



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Diridon Modular Housing Residential Development



Transportation Analysis

Prepared for:

David J. Powers & Associates, Inc.



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Hexagon Transportation Consultants, Inc.

Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230

Gilroy, CA 95020

Hexagon Job Number: 19LD02

Phone: 408.846.7410

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed Diridon Modular Housing residential development located at 205-214 Dupont Street and 226, 244, 254 McEvoy Street (APNs 261-38-005, -037, -057, -064, -065, -067). The project site is bound by Park Avenue to the north, McEvoy Street to the west, Dupont Street and the San Carlos Street overpass to the south, and a railroad right-of-way to the east. The project site is located within the *Diridon Station Area Plan* boundary and just outside (west of) the Downtown San Jose growth boundary per the Envision San Jose 2040 General Plan. The *Diridon Station Area Plan* supports transit-oriented, walkable, bicycle-friendly, and mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals.

As proposed, the project would replace industrial and commercial uses on-site with two residential towers that will provide a total of 689 residential units. Building A would be a 314-unit market-rate apartment building on the northern portion of the site, with approximately 4,005 square feet of commercial on the ground-floor. Building B would be a 375-unit affordable housing apartment building on the southern portion of the project site. Vehicular site access to on-site parking is proposed via three driveways along McEvoy Street. The southernmost driveway would provide direct access to Building B parking while the northernmost driveway would provide direct access to Building A parking. The center driveway would provide access to both Building A and Building B parking areas, as well as an emergency vehicle access (EVA) drive aisle. Building A would provide approximately 327 parking spaces and Building B would provide approximately 188 parking spaces for a total of approximately 515 parking spaces.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The project site is located within a planned Growth Area (*Diridon Station Area Plan (DSAP)*) with low VMT per capita as identified by the City of San Jose (see Figure 10). San Carlos Street is a high-quality transit corridor with VTA bus service headways of less than 15 minutes during peak commute periods. The residential component of the proposed project will meet all of the applicable VMT screening criteria for residential developments. The proposed 4,005 sf of commercial (retail) space is less than the 100,000 sf retail threshold screening criterion for local-serving retail. Therefore, the proposed residential and retail components of the project are anticipated to result in a less-than significant VMT impact and a detailed CEQA VMT transportation analysis is not required. However, a VMT evaluation for the project was completed using the *San José VMT Evaluation Tool* for informational purposes.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The proposed project will be consistent with General Plan policy TR-3.3 that states:

- 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. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed residential use for the project site is consistent with the Diridon Station Area Plan.
- The project site is located less than 1,100 feet from the Diridon Transit Center entrance at Laurel Grove Lane. The Diridon Transit Center is considered a major transit stop due to the presence of rail transit services provided by Caltrain and VTA Light Rail Transit, in addition to many local and regional bus transit services.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as 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

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The LTA includes the analysis of AM and PM peak-hour traffic conditions for 17 signalized and two unsignalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate 2,781 daily vehicle trips, with 181 trips (48 inbound and 133 outbound) occurring during the AM peak hour and 228 trips (137 inbound and 91 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that all signalized study intersections would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours, under background conditions, and background plus project conditions.

Intersection Signal Warrant Analysis

The signal warrant analysis at the stop-controlled intersection of McEvoy Street and Park Avenue indicates that the addition of project traffic would cause traffic volumes to exceed volume thresholds that would warrant installation of a traffic signal during both the AM and PM peak-hours. Signalization of the McEvoy Street/Park Avenue intersection also would require signal control of Laurel Grove Lane which is off-set approximately 100 feet west of McEvoy Street.

However, due to the complications of signal control of the off-set intersections and adjacent driveways, the City has determined that a signal at the intersection of McEvoy Street and Park Avenue should not be pursued. Instead, the project will be required to construct a median along Park Avenue to prohibit left-turns from McEvoy Street. The westbound left-turn movement from Park Avenue to McEvoy Street could be maintained with the Park Avenue median. Further geometric design considerations, including lane alignment west of McEvoy Street, also will be needed per the proposed Class IV raised bikeway plan line.

Intersection Queueing Analysis

Bird Avenue and San Carlos Street - Northbound Left-Turn

The queueing analysis indicates that the existing maximum vehicle queue for the northbound left-turn movement at the Bird Avenue and San Carlos Street intersection currently exceeds the 225-foot turn pocket during the AM peak-hour and would continue to do so under background conditions. The addition of project traffic is projected to lengthen the projected queue by one vehicle during the AM peak-hour, to a total of 18 vehicles (450 feet). During the PM peak-hour, the queue also would exceed the storage capacity under background conditions by one vehicle. The addition of project traffic would lengthen the projected queue by two vehicles, to a total of 12 vehicles (300 feet).

This deficiency can only be resolved by providing additional storage capacity. Extending the northbound left-turn pocket at this intersection would require shortening the adjacent back-to-back southbound left-turn pocket at the Bird Avenue/Auzerais Avenue intersection. Alternatively, adding a second northbound left-turn lane at the intersection would require the removal of on-street parking along the east side of Bird Avenue, south of San Carlos Street and removal of the right-turn channelization islands at all four corners of the intersection.

Bird Avenue and I-280 Southbound Ramps - Southbound Left-Turn

The queuing analysis indicates that the existing maximum vehicle queue for the southbound left-turn movement at the Bird Avenue and I-280 Southbound Ramps intersection currently extends past the 425-foot left-turn pocket during the AM and PM peak hours and would continue to do so under background conditions. The estimated 95th percentile vehicle queue for the southbound left-turn movement is estimated at approximately 20 vehicles (500 feet) during the AM peak hour and 23 vehicles (575 feet) during the PM peak hour under background conditions. The addition of project traffic is projected to lengthen the projected queue by one vehicle during the AM peak hour, to a total of 21 vehicles (525 feet).

This deficiency could be resolved by providing additional storage capacity. Providing a second lane would require removal of an existing median and the addition of a second receiving lane to the freeway on-ramp.

Woz Way (SR-87 Northbound Ramps) and Park Avenue - Eastbound Left-Turn

The queuing analysis indicates that the existing maximum vehicle queue for the eastbound left-turn movement at the Bird Avenue and I-280 Southbound Ramps intersection currently extends past the 125-foot left-turn pocket during the AM and PM peak hours and would continue to do so under background conditions. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is estimated at approximately 8 vehicles (200 feet) during the AM peak hour and 7 vehicles (175 feet) during the PM peak hour under background conditions. The addition of project traffic is projected to lengthen the projected queue by one vehicle during the AM and PM peak hours, to a total of 9 vehicles (225 feet) and 8 vehicles (200 feet), respectively.

Providing additional storage capacity is not feasible. Extending the existing turn pocket to the upstream intersection of Delmas Avenue and Park Avenue would only increase storage by approximately 50 feet. Additionally, providing a second lane is not possible due to the presence of supporting columns within the median of Park Avenue.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

Restrict Vehicular Access to Parking Garages. Vehicular access to parking garages should be restricted to the northerly and southerly driveways only.

Install Red Curbs at Driveways. Red curbs should be painted next to the project driveways to ensure that adequate sight distance is provided along all project driveways.

Location of Security Gates. No gates are indicated on the conceptual site plan. However, if security gates are to be installed at each driveway, the northerly and southerly gates will need to process a minimum of 88 and 49 inbound vehicles, respectively, during the PM peak-hour to avoid inbound queues. Gates should be located a minimum of two car-lengths back from the sidewalk (within the parking garage) to be able to accommodate two entering vehicles at the garage entrances without blocking adjacent sidewalks. Appropriate visible and/or audible warning signs should be provided at the project driveways to alert pedestrians and bicyclists of vehicles exiting the garage.

Relocate Trash Staging Area. The trash staging area should be relocated or reduced in size to provide a 26-foot wide clear path at all times for emergency vehicle access, as well as for the benefit of pedestrians and bicycle-users.

Parking Supply

Vehicular Parking

Based on the City's parking code, the California State Housing Density Bonuses and Incentives Law, and an application of a 20 percent Urban Village reduction, the project would be required to provide 741 off-street parking spaces for the proposed residential units and retail use, as shown on Table 8. The project is proposing to provide a total of 515 parking spaces on-site, which equates to a 30.5% reduction from the on-site parking requirement. Therefore, the project will need to submit and have approved a TDM plan.

Bicycle Parking

The project is required to provide a total of 176 bicycle parking spaces consisting of:

- 173 bicycle parking spaces for the residential use (69 short-term spaces and 104 long-term spaces)
- 3 bicycle parking spaces for the retail use (2 short-term spaces and 1 long-term space)

Bicycle storage rooms are provided within each of the parking garages. The project proposes to provide a total of 175 bicycle parking spaces consisting of:

- 173 bicycle parking spaces for the residential use (22 short-term spaces and 151 long-term spaces)
- 2 bicycle parking spaces for the retail use

The residential use of the project would meet the City code for bicycle parking. However, the project will need to provide one additional bicycle parking space for the retail use. If the project provides fewer than the required number of bicycle parking spaces, it will not be eligible for a 20 percent Urban Village vehicular on-site parking reduction.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facility Improvements

The proposed new sidewalks along the project site frontages on Park Avenue, McEvoy and Dupont Streets would create a continuous pedestrian network within the project area.

Park Avenue is a designated an On-Street Primary Bicycle Facility per the City's General Plan. The City's Complete Streets Design Standards and Guidelines does not have recommended sidewalk widths for an On-Street Primary Bicycle Facility. However, the Guidelines recommend a minimum of 10-foot wide sidewalks for Main Street and City Connector facilities, which can be assumed to be similar to an On-Street Primary Bicycle Facility. The project proposes to construct sidewalks with a minimum width of 10 feet along its Park Avenue frontage. Therefore, the proposed sidewalk would meet the City's recommended sidewalk width.

For project frontages along local streets, such as McEvoy Street and Dupont Street, the City's Complete Streets Design Standards and Guidelines recommends a minimum of 10-foot wide sidewalks. The project proposes to construct a 10-foot wide sidewalk along its McEvoy Street and Dupont Street frontages. Therefore, the proposed sidewalks would meet the City's recommended sidewalk width.

The project would construct a multi-use path on-site along the eastern project frontage that begins at the southern end of the project site, less than 200 feet from the Los Gatos Creek trailhead at the eastern end of Dupont Street. However, there are currently no sidewalks along the east side of Dupont Street underneath the San Carlos Street bridge and along either side of Dupont Street across the light rail crossing. Therefore, no continuous pedestrian route would exist between the trailhead and the proposed multi-use path. The project will be required to contribute towards the VTA's Dupont Street/LRT crossing multi-modal improvements design plans.

Bicycle Facilities

There are planned improvements to reconfigure the roadway of Park Avenue between Montgomery Street and McEvoy Street, which will result in changes to existing bike lanes on Park Avenue. The 90-foot curb-to-curb width of Park Avenue would be reduced to approximately 40 feet. Raised 6-foot wide bike lanes (level with sidewalks) will be provided on both sides of the roadway with a minimum 5-foot buffer from the curb. A one-foot wide buffer would separate the bikeway from the sidewalk.

The project proposes an on-site multi-use path that would run along the eastern and northern project frontage connecting Dupont Street, the eastern end of the emergency access lane, and Park Avenue. The southern end of the pedestrian path would be located less than 200 feet from the nearest trailhead to the Los Gatos Creek Trail. Therefore, the proposed multi-use path would provide an alternative off-street route to the existing bike route along Dupont Street and would improve accessibility between the Los Gatos Creek trailhead, Park Avenue, and the Diridon Station entrance along Laurel Grove Lane.

The San Jose Better Bike Plan 2025 has identified objectives for the expansion of bicycle facilities in the vicinity of the project site, including the extension of the Los Gatos Creek Trail between Dupont Street and Santa Clara Street. Extension of the Los Gatos Creek Trail would provide a cycling and walking route between Downtown San Jose and the project site with fewer roadway crossings. Additionally, the extension would provide direct access between the project site and the Guadalupe River Trail. The Better Bike Plan also proposes to upgrade or install new bikeways along many of the roadways in the vicinity of the project site.

Transit Services

The project site is adequately-served by the existing VTA transit services. The project site is located less than 1,100 feet from the Diridon Transit Center entrance at Laurel Grove Lane and approximately 3,000 feet from the main entrance and bus terminal along Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center.

Additionally, the nearest bus stops are located along the northeast and southeast corners of the Sunol Street/San Carlos Street intersection, less than 800 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 1,500 feet walking distance from the project site.

The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

1. Introduction

This report presents the results of a transportation analysis (TA) for the proposed Diridon Modular Housing residential development located at 205-214 Dupont Street and 226, 244, 254 McEvoy Street (APNs 261-38-005, -037, -057, -064, -065, -067). The project site is bound by Park Avenue to the north, McEvoy Street to the west, Dupont Street and the San Carlos Street overpass to the south, and a railroad right-of-way to the east. The project site location and the surrounding study area are shown on Figure 1. The project site is located within the *Diridon Station Area Plan* boundary and just outside (west of) the Downtown San Jose growth boundary per the Envision San Jose 2040 General Plan. The *Diridon Station Area Plan* supports transit-oriented, walkable, bicycle-friendly, and mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals.

As proposed, the project would replace industrial and commercial uses on-site with two residential towers that will provide a total of 689 residential units. Building A would be a 314-unit market-rate apartment building on the northern portion of the site, with approximately 4,005 square feet of commercial on the ground-floor. Building B would be a 375-unit affordable housing apartment building on the southern portion of the project site. Vehicular site access to on-site parking is proposed via three driveways along McEvoy Street. The southernmost driveway would provide direct access to Building B parking while the northernmost driveway would provide direct access to Building A parking. The center driveway would provide access to both Building A and Building B parking areas, as well as an emergency vehicle access (EVA) drive aisle. Building A would provide approximately 327 parking spaces and Building B would provide approximately 188 parking spaces for a total of approximately 515 parking spaces. The project site plan is shown on Figure 2.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental local transportation analysis (LTA).

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such

Figure 1
Site Location

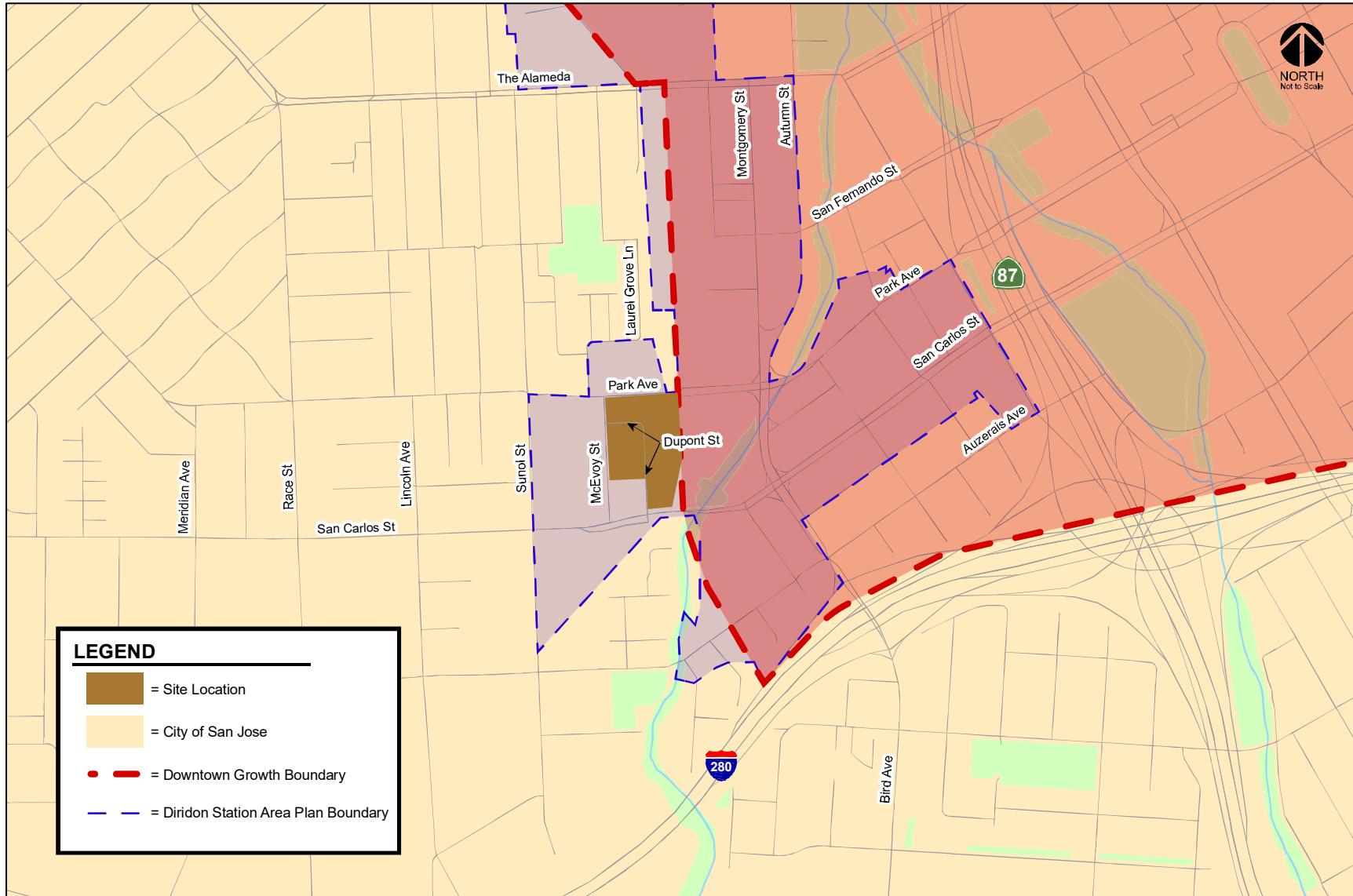
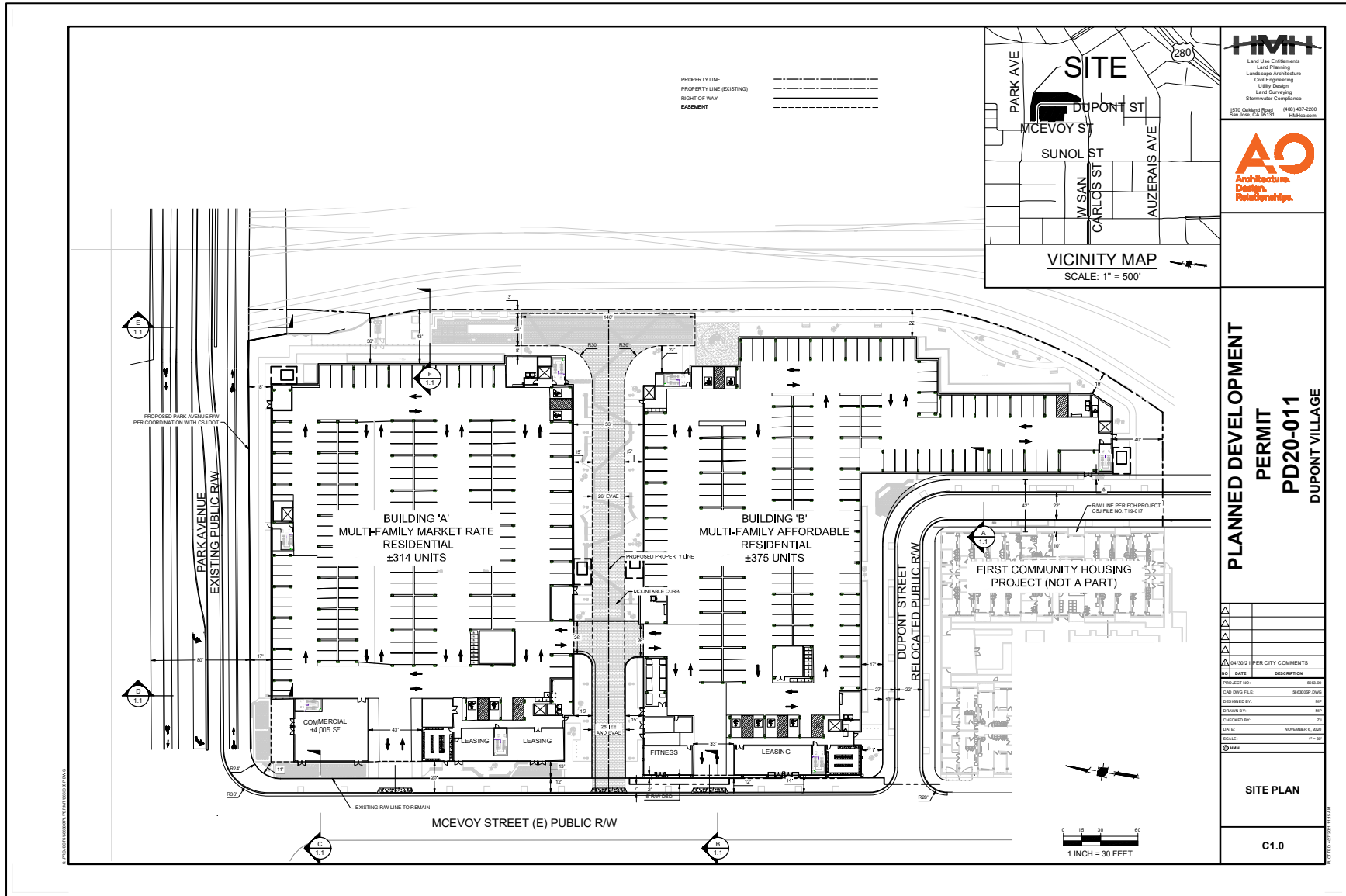


Figure 2
Conceptual Site Plan



as level of service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies will soon be required to base the determination of transportation impacts on vehicle miles traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on VMT instead of levels of service. 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. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

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. 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:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- 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 biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- 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);
- 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. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- 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 Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- 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);
- 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 CEQA transportation analysis for the project consists a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

VMT Analysis

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

VMT Evaluation Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) Model can be used to determine project VMT.

Based on the assessor's parcel number (APN) of a project, the evaluation tool identifies the existing average VMT per capita and VMT per employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold

are referred to as being in “high-VMT areas”. Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figure 3 and Figure 4 show the current Citywide VMT levels estimated by the City’s TDF model for residents and workers, respectively, based on the locations of residences and jobs. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City’s residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project’s VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project’s VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. The VMT in the proposed project site vicinity is presented in further detail in Chapter 3.

Screening for VMT Analysis

The City’s VMT methodology includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

- (1) small infill projects
- (2) local-serving retail
- (3) local-serving public facilities
- (4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
- (5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 1 summarizes the screening criteria for each type of development project as identified in the in the City of San Jose Transportation Analysis Handbook. Figure 5 and Figure 6 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Figure 3
VMT per Capita Heat Map in San Jose

