Hexagon Transportation Consultants, Inc.

Memorandum

Date: November 5, 2020

To: Liana Trejo, City of San Jose

From: Robert Del Rio, T.E.

Subject: 491 W. San Carlos Street Marriott Townplace Hotel Development Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed Marriott Townplace Hotel development in Downtown San Jose. The site, located at 491 W. San Carlos Street, is bounded by San Carlos Street to the south, Josefa Street to the west, and residences to the north and east. The project, as proposed, will consist of a 175-room hotel that would replace six existing commercial and residential buildings currently on-site. Amenities such as exercise facilities, small meeting rooms and breakfast area are proposed, however the hotel will not include a full-service kitchen. Approximately 117 parking spaces will be provided within an on-site parking garage consisting of one ground-floor level and two above-ground levels. Site access to the parking garage is proposed via one full-access driveway located along Josefa Street. All guests will self-park on-site and no valet services will be offered. A passenger loading zone is proposed along the San Carlos Street frontage. Figure 1 shows the project site location.

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

Scope of Study

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

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

Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided by State Route 87 and the Interstate 280/680 freeway. Local site access is provided by Bird Avenue, Montgomery Street, San Carlos Street, Park Avenue, and Josefa Street. The freeways and local roadways are described below.

State Route 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Connections from SR-87 to the project site are provided via partial interchanges at Park Avenue (ramps to and from north), Auzerais Avenue (ramps to south only), and Woz Way (ramp from south only). SR 87 provides access to I-280/I-680 and US-101.

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to the project site are provided via its full interchange at Bird Avenue.

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

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

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

Park Avenue is an east-west roadway that extends from Market Street in Downtown San Jose to Meridian Avenue. West of Meridian Avenue, Park Avenue proceeds in a northwest direction into Santa Clara, where it terminates at its intersection with Bellomy Street/The Alameda. Park Avenue is designated as a Bicycle Priority Street in the General Plan, currently providing bike lanes on both sides of the street throughout its entire extent. It is generally four lanes in the Downtown area. However, the segment located in the vicinity of the project site between Delmas Avenue and Montgomery Street consists of two lanes with a posted speed limit of 30 mph. Land uses along Park Avenue include both residential and commercial, with parking along both sides of the street in most areas. Park Avenue provides access to the project site via its intersection with Josefa Street.

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

Existing Bicycle Facilities

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

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

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

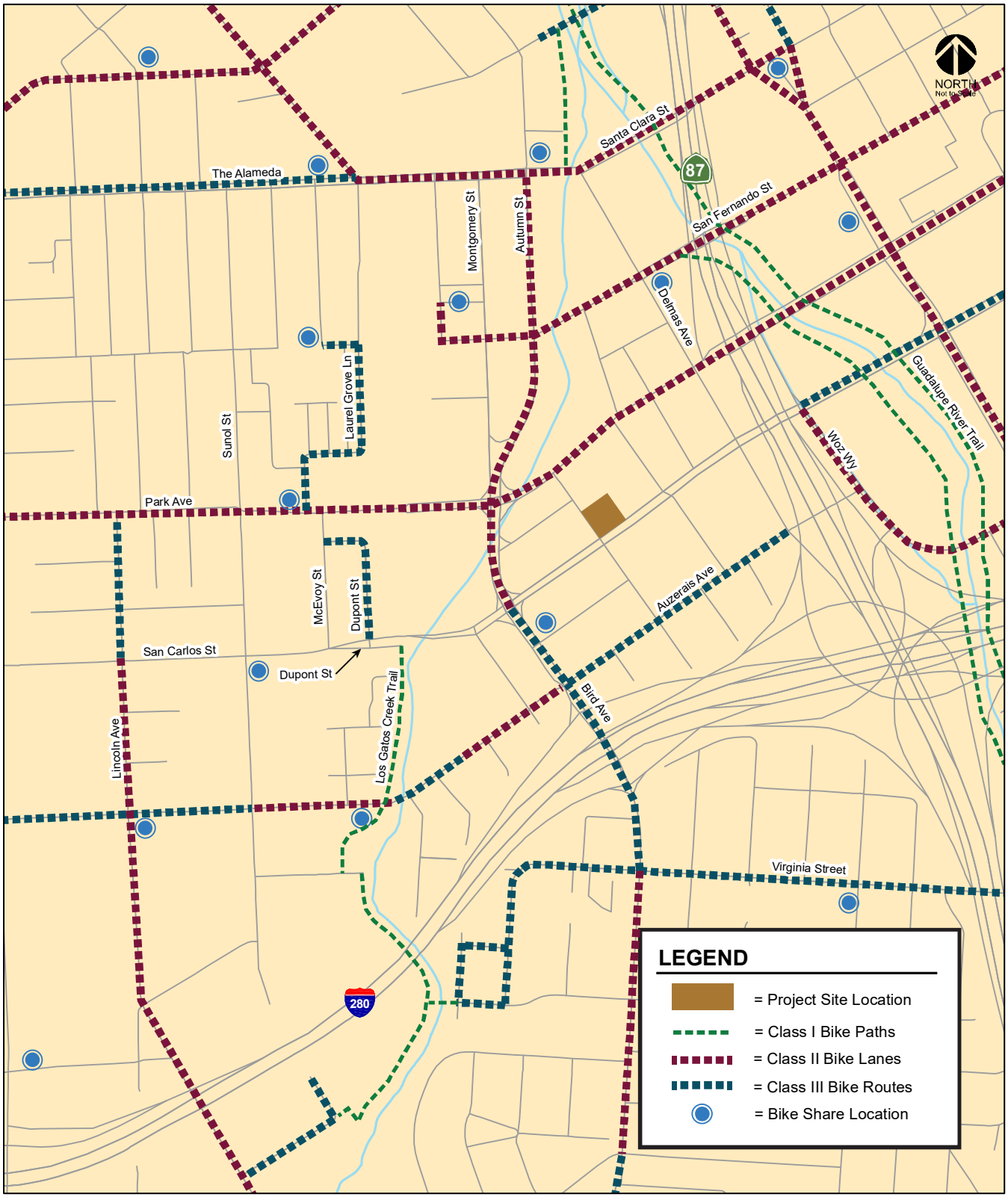
- Bird Avenue, between San Carlos Street and Virginia Street
- Auzerais Avenue, all segments east of Race Street without striped bike lanes
- Dupont Street, north of San Carlos Street
- Laurel Grove Lane, between Park Avenue and Cahill Park
- Virginia Street, between Drake Street and 3rd Street
- The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

The existing bicycle facilities are shown on Figure 2.

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via a trailhead along San Carlos Street, located approximately 0.35-mile east of the project site.

Figure 2
Existing Bicycle Facilities



Los Gatos Creek Trail

The Los Gatos Creek Trail begins at Vasona Lake County Park in the south and continues to West San Carlos Street in the north, all alongside Los Gatos Creek. The nearest access point to the Los Gatos Creek Trail is provided via a trailhead at the south end of Dupont Street, south of San Carlos Street, approximately 0.3-mile west of the project site.

Bike and Scooter Share Services

The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share station is located less than 1,000 feet from the project site at the intersection of Bird Avenue and Columbia Avenue. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 3) consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. The majority of the crosswalks at signalized intersections in the vicinity of the project site consist of high visibility crosswalks and countdown signal heads that enhance pedestrian visibility and safety while crossing the intersections. There are also high visibility crosswalks located at unsignalized intersections, such as the intersections of Josefa Street with San Carlos Street and Park Avenue. However, there is no crosswalk across the east leg of the Josefa Street/San Carlos Street intersection. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network. It should be noted that a portion of sidewalk along the south side of Park Avenue is missing between Montgomery Street and Josefa Street.

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

- Josefa Street and San Carlos Street – northeast (along the project frontage) and southeast corners
- Josefa Street and Park Avenue – southwest and southeast corners

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

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately 0.45-mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 4 shows the existing transit facilities.

Bus Service

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

Figure 3
Existing Pedestrian Facilities

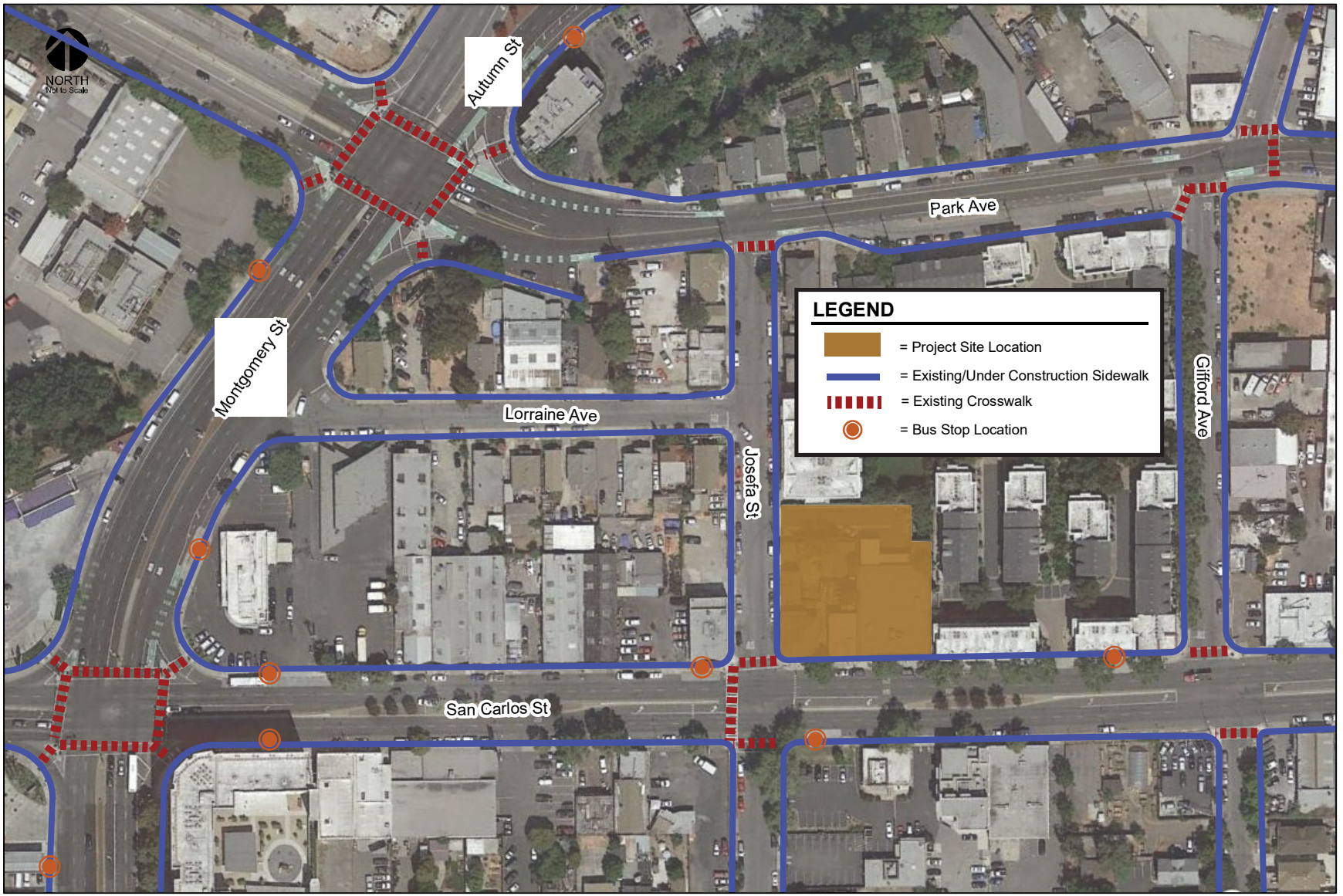


Figure 4
Existing Transit Facilities

15 minutes during peak commute hours. Express Bus services provide direct service to and from major employment center during peak commute hours only.

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located along the northwest and southeast corners of the Josefa Street/San Carlos Street intersection, less than 100 feet from the project site, which are served by Frequent Bus Route 23. Access to the Rapid Route 523 service is provided at bus stops located at the Bird Avenue/San Carlos Street intersection, less than 600 feet walking distance from the project site.

Table 1
Existing Bus Service Near the Project Site

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

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

VTA Light Rail Transit (LRT) Service

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

The San Jose Diridon station is located along the Green LRT line (Winchester-Old Ironsides) and serves as a transfer point to Caltrain, ACE, and Amtrak services.

Caltrain Service

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

Altamont Commuter Express Service (ACE)

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

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips that will be generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 10th Edition* for the Business Hotel land use (Land Use 312). The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project based on its location and surrounding transportation system and land uses.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the VMT Tool, the project site is located within a designated urban high-transit area. Therefore, the baseline project trips were adjusted to reflect an urban high-transit mode share. Urban high-transit is characterized as an area with high density, good accessibility, high public transit access, low single-family homes, middle-aged and older housing stock. Developments within urban high-transit areas have a vehicle mode share of 83 percent. Thus, a 17 percent reduction was applied to the baseline trips estimated to be generated by the proposed project.

Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed mixed-use project would generate 738 daily trips, with 81 trips (43 inbound and 38 outbound) occurring during the AM peak hour and 66 trips (36 inbound and 30 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 2.

