0.114 D/V

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

Intersection #1 1. 10th & Old Bayshore Hwy

Cycle (sec):	106	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	9	Average Delay (sec/veh):	36.3
Optimal Cycle:	64	Level Of Service:	D+

Street Name:	10th St						Old Bayshore Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	687	374	46	32	65	343	51	146	370	39	505	116
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:	687	374	46	32	65	343	51	146	370	39	505	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	3	0	0	0	0	0	0
Initial Fut:	687	374	46	32	65	346	51	146	370	39	505	116
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:	687	374	46	32	65	346	51	146	370	39	505	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	374	46	32	65	346	51	146	370	39	505	116
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:	687	374	46	32	65	346	51	146	370	39	505	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.30	0.70	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2298	1251	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.03	0.02	0.03	0.20	0.03	0.04	0.21	0.02	0.13	0.07
Crit Moves:		****				****			****			
Green Time:	40.9	40.9	40.9	27.1	27.1	27.1	29.0	29.0	29.0	29.0	29.0	29.0
Volume/Cap:	0.77	0.77	0.07	0.07	0.13	0.77	0.11	0.14	0.77	0.08	0.49	0.24
Delay/Veh:	32.8	32.8	20.7	30.2	31.0	48.9	29.3	29.4	47.1	29.0	33.9	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	32.8	20.7	30.2	31.0	48.9	29.3	29.4	47.1	29.0	33.9	31.2
LOS by Move:	C-	C-	C+	C	C	D	C	C	D	C	C-	C
HCM2kAvgQ:	18	18	1	1	2	13	1	2	14	1	7	3

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

Intersection #2 2. Oakland & Gish

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	9	Average Delay (sec/veh):	18.3
Optimal Cycle:	36	Level Of Service:	B-

Street Name:	Oakland						Gish					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 5 Dec 2018 << AM Peak Hour												
Base Vol:	346	967	0	0	548	327	104	0	132	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	967	0	0	548	327	104	0	132	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	5	2	0	0	2	0	0	0	4	0	0	0
Initial Fut:	351	969	0	0	550	327	104	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	969	0	0	550	327	104	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	969	0	0	550	327	104	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	969	0	0	550	327	104	0	136	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.00	0.00	0.10	0.19	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	39.2	75.8	0.0	0.0	36.6	36.6	15.2	0.0	15.2	0.0	0.0	0.0
Volume/Cap:	0.51	0.22	0.00	0.00	0.26	0.51	0.39	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	25.8	3.6	0.0	0.0	22.6	27.7	42.5	0.0	45.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	3.6	0.0	0.0	22.6	27.7	42.5	0.0	45.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C+	C	D	A	D	A	A	A
HCM2kAvgQ:	9	3	0	0	4	9	3	0	5	0	0	0

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

Intersection #3 3. Oakland & Commercial

Cycle (sec):	120	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	12	Average Delay (sec/veh):	39.7
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Oakland						Commercial					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	299	1239	352	112	615	73	44	79	146	919	472	281
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:	299	1239	352	112	615	73	44	79	146	919	472	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	2	0	0	2	0	0	0	0	0	0	0
Initial Fut:	299	1241	352	112	617	73	44	79	146	919	472	281
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:	299	1241	352	112	617	73	44	79	146	919	472	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1241	352	112	617	73	44	79	146	919	472	281
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:	299	1241	352	112	617	73	44	79	146	919	472	281
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	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.67	0.33	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5007	592	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.20	0.06	0.12	0.12	0.03	0.04	0.08	0.29	0.25	0.16
Crit Moves:		****		****				****		****		
Green Time:	32.6	46.9	88.8	9.2	23.5	23.5	9.9	10.0	42.6	41.9	42.0	51.2
Volume/Cap:	0.63	0.84	0.27	0.84	0.63	0.63	0.31	0.50	0.24	0.84	0.71	0.38
Delay/Veh:	44.6	38.8	5.6	97.8	47.0	47.0	57.3	63.4	28.1	43.4	40.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	38.8	5.6	97.8	47.0	47.0	57.3	63.4	28.1	43.4	40.0	24.9
LOS by Move:	D	D+	A	F	D	D	E+	E	C	D	D	C
HCM2kAvgQ:	11	23	5	7	9	9	2	3	4	21	16	8

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

Intersection #4 4. Oakland & US 101 NB

Cycle (sec):	120	Critical Vol./Cap.(X):	1.033
Loss Time (sec):	9	Average Delay (sec/veh):	58.7
Optimal Cycle:	180	Level Of Service:	E+

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	685	1164	0	0	704	1033	0	0	0	198	3	661
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:	685	1164	0	0	704	1033	0	0	0	198	3	661
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	1	0	0	2	0	0	0	0	0	0	1
Initial Fut:	685	1165	0	0	706	1033	0	0	0	198	3	662
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	685	1165	0	0	706	0	0	0	0	198	3	662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	1165	0	0	706	0	0	0	0	198	3	662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	685	1165	0	0	706	0	0	0	0	198	3	662
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1773	27	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.31	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.11	0.38
Crit Moves:	****				****							****
Green Time:	45.5	67.1	0.0	0.0	21.6	0.0	0.0	0.0	0.0	43.9	43.9	43.9
Volume/Cap:	1.03	0.55	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.30	0.30	1.03
Delay/Veh:	81.0	17.2	0.0	0.0	92.4	0.0	0.0	0.0	0.0	27.4	27.4	82.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	17.2	0.0	0.0	92.4	0.0	0.0	0.0	0.0	27.4	27.4	82.3
LOS by Move:	F	B	A	A	F	A	A	A	A	C	C	F
HCM2kAvgQ:	36	14	0	0	19	0	0	0	0	5	5	35