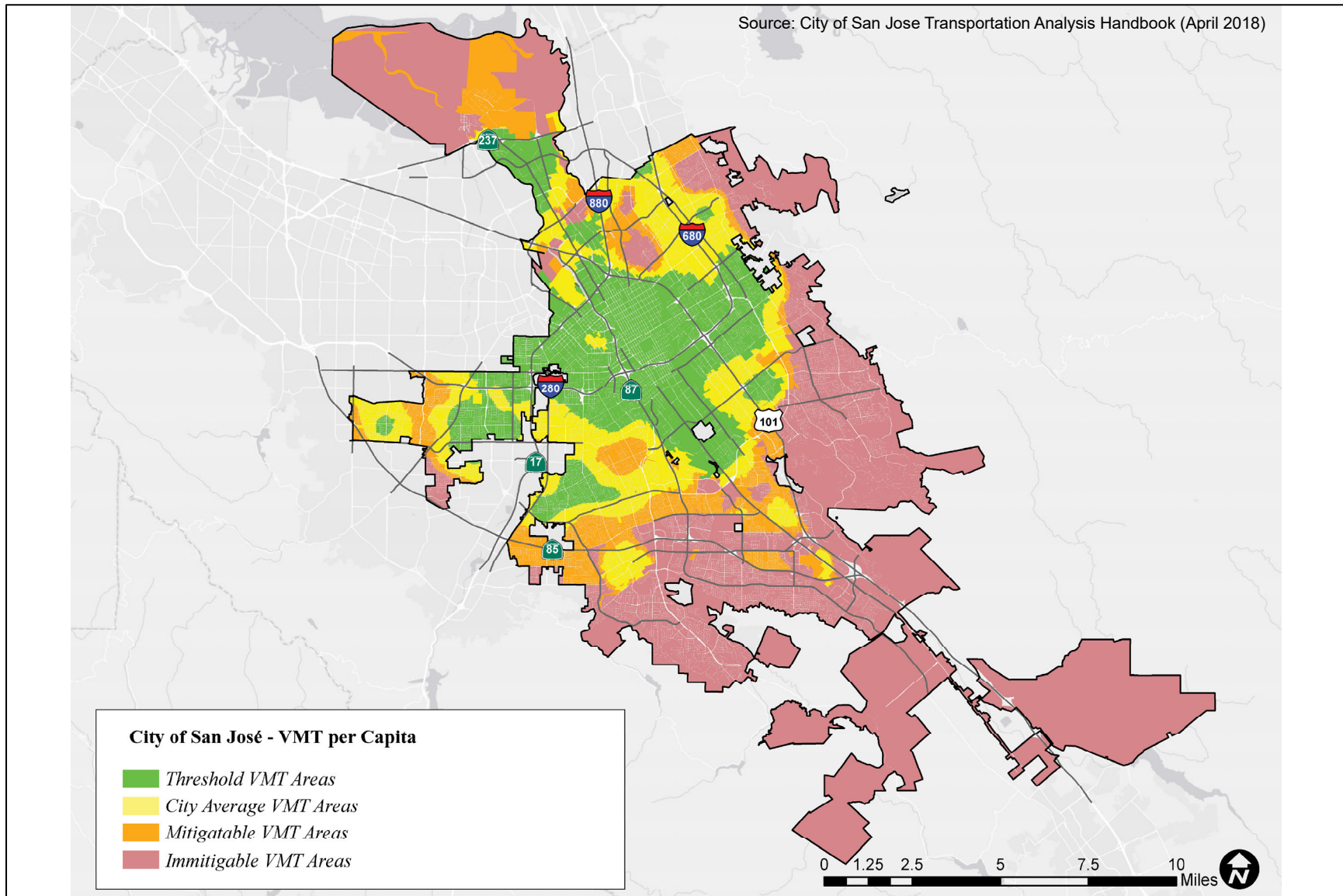


Figure 4
VMT per Job Heat Map in San Jose

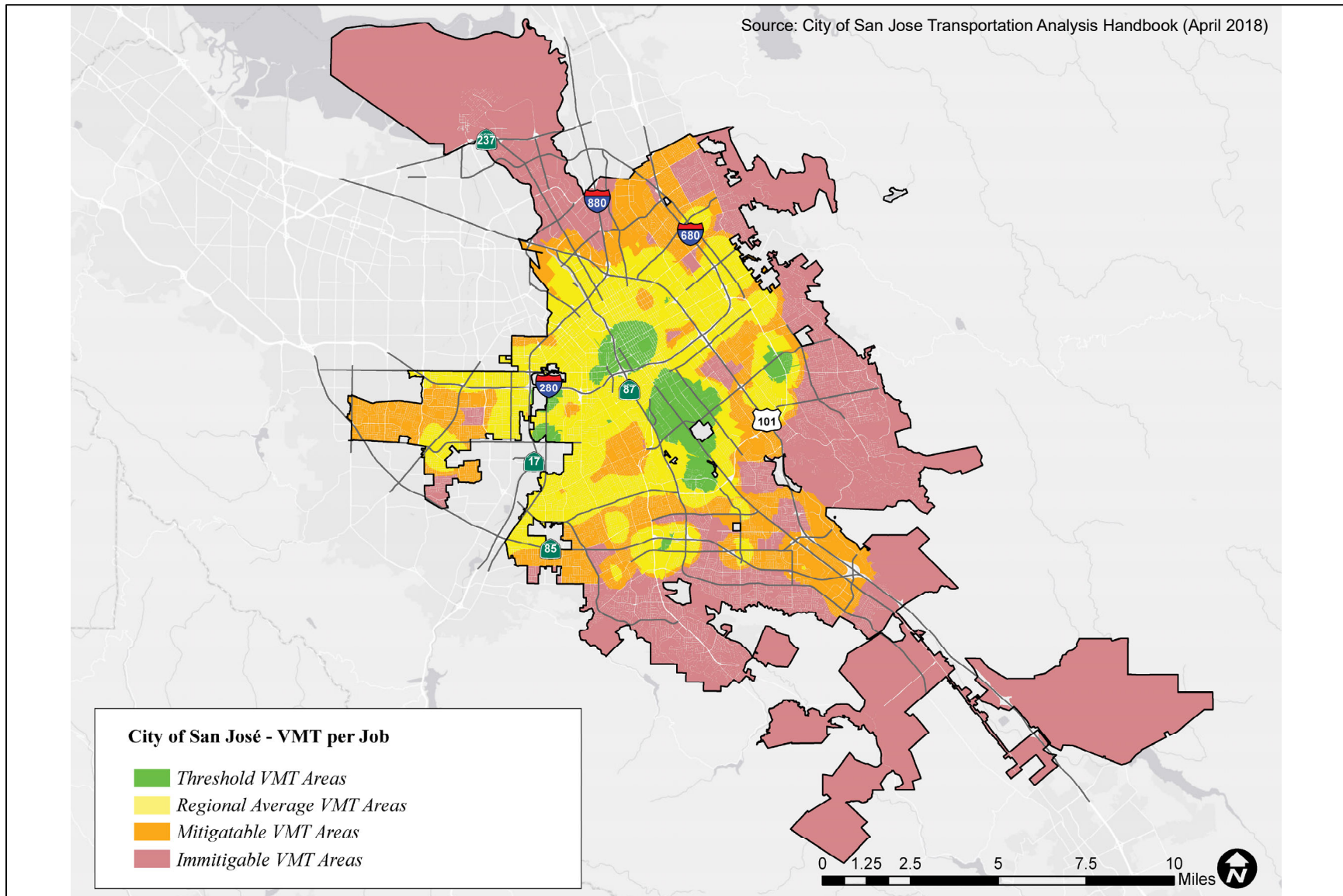


Figure 5
Low VMT per Capita Areas in San Jose

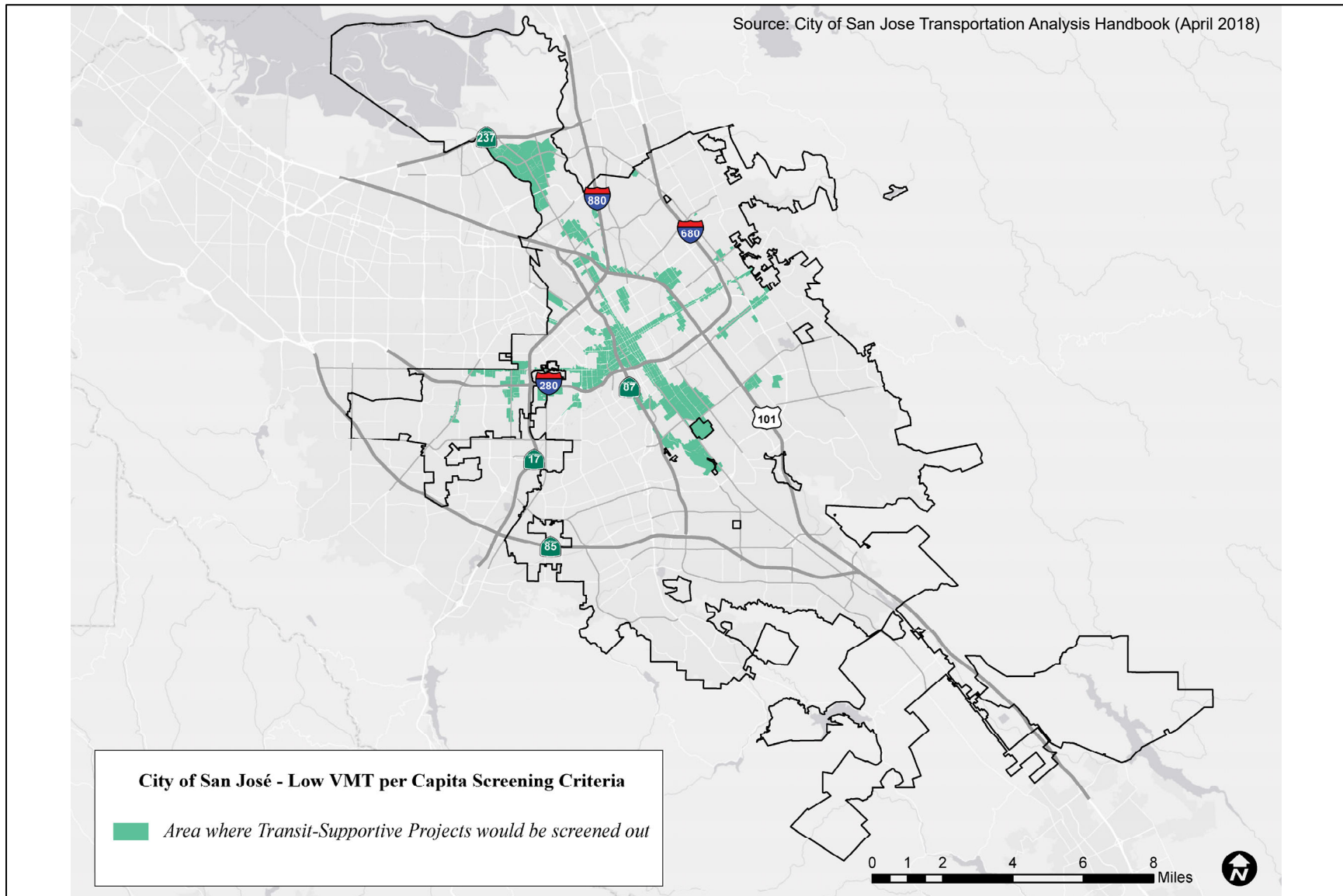
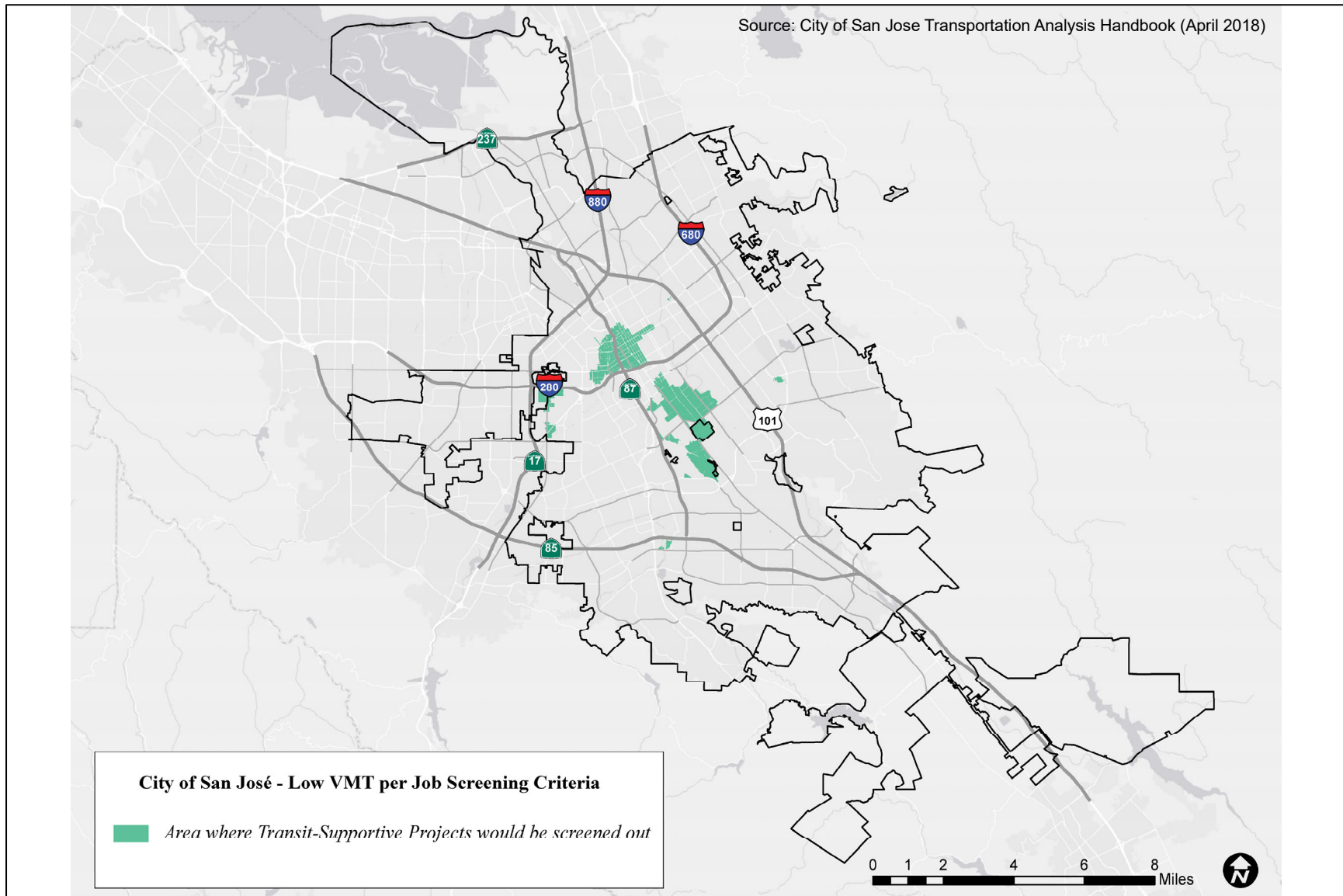


Figure 6
Low VMT per Job Areas in San Jose



**Table 1
CEQA VMT Analysis Screening Criteria for Development Projects**

Type	Screening Criteria
Small Infill Projects	<ul style="list-style-type: none"> • Single-family detached housing of 15 units or less; <u>OR</u> • Single-family attached or multi-family housing of 25 units or less; <u>OR</u> • Office of 10,000 square feet of gross floor area or less; <u>OR</u> • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	<ul style="list-style-type: none"> • 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	<ul style="list-style-type: none"> • Local-serving public facilities
Residential/Office Projects or Components	<ul style="list-style-type: none"> • Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High-Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; <u>AND</u> • Low VMT: Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; <u>AND</u> • Transit-Supporting Project Density: <ul style="list-style-type: none"> ○ Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; ○ Minimum of 35 units per acre for residential projects or components; ○ If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Parking: <ul style="list-style-type: none"> ○ No more than the minimum number of parking spaces required; ○ If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	<ul style="list-style-type: none"> • Affordability: 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; <u>AND</u> • Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; <u>AND</u> • Transit-Supportive Project Density: <ul style="list-style-type: none"> ○ Minimum of 35 units per acre for residential projects or components; ○ If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Transportation Demand Management (TDM): If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; <u>AND</u> • Parking: <ul style="list-style-type: none"> ○ No more than the minimum number of parking spaces required; ○ If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

The project site is located within a planned Growth Area (*Diridon Station Area Plan (DSAP)*) with low VMT per capita as identified by the City of San Jose. San Carlos Street is a high-quality transit corridor with VTA bus service headways of less than 15 minutes during peak commute periods. The residential component of the proposed project also will meet all of the applicable VMT screening criteria for residential developments as described in further detail in Chapter 3. The proposed 4,005 sf of commercial (retail) space is less than the 100,000 sf retail threshold screening criterion for local-serving retail. Therefore, the proposed residential and retail components of the project are anticipated to result in a less-than significant VMT impact and a detailed CEQA VMT transportation analysis is not required. However, a VMT evaluation for the project was completed using the *San José VMT Evaluation Tool* for informational purposes and is presented in Chapter 3.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

Intersection Operations Analysis

The evaluation of a project's impact on level of service at intersections under the jurisdiction of the City of San Jose is no longer required. Per Senate Bill (SB) 743 and the updated CEQA Guidelines. (Section 15064.3) Nov 2017, beginning July 1, 2020 the use of intersection level of service as a metric for determining impacts of development growth on the transportation system will no longer be permitted. However, since the VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of transportation impacts using VMT, the effects of the proposed project traffic on CMP-designated intersections in the vicinity of the project area were evaluated following the current peak-hour LOS standards and methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically 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 commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak hour traffic volumes at all study intersections were obtained from previous traffic studies, new peak-hour intersection counts collected in January 2020, and the 2018 CMP Monitoring Report.
- **Background Conditions.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The approved project traffic was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI).

- **Background Plus Project Conditions.** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.

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

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, mitigation measures to reduce the VMT impact, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the study area is provided by I-280 and SR 87. Local access to the study area is provided via Bird Avenue, Montgomery Street, Autumn Street, San Carlos Street, Park Avenue, McEvoy Street and Dupont Street. These facilities are described below.

Interstate 280 extends from US-101 in San Jose to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway in the vicinity of the project site. 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. I-280 provides access to the project site via its full interchange at Bird Avenue.

State Route 87 connects from SR-85 in south San Jose to US-101 near the San Jose International Airport. SR 87 provides two mixed-flow lanes and one HOV lane in both directions of travel. Connections from SR-87 to the project site are provided via partial interchanges at Woz Way (ramps from south only), Delmas Avenue (ramps to south), and Park Avenue (ramps to/from north). An interchange with I-280 also provides access to the project site.

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

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) roadway that works as a couplet with Autumn Street. Between Park Avenue and San Carlos Street, it is a two-way City 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 Park Avenue.

Autumn Street is a two-lane north-south roadway, designated as a City Connector Street in the General Plan, that extends from Park Avenue to north of West Julian Street. The segment of Autumn Street between Park Avenue and Santa Clara Street is a two-lane one-way (northbound) roadway that functions as a couplet with Montgomery Street and includes a northbound bike lane. North of Santa Clara Street, Autumn Street is a two-way street (one lane in each direction). Land uses along Autumn Street consist mainly of commercial and industrial land uses, as well as the San Jose Arena and adjacent park, and include parking on both sides of the street in most areas. Autumn Street has a posted speed limit of 35 mph and would provide access to the project site via Park Avenue.

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. West of McEvoy Street and east of Montgomery Street, San Carlos Street has a raised median island with left-turn pockets at signalized intersections and major commercial or residential driveways. Within the study area, San Carlos Street has a posted speed limit of 35 mph and includes sidewalks along both sides of the street. San Carlos Street runs along the southern project site frontage. Just east of Dupont Street, San Carlos Street overpasses the Union Pacific Railroad tracks and the Los Gatos Creek, with the bridge structure “touch-down” point, or point where the slope created by the overcrossing flattens and becomes leveled with the roadway grade, located west of Dupont Street. Dupont Street also runs under the San Carlos Street overpass and loops westward to connect to the intersection of San Carlos Street with McEvoy Street as the south leg of the intersection.

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 an On-Street Primary Bicycle Facility 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 and transitions to two lanes west of Delmas Avenue, with a posted speed limit of 30 mph in the vicinity of the project. Land uses along Park Avenue include both residential and commercial, with parking along both sides of the street in most areas. Park Avenue runs along the north project frontage and provides access to the project site, via its intersection with McEvoy Street, to both local and regional traffic via its freeway ramps with SR 87.

McEvoy Street is a two-lane north-south local street that extends between Park Avenue and San Carlos Street, with full stop-controlled access at both intersections. On-street parking is provided along both sides of McEvoy Street. However, sidewalks are missing along an approximately 320-foot segment on the west side of McEvoy Street and along an approximately 80-foot segment on the east side of McEvoy Street, along the west project frontage. McEvoy Street runs along the western project site frontage and would provide direct access to the project site.

Dupont Street is a two-lane local street that begins at its T-intersection with McEvoy Street, just south of Park Avenue, extends eastward then southward and under the San Carlos Street overpass, then westward again to connect to the McEvoy Street/San Carlos Street intersection as the south leg of the intersection. On-street parking is provided along both sides of the street. Sidewalks also are provided on both sides of the street along most of Dupont Street, with the exception of missing segments at the south end of the street, adjacent to the San Carlos Street overpass and on the east side of the street. The

project proposes to reconfigure Dupont Street, which would include relocating its intersection with McEvoy Street to the southwest corner of the project site and having Dupont Street run along the south project frontage.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along most local and collector streets near the project site. However, there are currently missing sidewalks along segments of McEvoy Street, both sides of the street, and Dupont Street, east side of the street and adjacent to the San Carlos Street overpass, as shown on Figure 7. A missing portion of sidewalk along McEvoy Street, south of the project site will be constructed by an approved adjacent development. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at the signalized intersections of Montgomery Street/Park Avenue, Montgomery Street/San Carlos Street, Sunol Street/Park Avenue and Sunol Street/San Carlos Street.

Crosswalks also are provided along the western and southern legs of the McEvoy Street/Park Avenue unsignalized intersection. The crosswalk across Park Avenue features a bulb-out, pedestrian refuge island and user-activated flashing beacons. These crosswalks provide direct access to the Diridon Transit Center located at an approximately 0.4-mile walking distance, via Laurel Grove Lane, north of the project site.

Other pedestrian generators in the vicinity of the project site include the bus stops and commercial areas along San Carlos Street. Currently, direct access to/from the project site to San Carlos Street is provided via the McEvoy Street/San Carlos Street intersection; however, with the proposed reconstruction of the San Carlos Street overpass, this intersection would be abandoned. Alternative access to San Carlos Street from the project site would be available via Park Avenue and north-south roadways such as Sunol Street and Montgomery Street.

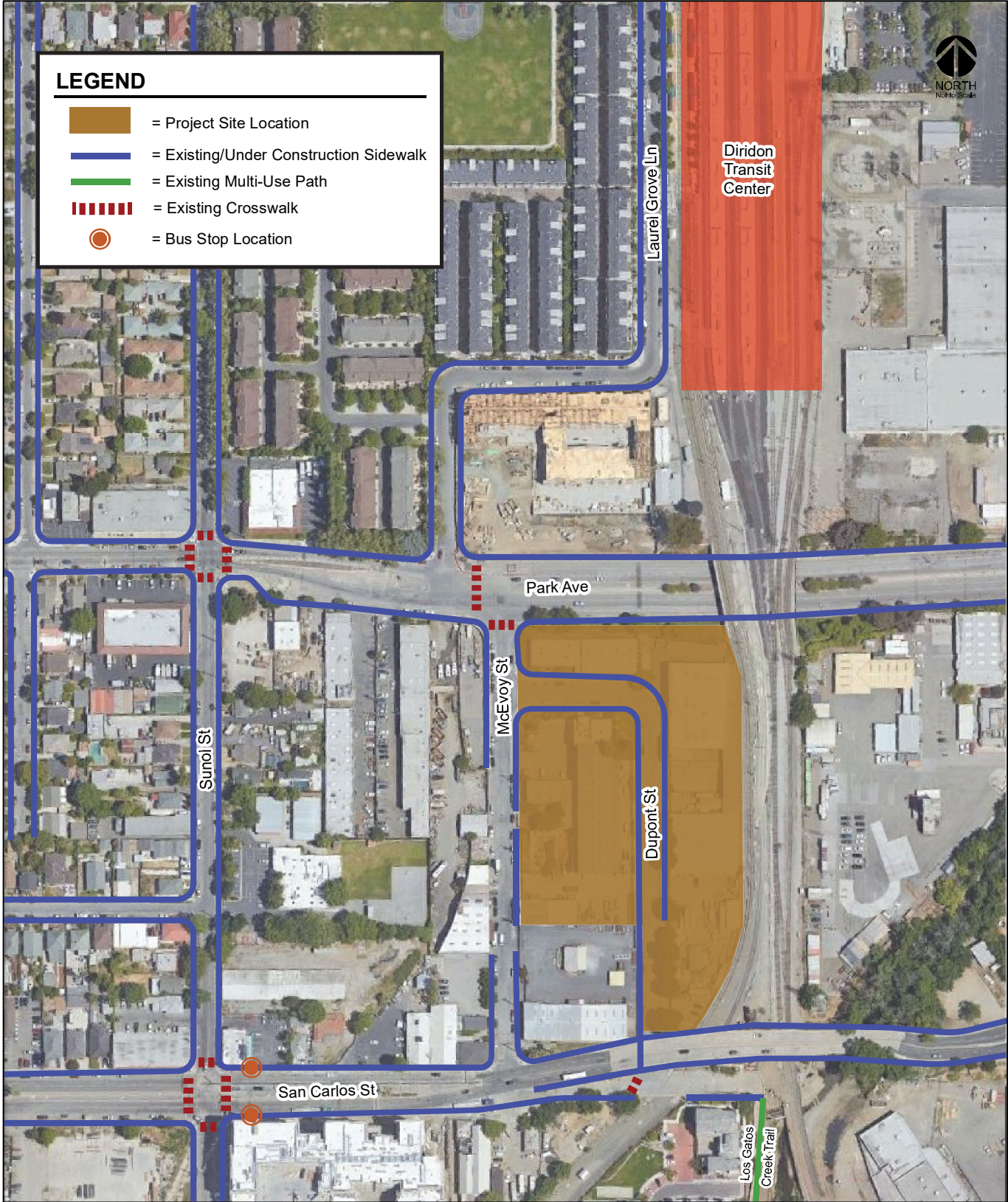
Existing Bicycle Facilities

There are several bicycle facilities in the vicinity of the project site. Bicycle facilities are divided into the following three classes of relative significance:

Class I Bikeway (Bike Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. The Los Gatos Creek Trail is located in the project area and is a continuous multi-purpose pathway for pedestrians and bicycles that is separated from motor vehicles. It 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, less than 400 feet south and east of the project site frontage on Dupont Street.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

Figure 7
Existing Pedestrian Facilities



- Park Avenue, east of Montgomery Street and west of McEvoy 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
- Lincoln Avenue, between San Carlos Street and Minnesota Avenue
- Race Street, between The Alameda and Park Avenue; between San Carlos Street and Parkmoor Avenue
- 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

Class III Bikeway (Bike Route and Bike Boulevard). Class III bike routes are on-street facilities that have signs and shared-lane pavement markings to help guide bicyclists on recommended routes. The San Jose Better Bike Plan 2025 identifies an enhanced Class III bike boulevard with traffic calming features such as speed humps, bulb-outs, and traffic diverters. In the vicinity of the project site, the following roadway segments are designated as bike routes.

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

Class IV Bikeway (Protected Bike Lane). Class IV bicycle facilities are dedicated bikeways located on a street. They are physically distinct from the sidewalk and separated from motor vehicle traffic by a physical object such as parking, a curb, or posts. Within the vicinity of the project site, protected bike lanes are present on the following roadway segments.

- Park Avenue, between Montgomery Street and McEvoy Street
- San Fernando Street, between Cahill Street and Tenth Street
- Cahill Street, between San Fernando Street and Santa Clara Street
- Autumn Street, between St. John Street and Santa Clara Street

The existing bicycle facilities are shown in Figure 8.

Bike and Scooter Share Services

The Bay Wheels 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. Existing bike share docks near the project site are found at the northwest corner of the Park Avenue/Laurel Grove Lane intersection. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area and surrounding communities. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Existing Transit Services

Existing transit services in the study area, shown on Figure 9, are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site

Figure 8
Existing Bicycle Facilities

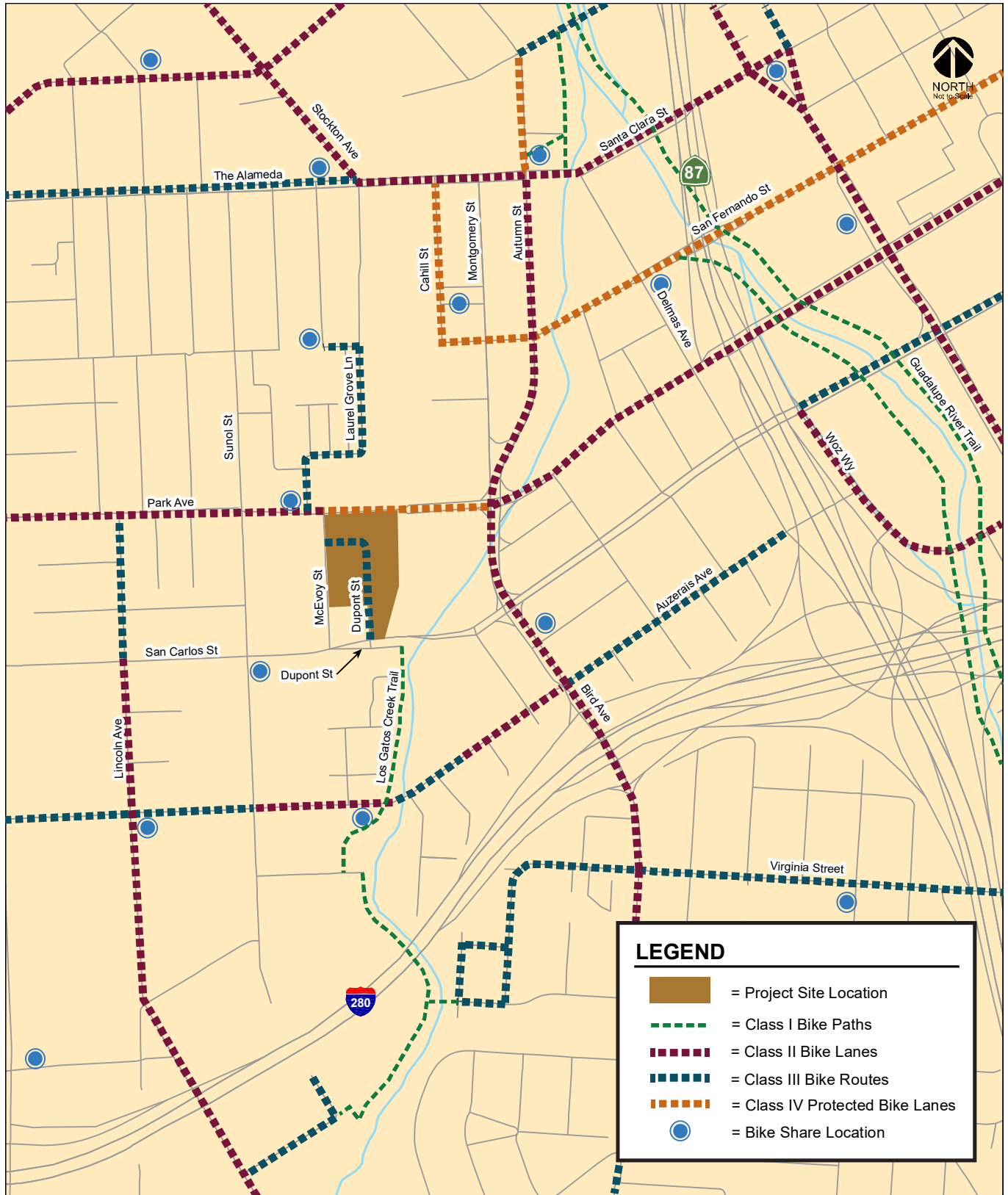
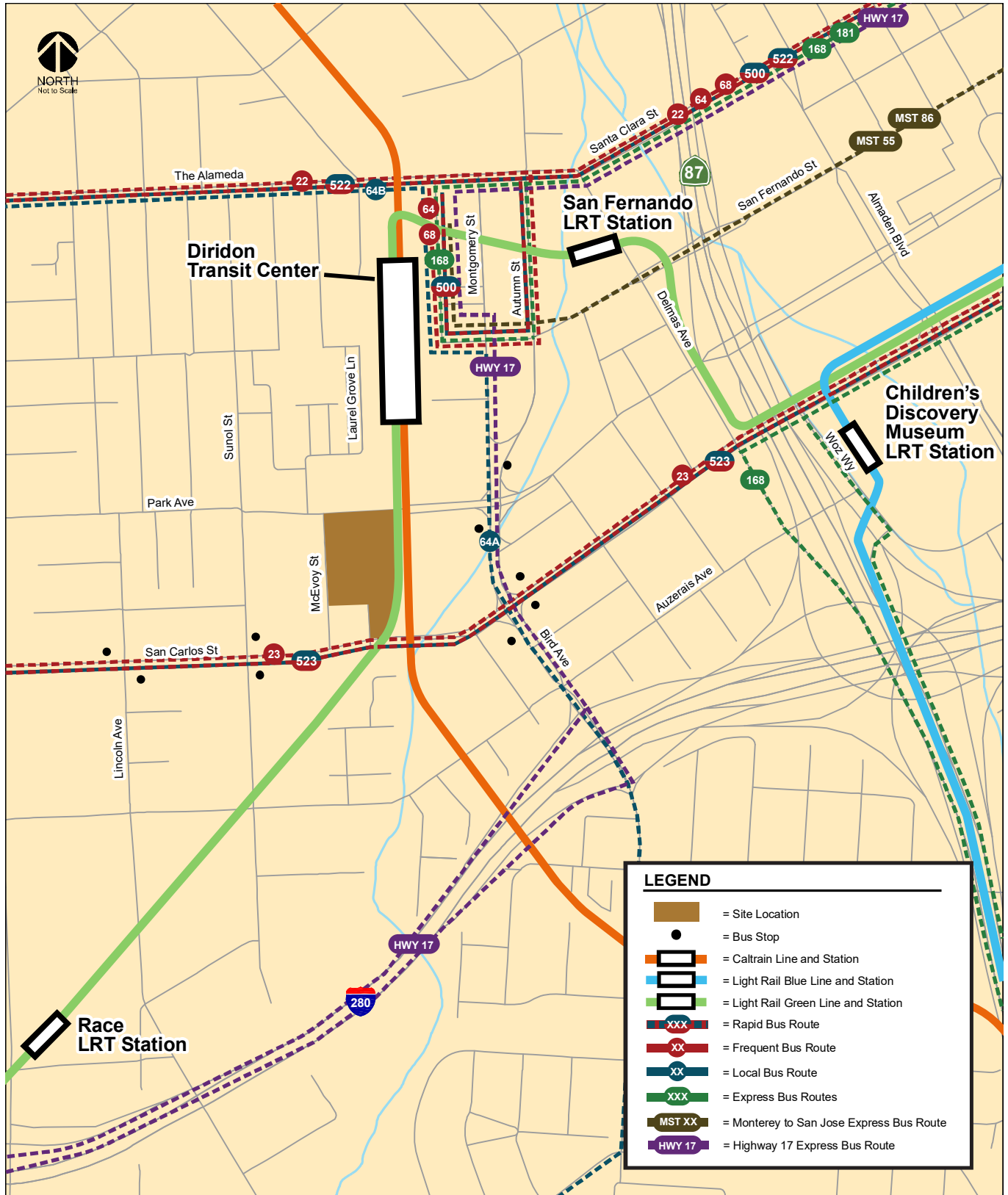


Figure 9
Existing Transit Services



LEGEND

- = Site Location
- = Bus Stop
- = Caltrain Line and Station
- = Light Rail Blue Line and Station
- = Light Rail Green Line and Station
- = Rapid Bus Route
- = Frequent Bus Route
- = Local Bus Route
- = Express Bus Routes
- = Monterey to San Jose Express Bus Route
- = Highway 17 Express Bus Route

is located less than 1,100 feet from the Diridon Transit Center entrance at Laurel Grove Lane and approximately 3,000 feet from the main entrance and bus terminal along Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center.

Bus Service

The project site is primarily served by two VTA bus routes (Frequent Route 23 and Rapid Route 523). The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 2, including their terminus points and commute hour headways.

**Table 2
Existing Transit Services**

Bus Route	Route Description	Nearest Stop	Headway ¹
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Alameda/Bush	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	San Carlos/Sunol	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
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Diridon Transit Center	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Cahill	10 - 15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	San Carlos/Bird	15 - 20 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Bird/San Carlos	20 - 35 min

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

The nearest bus stops are located along the northeast and southeast corners of the Sunol Street/San Carlos Street intersection, less than 800 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 1,500 feet walking distance from the project site.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. Reduced service due to COVID-19 is provided between approximately 5:00 AM and 10:00 PM with 30-minute headways. The pre-COVID service operated nearly 24 hours a day with 15-minute headways during much of the day. The Green Line (Old Ironsides – Winchester) operates through the Diridon Station area along the Caltrain tracks and east of the San José Diridon Station. Diridon Station is located along the Green Line and serves as a transfer point to Caltrain, ACE, Amtrak, and VTA bus services. Riders on the Blue Line (Alum Rock – Santa Teresa) can transfer to the Green Line at the Convention Center station.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 70 Local and Limited trains on an average weekday under COVID-19 conditions. Before

COVID-19, Caltrain operated 92 weekday trains that carried approximately 64,000 riders on an average weekday. There is an existing Caltrain station located at Diridon Station. 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 10:55 PM in the northbound direction, and between 6:27 AM and 1:39 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 currently suspended on weekends under COVID-19 conditions. Before COVID-19, service was provided with four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stopped 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. Service was also provided on Saturdays by two westbound trains at 6:05 AM and 9:15 AM and two eastbound trains at 4:00 PM and 7:20 PM.

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 José Diridon Station seven times during the weekdays between approximately 7:15 AM and 8:16 PM in the westbound direction under COVID-19 conditions. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:18 AM and 6:05 PM.

3.

CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and evaluation of consistency with the City of San Jose General Plan. As discussed in the Chapter, both the residential and retail components of the proposed project are screened from the evaluation of VMT and are considered to result in a less-than significant VMT impact. Projects that meet the screening criteria do not require a CEQA transportation analysis. Therefore, the CEQA transportation analysis was completed for informational purposes only.

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

Evaluation of Screening Criteria

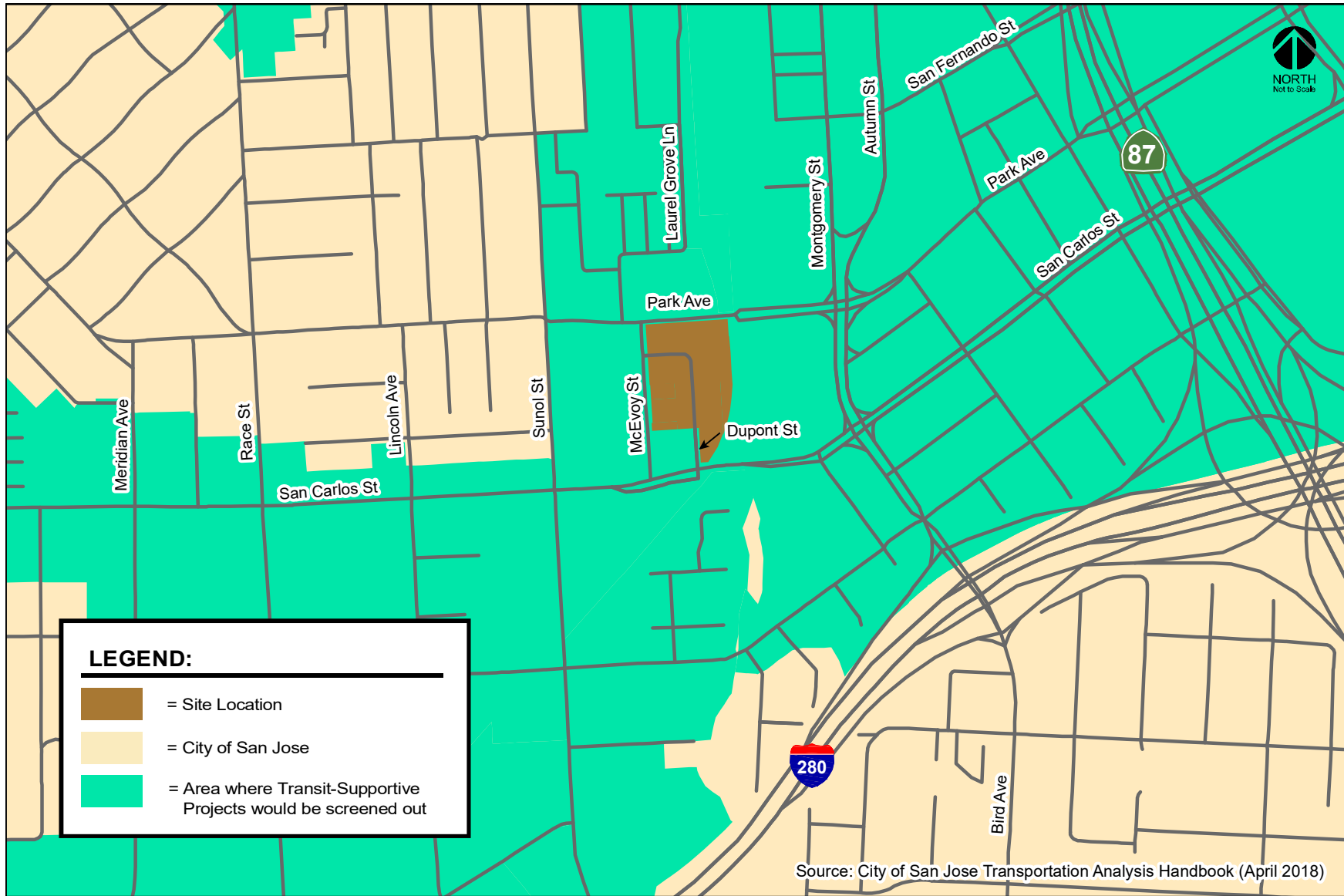
The project site is located within a planned Growth Area (*Diridon Station Area Plan (DSAP)*) with low VMT per capita as identified by the City of San Jose (see Figure 10). San Carlos Street is a high-quality transit corridor with VTA bus service headways of less than 15 minutes during peak commute periods. The residential component of the proposed project will meet all of the applicable VMT screening criteria for residential developments as described below. The proposed 4,005 sf of commercial (retail) space is less than the 100,000 sf retail threshold screening criterion for local-serving retail. Therefore, the proposed residential and retail components of the project are anticipated to result in a less-than significant VMT impact and a detailed CEQA VMT transportation analysis is not required. However, a VMT evaluation for the project was completed using the *San José VMT Evaluation Tool* for informational purposes.