Project Trip Distribution and Trip Assignment

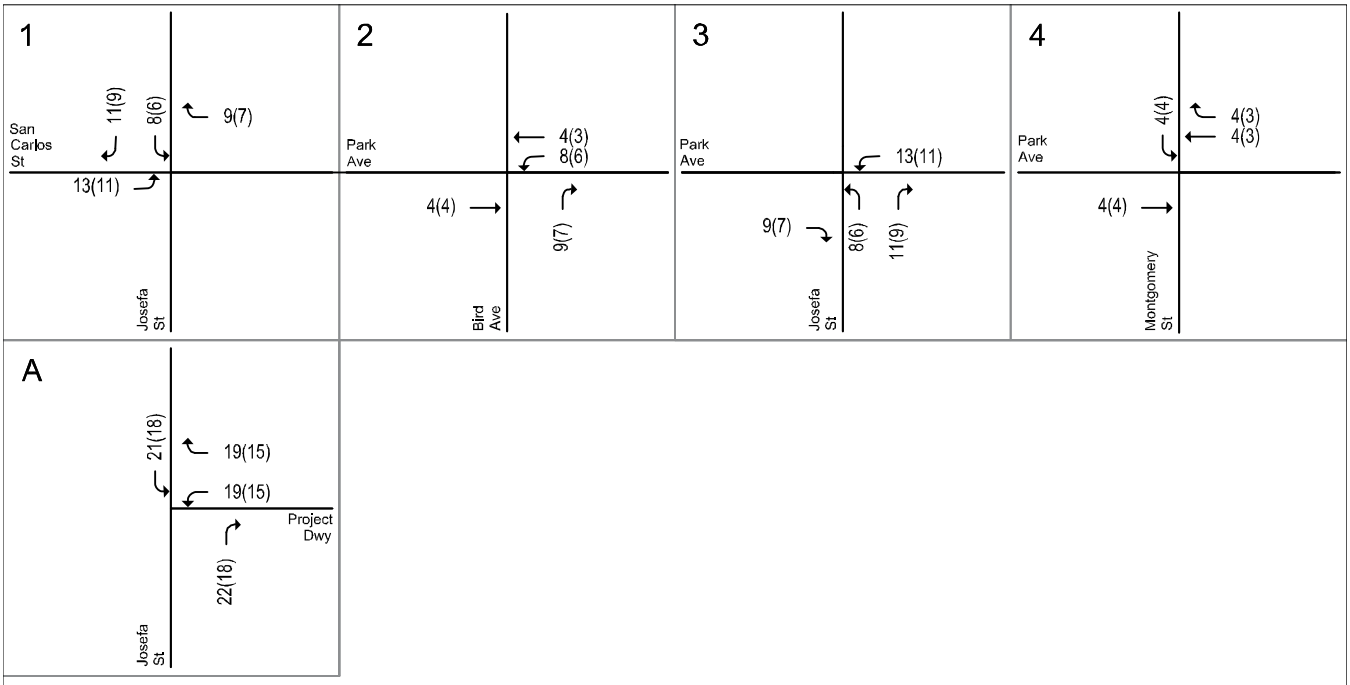
The project trips were assigned to the roadway network based on the proposed project driveway location, existing travel patterns in the area, freeway access, and the relative locations of complementary land uses. The project trip distribution pattern is shown on Figure 1. The project trip assignment is shown on Figure 5.

Table 2
Project Trip Generation Estimates

Land Use	ITE Land Use Code	% of Vehicle Mode Share	% Reduction	Size	Daily		AM Peak Hour						PM Peak Hour					
							Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
					Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses																		
Business Hotel[1]	312			175 Occupied Rooms	5.08	889	0.560	53%	47%	52	46	98	0.45	55%	45%	43	36	79
- Location Based Reduction[2]		*83%*	*17%*			*-151*				*-9*	*-8*	*-17*				*-7*	*-6*	*-13*
Gross Project Trips						**738**				**43**	**38**	**81**				**36**	**30**	**66**

Notes:
[1] Source: ITE *Trip Generation Manual*, 10th Edition 2017, average trip generation rates.
[2] The project site is located within an Urban High Transit area based on the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the *City of San Jose Transportation Analysis Handbook* (April 2018). The trip reductions are based on the percent of mode share for all of the other modes of travel besides vehicle.

Figure 5
Project Trip Assignment



Vehicular Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on site plans dated April 24, 2020 prepared by Studio Current, and in accordance with generally accepted traffic engineering standards and City of San Jose design standards. The street level site plan is shown on Figure 6.

Project Driveway/Site Access Design

Parking Garage Access

Access to the on-site parking garage is proposed via one full-access driveway located along Josefa Street, approximately 130 feet north of San Carlos Street. Based on the site plan, the proposed two-way driveway would measure 20 feet wide. The proposed driveway would not exceed the City's maximum 26-foot width requirement for two-way driveways, per the Downtown Design Guidelines and Standards.

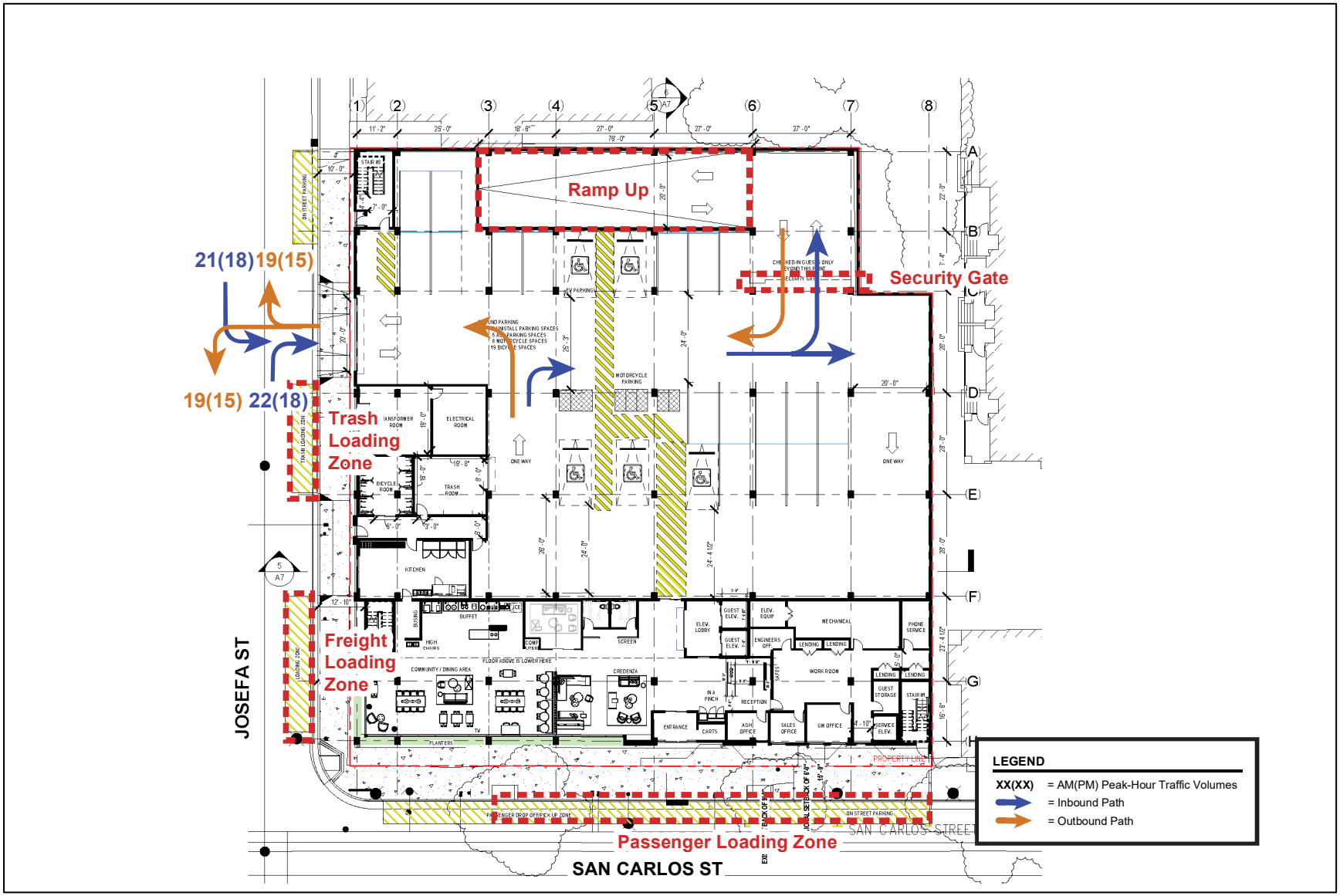
Sight Distance at the Driveway Serving the Project

The project access point should be designed to be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Josefa Street. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Josefa Street has a posted speed limit of 25 miles per hour (mph). The AASHTO stopping sight distance for facilities with a posted speed limit of 25 mph is 155 feet. Thus, drivers exiting the project driveway must be able to see 155 feet to the north and south along Josefa Street.

Based on the project site plan and observations in the field, vehicles exiting the proposed project site driveway on Josefa Street would be able to see approaching southbound vehicles at least 200 feet from the project driveway. Although the driveway would be located less than 155 feet from San Carlos Street, drivers would have a full view of vehicles turning onto northbound Josefa Street from San Carlos Street. Additionally, vehicles traveling northbound along Josefa Street would not be traveling at the maximum 25 mph as they make a turn from San Carlos Street or proceed north from Josefa Street, south of San Carlos Street. Therefore, it can be concluded that the project driveway would provide sufficient sight distance.

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



Project Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a maximum of 43 inbound trips (during the AM peak hour) and 38 outbound trips (during the AM peak hour) would enter and exit the site at the project driveway.

As shown on Figure 6, a maximum of 21 inbound vehicles are projected to make a left turn from southbound Josefa Street during the AM peak hour, or approximately one vehicle every three minutes. Conflicting peak hour northbound traffic flow along Josefa Street at the project driveway is fairly light, with 51 AM and 63 PM trips during the peak hours. Given the projected arrival rate of vehicles and minimal conflicting northbound traffic volumes on Josefa Street, southbound left-turn queues into the project driveway are expected to be minimal.

Vehicular On-Site Circulation

From the entrance along Josefa Street, hotel guests will enter a two-way drive aisle at the ground-floor level of the garage. A security gate located 120 east of the garage entrance will provide access to checked-in guests only. East of the security gate, the two-way drive aisle will transition to a one-way only drive aisle which loops south and back to the two-way drive aisle, approximately 36 feet east of the driveway. Two short-term parking spaces will be provided for guest check-in along the one-way drive aisle. Upon check-in, guests will be provided a room key which would allow access to the gated second and third parking levels. They may also choose to park within the ground-floor level. Valet parking will not be offered.

The two-way drive aisle on the ground-floor, which will have parking stalls on both sides, is shown to be 24 feet wide. The two-way drive aisle should have a minimum 26-foot width to meet City standards. Additionally, the one-way drive aisle on the ground-floor varies in width from approximately 20 feet wide (along the eastern side), 24 feet wide (along the southern side), and 16 feet wide (along the western side).

In general, the proposed site plan would provide vehicle traffic with adequate connectivity through the parking garage. Continuous, looped drive aisles run throughout all parking levels. The layout provides opportunities for circulating vehicles to loop around without requiring U-turns.

The location of the security gate/ramp entrance approximately 120 feet east of the project driveway provides queuing space for at least 5 inbound vehicles. A maximum of 43 inbound trips are projected to enter during the PM peak-hour, or an average of fewer than one vehicle per minute. It is expected that the security gates would be able to serve each vehicle in under one minute. Therefore, a queue is not expected to spill-back onto Josefa Street.

Tandem parking spaces are proposed within the third parking level. Use of the tandem parking spaces will be reserved for hotel employees and will be coordinated through the hotel operator.

Recommendation: It is recommended that the eastern side of the ground-floor one-way drive aisle be 16 feet wide.

On-Street Passenger Loading Zone

The project proposes to provide an 88-foot on-street passenger drop-off and pick-up zone along its entire San Carlos Street frontage, east of the existing fire hydrant red curb. The loading zone could replace existing two-hour on-street parking spaces.

Recommendation: The project should work with the City to finalize the design of the passenger loading zone along San Carlos Street during the implementation phase.

Truck Site Access

Based on the City of San Jose off-street loading standard for hotel developments in the Downtown Area (20.70.440), the proposed 112,997 s.f. GFA hotel is required to provide at least one off-street loading spaces. However, larger vehicles, such as delivery trucks, garbage trucks, and emergency trucks, would not have access to the parking garage. It should be noted that SU-30 design vehicles (which require a vertical clearance of at least 11 feet) also would not be able to enter the ground-floor parking level which has a proposed height of 10 feet per the site plan. Therefore, all truck loading activities will occur along Josefa Street. The project is proposing to maintain an existing 40-foot freight loading zone along the west project frontage on Josefa Street, between San Carlos Street and the proposed southerly driveway.

An approximately 25-foot on-street trash loading zone also is proposed south of the project driveway along Josefa Street. The proposed trash loading zone would be adjacent to a trash enclosure located within the ground-floor of the parking garage, along the north side of the entry drive aisle. Trash bins will be wheeled out to the trash loading zone for trash pickup.

Recommendation: The project should work with the City to determine if the two proposed on-street loading zones would fulfill the standard off-street loading requirements.

Recommendation: The project should work with the City to finalize the design of the freight loading zone along Josefa Street during the implementation phase.

