

Appendix D: Local Transportation Analysis

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1436 State Street Industrial

Local Transportation Analysis

Prepared for:

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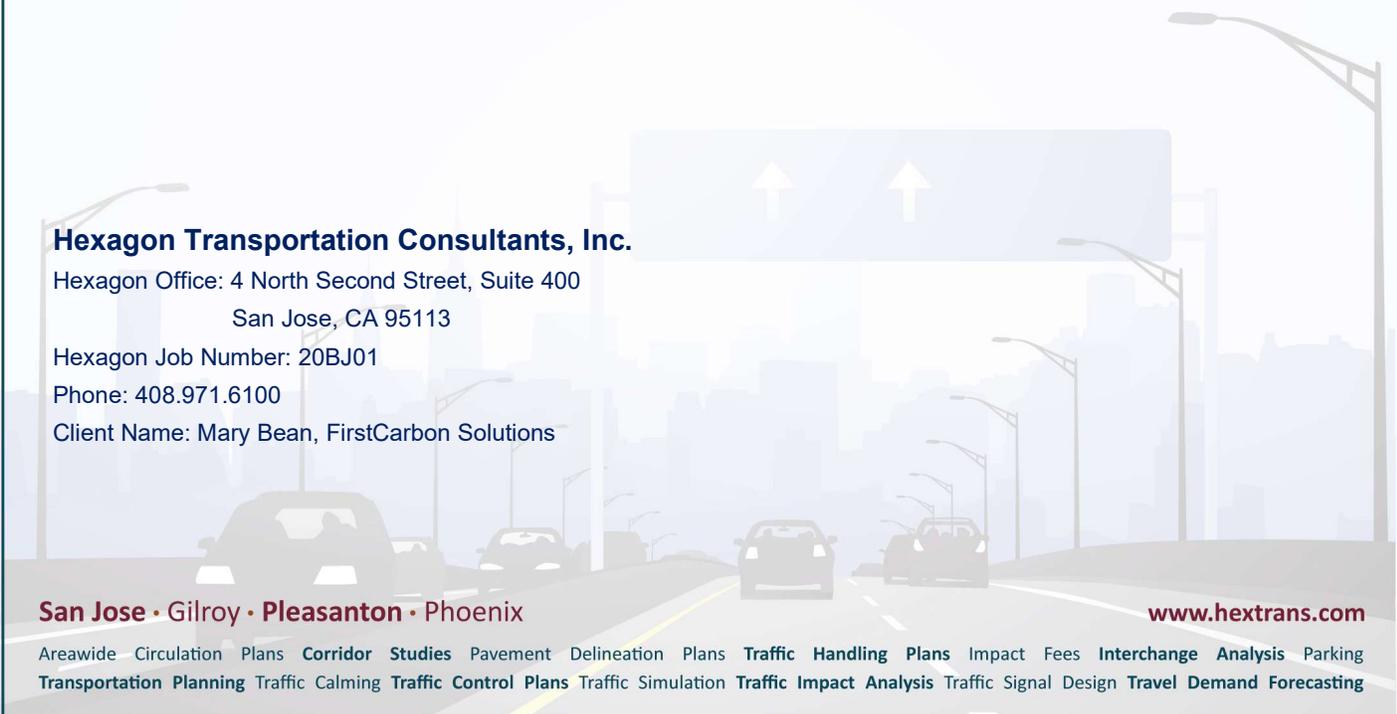


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Executive Summary

This report presents the results of the Local Transportation Analysis (LTA) conducted for the proposed industrial development at 1436 State Street in San Jose, California. As proposed, Pacific Surfacing, Inc. (PSI) would reoccupy an existing 3,100 square foot (s.f.) vacant industrial building on the site and construct a new 635 s.f. utility building. Access to the site would be provided via two driveways on State Street.

This study was conducted for the purpose of identifying the potential transportation impacts and traffic operations effects related to the project. The transportation impacts of the project were evaluated following the standards and methodologies established by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the screening criteria contained in the *Transportation Analysis Handbook* (April 2018), the project is expected to result in a less-than-significant CEQA transportation impact. Therefore, a vehicle-miles-traveled (VMT) analysis is not required. However, an LTA is required and was prepared to identify potential traffic operational issues related to the project. The LTA includes an analysis of intersection operations, site access, on-site circulation, parking, and effects on transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The proposed amount of new industrial space meets the screening criteria set forth in the City of San Jose's *Transportation Analysis Handbook*. The screening criterion for small infill industrial projects is as follows: Industrial space of 30,000 square feet total gross floor area or less.

Since the project would meet the screening criterion for small industrial projects, a CEQA transportation analysis is not required. Although the project is exempt from a VMT analysis, a Local Transportation Analysis (LTA) was prepared to identify potential operational issues that may arise due to the project.

Local Transportation Analysis

Project Trip Generation

In order to provide a conservative estimate of project-generated trips, the new project trips were estimated based on the project's Operations Plan instead of standard (lower) ITE rates. Based on PSI's Operations Plan, the proposed project is estimated to generate 94 new daily vehicle trips, with 38 new trips (26 inbound and 12 outbound) occurring during the AM peak hour and 38 new trips (12 inbound and 26 outbound) occurring during the PM peak hour.

Trip Distribution and Assignment

The project applicant submitted signed documentation to the City regarding the travel routes of project employees, including all PSI trucks. In order to minimize truck trips through the Alviso neighborhood, the applicant has committed to accessing the site only via Zanker Road/Los Esteros Road. Project employees/truck drivers would not be allowed to access the site via North First Street or Disk Drive. As a result, no project trips would travel through the intersections on North First Street, Nortech Parkway, or Disk Drive. The planned route would minimize the number of streets affected within the residential neighborhood (i.e., limited to only Spreckles Avenue and State Street).

Intersection Traffic Operations

The results of the analysis show that no operational issues would occur at the unsignalized study intersections during either the AM or PM peak hours of traffic as a result of the project.

Other Transportation Items

The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the area. The proposed site plan shows adequate site access and on-site circulation, and no operational issues are expected to occur as a result of the project. Below are recommendations resulting from the site plan review.

Recommendations

- Label the western driveway “one-way inbound” and central driveway “one-way outbound and EVA” on the site plan.
- Add “RFID” label to each security gate location on the site plan.
- Coordinate with City of San Jose Department of Public Works staff to confirm the site plan changes that are necessary to accommodate WB-65 (CA Legal) trucks.

1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) conducted for the proposed industrial development at 1436 State Street in San Jose, California (see Figure 1). As proposed, Pacific Surfacing, Inc. (PSI) would reoccupy an existing 3,100 square foot (s.f.) vacant industrial building on the site and construct a new 635 s.f. utility building (see Figure 2). Access to the site would be provided via two full-access driveways on State Street.

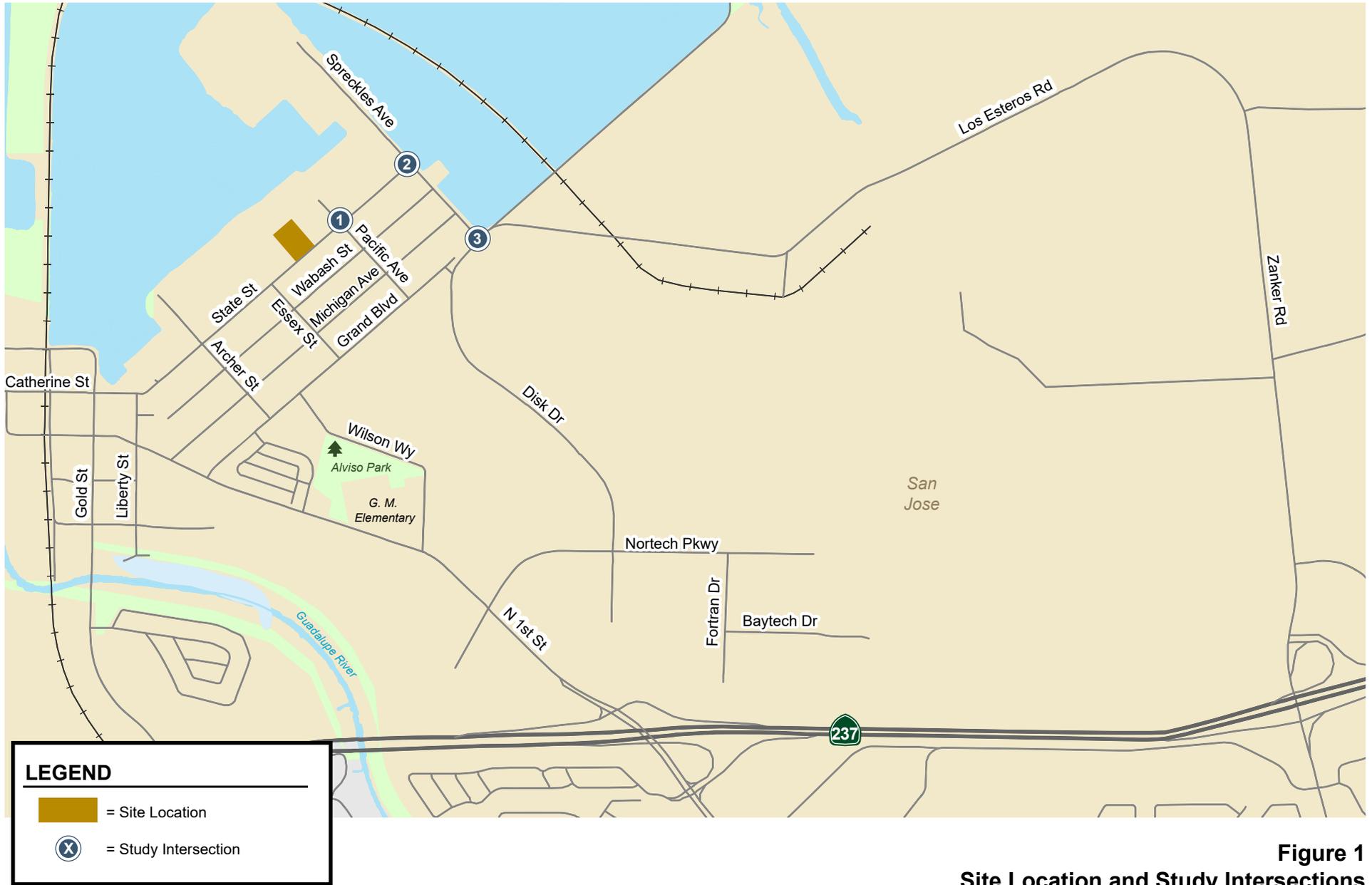
This study was conducted for the purpose of identifying the potential transportation impacts and traffic operations effects related to the project. The transportation impacts of the project were evaluated following the standards and methodologies established by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the screening criteria contained in the *Transportation Analysis Handbook* (April 2018), the project is expected to result in a less-than-significant CEQA transportation impact. Therefore, a vehicle-miles-traveled (VMT) analysis is not required. However, an LTA is required and was prepared to identify potential traffic operational issues related to the project.

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the *Envision San Jose 2040 General Plan*, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1. The new Transportation Analysis Policy took effect on March 29, 2018.

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

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs.