Planned Growth Areas

Requirement: *Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan.*

The project site is located within the *Diridon Station Area Plan (DSAP)* growth area.

Figure 10
Low VMT per Capita Areas



High-Quality Transit

Requirement: *Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor*

The project site is located less than 1,100 feet (0.2-mile) from the Diridon Transit Center entrance at Laurel Grove Lane. The Diridon Transit Center is considered a major transit stop due to the presence of rail transit services provided by Caltrain and VTA Light Rail Transit, in addition to many local and regional bus transit services.

Low VMT

Requirement: *Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use.*

The project site is located within a planned growth area (Diridon Station Area Plan) with low VMT per capita (7.17 compared to the threshold VMT per capita of 10.12 for residential uses).

Transit-Supporting Project Density

Requirement: *Minimum of 35 units per acre for residential projects or components; if located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met.*

A total of 689 units are proposed to be constructed within a 4.24-acre site. The project density is approximately 163 units per acre, exceeding the required minimum of 35 units per acre.

Parking

Requirement: *No more than the minimum number of parking spaces required; if located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum.*

The site is within the Diridon Station Area Plan growth area, which is subject to city-wide parking rates. The project proposes a total of 515 parking spaces on-site which is less than the required 929 spaces.

Active Transportation

Requirement: *Not negatively impact transit, bike or pedestrian infrastructure*

No negative impacts to transit, bike or pedestrian infrastructure are anticipated with the proposed development. Potential impacts to transit services, bike and pedestrian facilities within the project study area are discussed in Chapter 3.

VMT Analysis Methodology

Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. 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. Because the proposed project is relatively small and would not significantly alter existing traffic patterns, the VMT evaluation tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact. Figure 11 shows the current VMT levels estimated by the City's TDF model for residents in the immediate project area.

The evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the evaluation tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation Demand Management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a trip cap.

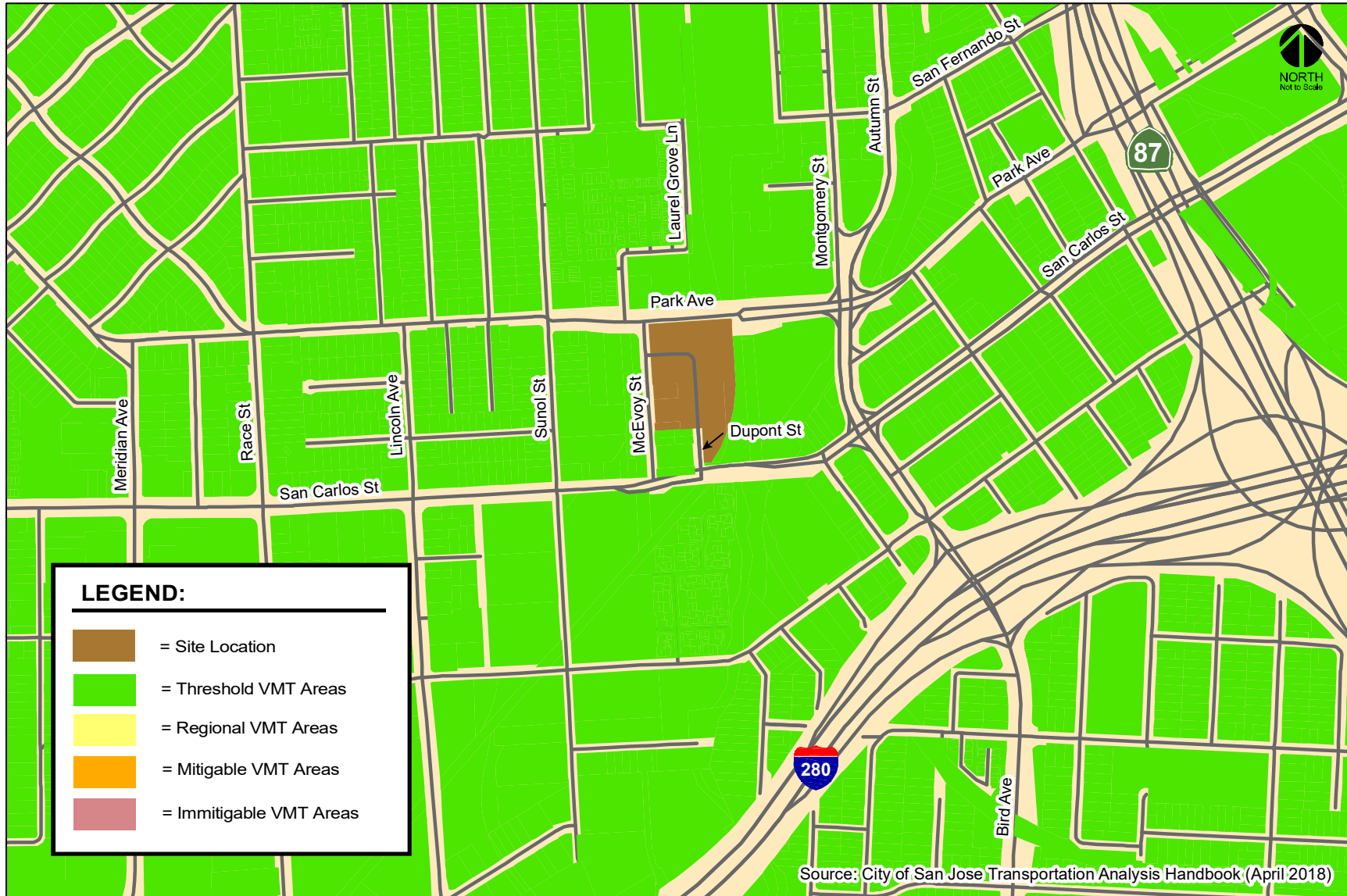
Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

The proposed project consists mainly of a residential development with complementary commercial land use (retail use). However, it is anticipated that the commercial use component of the proposed project would be local-serving and would not generate sufficient traffic to have an effect on the existing VMT in the project area. Therefore, VMT analysis was completed for only the proposed residential component of the project.

Projects that include residential uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing citywide average VMT per capita minus 15 percent or existing regional average VMT per capita minus 15 percent, whichever is lower. Currently, the reported citywide average is 11.91 VMT per capita, which is less than the regional average. Therefore, a significant impact threshold of 10.12 VMT per capita is currently used for residential uses.

Projects that trigger a VMT impact can assess a variety of the four strategies described above to reduce impacts. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

Figure 11
VMT per Capita Heat Map in Project Area



**Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects**

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent <u>OR</u> existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2018.

VMT of Existing Land Uses

The results of the VMT analysis using the VMT evaluation tool indicate that the existing VMT for residential uses in the project vicinity is 7.17 per capita. As shown in Table 3, the current citywide average VMT for residential uses is 11.91 per capita. Therefore, the VMT levels of existing uses in the project vicinity are currently less than the average VMT levels. Appendix A presents the evaluation tool summary report for the project.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the citywide average per-capita VMT of 11.91. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (5.87) which is less than the existing VMT per capita in the project area and below the established VMT impact threshold.

The reduction in per-capita VMT could be indicative of the addition of residents to an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel. The project site is supported by the Diridon Transit Center, and bicycle and pedestrian facilities in its immediate proximity. Therefore, a larger percentage of the residents of the project would likely use transit more regularly than the average transit usage for these land uses in other areas of the City. The increase in transit usage would result in a reduction of the number of vehicular trips that will be added to the roadway system due to the proposed project.

Figure 12 shows the VMT evaluation summary generated by the City of San Jose's VMT Evaluation Tool.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The proposed project will be consistent with General Plan policy TR-3.3 that states:

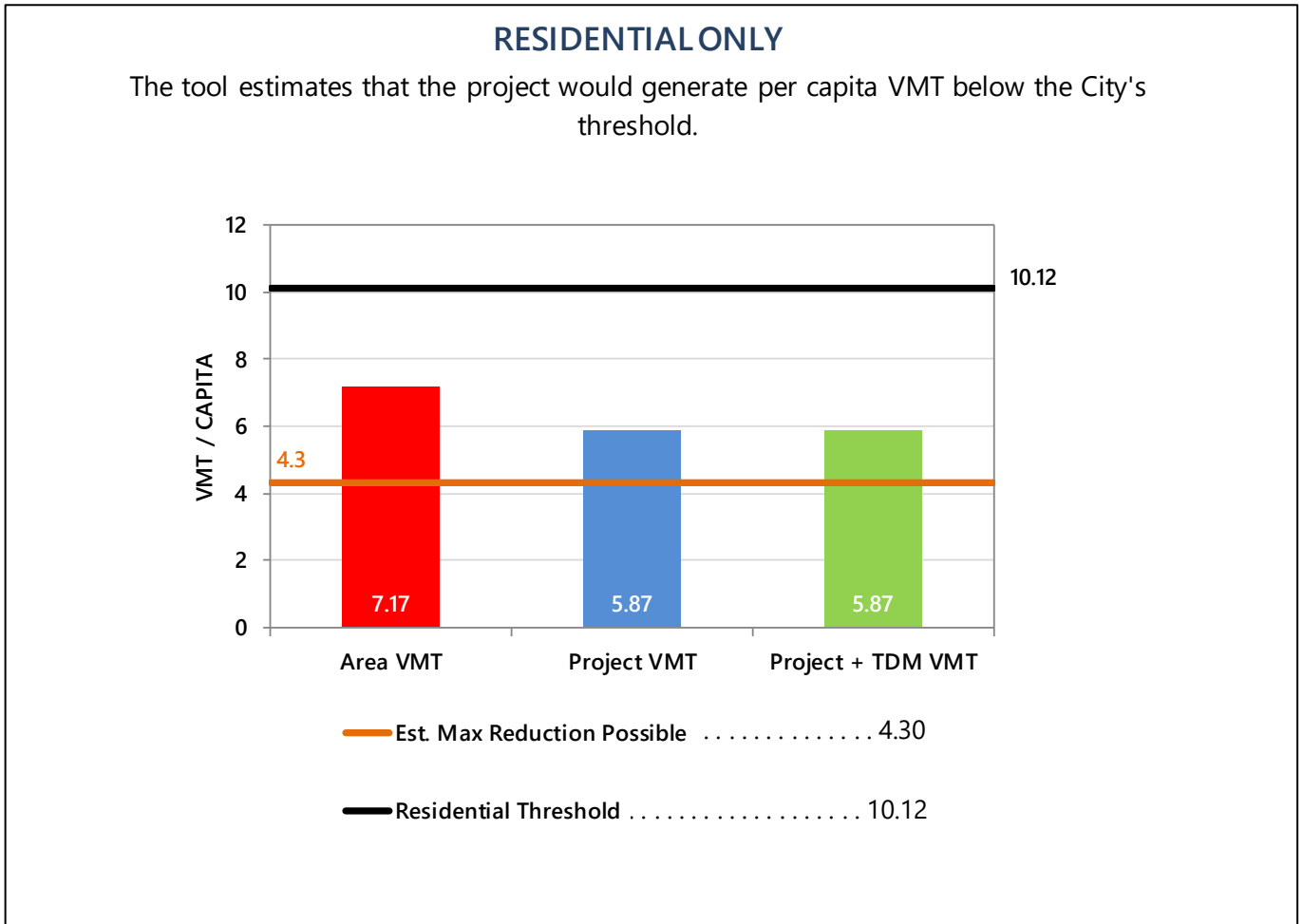
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed residential use for the project site is consistent with the Diridon Station Area Plan.
- The project site is located less than 1,100 feet from the Diridon Transit Center entrance at Laurel Grove Lane. The Diridon Transit Center is considered a major transit stop due to the presence of rail transit services provided by Caltrain and VTA Light Rail Transit, in addition to many local and regional bus transit services.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as 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.

Figure 12
VMT Analysis Summary



4. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project scenarios, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

Project Description

As proposed, the project would replace industrial and commercial uses on-site with two residential towers that will provide a total of 689 residential units. Building A would be a 314-unit market-rate apartment building on the northern portion of the site, with approximately 4,005 square feet of commercial on the ground-floor. Building B would be a 375-unit affordable housing apartment building on the southern portion of the project site. Vehicular site access to on-site parking is proposed via three driveways along McEvoy Street. The southernmost driveway would provide direct access to Building B parking while the northernmost driveway would provide direct access to Building A parking. The center driveway would provide access to both Building A and Building B parking areas, as well as an emergency vehicle access (EVA) drive aisle. Building A would provide approximately 327 parking spaces and Building B would provide approximately 188 parking spaces for a total of approximately 515 parking spaces.

The project site is located within the *Diridon Station Area Plan* boundary and just outside (west of) the Downtown San Jose growth boundary per the Envision San Jose 2040 General Plan. The *Diridon Station Area Plan* supports transit-oriented, walkable, bicycle-friendly, and mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals.

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

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Multi-Family Housing – Mid Rise (Land Use 221) and Shopping Center (Land Use 820) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) were applied to the proposed number of residential units and commercial square footage, respectively.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2018, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

A mixed-use development with complementary land uses such as residential and retail, will result in a reduction of external site trips. Thus, the number of vehicle trips generated for each use may be reduced, since a portion of the trips would not require entering or exiting the site. Therefore, based on VTA's recommended mixed-use reduction, a 15 percent trip reduction is applied for the housing/retail mixed use, based on the smaller retail component. The reduction is applied to the smaller of the two complimentary trip generators and the same number of trips is then subtracted from the larger trip generator.

Based on the San Jose Transportation Analysis Handbook guidelines, the project qualifies for a 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 TDF model. The project's place type was obtained from the *San Jose VMT Evaluation Tool*. Based on the Tool, the project site is located within a designated urban area with low access to transit. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Residential developments within urban low-transit areas have a vehicle mode share of 87%. Thus, a 13% reduction was applied to the residential trips generated by the proposed project.

Based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 5.87 VMT per-capita in an area that currently generates approximately 7.17 VMT per-capita. It is assumed that every percent reduction from the existing per-capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced by 18 percent to reflect the reduction in peak hour trips.

Total Project Trips

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate 2,781 daily vehicle trips, with 181 trips (48 inbound and 133 outbound) occurring during the AM peak hour and 228 trips (137 inbound and 91 outbound) occurring during the PM peak hour.

The project trip generation estimates are presented in Table 4.

Trip Distribution and Trip Assignment

The trip distribution patterns for the residential project were developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 13 shows the trip distribution pattern, and Figure 14 shows the trip assignment of project traffic on the local transportation network.

**Table 4
Project Trip Generation Estimates**

Land Use	ITE Land Use Code	Location	% of Vehicle Mode Share	VMT ⁴		% Reduction	Size	Daily		AM Peak Hour			PM Peak Hour								
				Existing	Project			Rate	Trip	Pk-Hr Rate	Split In	Split Out	Trip In	Trip Out	Trip Total	Pk-Hr Rate	Split In	Split Out	Trip In	Trip Out	Trip Total
Proposed Land Uses																					
Multifamily Housing (Mid-Rise) ¹	221						689 Dwelling Units	5.44	3,748	0.36	26%	74%	64	184	248	0.44	61%	39%	185	118	303
- Residential - Retail Internal Reduction ²									-23				0	0	0				-1	-1	-2
- Location Based Reduction ³		Urban Low-Transit	87%			13%			-484				-8	-24	-32				-24	-15	-39
- VMT Reduction ⁴				7.17	5.87	18%			-588				-10	-29	-39				-29	-18	-47
Residential Sub-Total									2,653				46	131	177				131	84	215
Shopping Center ¹	820						4,005 Square Feet	37.75	151	0.94	62%	38%	2	2	4	3.81	48%	52%	7	8	15
- Residential - Retail Internal Reduction ²						15%			-23				0	0	0				-1	-1	-2
Retail Sub-Total									128				2	2	4				6	7	13
<i>Baseline Vehicle Trips (Before Reductions)</i>									3,899				66	186	252				192	126	318
Gross Project Trips After Reductions									2,781				48	133	181				137	91	228
Notes:																					
¹ Source: ITE <i>Trip Generation Manual</i> , 10th Edition 2017, average trip generation rates.																					
² As prescribed by the Transportation Impact Analysis Guidelines from VTA (October 2014), the maximum trip reduction for a mixed-use development project with residential and retail is equal to 15% off the smaller trip generator.																					
³ The project site is located within an urban low-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.																					
⁴ VMT per capita for residential use. Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-capita is equivalent to one percent reduction in peak-hour vehicle trips.																					

Figure 13
Project Trip Distribution

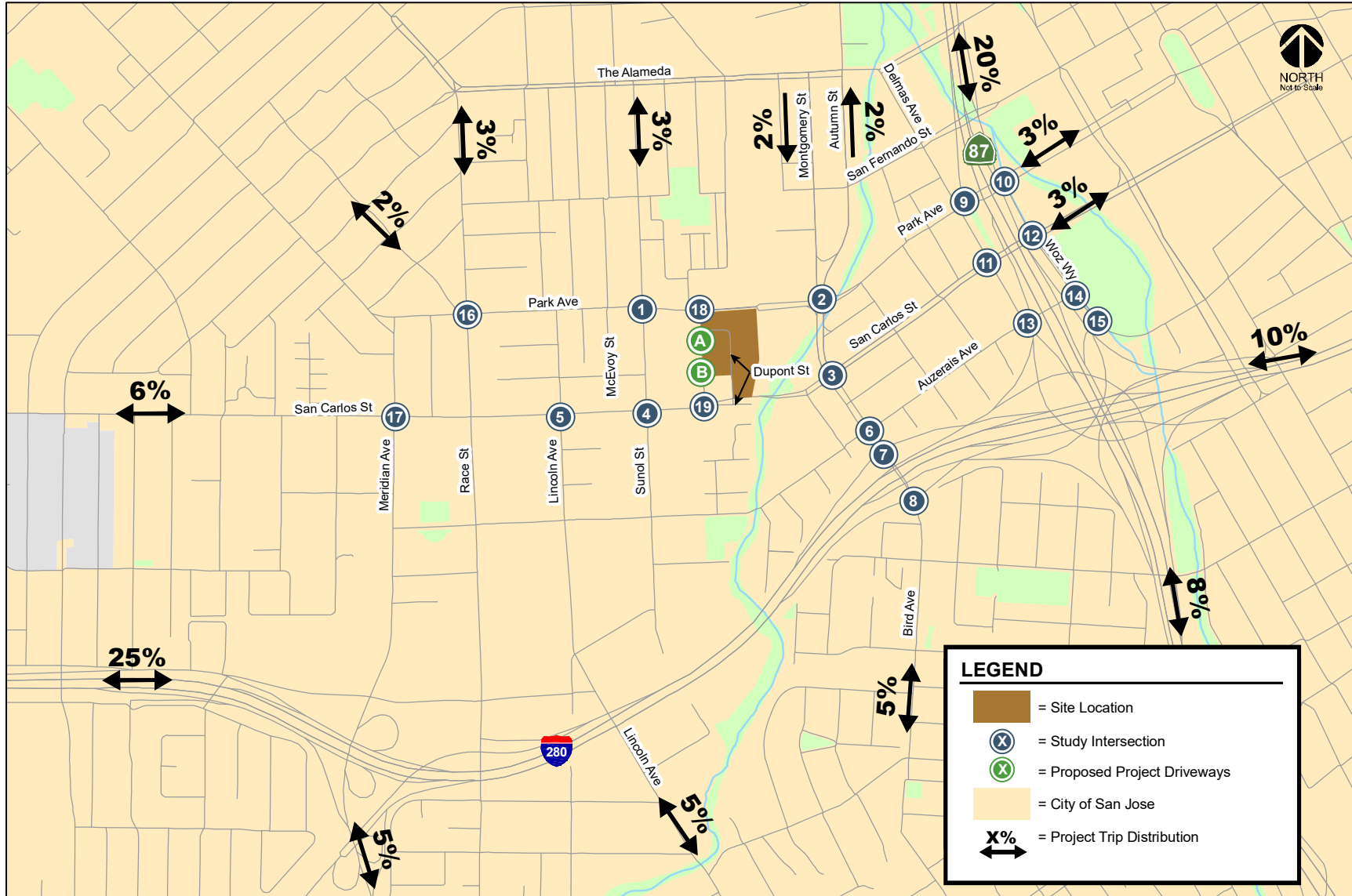
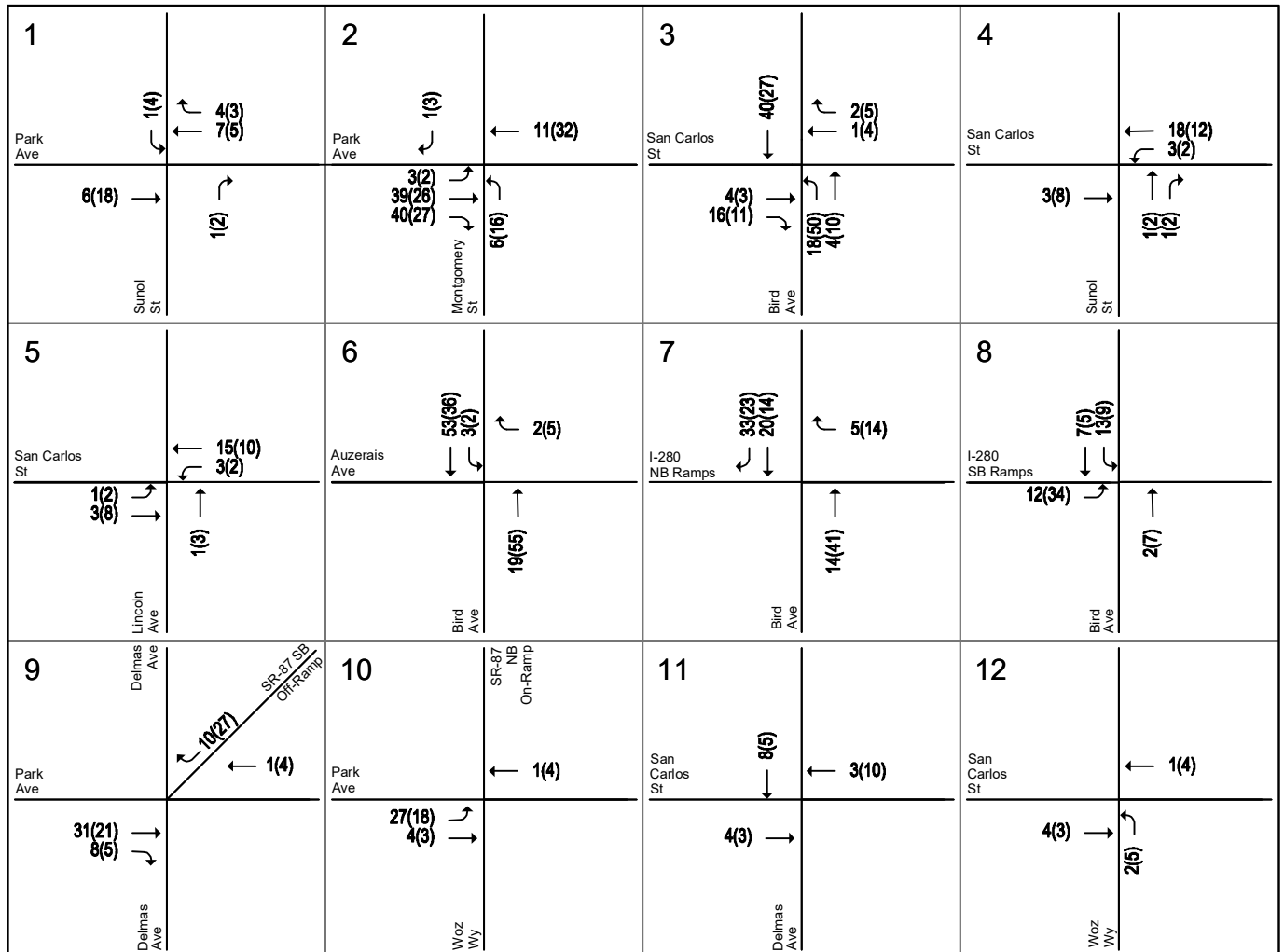


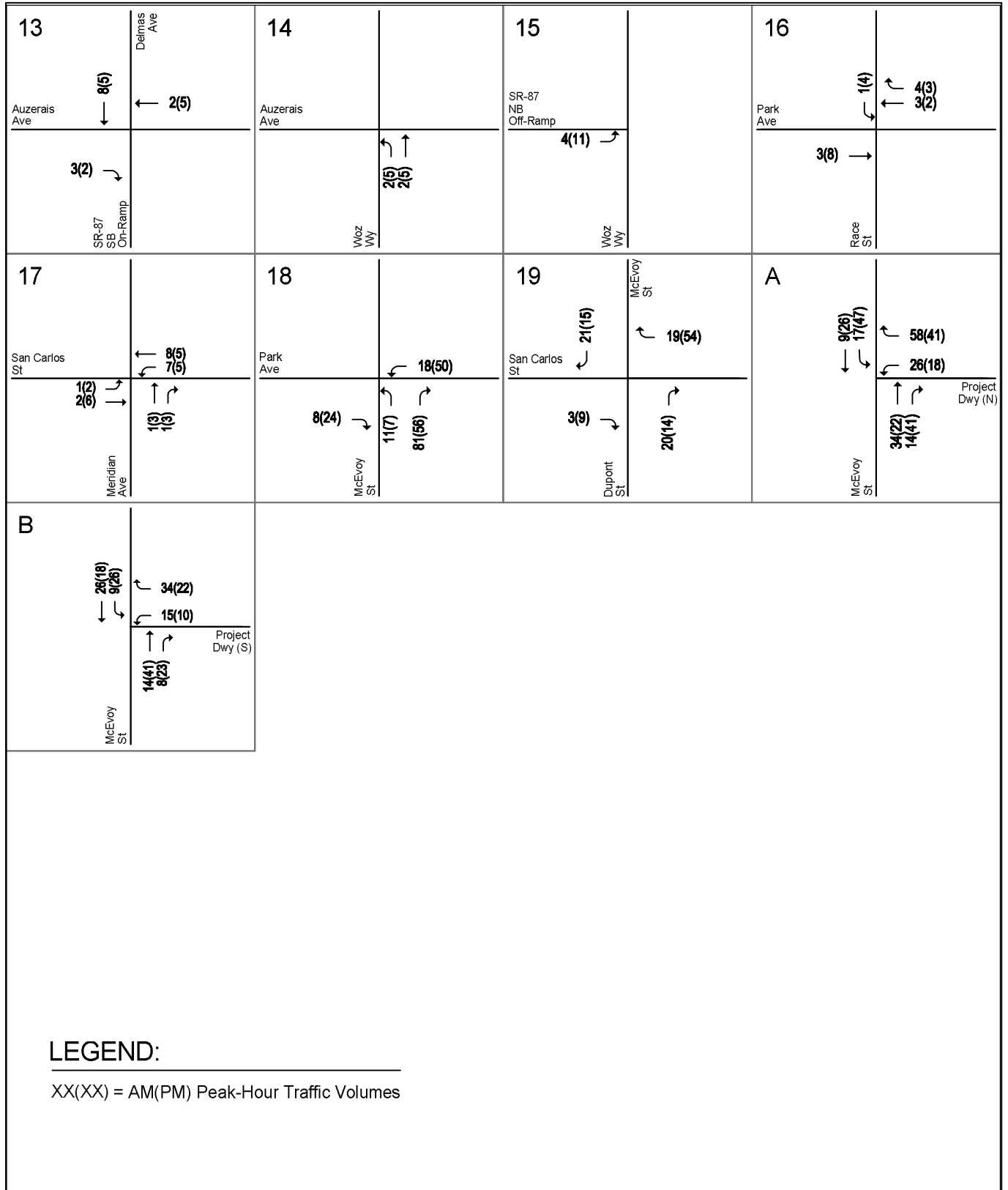
Figure 14
Project Trip Assignment



LEGEND:

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 14 (continued)
Project Trip Assignment



Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for 17 signalized and two unsignalized intersections within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook*.

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgement of Public Works.

Based on the above criteria, the following City of San Jose study intersections were selected and are shown in Figure 13.

1. Sunol Street and Park Avenue
2. Montgomery Street and Park Avenue
3. Bird Avenue and San Carlos Street*
4. Sunol Street and San Carlos Street
5. Lincoln Avenue and San Carlos Street
6. Bird Avenue and Auzerais Avenue
7. Bird Avenue and I-280 (N)*
8. Bird Avenue and I-280 (S)*
9. Delmas Avenue/SR-87 SB Off-Ramp and Park Avenue
10. Woz Way/SR-87 NB On-Ramp and Park Avenue
11. Delmas Avenue and San Carlos Street
12. Woz Way and San Carlos Street
13. Delmas Avenue/SR-87 SB On-Ramp and Auzerais Avenue
14. Woz Way and Auzerais Avenue
15. Woz Way and SR-87 NB Off-Ramp
16. Race Street and Park Avenue
17. Meridian Avenue and San Carlos Street
18. McEvoy Street and Park Avenue (unsignalized)
19. McEvoy Street and San Carlos Street (unsignalized)

* Denotes CMP intersection

Data Requirements

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

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved and pending project trips

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 15. It is assumed in this analysis that the transportation network under background and background plus project conditions would be the same as the existing transportation network, with the exception of the following:

McEvoy Street and San Carlos Street Intersection: As part of the transportation analysis for the approved 280 McEvoy Street Residential development, operational issues were identified at the intersection of McEvoy Street and San Carlos Street. There is a planned improvement to install a channelizing island on McEvoy Street to limit southbound left-turns out of McEvoy Street (right-out only) and to limit eastbound left-turns onto McEvoy Street (right-in only). This improvement is assumed to be implemented under background conditions.

Park Avenue Multimodal Streetscape Improvements: The Park Avenue Multimodal Streetscape Improvements project provides a variety of traffic safety and infrastructure improvements along Park Avenue, between Hedding Street and Montgomery Street. The improvements include pavement rehabilitation, traffic signal modifications, and the installation of new median islands, buffered bike lanes, ADA compliant curb ramps, sidewalks, curb and gutter, and driveway improvements. The Park Avenue improvements will enhance safety, accessibility, and connectivity to and between residential uses and other pedestrian destinations, such as commercial uses, schools, parks, transit facilities, and others, for both bicyclists and pedestrians. Several pedestrian and bicycle facility improvements have already been implemented at the intersection of McEvoy Street and Park Avenue including a new bulb-out, a median island, crosswalks, and curb ramps. The existing westbound left-turn lane on Park Avenue to McEvoy Street will remain.

McEvoy Street and Dupont Street Intersection: The proposed project would relocate Dupont Street approximately 450 feet south of its existing intersection with McEvoy Street. The reconstructed Dupont Street would consist of one lane in each direction. The intersection of McEvoy Street/Dupont Street would continue to be a yield-controlled T-intersection without left-turn pockets on any of the approaches.