Pedestrian and Bicycle Access and Circulation

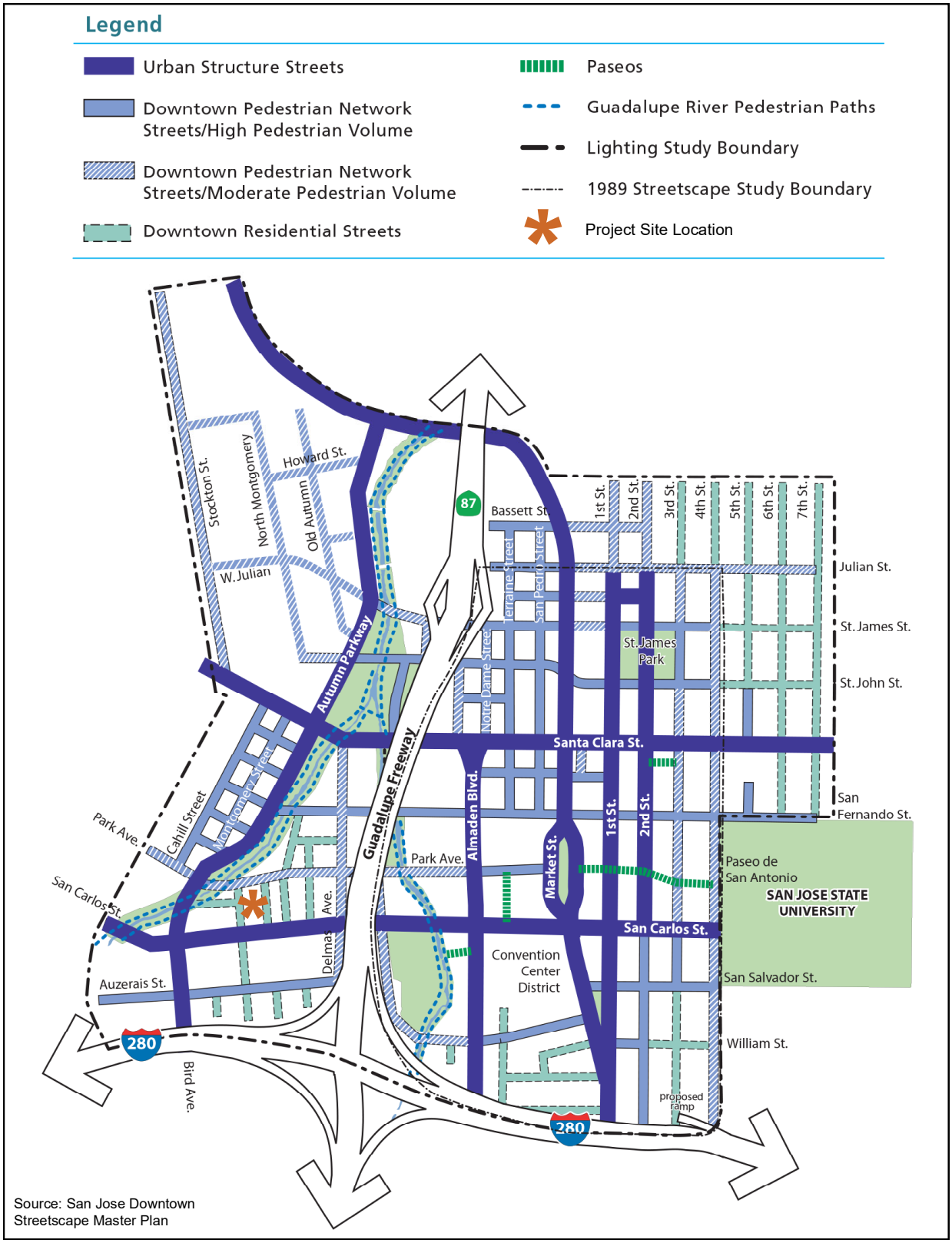
Pedestrian Circulation

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 7, there are many designated Downtown Pedestrian Network Streets (DPNS) in the vicinity of the project site, which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

The project proposes to maintain an existing 9-foot wide sidewalk along San Carlos Street and provide an additional 6-foot wide setback between the sidewalk and the south project frontage to create an effective sidewalk width of 15 feet. Therefore, the project will be consistent with the City's goal of providing at least 15-foot wide sidewalks along designated Grand Boulevards, such as San Carlos Street. An existing 10-foot wide sidewalk along Josefa Street also will be maintained.

Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. The majority of the crosswalks at signalized intersections in the vicinity of the project site consist of high visibility crosswalks and countdown signal heads that enhance pedestrian visibility and safety while crossing the intersections. There are also high visibility crosswalks located at unsignalized intersections, such as the intersections of Josefa Street with San Carlos Street and Park Avenue. However, there is no crosswalk across the east leg of the Josefa Street/San Carlos Street intersection.

Figure 7
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network. It should be noted that a portion of sidewalk along the south side of Park Avenue is missing between Montgomery Street and Josefa Street. ADA compliant ramps are located at most crosswalks in the vicinity of the project site. However, ADA compliant ramps are missing at the following locations in the project vicinity:

- Josefa Street and San Carlos Street – northeast (along the project frontage) and southeast corners
- Josefa Street and Park Avenue – southwest and southeast corners

The curb ramp located at the northeast corner of Josefa Street and San Carlos Street is shown to be upgraded on the site plan. The project will be required to provide a fair-share contribution towards future improvements at the Josefa Street and San Carlos Street intersection. Overall, the existing sidewalks and pedestrian facilities provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations.

Bicycle Circulation

There are currently no bicycle facilities along the project frontages. However, Class II bicycle facilities (striped bike lanes) are provided along Park Avenue and Autumn Street. Many additional bicycle facilities are located along surrounding roadways in the vicinity of the project site. Although most of the residential streets near the project site do not provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage.

The Los Gatos Creek Trail begins at Vasona Lake County Park in the south and continues to West San Carlos Street in the north, all alongside Los Gatos Creek. The nearest access point to the Los Gatos Creek Trail is provided via a trailhead at the south end of Dupont Street, south of San Carlos Street, approximately 0.3-mile west of the project site.

The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share station is located less than 1,000 feet from the project site at the intersection of Bird Avenue and Columbia Avenue. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Transit Facilities

The project is in close proximity to major transit services that will provide the opportunity for multi-modal travel to and from the project site. The project site is located approximately 0.45-mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, the Mountain View–Winchester LRT line, and commuter rail lines (Caltrain, ACE, and Amtrak services) are provided within the Diridon Transit Center.

The nearest bus stops are located along the northwest and southeast corners of the Josefa Street/San Carlos Street intersection, less than 100 feet from the project site, which are served by Frequent Bus Route 23. Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours. Access to the Rapid Route 523 service is provided at bus stops located at the Bird Avenue/San Carlos Street intersection, less than 600 feet walking distance from the project site. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime.

Transit Delay Analysis

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

Table 3
Transit Delay Analysis

Bus Route #	Study Area Street(s)	Direction	Transit Delay[1] (sec/veh)					
			Background		Background Plus Project		Change	
			AM	PM	AM	PM	AM	PM
23, 523	San Carlos Street	Eastbound	45.6	38.8	45.5	39.0	-0.1	+0.2
		Westbound	53.8	31.9	53.7	31.7	-0.1	-0.2
64	Bird Avenue/Montgomery Street	Northbound	39.2	72.0	39.4	72.2	+0.2	+0.2
		Southbound	88.8	69.3	88.8	69.5	0	+0.2

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

Parking

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

Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide 0.35 off-street vehicle parking space per hotel room. Based on the City's off-street parking requirements, the project is required to provide a total of 62 off-street parking spaces.

The project proposes to provide a total of 117 on-site parking spaces. Therefore, the proposed number of parking spaces will exceed the required parking per City requirements.

ADA Compliance

Per the 2016 California Building Code (CBC) Table 11B-208.2, projects providing between 101 to 150 parking spaces are required to provide five accessible parking spaces. Of the required accessible parking spaces, one van accessible space is required.

The project proposes to provide a total of five accessible spaces, all located within the ground-floor level. One of the accessible spaces should be designed and designated as a van-accessible space. Based on the site plan, the proposed accessible parking spaces are generally located within 100 feet walking distance of the reception area/hotel lobby. The City, however, recommends that the two northerly accessible parking spaces be relocated closer to the building entrance. The project should work with the City to determine a suitable location for the two accessible parking spaces.

Bicycle Parking

Based on the project's downtown location, it is likely that guests of the proposed hotel will be visiting locations in close proximity to the site or will be able to quickly access transit to reach their destination. Therefore, the project is required to meet the City's Bicycle Parking requirements. The City Municipal Code (Table 20-190) requires one bicycle parking space plus one parking space per ten guest rooms; bicycle parking spaces for the hotel use shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. Thus, the proposed project consisting of a 175-room hotel is required to provide a total of 19 bicycle parking spaces: 16 short-term bicycle parking spaces and 3 long-term bicycle parking spaces to meet the city standards.

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

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

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

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

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

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

The project is proposing a total of 20 bicycle parking spaces, which will meet the City's bicycle parking requirement. The site plan indicates that a bicycle storage room will be located within the ground-floor parking level, along the north side of the entry drive aisle. Access to the room will be provided via the southerly project driveway.

Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections, shown on Table 3. The study locations were selected based on the number of projected project trips utilizing left-turning lanes at surrounding intersections. The vehicle queuing analysis was estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

Table 3
Intersection Queueing Analysis Summary

Measurement	1. Josefa/ San Carlos				3. Josefa/ Park				A. Josefa/ Project Driveway	
	EBL AM	EBL PM	SBL/T/R AM	SBL/T/R PM	WBL/T/R AM	WBL/T/R PM	NBL/T/R AM	NBL/T/R PM	SBL/T/R AM	SBL/T/R PM
Existing Conditions										
Cycle/Delay[1] (sec)	7.9	8.5	11.4	22.1	8.0	7.9	11.3	13.7		
Lanes	1	1	1	1	1	1	1	1		
Volume (vph)	37	42	17	52	190	436	40	42		
Volume (vphpl)	37	42	17	52	190	436	40	42		
Avg. Queue (veh/ln.)	0	0	0	0	0	1	0	0		
Avg. Queue[2] (ft./ln)	2	2	1	8	11	24	3	4		
95th %. Queue (veh/ln.)	1	1	1	1	2	3	1	1		
95th %. Queue (ft./ln)	25	25	25	25	50	75	25	25		
Storage (ft./ ln.)	125	125	50	50	450	450	150	150		
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES		
Background Conditions										
Cycle/Delay[1] (sec)	8.1	8.9	12.7	21.4	8.2	8.1	12.2	16.6		
Lanes	1	1	1	1	1	1	1	1		
Volume (vph)	37	42	17	52	243	586	40	42		
Volume (vphpl)	37	42	17	52	243	586	40	42		
Avg. Queue (veh/ln.)	0	0	0	0	1	1	0	0		
Avg. Queue[2] (ft./ln)	2	3	1	8	14	33	3	5		
95th %. Queue (veh/ln.)	1	1	1	1	2	3	1	1		
95th %. Queue (ft./ln)	25	25	25	25	50	75	25	25		
Storage (ft./ ln.)	125	125	50	50	450	450	150	150		
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES		
Background Plus Project Conditions										
Cycle/Delay[1] (sec)	8.2	9	13.8	34.3	8.2	8.1	12.8	17.4	9.4	9.6
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	50	53	36	67	256	597	59	57	38	70
Volume (vphpl)	50	53	36	67	256	597	59	57	38	70
Avg. Queue (veh/ln.)	0	0	0	1	1	1	0	0	0	0
Avg. Queue[2] (ft./ln)	3	3	3	16	15	34	5	7	2	5
95th %. Queue (veh/ln.)	1	1	1	2	2	3	1	1	1	1
95th %. Queue (ft./ln)	25	25	25	50	50	75	25	25	25	25
Storage (ft./ ln.)	125	125	50	50	450	450	150	150	25	25
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

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

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25

feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. As shown on Table 3, all of the studied vehicular movements would have adequate storage capacity to accommodate projected queues under project conditions.

Signal Warrant Analysis

A signal warrant analysis was conducted for the two-way stop-controlled intersection of Josefa Street and San Carlos Street, based on the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (CA MUTCD), 2014 Edition. The analysis indicates that the Josefa Street and San Carlos Street intersection would not meet the volume thresholds that would warrant installation of a traffic signal during the AM or PM peak-hours under project conditions.

Conclusions

The project, as proposed, will consist of a 175-room hotel that would replace six existing commercial and residential buildings currently on-site. Amenities such as exercise facilities, small meeting rooms and breakfast area are proposed, however the hotel will not include a full-service kitchen. Approximately 117 parking spaces will be provided within an on-site parking garage consisting of one ground-floor level and two above-ground levels. Site access to the parking garage is proposed via one full-access driveway located along Josefa Street. All guests will self-park on-site and no valet services will be offered. A passenger loading zone is proposed along the San Carlos Street frontage.

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

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

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

Recommendations

- It is recommended that the eastern side of the ground-floor one-way drive aisle be 16 feet wide.
- The project should work with the City to finalize the design of the passenger loading zone along San Carlos Street during the implementation phase.
- The project should work with the City to determine if the two proposed on-street loading zones would fulfill the standard off-street loading requirements.

- The project should work with the City to finalize the design of the freight loading zone along Josefa Street during the implementation phase.
- The curb ramp located at the northeast corner of Josefa Street and San Carlos Street is shown to be upgraded on the site plan. The project will be required to provide a fair-share contribution towards future improvements at the Josefa Street and San Carlos Street intersection.
- The transit delay analysis shows that the project traffic would result in a minor increase, less than one second, in delay of some transit vehicles
- The proposed number of on-site parking spaces will exceed the required parking per City requirements.
- Based on the site plan, the proposed accessible parking spaces are generally located within 100 feet walking distance of the reception area/hotel lobby. The City, however, recommends that the two northerly accessible parking spaces be relocated closer to the building entrance. The project should work with the City to determine a suitable location for the two accessible parking spaces.
- All of the studied vehicular movements would have adequate storage capacity to accommodate projected queues under project conditions.
- The signal warrant analysis indicates that the Josefa Street and San Carlos Street intersection would not meet the volume thresholds that would warrant installation of a traffic signal during the AM or PM peak-hours under project conditions.

491 W. San Carlos Marriott Hotel Development LTA

Technical Appendices

November 5, 2020

Appendix A

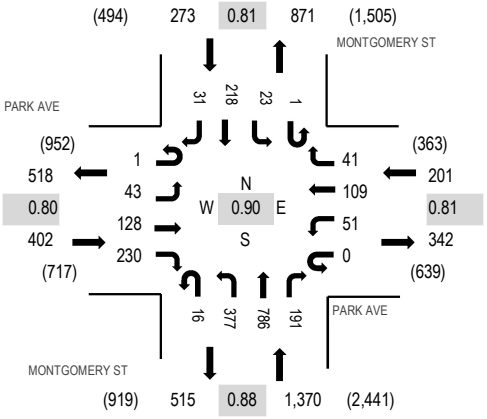
Turning Movement Counts

All Traffic Data Services Inc.