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

Intersection #5 5. Oakland & US 101 SB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	9	Average Delay (sec/veh):	28.8
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Oakland						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 20 Sep 2018 << AM Peak Hour												
Base Vol:	0	1170	268	399	450	0	454	0	304	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1170	268	399	450	0	454	0	304	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	1	0	1	1	0	0	0	0	0	0	0
Initial Fut:	0	1171	268	400	451	0	454	0	304	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1171	268	400	451	0	454	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1171	268	400	451	0	454	0	304	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1171	268	400	451	0	454	0	304	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.15	0.13	0.12	0.00	0.13	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	56.2	56.2	23.2	79.3	0.0	31.7	0.0	31.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.33	0.66	0.18	0.00	0.48	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	25.4	20.3	47.4	7.9	0.0	37.7	0.0	42.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	20.3	47.4	7.9	0.0	37.7	0.0	42.8	0.0	0.0	0.0
LOS by Move:	A	C	C+	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	17	7	9	3	0	8	0	12	0	0	0

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Oakland Rd & Faulstich Ct

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.8]

Street Name:	Oakland Rd						Faulstich Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module: >> Count Date: 5 Dec 2018 << AM Peak Hour												
Base Vol:	0	1307	60	30	688	0	0	0	0	0	0	15
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	1307	60	30	688	0	0	0	0	0	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	2	0	6	2	0	0	0	0	0	0	7
Initial Fut:	0	1309	60	36	690	0	0	0	0	0	0	22
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	1309	60	36	690	0	0	0	0	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1309	60	36	690	0	0	0	0	0	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1369	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	466
Potent Cap.:	xxxx	xxxx	xxxxx	497	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	543
Move Cap.:	xxxx	xxxx	xxxxx	497	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	543
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

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

City of San Jose
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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2kAvgQ]:	18	18	1	1	2	13	1	2	14	1	7	3
#2	[HCM2kAvgQ]:	9	3	0	0	4	9	3	0	5	0	0	0
#3	[HCM2kAvgQ]:	11	23	5	7	9	9	2	3	4	21	16	8
#4	[HCM2kAvgQ]:	36	14	0	0	19	0	0	0	0	5	5	35
#5	[HCM2kAvgQ]:	0	17	7	9	3	0	8	0	12	0	0	0
#6	[2Way95thQ]:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1

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Scenario Report

Scenario:	Background + Project (PM)
Command:	Background + Project
Volume:	Background + Project (PM)
Geometry:	Background + Project (PM)
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Background + Project

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 1. 10th & Old Bayshore Hwy	F	104.8	1.292	F	105.3	1.294	+ 0.456 D/V
# 2 2. Oakland & Gish	C+	20.4	0.477	C+	20.7	0.483	+ 0.279 D/V
# 3 3. Oakland & Commercial	D-	53.9	0.704	D-	53.9	0.705	-0.004 D/V
# 4 4. Oakland & US 101 NB	C-	32.2	0.927	C-	32.3	0.928	+ 0.128 D/V
# 5 5. Oakland & US 101 SB	D	44.0	1.022	D	44.0	1.023	+ 0.042 D/V
# 6 Oakland Rd & Faulstich Ct	B	10.3	0.116	B	10.3	0.127	+ 0.068 D/V

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

Intersection #1 1. 10th & Old Bayshore Hwy

Cycle (sec):	82	Critical Vol./Cap.(X):	1.294
Loss Time (sec):	9	Average Delay (sec/veh):	105.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	10th St						Old Bayshore Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 20 Sep 2018 << PM Peak Hour												
Base Vol:	186	344	54	46	182	259	195	446	1437	85	151	93
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:	186	344	54	46	182	259	195	446	1437	85	151	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	3	0	0	0	0	0	0
Initial Fut:	186	344	54	46	182	262	195	446	1437	85	151	93
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:	186	344	54	46	182	262	195	446	1437	85	151	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	344	54	46	182	262	195	446	1437	85	151	93
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:	186	344	54	46	182	262	195	446	1437	85	151	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.03	0.03	0.10	0.15	0.11	0.12	0.82	0.05	0.04	0.05
Crit Moves:		****				****			****			
Green Time:	11.4	11.4	11.4	10.0	10.0	10.0	51.6	51.6	51.6	51.6	51.6	51.6
Volume/Cap:	0.77	1.30	0.22	0.22	0.79	1.23	0.18	0.19	1.30	0.08	0.06	0.08
Delay/Veh:	41.9	189	33.5	34.8	57.9	172.6	6.7	6.5	158.9	6.1	5.9	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	189	33.5	34.8	57.9	172.6	6.7	6.5	158.9	6.1	5.9	6.1
LOS by Move:	D	F	C-	C-	E+	F	A	A	F	A	A	A
HCM2kAvgQ:	7	21	1	1	7	17	2	2	85	1	1	1

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

Intersection #2 2. Oakland & Gish

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	9	Average Delay (sec/veh):	20.7
Optimal Cycle:	36	Level Of Service:	C+