Traffic Volumes

Existing Conditions

Existing peak-hour traffic volumes at the study intersections were obtained from the City of San Jose and new traffic counts conducted on January 28, 2020. The existing peak-hour intersection volumes are shown on Figure 16. Intersection turning-movement counts conducted for this analysis are presented in Appendix B. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Future Conditions

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet

Figure 15
Existing Lane Configurations

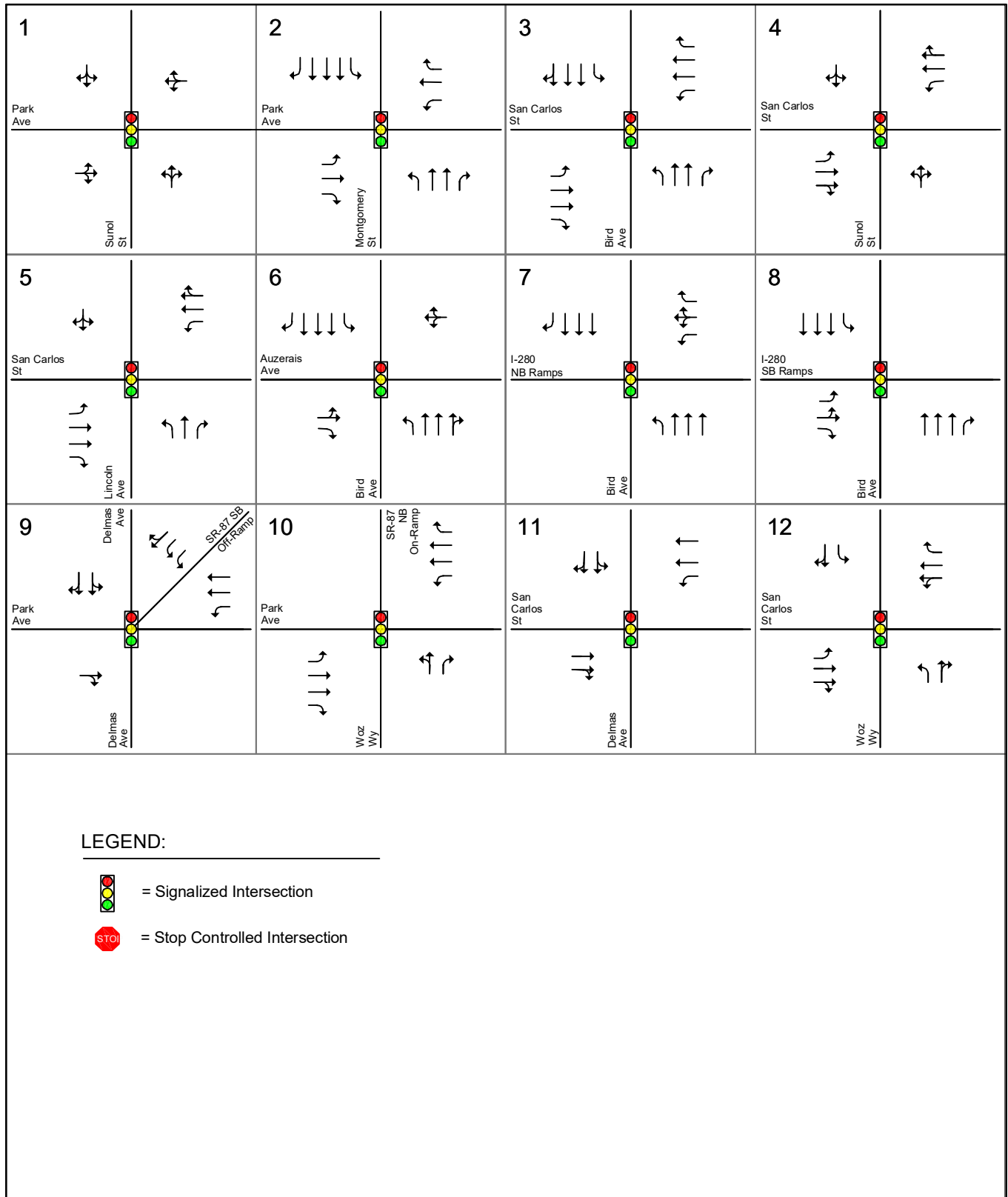
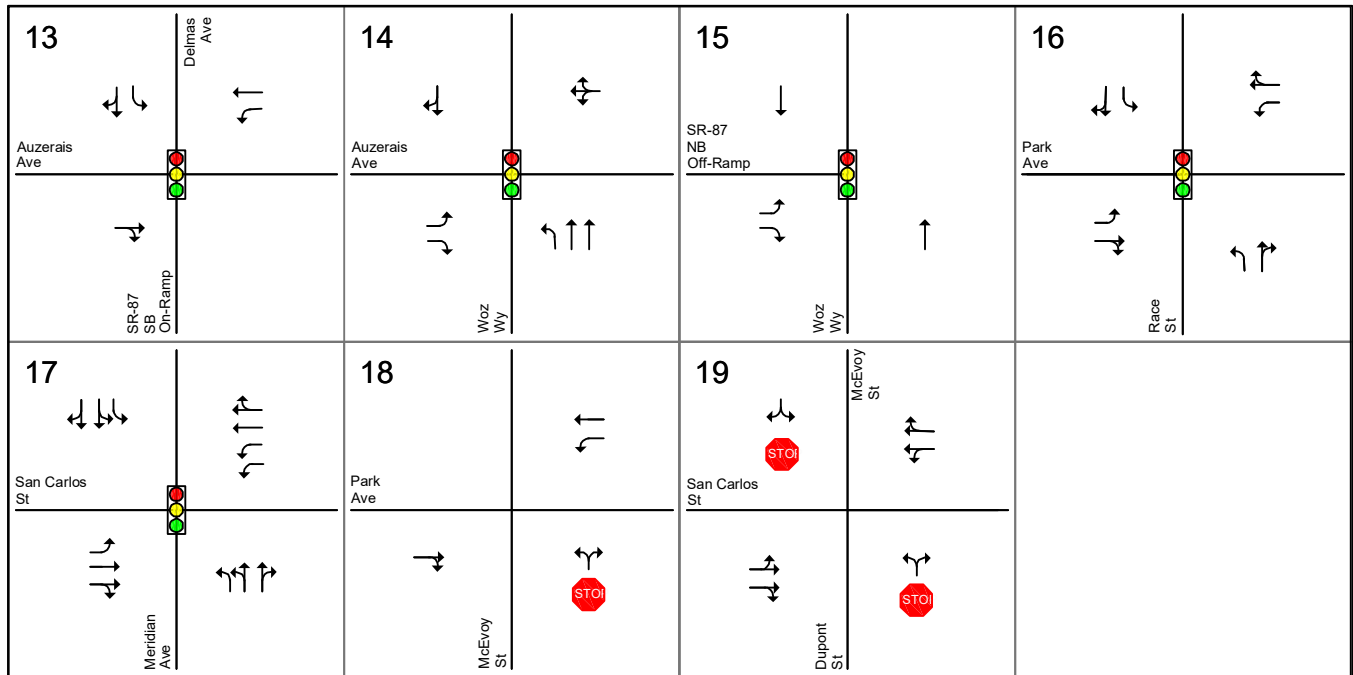


Figure 15 (continued)
Existing Lane Configurations



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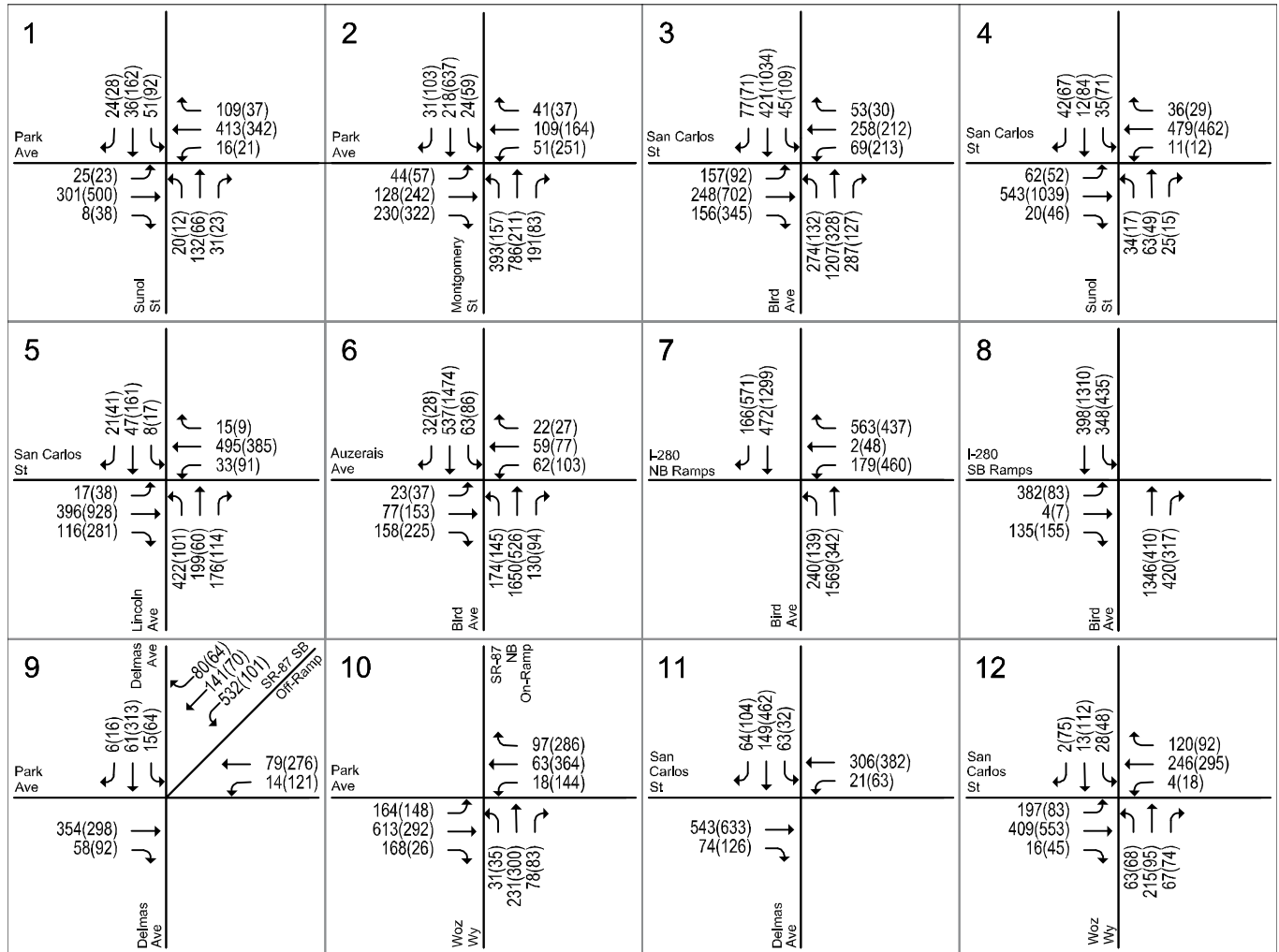


= Signalized Intersection



= Stop Controlled Intersection

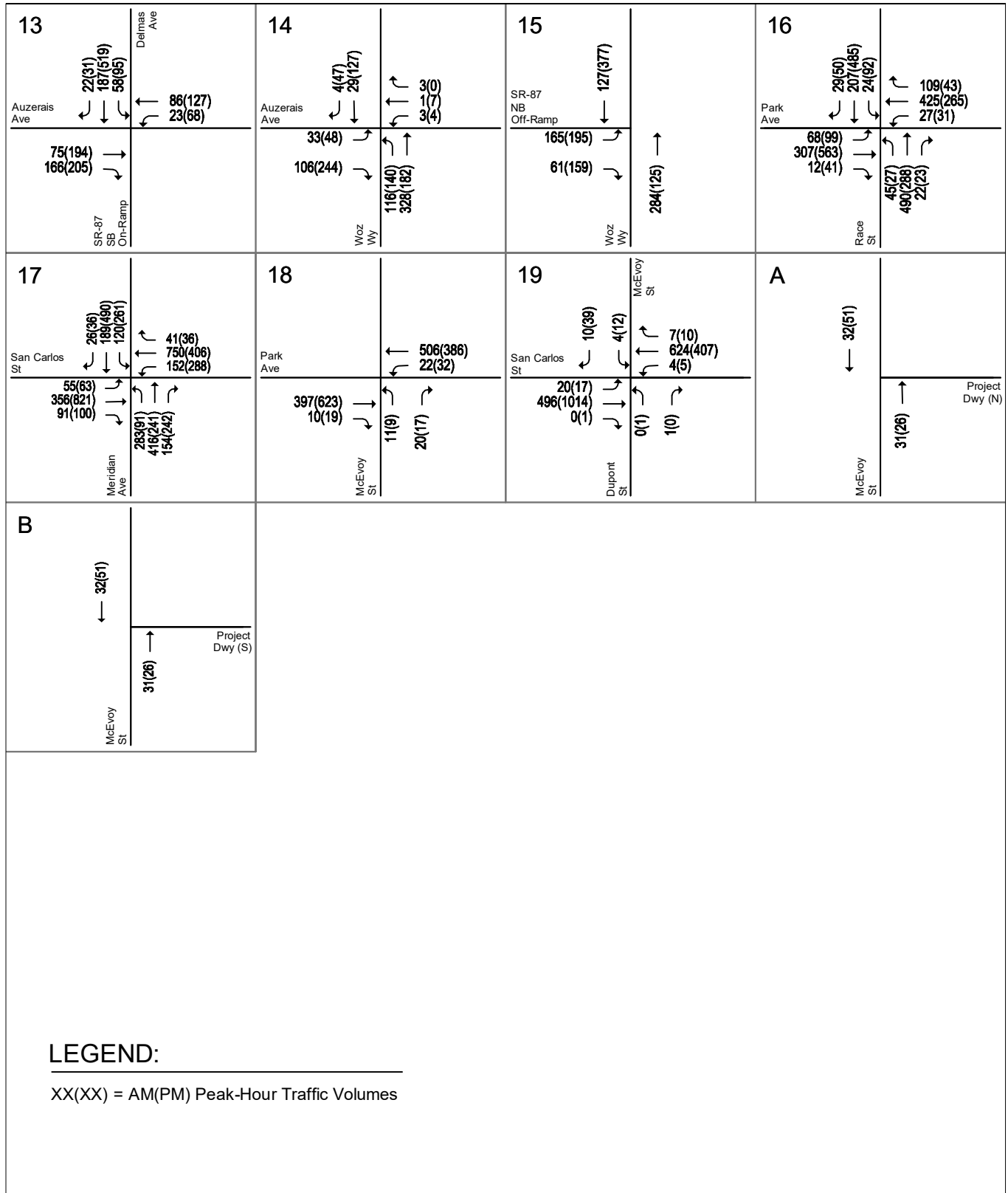
Figure 16
Existing Traffic Volumes



LEGEND:

XX(YY) = AM(PM) Peak-Hour Traffic Volumes

Figure 16 (continued)
Existing Traffic Volumes



LEGEND:

XX(X) = AM(PM) Peak-Hour Traffic Volumes

constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. Background traffic volumes are shown in Figure 17. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 18).

The approved project information is included in Appendix C. The approved trips, proposed project trips, and traffic volumes for all components of traffic are tabulated in Appendix D.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

All signalized study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 5.

Signalized study intersections are subject to the City of San Jose level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Improvement Measures

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

Figure 17
Background Traffic Volumes

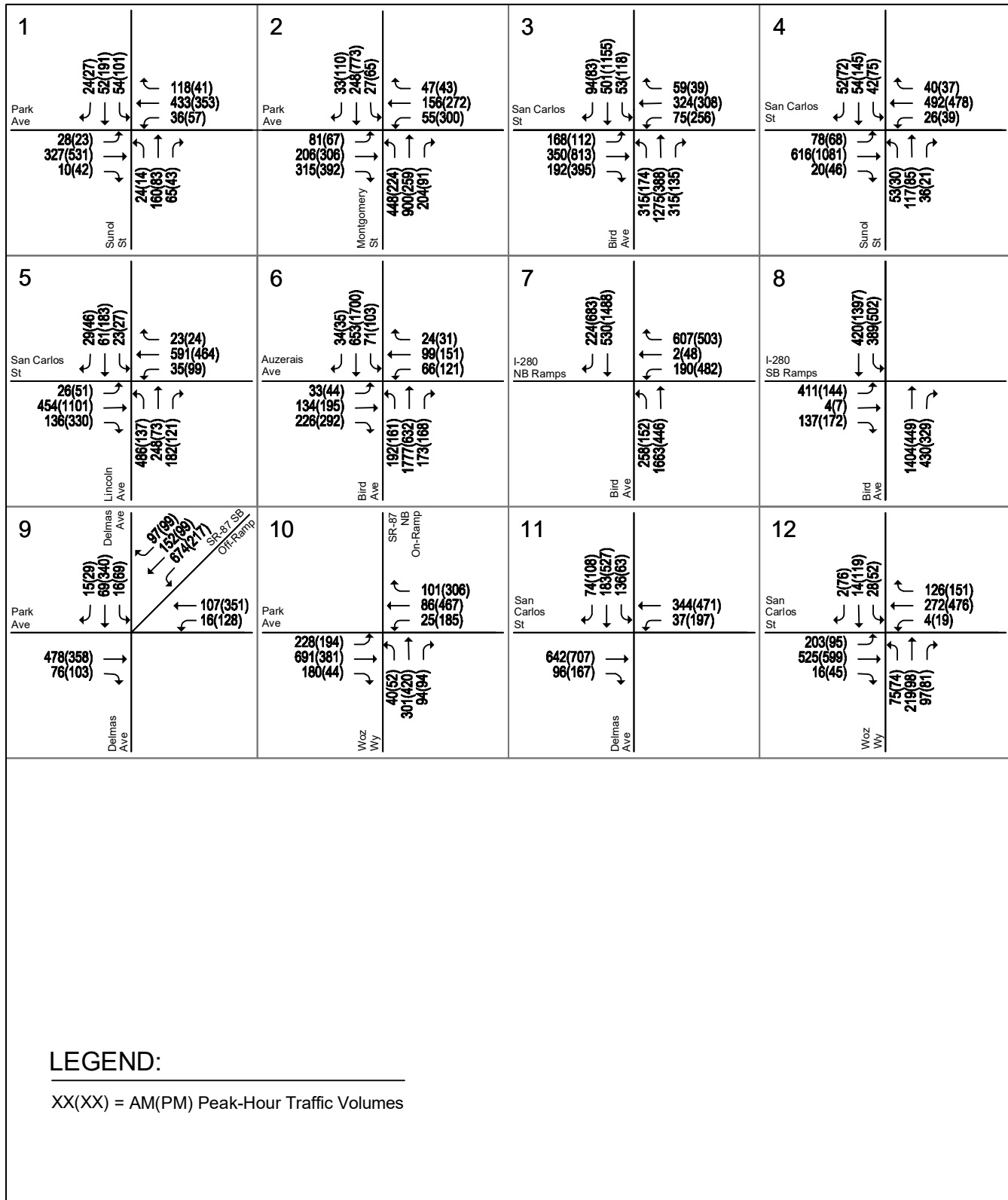
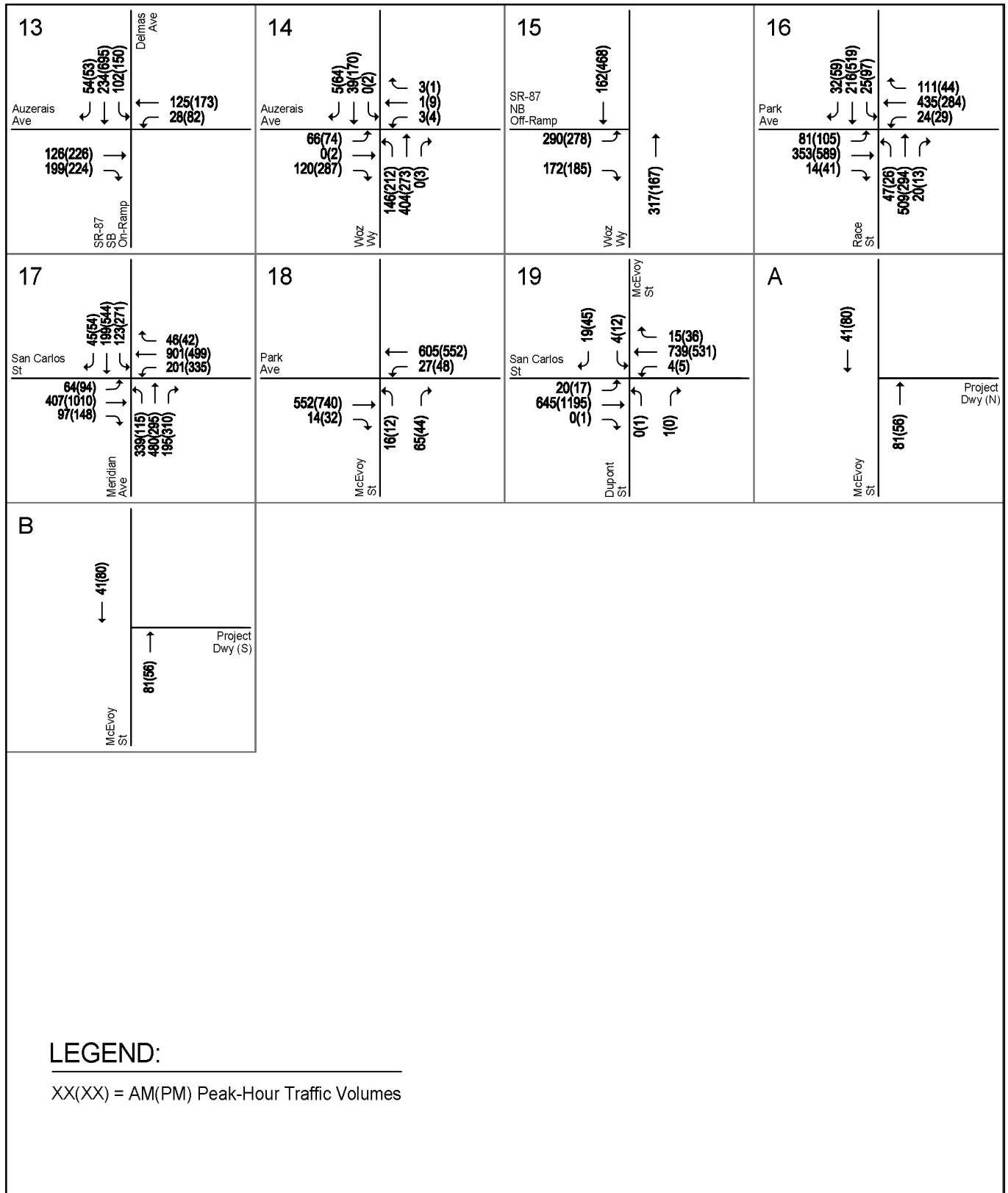


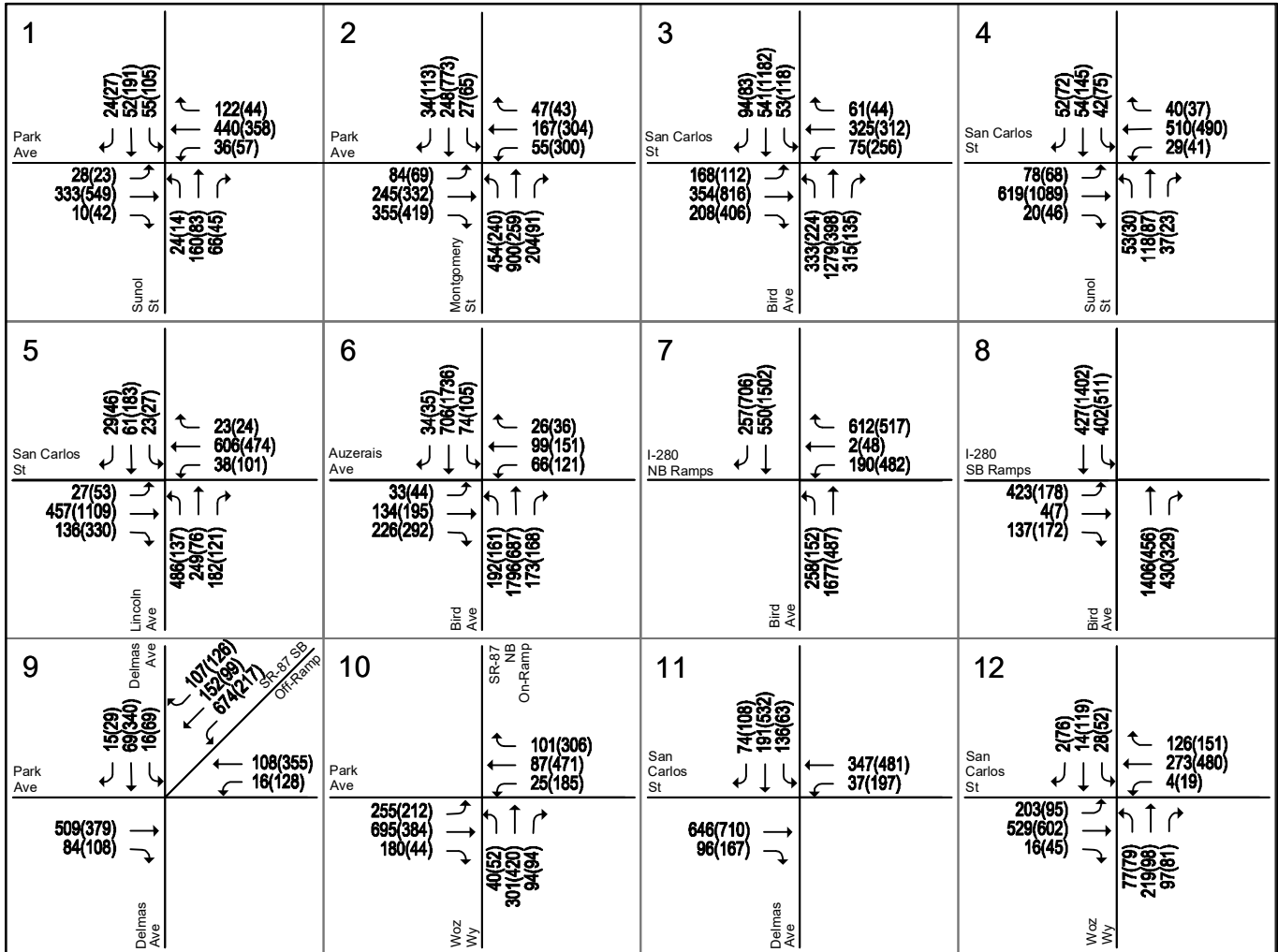
Figure 17 (continued)
Background Traffic Volumes



LEGEND:

XX(X) = AM(PM) Peak-Hour Traffic Volumes

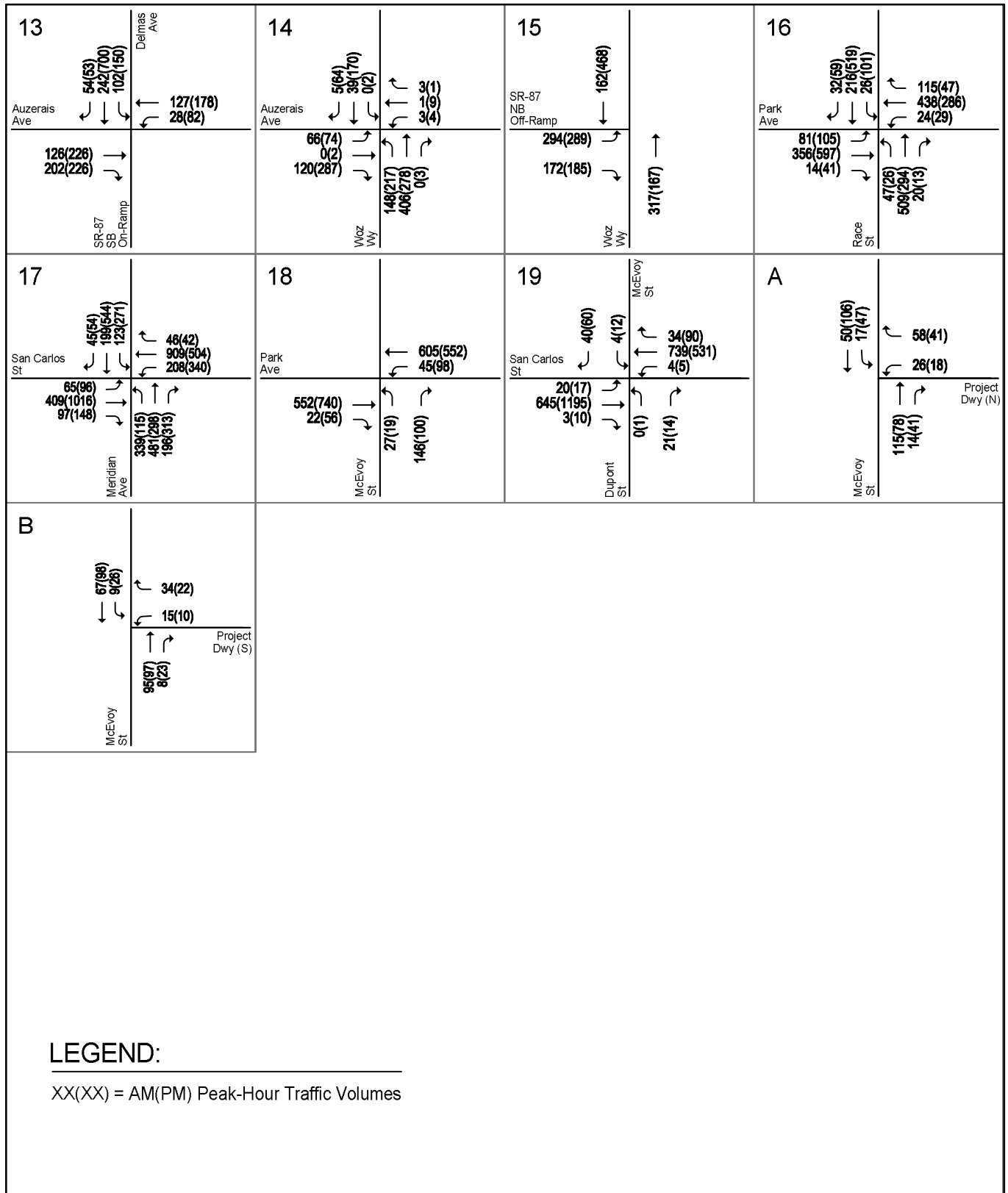
Figure 18
Background Plus Project Traffic Volumes



LEGEND:

XX(YY) = AM(PM) Peak-Hour Traffic Volumes

Figure 18 (continued)
Background Plus Project Traffic Volumes



**Table 5
Signalized Intersection Level of Service Definitions Based on Control Delay**

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6.

Existing Intersection Operation Conditions

Intersection levels of service were evaluated against applicable City of San Jose operations standards. Two of the CMP-designated study intersections are located within a designated Infill Opportunity Zone (IOZ) which allows them to be exempted from the CMP's intersection operations standards. However, the results of the level of service analysis show all signalized study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours, based on the City of San Jose

**Table 6
Intersection Level of Service Results**

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Existing		Background		Background Plus Project			
					Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Sunol Street and Park Avenue	D	AM	01/28/20	11.0	B+	12.6	B	12.7	B	0.0	0.007
				PM 01/28/20	13.1	B	14.1	B	14.3	B	0.2	0.014
2	Montgomery Street and Park Avenue	D	AM	01/28/20	26.9	C	29.7	C	30.6	C	1.1	0.026
				PM 01/28/20	37.0	D+	39.7	D	40.2	D	1.1	0.025
3	Bird Avenue and San Carlos Street*	D	AM	11/07/19	29.9	C	31.9	C	32.1	C-	0.0	0.001
				PM 12/11/18	35.6	D+	38.1	D+	39.4	D	2.3	0.038
4	Sunol Street and San Carlos Street	D	AM	12/03/19	14.5	B	16.6	B	16.7	B	0.1	0.004
				PM 12/03/19	14.6	B	16.7	B	16.7	B	0.0	0.004
5	Lincoln Avenue and San Carlos Street	D	AM	12/03/19	33.5	C-	35.9	D+	36.0	D+	0.1	0.005
				PM 12/03/19	33.2	C-	34.6	C-	34.7	C-	0.1	0.004
6	Bird Avenue and Auzerais Avenue	D	AM	01/28/20	18.9	B-	21.3	C+	21.4	C+	0.2	0.007
				PM 01/28/20	23.6	C	25.7	C	25.6	C	0.1	0.010
7	Bird Avenue and I-280 (N)*	D	AM	01/28/20	27.8	C	28.5	C	28.5	C	11.4	0.004
				PM 12/11/18	26.9	C	28.6	C	28.8	C	1.7	0.019
8	Bird Avenue and I-280 (S)*	D	AM	11/07/19	31.2	C	32.6	C-	33.1	C-	0.6	0.012
				PM 12/11/18	18.4	B-	19.9	B-	20.3	C+	0.1	0.006
9	Delmas Avenue/SR-87 SB Off-Ramp and Park Avenue	D	AM	02/06/19	27.7	C	31.2	C	32.3	C-	1.1	0.025
				PM 02/06/19	29.2	C	31.5	C	32.3	C-	1.2	0.033
10	Woz Way/SR-87 NB On-Ramp and Park Avenue	D	AM	02/06/19	15.5	B	16.9	B	18.8	B-	2.0	0.008
				PM 02/06/19	19.4	B-	21.8	C+	22.1	C+	0.6	0.012
11	Delmas Avenue and San Carlos Street	D	AM	02/06/19	30.1	C	31.8	C	32.0	C	0.1	0.004
				PM 02/06/19	34.4	C-	37.3	D+	37.4	D+	0.2	0.005
12	Woz Way and San Carlos Street	D	AM	02/06/19	37.1	D+	37.1	D+	37.1	D+	0.0	0.001
				PM 02/06/19	38.7	D+	39.9	D	39.9	D	0.0	0.002
13	Delmas Avenue/SR-87 SB On-Ramp and Auzerais Avenue	D	AM	02/06/19	29.2	C	30.7	C	30.8	C	0.1	0.008
				PM 02/06/19	32.8	C-	39.8	D	40.4	D	0.7	0.007
14	Woz Way and Auzerais Avenue	D	AM	02/06/19	15.1	B	15.1	B	15.1	B	0.0	0.001
				PM 02/06/19	20.6	C+	25.6	C	25.6	C	0.1	0.003
15	Woz Way and SR-87 NB Off-Ramp	D	AM	02/06/19	7.2	A	8.4	A	8.4	A	0.0	0.001
				PM 02/06/19	8.0	A	8.4	A	8.5	A	0.1	0.004
16	Race Street and Park Avenue	D	AM	11/07/19	20.6	C+	21.0	C+	21.1	C+	0.1	0.004
				PM 11/07/19	21.5	C+	22.4	C+	22.5	C+	0.2	0.005
17	Meridian Avenue and San Carlos Street	D	AM	12/03/19	39.9	D	41.4	D	41.5	D	0.1	0.003
				PM 12/03/19	46.6	D	50.9	D	51.2	D-	0.4	0.005

* Denotes CMP Intersection

intersection operations standard of LOS D. The level of service calculation sheets are included in Appendix E.