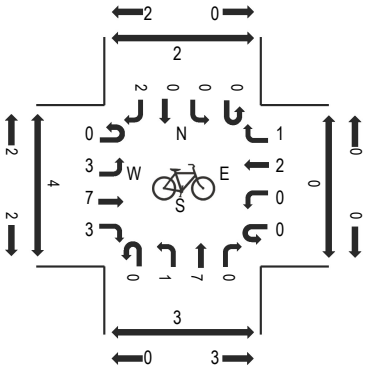
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTGOMERY ST & PARK AVE AM
Date: Tuesday, January 28, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

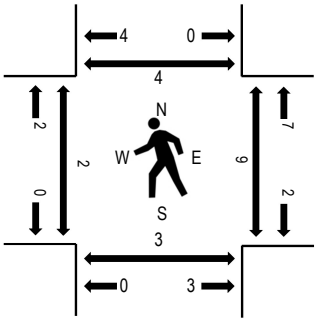
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK AVE Eastbound				PARK AVE Westbound				MONTGOMERY ST Northbound				MONTGOMERY ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	6	26	26	0	11	18	12	3	79	77	29	0	3	22	6	320	1,975	2	2	1	3
7:15 AM	1	7	30	54	0	13	19	3	8	98	126	36	1	4	47	6	453	2,185	0	0	0	0
7:30 AM	0	9	26	52	0	17	29	16	2	130	217	39	0	8	68	11	624	2,246	1	1	0	3
7:45 AM	1	7	41	80	0	12	19	8	4	91	196	45	0	5	64	5	578	2,149	0	4	0	1
8:00 AM	0	15	34	57	0	10	32	11	3	84	173	49	0	9	42	11	530	2,040	1	1	2	0
8:15 AM	0	12	27	41	0	12	29	6	7	72	200	58	1	1	44	4	514		0	3	1	0
8:30 AM	1	7	32	44	0	10	20	13	1	85	185	50	0	5	70	4	527		4	2	0	0
8:45 AM	0	5	39	35	0	14	19	10	3	71	182	38	0	5	43	5	469		1	1	0	2

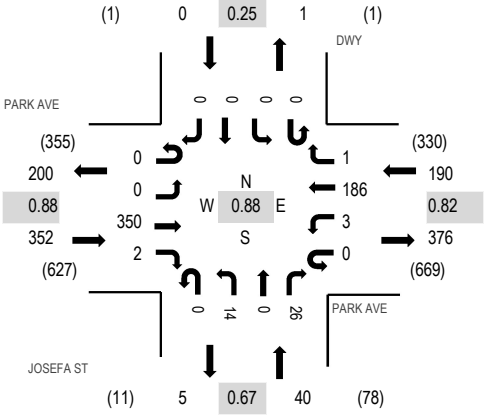
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	3	0	0	0	1	0	0	1	0	0	6
Lights	1	42	127	227	0	47	103	37	15	374	770	189	1	21	203	30	2,187
Mediums	0	1	1	3	0	3	3	4	1	3	15	2	0	1	15	1	53
Total	1	43	128	230	0	51	109	41	16	377	786	191	1	23	218	31	2,246

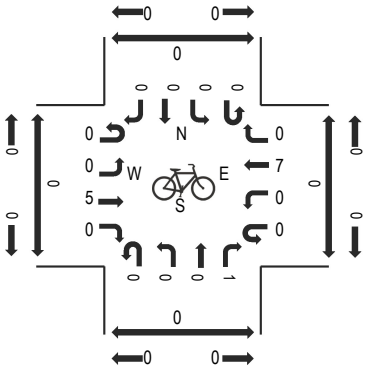
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 JOSEFA ST & PARK AVE AM
Date: Wednesday, February 5, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

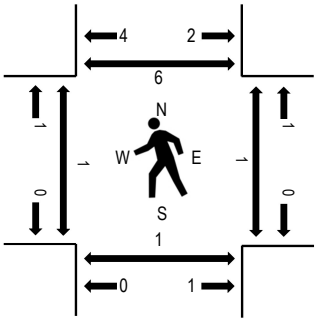
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK AVE Eastbound				PARK AVE Westbound				JOSEFA ST Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	62	2	0	0	22	0	0	3	0	4	0	0	0	0	93	460	1	0	0	1
7:15 AM	1	0	54	1	0	1	30	0	0	2	0	4	0	0	0	0	93	533	1	0	0	1
7:30 AM	0	0	70	0	0	1	41	0	0	8	0	7	0	0	0	1	128	572	0	1	3	2
7:45 AM	0	0	93	1	0	1	40	0	0	4	0	7	0	0	0	0	146	582	1	1	1	1
8:00 AM	0	0	100	0	0	2	56	1	0	1	0	6	0	0	0	0	166	576	0	0	0	4
8:15 AM	0	0	75	1	0	0	49	0	0	3	0	4	0	0	0	0	132		0	0	0	0
8:30 AM	0	0	82	0	0	0	41	0	0	6	0	9	0	0	0	0	138		0	0	0	1
8:45 AM	0	0	85	0	0	1	44	0	0	3	0	7	0	0	0	0	140		1	0	0	1

Peak Rolling Hour Flow Rates

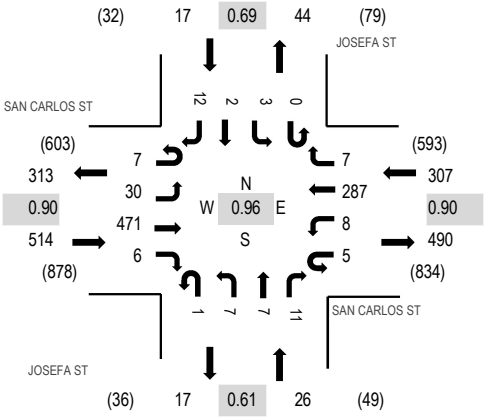
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7
Lights	0	0	340	2	0	3	167	1	0	14	0	23	0	0	0	0	550
Mediums	0	0	10	0	0	0	12	0	0	0	0	3	0	0	0	0	25
Total	0	0	350	2	0	3	186	1	0	14	0	26	0	0	0	0	582

All Traffic Data Services Inc.

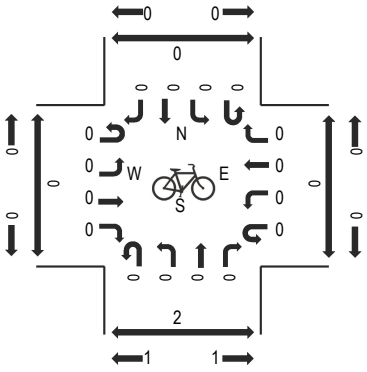
(303) 216-2439
www.alltrafficdata.net

Location: 2 JOSEFA ST & SAN CARLOS ST AM
Date: Wednesday, February 5, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

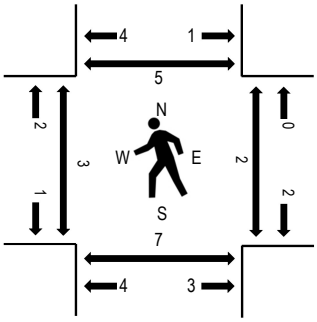
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAN CARLOS ST Eastbound				SAN CARLOS ST Westbound				JOSEFA ST Northbound				JOSEFA ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	1	66	4	0	1	57	2	0	0	2	3	0	0	0	0	138	704	1	0	2	0
7:15 AM	0	2	64	2	1	6	58	2	0	1	1	0	0	0	0	4	141	761	0	1	0	1
7:30 AM	4	7	85	3	0	1	85	4	0	1	2	3	0	2	0	5	202	845	1	1	2	0
7:45 AM	1	9	113	2	2	0	76	1	0	4	4	3	0	1	0	7	223	864	1	0	0	0
8:00 AM	1	6	100	1	3	1	78	0	1	0	0	1	0	2	0	1	195	848	1	1	3	1
8:15 AM	3	4	134	1	0	5	65	2	0	2	2	4	0	0	1	2	225		0	0	1	3
8:30 AM	2	11	124	2	0	2	68	4	0	1	1	3	0	0	1	2	221		1	1	3	1
8:45 AM	1	5	117	1	0	1	63	5	0	5	2	3	0	0	0	4	207		2	0	3	5

Peak Rolling Hour Flow Rates

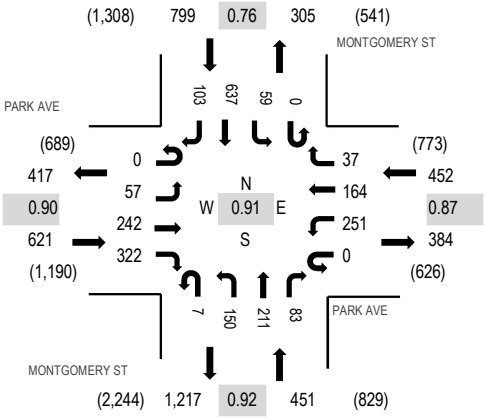
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4
Lights	7	29	454	6	5	7	265	7	1	7	6	10	0	3	2	12	821
Mediums	0	1	17	0	0	1	19	0	0	0	1	0	0	0	0	0	39
Total	7	30	471	6	5	8	287	7	1	7	7	11	0	3	2	12	864

All Traffic Data Services Inc.

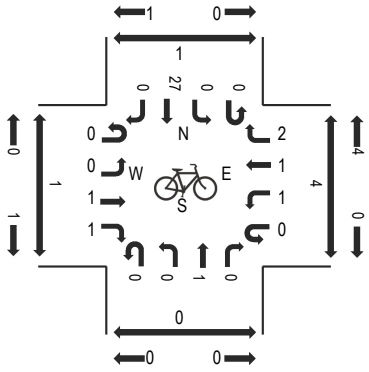
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTGOMERY ST & PARK AVE PM
Date: Tuesday, January 28, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

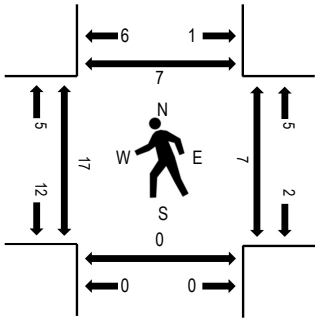
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK AVE Eastbound				PARK AVE Westbound				MONTGOMERY ST Northbound				MONTGOMERY ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	42	83	0	32	21	7	2	37	45	10	0	3	99	8	395	1,777	5	0	1	0
4:15 PM	0	5	40	100	0	52	29	8	1	23	42	15	0	11	116	12	454	1,978	0	1	0	1
4:30 PM	0	4	39	96	0	46	23	10	3	33	46	19	1	2	108	9	439	2,163	0	1	1	0
4:45 PM	0	5	43	106	0	52	34	7	2	34	49	17	1	1	129	9	489	2,224	4	2	0	3
5:00 PM	0	11	62	100	0	66	55	9	2	34	61	24	0	12	146	14	596	2,323	5	4	0	3
5:15 PM	0	20	60	78	0	64	41	10	4	40	49	11	0	30	174	58	639		5	1	0	1
5:30 PM	0	16	61	63	0	66	41	9	0	40	55	27	0	3	106	13	500		2	1	0	2
5:45 PM	0	10	59	81	0	55	27	9	1	36	46	21	0	14	211	18	588		5	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	57	240	322	0	250	164	34	7	149	205	80	0	56	631	103	2,298
Mediums	0	0	2	0	0	1	0	3	0	1	6	3	0	3	6	0	25
Total	0	57	242	322	0	251	164	37	7	150	211	83	0	59	637	103	2,323

All Traffic Data Services Inc.

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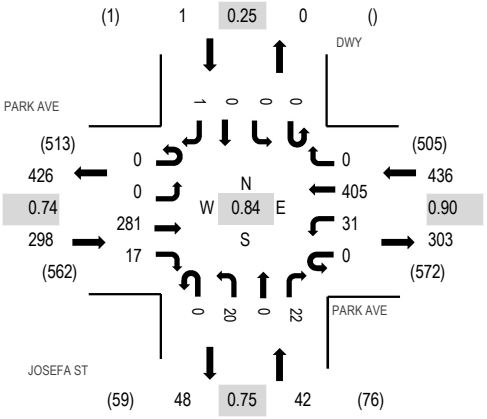
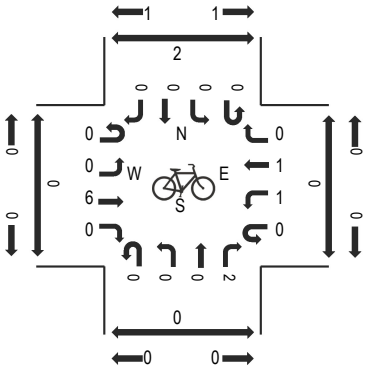
Location: 1 JOSEFA ST & PARK AVE PM
Date: Wednesday, February 5, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

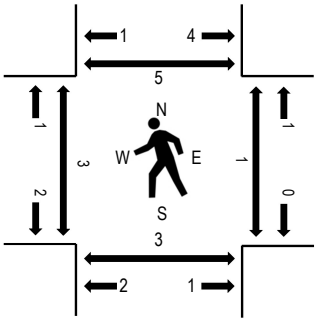
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK AVE Eastbound				PARK AVE Westbound				JOSEFA ST Northbound				DWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	0	61	4	0	0	17	0	0	5	0	7	0	0	0	0	95	367	0	0	0	2
4:15 PM	0	0	68	3	0	2	17	0	0	8	0	1	0	0	0	0	99	442	0	0	1	1
4:30 PM	0	0	58	1	0	0	20	0	0	4	0	3	0	0	0	0	86	574	1	0	0	2
4:45 PM	0	0	67	1	0	0	13	0	0	2	0	4	0	0	0	0	87	682	0	2	1	8
5:00 PM	0	0	37	2	0	3	118	0	0	6	0	4	0	0	0	0	170	777	0	0	0	0
5:15 PM	0	0	94	7	0	8	113	0	0	4	0	5	0	0	0	0	231		2	0	1	0
5:30 PM	0	0	81	4	0	8	91	0	0	6	0	3	0	0	0	1	194		1	0	2	4
5:45 PM	0	0	69	4	0	12	83	0	0	4	0	10	0	0	0	0	182		0	1	0	1

Peak Rolling Hour Flow Rates

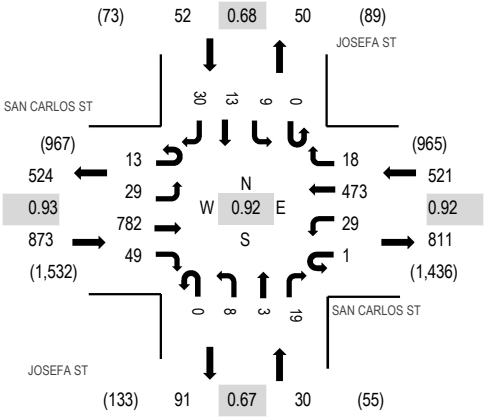
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	9
Lights	0	0	276	17	0	31	392	0	0	20	0	22	0	0	0	1	759
Mediums	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9
Total	0	0	281	17	0	31	405	0	0	20	0	22	0	0	0	1	777

All Traffic Data Services Inc.