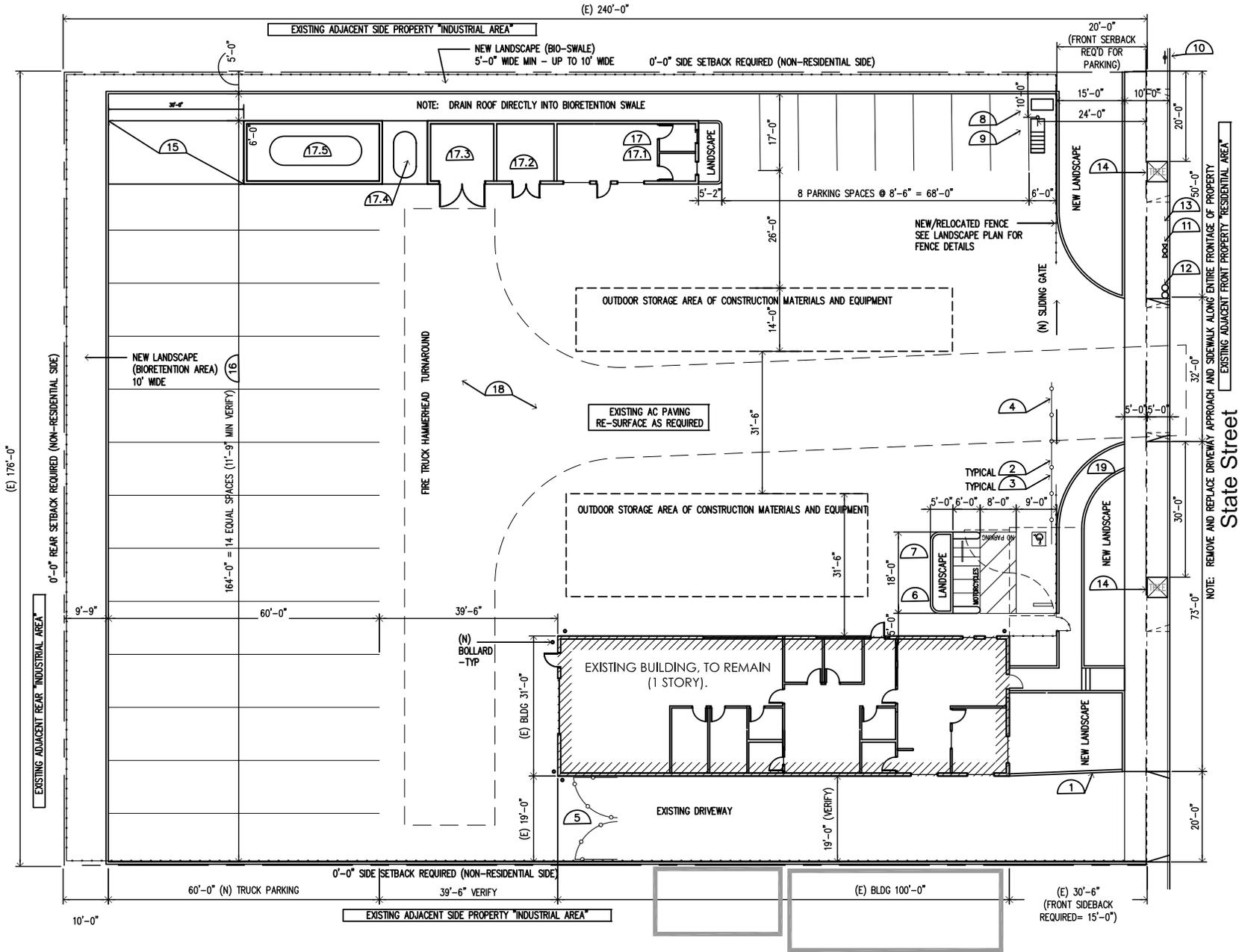


Figure 2
Site Plan

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

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);

- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages auto use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on Vehicle Miles Traveled (VMT) based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

Screening Criteria for Small Infill Industrial Developments

The proposed amount of industrial space meets the screening criterion set forth in the City of San Jose's *Transportation Analysis Handbook*, which is defined as follows:

- Industrial space of 30,000 square feet of gross floor area or less

Since the project would meet the screening criterion, the project is expected to result in a less-than-significant VMT impact and no CEQA level transportation analysis is required. Although the project is exempt from a VMT analysis, a Local Transportation Analysis (LTA) must be prepared to identify potential operational issues that may arise due to the project, as described below.

Project Consistency with the General Plan

Since the project would involve reoccupying an existing 3,100 s.f. industrial building and constructing a 635 s.f. supporting utility building, the proposed uses are consistent with the current General Plan land use designation.

Conformance to the General Plan Goals and Policies

- The project would not conflict with any applicable land use plans, policies, or regulations.
- The project would not conflict with any adopted plans or policies for new transit, bicycle or pedestrian facilities.

The proposed project is consistent with the 2040 General Plan and a General Plan Amendment (GPA) is not required. The project is considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis Scope

A local transportation analysis (LTA) identifies potential adverse operational effects that may arise due to a development project, evaluates the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site and is currently operating at LOS D or worse. Signalized intersections that do not meet the criteria may be added to the list of study intersections at the City's discretion. City staff may also require an unsignalized intersection analysis at their discretion based on engineering judgement. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook*, a list of study intersections is developed.

The LTA comprises an analysis of AM and PM peak-hour traffic conditions for the following three unsignalized intersections:

1. Pacific Avenue and State Street
2. Spreckles Avenue and State Street
3. Spreckles Avenue and Los Esteros Road/Grand Boulevard

Traffic conditions at the study intersections were evaluated for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour generally occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak weekday commute hours during which most traffic congestion occurs on the roadways.

Traffic conditions were evaluated for Existing Conditions and Existing Plus Project conditions. These traffic scenarios are described below.

- **Existing Conditions.** Due the current COVID-19 pandemic situation, the City of San Jose has requested that most new traffic counts for study intersections be put on hold until further notice. City staff are requesting that an annual growth factor of 1% be applied to historical count data. However, historical count data do not exist for most unsignalized intersections in the City of San Jose. Thus, for the purpose of this transportation study, AM and PM peak hour traffic volumes were obtained from new manual turning-movement counts conducted in March of 2021 (see Appendix A). Note that in order to adjust for the lower existing traffic volumes at the study intersections due to the current COVID-19 environment, the new counts were factored up. The adjustments that were applied are based on comparing historical count data to new count data collected at the nearby signalized intersection of Zanker Road and SR 237. New counts were conducted at this intersection and compared to the higher November 2018 count data at this signalized intersection. Based on the data collected at the signalized intersection, the new 2021 AM peak hour count is approximately 45 percent lower than the 2018 AM count, and the new 2021 PM peak hour count is about 60 percent lower than the 2018 PM count. The March 2021 unsignalized intersection counts were factored up accordingly (see Appendix B).
- **Existing Plus Project Conditions.** Existing plus project conditions reflect projected traffic volumes on the roadway network with completion of the project. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project (see Appendix B).

The LTA also includes a vehicle queuing analysis, an evaluation of potential adverse effects on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Intersection Operations Analysis Methodology

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

Data Requirements

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

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

Intersection Standards and Analysis Methodologies

The traffic study evaluated three unsignalized intersections. The City of San Jose has not established a level of service standard for unsignalized intersections. Therefore, the unsignalized study intersections were evaluated for potential operational issues (e.g., vehicle queuing and delay) only.

Intersection Vehicle Queuing Analysis

A vehicle queuing analysis is typically performed at intersections where the project would add a substantial number of vehicle trips to the left-turn movements or stop-controlled approaches of an intersection. The analysis provides a basis for estimating future vehicle storage requirements at

intersections and is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Since the project is expected to add more than 10 new AM and PM peak hour vehicle trips to the southbound shared left-turn/right-turn stop-controlled movement at the unsignalized study intersection of Spreckles Avenue and Los Esteros Road (based on the project trip generation estimates and trip distribution pattern contained in Chapter 3), vehicle queuing was evaluated at this study intersection.

Report Organization

This report has a total of four chapters. Chapter 2 describes the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing and existing plus project conditions, any adverse intersection traffic effects caused by the project, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking supply. Chapter 4 presents the conclusions of the local transportation analysis.

2. Existing Conditions

This chapter describes the existing conditions of the transportation system within the project study area. It describes the roadway network, transit service, and pedestrian and bicycle facilities in the vicinity of the project site. The analysis of existing intersection operations is included as part of the local transportation analysis (see Chapter 3).

Existing Roadway Network

Regional access to the project site is provided via SR 237 and I-880. Local access to the project site is provided via Zanker Road/Los Esteros Road, Spreckles Avenue and State Street. These facilities are described below.

SR 237 provides access to the project site via a full interchange at Zanker Road. SR 237 is oriented in an east/west direction with two mixed-flow lanes and one HOV lane in each direction. SR 237 connects to I-880 to the east approximately one mile from its interchange at Zanker Road.

I-880 is a north-south freeway that extends from San Jose in the south to Oakland in the north. I-880 is eight lanes wide with three mixed-flow lanes and one HOV lane in each direction in the project vicinity. I-880 provides site access via SR 237.

Zanker Road is a north-south two-lane undivided roadway that extends from SR 237 in the north to Old Bayshore Road in the south. It is designated an On-Street Primary Bicycle Facility in the City's General Plan. In the vicinity of the project site (north of SR 237), Zanker Road has a posted speed limit of 45 mph. North of McCarthy Lane, Zanker Road bends to the west and transitions into Los Esteros Road. West of Spreckles Avenue, Los Esteros Road bends to the south and transitions into Disk Drive, where it ultimately terminates at Nortech Parkway. Zanker Road currently has no bike lanes or sidewalks north of SR 237.

Spreckles Avenue is a north-south oriented local street with a 25 mph speed limit. It begins at Los Esteros Road and extends northward, providing access to the site via its T-intersection with State Street. Spreckles Avenue dead-ends approximately 1,200 feet north of State Street. Spreckles Avenue has sidewalk along the west side of the street between Los Esteros Road and State Street only.

State Street is an east-west oriented local street with a 25 mph speed limit. It begins at Spreckles Avenue and extends westward, providing direct access to the project site and ultimately to N. First Street. State Street has sidewalks along both sides of the street, except for a short segment along the north side of the street between Spreckles Avenue and Pacific Avenue (adjacent to undeveloped land).

Existing Pedestrian, Bicycle, and Transit Facilities

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

Existing Pedestrian Facilities

Most of the streets that make up the Alviso neighborhood have sidewalks along both sides of the street. The neighborhood streets connect to Disk Drive and North First Street, which also contain sidewalks on both sides of the street, as well as crosswalks and pedestrian signal heads at the signalized intersections along these roadways. The existing pedestrian facilities provide connectivity between the project site and the surrounding land uses and transit stops in the Alviso area.

Existing Bicycle Facilities

Bicyclists can access Disk Drive from the neighborhood and use Nortech Parkway to access North First Street. Disk Drive, Nortech Parkway and North First Street all have striped bike lanes. Currently, Los Esteros Road/Zanker Road has no bike lanes. However, the Los Esteros Road Planline (prepared by the City of San Jose DOT) shows that bike lanes are planned between the future Nortech Parkway extension and Grand Boulevard.