Future Intersection Operation Conditions

The operations analysis shows that all signalized study intersections would continue to operate at an acceptable LOS D or better under background and background plus project conditions during both the AM and PM peak hours, based on the City of San Jose intersection operations standard of LOS D. The level of service calculation sheets are included in Appendix E.

Signal Warrant Analysis

A signal warrant analysis was conducted for the stop-controlled intersection of McEvoy Street and Park Avenue, 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 intersection would not have traffic volumes that would meet the volume thresholds that would warrant installation of a traffic signal during either the AM or PM peak-hours under existing and background conditions. However, the addition of project traffic would cause traffic volumes to exceed volume thresholds that would warrant installation of a traffic signal during both the AM and PM peak-hours. Signalization of the McEvoy Street/Park Avenue intersection also would require signal control of Laurel Grove Lane which is off-set approximately 100 feet west of McEvoy Street.

However, due to the complications of signal control of the off-set intersections and adjacent driveways, the City has determined that a signal at the intersection of McEvoy Street and Park Avenue should not be pursued. Instead, the project will be required to construct a median along Park Avenue to prohibit left-turns from McEvoy Street. The westbound left-turn movement from Park Avenue to McEvoy Street could be maintained with the Park Avenue median. Further geometric design considerations, including lane alignment west of McEvoy Street, also will be needed per the proposed Class IV raised bikeway plan line.

Intersection Queuing Analysis

The analysis of intersection level of service operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled approaches. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

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

Where:

$P(x=n)$ = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

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 for a particular left-turn 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 left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement. The intersection queuing analysis (see Table 7) shows that the estimated 95th percentile vehicle queues would exceed the existing left-turn storage capacity under background plus project conditions at the following intersection and movements:

3. Bird Avenue and San Carlos Street – northbound left-turn
8. Bird Avenue and I-280 (S) – southbound left-turn
10. Woz Way/SR-87 NB On-Ramp and Park Avenue – eastbound left-turn

The queuing analysis for the movements are discussed below.

Bird Avenue and San Carlos Street

Northbound Left-Turn

The queuing analysis indicates that the existing maximum vehicle queue for the northbound left-turn movement at the Bird Avenue and San Carlos Street intersection currently exceeds the 225-foot turn pocket during the AM peak-hour and would continue to do so under background conditions. The addition of project traffic is projected to lengthen the projected queue by one vehicle during the AM peak-hour, to a total of 18 vehicles (450 feet). During the PM peak-hour, the queue also would exceed the storage capacity under background conditions by one vehicle. The addition of project traffic would lengthen the projected queue by two vehicles, to a total of 12 vehicles (300 feet).

This deficiency can only be resolved by providing additional storage capacity. Extending the northbound left-turn pocket at this intersection would require shortening the adjacent back-to-back southbound left-turn pocket at the Bird Avenue/Auzerais Avenue intersection. Alternatively, adding a second northbound left-turn lane at the intersection would require the removal of on-street parking along the east side of Bird Avenue, south of San Carlos Street and removal of the right-turn channelization islands at all four corners of the intersection.

Bird Avenue and I-280 Southbound Ramps

Southbound Left-Turn

The queuing analysis indicates that the existing maximum vehicle queue for the southbound left-turn movement at the Bird Avenue and I-280 Southbound Ramps intersection currently extends past the 425-foot left-turn pocket during the AM and PM peak hours and would continue to do so under background conditions. The estimated 95th percentile vehicle queue for the southbound left-turn movement is estimated at approximately 20 vehicles (500 feet) during the AM peak hour and 23 vehicles (575 feet) during the PM peak hour under background conditions. The addition of project traffic is projected to lengthen the projected queue by one vehicle during the AM peak hour, to a total of 21 vehicles (525 feet).

This deficiency could be resolved by providing additional storage capacity. Providing a second lane would require removal of an existing median and the addition of a second receiving lane to the freeway on-ramp.

Table 7
Queuing Analysis Summary

Measurement	3. Bird/ San Carlos		8. Bird/ I-280 (S)				9. Delmas (SR-87 SB Off- Ramp)/Park		10. Woz (SR-87 NB On- Ramp)/Park		15. Woz/SR-87 NB Off-Ramp		18. McEvoy/ Park				A. McEvoy/North Project Access		B. McEvoy/South Project Access	
	NBL AM	NBL PM	SBL AM	SBL PM	EBL/T AM	EBL/T PM	SBT/R AM	SBT/R PM	EBL AM	EBL PM	EBL AM	EBL PM	NBL/T/R AM	NBL/T/R PM	WBL AM	WBL PM	SBL/T AM	SBL/T PM	SBL/T AM	SBL/T PM
Existing Conditions																				
Cycle/Delay ¹ (sec)	130	116	130	116	130	116	100	100	72	72	44	44	13.6	15.9	8.2	8.9				
Lanes	1	1	1	1	2	2	1	1	1	1	2	2	1	1	1	1				
Volume (vph)	274	132	348	435	386	90	221	134	164	148	165	195	31	26	22	32				
Volume (vphpl)	274	132	348	435	193	45	221	134	164	148	83	98	31	26	22	32				
Avg. Queue (veh./ln.)	10	4	13	14	7	1	6	4	3	3	1	1	0	0	0	0				
Avg. Queue ² (ft./ln)	247	106	314	350	174	36	153	93	82	74	25	30	3	3	1	2				
95th % . Queue (veh./ln.)	15	8	19	20	12	4	10	7	6	6	3	3	1	1	1	1				
95th % . Queue (ft./ln)	375	200	475	500	300	100	250	175	150	150	75	75	25	25	25	25				
Storage (ft./ in.)	225	225	425	425	600	600	350	350	125	125	150	150	100	100	325	325				
Adequate (Y/N)	NO	YES	NO	NO	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	YES				
Background Conditions																				
Cycle/Delay ¹ (sec)	130	116	130	116	130	116	100	100	72	72	44	44	16.3	19.8	8.6	9.5				
Lanes	1	1	1	1	2	2	1	1	1	1	2	2	1	1	1	1				
Volume (vph)	315	174	389	502	415	151	249	198	228	194	290	278	81	56	27	48				
Volume (vphpl)	315	174	389	502	208	76	249	198	228	194	145	139	81	56	27	48				
Avg. Queue (veh./ln.)	11	6	14	16	7	2	7	6	5	4	2	2	0	0	0	0				
Avg. Queue ² (ft./ln)	284	140	351	404	187	61	173	138	114	97	44	42	9	8	2	3				
95th % . Queue (veh./ln.)	17	10	20	23	12	5	11	10	8	7	4	4	2	1	1	1				
95th % . Queue (ft./ln)	425	250	500	575	300	125	275	250	200	175	100	100	50	25	25	25				
Storage (ft./ in.)	225	225	425	425	600	600	350	350	125	125	150	150	100	100	325	325				
Adequate (Y/N)	NO	NO	NO	NO	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	YES				
Background Plus Project Conditions																				
Cycle/Delay ¹ (sec)	130	116	130	116	130	116	100	100	72	72	44	44	20.1	25.3	8.7	9.9	7.5	7.5	7.4	7.5
Lanes	1	1	1	1	2	2	1	1	1	1	2	2	1	1	1	1	1	1	1	1
Volume (vph)	333	224	402	511	427	185	259	225	255	212	294	289	173	119	45	98	67	153	76	124
Volume (vphpl)	333	224	402	511	214	93	259	225	255	212	147	145	173	119	45	98	67	153	76	124
Avg. Queue (veh./ln.)	12	7	15	16	8	3	7	6	5	4	2	2	1	1	0	0	0	0	0	0
Avg. Queue ² (ft./ln)	301	180	363	412	193	75	180	156	128	106	45	44	24	21	3	7	3	8	4	6
95th % . Queue (veh./ln.)	18	12	21	23	13	6	12	11	9	8	4	4	3	3	1	1	1	1	1	1
95th % . Queue (ft./ln)	450	300	525	575	325	150	300	275	225	200	100	100	75	75	25	25	25	25	25	25
Storage (ft./ in.)	225	225	425	425	600	600	350	350	100	100	150	150	100	100	325	325	100	100	50	50
Adequate (Y/N)	NO	NO	NO	NO	YES	YES	YES	YES	NO	NO	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.

Woz Way (SR-87 Northbound Ramps) and Park Avenue

Eastbound Left-Turn

The queuing analysis indicates that the existing maximum vehicle queue for the eastbound left-turn movement at the Bird Avenue and I-280 Southbound Ramps intersection currently extends past the 125-foot left-turn pocket during the AM and PM peak hours and would continue to do so under background conditions. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is estimated at approximately 8 vehicles (200 feet) during the AM peak hour and 7 vehicles (175 feet) during the PM peak hour under background conditions. The addition of project traffic is projected to lengthen the projected queue by one vehicle during the AM and PM peak hours, to a total of 9 vehicles (225 feet) and 8 vehicles (200 feet), respectively.

Providing additional storage capacity is not feasible. Extending the existing turn pocket to the upstream intersection of Delmas Avenue and Park Avenue would only increase storage by approximately 50 feet. Additionally, providing a second lane is not possible due to the presence of supporting columns within the median of Park Avenue.

Site Access and On-Site Circulation

The evaluation of site access and circulation is based on the April 28, 2021 site plan prepared by HMM. The site plan is shown on Figure 2. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Site Access

Vehicular site access to on-site parking is proposed via three driveways along McEvoy Street. The southernmost driveway would provide direct access to Building B parking while the northernmost driveway would provide direct access to Building A parking. Additional entrances to the parking garages are shown to be provided via the Emergency Vehicle Access (EVA) center drive aisle, approximately 100 feet east of McEvoy Street along a two-way drive aisle. It should be noted that the City is not supportive of providing vehicular access to parking garages via the center drive aisle. Therefore, all project trips were assigned to utilize only the northern and southern project driveways.

Recommendation: Vehicular access to parking garages should be restricted to the northerly and southerly driveways only.

Project Driveway Design

All project driveways would need to meet the City's minimum 26-foot width for two-way driveways at residential developments. Each driveway is shown to be 26 feet wide and would meet City standards for driveway width.

Sight Distance

Adequate sight distance will be required at the project driveways along McEvoy Street. The project access point 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 other vehicles traveling on McEvoy 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 driveways in accordance with the *American Association of State Highway Transportation Officials (AASHTO)* standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Although McEvoy Street does not have a posted speed limit, local roads are assumed to have a speed limit of 25 mph. The AASHTO stopping sight distance for a facility with a posted speed limit of 25 mph is 200 feet (based on a design speed of 30 mph). Thus, a driver exiting the proposed project driveways must be able to see 200 feet along McEvoy Street when exiting the project driveways in order to stop and avoid a collision.

Based on the project site plan and observations in the field, vehicles exiting the northerly driveway would be able to see approaching traffic on northbound McEvoy Street at least to the proposed relocated intersection with Dupont Street, located approximately 350 feet to the south and on southbound McEvoy Street at least to Park Avenue, located approximately 125 feet to the north. Vehicles exiting the southerly driveway would be able to see approaching traffic on northbound McEvoy Street at least to the proposed relocated intersection with Dupont Street, located approximately 150 feet to the south and on southbound McEvoy Street at least to Park Avenue located approximately 325 feet to the north.

Vehicles turning from Park Avenue to southbound McEvoy Street or turning from Dupont Street to northbound McEvoy Street are expected to travel at a slower speed while making turns. The AASHTO stopping sight distance is 125 feet based on a travel speed of 25 mph. Therefore, the sight distance for both project driveways along both directions of McEvoy Street is adequate.

Recommendation: On-street parking is currently provided along the project site frontage along McEvoy Street. Red curbs should be painted next to the project driveways to ensure that adequate sight distance is provided along the project driveways.

Project Driveway Operations

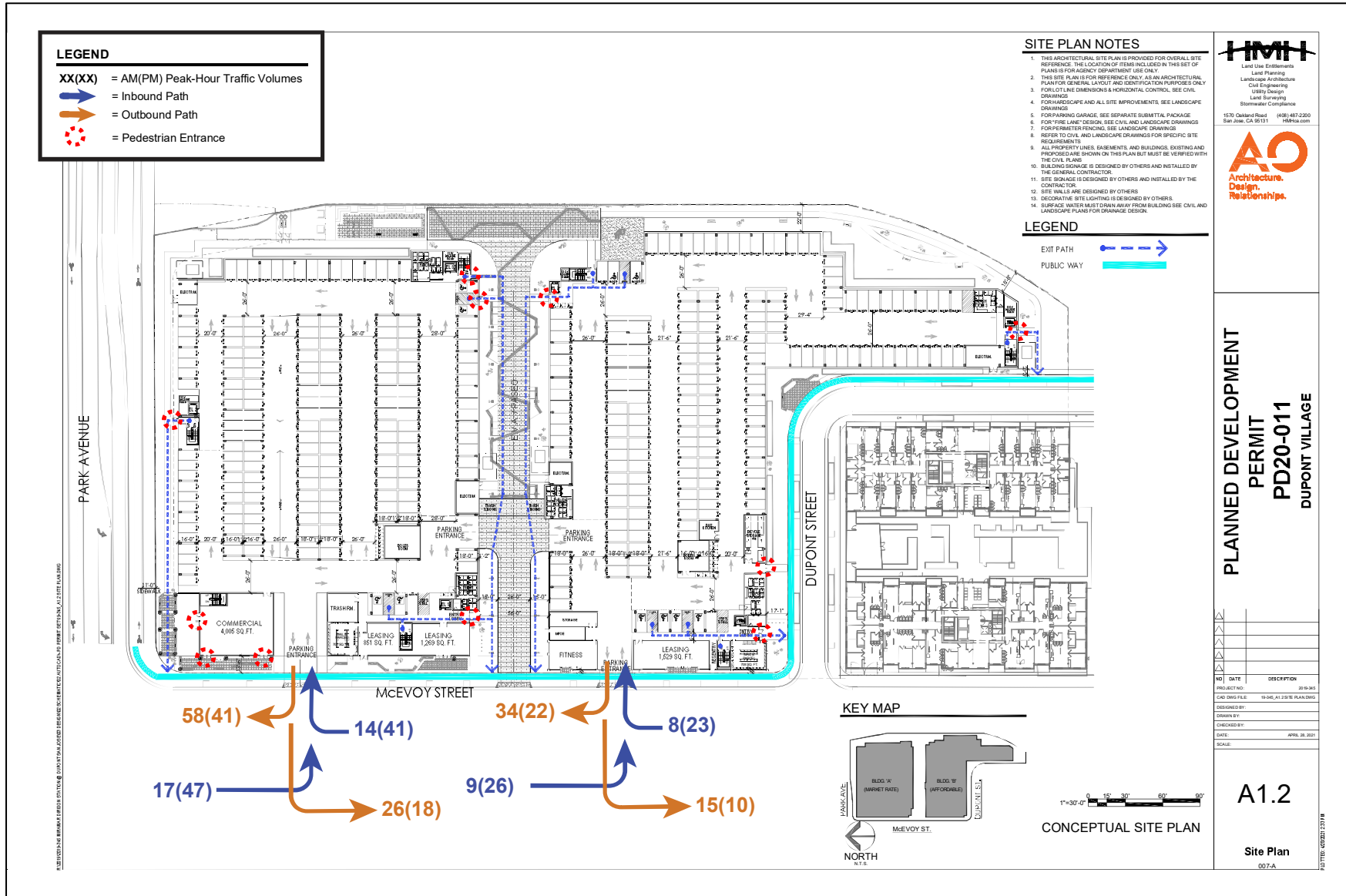
The site plan indicates approximately 314 residential parking spaces within the parking garage of the northerly tower and approximately 188 residential parking spaces within the parking garage of the southerly tower. It is assumed that the project driveways would serve trips proportional to the number of parking spaces provided within each parking garage. Additionally, all retail parking spaces (approximately 13 spaces) would be provided within the northerly parking garage.

Based on the project trip generation, trip assignment, and location of parking spaces provided on-site, it is estimated that a total maximum of 137 inbound trips (during the PM peak hour) and 133 outbound trips (during the AM peak hour) would enter and exit the site at the site access driveways, with a maximum of 88 inbound trips and 84 outbound trips at the northerly project driveway and a maximum of 49 inbound trips and 49 outbound trips at the southerly project driveway. The estimated project trips at the project site driveways are shown on Figure 19.

Both driveways will provide full access to/from McEvoy Street. An estimated 47 southbound left-turning vehicles are projected to enter via the northerly driveway and an estimated 26 southbound left-turning vehicles are projected to enter via the southerly driveway. As described in the queueing section above, minimal left-turn queueing (up to one vehicle) is expected to form at each of the driveways during the PM peak-hour.

No gates are indicated on the site plan. However, if security gates are to be installed at each driveway, the northerly and southerly gates will need to process a minimum of 88 and 49 inbound vehicles, respectively, during the PM peak-hour to avoid inbound queues. It is likely, however, that multiple vehicles may arrive at the same time, creating a short inbound queue at the gates.

Figure 19
Project Trips at Site Driveways



Recommendation: Any proposed inbound gates should be located a minimum of two car-lengths back from the sidewalk (within the parking garages) to be able to accommodate two entering vehicles at the garage entrances without blocking adjacent sidewalks. Appropriate visible and/or audible warning signs should be provided at the project driveways to alert pedestrians and bicyclists of vehicles exiting the garage.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards.

The ground-floor site circulation plan within each of the parking garages is shown on Figure 19. The proposed layout of the parking garages levels provides looped drive aisles which allow for mostly continuous circulation. However, an approximately 150-foot dead-end drive aisle is located at the southeast corner of the southerly parking garage. Dead end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. In areas where parking spaces are designated for specific individuals, however, dead-end aisles are less problematic. The proposed parking spaces would be designated for specific tenants, eliminating the need for residents to circulate the garage in search of available parking.

The project would provide 90-degree parking stalls within the parking garage. All two-way drive aisles are shown to meet the City's minimum required width of 26 feet. All one-way drive aisles are shown to meet the City's minimum required width of 20 feet. The proposed parking spaces will need to meet the City's standards for full-sized and compact-size parking spaces. The City identifies full-size parking spaces as 18 feet long and 9 feet wide and compact parking spaces as 16 feet long and 8 feet wide.

Bike and Pedestrian On-Site Circulation

Multiple entrances to the proposed residential towers are provided from all project frontage sidewalks, as shown on Figure 19. The emergency access lane is shown to provide pedestrian and bicycle access to additional entrances along the east side of the residential towers. A pedestrian path that runs along the eastern and northern project frontage connects to Dupont Street, the eastern end of the emergency access lane, and Park Avenue. The southern end of the pedestrian path is conveniently located less than 200 feet from the nearest trailhead to the Los Gatos Creek Trail. The ground-floor commercial use located at the northwest corner of the proposed project would have direct entrances located on sidewalks along Park Avenue and McEvoy Street.

Bicycle storage rooms would be provided within each parking garage. The storage room within the northerly tower would be located on the second floor of the garage. Access is provided via elevators and stairs located adjacent to the entry lobby along the emergency vehicle lane. The storage room within the southerly tower would be located less than 20 feet from a pedestrian-only entrance into the parking garage along Dupont Street.

Dupont Street Relocation

The project proposes to reconfigure Dupont Street, which would include relocating its intersection with McEvoy Street approximately 450 feet south of its current location. The site plan shows Dupont Street, which currently has a 36-foot wide curb-to-curb width, would be narrowed to 22 feet wide with raised travel lanes and designed as a bike boulevard. Both sides of Dupont Street would have approximately 10-foot wide sidewalks. .

As described above, the minimum sight distance required along McEvoy Street is 200 feet. The relocated Dupont Street would have adequate sight distance of both project driveways to the north along

McEvoy Street. There also would be adequate sight distance of at least 200 feet to the south towards San Carlos Street.

Truck Access and Circulation

Larger vehicles, such as delivery trucks, garbage trucks, and emergency trucks, would not have access to the parking garage.

Emergency Vehicle Access

Emergency vehicles access (EVA) would be provided via a 26-foot wide fire lane located between the two parking structures. The fire lane would be accessed from the center driveway on McEvoy Street and would extend to the east project frontage. At the eastern end of the fire lane, a drive aisle that extends 70 feet to the north and south provides space for trucks to perform a turn-around maneuver. As discussed previously, entrances to both parking garages would be provided along the fire lane, approximately 100 feet east of McEvoy Street. The City is not supportive of providing vehicular access to the parking garages via the fire lane. Therefore, access to the fire lane will be limited to emergency vehicles only and no conflicts with vehicular traffic are anticipated.

The nearest fire station to the project site is the San Jose Fire Department Fire Station 30, located along Auzerais Avenue, southeast of the project site. Currently, the shortest route from Station 30 to the project site is via the intersection of McEvoy Street and San Carlos Street.

Garbage Collection

The proposed waste management plan is shown on Figure 20. Trash and recycling material will be collected from five residential trash collection rooms located at the ground-floor level of each parking garage. An additional trash collection room is located within the northern parking garage, south of the entry drive aisle and across from the proposed commercial use. The collected material from all trash collection rooms will be placed on a staging area located directly on the emergency vehicle lane, approximately 100 feet east of McEvoy Street for garbage truck pick-up. However, the site plan shows the staging area completely blocking access to the emergency vehicle lane.

Recommendation: The trash staging area should be relocated or reduced in size to provide a 26-foot wide clear path at all times for emergency vehicle access, as well as for the benefit of pedestrians and bicycle-users.

Loading Spaces

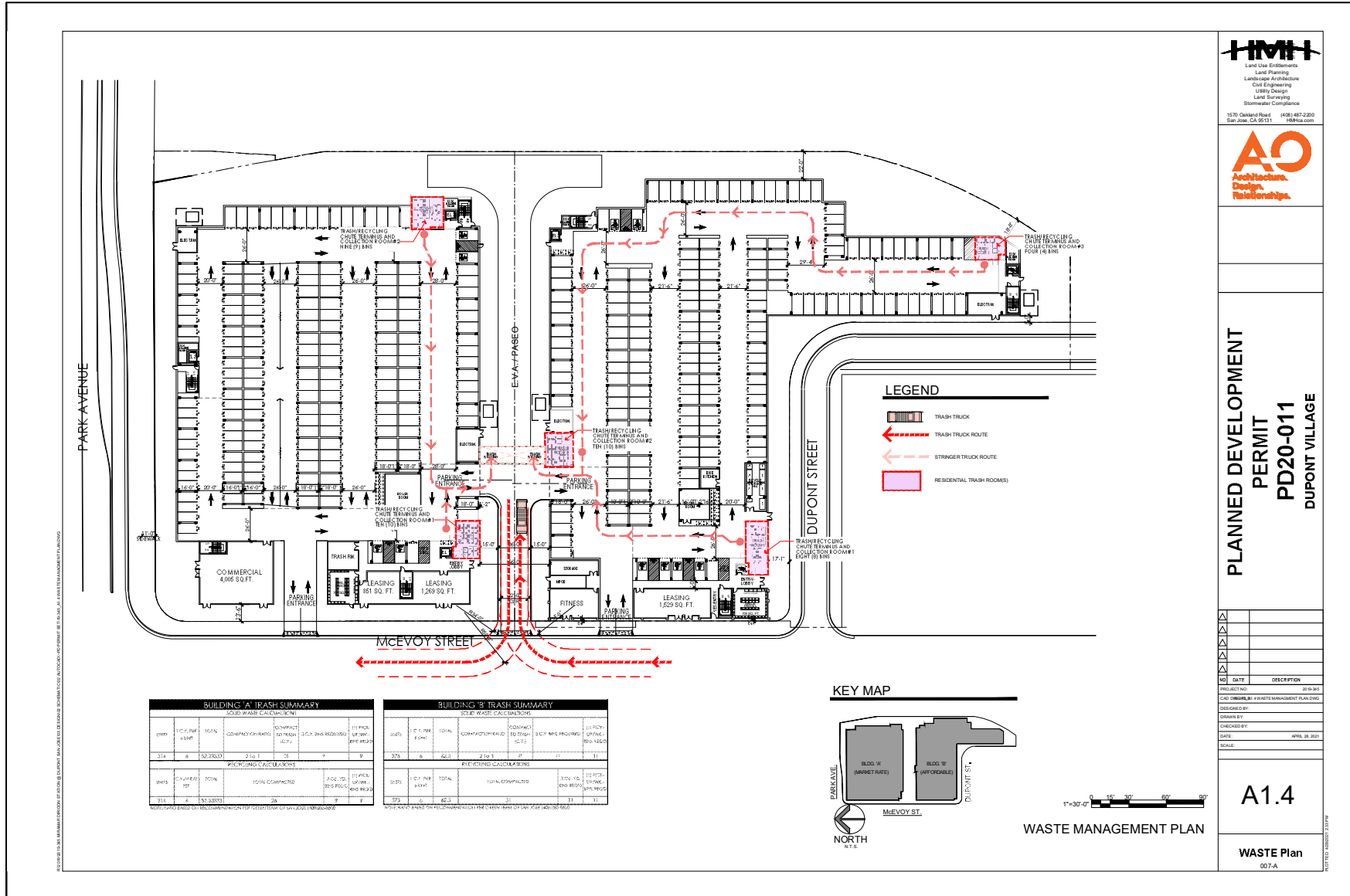
According to the City of San Jose Zoning Regulations (20.90.410), the project is not required to provide off-street loading spaces for the residential use. All truck loading activities would occur along McEvoy Street and Dupont Street.

Parking Supply

Vehicular Parking

The City of San Jose Zoning Code (Section 20.90.060) indicates that the required parking spaces for multi-family residential units is dependent on the living unit size and that required parking spaces for retail uses is dependent on the floor area. The parking requirements that would apply to the project are as follows:

Figure 20
Waste Management Plan



- 1.25 spaces per one-bedroom unit
- 1.7 spaces per two-bedroom unit
- 1 space per 200 s.f. of retail floor area

The California State Housing Density Bonuses and Incentives Law allows for lower parking requirement rates for residential developments that provide affordable housing units. The State mandate requires no more than one parking space for studio and one-bedroom units. The standard City parking requirement rate does not exceed the state parking requirement rate of two parking spaces for two-bedroom units.

Additionally, a 20 percent reduction can be granted for proposed projects within an Urban Village which provide bicycle parking spaces per City requirements.

Based on the City's parking code, the California State Housing Density Bonuses and Incentives Law, and an application of a 20 percent Urban Village reduction, the project would be required to provide 741 off-street parking spaces for the proposed residential units and retail use, as shown on Table 8. The project is proposing to provide a total of 515 parking spaces on-site, which equates to a 30.5% reduction from the on-site parking requirement. Therefore, the project will need to submit and have approved a TDM plan.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the residential units at a rate of one bicycle parking space per four residential units. For the proposed commercial use, bicycle parking spaces should be provided at a rate of one bicycle parking space per 3,000 s.f. of floor area (Table 20-190). Of the required residential bicycle parking, City standards require that at most 40 percent be short-term bicycle spaces and at least 60 percent be secured long-term bicycle spaces. Of the required retail bicycle parking, City standards require that at least 80 percent be short-term bicycle spaces and at most 20 percent be secured long-term bicycle spaces. A minimum of two short-term bicycle parking spaces and one long-term bicycle parking space should be provided for the retail use.

Based on these requirements, the project is required to provide a total of 176 bicycle parking spaces consisting of:

- 173 bicycle parking spaces for the residential use (69 short-term spaces and 104 long-term spaces)
- 3 bicycle parking spaces for the retail use (2 short-term spaces and 1 long-term space)

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 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 long-term bicycle parking facilities,
- An access-controlled room with long-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

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

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,

**Table 8
Vehicle Parking Requirements**

Proposed Project		Parking Requirements ^{1 2}		Required Parking	Urban Village Required Parking ³	Provided Parking
Proposed Use	Size	Land Use	Parking Ratio			
Building A (Market Rate)						
Studio/1-bedroom	230 units	Multiple dwelling residential	1.25 spaces per one-bedroom unit	288	230	
2-bedroom	84 units	Multiple dwelling residential	1.70 spaces per two-bedroom unit	143	114	
<i>Sub-Total</i>	<i>314 units</i>			<u>431</u>	<u>344</u>	314
Building B (Affordable)						
Studio/1-bedroom	230 units	Multiple dwelling residential	1.00 space per one-bedroom unit	230	184	
2-bedroom	145 units	Multiple dwelling residential	1.70 spaces per two-bedroom unit	247	197	
<i>Sub-Total</i>	<i>375 units</i>			<u>477</u>	<u>381</u>	188
Residential	689 units			908	725	502
Retail	4,005 s.f.	Retail sales, goods and merchandise	1.00 space for 200 s.f. of floor area	21	16	13
Total Proposed				929	741	515
Notes:						
¹ City of San Jose Zoning Ordinance (20.90.060, Table 20-210)						
² The City of San Jose parking code requires 1.25 on-site parking spaces for one-bedroom residential units. Per the California State Housing Density Bonuses and Incentives Law, the City may not require the project to provide more than one on-site parking space for studio and one-bedroom residential units.						
³ Includes 20% allowable reduction of parking requirement in an Urban Village.						

- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

Bicycle storage rooms are provided within each of the parking garages, as discussed above. The project proposes to provide a total of 175 bicycle parking spaces consisting of:

- 173 bicycle parking spaces for the residential use (22 short-term spaces and 151 long-term spaces)
- 2 bicycle parking spaces for the retail use

The residential use of the project would meet the City code for bicycle parking. However, the project will need to provide one additional bicycle parking space for the retail use. If the project provides fewer than the required number of bicycle parking spaces, it will not be eligible for a 20 percent Urban Village vehicular on-site parking reduction.

Roadway Network Improvements

Park Avenue Project Frontage

Park Avenue is proposed to be narrowed between Sunol Street and Montgomery Street. The proposed plan line is shown on Figure 21. This segment of Park Avenue currently has a curb-to-curb width of approximately 90 feet. The proposed improvements would reduce the width to approximately 40 to 50 feet along the project frontage, and approximately 54 feet west of Laurel Grove Lane. The roadway would still consist of one eastbound travel lane and one westbound travel lane. Left-turn median lanes to McEvoy Street and Laurel Grove Lane also would be maintained.

Therefore, the improvements would not result in significant changes to vehicular circulation in the vicinity of the project site. The improvements will, however, result in improved circulation and safety for pedestrians by reducing the crossing distance across Park Avenue. Bicycle users will benefit from the improved Class IV raised bikeway, as described below.