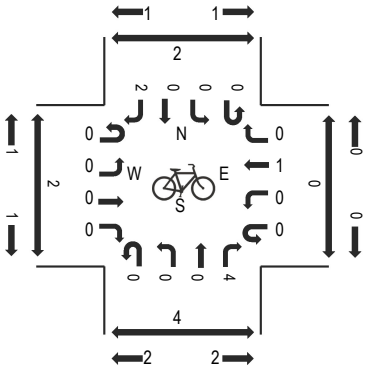
(303) 216-2439
www.alltrafficdata.net

Location: 2 JOSEFA ST & SAN CARLOS ST PM
Date: Wednesday, February 5, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

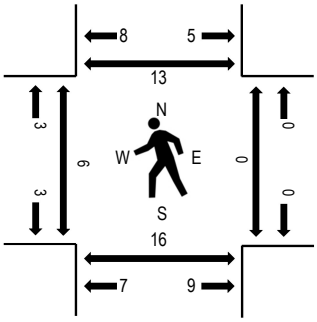
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAN CARLOS ST Eastbound				SAN CARLOS ST Westbound				JOSEFA ST Northbound				JOSEFA ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	2	10	137	13	0	1	101	3	0	1	1	3	0	0	0	2	274	1,149	3	0	7	4
4:15 PM	0	4	154	6	1	1	101	6	0	1	0	6	0	1	0	6	287	1,209	1	0	2	6
4:30 PM	3	1	141	4	1	3	107	6	0	1	0	3	0	2	0	4	276	1,317	2	0	2	4
4:45 PM	2	5	167	10	3	3	106	1	0	1	2	6	0	0	1	5	312	1,442	1	0	1	2
5:00 PM	3	5	179	5	0	4	126	5	0	0	0	3	0	1	0	3	334	1,476	1	0	3	2
5:15 PM	3	11	208	12	1	5	128	4	0	3	0	7	0	3	1	9	395		2	0	4	4
5:30 PM	3	5	204	17	0	13	124	6	0	3	3	7	0	3	4	9	401		1	0	5	0
5:45 PM	4	8	191	15	0	7	95	3	0	2	0	2	0	2	8	9	346		2	0	4	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	13	29	771	49	1	28	457	18	0	7	3	18	0	9	13	30	1,446
Mediums	0	0	11	0	0	1	15	0	0	1	0	1	0	0	0	0	29
Total	13	29	782	49	1	29	473	18	0	8	3	19	0	9	13	30	1,476

Appendix B

Volumes Summary

Intersection Number: 1
Traffix Node Number: 100
Intersection Name: Josefa Street and San Carlos Street
Peak Hour: AM
Count Date: 2/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**12**	**2**	**3**	**7**	**287**	**13**	**11**	**7**	**8**	**6**	**471**	**37**	**864**
Approved Trips	**0**	**0**	**0**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**138**	**0**	**214**
Background Conditions	**12**	**2**	**3**	**7**	**363**	**13**	**11**	**7**	**8**	**6**	**609**	**37**	**1078**
Project Trips	**11**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**41**
Background Plus Project Cond.	**23**	**2**	**11**	**16**	**363**	**13**	**11**	**7**	**8**	**6**	**609**	**50**	**1119**
Pending Trips (325 Gifford)	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**
Cumulative Conditions	**12**	**2**	**3**	**7**	**364**	**13**	**11**	**7**	**8**	**6**	**611**	**37**	**1081**
Cumulative Plus Project Cond.	**23**	**2**	**11**	**16**	**364**	**13**	**11**	**7**	**8**	**6**	**611**	**50**	**1122**

Intersection Number: 2
Traffix Node Number: 3077
Intersection Name: Bird Avenue and San Carlos Street*
Peak Hour: AM
Count Date: 9/10/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**68**	**399**	**47**	**52**	**260**	**73**	**152**	**1221**	**274**	**156**	**216**	**184**	**3102**
Approved Trips	**17**	**56**	**8**	**5**	**65**	**6**	**28**	**68**	**33**	**36**	**102**	**11**	**435**
Background Conditions	**85**	**455**	**55**	**57**	**325**	**79**	**180**	**1289**	**307**	**192**	**318**	**195**	**3537**
Project Trips	**0**	**0**	**0**	**0**	**4**	**8**	**9**	**0**	**0**	**0**	**4**	**0**	**25**
Background Plus Project Cond.	**85**	**455**	**55**	**57**	**329**	**87**	**189**	**1289**	**307**	**192**	**322**	**195**	**3562**
Pending Trips (325 Gifford)	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**
Cumulative Conditions	**85**	**455**	**56**	**58**	**326**	**79**	**180**	**1289**	**307**	**192**	**319**	**195**	**3541**
Cumulative Plus Project Cond.	**85**	**455**	**56**	**58**	**330**	**87**	**189**	**1289**	**307**	**192**	**323**	**195**	**3566**

Intersection Number: 3
Traffix Node Number: 300
Intersection Name: Josefa Street and Park Avenue
Peak Hour: AM
Count Date: 2/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**1**	**186**	**3**	**26**	**0**	**14**	**2**	**350**	**0**	**582**
Approved Trips	**0**	**0**	**0**	**0**	**53**	**0**	**0**	**0**	**0**	**0**	**74**	**0**	**127**
Background Conditions	**0**	**0**	**0**	**1**	**239**	**3**	**26**	**0**	**14**	**2**	**424**	**0**	**709**
Project Trips	**0**	**0**	**0**	**0**	**0**	**13**	**11**	**0**	**8**	**9**	**0**	**0**	**41**
Background Plus Project Cond.	**0**	**0**	**0**	**1**	**239**	**16**	**37**	**0**	**22**	**11**	**424**	**0**	**750**
Pending Trips (325 Gifford)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Cumulative Conditions	**0**	**0**	**0**	**1**	**239**	**3**	**26**	**0**	**14**	**2**	**424**	**0**	**709**
Cumulative Plus Project Cond.	**0**	**0**	**0**	**1**	**239**	**16**	**37**	**0**	**22**	**11**	**424**	**0**	**750**

Intersection Number: 4
Traffix Node Number: 3709
Intersection Name: Montgomery Street and Park Avenue
Peak Hour: AM
Count Date: 1/28/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**31**	**218**	**24**	**41**	**109**	**51**	**191**	**786**	**393**	**230**	**128**	**44**	**2246**
Approved Trips	**2**	**30**	**3**	**6**	**43**	**4**	**13**	**114**	**54**	**61**	**58**	**36**	**424**
Background Conditions	**33**	**248**	**27**	**47**	**152**	**55**	**204**	**900**	**447**	**291**	**186**	**80**	**2670**
Project Trips	**0**	**0**	**4**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**16**
Background Plus Project Cond.	**33**	**248**	**31**	**51**	**156**	**55**	**204**	**900**	**447**	**291**	**190**	**80**	**2686**
Pending Trips (325 Gifford)	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**
Cumulative Conditions	**33**	**249**	**27**	**47**	**152**	**55**	**204**	**901**	**447**	**292**	**186**	**80**	**2673**
Cumulative Plus Project Cond.	**33**	**249**	**31**	**51**	**156**	**55**	**204**	**901**	**447**	**292**	**190**	**80**	**2689**

Intersection Number: 1
Traffix Node Number: 100
Intersection Name: Josefa Street and San Carlos Street
Peak Hour: PM
Count Date: 2/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**30**	**13**	**9**	**18**	**473**	**30**	**19**	**3**	**8**	**49**	**782**	**42**	**1476**
Approved Trips	**0**	**0**	**0**	**0**	**144**	**0**	**0**	**0**	**0**	**0**	**128**	**0**	**272**
Background Conditions	**30**	**13**	**9**	**18**	**617**	**30**	**19**	**3**	**8**	**49**	**910**	**42**	**1748**
Project Trips	**9**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**33**
Background Plus Project Cond.	**39**	**13**	**15**	**25**	**617**	**30**	**19**	**3**	**8**	**49**	**910**	**53**	**1781**
Pending Trips (325 Gifford)	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**
Cumulative Conditions	**30**	**13**	**9**	**18**	**620**	**30**	**19**	**3**	**8**	**49**	**912**	**42**	**1753**
Cumulative Plus Project Cond.	**39**	**13**	**15**	**25**	**620**	**30**	**19**	**3**	**8**	**49**	**912**	**53**	**1786**

Intersection Number: 2
Traffix Node Number: 3077
Intersection Name: Bird Avenue and San Carlos Street*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**71**	**1034**	**109**	**30**	**212**	**213**	**127**	**328**	**132**	**345**	**702**	**92**	**3395**
Approved Trips	**12**	**107**	**9**	**7**	**94**	**43**	**8**	**60**	**18**	**50**	**111**	**20**	**539**
Background Conditions	**83**	**1141**	**118**	**37**	**306**	**256**	**135**	**388**	**150**	**395**	**813**	**112**	**3934**
Project Trips	**0**	**0**	**0**	**0**	**3**	**6**	**7**	**0**	**0**	**0**	**4**	**0**	**20**
Background Plus Project Cond.	**83**	**1141**	**118**	**37**	**309**	**262**	**142**	**388**	**150**	**395**	**817**	**112**	**3954**
Pending Trips (325 Gifford)	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**
Cumulative Conditions	**83**	**1141**	**119**	**39**	**307**	**256**	**135**	**388**	**150**	**395**	**814**	**112**	**3939**
Cumulative Plus Project Cond.	**83**	**1141**	**119**	**39**	**310**	**262**	**142**	**388**	**150**	**395**	**818**	**112**	**3959**

Intersection Number: 3
Traffix Node Number: 300
Intersection Name: Josefa Street and Park Avenue
Peak Hour: PM
Count Date: 2/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1**	**0**	**0**	**0**	**405**	**31**	**22**	**0**	**20**	**17**	**281**	**0**	**777**
Approved Trips	**0**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**66**	**0**	**216**
Background Conditions	**1**	**0**	**0**	**0**	**555**	**31**	**22**	**0**	**20**	**17**	**347**	**0**	**993**
Project Trips	**0**	**0**	**0**	**0**	**0**	**11**	**9**	**0**	**6**	**7**	**0**	**0**	**33**
Background Plus Project Cond.	**1**	**0**	**0**	**0**	**555**	**42**	**31**	**0**	**26**	**24**	**347**	**0**	**1026**
Pending Trips (325 Gifford)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Cumulative Conditions	**1**	**0**	**0**	**0**	**555**	**31**	**22**	**0**	**20**	**17**	**347**	**0**	**993**
Cumulative Plus Project Cond.	**1**	**0**	**0**	**0**	**555**	**42**	**31**	**0**	**26**	**24**	**347**	**0**	**1026**

Intersection Number: 4
Traffix Node Number: 3709
Intersection Name: Montgomery Street and Park Avenue
Peak Hour: PM
Count Date: 1/28/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**103**	**637**	**59**	**37**	**164**	**251**	**83**	**211**	**157**	**322**	**242**	**57**	**2323**
Approved Trips	**6**	**136**	**6**	**6**	**95**	**49**	**8**	**48**	**65**	**56**	**52**	**9**	**536**
Background Conditions	**109**	**773**	**65**	**43**	**259**	**300**	**91**	**259**	**222**	**378**	**294**	**66**	**2859**
Project Trips	**0**	**0**	**4**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**14**
Background Plus Project Cond.	**109**	**773**	**69**	**46**	**262**	**300**	**91**	**259**	**222**	**378**	**298**	**66**	**2873**
Pending Trips (325 Gifford)	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**
Cumulative Conditions	**109**	**774**	**65**	**43**	**259**	**300**	**91**	**260**	**223**	**378**	**294**	**66**	**2862**
Cumulative Plus Project Cond.	**109**	**774**	**69**	**46**	**262**	**300**	**91**	**260**	**223**	**378**	**298**	**66**	**2876**