Street Name:	Oakland						Gish					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0	0	3 0 1	1 0	0 0	1	0	0	0 0 0
Volume Module: >> Count Date: 4 Dec 2018 << PM Peak Hour												
Base Vol:	148	599	0	0	1222	235	205	0	236	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	599	0	0	1222	235	205	0	236	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	6	2	0	0	2	0	0	0	4	0	0	0
Initial Fut:	154	601	0	0	1224	235	205	0	240	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	601	0	0	1224	235	205	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	601	0	0	1224	235	205	0	240	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	601	0	0	1224	235	205	0	240	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.00	0.00	0.21	0.13	0.12	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.2	62.6	0.0	0.0	44.4	44.4	28.4	0.0	28.4	0.0	0.0	0.0
Volume/Cap:	0.48	0.17	0.00	0.00	0.48	0.30	0.41	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	41.9	7.9	0.0	0.0	20.3	18.8	31.6	0.0	33.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	7.9	0.0	0.0	20.3	18.8	31.6	0.0	33.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C+	B-	C	A	C-	A	A	A
HCM2kAvgQ:	5	3	0	0	9	5	6	0	7	0	0	0

City of San Jose
Citywide Traffix Database
(Updated July 2, 2014)

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

Intersection #3 3. Oakland & Commercial

Cycle (sec):	166	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	12	Average Delay (sec/veh):	53.9
Optimal Cycle:	66	Level Of Service:	D-

Street Name:	Oakland						Commercial					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 20 Sep 2018 << PM Peak Hour												
Base Vol:	151	601	509	322	1209	38	27	302	329	480	131	129
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:	151	601	509	322	1209	38	27	302	329	480	131	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	2	0	0	2	0	0	0	0	0	0	0
Initial Fut:	151	603	509	322	1211	38	27	302	329	480	131	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	603	509	322	1211	38	27	302	329	480	131	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	603	509	322	1211	38	27	302	329	480	131	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	603	509	322	1211	38	27	302	329	480	131	129
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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5429	170	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.29	0.18	0.22	0.22	0.02	0.16	0.19	0.15	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	22.5	37.4	73.2	43.3	58.2	58.2	27.8	37.4	59.9	35.9	45.5	88.8
Volume/Cap:	0.64	0.70	0.66	0.70	0.64	0.64	0.09	0.70	0.52	0.70	0.25	0.14
Delay/Veh:	80.2	64.1	40.9	64.4	46.7	46.7	59.0	68.6	44.8	66.2	48.1	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	64.1	40.9	64.4	46.7	46.7	59.0	68.6	44.8	66.2	48.1	19.7
LOS by Move:	F	E	D	E	D	D	E+	E	D	E	D	B-
HCM2kAvgQ:	9	15	22	17	18	18	1	15	14	14	5	3

City of San Jose
Citywide Traffix Database
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 4. Oakland & US 101 NB

Cycle (sec):	83	Critical Vol./Cap.(X):	0.928	
Loss Time (sec):	9	Average Delay (sec/veh):	32.3	
Optimal Cycle:	108	Level Of Service:	C-	

Street Name:	Oakland						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module: >> Count Date: 11 Dec 2018 << PM Peak Hour												
Base Vol:	253	751	0	0	1464	531	0	0	0	242	1	519
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:	253	751	0	0	1464	531	0	0	0	242	1	519
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	1	0	0	2	0	0	0	0	0	0	1
Initial Fut:	253	752	0	0	1466	531	0	0	0	242	1	520
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	752	0	0	1466	0	0	0	0	242	1	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	752	0	0	1466	0	0	0	0	242	1	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	752	0	0	1466	0	0	0	0	242	1	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1793	7	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.14	0.14	0.30
Crit Moves:	****				****							****
Green Time:	12.9	47.4	0.0	0.0	34.5	0.0	0.0	0.0	0.0	26.6	26.6	26.6
Volume/Cap:	0.93	0.35	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.42	0.42	0.93
Delay/Veh:	70.4	9.6	0.0	0.0	33.0	0.0	0.0	0.0	0.0	22.7	22.7	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	9.6	0.0	0.0	33.0	0.0	0.0	0.0	0.0	22.7	22.7	49.2
LOS by Move:	E	A	A	A	C-	A	A	A	A	C+	C+	D
HCM2kAvgQ:	11	5	0	0	23	0	0	0	0	5	5	19

City of San Jose
Citywide Traffix Database
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 5. Oakland & US 101 SB

Cycle (sec):	83	Critical Vol./Cap.(X):	1.023	
Loss Time (sec):	9	Average Delay (sec/veh):	44.0	
Optimal Cycle:	180	Level Of Service:	D	

Street Name:	Oakland						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	2	0 2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module: >> Count Date: 11 Dec 2018 << PM Peak Hour												
Base Vol:	0	567	683	1012	802	0	499	24	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	683	1012	802	0	499	24	350	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	1	0	1	1	0	0	0	0	0	0	0
Initial Fut:	0	568	683	1013	803	0	499	24	350	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	568	683	1013	803	0	499	24	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	568	683	1013	803	0	499	24	350	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	568	683	1013	803	0	499	24	350	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.91	0.09	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3387	163	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.39	0.32	0.21	0.00	0.15	0.15	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	31.7	31.7	26.1	57.8	0.0	16.2	16.2	16.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	1.02	1.02	0.30	0.00	0.75	0.75	1.02	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	66.4	62.9	4.9	0.0	36.2	36.2	88.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	66.4	62.9	4.9	0.0	36.2	36.2	88.0	0.0	0.0	0.0
LOS by Move:	A	B-	E	E	A	A	D+	D+	F	A	A	A
HCM2kAvgQ:	0	5	28	24	4	0	9	9	16	0	0	0

City of San Jose
Citywide Traffix Database
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Oakland Rd & Faulstich Ct

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.3]