Access to the Guadalupe River/Los Alamitos Creek Multi-Use Trail is provided just over ½ mile southwest of the project site. The trail system (Class I bikeway) runs through the City of San Jose along the Guadalupe River and separates bicyclists from motor vehicle traffic. The Guadalupe River trail is a continuous Class I bikeway (paved path) from W. Virginia Street in the south to Alviso Marina County Park. There is another section of the trail a few blocks south of W Virginia Street from Willow Street to Curtner Avenue, which provides access to trails that lead to Almaden Valley in southern San Jose. The multi-use trail also connects to the SR 237 Bikeway. The trail system is available for use by pedestrians and bicyclists year round. The existing bicycle facilities near the project site are shown on Figure 3.

Existing Transit Services

VTA Bus Service

Existing bus service in the project area is provided by the VTA. The Alviso neighborhood, which includes the project site, is served by local bus route 59 (see Figure 4). Local route 59 operates along North First Street, Taylor Street, Gold Street and Liberty Street in the study area. Bus stops are located on Gold Street and Liberty Street, approximately 0.4 miles southwest of the project site. Local route 59 provides service between Valley Fair and Alviso and operates with 30-minute headways during the peak weekday commute periods. Route 59 stops at the Baypointe and Old Ironsides LRT stations.

VTA Light Rail Transit (LRT) Service

The VTA operates the 42.2-mile 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. Route 59 stops at the Baypointe and Old Ironsides LRT stations on Tasman Drive. These LRT stations are served by the orange, blue and green LRT lines.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

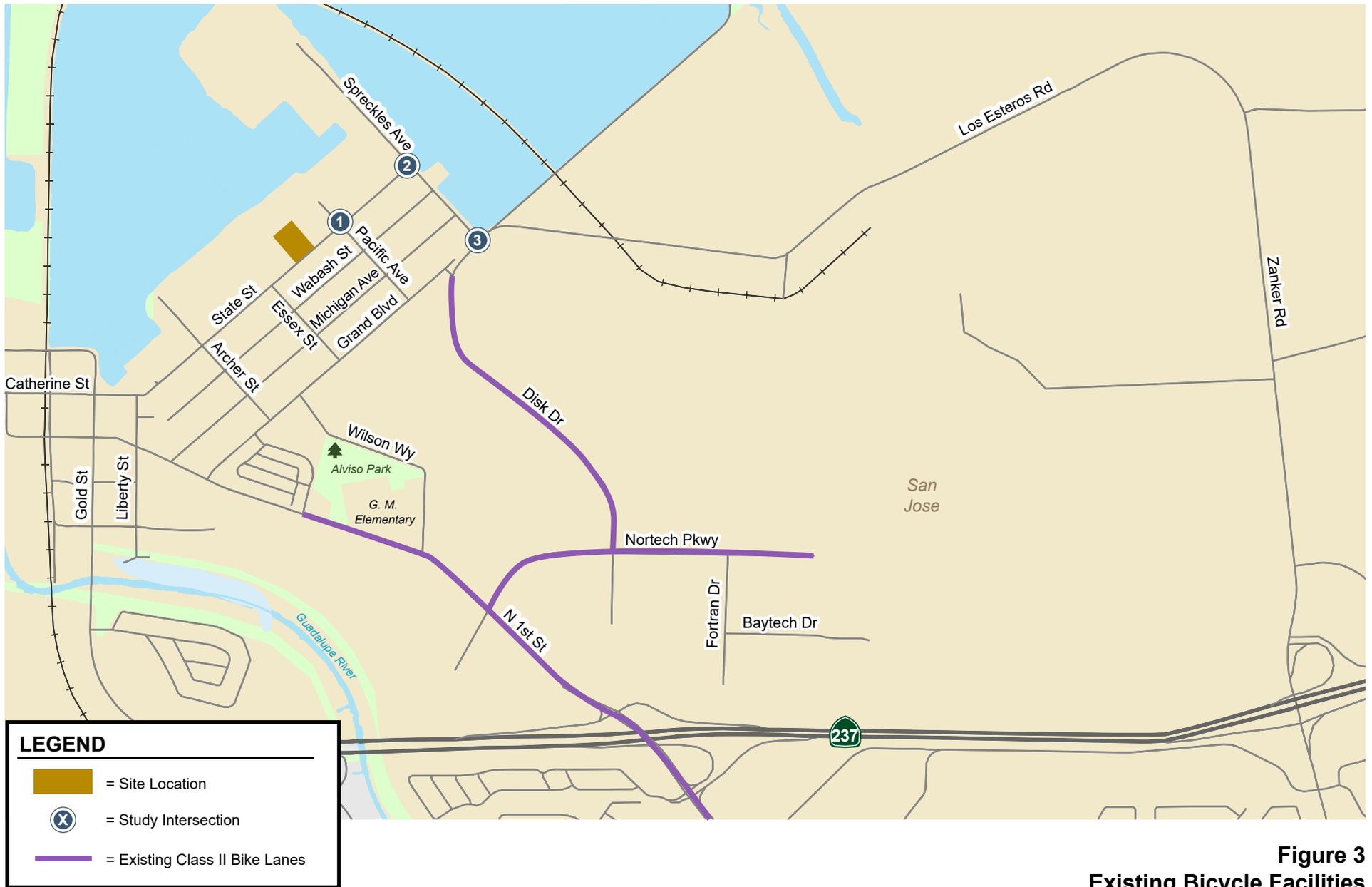


Figure 3
Existing Bicycle Facilities



Figure 4
Existing Transit Service



LEGEND

-  = Site Location
-  = Study Intersection

Figure 5
Existing Lane Configurations

3. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis, site access and on-site circulation review, effects on bicycle and pedestrian facilities, effects on transit services, and parking.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of intersections in the project vicinity and to identify potential negative effects, such as vehicle queuing issues, due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trips generated by any new development are typically estimated based on counts of existing developments of the same land use types. A compilation of typical trip generation rates can be found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The project trip generation estimates based on the ITE trip rates for "Specialty Trade Contractor" (Land Use 180) are shown below in Table 1. The ITE Trip Generation Manual defines a Specialty Trade Contractor as a business primarily involved in providing contract repairs and services to meet industrial or residential needs. This land use category includes businesses that provide on-site services such as plumbing, heating and cooling, machine repair, industrial supply, and roofing. As shown in the table, applying the standard ITE rates for this land use category would result in very few new trips.

In order to provide a more conservative estimate of new trips, the project-generated trips were instead estimated based on the project's Operations Plan. Based on the plan provided (see Appendix C), it is assumed that all the Pacific Surfacing, Inc. (PSI) truck drivers would arrive at the site, and half the truck drivers would depart the site, during the AM peak hour. It is presumed that the opposite would occur during the PM peak hour. Furthermore, for trip generation purposes, it was assumed that all the PSI office employees would arrive at the site during the AM peak hour and depart the site during the PM peak hour. This represents a worst-case scenario in terms of the number of project-generated trips.

Table 1
Project Trip Generation Estimates Based on ITE Rates for Specialty Trade Contractor (Not Used)

Land Use	Size (s.f.)	Daily Rate	Daily Trips	AM Peak Hour			PM Peak Hour				
				Rate	In	Out	Total	Rate	In	Out	Total
Specialty Trade Contractor ¹	3,735	10.22	38	1.66	5	1	6	1.97	2	5	7

Notes:
¹ Trip generation based on average rates contained in the ITE Trip Generation Manual, 10th Edition, for Specialty Trade Contractor (Land Use 180). Rates are expressed in trips per 1,000 square feet (s.f.).

New Project Trips

Based on PSI's Operations Plan (contained in Appendix C), the proposed project is estimated to generate 94 new daily vehicle trips, with 38 new trips (26 inbound and 12 outbound) occurring during the AM peak hour and 38 new trips (12 inbound and 26 outbound) occurring during the PM peak hour (see Table 2).

Note that the daily and peak hour trips shown in Table 2 include both employee passenger vehicle trips and truck trips generated by employees for a typical weekday. For instance, using light duty trucks as an example: Five employees (light duty truck drivers) would arrive at the site via personal vehicles during the AM peak hour (i.e., the peak one-hour period between 7:00-9:00 AM). Three of those light duty truck drivers would leave the site during the same one-hour period, with the remaining two light duty truck drivers leaving the site after the AM peak hour. At the end of the workday, two light duty truck drivers would arrive back at the site before the start of the PM peak hour (i.e., the peak one-hour period between 4:00-6:00 PM), with the remaining three light duty truck drivers arriving back at the site during the PM peak hour. All five employees would then leave the site during the PM peak hour. The same arrival and departure patterns were applied to the medium duty truck drivers and heavy duty truck drivers to estimate the project trip generation. Lastly, as previously stated, it was assumed that all the office employees would arrive at the site during the AM peak hour and leave the site during the PM peak hour. The different truck types are defined in the PSI Operations Plan (see Appendix C).

Table 2
Project Trip Generation Estimates Based on the PSI Operations Plan

Trip Generator	Vehicle Type	Daily Trips (Cars + Trucks)	AM Peak Hour			PM Peak Hour		
			In (Car)	Out (Truck)	Total	In (Truck)	Out (Car)	Total
PSI Truck Fleet ¹	5 Light Duty Trucks	20	5	3	8	3	5	8
	9 Medium Duty Trucks	36	9	5	14	5	9	14
	7 Heavy Duty Trucks	28	7	4	11	4	7	11
Office Employees ²	5 Personal Vehicles	10	5	0	5	0	5	5
Total Project Trips:		94	26	12	38	12	26	38

Notes:
¹ Based on the truck operations plan provided, it is estimated that all the PSI truck drivers would arrive at the site and half the truck drivers would depart the site during the AM peak hour. It is estimated that the opposite would occur during the PM peak hour.
² Based on the truck operations plan provided, all the PSI office employees could potentially arrive at the site during the AM peak hour and depart the site during the PM peak hour.

Trip Distribution and Assignment

The project applicant submitted signed documentation to the City regarding the travel routes of project employees, including all PSI trucks. In order to minimize truck trips through the Alviso neighborhood, the applicant has committed to accessing the site only via Zanker Road/Los Esteros Road. Project employees/truck drivers would not be allowed to access the site via North First Street or Disk Drive. As a result, no project trips would travel through the intersections on North First Street, Nortech Parkway, or Disk Drive. The planned route would minimize the number of streets affected within the residential neighborhood (i.e., limited to only Spreckles Avenue and State Street). Figure 6 shows the project trip distribution pattern and trip assignment/truck route.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Due to the current COVID-19 pandemic situation, the City of San Jose has requested that most new traffic counts for intersections be put on hold until further notice. City staff are requesting that an annual growth factor of 1% be applied to historical count data. However, historical count data do not exist for most unsignalized intersections in the City of San Jose. Thus, for the purpose of this transportation study, AM and PM peak hour traffic volumes were obtained from new manual turning-movement counts conducted in March of 2021 (see Appendix A).