Appendix C

Intersection Vehicle Queue Analysis

1. Josefa/San Carlos
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9220	0.9220	0
0.0749	0.9969	1
0.0030	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9201	0.9201	0
0.0766	0.9967	1
0.0032	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8924	0.8924	0
0.1016	0.9940	1
0.0058	0.9998	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9056	0.9056	0
0.0898	0.9954	1
0.0045	0.9998	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9014	0.9014	0
0.0936	0.9950	1
0.0049	0.9998	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8759	0.8759	0
0.1161	0.9920	1
0.0077	0.9996	2
0.0003	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
SBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9476	0.9476	0
0.0510	0.9986	1
0.0014	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9418	0.9418	0
0.0565	0.9983	1
0.0017	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8711	0.8711	0
0.1202	0.9913	1
0.0083	0.9996	2
0.0004	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
SBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7267	0.7267	0
0.2320	0.9587	1
0.0370	0.9957	2
0.0039	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
SBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7341	0.7341	0
0.2269	0.9610	1
0.0351	0.9961	2
0.0036	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Josefa/San Carlos
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5282	0.5282	0
0.3372	0.8653	1
0.1076	0.9729	2
0.0229	0.9958	3
0.0037	0.9995	4
0.0005	0.9999	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
WBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6556	0.6556	0
0.2768	0.9324	1
0.0584	0.9908	2
0.0082	0.9991	3
0.0009	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
WBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5749	0.5749	0
0.3182	0.8932	1
0.0881	0.9812	2
0.0162	0.9975	3
0.0022	0.9997	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
WBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5582	0.5582	0
0.3255	0.8836	1
0.0949	0.9785	2
0.0184	0.9970	3
0.0027	0.9997	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
WBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3841	0.3841	0
0.3675	0.7517	1
0.1758	0.9275	2
0.0561	0.9835	3
0.0134	0.9970	4
0.0026	0.9995	5
0.0004	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
WBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2675	0.2675	0
0.3527	0.6203	1
0.2325	0.8528	2
0.1022	0.9550	3
0.0337	0.9887	4
0.0089	0.9976	5
0.0020	0.9996	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
WBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2610	0.2610	0
0.3506	0.6116	1
0.2355	0.8470	2
0.1054	0.9525	3
0.0354	0.9879	4
0.0095	0.9974	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
NBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8820	0.8820	0
0.1107	0.9927	1
0.0070	0.9997	2
0.0003	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
NBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8732	0.8732	0
0.1184	0.9916	1
0.0080	0.9996	2
0.0004	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
NBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8108	0.8108	0
0.1701	0.9808	1
0.0178	0.9987	2
0.0012	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
NBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8523	0.8523	0
0.1362	0.9885	1
0.0109	0.9994	2
0.0006	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
NBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8239	0.8239	0
0.1596	0.9835	1
0.0155	0.9990	2
0.0010	0.9999	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Josefa/Park
NBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7592	0.7592	0
0.2092	0.9683	1
0.0288	0.9972	2
0.0026	0.9998	3
0.0002	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

A. Josefa/Project Driveway
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9055	0.9055	0
0.0898	0.9954	1
0.0045	0.9998	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

A. Josefa/Project Driveway
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8297	0.8297	0
0.1549	0.9846	1
0.0145	0.9991	2
0.0009	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

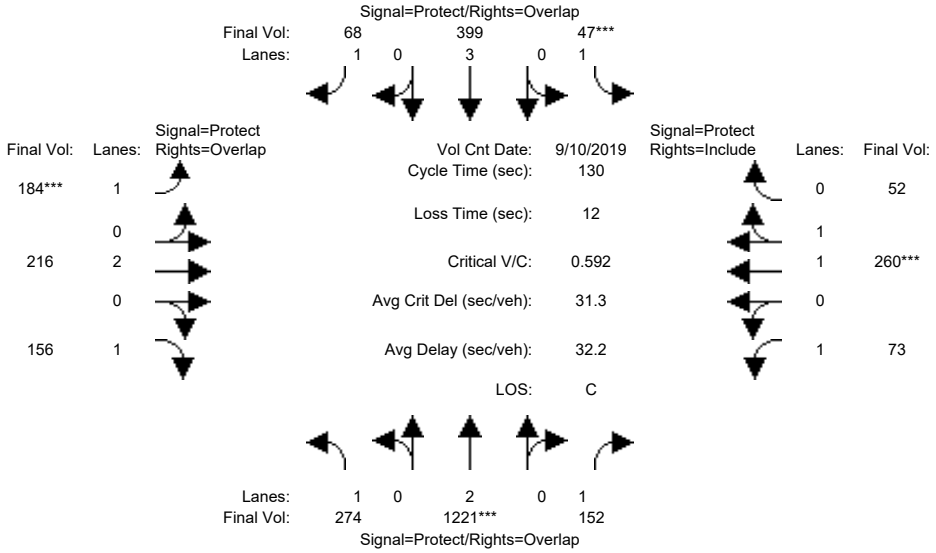
Appendix D

Transit Delay Analysis

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



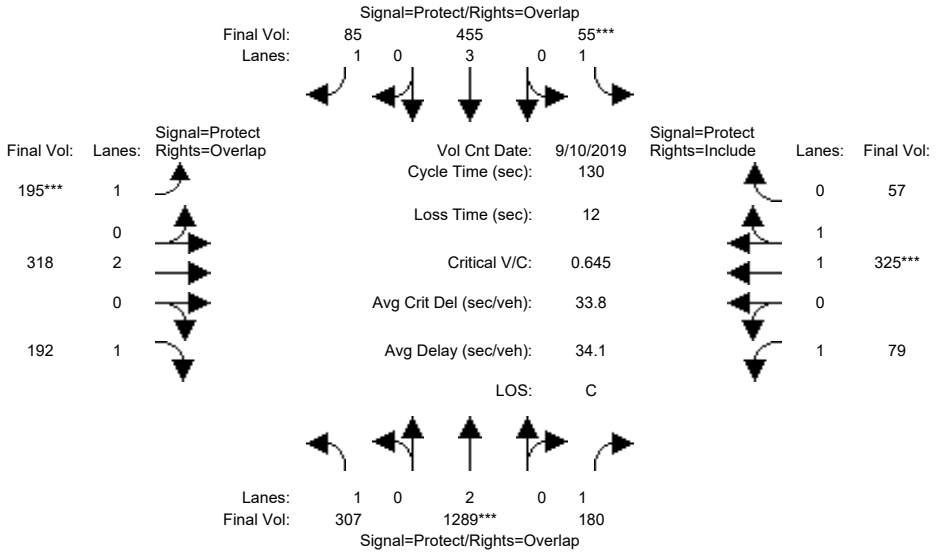
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2019 <<												
Base Vol:	274	1221	152	47	399	68	184	216	156	73	260	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	1221	152	47	399	68	184	216	156	73	260	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	1221	152	47	399	68	184	216	156	73	260	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	1221	152	47	399	68	184	216	156	73	260	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1221	152	47	399	68	184	216	156	73	260	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	1221	152	47	399	68	184	216	156	73	260	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3083	617
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.09	0.03	0.07	0.04	0.11	0.06	0.09	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	51.5	69.8	86.8	7.0	25.3	48.2	22.8	24.2	75.7	17.0	18.3	18.3
Volume/Cap:	0.40	0.60	0.13	0.50	0.36	0.10	0.60	0.31	0.15	0.32	0.60	0.60
Delay/Veh:	28.5	21.0	7.9	63.9	45.5	26.9	52.6	45.9	12.5	52.1	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	21.0	7.9	63.9	45.5	26.9	52.6	45.9	12.5	52.1	54.3	54.3
LOS by Move:	C	C	A	E	D	C	D	D	B	D	D	D
HCM2kAvgQ:	8	16	2	3	5	2	8	4	3	3	6	6

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



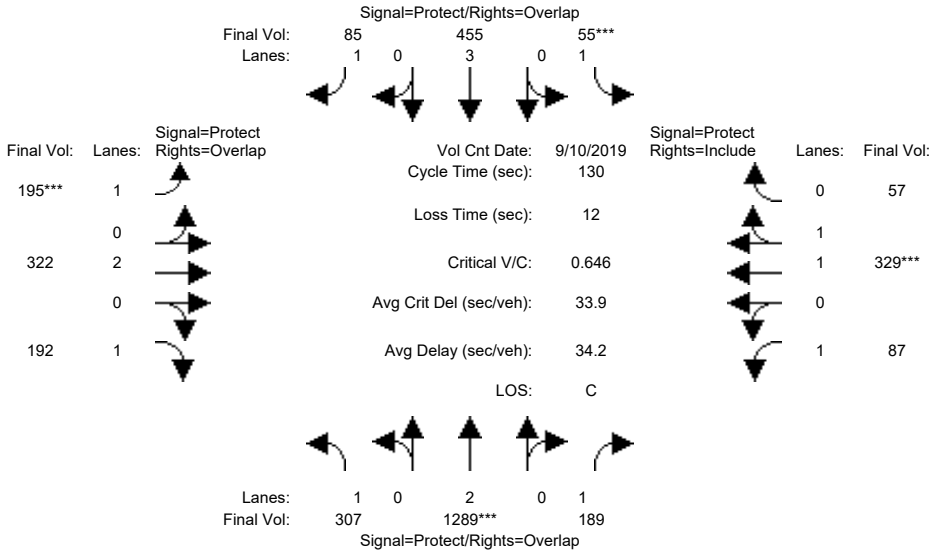
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2019 <<												
Base Vol:	274	1221	152	47	399	68	184	216	156	73	260	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	1221	152	47	399	68	184	216	156	73	260	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	33	68	28	8	56	17	11	102	36	6	65	5
Initial Fut:	307	1289	180	55	455	85	195	318	192	79	325	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1289	180	55	455	85	195	318	192	79	325	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1289	180	55	455	85	195	318	192	79	325	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1289	180	55	455	85	195	318	192	79	325	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3147	552
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.10	0.03	0.08	0.05	0.11	0.08	0.11	0.05	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	51.5	68.0	84.8	7.0	23.4	45.8	22.3	26.2	77.7	16.8	20.7	20.7
Volume/Cap:	0.44	0.65	0.16	0.58	0.44	0.14	0.65	0.42	0.18	0.35	0.65	0.65
Delay/Veh:	29.2	23.2	8.8	69.1	47.8	28.8	55.1	45.6	11.9	52.5	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	23.2	8.8	69.1	47.8	28.8	55.1	45.6	11.9	52.5	53.8	53.8
LOS by Move:	C	C	A	E	D	C	E	D	B	D	D	D
HCM2kAvgQ:	9	18	3	3	6	2	9	6	4	3	7	7

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

Intersection #3077: BIRD/SAN CARLOS



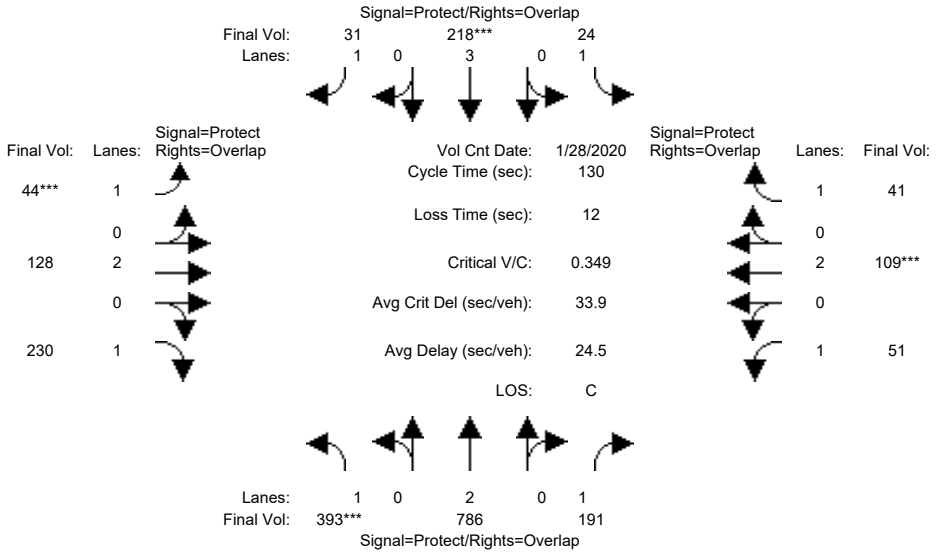
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2019 <<												
Base Vol:	274	1221	152	47	399	68	184	216	156	73	260	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	1221	152	47	399	68	184	216	156	73	260	52
Added Vol:	0	0	9	0	0	0	0	4	0	8	4	0
PasserByVol:	33	68	28	8	56	17	11	102	36	6	65	5
Initial Fut:	307	1289	189	55	455	85	195	322	192	87	329	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1289	189	55	455	85	195	322	192	87	329	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1289	189	55	455	85	195	322	192	87	329	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1289	189	55	455	85	195	322	192	87	329	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3153	546
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.11	0.03	0.08	0.05	0.11	0.08	0.11	0.05	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	51.4	67.8	84.6	7.0	23.4	45.7	22.3	26.4	77.8	16.8	20.9	20.9
Volume/Cap:	0.44	0.65	0.17	0.58	0.44	0.14	0.65	0.42	0.18	0.39	0.65	0.65
Delay/Veh:	29.2	23.3	9.0	69.1	47.8	28.8	55.2	45.5	11.8	53.0	53.7	53.7
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:	29.2	23.3	9.0	69.1	47.8	28.8	55.2	45.5	11.8	53.0	53.7	53.7
LOS by Move:	C	C	A	E	D	C	E	D	B	D	D	D
HCM2kAvgQ:	9	18	3	3	6	2	9	6	4	3	7	7