McEvoy Street/San Carlos Street Improvements

There are currently no left-turn restrictions at the intersection of McEvoy Street/Dupont Street and San Carlos Street. However, there is a planned improvement to prohibit all left-turns into and out of McEvoy Street (right-in and right-out only) due to the following operational issues identified as part of the traffic analysis for the approved 280 McEvoy Street residential development:

- San Carlos Street has a posted speed limit of 35 mph which correlates to an AASHTO stopping sight distance of 250 feet. Based on observations in the field, vehicles performing a southbound left-turn movement at the intersection (from McEvoy Street onto eastbound San Carlos Street) will be able to see approaching traffic on westbound San Carlos Street as far away as approximately 450 feet (shown on Figure 22). However, approaching traffic from eastbound San Carlos Street is visible only 230 feet due to palm trees located within the center median of San Carlos Street and due to a building located at the northwest corner of the McEvoy Street/San Carlos Street intersection. Therefore, current sight distance from McEvoy Street to eastbound San Carlos Street does not meet the AASHTO minimum stopping sight distance standards.
- No restrictions exist that limit left-turns onto northbound McEvoy Street from eastbound San Carlos Street. However, there is no left-turn pocket provided on eastbound San Carlos Street. Therefore, left-turning vehicles are required to wait within the inner eastbound travel lane of San Carlos Street while waiting for a gap in the westbound traffic flow. Therefore, an increase in left-

Figure 21
Park Avenue Plan Line

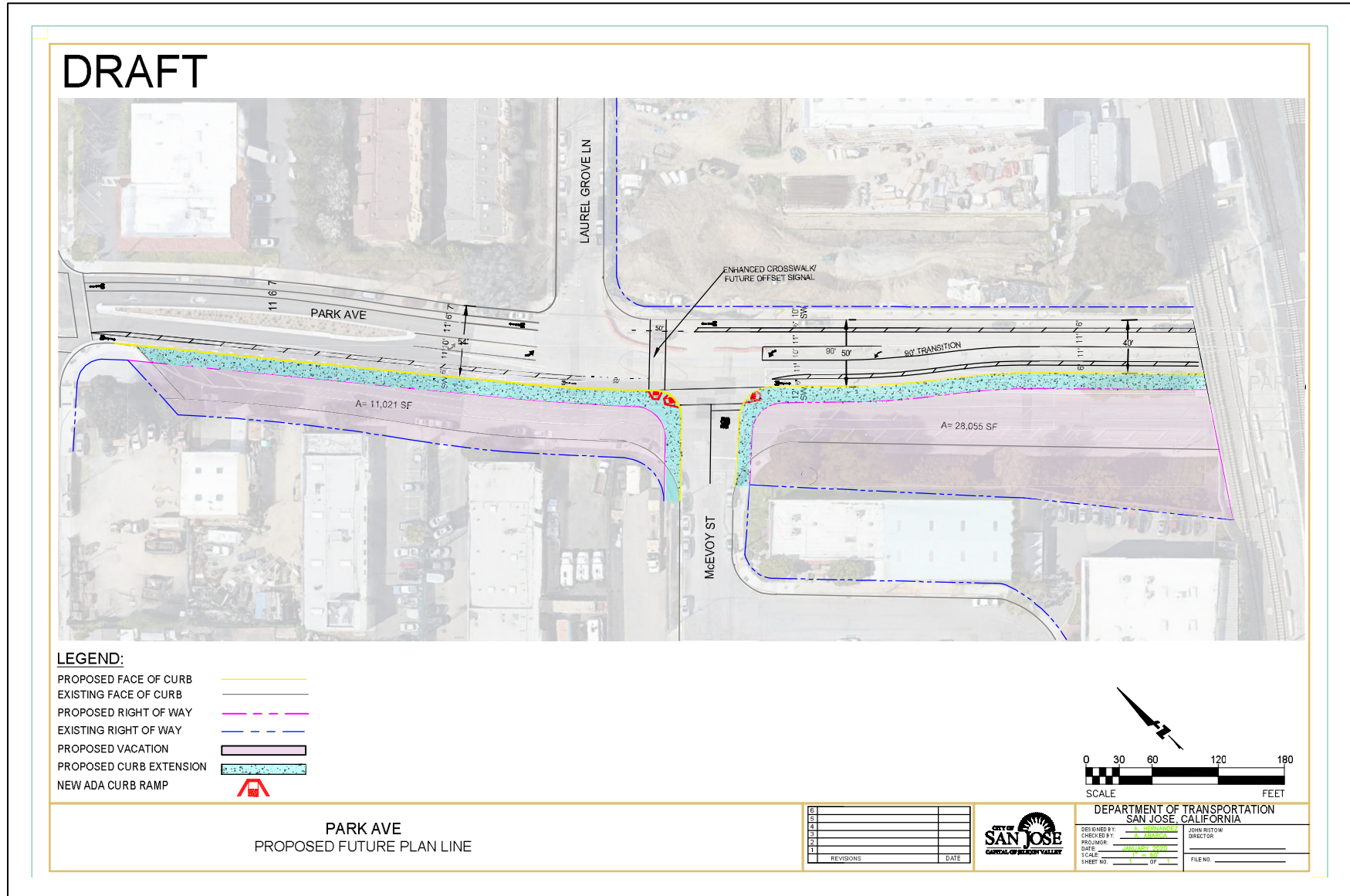
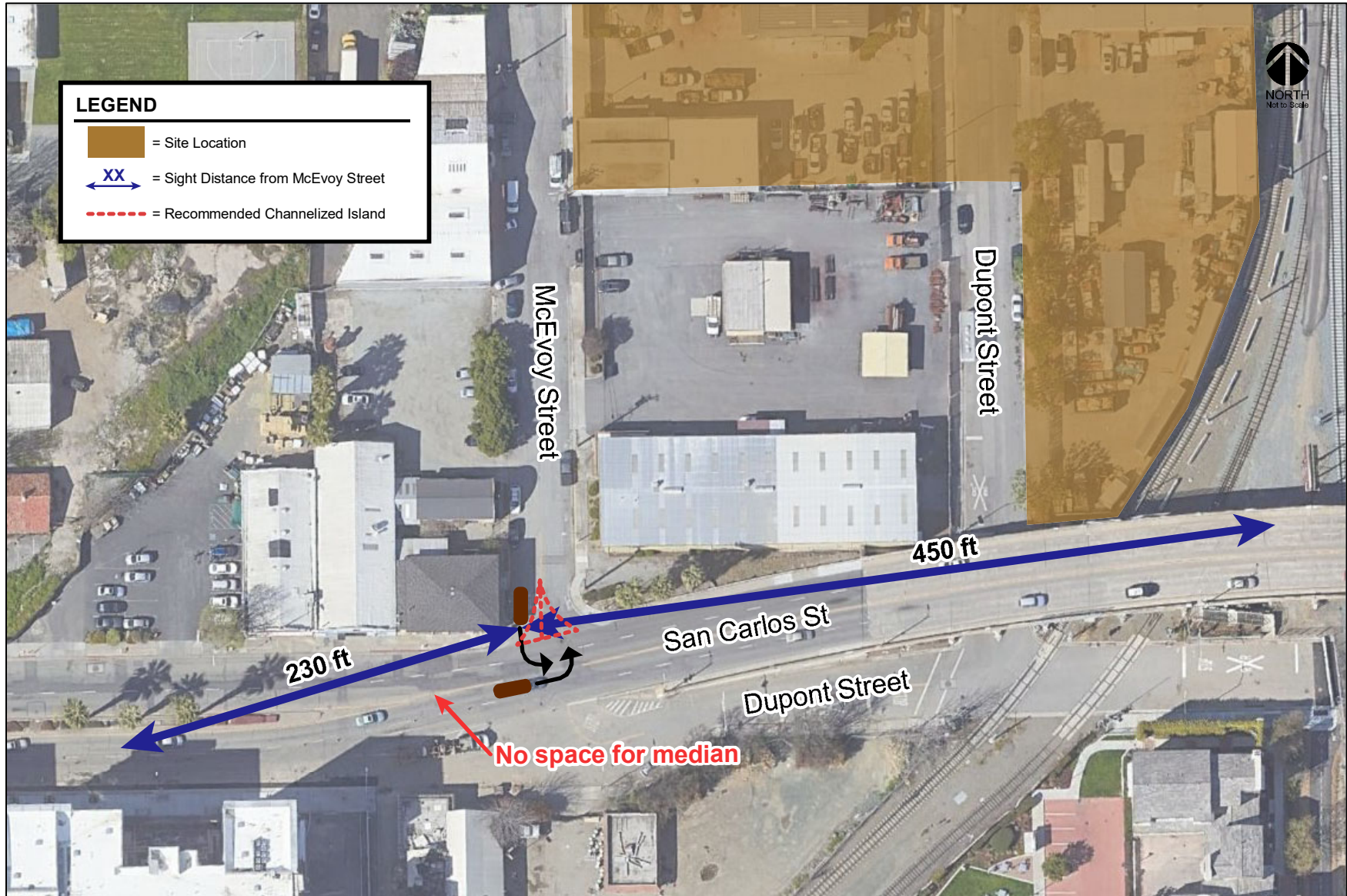


Figure 22
McEvoy Street/Dupont Street and San Carlos Street Intersection Improvements



- turning vehicles from eastbound San Carlos Street to McEvoy Street will result inhibit eastbound traffic flow on San Carlos Street.

The proposed project would contribute to additional vehicular traffic at the McEvoy Street/San Carlos Street intersection. Therefore, the proposed project may be required to provide a fair-share contribution towards improvements at the McEvoy Street/San Carlos Street intersection.

Downtown West Mixed-Use Proposed Roadway Network

The approved Downtown West Mixed-Use development proposes to extend and remove portions of several roadways in the vicinity of the project site. The proposed changes would include the extension of Cahill Street from its current terminus at Santa Clara Street to Julian Street in the north, and from San Fernando Street to Park Avenue in the south. The extended Cahill Street would be intended to provide enhanced north-south vehicular access within the Diridon Station area. Additionally, the portion of Montgomery Street between San Fernando Street and Park Avenue would be removed. Existing traffic will be re-routed to utilize the Cahill Street extension and Autumn Street. Several other minor roadway changes also are proposed, as shown on Figure 23.

Pedestrian, Bicycle, and Transit Analysis

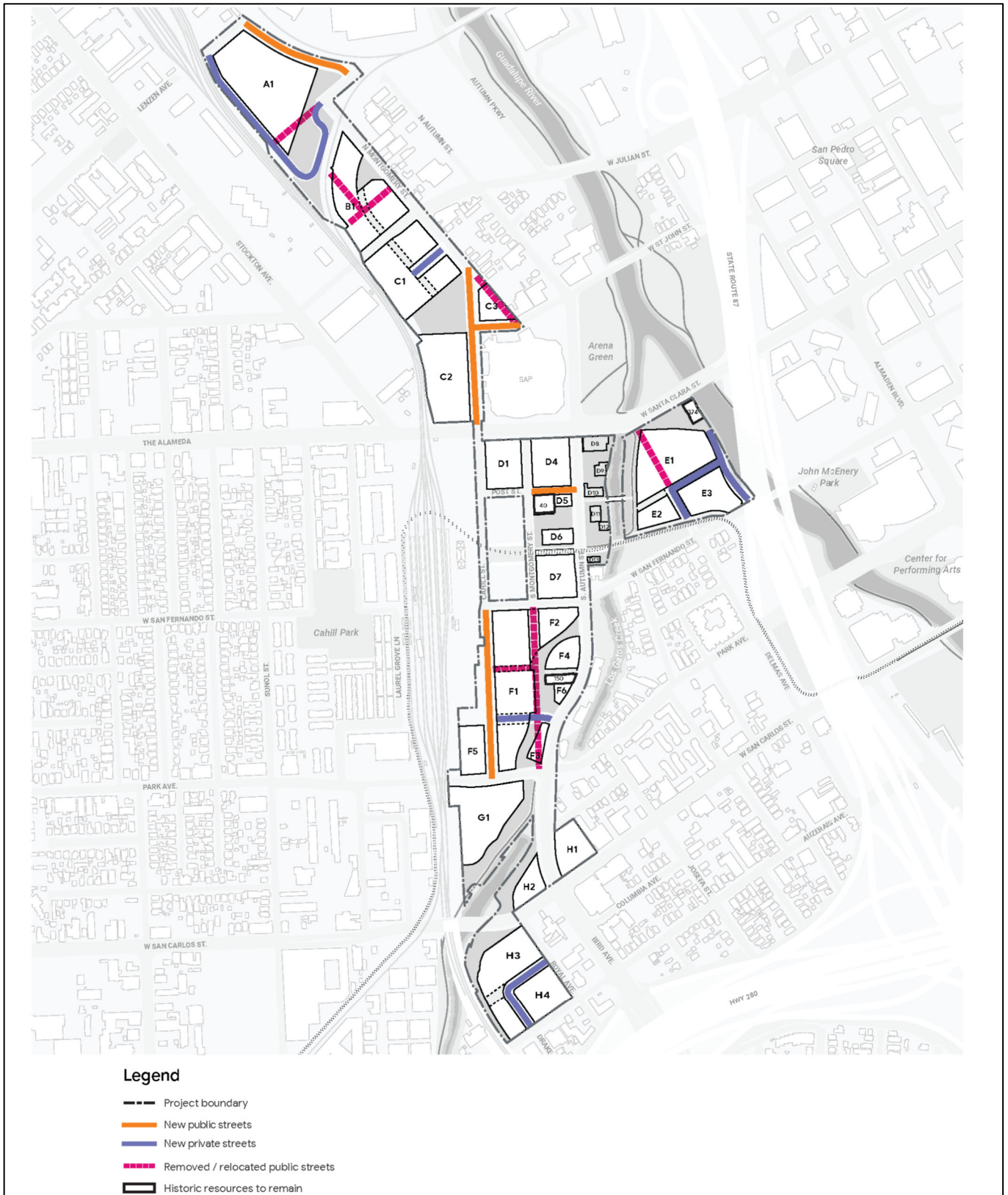
All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility 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 Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

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

Figure 23
Downtown West Proposed Roadway Network Changes



Pedestrian and Bicycle Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

Class IV protected bike lanes are provided along Park Avenue between Montgomery Street and McEvoy Street (including along the north project frontage). A designated Class III bike route that runs along Dupont Street and McEvoy Street (along the west project frontage) provides a connection between Park Avenue and a trailhead to the Los Gatos Creek trailhead. North of Park Avenue, Laurel Grove Lane provides a designated bike route to the Diridon Transit Station. There are no bicycle facilities located along San Carlos Street.

Pedestrian Destinations

Pedestrian and bicycle access to areas south of the project site is provided via San Carlos Street and its intersections with north-south facilities, such as Bird Avenue, Sunol Street, and Lincoln Avenue. In addition, the Los Gatos Creek Trail provides an off-street pedestrian and bicycle connection between the project site and areas south of I-280. The nearest access point to the Los Gatos Creek Trail is provided via a trailhead at the east end of Dupont Street, less than 200 feet from the southern frontage of the proposed project. Pedestrian destinations south of the project site include commercial areas (the Willow Glen Downtown area is located approximately 1.5 miles south of the project site along Lincoln Avenue), parks, and schools (Garden Elementary School, located within the northeast quadrant of the Bird Avenue/West Virginia Street intersection, less than a mile south of the project site, and River Glen School, located within the southeast quadrant of the Lincoln Avenue/Broadway Avenue intersection, less than 1.5 miles south of the project site). From the project site, Garden Elementary School can be accessed via the continuous sidewalk network along McEvoy Street, San Carlos Street, Bird Avenue, and West Virginia Street while River Glen School can be accessed via the Los Gatos Creek Trail and Lincoln Avenue. Bird Avenue, between San Carlos Street and West Virginia Street, and Virginia Street also are classified as Class III bike routes, while Lincoln Avenue includes Class II bike lanes, supporting bicycle travel between the project site and the two above mentioned schools.

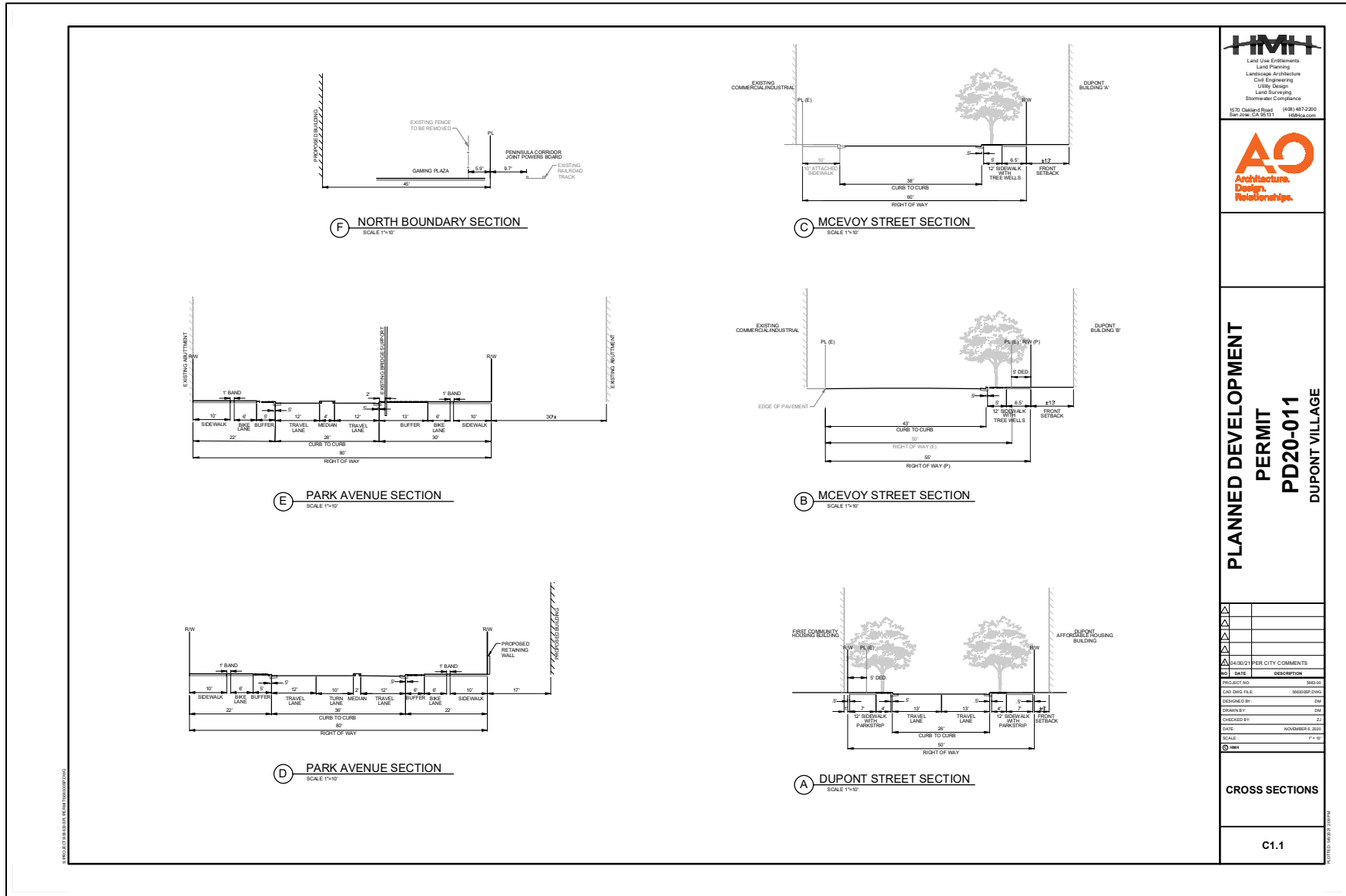
Pedestrian destinations to the north include the Diridon Transit Center, Cahill Park, the SAP Center (San Jose Arena), schools, and various employment and commercial land uses along The Alameda/Santa Clara Street. Crosswalks at the McEvoy Street and Park Avenue intersection provide a direct connection between the project site and the Diridon Transit Center entrance on Laurel Grove Lane, as well as an alternative access route to land uses along The Alameda/Santa Clara Street. Nearby schools include St. Leo the Great along Race Street (located less than one mile north of the project site), Herbert Hoover Middle School along Park Avenue (less than 1.5 miles northwest of the project site), and Lincoln High School along Dana Avenue (less than 1.5 miles northwest of the project site). Access to St. Leo and Herbert Hoover schools from the project site is provided via Park Avenue. Access to Lincoln High School from the project site is provided via Park Avenue and San Carlos Street.

Continuous sidewalks are provided along the above school access routes. Park Avenue includes bike lanes on both sides of the roadway. However, there are no bike lanes along either San Carlos Street or Dana Avenue, making the Park Avenue school access route more suitable for bicycle travel between Lincoln High School and the project site. Bicycle lanes also are present along Race Street, facilitating bicycle access to St. Leo School.

Pedestrian Facility Improvements

The proposed new sidewalks along the project site frontages on Park Avenue, McEvoy and Dupont Streets would create a continuous pedestrian network within the project area. Proposed roadway cross-sections (including sidewalks) are shown on Figure 24.

Figure 24
Proposed Roadway Cross Sections



Park Avenue is a designated an On-Street Primary Bicycle Facility per the City's General Plan. The City's Complete Streets Design Standards and Guidelines does not have recommended sidewalk widths for an On-Street Primary Bicycle Facility. However, the Guidelines recommend a minimum of 10-foot wide sidewalks for Main Street and City Connector facilities, which can be assumed to be similar to an On-Street Primary Bicycle Facility. The project proposes to construct a 10-foot wide sidewalk along its Park Avenue frontage. Therefore, the proposed sidewalk would meet the City's recommended sidewalk width.

For project frontages along local streets, such as McEvoy Street and Dupont Street, the City's Complete Streets Design Standards and Guidelines recommends a minimum of 10-foot wide sidewalks. The project proposes to construct sidewalks with a minimum width of 10 feet along its McEvoy Street and Dupont Street frontages. Therefore, the proposed sidewalks would meet the City's recommended sidewalk width.

As described above, the project would construct a multi-use path on-site along the eastern project frontage that begins at the southern end of the project site, less than 200 feet from the Los Gatos Creek trailhead at the eastern end of Dupont Street. However, there are currently no sidewalks along the east side of Dupont Street underneath the San Carlos Street bridge and along either side of Dupont Street across the light rail crossing. Therefore, no continuous pedestrian route would exist between the trailhead and the proposed multi-use path. The project will be required to contribute towards the VTA's Dupont Street/LRT crossing multi-modal improvements design plans.

Bicycle Facility Improvements

There are planned improvements to reconfigure the roadway of Park Avenue between Montgomery Street and McEvoy Street, which will result in changes to existing bike lanes on Park Avenue. The 90-foot curb-to-curb width of Park Avenue would be reduced to approximately 40 feet, as shown on Figure 21. Raised 6-foot wide bike lanes (level with sidewalks) will be provided on both sides of the roadway with a minimum 5-foot buffer from the curb. A one-foot wide buffer would separate the bikeway from the sidewalk.

As described above, the project proposes an on-site multi-use path that would run along the eastern and northern project frontage connecting Dupont Street, the eastern end of the emergency access lane, and Park Avenue. The southern end of the pedestrian path would be located less than 200 feet from the nearest trailhead to the Los Gatos Creek Trail. Therefore, the proposed multi-use path would provide an alternative off-street route to the existing bike route along Dupont Street and would improve accessibility between the Los Gatos Creek trailhead, Park Avenue, and the Diridon Station entrance along Laurel Grove Lane.

The San Jose Better Bike Plan 2025 has identified objectives for the expansion of bicycle facilities in the vicinity of the project site, including the extension of the Los Gatos Creek Trail between Dupont Street and Santa Clara Street. Extension of the Los Gatos Creek Trail would provide a cycling and walking route between Downtown San Jose and the project site with fewer roadway crossings. Additionally, the extension would provide direct access between the project site and the Guadalupe River Trail. The Better Bike Plan also proposes the following improvements in the vicinity of the project site:

- Park Avenue, west of Laurel Grove Lane/McEvoy Street - upgrade existing Class II bike lanes to Class IV protected bike lanes
- Laurel Grove Lane – improve existing Class III bike route to a Class III bike boulevard
- Dupont Street and McEvoy Street, between Park Avenue and Dupont Street – improve existing Class III bike route to a Class III bike boulevard
- Sunol Street, between Park Avenue and Auzerais Avenue – improve existing Class III bike route to a Class III bike boulevard

- Sunol Street, north of Park Avenue – install new Class II bike lanes
- San Carlos Street – install new Class IV protected bike lanes
- Montgomery Street, between San Fernando Street and San Carlos Street – install new Class IV protected bike lanes
- Montgomery Street, between San Fernando Street and Santa Clara Street – install new Class III bike boulevard
- Autumn Street, between Park Avenue and Santa Clara Street – upgrade existing Class II bike lanes to Class IV protected bike lanes
- Bird Avenue, south of San Carlos Street – upgrade existing Class II bike lanes to Class IV protected bike lanes
- San Fernando Street, west of Wilson Avenue – install new Class II bike lanes

The City's General Plan identifies the bicycle commute mode split target as 15 percent or more for the year 2040. This calculates to approximately 27 new bicycle trips during the AM peak hour and 34 new bicycle trips during the PM peak hour. This level of bicycle mode share is a reasonable goal for the project when considering the availability of surrounding bicycle facilities.

Transit Services

The project site is adequately-served by the existing VTA transit services. The project site is located less than 1,100 feet from the Diridon Transit Center entrance at Laurel Grove Lane and approximately 3,000 feet from the main entrance and bus terminal along Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center.

Additionally, the nearest bus stops are located along the northeast and southeast corners of the Sunol Street/San Carlos Street intersection, less than 800 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 1,500 feet walking distance from the project site.

The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA VMT Analysis

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The project site is located within a planned Growth Area (*Diridon Station Area Plan* (DSAP)) with low VMT per capita as identified by the City of San Jose (see Figure 10). San Carlos Street is a high-quality transit corridor with VTA bus service headways of less than 15 minutes during peak commute periods. The residential component of the proposed project will meet all of the applicable VMT screening criteria for residential developments. The proposed 4,005 sf of commercial (retail) space is less than the 100,000 sf retail threshold screening criterion for local-serving retail. Therefore, the proposed residential and retail components of the project are anticipated to result in a less-than significant VMT impact and a detailed CEQA VMT transportation analysis is not required. However, a VMT evaluation for the project was completed using the *San José VMT Evaluation Tool* for informational purposes.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

The proposed project will be consistent with General Plan policy TR-3.3 that states:

- 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. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed residential use for the project site is consistent with the Diridon Station Area Plan.
- The project site is located less than 1,100 feet from the Diridon Transit Center entrance at Laurel Grove Lane. The Diridon Transit Center is considered a major transit stop due to the presence of rail transit services provided by Caltrain and VTA Light Rail Transit, in addition to many local and regional bus transit services.

Therefore, based on the project description, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as 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

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The LTA includes the analysis of AM and PM peak-hour traffic conditions for 17 signalized and two unsignalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate 2,781 daily vehicle trips, with 181 trips (48 inbound and 133 outbound) occurring during the AM peak hour and 228 trips (137 inbound and 91 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that all signalized study intersections would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours, under background conditions, and background plus project conditions.

Intersection Signal Warrant Analysis

The signal warrant analysis at the stop-controlled intersection of McEvoy Street and Park Avenue indicates that the addition of project traffic would cause traffic volumes to exceed volume thresholds that would warrant installation of a

traffic signal during both the AM and PM peak-hours. Signalization of the McEvoy Street/Park Avenue intersection also would require signal control of Laurel Grove Lane which is off-set approximately 100 feet west of McEvoy Street.

However, due to the complications of signal control of the off-set intersections and adjacent driveways, the City has determined that a signal at the intersection of McEvoy Street and Park Avenue should not be pursued. Instead, the project will be required to construct a median along Park Avenue to prohibit left-turns from McEvoy Street. The westbound left-turn movement from Park Avenue to McEvoy Street could be maintained with the Park Avenue median. Further geometric design considerations, including lane alignment west of McEvoy Street, also will be needed per the proposed Class IV raised bikeway plan line.

Intersection Queueing Analysis

Bird Avenue and San Carlos Street - Northbound Left-Turn

The queueing analysis indicates that the existing maximum vehicle queue for the northbound left-turn movement at the Bird Avenue and San Carlos Street intersection currently exceeds the 225-foot turn pocket during the AM peak-hour and would continue to do so under background conditions. The addition of project traffic is projected to lengthen the projected queue by one vehicle during the AM peak-hour, to a total of 18 vehicles (450 feet). During the PM peak-hour, the queue also would exceed the storage capacity under background conditions by one vehicle. The addition of project traffic would lengthen the projected queue by two vehicles, to a total of 12 vehicles (300 feet).

This deficiency can only be resolved by providing additional storage capacity. Extending the northbound left-turn pocket at this intersection would require shortening the adjacent back-to-back southbound left-turn pocket at the Bird Avenue/Auzerais Avenue intersection. Alternatively, adding a second northbound left-turn lane at the intersection would require the removal of on-street parking along the east side of Bird Avenue, south of San Carlos Street and removal of the right-turn channelization islands at all four corners of the intersection.

Bird Avenue and I-280 Southbound Ramps - Southbound Left-Turn

The queueing analysis indicates that the existing maximum vehicle queue for the southbound left-turn movement at the Bird Avenue and I-280 Southbound Ramps intersection currently extends past the 425-foot left-turn pocket during the AM and PM peak hours and would continue to do so under background conditions. The estimated 95th percentile vehicle queue for the southbound left-turn movement is estimated at approximately 20 vehicles (500 feet) during the AM peak hour and 23 vehicles (575 feet) during the PM peak hour under background conditions. The addition of project traffic is projected to lengthen the projected queue by one vehicle during the AM peak hour, to a total of 21 vehicles (525 feet).

This deficiency could be resolved by providing additional storage capacity. Providing a second lane would require removal of an existing median and the addition of a second receiving lane to the freeway on-ramp.

Woz Way (SR-87 Northbound Ramps) and Park Avenue - Eastbound Left-Turn

The queueing analysis indicates that the existing maximum vehicle queue for the eastbound left-turn movement at the Bird Avenue and I-280 Southbound Ramps intersection currently extends past the 125-foot left-turn pocket during the AM and PM peak hours and would continue to do so under background conditions. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is estimated at approximately 8 vehicles (200 feet) during the AM peak hour and 7 vehicles (175 feet) during the PM peak hour under background conditions. The addition of project traffic is

projected to lengthen the projected queue by one vehicle during the AM and PM peak hours, to a total of 9 vehicles (225 feet) and 8 vehicles (200 feet), respectively.

Providing additional storage capacity is not feasible. Extending the existing turn pocket to the upstream intersection of Delmas Avenue and Park Avenue would only increase storage by approximately 50 feet. Additionally, providing a second lane is not possible due to the presence of supporting columns within the median of Park Avenue.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

Restrict Vehicular Access to Parking Garages. Vehicular access to parking garages should be restricted to the northerly and southerly driveways only.

Install Red Curbs at Driveways. Red curbs should be painted next to the project driveways to ensure that adequate sight distance is provided along all project driveways.

Location of Security Gates. No gates are indicated on the conceptual site plan. However, if security gates are to be installed at each driveway, the northerly and southerly gates will need to process a minimum of 88 and 49 inbound vehicles, respectively, during the PM peak-hour to avoid inbound queues. Gates should be located a minimum of two car-lengths back from the sidewalk (within the parking garage) to be able to accommodate two entering vehicles at the garage entrances without blocking adjacent sidewalks. Appropriate visible and/or audible warning signs should be provided at the project driveways to alert pedestrians and bicyclists of vehicles exiting the garage.

Relocate Trash Staging Area. The trash staging area should be relocated or reduced in size to provide a 26-foot wide clear path at all times for emergency vehicle access, as well as for the benefit of pedestrians and bicycle-users.

Parking Supply

Vehicular Parking

Based on the City's parking code, the California State Housing Density Bonuses and Incentives Law, and an application of a 20 percent Urban Village reduction, the project would be required to provide 741 off-street parking spaces for the proposed residential units and retail use, as shown on Table 8. The project is proposing to provide a total of 515 parking spaces on-site, which equates to a 30.5% reduction from the on-site parking requirement. Therefore, the project will need to submit and have approved a TDM plan.