Street Name:	Oakland Rd						Faulstich Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	1	0	1 0 3	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module: >> Count Date: 4 Dec 2018 << PM Peak Hour												
Base Vol:	0 691	5		10 1522	0		0 0	0		0 0	0	90
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	1.00	
Initial Bse:	0 691	5		10 1522	0		0 0	0		0 0	0	90
Added Vol:	0 0	0		0 0	0		0 0	0		0 0	0	0
Project:	0 2	0		6 2	0		0 0	0		0 0	0	8
Initial Fut:	0 693	5		16 1524	0		0 0	0		0 0	0	98
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	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	1.00	
PHF Volume:	0 693	5		16 1524	0		0 0	0		0 0	0	98
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	0
FinalVolume:	0 693	5		16 1524	0		0 0	0		0 0	0	98
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	4.1		xxxx xxxxx xxxxx	xxxx		xxxxx xxxxx	xxxx		xxxx	6.9	
FollowUpTim:	xxxxx xxxx xxxxx	2.2		xxxx xxxxx xxxxx	xxxx		xxxxx xxxxx	xxxx		xxxx	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	698		xxxx xxxxx	xxxx		xxxx xxxxx	xxxx		xxxx	234	
Potent Cap.:	xxxx xxxx xxxxx	908		xxxx xxxxx	xxxx		xxxx xxxxx	xxxx		xxxx	775	
Move Cap.:	xxxx xxxx xxxxx	908		xxxx xxxxx	xxxx		xxxx xxxxx	xxxx		xxxx	775	
Volume/Cap:	xxxx xxxx xxxx	0.02		xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx	0.13	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	0.1		xxxx xxxxx	xxxx		xxxx xxxxx	xxxx		xxxx	0.4	
Control Del:	xxxxx xxxx xxxxx	9.0		xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxx	10.3	
LOS by Move:	* * *	A		* *	*		* *	*		*	B	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	* * *			* * *			* * *			* * *		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		

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

City of San Jose
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Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2kAvgQ]:	7	21	1	1	7	17	2	2	85	1	1	1
#2	[HCM2kAvgQ]:	5	3	0	0	9	5	6	0	7	0	0	0
#3	[HCM2kAvgQ]:	9	15	22	17	18	18	1	15	14	14	5	3
#4	[HCM2kAvgQ]:	11	5	0	0	23	0	0	0	0	5	5	19
#5	[HCM2kAvgQ]:	0	5	28	24	4	0	9	9	16	0	0	0
#6	[2Way95thQ]:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4

Appendix D FIELD REVIEW NOTES AND PHOTOGRAPHS

Stantec

Memo

To:	Tina Garg Stantec Consulting Services, Inc. San Jose, CA	From:	Tristan Rhodes Stantec, San Jose, CA
File:	Oakland Road Traffic Study	Date:	September 17, 2020

Reference: Oakland Road Traffic Study conducted on September 17th, 2020
This Memo summarizes observations from the recent Traffic Study conducted on Oakland Road between HWY 101 onramps/offramps and E. Gish Road and on E. Gish Road between Oakland Road and the intersection of Old Bayshore Hwy and N. 10th St, in the city of San Jose, CA.

Observations on 9/17/2020 (AM observations from approximately 7:45AM to 9:00AM, PM observations from approximately 4:00PM to 5:15PM)

Intersection of N. 10th St/E. Gish Rd at Old Bayshore Hwy: 3-way signal at intersection (N-bound N. 10th St, S-bound E. Gish Rd, both directions W-bound Old Bayshore Hwy). Dedicated left turn lanes for all directions of travel across intersection with dedicated left turn arrows on N. 10th St and E. Gish Rd. Signal appeared to be timer controlled and functioning properly. Right-hand lane turning from W-bound Old Bayshore Hwy onto N-bound E. Gish Rd has difficult merge due to angle of intersection (difficult visibility seeing N-bound vehicles originating from N. 10th St or turning left from E-bound Old Bayshore Hwy onto N-bound E. Gish Rd). RR tracks along S-side of Old Bayshore Hwy appear to be inactive. Vehicles parked on narrow shoulder between RR tracks and Old Bayshore Hwy, often obstructing E-bound bike lane on Old Bayshore Hwy. Very limited/rare pedestrian or bicycle use observed. No sidewalks or crosswalks observed at intersections. Common temporary parking and pedestrian use for roach-coaches located at intersection of N. 10th St and Old Bayshore Hwy.
AM: Traffic flow light to moderate, no preferential flow direction or lane use observed on either street. All traffic cleared the intersection during green lights.
PM: Traffic flow moderate, preferential flow direction E-bound on Old Bayshore Hwy (approximately half of flow turn onto S-bound N. 10th St while half remains on E-bound Old Bayshore Hwy). Otherwise, no preferential lane use observed. All traffic cleared the intersection during green lights

Intersection of E. Gish Rd (aka 101 N-bound exit ramp)/ E. Gish Rd: T-shaped intersection with stop signs. Stop sign only for N-bound E. Gish Rd and SW-bound E. Gish Rd (not for S-bound exit ramp from N-bound 101). Difficult intersection due to high speed of vehicles on S-bound exit ramp and possibility for them to turn left onto NE-bound E. Gish Rd. No bicycle or pedestrian traffic observed. No sidewalks or crosswalks observed at intersections
AM: Traffic flow light to moderate, no preferential flow direction observed on either street. Intermittent periods of backup behind stop signs on SW-bound E. Gish Rd and N-bound E. Gish Rd.
PM: Traffic flow light to moderate, no preferential flow direction observed on either street.