In order to adjust for the lower existing traffic volumes at the study intersections due to the current COVID-19 environment, the new counts were factored up. The adjustments that were applied are based on comparing historical count data to new count data collected at the nearby signalized intersection of Zanker Road and SR 237. New counts were conducted at this intersection and compared to the higher November 2018 count data at this signalized intersection. Based on the data collected at the signalized intersection, the new 2021 AM peak hour count is approximately 45 percent lower than the 2018 AM count, and the new 2021 PM peak hour count is about 60 percent lower than the 2018 PM count. The March 2021 unsignalized intersection counts were factored up accordingly (see Appendix B).

Existing Plus Project Traffic Volumes

Existing plus project conditions reflect projected traffic volumes on the roadway network with completion of the project. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project (see Appendix B).

Existing and Existing Plus Project traffic volumes are shown on Figure 7.

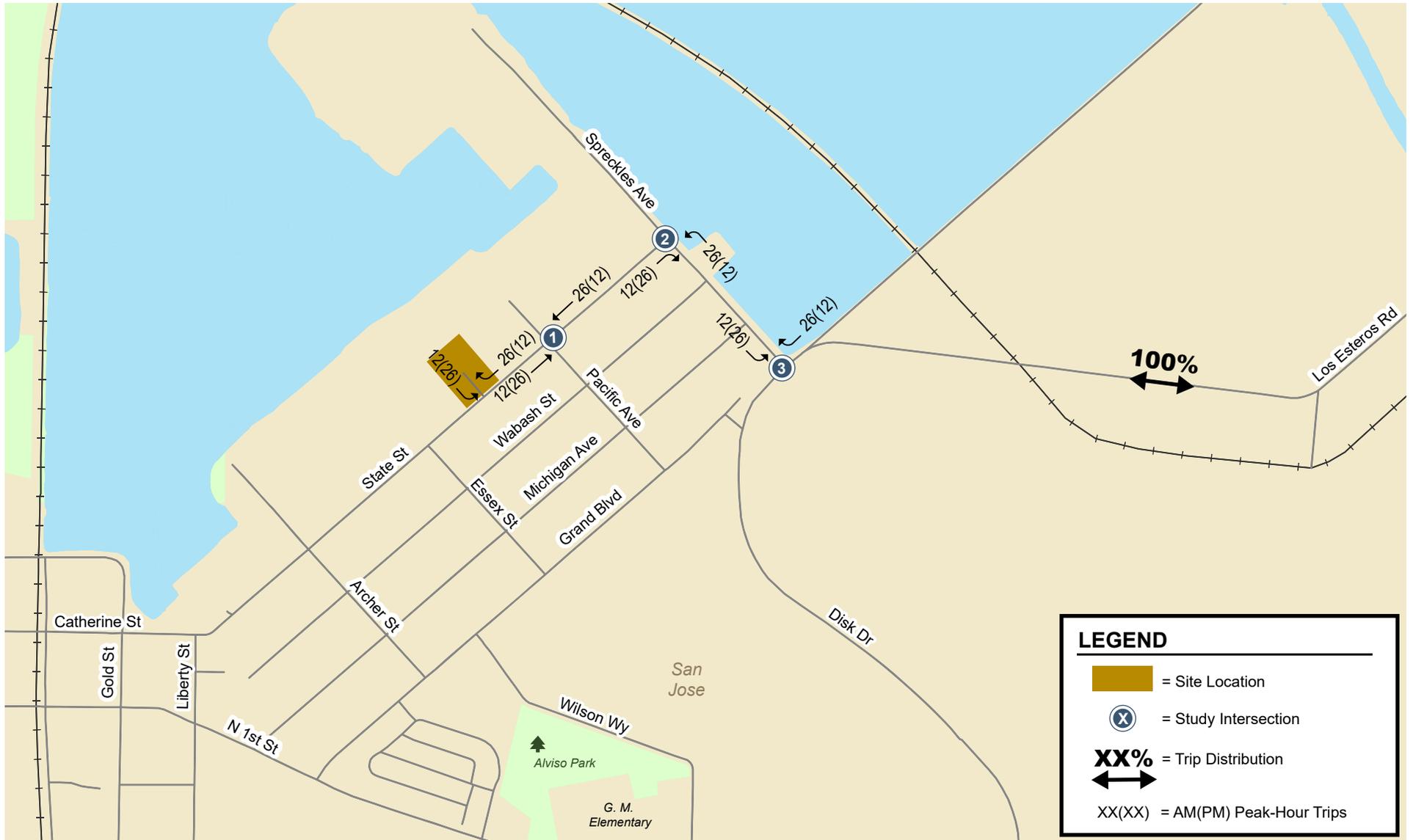


Figure 6
Project Trip Distribution and Trip Assignment

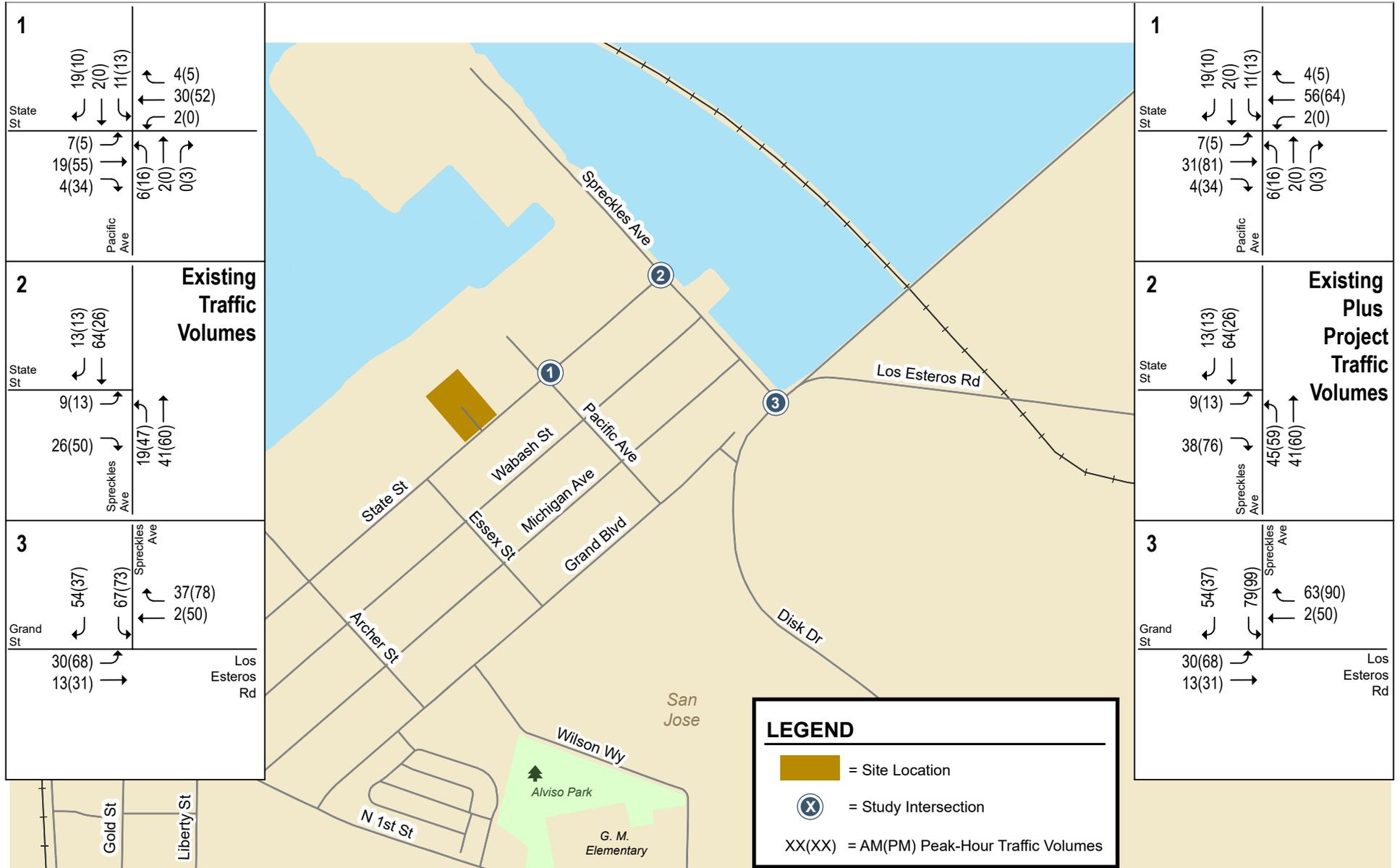


Figure 7
Traffic Volumes

Unsignalized Intersection Level of Service

The City of San Jose has not established a level of service standard for unsignalized intersections. Therefore, the level of service for the study intersections are reported here for informational purposes only. As shown in Table 3, the unsignalized study intersections are currently operating adequately with very little delay and would continue to do so with the addition of project-generated traffic.

Table 3
Unsignalized Intersection Level of Service Summary

Study #	Two-Way Stop-Controlled Intersection	Peak Hour	Existing		Existing + Project	
			Avg. Delay (sec) ¹	LOS ²	Avg. Delay (sec) ¹	LOS ²
1	Pacific Avenue & State Street	AM	9.2	A	9.4	A
		PM	9.4	A	9.6	A
2	Spreckles Avenue & State Street	AM	8.9	A	9.0	A
		PM	8.9	A	9.0	A
3	Spreckles Avenue & Los Esteros Road	AM	9.3	A	9.4	A
		PM	10.4	B	10.8	B

Notes:

¹ The average delay for a two-way stop-controlled intersection is reported for the worst stop-controlled approach.

² An average delay of 10 seconds or less = LOS A (little to no traffic delay).
An average delay of 10.1 seconds to 15.0 seconds = LOS B (short traffic delays only).
(Source: Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C., 2000) p17-2.)

Intersection Queuing Analysis

The operations analysis is based on vehicle queuing for turn movements at stop-controlled approaches at the unsignalized study intersections. For the purpose of this study, the threshold that was applied is 10 or more AM or PM peak hour vehicle trips added to any stop-controlled turn movement. Based on the project trip generation and trip distribution pattern, the eastbound shared left-turn/right-turn stop-controlled movement at the intersection of Spreckles Avenue/State Street and the southbound shared left-turn/right-turn stop-controlled movement at the intersection of Spreckles Avenue/Los Esteros Road were examined as part of the queuing analysis for this project (see Table 4).

Spreckles and State Street

The queuing analysis indicates that the maximum vehicle queue for the eastbound shared left-turn/right-turn movement is currently 25 feet in length (1 vehicle length) during both the AM and PM peak hours. The project would add 12 AM peak hour trips and 26 PM peak hour trips to the eastbound stop-controlled movement, which would not increase the 95th percentile vehicle queue.

Spreckles and Los Esteros Road

The queuing analysis indicates that the maximum vehicle queue for the southbound shared left-turn/right-turn movement is currently 25 feet in length (1 vehicle length) during both the AM and PM peak hours. The project would add 12 AM peak hour trips to the southbound stop-controlled movement, which would not increase the 95th percentile vehicle queue. The project would add 26 PM peak hour trips to the southbound stop-controlled movement, which would increase the 95th percentile vehicle queue by only 1 vehicle length.