Bicycle Parking

The project is required to provide a total of 176 bicycle parking spaces consisting of:

- 173 bicycle parking spaces for the residential use (69 short-term spaces and 104 long-term spaces)
- 3 bicycle parking spaces for the retail use (2 short-term spaces and 1 long-term space)

Bicycle storage rooms are provided within each of the parking garages. The project proposes to provide a total of 175 bicycle parking spaces consisting of:

- 173 bicycle parking spaces for the residential use (22 short-term spaces and 151 long-term spaces)
- 2 bicycle parking spaces for the retail use

The residential use of the project would meet the City code for bicycle parking. However, the project will need to provide one additional bicycle parking space for the retail use. If the project provides fewer than the required number of bicycle parking spaces, it will not be eligible for a 20 percent Urban Village vehicular on-site parking reduction.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facility Improvements

The proposed new sidewalks along the project site frontages on Park Avenue, McEvoy and Dupont Streets would create a continuous pedestrian network within the project area.

Park Avenue is a designated an On-Street Primary Bicycle Facility per the City's General Plan. The City's Complete Streets Design Standards and Guidelines does not have recommended sidewalk widths for an On-Street Primary Bicycle Facility. However, the Guidelines recommend a minimum of 10-foot wide sidewalks for Main Street and City Connector facilities, which can be assumed to be similar to an On-Street Primary Bicycle Facility. The project proposes to construct a 10-foot wide sidewalk along its Park Avenue frontage. Therefore, the proposed sidewalk would meet the City's recommended sidewalk width.

For project frontages along local streets, such as McEvoy Street and Dupont Street, the City's Complete Streets Design Standards and Guidelines recommends a minimum of 10-foot wide sidewalks. The project proposes to construct sidewalks with a minimum width of 10 feet along its McEvoy Street and Dupont Street frontages. Therefore, the proposed sidewalks would meet the City's recommended sidewalk width.

The project would construct a multi-use path on-site along the eastern project frontage that begins at the southern end of the project site, less than 200 feet from the Los Gatos Creek trailhead at the eastern end of Dupont Street. However, there are currently no sidewalks along the east side of Dupont Street underneath the San Carlos Street bridge and along either side of Dupont Street across the light rail crossing. Therefore, no continuous pedestrian route would exist between the trailhead and the proposed multi-use path. The project will be required to contribute towards the VTA's Dupont Street/LRT crossing multi-modal improvements design plans.

Bicycle Facilities

There are planned improvements to reconfigure the roadway of Park Avenue between Montgomery Street and McEvoy Street, which will result in changes to existing bike lanes on Park Avenue. The 90-foot curb-to-curb width of Park Avenue would be reduced to approximately 40 feet. Raised 6-foot wide bike lanes (level with sidewalks) will be provided on both sides of the roadway with a minimum 5-foot buffer from the curb. A one-foot wide buffer would separate the bikeway from the sidewalk.

The project proposes an on-site multi-use path that would run along the eastern and northern project frontage connecting Dupont Street, the eastern end of the emergency access lane, and Park Avenue. The southern end of the pedestrian path would be located less than 200 feet from the nearest trailhead to the Los Gatos Creek Trail. Therefore, the proposed multi-use path would provide an alternative off-street route to the existing bike route along Dupont Street and would improve accessibility between the Los Gatos Creek trailhead, Park Avenue, and the Diridon Station entrance along Laurel Grove Lane.

The San Jose Better Bike Plan 2025 has identified objectives for the expansion of bicycle facilities in the vicinity of the project site, including the extension of the Los Gatos Creek Trail between Dupont Street and Santa Clara Street. Extension of the Los Gatos Creek Trail would provide a cycling and walking route between Downtown San Jose and the project site with fewer roadway crossings. Additionally, the extension would provide direct access between the project site and the Guadalupe River Trail. The Better Bike Plan also proposes to upgrade or install new bikeways along many of the roadways in the vicinity of the project site.

Transit Services

The project site is adequately-served by the existing VTA transit services. The project site is located less than 1,100 feet from the Diridon Transit Center entrance at Laurel Grove Lane and approximately 3,000 feet from the main entrance and bus terminal along Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center.

Additionally, the nearest bus stops are located along the northeast and southeast corners of the Sunol Street/San Carlos Street intersection, less than 800 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 1,500 feet walking distance from the project site.

The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

Diridon Modular Housing Residential Development TA Technical Appendices

September 9, 2021

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Diridon Modular Housing Residential Developme	Tool Version: 2/29/2019	Date: 7/21/2021
Location: 205-214 Dupont Street and 226, 244, 254 McEvoy		
Parcel: 26138067 Parcel Type: Urban Low Transit		
Proposed Parking Spaces	Vehicles: 515	Bicycles: 175

LAND USE:

Residential:	Percent of All Residential Units		
Single Family 0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable	
Multi Family 689 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable	
Subtotal 689 DU	Low Income (> 50% MFI, ≤ 80% MFI)	54 % Affordable	
Office: 0 KSF			
Retail: 4 KSF			
Industrial: 0 KSF			

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	12
With Project Density (DU/Residential Acres in half-mile buffer)	16
Increase Development Diversity	
Existing Activity Mix Index	0.81
With Project Activity Mix Index	0.72
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	54 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	20
With Project Density (Jobs/Commercial Acres in half-mile buffer)	20

Tier 2 - Multimodal Infrastructure

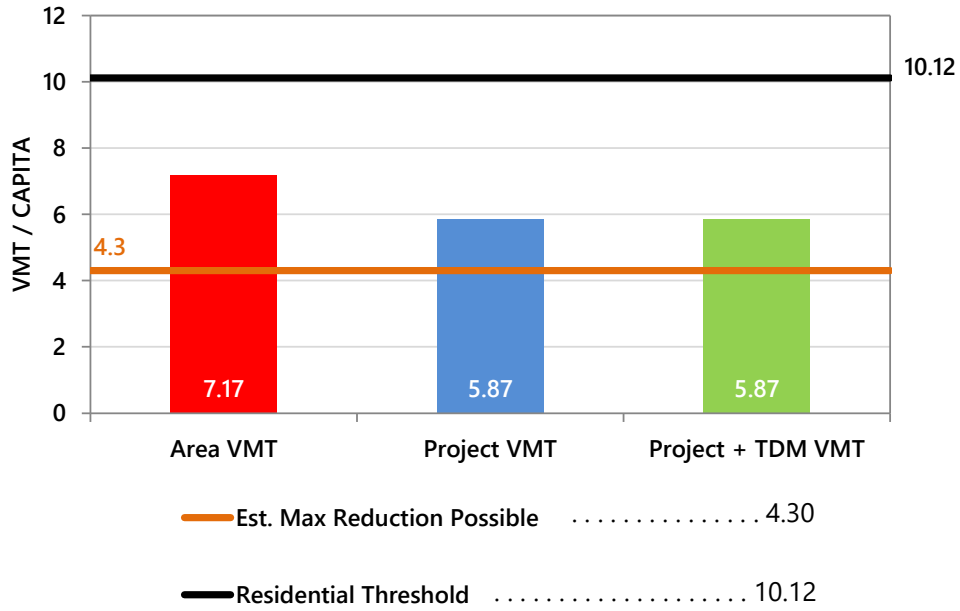
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



Appendix B

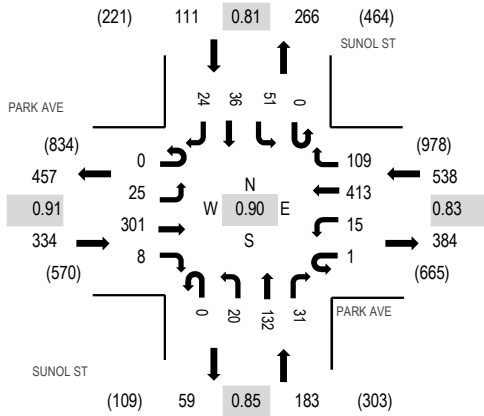
Traffic Counts



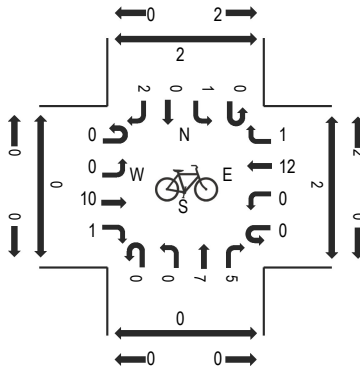
(303) 216-2439
www.alltrafficdata.net

Location: 1 SUNOL 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

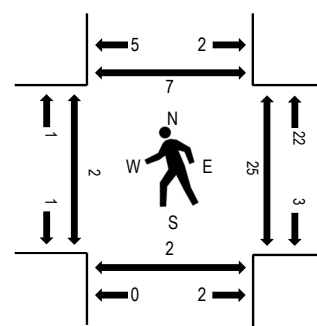
Peak Hour - Motorized Vehicles



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				SUNOL ST Northbound				SUNOL ST 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	1	37	2	0	4	95	12	0	6	25	0	0	10	3	8	203	1,044	1	6	1	0
7:15 AM	0	6	54	2	0	1	103	8	0	4	20	5	0	13	8	4	228	1,134	2	3	0	1
7:30 AM	0	3	67	2	1	1	135	26	0	6	21	9	0	7	6	6	290	1,166	0	7	1	2
7:45 AM	0	6	86	2	0	6	106	33	0	4	39	8	0	18	11	4	323	1,135	1	8	0	0
8:00 AM	0	6	86	2	0	0	87	20	0	4	41	9	0	15	14	9	293	1,028	1	3	1	4
8:15 AM	0	10	62	2	0	8	85	30	0	6	31	5	0	11	5	5	260		0	7	0	1
8:30 AM	0	6	72	3	0	1	78	41	0	2	24	6	0	9	13	4	259		4	0	0	0
8:45 AM	0	5	47	1	0	2	64	31	0	3	19	6	0	22	10	6	216		1	2	0	0

Peak Rolling Hour Flow Rates

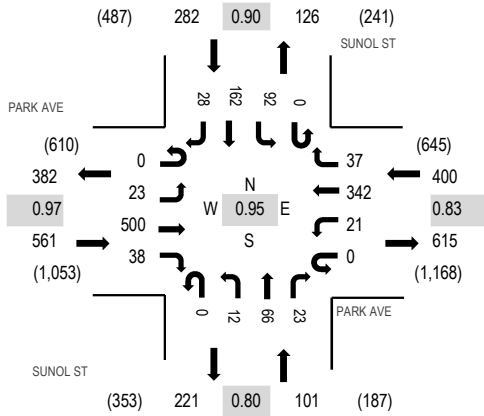
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
Lights	0	24	296	8	1	14	404	107	0	19	128	30	0	51	34	24	1,140
Mediums	0	1	5	0	0	0	6	2	0	1	4	1	0	0	2	0	22
Total	0	25	301	8	1	15	413	109	0	20	132	31	0	51	36	24	1,166



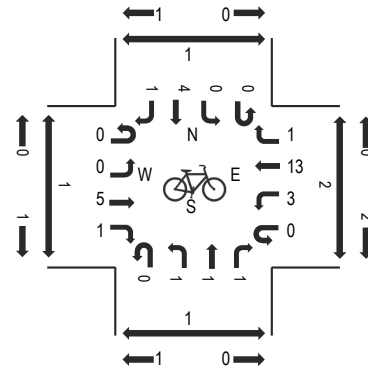
(303) 216-2439
www.alltrafficdata.net

Location: 1 SUNOL 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

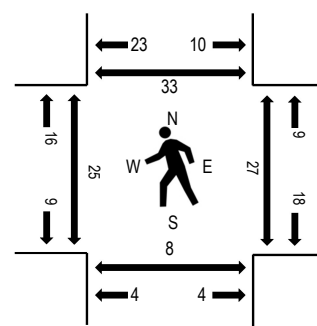
Peak Hour - Motorized Vehicles



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				SUNOL ST Northbound				SUNOL ST 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	12	93	5	0	2	45	10	0	1	16	11	0	20	26	2	243	1,028	0	3	0	1
4:15 PM	1	4	118	0	0	5	43	9	0	0	14	3	0	17	27	7	248	1,115	2	5	3	1
4:30 PM	2	9	111	2	0	3	51	9	0	4	7	3	0	18	26	6	251	1,220	3	5	1	6
4:45 PM	0	5	122	8	0	3	58	7	0	3	13	11	0	26	25	5	286	1,318	1	5	1	2
5:00 PM	0	7	132	4	0	4	80	5	0	4	20	7	0	26	34	7	330	1,344	4	5	1	5
5:15 PM	0	4	124	13	0	9	102	9	0	0	9	6	0	24	46	7	353		11	9	1	12
5:30 PM	0	5	130	11	0	2	92	16	0	3	24	6	0	17	37	6	349		6	2	3	9
5:45 PM	0	7	114	10	0	6	68	7	0	5	13	4	0	25	45	8	312		4	11	3	7

Peak Rolling Hour Flow Rates

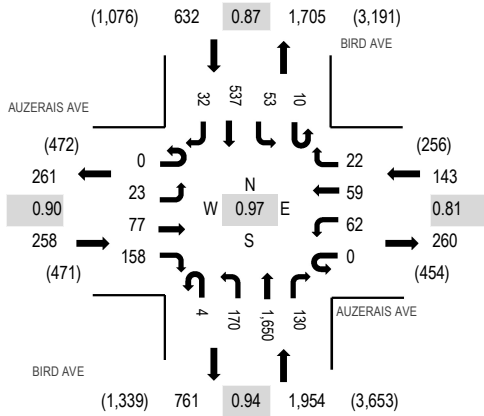
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	23	496	37	0	21	340	37	0	12	65	22	0	92	160	28	1,333
Mediums	0	0	4	1	0	0	2	0	0	0	1	1	0	0	2	0	11
Total	0	23	500	38	0	21	342	37	0	12	66	23	0	92	162	28	1,344



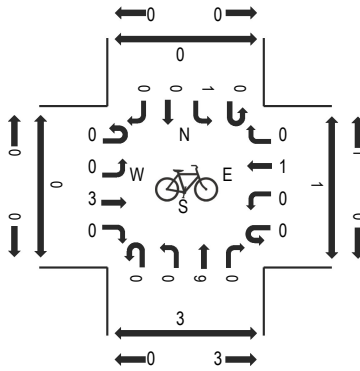
(303) 216-2439
www.alltrafficdata.net

Location: 6 BIRD AVE & AUZERAIS AVE AM
Date: Tuesday, January 28, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

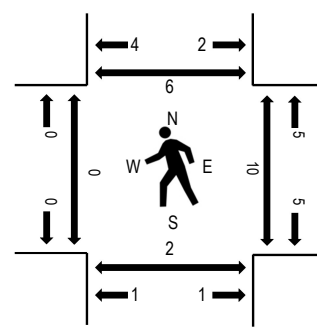
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				BIRD AVE Northbound				BIRD 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	9	25	0	11	6	5	0	38	260	19	0	5	68	6	455	2,604	0	1	0	1
7:15 AM	0	3	17	34	0	10	11	7	0	43	347	25	0	5	104	6	612	2,879	0	4	0	1
7:30 AM	0	2	26	41	0	16	19	10	0	37	430	26	5	11	138	7	768	2,987	0	2	0	0
7:45 AM	0	3	14	44	0	21	10	3	1	43	428	20	2	14	160	6	769	2,934	0	5	0	2
8:00 AM	0	10	20	42	0	17	18	4	3	48	360	41	0	15	139	13	730	2,852	0	2	1	3
8:15 AM	0	8	17	31	0	8	12	5	0	42	432	43	3	13	100	6	720		0	1	1	1
8:30 AM	0	3	15	48	0	10	10	7	0	29	412	40	3	10	118	10	715		0	2	1	0
8:45 AM	0	8	10	38	0	19	12	5	1	29	423	33	0	6	92	11	687		1	0	2	1

Peak Rolling Hour Flow Rates

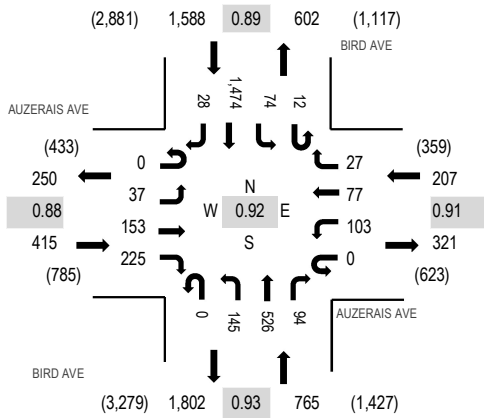
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	1	0	0	0	4	2	2	0	0	2	0	14
Lights	0	19	74	144	0	59	56	19	4	154	1,632	124	10	53	509	27	2,884
Mediums	0	4	3	11	0	2	3	3	0	12	16	4	0	0	26	5	89
Total	0	23	77	158	0	62	59	22	4	170	1,650	130	10	53	537	32	2,987



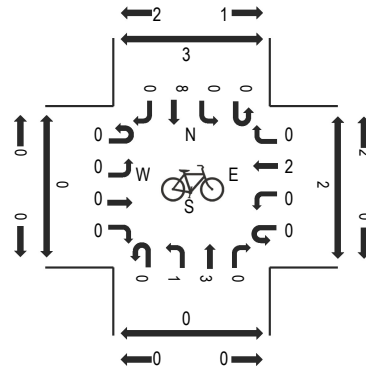
(303) 216-2439
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Location: 6 BIRD AVE & AUZERAIS AVE PM
Date: Tuesday, January 28, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

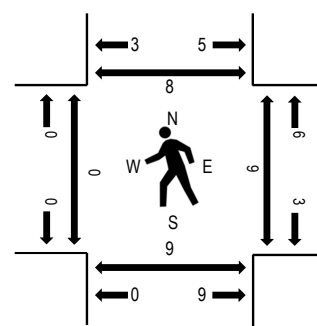
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUZERAIS AVE Eastbound				AUZERAIS AVE Westbound				BIRD AVE Northbound				BIRD 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	10	26	53	0	14	9	9	0	34	113	27	3	19	278	4	599	2,477	1	1	0	2
4:15 PM	0	9	27	41	0	11	16	8	3	26	85	25	3	19	300	9	582	2,618	1	0	1	1
4:30 PM	0	5	38	62	0	26	14	8	0	27	127	33	4	22	273	4	643	2,841	2	4	2	5
4:45 PM	0	8	29	62	0	26	5	6	0	29	113	20	4	17	328	6	653	2,930	2	2	3	2
5:00 PM	0	8	31	53	0	29	17	9	0	28	138	26	3	24	364	10	740	2,975	0	4	2	3
5:15 PM	0	8	47	63	0	22	26	7	0	38	128	20	2	15	426	3	805		0	3	2	2
5:30 PM	0	14	38	53	0	18	16	6	0	40	142	24	3	13	355	10	732		0	0	2	2
5:45 PM	0	7	37	56	0	34	18	5	0	39	118	24	4	22	329	5	698		0	2	3	1

Peak Rolling Hour Flow Rates

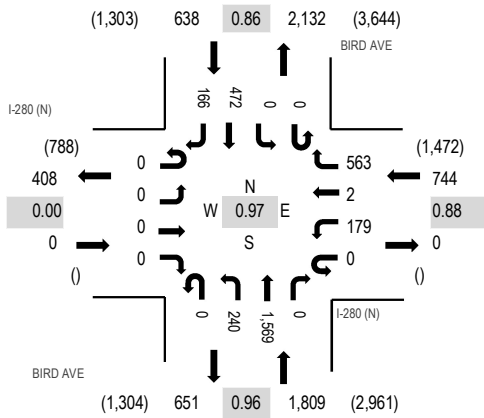
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	36	152	223	0	103	77	27	0	143	518	94	12	73	1,468	28	2,954
Mediums	0	1	1	2	0	0	0	0	0	2	8	0	0	0	6	0	20
Total	0	37	153	225	0	103	77	27	0	145	526	94	12	74	1,474	28	2,975



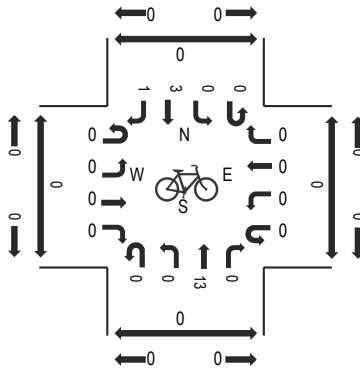
(303) 216-2439
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Location: 7 BIRD AVE & I-280 (N) AM
Date: Tuesday, January 28, 2020
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

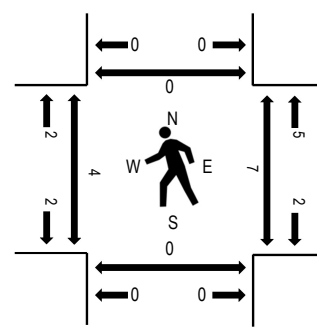
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-280 (N) Eastbound				I-280 (N) Westbound				BIRD AVE Northbound				BIRD 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	0	0	0	0	24	1	143	0	52	197	0	0	0	72	25	514	2,545	0	0	0	0
7:15 AM	0	0	0	0	0	40	2	152	0	41	224	0	0	0	115	40	614	2,856	1	0	0	0
7:30 AM	0	0	0	0	0	43	2	164	0	51	256	0	0	0	145	48	709	3,039	2	0	0	0
7:45 AM	0	0	0	0	0	46	1	110	1	64	266	0	0	0	167	53	708	3,122	0	0	0	0
8:00 AM	0	0	0	0	0	47	1	117	0	83	387	0	0	0	142	48	825	3,191	2	2	0	0
8:15 AM	0	0	0	0	0	62	1	148	0	50	408	0	0	0	88	40	797		2	1	0	0
8:30 AM	0	0	0	0	0	41	0	135	0	57	389	0	0	0	129	41	792		0	3	0	0
8:45 AM	0	0	0	0	0	29	0	163	0	50	385	0	0	0	113	37	777		0	1	0	0

Peak Rolling Hour Flow Rates

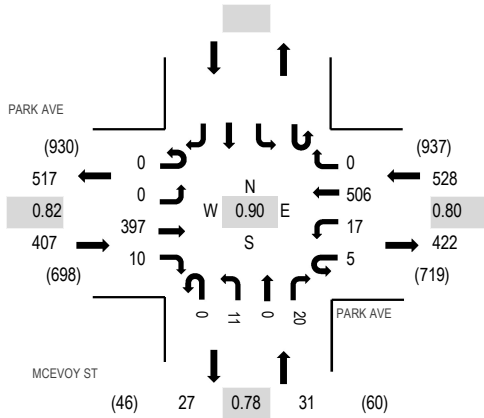
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	6	0	1	1	0	0	0	9	2	19
Lights	0	0	0	0	0	177	2	540	0	237	1,556	0	0	0	436	161	3,109
Mediums	0	0	0	0	0	2	0	17	0	2	12	0	0	0	27	3	63
Total	0	0	0	0	0	179	2	563	0	240	1,569	0	0	0	472	166	3,191



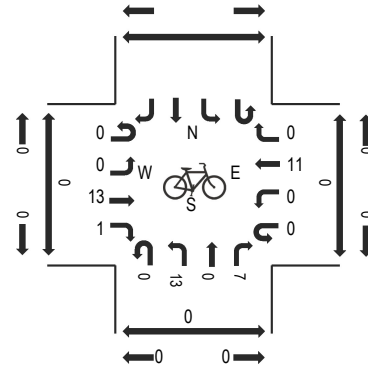
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Location: 11 MCEVOY ST & PARK AVE AM
Date: Tuesday, January 28, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

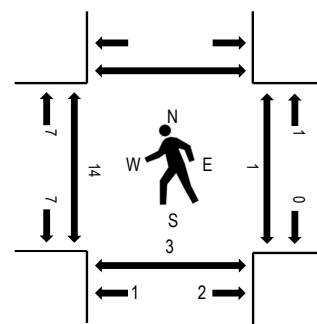
Peak Hour - Motorized Vehicles



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				MCEVOY ST Northbound				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	48	2	0	3	94	0	0	2	0	3	0	0	0	0	152	890	2	2	0	
7:15 AM	0	0	84	2	0	7	111	0	0	2	0	6	0	0	0	0	212	966	5	0	0	
7:30 AM	0	0	81	2	2	5	159	0	0	3	0	7	0	0	0	0	259	952	2	0	0	
7:45 AM	0	0	122	2	1	3	133	0	0	3	0	3	0	0	0	0	267	898	2	0	1	
8:00 AM	0	0	110	4	2	2	103	0	0	3	0	4	0	0	0	0	228	805	5	1	2	
8:15 AM	0	0	77	2	0	0	112	0	0	4	0	3	0	0	0	0	198		13	0	2	
8:30 AM	0	0	84	4	1	3	106	0	0	3	0	4	0	0	0	0	205		5	0	0	
8:45 AM	0	0	70	4	0	1	89	0	0	3	0	7	0	0	0	0	174		6	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	3	0	0	0	0	0	0	0	0	0	3
Lights	0	0	390	10	5	16	496	0	0	10	0	19	0	0	0	0	946
Mediums	0	0	7	0	0	1	7	0	0	1	0	1	0	0	0	0	17
Total	0	0	397	10	5	17	506	0	0	11	0	20	0	0	0	0	966



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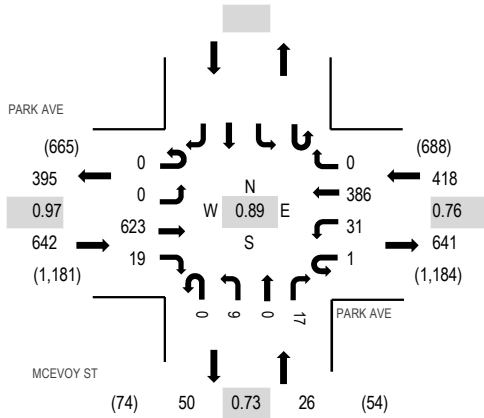
Location: 11 MCEVOY ST & PARK AVE PM

Date: Tuesday, January 28, 2020

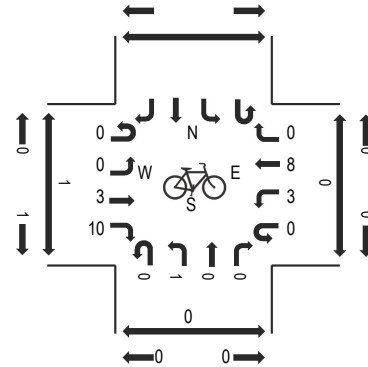
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

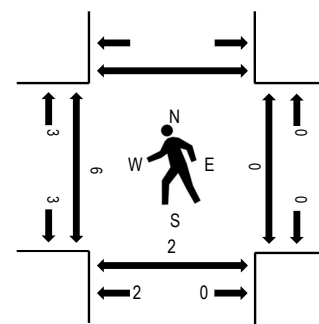
Peak Hour - Motorized Vehicles



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				MCEVOY ST Northbound				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	118	7	2	0	67	0	0	2	0	5					201	860	4	0	0	
4:15 PM	0	0	135	1	0	2	56	0	0	2	0	5					201	910	2	0	2	
4:30 PM	0	0	138	1	0	4	62	0	0	2	0	3					210	1,014	0	0	0	
4:45 PM	0	0	159	5	0	3	74	0	0	2	0	5					248	1,086	0	0	0	
5:00 PM	0	0	151	5	0	5	80	0	0	2	0	8					251	1,063	2	0	1	
5:15 PM	0	0	161	4	1	15	121	0	0	1	0	2					305		3	0	1	
5:30 PM	0	0	152	5	0	8	111	0	0	4	0	2					282		1	0	0	
5:45 PM	0	0	133	6	0	3	74	0	0	5	0	4					225		3	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	1	0	0	0	0	0	0	0	0					1
Lights	0	0	621	18	1	31	384	0	0	9	0	17					1,081
Mediums	0	0	2	0	0	0	2	0	0	0	0	0					4
Total	0	0	623	19	1	31	386	0	0	9	0	17					1,086



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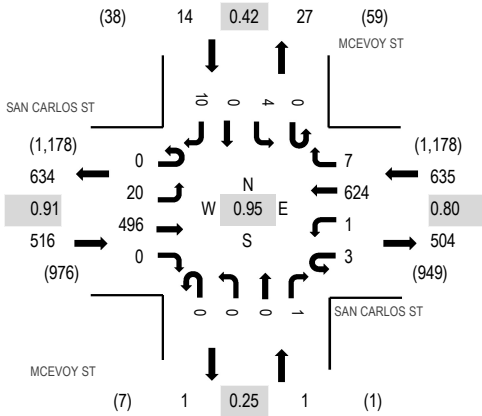
Location: 12 MCEVOY ST & SAN CARLOS ST AM

Date: Tuesday, January 28, 2020

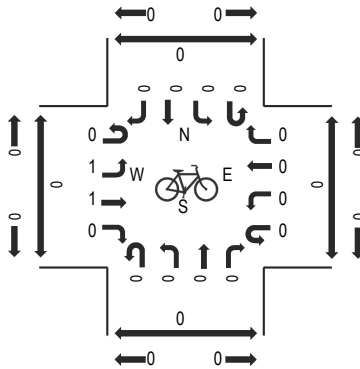
Peak Hour: 07:15 AM - 08:15 AM

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

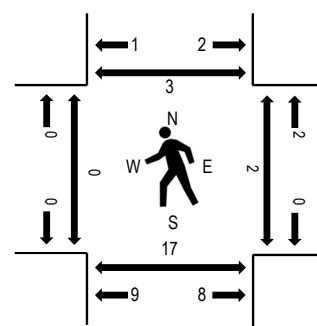
Peak Hour - Motorized Vehicles



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				MCEVOY ST Northbound				MCEVOY ST 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	4	55	0	2	0	145	2	0	0	0	0	0	2	0	3	213	1,100	0	1	2	1
7:15 AM	0	4	90	0	0	0	207	3	0	0	0	0	0	1	0	3	308	1,166	0	0	2	1
7:30 AM	0	4	114	0	1	1	167	0	0	0	0	1	0	3	0	2	293	1,129	0	1	11	2
7:45 AM	0	4	139	0	0	0	139	2	0	0	0	0	0	0	0	2	286	1,123	0	1	3	0
8:00 AM	0	8	153	0	2	0	111	2	0	0	0	0	0	0	0	3	279	1,093	0	0	1	0
8:15 AM	0	7	128	0	0	1	129	3	0	0	0	0	0	0	0	3	271		0	0	2	1
8:30 AM	0	5	142	3	1	2	121	0	0	0	0	0	0	1	0	12	287		1	0	7	1
8:45 AM	2	2	112	0	0	0	128	9	0	0	0	0	0	2	0	1	256		0	1	3	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4
Lights	0	20	473	0	3	1	598	6	0	0	0	1	0	3	0	10	1,115
Mediums	0	0	22	0	0	0	24	1	0	0	0	0	0	0	0	0	47
Total	0	20	496	0	3	1	624	7	0	0	0	1	0	4	0	10	1,166



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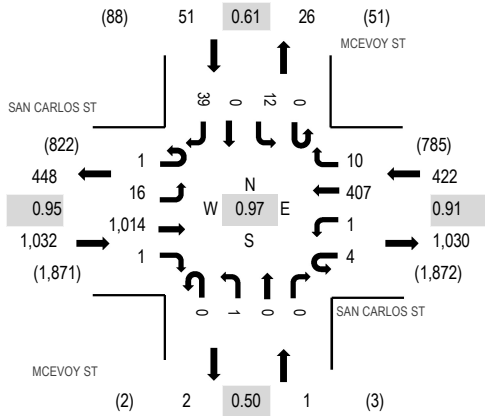
Location: 12 MCEVOY ST & SAN CARLOS ST PM

Date: Tuesday, January 28, 2020

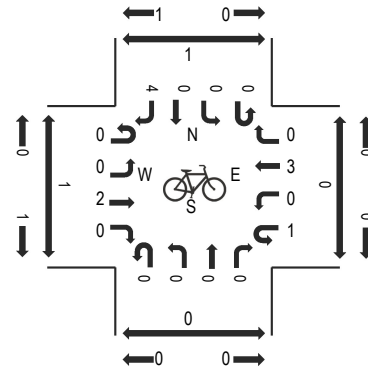
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