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



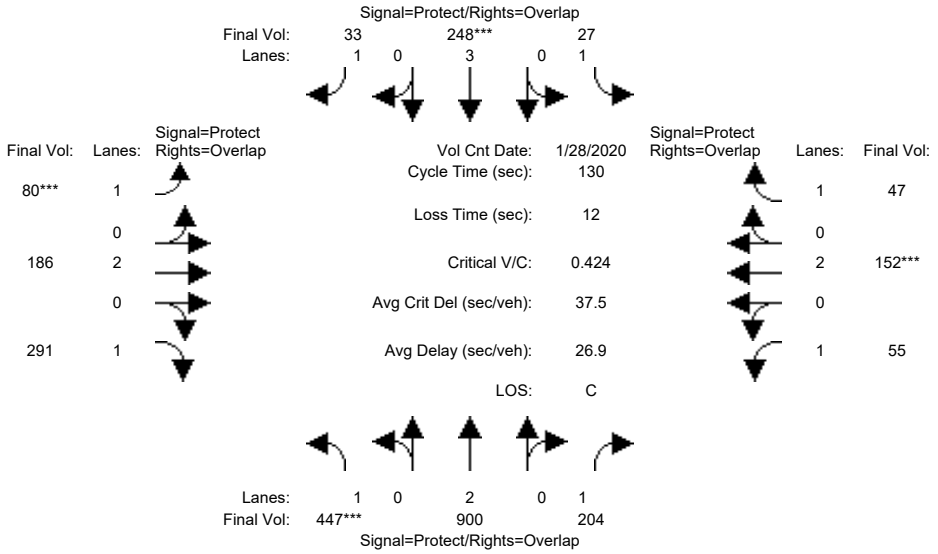
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	393	786	191	24	218	31	44	128	230	51	109	41
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:	393	786	191	24	218	31	44	128	230	51	109	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	786	191	24	218	31	44	128	230	51	109	41
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:	393	786	191	24	218	31	44	128	230	51	109	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	786	191	24	218	31	44	128	230	51	109	41
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:	393	786	191	24	218	31	44	128	230	51	109	41
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	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.11	0.01	0.04	0.02	0.03	0.03	0.13	0.03	0.03	0.02
Crit Moves:	****				****		****				****	
Green Time:	83.2	77.3	87.6	20.1	14.2	24.2	10.0	10.3	93.5	10.3	10.6	30.7
Volume/Cap:	0.35	0.35	0.16	0.09	0.35	0.10	0.33	0.42	0.18	0.37	0.35	0.10
Delay/Veh:	11.7	13.9	8.1	47.7	55.2	44.4	63.2	61.3	6.2	64.1	59.5	39.3
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:	11.7	13.9	8.1	47.7	55.2	44.4	63.2	61.3	6.2	64.1	59.5	39.3
LOS by Move:	B	B	A	D	E	D	E	E	A	E	E	D
HCM2kAvgQ:	8	8	3	1	3	1	2	2	3	2	2	1

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



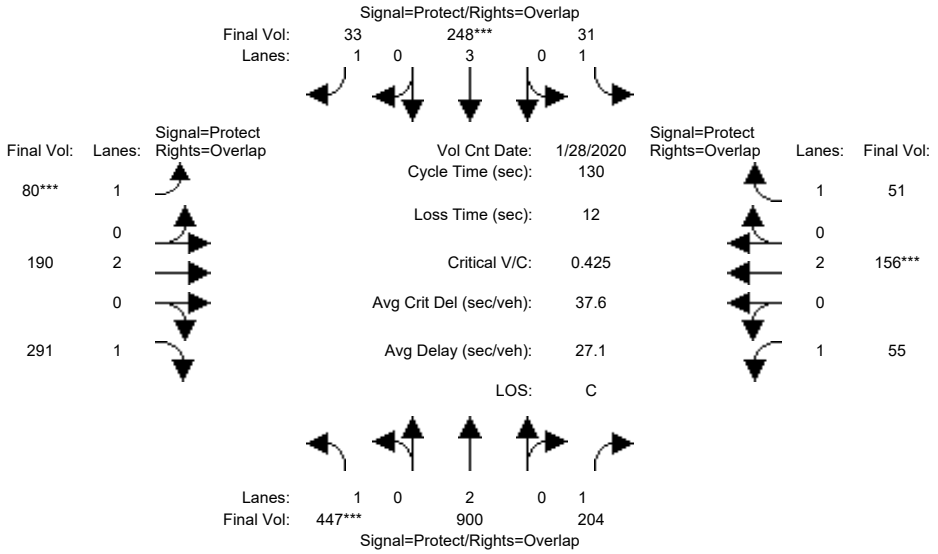
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	393	786	191	24	218	31	44	128	230	51	109	41
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:	393	786	191	24	218	31	44	128	230	51	109	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	54	114	13	3	30	2	36	58	61	4	43	6
Initial Fut:	447	900	204	27	248	33	80	186	291	55	152	47
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:	447	900	204	27	248	33	80	186	291	55	152	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	900	204	27	248	33	80	186	291	55	152	47
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:	447	900	204	27	248	33	80	186	291	55	152	47
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	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.12	0.02	0.04	0.02	0.05	0.05	0.17	0.03	0.04	0.03
Crit Moves:	****				****		****				****	
Green Time:	78.4	74.7	87.9	17.0	13.3	27.4	14.0	13.1	91.5	13.1	12.3	29.3
Volume/Cap:	0.42	0.41	0.17	0.12	0.42	0.09	0.42	0.48	0.24	0.31	0.42	0.12
Delay/Veh:	15.0	16.0	8.0	50.9	57.0	41.8	61.0	59.5	7.3	58.7	59.2	40.7
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:	15.0	16.0	8.0	50.9	57.0	41.8	61.0	59.5	7.3	58.7	59.2	40.7
LOS by Move:	B	B	A	D	E	D	E	E	A	E	E	D
HCM2kAvgQ:	10	10	3	1	4	1	3	4	5	2	3	2

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (AM)

Intersection #3709: MONTGOMERY/PARK



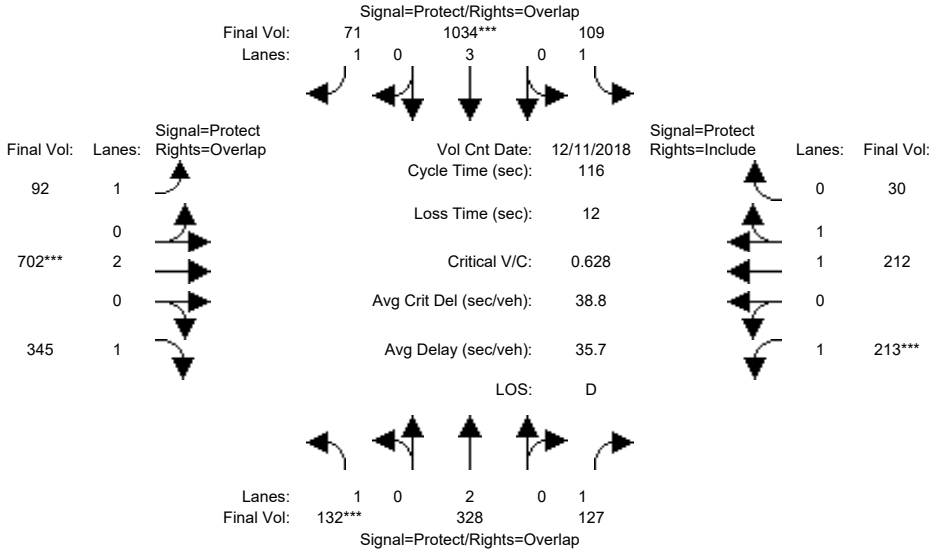
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	393	786	191	24	218	31	44	128	230	51	109	41
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:	393	786	191	24	218	31	44	128	230	51	109	41
Added Vol:	0	0	0	4	0	0	0	4	0	0	4	4
PasserByVol:	54	114	13	3	30	2	36	58	61	4	43	6
Initial Fut:	447	900	204	31	248	33	80	190	291	55	156	51
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:	447	900	204	31	248	33	80	190	291	55	156	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	900	204	31	248	33	80	190	291	55	156	51
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:	447	900	204	31	248	33	80	190	291	55	156	51
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	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.12	0.02	0.04	0.02	0.05	0.05	0.17	0.03	0.04	0.03
Crit Moves:	****				****		****				****	
Green Time:	78.1	74.5	87.8	16.9	13.3	27.3	14.0	13.3	91.4	13.3	12.6	29.5
Volume/Cap:	0.42	0.41	0.17	0.14	0.42	0.09	0.42	0.49	0.24	0.31	0.42	0.13
Delay/Veh:	15.1	16.1	8.1	51.3	57.0	41.8	61.1	59.5	7.3	58.5	58.9	40.7
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:	15.1	16.1	8.1	51.3	57.0	41.8	61.1	59.5	7.3	58.5	58.9	40.7
LOS by Move:	B	B	A	D	E	D	E	E	A	E	E	D
HCM2kAvgQ:	10	10	3	1	4	1	3	4	5	2	3	2

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



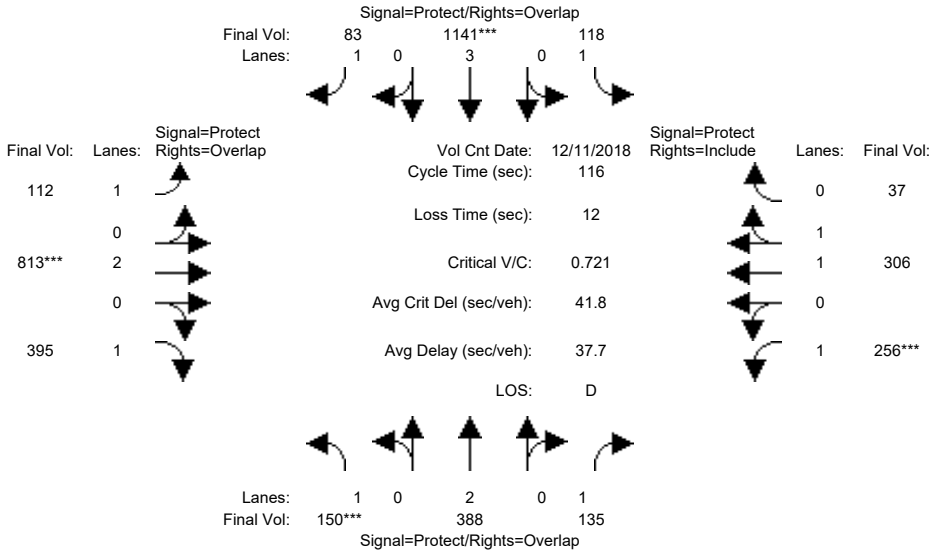
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:30 - 6:30 PM												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	328	127	109	1034	71	92	702	345	213	212	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	328	127	109	1034	71	92	702	345	213	212	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	328	127	109	1034	71	92	702	345	213	212	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3241	459
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.07	0.06	0.18	0.04	0.05	0.18	0.20	0.12	0.07	0.07
Crit Moves:	****				****			****		****		
Green Time:	13.9	27.5	50.0	19.9	33.5	56.8	23.3	34.1	48.0	22.5	33.3	33.3
Volume/Cap:	0.63	0.36	0.17	0.36	0.63	0.08	0.26	0.63	0.48	0.63	0.23	0.23
Delay/Veh:	54.5	37.2	20.3	43.2	36.6	15.8	39.5	36.6	25.3	46.7	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	37.2	20.3	43.2	36.6	15.8	39.5	36.6	25.3	46.7	31.7	31.7
LOS by Move:	D	D	C	D	D	B	D	D	C	D	C	C
HCM2kAvgQ:	5	5	3	4	11	1	3	11	10	8	3	3

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3077: BIRD/SAN CARLOS



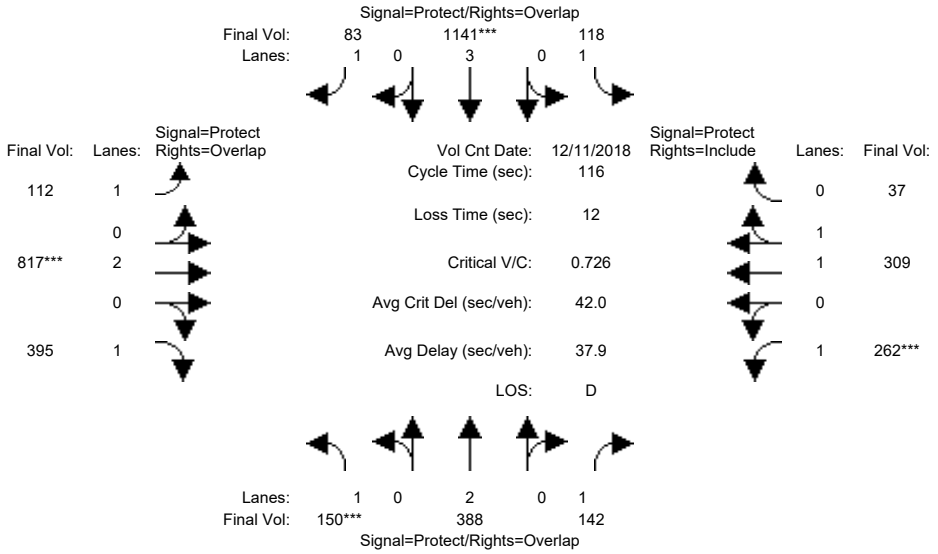
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:30 - 6:30 PM												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	60	8	9	107	12	20	111	50	43	94	7
Initial Fut:	150	388	135	118	1141	83	112	813	395	256	306	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	388	135	118	1141	83	112	813	395	256	306	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	388	135	118	1141	83	112	813	395	256	306	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	388	135	118	1141	83	112	813	395	256	306	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3301	399
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.07	0.20	0.05	0.06	0.21	0.23	0.15	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	13.8	27.7	51.3	18.3	32.2	55.9	23.7	34.4	48.2	23.5	34.3	34.3
Volume/Cap:	0.72	0.43	0.17	0.43	0.72	0.10	0.31	0.72	0.54	0.72	0.31	0.31
Delay/Veh:	60.9	37.7	19.7	45.2	39.5	16.4	39.8	38.8	26.4	50.2	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	37.7	19.7	45.2	39.5	16.4	39.8	38.8	26.4	50.2	31.9	31.9
LOS by Move:	E	D	B	D	D	B	D	D	C	D	C	C
HCM2kAvgQ:	6	6	3	4	13	2	4	14	12	9	5	5