Table 4
Queuing Analysis Summary

Peak Hour:	Spreckles Avenue & State Street		Spreckles Avenue & Los Esteros Road	
	EBL-R *	EBL-R *	SBL-R *	SBL-R *
	AM	PM	AM	PM
Existing				
Cycle/Delay ¹ (sec)	8.9	8.9	9.3	10.4
Volume (vphpl)	35	63	121	110
95th % . Queue (veh/ln.)	1	1	1	1
95th % . Queue (ft./ln) ²	25	25	25	25
Storage (ft./ ln.) ³	750	750	250	250
Adequate (Y/N)	Y	Y	Y	Y
Existing Plus Project				
Cycle/Delay ¹ (sec)	9.0	9.0	9.4	10.8
Volume (vphpl)	47	89	133	136
95th % . Queue (veh/ln.)	1	1	1	2
95th % . Queue (ft./ln) ²	25	25	25	50
Storage (ft./ ln.) ³	750	750	250	250
Adequate (Y/N)	Y	Y	Y	Y
Notes:				
* EBL-R = shared eastbound left-turn/right-turn movement; SBL-R = shared southbound left-turn/right-turn movement				
¹ Vehicle queues based on cycle length for signalized intersections and average approach delay for unsignalized intersections.				
² Assumes 25 Feet Per Vehicle Queued.				
³ The EB and SB approaches are shared lane approaches (L-R). Thus, the vehicle queues reported reflect the total L-R volumes. State Street provides approximately 750 ft of vehicle storage space between Spreckles Avenue and Pacific Avenue. Spreckles Avenue provides approximately 250 ft of vehicle storage space between Los Esteros Road and Michigan Street.				

Vehicular Access and Circulation

The site access and circulation evaluation is based on the August 7, 2019 site plan prepared by Wayne Renshaw, Architect (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, geometric design, sight distance and operations (e.g., queuing and delay). On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards.

Site Access

The project would reconstruct the entire frontage along State Street, including the sidewalk and driveways. Two driveways would provide access to the site: one centrally located 30-foot-wide driveway and one 22.5-foot-wide driveway adjacent to the western boundary. The minimum acceptable width for a commercial driveway is 16 feet, and the maximum acceptable width for a commercial driveway is 32 feet. Thus, the project driveways would fall within the acceptable range. The site would be paved and would include 8 standard parking spaces along the eastern boundary, one van-accessible space near the western driveway, and long parking spaces for PSI trucks and trailers at the back of the site.

Driveway Configuration and Operation

The western driveway would serve inbound trips only and would narrow to 19 feet wide approximately 30 feet onto the site. A security gate would be located on-site approximately 130 feet from the sidewalk at the back of the industrial building. This design would provide an abundance of on-site stacking space to accommodate large trucks entering the site and prevent trucks from queuing back onto State Street and blocking traffic. The gate would remain closed for safety and security at all times and a Radio Frequency Identification (RFID) system would be utilized at the gate for employees entering the site.

The 30-foot-wide central driveway would serve outbound employee vehicles. Emergency vehicle access (EVA) would also be provided at this driveway. The site plan shows a sliding security gate would be located at the central driveway approximately 25 feet from the sidewalk. The RFID system would also be implemented at this outbound driveway.

In addition to providing a significant amount of on-site storage for inbound trucks, the clockwise on-site circulation pattern would provide easy access to the long parking stalls at the back of the site and would eliminate the need for trucks to turn around on site (i.e., no three-point maneuver necessary).

Due to the low number of inbound and outbound vehicle trips at the project driveways, and the low traffic volumes along State Street, no operational issues are expected to occur at the driveways.

Sight Distance at the Project Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on State Street. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

The site plan shows the project would add a mix of landscaping (various plants and trees) along the project frontage on State Street. All the landscaping would be situated on-site (not within the public right-of-way) and would consist of low-lying vegetation and Marina Strawberry trees. These types of trees have a high canopy and would not obstruct the view of drivers exiting the project driveways. Thus, adequate sight distance would be provided at both driveways.

On-Site Circulation

All vehicles would enter the site at the western driveway and exit via the central driveway (clockwise circulation pattern). Both driveways would provide adequate access for all vehicles, including large trucks. Adequate space would be provided for PSI trucks to maneuver into and out of the long parking stalls at the back of the site. Passenger vehicles could easily access the standard parking stalls along the eastern boundary of the site, as well as the accessible stall near the western project driveway.

Parking Stall Dimensions

The City of San Jose Off-Street Parking Design Standards for Uniform Car Spaces require that standard 90-degree parking stalls be a minimum of 8.5 feet wide by 17 feet long. The site plan shows the parking stalls would meet this requirement. The ADA accessible stall is shown to be 9 feet wide by 18 feet long and include van accessibility.

Truck Access and Circulation

The project site plan was reviewed for truck access using truck turning-movement templates for SU-30 and WB-65 (CA Legal) truck types. SU-30 trucks are 30-foot single unit trucks with a 20-foot wheelbase

(e.g., small to medium emergency vehicles, garbage trucks, and heavy duty work trucks). The WB-65 truck turning template was used to represent the 65-foot semi-trailer PSI trucks (CA Legal trucks) and are the largest trucks that would access the site. The majority of PSI trucks that would access the site consist of single-unit trucks while just four WB-65 trucks would access the site.

Based on the site plan configuration, adequate access (i.e., driveway width, drive aisle width, and vertical clearance) would be provided for SU-30 type trucks to enter the site from State Street, circulate through the site in a clockwise pattern, and ultimately exit back onto State Street (see Figure 8). Adequate space would also be provided on-site for SU-30 trucks to maneuver in and out of the long parking stalls at the back of the site.

The truck turning templates for WB-65 trucks entering the site via the west and central driveways are shown on Figures 9 and 10, respectively. Note that PSI's preference is to have WB-65 trucks enter the site via the west driveway and exit via the central driveway, like the SU-30 truck circulation pattern.

As shown on Figure 9, WB-65 trucks could not adequately access the site via the west driveway unless some adjustments to the site plan are made. Approximately 12 feet of rolled curb would need to be added to the east side of the driveway and the on-site landscape area would need to be reduced/reconfigured slightly. Three of the long parking spaces at the northwest corner of the site (back of the site) would need to be shortened and the outdoor storage area for construction materials and equipment would need to be reduced and/or reconfigured. It is also important to note that WB-65 trucks would require the full width of State Street when entering the 20-foot-wide west driveway. Accordingly, these trucks would be unable to enter this driveway if any vehicles are parked along the curb within the area of conflict shown on the figure.

As shown on Figure 10, WB-65 trucks could adequately access the site via the central driveway, though the outdoor storage area for construction materials and equipment would need to be reduced or repositioned slightly. Note that while the figure shows these trucks would drive over the water meter/valve labeled 12 on the figure, this conflict could be avoided and the central driveway width would be adequate so long as trucks are allowed to utilize the full width of State Street.

The project applicant should coordinate with City of San Jose Department of Public Works staff to determine the site plan changes that are necessary to accommodate WB-65 (CA Legal) trucks.

Garbage Collection

The site plan shows the new 635 s.f. utility building, located along the eastern boundary of the site, would include a trash enclosure. Thus, garbage collection activities would occur on site. Garbage trucks could easily access the trash enclosure and then utilize the fire truck hammerhead turnaround configuration to perform any necessary on-site maneuvers before exiting.

Emergency Vehicle Access

Emergency vehicle access (EVA) to the site would be provided via State Street. The City of San Jose Fire Code requires driveways to provide at least 20 feet for fire access. Accordingly, the project would comply with the City's fire code.

The City of San Jose Fire Department requires that all portions of a building be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. The project would meet these requirements.

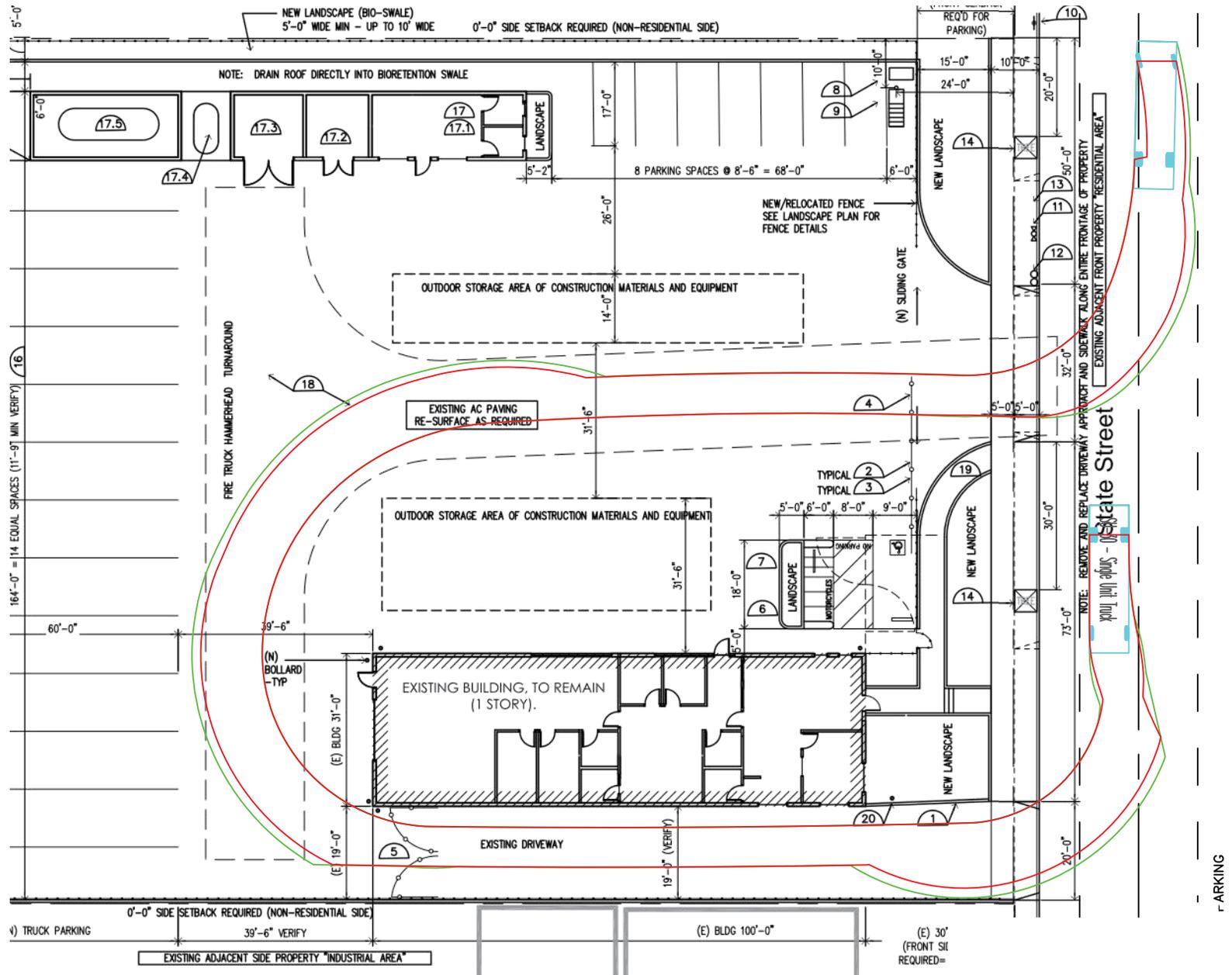


Figure 8
Truck Turning Template - SU-30 Truck at West DW

Pedestrian, Bicycle and Transit Facilities

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

Pedestrian Facilities

Pedestrian facilities consist of sidewalks along the streets in the immediate vicinity of the project site. The site plan indicates that the existing sidewalk along the project frontage on State Street would be reconstructed to provide a 6-foot attached sidewalk, consistent with the sidewalks in the Alviso neighborhood. Pedestrians would access the project building from the sidewalk via either steps or a ramp that would be constructed by the project.