E. Gish Rd: No bike lanes observed. Intermittent sidewalks on E. Gish Rd between Old Bayshore Hwy and RR crossing. Common red curbs bracketing driveways and at approaches to side-streets allows for good visibility in both directions. However, large trucks parked on SE-side of E. Gish Road to the SW of Jury Ct cause poor visibility for vehicles exiting Jury Ct. No bike lanes observed on E. Gish Rd though some bicycle traffic present.

Intersection of E. Gish Rd and Oakland Rd: Signaled intersection appears to be functioning properly. Signal apperas to be triggered by vehicles stopped at NE-end of E. Gish Rd. Bike lane on S-bound Oakland Rd abruptly ends at intersection with E. Gish Rd, resumes on S-side of intersection.
AM: Traffic flow light to moderate, no preferential flow direction or lane use observed on either street. All traffic cleared the intersection during green lights.

Reference: Oakland Road Traffic Study conducted on September 17th, 2020

PM: Traffic flow light to moderate, no preferential flow direction or lane use observed on either street. All traffic cleared the intersection during green lights.

Oakland Rd: Common red curbs bracketing driveways and at approaches to side-streets allows for good visibility in both directions. Minimal vehicle traffic turning onto our out of side-streets (Service St, Faulstich Ct). Due to broad curve in Oakland Rd, limited visibility towards the south for vehicles exiting Charles St. Bike lanes observed on both sides of Oakland Rd with some bicyclists observed during both AM and PM site visits. Sidewalks in good condition on both sides Oakland Rd, except for W-side of road between RR crossing and Charles St where no formal sidewalk exists.

Intersection of Oakland Rd and Commercial St: Signal appeared timed and synchronized with Oakland Rd flow. Dedicated left turn lanes (and green arrows) for all directions. Dedicated right turn lanes for all directions except S-bound Oakland Rd. Bike lanes observed for both directions of Commercial St on both sides of intersection. Bike lanes on N- and S-bound Oakland Rd do not extend to South of Commercial St intersection.
AM: Traffic flow moderate, preferential flow direction S-bound on Oakland road with left-hand lane preferential use. Left-hand lane queued up for eventual left turn onto S-bound 101 onramp. Moderate contribution to S-bound flow of traffic on Oakland Rd from SW-bound Commercial St. All traffic cleared the intersection during green lights.
PM: Traffic flow moderate to heavy, preferential flow direction S-bound on Oakland road with left-hand lane preferential use. Left-hand lane queued up for eventual left turn onto S-bound 101 onramp. Moderate contribution to S-bound flow of traffic on Oakland Rd from SW-bound Commercial St. Not all traffic cleared the intersection during green lights (left lane backed up on S-bound Oakland Rd and left-turn lane backed up on SW-bound Commercial St). Vehicles remain in intersection after light has turned red, affecting vehicles attempting to turn right onto S-bound Oakland Rd from NE-bound Commercial St, and attempting to turn left onto SW-bound Commercial St from N-bound Oakland Rd.

Intersection of Oakland Rd and N-bound 101 onramp (& N-bound 101 offramp): Signal appeared timed and synchronized with Oakland Rd flow. Dedicated right turn lane from S-bound Oakland Rd onto N-bound 101 onramp. Dedicated left turn lane for N-bound Oakland Rd onto N-bound 101 onramp. Dedicated right and left turn lanes for N-bound 101 offramp. Some pedestrian and bicycle traffic observed during both AM and PM site visits. No bike lanes observed. Poor visibility and no crossing button for S-bound pedestrians on W-side of Oakland Rd when crossing N-bound 101 onramp (must first cross from Oakland Rd sidewalk to island, then from island to overpass; crossing button only available on island, not on Oakland Rd sidewalk). Otherwise, pedestrian crossing buttons/signals appeared to be functioning properly.
AM: Traffic flow moderate, preferential flow direction S-bound on Oakland road with left-hand lane preferential use. Left-hand lane queued up for left turn onto S-bound 101 onramp. Due to synchronization, all traffic cleared the intersection during green lights.
PM: Traffic flow moderate to heavy, preferential flow direction S-bound on Oakland road with left-hand lane preferential use. Left-hand lane queued up for left turn onto S-bound 101 onramp. Due to synchronization, all traffic cleared the intersection during green lights.

Intersection of Oakland Rd and S-bound 101 onramp (& S-bound 101 offramp): Signal appeared timed and synchronized with Oakland Rd flow. Dedicated right turn lane for N-bound Oakland Rd onto S-bound 101 onramp. Dedicated left turn lanes for S-bound Oakland Rd onto S-bound 101 onramp. Some pedestrian and bicycle traffic observed during both AM and PM site visits. Bike lanes on N- and S-bound Oakland Rd do not extend to North of intersection. All pedestrian crossing buttons/signals appeared to be functioning properly.
AM: Traffic flow moderate, preferential flow direction S-bound on Oakland road with left turn lanes preferential use. Left turn lanes queued up for left turn onto S-bound 101 onramp. Also left-hand lane preferential use for N-bound

Reference: **Oakland Road Traffic Study conducted on September 17th, 2020**

Oakland Rd vehicles for eventual left turn onto N-bound 101 onramp. Due to synchronization, all traffic cleared the intersection during green lights.
PM: Traffic flow moderate to heavy, preferential flow direction S-bound on Oakland road with left turn lanes preferential use. Left turn lanes queued up for left turn onto S-bound 101 onramp. Due to synchronization, all traffic cleared the intersection during green lights. S-bound 101 offramp also queued up, nearly all the way to freeway. Not all traffic clears intersection during green lights, but no cars remain stranded in the intersection.