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

Intersection #3077: BIRD/SAN CARLOS



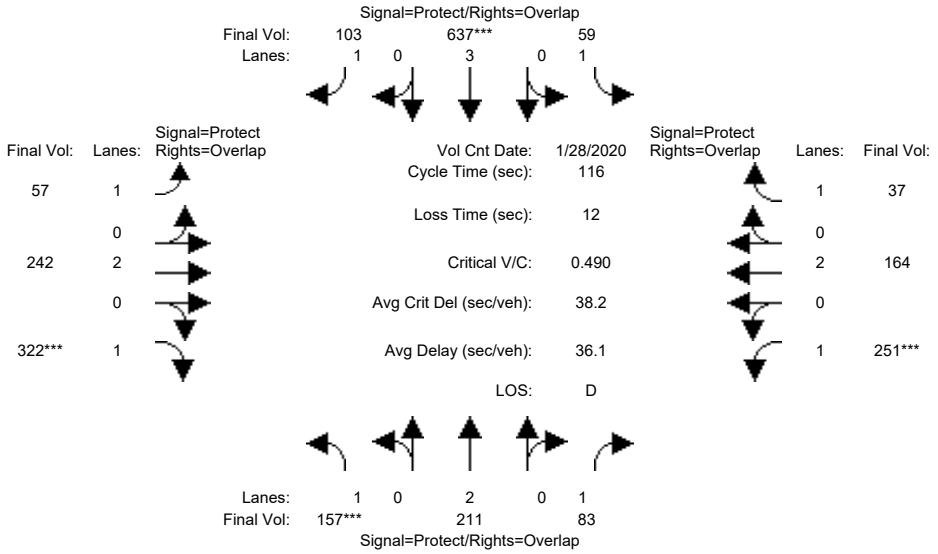
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:30 - 6:30 PM												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	0	0	7	0	0	0	0	4	0	6	3	0
PasserByVol:	18	60	8	9	107	12	20	111	50	43	94	7
Initial Fut:	150	388	142	118	1141	83	112	817	395	262	309	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	388	142	118	1141	83	112	817	395	262	309	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	388	142	118	1141	83	112	817	395	262	309	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	388	142	118	1141	83	112	817	395	262	309	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3304	396
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.07	0.20	0.05	0.06	0.22	0.23	0.15	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	13.7	27.5	51.5	18.2	32.0	55.7	23.7	34.4	48.1	23.9	34.6	34.6
Volume/Cap:	0.73	0.43	0.18	0.43	0.73	0.10	0.31	0.73	0.54	0.73	0.31	0.31
Delay/Veh:	61.4	37.9	19.7	45.3	39.7	16.5	39.7	39.0	26.6	50.1	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	37.9	19.7	45.3	39.7	16.5	39.7	39.0	26.6	50.1	31.7	31.7
LOS by Move:	E	D	B	D	D	B	D	D	C	D	C	C
HCM2kAvgQ:	6	6	3	4	13	2	4	14	12	10	5	5

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



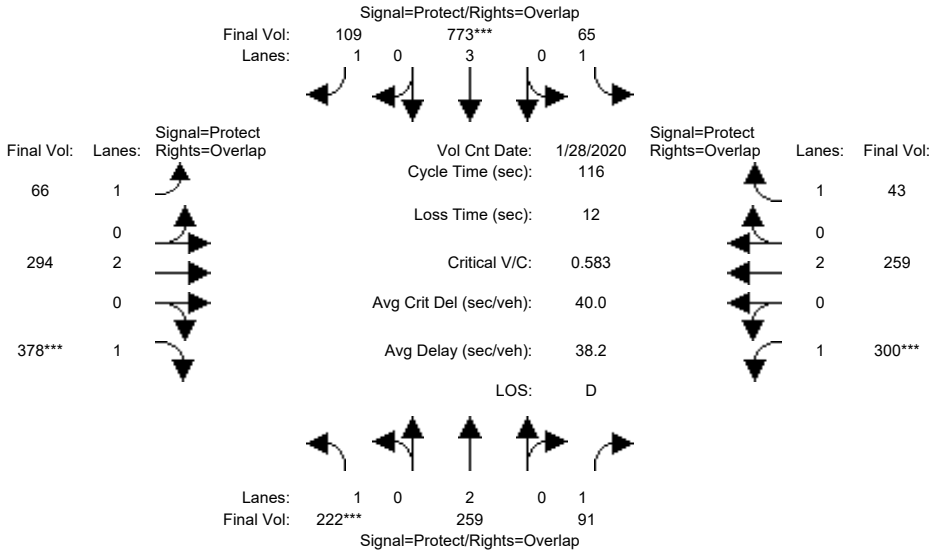
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	157	211	83	59	637	103	57	242	322	251	164	37
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:	157	211	83	59	637	103	57	242	322	251	164	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	211	83	59	637	103	57	242	322	251	164	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	211	83	59	637	103	57	242	322	251	164	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	211	83	59	637	103	57	242	322	251	164	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	211	83	59	637	103	57	242	322	251	164	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.05	0.03	0.11	0.06	0.03	0.06	0.18	0.14	0.04	0.02
Crit Moves:	****				****				****	****		
Green Time:	21.2	28.1	62.0	19.6	26.5	54.6	28.1	22.3	43.6	34.0	28.1	47.8
Volume/Cap:	0.49	0.23	0.09	0.20	0.49	0.13	0.13	0.33	0.49	0.49	0.18	0.05
Delay/Veh:	47.8	35.9	13.4	42.9	40.2	17.6	35.0	41.6	30.3	37.2	35.2	20.6
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:	47.8	35.9	13.4	42.9	40.2	17.6	35.0	41.6	30.3	37.2	35.2	20.6
LOS by Move:	D	D	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	6	3	2	2	7	2	2	4	9	8	2	1

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3709: MONTGOMERY/PARK



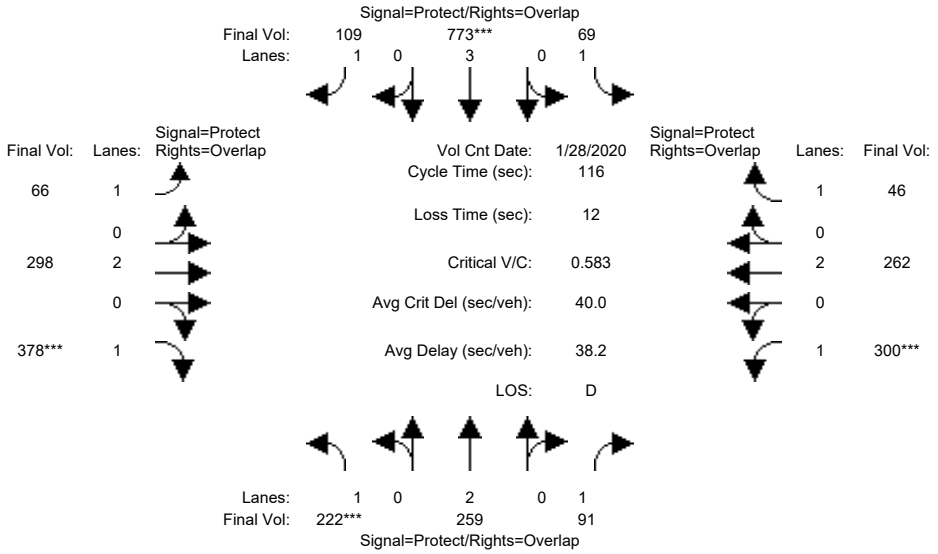
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	157	211	83	59	637	103	57	242	322	251	164	37
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:	157	211	83	59	637	103	57	242	322	251	164	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	65	48	8	6	136	6	9	52	56	49	95	6
Initial Fut:	222	259	91	65	773	109	66	294	378	300	259	43
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:	222	259	91	65	773	109	66	294	378	300	259	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	259	91	65	773	109	66	294	378	300	259	43
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:	222	259	91	65	773	109	66	294	378	300	259	43
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	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.05	0.04	0.14	0.06	0.04	0.08	0.22	0.17	0.07	0.02
Crit Moves:	****				****				****	****		
Green Time:	25.2	30.7	64.8	21.5	27.0	52.9	25.9	17.7	42.9	34.1	25.9	47.4
Volume/Cap:	0.58	0.26	0.09	0.20	0.58	0.14	0.17	0.51	0.58	0.58	0.31	0.06
Delay/Veh:	47.1	34.3	12.1	41.4	41.4	18.7	37.3	48.3	33.2	39.7	38.5	21.0
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:	47.1	34.3	12.1	41.4	41.4	18.7	37.3	48.3	33.2	39.7	38.5	21.0
LOS by Move:	D	C	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	8	4	2	2	9	2	2	5	12	10	4	1

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

Marriott Hotel Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd + Proj (PM)

Intersection #3709: MONTGOMERY/PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	157	211	83	59	637	103	57	242	322	251	164	37
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:	157	211	83	59	637	103	57	242	322	251	164	37
Added Vol:	0	0	0	4	0	0	0	4	0	0	3	3
PasserByVol:	65	48	8	6	136	6	9	52	56	49	95	6
Initial Fut:	222	259	91	69	773	109	66	298	378	300	262	46
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:	222	259	91	69	773	109	66	298	378	300	262	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	259	91	69	773	109	66	298	378	300	262	46
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:	222	259	91	69	773	109	66	298	378	300	262	46
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	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.05	0.04	0.14	0.06	0.04	0.08	0.22	0.17	0.07	0.03
Crit Moves:	****				****				****	****		
Green Time:	25.2	30.7	64.8	21.5	27.0	52.9	25.9	17.7	42.9	34.1	25.9	47.4
Volume/Cap:	0.58	0.26	0.09	0.21	0.58	0.14	0.17	0.51	0.58	0.58	0.31	0.06
Delay/Veh:	47.1	34.3	12.1	41.6	41.4	18.7	37.3	48.4	33.2	39.7	38.5	21.0
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:	47.1	34.3	12.1	41.6	41.4	18.7	37.3	48.4	33.2	39.7	38.5	21.0
LOS by Move:	D	C	B	D	D	B	D	D	C	D	D	C
HCM2kAvgQ:	8	4	2	2	9	2	2	5	12	10	4	1

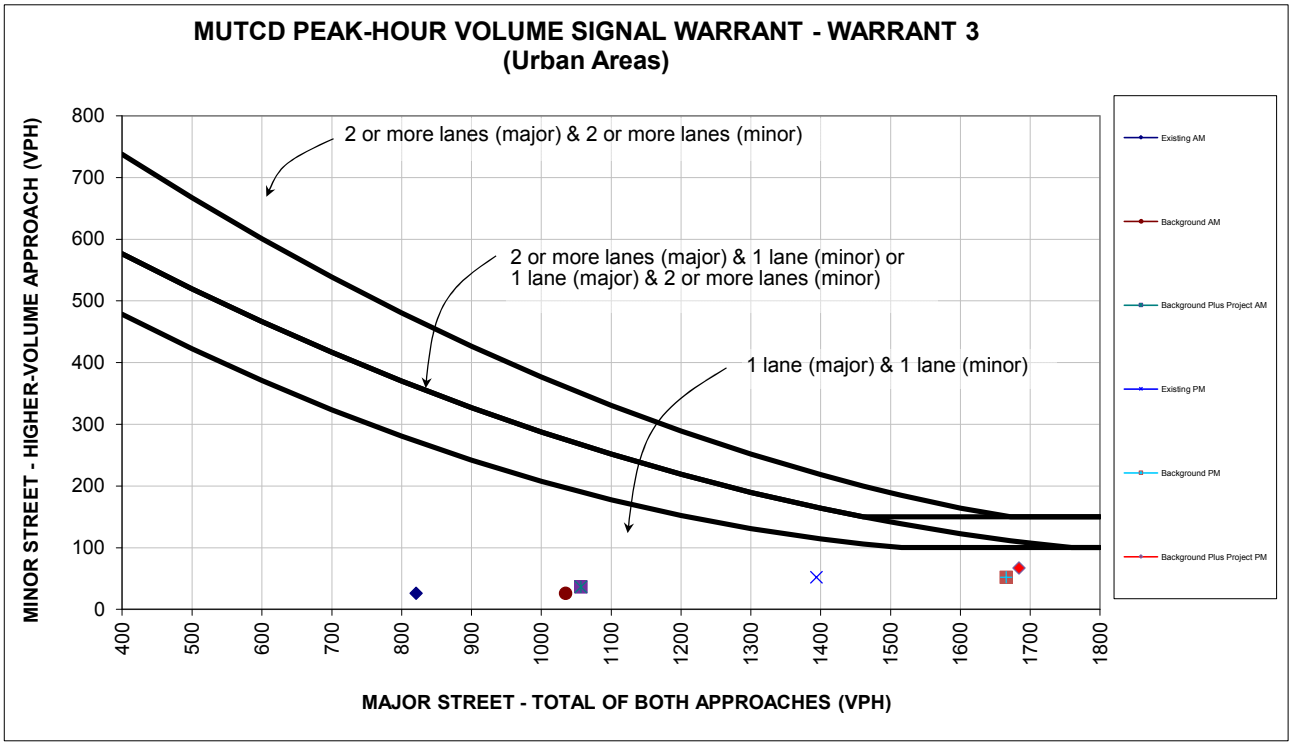
Note: Queue reported is the number of cars per lane.

Appendix E

Signal Warrant Analysis

Marriott Hotel Development

1 . Josefa Street & San Carlos Street



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Background Plus Project AM
Major Street - Both Approaches	San Carlos Street		X	821	1035	1057
Minor Street - Highest Approach	Josefa Street	X		26	26	36
Maximum warrant threshold for minor street volume				361	275	267
Difference between warrant threshold & minor street volume				335	249	231
		Warrant Met?		No	No	No

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Background Plus Project PM
Major Street - Both Approaches	San Carlos Street		X	1394	1666	1684
Minor Street - Highest Approach	Josefa Street	X		52	52	67
Maximum warrant threshold for minor street volume				165	112	110
Difference between warrant threshold & minor street volume				113	60	43
		Warrant Met?		No	No	No