The network of sidewalks within Alviso provides connections from the site to nearby destinations including transit stops and the Guadalupe River multi-use trail.

Bicycle Facilities

Bicyclists can access Disk Drive from the Alviso neighborhood and use Nortech Parkway to access North First Street. Disk Drive, Nortech Parkway and North First Street all have striped bike lanes. Access to the Guadalupe River/Los Alamitos Creek Multi-Use Trail is provided just over ½ mile southwest of the project site. Currently, Los Esteros Road/Zanker Road has no bike lanes. However, the Los Esteros Road Planline (prepared by the City of San Jose DOT) shows that bike lanes are planned between the future Nortech Parkway extension near SR 237 and Grand Boulevard near the project site.

The project would provide adequate bicycle parking. A bike rack would be located adjacent to the industrial building and the pedestrian ramp providing access to the building. The project would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Services

The Alviso neighborhood is served by VTA local bus route 59. Local route 59 operates along North First Street, Taylor Street, Gold Street and Liberty Street in the study area. Bus stops are located on Gold Street and Liberty Street, approximately 0.4 miles southwest of the project site. Route 59 stops at the Baypointe and Old Ironsides LRT stations on Tasman Drive.

Due to the project site's proximity to transit stops, it is reasonable to assume that some employees would utilize the transit services in the area. It is estimated that the small increase in transit demand generated by the proposed project could be accommodated by the current available ridership capacity of the transit service in the study area.

Parking

Parking provided on the site was evaluated based on the City of San Jose's off-street parking requirements (San Jose Municipal Code Chapter 20.90, Table 20-190).

Vehicle Parking

The City of San Jose's off-street vehicle parking requirement for Industrial Services is one space per 350 s.f. of floor area, where floor area is calculated as 85% of the gross floor area. Based on 3,735 s.f. of industrial space, a total of 9 vehicle parking spaces would be required to serve the project as follows:

$$(3,735 \text{ s.f.} \times 0.85) / 350 = 9 \text{ parking spaces.}$$

The project would provide 9 parking stalls, including 8 standard stalls and 1 van accessible (ADA) stall. In addition, the project would provide company truck stalls at the back of the site.

Motorcycle and Bicycle Parking

The City requires one motorcycle parking space for every 50 code-required vehicle parking spaces for general industrial uses. Thus, the project is not required to provide any motorcycle parking.

The City requires one bicycle parking space for every 5,000 s.f. of industrial space (per Chapter 20.90, Table 20-190 of the City's Zoning Code). Thus, the project is required to provide 1 bicycle parking space (rounded up). A bike rack would be located adjacent to the industrial building and the pedestrian ramp providing access to the building. One bike rack (room for 2 bikes) would be adequate to serve the project.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk closures, crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas, construction vehicle parking, and the planned truck routes.

4. Conclusions

This report presents the results of the Local Transportation Analysis (LTA) conducted for the proposed industrial development at 1436 State Street in San Jose, California. As proposed, Pacific Surfacing, Inc. (PSI) would reoccupy an existing 3,100 square foot (s.f.) vacant industrial building on the site and construct a new 635 s.f. utility building. Access to the site would be provided via two driveways on State Street.

This study was conducted for the purpose of identifying the potential transportation impacts and traffic operations effects related to the project. The transportation impacts of the project were evaluated following the standards and methodologies established by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the screening criteria contained in the *Transportation Analysis Handbook* (April 2018), the project is expected to result in a less-than-significant CEQA transportation impact. Therefore, a vehicle-miles-traveled (VMT) analysis is not required. However, an LTA is required and was prepared to identify potential traffic operational issues related to the project. The LTA includes an analysis of intersection operations, site access, on-site circulation, parking, and effects on transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The proposed amount of new industrial space meets the screening criteria set forth in the City of San Jose's *Transportation Analysis Handbook*. The screening criteria for small infill industrial projects are as follows: Industrial space of 30,000 square feet of total gross floor area or less.

Since the project would meet the screening criteria for small industrial projects, a CEQA transportation analysis is not required. Although the project is exempt from a VMT analysis, a Local Transportation Analysis (LTA) was prepared to identify potential operational issues that may arise due to the project.

Local Transportation Analysis

Project Trip Generation

In order to provide a conservative estimate of project-generated trips, the new project trips were estimated based on the project's Operations Plan instead of standard (lower) ITE rates. Based on PSI's Operations Plan, the proposed project is estimated to generate 94 new daily vehicle trips, with 38 new trips (26 inbound and 12 outbound) occurring during the AM peak hour and 38 new trips (12 inbound and 26 outbound) occurring during the PM peak hour.

Trip Distribution and Assignment

The project applicant submitted signed documentation to the City regarding the travel routes of project employees, including all PSI trucks. In order to minimize truck trips through the Alviso neighborhood, the applicant has committed to accessing the site only via Zanker Road/Los Esteros Road. Project employees/truck drivers would not be allowed to access the site via North First Street or Disk Drive. As a result, no project trips would travel through the intersections on North First Street, Nortech Parkway, or Disk Drive. The planned route would minimize the number of streets affected within the residential neighborhood (i.e., limited to only Spreckles Avenue and State Street).

Intersection Traffic Operations

The results of the analysis show that no operational issues would occur at the unsignalized study intersections during either the AM or PM peak hours of traffic as a result of the project.

Other Transportation Items

The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the area. The proposed site plan shows adequate site access and on-site circulation, and no operational issues are expected to occur as a result of the project. Below are recommendations resulting from the site plan review.

Recommendations

- Label the western driveway “one-way inbound” and central driveway “one-way outbound and EVA” on the site plan.
- Add “RFID” label to each security gate location on the site plan.
- Coordinate with City of San Jose Department of Public Works staff to confirm the site plan changes that are necessary to accommodate WB-65 (CA Legal) trucks.

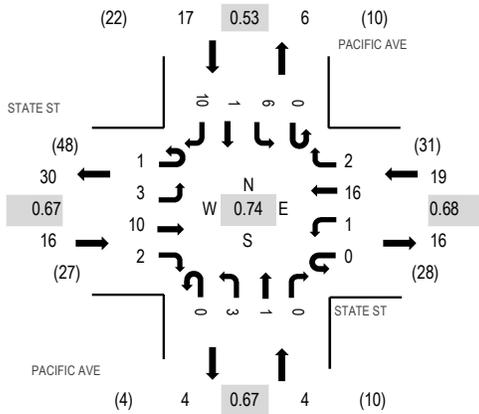
1436 State Street Industrial LTA

Technical Appendices

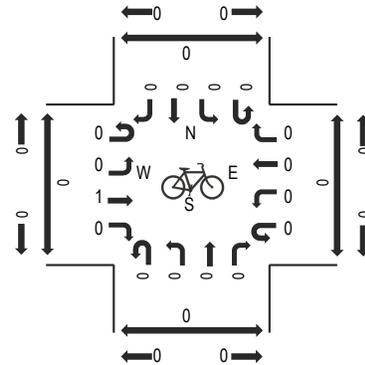
Appendix A

New Counts

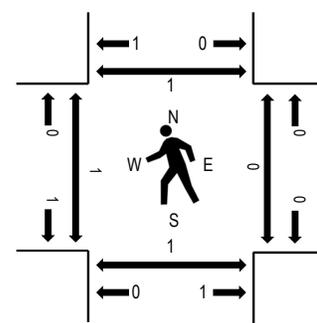
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STATE ST Eastbound				STATE ST Westbound				PACIFIC AVE Northbound				PACIFIC AVE Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	2	3	0	0	0	4	0	0	1	1	0	0	0	3	0	5	19	56	0	0	0	0
7:15 AM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	3	9	42	0	0	1	0
7:30 AM	1	1	4	0	0	0	5	2	0	0	0	0	0	2	0	0	15	39	1	0	0	0	1
7:45 AM	0	0	2	2	0	0	3	0	0	2	0	0	0	1	1	2	13	39	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	5	34	1	0	0	0	1
8:15 AM	0	0	1	0	0	0	2	0	0	3	0	0	0	0	0	0	6		0	0	0	0	0
8:30 AM	0	2	6	0	0	0	3	0	0	3	0	0	0	1	0	0	15		0	0	0	0	0
8:45 AM	0	2	0	0	0	0	3	0	0	0	0	0	0	3	0	0	8		0	0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	2	9	2	0	1	15	1	0	3	1	0	0	5	1	10	51	
Mediums	0	1	1	0	0	0	1	1	0	0	0	0	0	1	0	0	5	
Total	1	3	10	2	0	1	16	2	0	3	1	0	0	6	1	10	56	

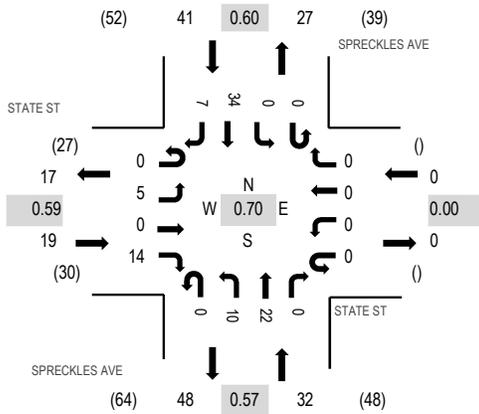
Location: 2 SPRECKLES AVE & STATE ST AM

Date: Tuesday, March 23, 2021

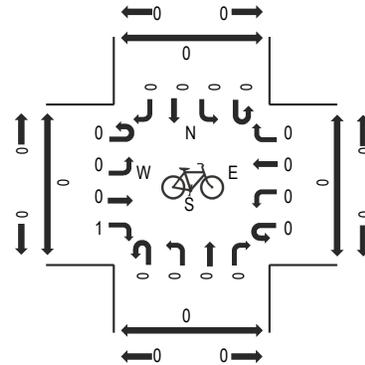
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

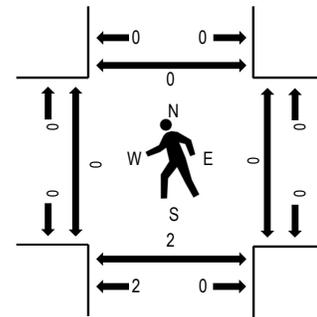
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