General observations
Numerous bus-stops along Oakland Rd were observed to have insufficient pull-out areas (see Figure) causing bicycle and/or vehicle traffic to back-up.
Curbs leading to and from intersections were generally painted red, providing good visibility for turning vehicles to assess cross traffic.
With the exception of the West side of Oakland Rd South of the RR crossing and E. Gish Rd in the vicinity of the RR crossing (see Figure) sidewalks were generally in proper working condition where present. No sidewalks or crosswalks were observed in the vicinity of the intersection of E. Gish Rd and Old Bayshore Fwy. Light pedestrian and bicycle traffic was observed during both AM or PM site visits, the majority of which was observed on Oakland Rd in the vicinity of the 101 Fwy.

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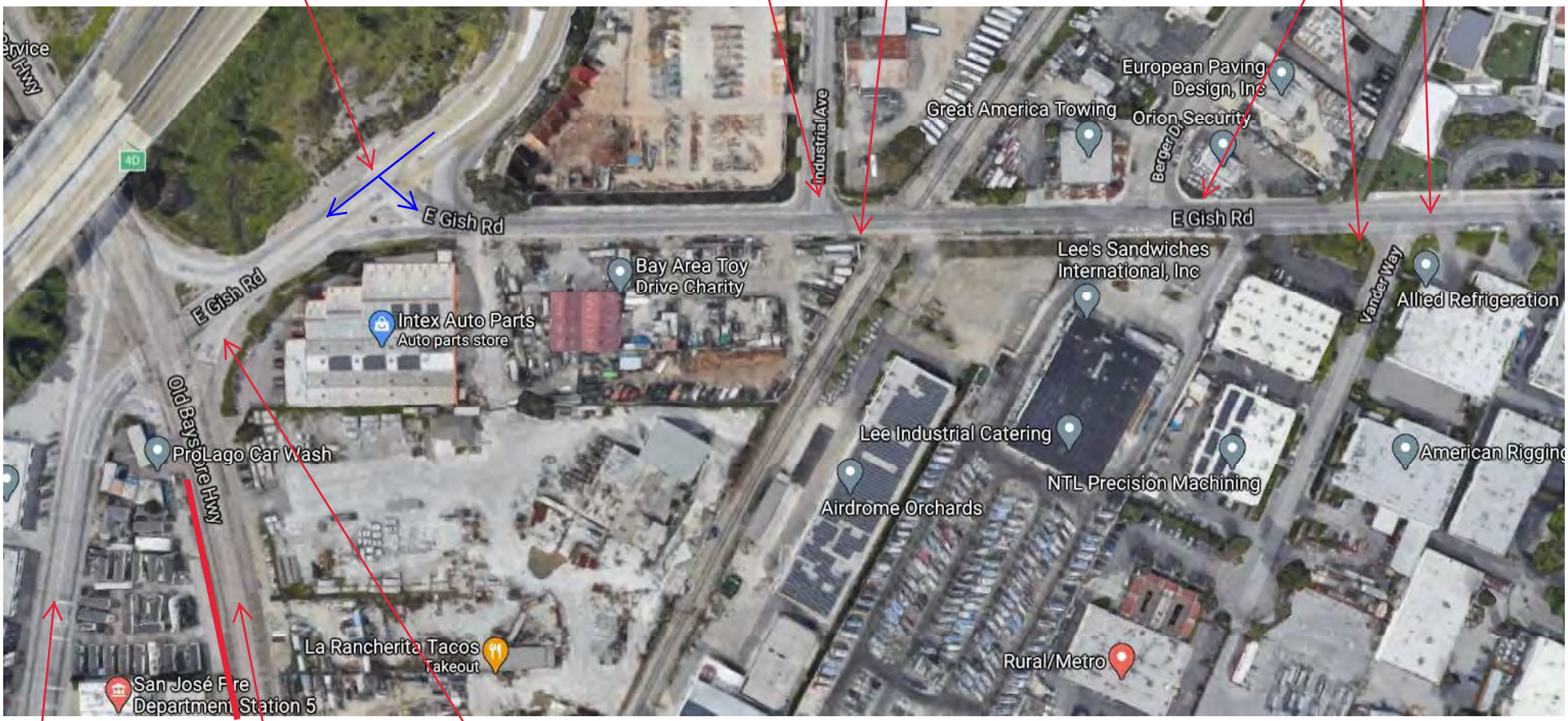
Difficult intersection due to fast flow of traffic and no stop sign for vehicles exiting offramp from N-bound 101 (see blue arrows)

Common truck and vehicle ingress/ egress on Industrial Ave. Moderate to good visibility though fast flow of traffic.

No sidewalk on SE side E. Gish Rd, intermittent on NW side (to SW of RR crossing)

Red curbs at approaches to E. Gish Rd intersections allows for good visibility

No bike lanes on E. Gish Rd



Bike lanes on both sides of N. 10th St

RR tracks (inactive?) on S side of road causes parked cars to impinge on bike lane

Bike lanes on both sides of Old Bayshore Hwy (intermittent on S side of road)

Difficult merge from W-bound Bayshore onto N-bound E. Gish Rd due to turn angle and fast flow from S-bound Bayshore and N-bound N. 10th St

N

N

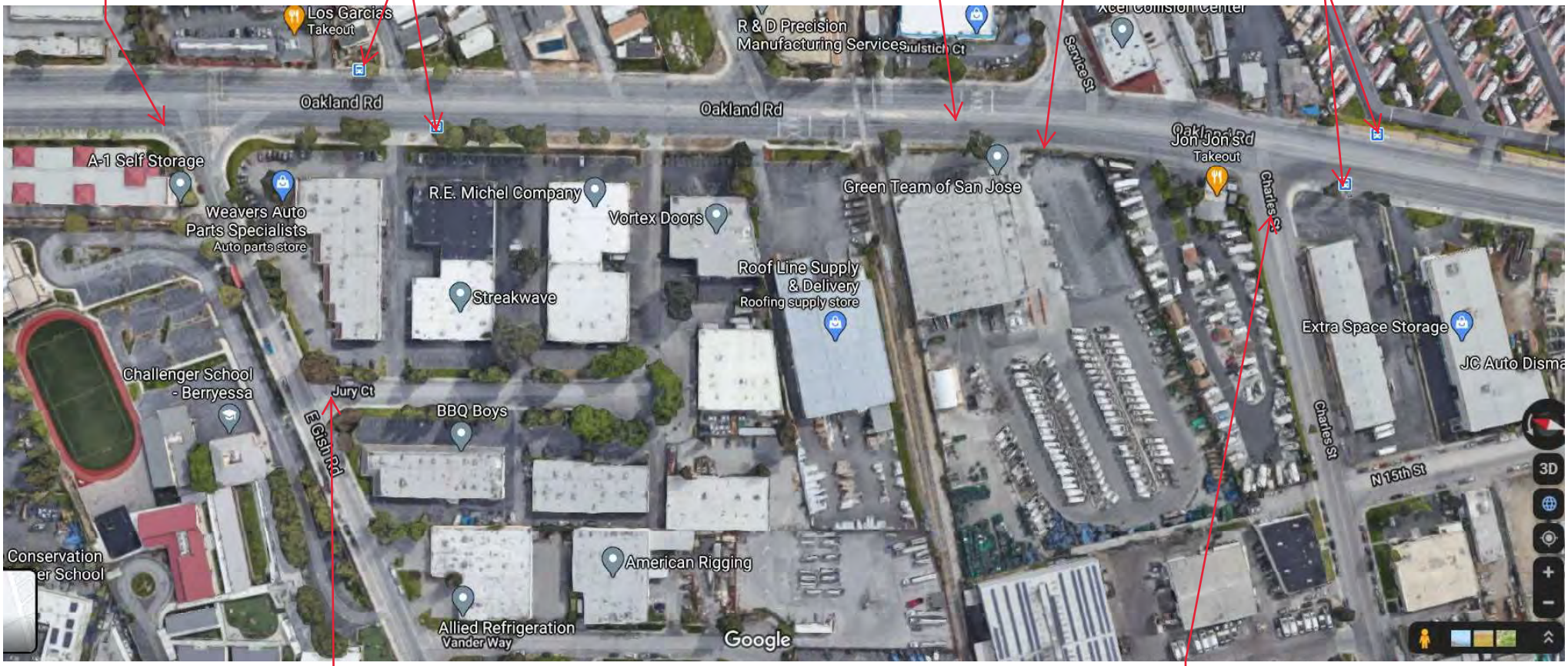
S-bound bike lane on Oakland Rd does not cross intersection (bicycles must use right vehicle lane)

Bus stop: no pull-out, bus blocks bike lane and right vehicle lane.

Bike lanes on both sides of Oakland Rd

Intermittent or no sidewalk on W side Oakland Rd between RR crossing and Charles St

Bus stop: no pull-out, bus blocks bike lane and right vehicle lane.



Poor visibility for vehicles exiting Judy Ct due to large vehicles parked on S side E. Gish Rd

Poor visibility to the N for vehicles exiting Charles St due to curve in Oakland Road and fast traffic speed of traffic

Bus stop: no pull-out, bus blocks bike lane and right vehicle lane.

Bike lanes on both sides of Oakland Rd

Intersections synchronized to N- and S-bound Oakland Rd flow

N

Bike lanes on Oakland Rd end to S of Commercial St

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 1

Old Bayshore Hwy facing W toward intersection with N. 10th St/E. Gish Rd.
Note: no sidewalks.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 2

E. Gish Rd, facing S toward intersection with Old Bayshore Hwy/N. 10th St.
Note: no sidewalks or crosswalks.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 3

Old Bayshore Hwy, facing W. Note: RR tracks appear inactive. Parked vehicles encroach into bike lane on E-bound Old Bayshore Hwy (to right of frame).