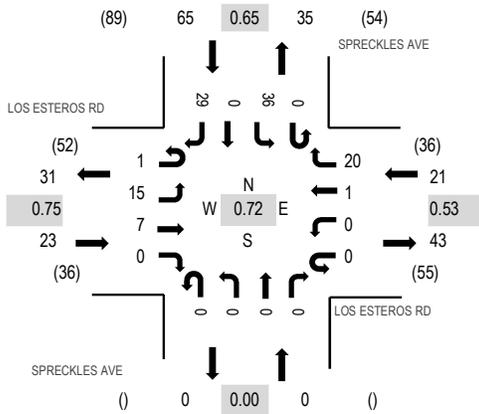
Traffic Counts - Motorized Vehicles

Interval Start Time	STATE ST Eastbound				STATE ST Westbound				SPRECKLES AVE Northbound				SPRECKLES AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	0	4	0	0	0	0	0	4	10	0	0	0	2	1	24	92	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	1	5	0	0	0	14	2	23	78	0	0	0	0
7:30 AM	0	1	0	7	0	0	0	0	0	4	4	0	0	0	13	4	33	60	0	0	2	0
7:45 AM	0	1	0	2	0	0	0	0	0	1	3	0	0	0	5	0	12	38	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	3	3	0	0	0	2	1	10	38	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	1	0	5		0	0	0	0
8:30 AM	0	2	0	3	0	0	0	0	0	2	1	0	0	0	2	1	11		0	0	0	0
8:45 AM	0	1	0	3	0	0	0	0	0	1	3	0	0	0	3	1	12		0	0	0	0

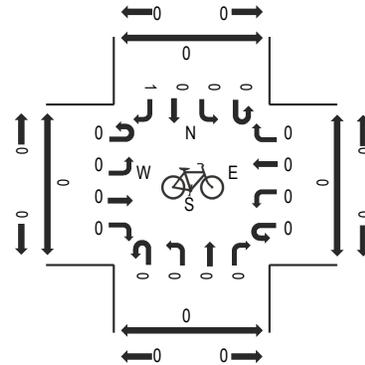
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	4	0	12	0	0	0	0	0	9	20	0	0	0	25	5	75
Mediums	0	1	0	2	0	0	0	0	0	1	1	0	0	0	8	2	15
Total	0	5	0	14	0	0	0	0	0	10	22	0	0	0	34	7	92

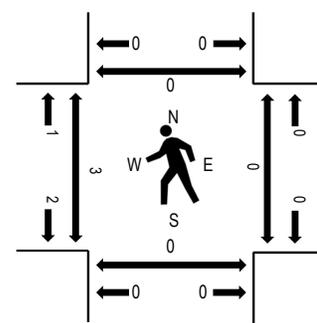
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

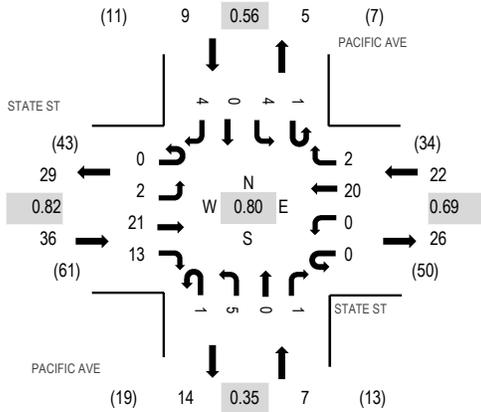
Traffic Counts - Motorized Vehicles

Interval Start Time	LOS ESTEROS RD Eastbound				LOS ESTEROS RD Westbound				SPRECKLES AVE Northbound				SPRECKLES AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right			West	East	South	North												
7:00 AM	0	4	0	0	0	0	0	10	0	0	0	0	0	8	0	1	23	109	0	0	0	0
7:15 AM	0	3	1	0	0	0	1	3	0	0	0	0	0	11	0	7	26	106	0	0	0	0
7:30 AM	0	3	4	0	0	0	0	6	0	0	0	0	0	11	0	14	38	91	0	0	0	0
7:45 AM	1	5	2	0	0	0	0	1	0	0	0	0	0	6	0	7	22	60	3	0	0	0
8:00 AM	0	3	2	0	0	0	2	5	0	0	0	0	0	3	0	5	20	52	0	0	0	0
8:15 AM	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	5	11		0	0	0	0
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	7		0	0	0	2
8:45 AM	0	3	0	0	0	0	3	2	0	0	0	0	0	3	0	3	14		0	0	0	0

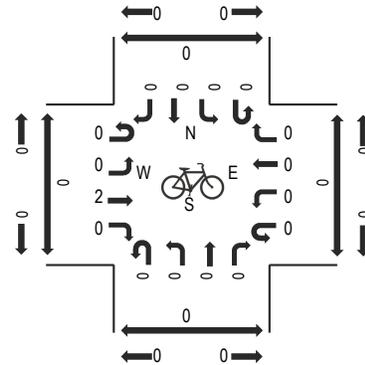
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
Lights	1	13	7	0	0	0	1	18	0	0	0	0	0	30	0	28	98
Mediums	0	2	0	0	0	0	0	1	0	0	0	0	0	5	0	1	9
Total	1	15	7	0	0	0	1	20	0	0	0	0	0	36	0	29	109

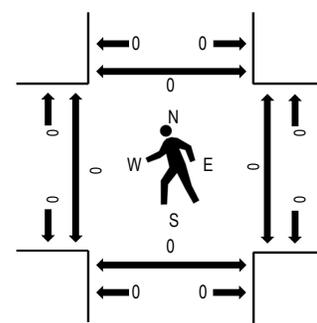
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

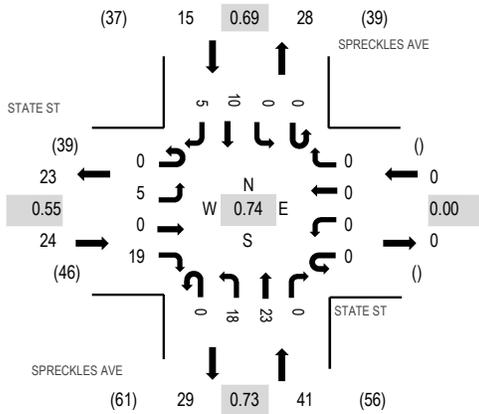
Traffic Counts - Motorized Vehicles

Interval Start Time	STATE ST Eastbound				STATE ST Westbound				PACIFIC AVE Northbound				PACIFIC AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	6	2	0	0	3	1	0	2	0	0	0	4	0	0	18	74	0	0	0	0
4:15 PM	0	1	2	3	0	0	6	0	1	3	0	1	0	0	0	1	18	66	0	0	0	0
4:30 PM	0	0	7	4	0	0	7	1	0	0	0	0	1	0	0	3	23	63	0	0	0	0
4:45 PM	0	1	6	4	0	0	4	0	0	0	0	0	0	0	0	0	15	49	0	0	0	0
5:00 PM	0	0	3	1	0	0	4	0	0	0	0	1	0	0	1	0	10	45	0	0	0	0
5:15 PM	1	0	8	1	0	0	2	0	0	2	0	1	0	0	0	0	15		0	0	0	0
5:30 PM	0	0	2	1	0	1	2	0	0	1	0	1	0	1	0	0	9		0	0	0	0
5:45 PM	0	1	7	0	0	0	2	1	0	0	0	0	0	0	0	0	11		0	0	0	0

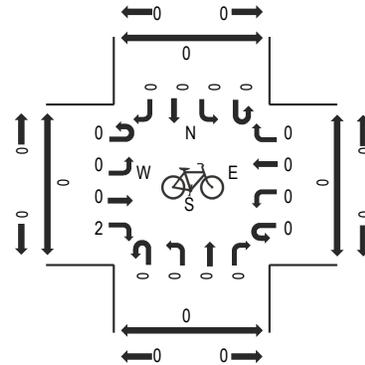
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	2	21	13	0	0	20	1	1	5	0	1	1	4	0	4	73
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	21	13	0	0	20	2	1	5	0	1	1	4	0	4	74

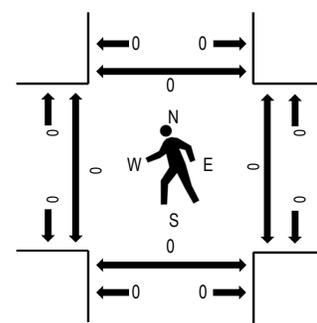
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STATE ST Eastbound				STATE ST Westbound				SPRECKLES AVE Northbound				SPRECKLES AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	0	9	0	0	0	0	0	3	5	0	0	0	7	1	27	80	0	0	0	0
4:15 PM	0	2	0	2	0	0	0	0	0	4	8	0	0	0	2	2	20	67	0	0	0	0
4:30 PM	0	1	0	2	0	0	0	0	0	7	7	0	0	0	1	1	19	63	0	0	0	0
4:45 PM	0	0	0	6	0	0	0	0	0	4	3	0	0	0	0	1	14	61	0	0	0	0
5:00 PM	0	0	0	3	0	0	0	0	0	1	2	0	0	0	4	4	14	59	0	0	0	0
5:15 PM	0	2	0	4	0	0	0	0	0	2	2	0	0	0	6	0	16		0	0	1	0
5:30 PM	1	3	0	2	0	0	0	0	0	5	0	0	0	0	6	0	17		1	0	0	0
5:45 PM	0	1	0	6	0	0	0	0	0	2	1	0	0	0	1	1	12		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Lights	0	5	0	19	0	0	0	0	0	16	19	0	0	0	10	5	74
Mediums	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
Total	0	5	0	19	0	0	0	0	0	18	23	0	0	0	10	5	80

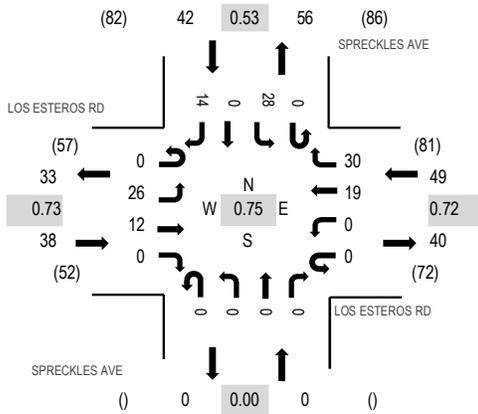
Location: 3 SPRECKLES AVE & LOS ESTEROS RD PM

Date: Tuesday, March 23, 2021

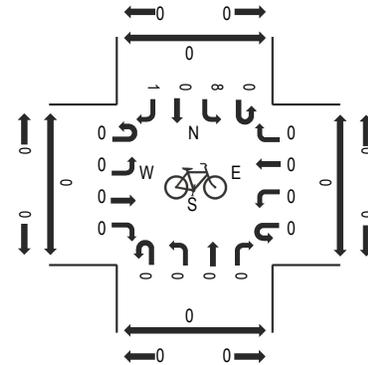
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

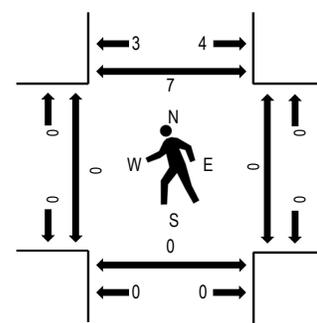
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

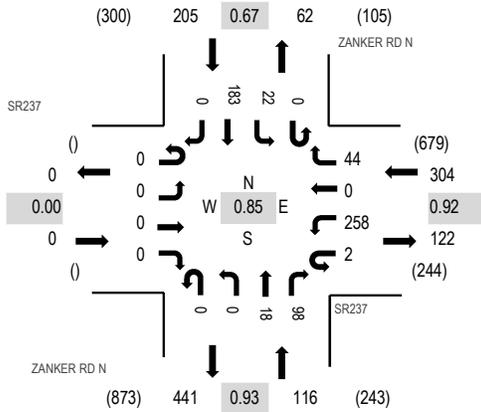
Traffic Counts - Motorized Vehicles

Interval Start Time	LOS ESTEROS RD Eastbound				LOS ESTEROS RD Westbound				SPRECKLES AVE Northbound				SPRECKLES AVE Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right			West	East	South	North													
	4:00 PM	0	7	6	0	0	0	5	5	0	0	0	0	0	0	12			0	8	43	129	0
4:15 PM	0	10	2	0	0	0	3	10	0	0	0	0	0	4	0	1	30	109	0	0	0	0	
4:30 PM	0	4	2	0	0	0	7	10	0	0	0	0	0	6	0	3	32	104	0	0	0	3	
4:45 PM	0	5	2	0	0	0	4	5	0	0	0	0	0	6	0	2	24	94	0	0	0	2	
5:00 PM	0	3	0	0	0	0	3	7	0	0	0	0	0	3	0	7	23	86	3	0	0	0	
5:15 PM	0	1	4	0	0	0	2	5	0	0	0	0	0	9	0	4	25		0	0	0	0	
5:30 PM	0	3	1	0	0	0	1	6	0	0	0	0	0	9	0	2	22		0	0	0	1	
5:45 PM	0	1	1	0	0	0	4	4	0	0	0	0	0	5	0	1	16		0	0	0	0	

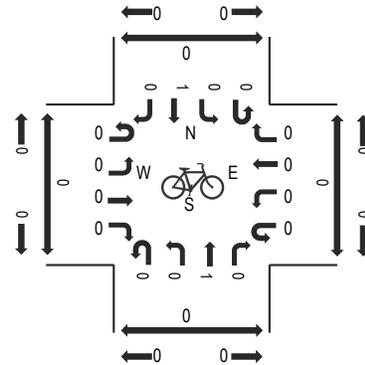
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Lights	0	21	12	0	0	0	19	28	0	0	0	0	0	28	0	14	122
Mediums	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
Total	0	26	12	0	0	0	19	30	0	0	0	0	0	28	0	14	129

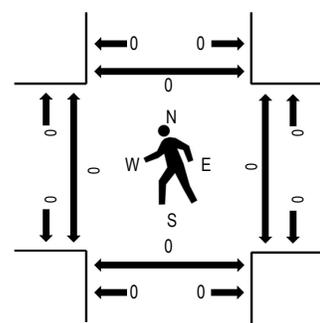
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR237 Eastbound				SR237 Westbound				ZANKER RD N Northbound				ZANKER RD N Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	1	76	0	11	0	0	9	20	0	7	50	0	174	625	0	0	0	0
4:15 PM	0	0	0	0	0	49	0	14	0	0	3	21	0	5	30	0	122	584	0	0	0	0
4:30 PM	0	0	0	0	0	65	0	11	0	0	6	25	0	8	69	0	184	617	0	0	0	0
4:45 PM	0	0	0	0	1	68	0	8	0	0	0	32	0	2	34	0	145	578	0	0	0	0
5:00 PM	0	0	0	0	0	70	0	8	0	0	4	26	0	3	22	0	133	597	0	0	0	0
5:15 PM	0	0	0	0	0	96	0	6	0	0	4	26	0	1	22	0	155		0	0	0	0
5:30 PM	0	0	0	0	0	84	0	10	0	0	1	33	0	1	16	0	145		0	0	0	0
5:45 PM	0	0	0	0	0	94	0	7	0	0	3	30	0	2	28	0	164		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	3	0	0	0	1	0	0	4	0	9
Lights	0	0	0	0	2	256	0	34	0	0	15	93	0	18	165	0	583
Mediums	0	0	0	0	0	1	0	7	0	0	3	4	0	4	14	0	33
Total	0	0	0	0	2	258	0	44	0	0	18	98	0	22	183	0	625

Appendix B

Traffic Volumesheets

Intersection Number:	1												
Traffic Node Number:	1												
Intersection Name:	Pacific Avenue & State Street												
Peak Hour:	AM												
Count Date:	03/23/21												
Scenario:	3,735 SF of Industrial Space												
COVID-19 Adjustment Factor: 1.87													
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count - March 23, 2021	10	1	6	2	16	1	0	1	3	2	10	4	56
COVID-19 Adjustment	9	1	5	2	14	1	0	1	3	2	9	3	49
Existing Conditions	19	2	11	4	30	2	0	2	6	4	19	7	105
Project Trips													
Project Trips	0	0	0	0	26	0	0	0	0	0	12	0	38
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	26	0	0	0	0	0	12	0	38
Existing + Project Conditions	19	2	11	4	56	2	0	2	6	4	31	7	143
Exist+Proj check	19	2	11	4	56	2	0	2	6	4	31	7	

Intersection Number:	2												
Traffic Node Number:	2												
Intersection Name:	Spreckles Avenue & State Street												
Peak Hour:	AM												
Count Date:	03/23/21												
Scenario:	3,735 SF of Industrial Space												
COVID-19 Adjustment Factor: 1.87													
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count - March 23, 2021	7	34	0	0	0	0	0	22	10	14	0	5	92
COVID-19 Adjustment	6	30	0	0	0	0	0	19	9	12	0	4	80
Existing Conditions	13	64	0	0	0	0	0	41	19	26	0	9	172
Project Trips													
Project Trips	0	0	0	0	0	0	0	0	26	12	0	0	38
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	26	12	0	0	38
Existing + Project Conditions	13	64	0	0	0	0	0	41	45	38	0	9	210
Exist+Proj check	13	64	0	0	0	0	0	41	45	38	0	9	

Intersection Number:	3												
Traffic Node Number:	3												
Intersection Name:	Spreckles Avenue & Los Esteros Rd/Grand Bl												
Peak Hour:	AM												
Count Date:	03/23/21												
Scenario:	3,735 SF of Industrial Space												
COVID-19 Adjustment Factor: 1.87													
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count - March 23, 2021	29	0	36	20	1	0	0	0	0	0	7	16	109
COVID-19 Adjustment	25	0	31	17	1	0	0	0	0	0	6	14	95
Existing Conditions	54	0	67	37	2	0	0	0	0	0	13	30	204
Project Trips													
Project Trips	0	0	12	26	0	0	0	0	0	0	0	0	38
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	12	26	0	0	0	0	0	0	0	0	38
Existing + Project Conditions	54	0	79	63	2	0	0	0	0	0	13	30	242
Exist+Proj check	54	0	79	63	2	0	0	0	0	0	13	30	

Intersection Number:	1												
Traffic Node Number:	1												
Intersection Name:	Pacific Avenue & State Street												
Peak Hour:	PM												
Count Date:	03/23/21												
Scenario:	3,735 SF of Industrial Space												
COVID-19 Adjustment Factor: 2.61													
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count - March 23, 2021	4	0	5	2	20	0	1	0	6	13	21	2	74
COVID-19 Adjustment	6	0	8	3	32	0	2	0	10	21	34	3	119
Existing Conditions	10	0	13	5	52	0	3	0	16	34	55	5	193
Project Trips													
Project Trips	0	0	0	0	12	0	0	0	0	0	26	0	38
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	12	0	0	0	0	0	26	0	38
Existing + Project Conditions	10	0	13	5	64	0	3	0	16	34	81	5	231
Exist+Proj check	10	0	13	5	64	0	3	0	16	34	81	5	

Intersection Number:	2												
Traffic Node Number:	2												
Intersection Name:	Spreckles Avenue & State Street												
Peak Hour:	PM												
Count Date:	03/23/21												
Scenario:	3,735 SF of Industrial Space												
COVID-19 Adjustment Factor: 2.61													
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count - March 23, 2021	5	10	0	0	0	0	0	23	18	19	0	5	80
COVID-19 Adjustment	8	16	0	0	0	0	0	37	29	31	0	8	129
Existing Conditions	13	26	0	0	0	0	0	60	47	50	0	13	209
Project Trips													
Project Trips	0	0	0	0	0	0	0	0	12	26	0	0	38
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	12	26	0	0	38
Existing + Project Conditions	13	26	0	0	0	0	0	60	59	76	0	13	247
Exist+Proj check	13	26	0	0	0	0	0	60	59	76	0	13	

Intersection Number:	3												
Traffic Node Number:	3												
Intersection Name:	Spreckles Avenue & Los Esteros Rd/Grand Bl												
Peak Hour:	PM												
Count Date:	03/23/21												
Scenario:	3,735 SF of Industrial Space												
COVID-19 Adjustment Factor: 2.61													
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count - March 23, 2021	14	0	28	30	19	0	0	0	0	0	12	26	129
COVID-19 Adjustment	23	0	45	48	31	0	0	0	0	0	19	42	208
Existing Conditions	37	0	73	78	50	0	0	0	0	0	31	68	337
Project Trips													
Project Trips	0	0	26	12	0	0	0	0	0	0	0	0	38
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	26	12	0	0	0	0	0	0	0	0	38
Existing + Project Conditions	37	0	99	90	50	0	0	0	0	0	31	68	375
Exist+Proj check	37	0	99	90	50	0	0	0	0	0	31	68	

Appendix C

PSI Operations Plan



OPERATIONS PLAN

1436 State Street

San Jose, CA

Pacific Surfacing, Inc. (PSI) corporation yard is used for parking company vehicles, equipment and light materials (new wood, rebar, and various other non-hazardous materials packaged in factory sealed containers.) An office staff of 5 is present in this yard as well. PSI does not operate during night hours. Our crew members arrive at times designated/staggered by operations staff, and park their personal vehicles in the allocated parking area vacated by the assigned PSI vehicle. PSI vehicles park only in the corporation yard to ensure minimal disruption to the surrounding area. All vehicles travel on a designated site-specific route provided daily by the operations staff. This is to ensure adherence to all safety, environmental and municipal protocols.

PSI is registered with the California Air Resources Board (CARB). PSI is ahead of the requirement for reduction of toxic air contaminants (TACs.) We have zero registered complaints against our fleet in the history of the program. Designating routes of travel for our drivers is our continued support and commitment to the State's diesel risk reduction plan. PSI uses fleet tracking software to monitor speed, idle and hours traveled for adherence to California Department of Transportation standards.

The attached map will describe site specific detail for your review.

Listed below are the details requested for our fleet:

Light Duty Vehicles – (5) i.e., non-commercial ½ ton pickup trucks. These vehicles are used for miscellaneous support tasks in the bay area. 5,000 – 7,500 miles per vehicle annually.

Medium Duty Vehicles – (9) i.e., non-commercial flatbeds with crew cab for transport of crew, tools and materials. These vehicles travel directly from the corporation yard to designated jobsites throughout the bay area. Once on designated jobsites the remain turned off and parked until the end of the workday. 10,000 – 12,500 miles per vehicle annually.

Heavy Duty Vehicles – (7) i.e., Commercial vehicles used to transport equipment and materials. These vehicles travel directly from the corporation yard to designated jobsites throughout the bay area. Once equipment is delivered to the designated jobsite, these vehicles travel on designated routes to material suppliers and return material as needed. 25,000 – 30,000 miles per vehicle annually.



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