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 4

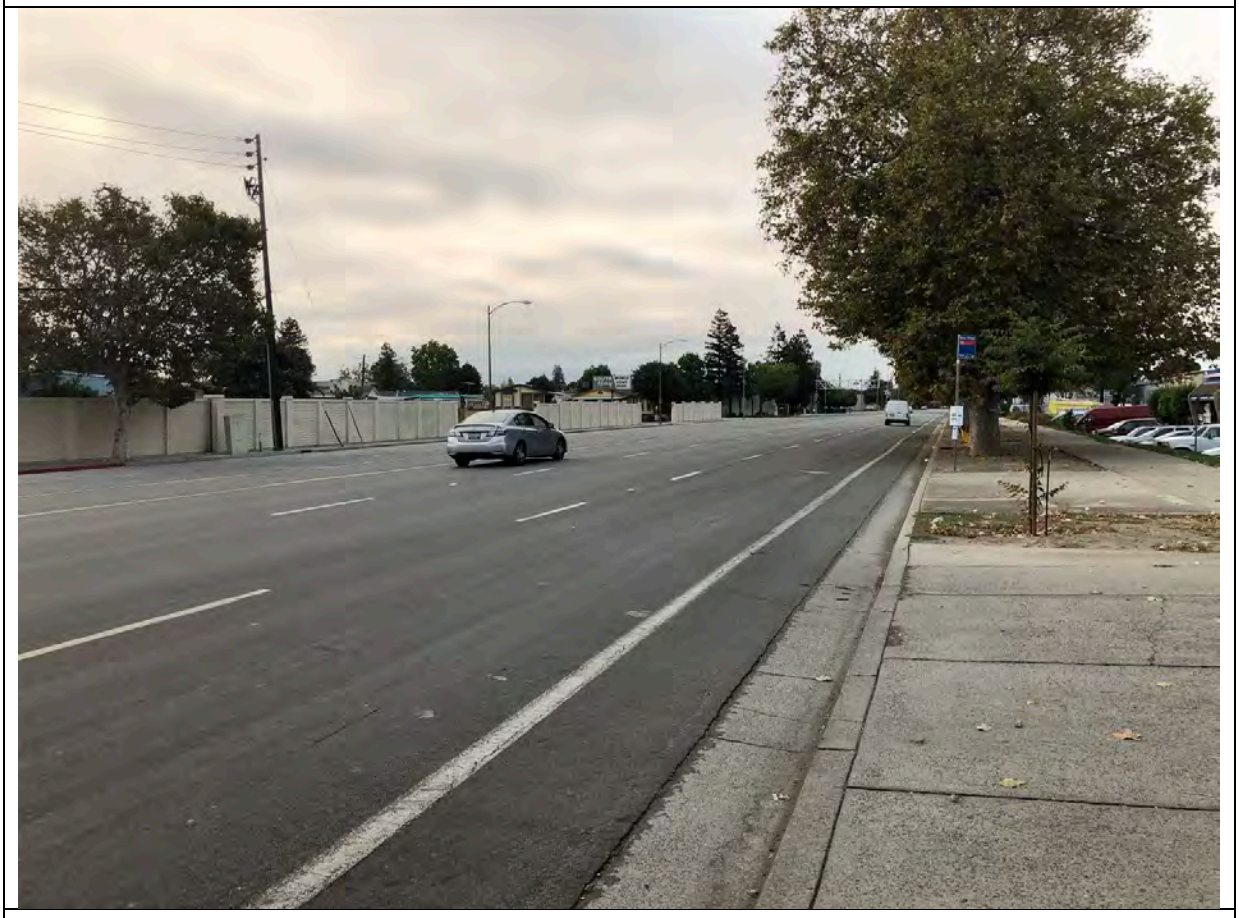
E. Gish Rd, facing N toward intersection of N-bound 101 offramp/E. Gish Rd. Note: no sidewalks, bike lanes or crosswalks.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 5

E. Gish Rd, facing SW toward intersection with Jury Ct. Note: vehicles parked on SE side of E. Gish Rd cause poor visibility for vehicles exiting Jury Ct.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd
PHOTO No. 6	



Oakland Rd, facing S. Note: bus stop will obstruct bike lane and right-hand lane.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 7

Oakland Rd, facing N towards intersection with Charles St. Note: curve of Oakland Rd and fast flow of S-bound traffic causes poor visibility for vehicles exiting Charles St.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 8

Oakland Rd, facing S toward intersection with N-bound 101 onramp/offramp. Note: left-hand lane queued up due to heavy use of left-turn lanes for S-bound 101 onramp. Also, dangerous pedestrian crossing from sidewalk across N-bound 101 onramp due to poor visibility and no crossing button (right side of frame in background).

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 9

Oakland Rd, facing N toward intersection with S-bound 101 onramp/offramp. Note: left-hand lane queued up due to preferential use of left-turn lane for N-bound 101 onramp.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 1

N. 10th St, facing NE toward intersection with Old Bayshore Hwy. Note: N. 10th St becomes E. Gish Rd to N of intersection.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd

PHOTO No. 2

E. Gish Rd, facing NE toward intersection with Industrial Ave. Note: intermittent sidewalks on both sides of road.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd
PHOTO No. 3	

E. Gish Rd, facing SW toward RR crossing. Note: abrupt end of sidewalks at RR crossing.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd
PHOTO No. 4	

Oakland Rd, facing N toward intersection with E. Gish Rd. Note: bike lane on S-bound Oakland Rd does not cross intersection.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd
PHOTO No. 5	

Oakland Rd, facing N toward intersection with Faulstich Ct. Note: No Parking signs and red-painted curbs promote good visibility.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd
PHOTO No. 6	

Oakland Rd, facing S toward intersection with Service St. Note: No Parking signs and red-painted curbs promote good visibility.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd
PHOTO No. 7	

Oakland Rd, facing NE toward intersection with Commercial St. Note: bike lanes on both sides of Oakland Rd do not extend to S of intersection.

STANTEC CONSULTING SERVICES INC PHOTOGRAPHIC RECORD	
Client: Urban Mint Hospitality	**Job Number:** 185704717
Site Name: Oakland Road	**Address:** E. Gish Rd, Oakland Rd
PHOTO No. 8	

Oakland Rd, facing S toward intersection with N-bound 101 onramp/offramp.
Note: vehicles clearing intersection during green light cycle.

Appendix E OAKLAND ROAD PLANNED IMPROVEMENTS

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Drawing: P:\320098.00 101 Zanker\CADD\50 Images\Oakland-1-2.dwg Nov 25, 2008, 6:15pm

Figure E-1

US-101/Oakland Road/Mabury Road Planned Improvements

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Figure E-2

Oakland Road and Faulstich Court Northeast Corner Vacation