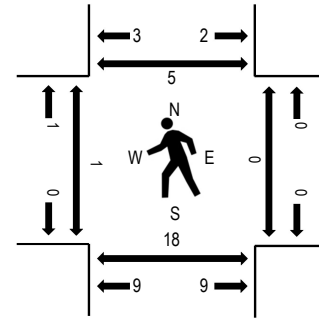
Peak Hour - Motorized Vehicles



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				MCEVOY ST Northbound				MCEVOY ST 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	1	1	194	0	2	0	67	5	0	1	0	0	0	2	0	10	283	1,241	0	0	2	3
4:15 PM	0	5	197	0	3	0	83	3	0	0	0	0	1	0	11	303	1,333	0	0	3	2	
4:30 PM	0	3	232	0	2	0	105	3	0	0	0	0	1	0	5	351	1,417	0	0	4	1	
4:45 PM	1	1	204	0	1	0	85	4	0	0	0	1	0	2	0	5	304	1,420	1	0	2	2
5:00 PM	1	5	266	1	2	0	89	2	0	0	0	0	0	0	0	9	375	1,506	0	0	9	1
5:15 PM	0	3	255	0	1	1	105	1	0	0	0	0	9	0	12	387		0	0	2	0	
5:30 PM	0	4	233	0	0	0	103	2	0	1	0	0	0	3	0	8	354		1	0	4	0
5:45 PM	0	4	260	0	1	0	110	5	0	0	0	0	0	0	0	10	390		0	0	3	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Lights	1	16	1,002	1	3	1	397	10	0	1	0	0	0	12	0	39	1,483
Mediums	0	0	12	0	0	0	10	0	0	0	0	0	0	0	0	0	22
Total	1	16	1,014	1	4	1	407	10	0	1	0	0	0	12	0	39	1,506

Appendix C
Approved Trips Inventory

TOTAL: 18 89 0 0 49 43 0 0 0 11 0 42

	LEFT	THRU	RIGHT
NORTH	0	49	43
EAST	11	0	42
SOUTH	18	89	0
WEST	0	0	0

TOTAL: 13 87 0 0 184 103 0 0 0 22 0 60

	LEFT	THRU	RIGHT
NORTH	0	184	103
EAST	22	0	60
SOUTH	13	87	0
WEST	0	0	0

TOTAL: 0 57 10 35 19 0 24 0 2 0 0 0

	LEFT	THRU	RIGHT
NORTH	35	19	0
EAST	0	0	0
SOUTH	0	57	10
WEST	24	0	2

TOTAL:	0	36	12	63	85	0	47	0	17	0	0	0
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	LEFT	THRU	RIGHT
NORTH	63	85	0
EAST	0	0	0
SOUTH	0	36	12
WEST	47	0	17

AM PROJECT TRIPS

03/06/2020

Intersection of : S Montgomery St / Bird Av & W San Carlos St

Traffic Node Number : 3077

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	13	0	0	0	0	13	2	3	2	0	25	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	17	0	0	0	0	17	0	1	1	0
TOTAL:	33	68	28	8	56	17	11	102	36	6	65	5

	LEFT	THRU	RIGHT
NORTH	8	56	17
EAST	6	65	5
SOUTH	33	68	28
WEST	11	102	36

PM PROJECT TRIPS

03/06/2020

Intersection of : S Montgomery St / Bird Av & W San Carlos St

Traffic Node Number : 3077

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	3	0	0	0	0	3	11	23	11	0	4	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	0	0	0	0	1	1	1	1	0	1	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	2	0	0	0	0	2	0	16	16	0
TOTAL:	18	60	8	9	107	12	20	111	50	43	94	7

	LEFT	THRU	RIGHT
NORTH	9	107	12
EAST	43	94	7
SOUTH	18	60	8
WEST	20	111	50

TOTAL:	0	33	0	0	35	0	124	0	111	0	0	0
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	LEFT	THRU	RIGHT
NORTH	0	35	0
EAST	0	0	0
SOUTH	0	33	0
WEST	124	0	111

PM PROJECT TRIPS

03/06/2020

Intersection of : NB 87 To Woz Rp & Woz Wy**Traffic Node Number** : 3209

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	24	0	0	83	0	54	0	13	0	0	0
NSJ LEGACY	0	6	0	0	0	0	2	0	0	0	0	0
NORTH SAN JOSE												
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	10	0	0	6	0	17	0	0	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	0	0	2	0	3	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	3	0	13	0	0	0

TOTAL: 0 42 0 0 91 0 79 0 26 0 0 0

	LEFT	THRU	RIGHT
NORTH	0	91	0
EAST	0	0	0
SOUTH	0	42	0
WEST	79	0	26

TOTAL: 18 120 43 8 92 2 10 57 68 4 40 1

	LEFT	THRU	RIGHT
NORTH	8	92	2
EAST	4	40	1
SOUTH	18	120	43
WEST	10	57	68

TOTAL: 16 84 74 17 212 7 7 42 67 18 74 2

	LEFT	THRU	RIGHT
NORTH	17	212	7
EAST	18	74	2
SOUTH	16	84	74
WEST	7	42	67

TOTAL: 0 0 0 44 42 32 0 51 33 5 38 0

	LEFT	THRU	RIGHT
NORTH	44	42	32
EAST	5	38	0
SOUTH	0	0	0
WEST	0	51	33

TOTAL:	1	10	0	55	173	22	0	32	19	14	44	0
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	LEFT	THRU	RIGHT
NORTH	55	173	22
EAST	14	44	0
SOUTH	1	10	0
WEST	0	32	19

TOTAL: 29 75 0 0 10 1 33 0 14 0 0 0

	LEFT	THRU	RIGHT
NORTH	0	10	1
EAST	0	0	0
SOUTH	29	75	0
WEST	33	0	14

TOTAL:	70	89	3	2	43	17	26	2	43	0	2	1
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	LEFT	THRU	RIGHT
NORTH	2	43	17
EAST	0	2	1
SOUTH	70	89	3
WEST	26	2	43

AM PROJECT TRIPS

03/06/2020

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffic Node Number : 3445

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	62	0	0	0	0	0	0	0	0	0
TOTAL:	13	11	142	1	8	9	0	109	13	2	27	1

	LEFT	THRU	RIGHT
NORTH	1	8	9
EAST	2	27	1
SOUTH	13	11	142
WEST	0	109	13

PM PROJECT TRIPS

03/06/2020

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffic Node Number : 3445

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	8	0	0	0	0	0	0	0	0	0
TOTAL:	24	29	116	5	27	13	0	51	8	7	73	3

	LEFT	THRU	RIGHT
NORTH	5	27	13
EAST	7	73	3
SOUTH	24	29	116
WEST	0	51	8

AM PROJECT TRIPS

03/06/2020

Intersection of : Delmas Av & W San Carlos St

Traffic Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	62	0	0	0	34	0	8	2	0
TOTAL:	0	0	0	73	29	10	0	99	22	16	37	0

	LEFT	THRU	RIGHT
NORTH	73	29	10
EAST	16	37	0
SOUTH	0	0	0
WEST	0	99	22

PM PROJECT TRIPS

03/06/2020

Intersection of : Delmas Av & W San Carlos St

Traffic Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	0	13	0	0	0	23	15	0	0

DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	6	13	1	0	25	3	1	25	0

NSJ LEGACY	0	0	0	0	0	0	0	5	1	1	14	0

NORTH SAN JOSE												

PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	17	35	0	0	23	4	0	12	0

PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	1	0	3	1	0	1	0

PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	2	0	14	9	0	2	0

PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

03/06/2020

Intersection of : Delmas Av & W San Carlos St

Traffic Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	8	0	0	0	4	0	117	31	0
TOTAL:	0	0	0	31	62	4	0	74	41	134	85	0

	LEFT	THRU	RIGHT
NORTH	31	62	4
EAST	134	85	0
SOUTH	0	0	0
WEST	0	74	41

AM PROJECT TRIPS

03/06/2020

Intersection of : Lincoln Av & W San Carlos St

Traffic Node Number : 3653

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	1	0	0	0	1	0	0	-1	0	0	1	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	64	49	6	15	14	8	8	58	20	1	90	8

	LEFT	THRU	RIGHT
NORTH	15	14	8
EAST	1	90	8
SOUTH	64	49	6
WEST	8	58	20

PM PROJECT TRIPS

03/06/2020

Intersection of : Lincoln Av & W San Carlos St

Traffic Node Number : 3653

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	2	0	0	0	1	0	0	-4	0	0	4	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	0	0	0	0	0	0	2	1	0	2	0
TOTAL:	36	12	7	10	22	5	11	173	49	7	75	15

	LEFT	THRU	RIGHT
NORTH	10	22	5
EAST	7	75	15
SOUTH	36	12	7
WEST	11	173	49

AM PROJECT TRIPS

03/06/2020

Intersection of : Meridian Av & W San Carlos St

Traffic Node Number : 3693

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	1	0

TOTAL: **56** **63** **41** **3** **10** **19** **8** **50** **6** **46** **147** **5**

	LEFT	THRU	RIGHT
NORTH	3	10	19
EAST	46	147	5
SOUTH	56	63	41
WEST	8	50	6

PM PROJECT TRIPS

03/06/2020

Intersection of : Meridian Av & W San Carlos St

Traffic Node Number : 3693

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	0	0	0	0	1	1	3	1	0	3	0

TOTAL: **24** **51** **68** **10** **54** **18** **29** **187** **48** **45** **91** **6**

	LEFT	THRU	RIGHT
NORTH	10	54	18
EAST	45	91	6
SOUTH	24	51	68
WEST	29	187	48

TOTAL: 54 114 13 3 30 2 36 58 61 4 43 6

	LEFT	THRU	RIGHT
NORTH	3	30	2
EAST	4	43	6
SOUTH	54	114	13
WEST	36	58	61

TOTAL: 65 48 8 6 136 6 9 52 56 49 95 6

	LEFT	THRU	RIGHT
NORTH	6	136	6
EAST	49	95	6
SOUTH	65	48	8
WEST	9	52	56

AM PROJECT TRIPS

03/06/2020

Intersection of : Park Av & Sunol St**Traffic Node Number** : 3730

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY	0	0	0	0	0	0	0	2	0	0	0	0
NORTH SAN JOSE												
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	0	0	0	2	0	0	0	2	0	0	9	6
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	2	3	12	0	2	0	0	0	1	6	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	2	25	21	0	13	0	0	0	1	13	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	0	0	0	0	0	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	0	0	1	0	0	0	0	5	0	1	8	1
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	0	0	0	0	0	3	14	0	0	0	0

TOTAL:	4	28	34	2	16	0	3	23	2	20	17	7
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	LEFT	THRU	RIGHT
NORTH	2	16	0
EAST	20	17	7
SOUTH	4	28	34
WEST	3	23	2

PM PROJECT TRIPS

03/06/2020

Intersection of : Park Av & Sunol St

Traffix Node Number : 3730

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY	0	0	0	0	0	0	0	0	0	0	2	0
NORTH SAN JOSE												
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	0	0	0	6	0	0	0	9	0	0	3	2
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	1	2	6	0	3	0	0	0	2	11	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	1	13	11	0	24	0	0	0	2	24	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	1	0	2	0	0	0	0	0	0	1
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	0	0	1	1	0	0	0	8	0	1	5	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	0	0	0	0	-1	0	4	0	0	-1	0

TOTAL:	2	17	19	7	29	(1)	0	21	4	36	9	3
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	LEFT	THRU	RIGHT
NORTH	7	29	(1)
EAST	36	9	3
SOUTH	2	17	19
WEST	0	21	4

AM PROJECT TRIPS

03/06/2020

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffic Node Number : 3731

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	4	0	0	0	0	0	0	0	0	0	0
TOTAL:	9	70	16	0	0	0	52	74	12	7	22	4

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	7	22	4
SOUTH	9	70	16
WEST	52	74	12

PM PROJECT TRIPS

03/06/2020

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffic Node Number : 3731

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	56	0	0	0	0	0	0	0	0	0	0
TOTAL:	17	120	11	0	0	0	39	87	18	41	101	20

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	41	101	20
SOUTH	17	120	11
WEST	39	87	18

AM PROJECT TRIPS

03/06/2020

Intersection of : Park Av & Race St & Tillman Av

Traffic Node Number : 3732

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY	0	2	0	0	0	0	8	22	1	0	0	0

NORTH SAN JOSE												
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	2	18	0	0	10	0	0	2	1	0	4	0

PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	0	0	0	0	0	0	0

PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	-1	-2	0	-2	3	5	20	0	-3	5	0

TOTAL:	2	19	(2)	0	9	3	13	44	2	(3)	9	0

	LEFT	THRU	RIGHT
NORTH	0	9	3
EAST	(3)	9	0
SOUTH	2	19	(2)
WEST	13	44	2

PM PROJECT TRIPS

03/06/2020

Intersection of : Park Av & Race St & Tillman Av

Traffic Node Number : 3732

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY	0	0	0	3	16	1	0	1	0	0	2	0

NORTH SAN JOSE												
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	1	9	0	0	17	0	0	3	2	0	2	0

PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	0	0	2	0	0	1	0	0	1	0

PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	-2	-5	-10	0	-1	8	6	15	-2	-2	13	0

TOTAL:	(1)	6	(10)	3	34	9	6	20	0	(2)	18	0

	LEFT	THRU	RIGHT
NORTH	3	34	9
EAST	(2)	18	0
SOUTH	(1)	6	(10)
WEST	6	20	0

AM PROJECT TRIPS

03/06/2020

Intersection of : W San Carlos St & N Woz Wy / Woz Wy

Traffic Node Number : 3763

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	1	4	4	0	1	0	3	12	0	0	9	2

NSJ LEGACY	0	0	0	0	0	0	2	7	0	0	0	0
NORTH SAN JOSE												

PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	10	0	0	0	0	0	1	1	0	0	6	0

PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0

RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	26	0	0	0	0	96	0	0	10	4

TOTAL:	11	4	30	0	1	0	6	116	0	0	25	6

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	25	6
SOUTH	11	4	30
WEST	6	116	0

PM PROJECT TRIPS

03/06/2020

Intersection of : W San Carlos St & N Woz Wy / Woz Wy

Traffic Node Number : 3763

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	2	3	4	4	7	1	2	20	0	1	23	2

NSJ LEGACY	0	0	0	0	0	0	1	8	0	0	7	1
NORTH SAN JOSE												

PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	2	0	0	0	0	0	9	6	0	0	1	0

PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0

RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	3	0	0	0	0	12	0	0	148	56

TOTAL:	4	3	7	4	7	1	12	46	0	1	179	59

	LEFT	THRU	RIGHT
NORTH	4	7	1
EAST	1	179	59
SOUTH	4	3	7
WEST	12	46	0

AM PROJECT TRIPS

03/06/2020

Intersection of : W San Carlos St & Sunol St

Traffic Node Number : 3906

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY	2	8	0	0	0	0	1	3	0	0	4	0
NORTH SAN JOSE												
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	7	0	7	12	10	6	0	0	0	0	4
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	16	39	11	0	28	0	9	70	0	14	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	1	0	0	0	2	0	0	1	0	0	0	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	0	0	0	0	0	0	-1	0	0	1	0
TOTAL:	19	54	11	7	42	10	16	73	0	14	5	4

	LEFT	THRU	RIGHT
NORTH	7	42	10
EAST	14	5	4
SOUTH	19	54	11
WEST	16	73	0

PM PROJECT TRIPS

03/06/2020

Intersection of : W San Carlos St & Sunol St

Traffic Node Number : 3906

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY	0	0	0	0	0	0	0	4	0	0	7	0
NORTH SAN JOSE												
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	12	0	4	6	5	10	0	0	0	0	7
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	9	20	6	0	51	0	5	36	0	26	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	4	3	0	0	4	0	1	6	0	0	0	1
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	0	0	0	0	0	0	-4	0	0	4	0
TOTAL:	13	35	6	4	61	5	16	42	0	26	11	8

	LEFT	THRU	RIGHT
NORTH	4	61	5
EAST	26	11	8
SOUTH	13	35	6
WEST	16	42	0

Appendix D
Volume Summary

Intersection Number: 1
 Trafix Node Number: 3730
 Intersection Name: Sunol Street and Park Avenue
 Peak Hour: AM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	24	36	51	109	413	16	31	132	20	8	301	25	1166
ATI	0	16	2	7	17	20	34	28	4	2	23	3	156
699 W. San Carlos Street	0	0	1	2	3	0	0	0	0	0	3	0	9
Background Conditions	24	52	54	118	433	36	65	160	24	10	327	28	1331
Proposed Project Trips	0	0	1	4	7	0	1	0	0	0	6	0	19
Background Plus Project Conditions	24	52	55	122	440	36	66	160	24	10	333	28	1350

Intersection Number: 2
 Trafix Node Number: 3709
 Intersection Name: Montgomery Street and Park Avenue
 Peak Hour: AM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	31	218	24	41	109	51	191	786	393	230	128	44	2246
ATI	2	30	3	6	43	4	13	114	54	61	58	36	424
699 W. San Carlos Street	0	0	0	0	4	0	0	0	1	24	20	1	50
Background Conditions	33	248	27	47	156	55	204	900	448	315	206	81	2720
Proposed Project Trips	1	0	0	0	11	0	0	0	6	40	39	3	100
Background Plus Project Conditions	34	248	27	47	167	55	204	900	454	355	245	84	2820

Intersection Number: 3
 Trafix Node Number: 3077
 Intersection Name: Bird Avenue and San Carlos Street*
 Peak Hour: AM
 Count Date: 11/7/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	77	421	45	53	258	69	287	1207	274	156	248	157	3252
ATI	17	56	8	5	65	6	28	68	33	36	102	11	435
699 W. San Carlos Street	0	24	0	1	1	0	0	0	8	0	0	0	34
Background Conditions	94	501	53	59	324	75	315	1275	315	192	350	168	3721
Proposed Project Trips	0	40	0	2	1	0	0	4	18	16	4	0	85
Background Plus Project Conditions	94	541	53	61	325	75	315	1279	333	208	354	168	3806

Intersection Number: 4
 Trafix Node Number: 3906
 Intersection Name: Sunol Street and San Carlos Street
 Peak Hour: AM
 Count Date: 12/3/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	42	12	35	36	479	11	25	63	34	20	543	62	1362
ATI	10	42	7	4	5	14	11	54	19	0	73	16	255
699 W. San Carlos Street	0	0	0	0	8	1	0	0	0	0	0	0	9
Background Conditions	52	54	42	40	492	26	36	117	53	20	616	78	1626
Proposed Project Trips	0	0	0	0	18	3	1	1	0	0	3	0	26
Background Plus Project Conditions	52	54	42	40	510	29	37	118	53	20	619	78	1652

Intersection Number: 5
 Trafix Node Number: 3653
 Intersection Name: Lincoln Avenue and San Carlos Street
 Peak Hour: AM
 Count Date: 12/3/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	21	47	8	15	495	33	176	199	422	116	396	17	1945
ATI	8	14	15	8	90	1	6	49	64	20	58	8	341
699 W. San Carlos Street	0	0	0	0	6	1	0	0	0	0	0	1	8
Background Conditions	29	61	23	23	591	35	182	248	486	136	454	26	2294
Proposed Project Trips	0	0	0	0	15	3	0	1	0	0	3	1	23
Background Plus Project Conditions	29	61	23	23	606	38	182	249	486	136	457	27	2317

Intersection Number: 6
 Trafix Node Number: 3266
 Intersection Name: Bird Avenue and Auzerais Avenue
 Peak Hour: AM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	32	537	63	22	59	62	130	1650	174	158	77	23	2987
ATI	2	92	8	1	40	4	43	120	18	68	57	10	463
699 W. San Carlos Street	0	24	0	1	0	0	0	7	0	0	0	0	32
Background Conditions	34	653	71	24	99	66	173	1777	192	226	134	33	3482
Proposed Project Trips	0	53	3	2	0	0	0	19	0	0	0	0	77
Background Plus Project Conditions	34	706	74	26	99	66	173	1796	192	226	134	33	3559

Intersection Number: 7
 Trafix Node Number: 3032
 Intersection Name: Bird Avenue and I-280 (N)*
 Peak Hour: AM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	166	472	0	563	2	179	0	1569	240	0	0	0	3191
ATI	43	49	0	42	0	11	0	89	18	0	0	0	252
699 W. San Carlos Street	15	9	0	2	0	0	0	5	0	0	0	0	31
Background Conditions	224	530	0	607	2	190	0	1663	258	0	0	0	3474
Proposed Project Trips	33	20	0	5	0	0	0	14	0	0	0	0	72
Background Plus Project Conditions	257	550	0	612	2	190	0	1677	258	0	0	0	3546

Intersection Number: 8
 Trafix Node Number: 3033
 Intersection Name: Bird Avenue and I-280 (S)*
 Peak Hour: AM
 Count Date: 11/7/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	398	348	0	0	0	420	1346	0	135	4	382	3033
ATI	0	19	35	0	0	0	10	57	0	2	0	24	147
699 W. San Carlos Street	0	3	6	0	0	0	0	1	0	0	0	5	15
Background Conditions	0	420	389	0	0	0	430	1404	0	137	4	411	3195
Proposed Project Trips	0	7	13	0	0	0	0	2	0	0	0	12	34
Background Plus Project Conditions	0	427	402	0	0	0	430	1406	0	137	4	423	3229

Intersection Number: 9
 Trafix Node Number: 3445
 Intersection Name: Delmas Avenue/SR-87 SB Off-Ramp and Park Avenue
 Peak Hour: AM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	6	61	15	0	79	14	532	141	80	58	354	0	1340
ATI	9	8	1	0	27	2	142	11	13	13	109	0	335
699 W. San Carlos Street	0	0	0	0	1	0	0	0	4	5	15	0	25
Background Conditions	15	69	16	0	107	16	674	152	97	76	478	0	1700
Proposed Project Trips	0	0	0	0	1	0	0	0	10	8	31	0	50
Background Plus Project Conditions	15	69	16	0	108	16	674	152	107	84	509	0	1750

Intersection Number: 10
 Trafix Node Number: 3731
 Intersection Name: Woz Way/SR-87 NB On-Ramp and Park Avenue
 Peak Hour: AM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	97	63	18	78	231	31	168	613	164	1463
ATI	0	0	0	4	22	7	16	70	9	12	74	52	266
699 W. San Carlos Street	0	0	0	0	1	0	0	0	0	0	4	12	17
Background Conditions	0	0	0	101	86	25	94	301	40	180	691	228	1746
Proposed Project Trips	0	0	0	0	1	0	0	0	0	0	4	27	32
Background Plus Project Conditions	0	0	0	101	87	25	94	301	40	180	695	255	1778

Intersection Number: 11
 Trafix Node Number: 3446
 Intersection Name: Delmas Avenue and San Carlos Street
 Peak Hour: AM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	64	149	63	0	306	21	0	0	0	74	543	0	1220
ATI	10	29	73	0	37	16	0	0	0	22	99	0	286
699 W. San Carlos Street	0	5	0	0	1	0	0	0	0	0	0	0	6
Background Conditions	74	183	136	0	344	37	0	0	0	96	642	0	1512
Proposed Project Trips	0	8	0	0	3	0	0	0	0	0	4	0	15
Background Plus Project Conditions	74	191	136	0	347	37	0	0	0	96	646	0	1527

Intersection Number: 12
 Trafix Node Number: 3763
 Intersection Name: Woz Way and San Carlos Street
 Peak Hour: AM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	2	13	28	120	246	4	67	215	63	16	409	197	1380
ATI	0	1	0	6	25	0	30	4	11	0	116	6	199
699 W. San Carlos Street	0	0	0	0	1	0	0	0	1	0	0	0	2
Background Conditions	2	14	28	126	272	4	97	219	75	16	525	203	1581
Proposed Project Trips	0	0	0	0	1	0	0	0	2	0	4	0	7
Background Plus Project Conditions	2	14	28	126	273	4	97	219	77	16	529	203	1588

Intersection Number: 13
 Trafix Node Number: 3267
 Intersection Name: Delmas Avenue/SR-87 SB On-Ramp and Auzerais Avenue
 Peak Hour: AM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	22	187	58	0	86	23	0	0	0	166	75	0	617
ATI	32	42	44	0	38	5	0	0	0	33	51	0	245
699 W. San Carlos Street	0	5	0	0	1	0	0	0	0	0	0	0	6
Background Conditions	54	234	102	0	125	28	0	0	0	199	126	0	868
Proposed Project Trips	0	8	0	0	2	0	0	0	0	3	0	0	13
Background Plus Project Conditions	54	242	102	0	127	28	0	0	0	202	126	0	881

Intersection Number: 14
 Trafix Node Number: 3271
 Intersection Name: Woz Way and Auzerais Avenue
 Peak Hour: AM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	4	29	0	3	1	3	0	328	116	106	0	33	623
ATI	1	10	0	0	0	0	0	75	29	14	0	33	162
699 W. San Carlos Street	0	0	0	0	0	0	0	1	1	0	0	0	2
Background Conditions	5	39	0	3	1	3	0	404	146	120	0	66	787
Proposed Project Trips	0	0	0	0	0	0	0	2	2	0	0	0	4
Background Plus Project Conditions	5	39	0	3	1	3	0	406	148	120	0	66	791

Intersection Number: 15
 Trafix Node Number: 3209
 Intersection Name: Woz Way and SR-87 NB Off-Ramp
 Peak Hour: AM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	127	0	0	0	0	0	284	0	61	0	165	637
ATI	0	35	0	0	0	0	0	33	0	111	0	124	303
699 W. San Carlos Street	0	0	0	0	0	0	0	0	0	0	0	1	1
Background Conditions	0	162	0	0	0	0	0	317	0	172	0	290	941
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	0	4	4
Background Plus Project Conditions	0	162	0	0	0	0	0	317	0	172	0	294	945

Intersection Number: 16
 Trafix Node Number: 3732
 Intersection Name: Race Street and Park Avenue
 Peak Hour: AM
 Count Date: 11/7/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	29	207	24	109	425	27	22	490	45	12	307	68	1765
ATI	3	9	0	0	9	-3	-2	19	2	2	44	13	96
699 W. San Carlos Street	0	0	1	2	1	0	0	0	0	0	2	0	6
Background Conditions	32	216	25	111	435	24	20	509	47	14	353	81	1867
Proposed Project Trips	0	0	1	4	3	0	0	0	0	0	3	0	11
Background Plus Project Conditions	32	216	26	115	438	24	20	509	47	14	356	81	1878

Intersection Number: 17
 Trafix Node Number: 3693
 Intersection Name: Meridian Avenue and San Carlos Street
 Peak Hour: AM
 Count Date: 12/3/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	26	189	120	41	750	152	154	416	283	91	356	55	2633
ATI	19	10	3	5	147	46	41	63	56	6	50	8	454
699 W. San Carlos Street	0	0	0	0	4	3	0	1	0	0	1	1	10
Background Conditions	45	199	123	46	901	201	195	480	339	97	407	64	3097
Proposed Project Trips	0	0	0	0	8	7	1	1	0	0	2	1	20
Background Plus Project Conditions	45	199	123	46	909	208	196	481	339	97	409	65	3117

Intersection Number: 18
 Trafix Node Number: 9999
 Intersection Name: McEvoy Street and Park Avenue
 Peak Hour: AM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	506	22	20	0	11	10	397	0	966
ATI	0	0	0	0	99	0	0	0	0	0	155	0	254
699 W. San Carlos Street	0	0	0	0	0	5	45	0	5	4	0	0	59
Background Conditions	0	0	0	0	605	27	65	0	16	14	552	0	1279
Proposed Project Trips	0	0	0	0	0	18	81	0	11	8	0	0	118
Background Plus Project Conditions	0	0	0	0	605	45	146	0	27	22	552	0	1397

Intersection Number: 19
 Trafix Node Number: 4
 Intersection Name: McEvoy Street and San Carlos Street
 Peak Hour: AM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	10	0	4	7	624	4	1	0	0	0	496	20	1166
ATI	0	0	0	0	115	0	0	0	0	0	149	0	264
699 W. San Carlos Street	9	0	0	8	0	0	0	0	0	0	0	0	17
Background Conditions	19	0	4	15	739	4	1	0	0	0	645	20	1447
Proposed Project Trips	21	0	0	19	0	0	20	0	0	3	0	0	63
Background Plus Project Conditions	40	0	4	34	739	4	21	0	0	3	645	20	1510

Intersection Number: 20
 Trafix Node Number: 101
 Intersection Name: McEvoy Street and North Project Driveway
 Peak Hour: AM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	32	0	0	0	0	0	31	0	0	0	0	63
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
699 W. San Carlos Street	0	9	0	0	0	0	0	50	0	0	0	0	59
Background Conditions	0	41	0	0	0	0	0	81	0	0	0	0	122
Proposed Project Trips	0	9	17	58	0	26	14	34	0	0	0	0	158
Background Plus Project Conditions	0	50	17	58	0	26	14	115	0	0	0	0	280

Intersection Number: 21
 Trafix Node Number: 102
 Intersection Name: McEvoy Street and South Project Driveway
 Peak Hour: AM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	32	0	0	0	0	0	31	0	0	0	0	63
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
699 W. San Carlos Street	0	9	0	0	0	0	0	50	0	0	0	0	59
Background Conditions	0	41	0	0	0	0	0	81	0	0	0	0	122
Proposed Project Trips	0	26	9	34	0	15	8	14	0	0	0	0	106
Background Plus Project Conditions	0	67	9	34	0	15	8	95	0	0	0	0	228

Intersection Number: 1
 Trafix Node Number: 3730
 Intersection Name: Sunol Street and Park Avenue
 Peak Hour: PM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	28	162	92	37	342	21	23	66	12	38	500	23	1344
ATI	-1	29	7	3	9	36	19	17	2	4	21	0	146
699 W. San Carlos Street	0	0	2	1	2	0	1	0	0	0	10	0	16
Background Conditions	27	191	101	41	353	57	43	83	14	42	531	23	1506
Proposed Project Trips	0	0	4	3	5	0	2	0	0	0	18	0	32
Background Plus Project Conditions	27	191	105	44	358	57	45	83	14	42	549	23	1538

Intersection Number: 2
 Trafix Node Number: 3709
 Intersection Name: Montgomery Street and Park Avenue
 Peak Hour: PM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	103	637	59	37	164	251	83	211	157	322	242	57	2323
ATI	6	136	6	6	95	49	8	48	65	56	52	9	536
699 W. San Carlos Street	1	0	0	0	13	0	0	0	2	14	12	1	43
Background Conditions	110	773	65	43	272	300	91	259	224	392	306	67	2902
Proposed Project Trips	3	0	0	0	32	0	0	0	16	27	26	2	106
Background Plus Project Conditions	113	773	65	43	304	300	91	259	240	419	332	69	3008

Intersection Number: 3
 Trafix Node Number: 3077
 Intersection Name: Bird Avenue and San Carlos Street*
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	71	1034	109	30	212	213	127	328	132	345	702	92	3395
ATI	12	107	9	7	94	43	8	60	18	50	111	20	539
699 W. San Carlos Street	0	14	0	2	2	0	0	0	24	0	0	0	42
Background Conditions	83	1155	118	39	308	256	135	388	174	395	813	112	3976
Proposed Project Trips	0	27	0	5	4	0	0	10	50	11	3	0	110
Background Plus Project Conditions	83	1182	118	44	312	256	135	398	224	406	816	112	4086

Intersection Number: 4
 Trafix Node Number: 3906
 Intersection Name: Sunol Street and San Carlos Street
 Peak Hour: PM
 Count Date: 12/3/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	67	84	71	29	462	12	15	49	17	46	1039	52	1943
ATI	5	61	4	8	11	26	6	35	13	0	42	16	227
699 W. San Carlos Street	0	0	0	0	5	1	0	1	0	0	0	0	7
Background Conditions	72	145	75	37	478	39	21	85	30	46	1081	68	2177
Proposed Project Trips	0	0	0	0	12	2	2	2	0	0	8	0	26
Background Plus Project Conditions	72	145	75	37	490	41	23	87	30	46	1089	68	2203

Intersection Number: 5
 Trafix Node Number: 3653
 Intersection Name: Lincoln Avenue and San Carlos Street
 Peak Hour: PM
 Count Date: 12/3/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	41	161	17	9	385	91	114	60	101	281	928	38	2226
ATI	5	22	10	15	75	7	7	12	36	49	173	11	422
699 W. San Carlos Street	0	0	0	0	4	1	0	1	0	0	0	2	8
Background Conditions	46	183	27	24	464	99	121	73	137	330	1101	51	2656
Proposed Project Trips	0	0	0	0	10	2	0	3	0	0	8	2	25
Background Plus Project Conditions	46	183	27	24	474	101	121	76	137	330	1109	53	2681

Intersection Number: 6
 Trafix Node Number: 3266
 Intersection Name: Bird Avenue and Auzerais Avenue
 Peak Hour: PM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	28	1474	86	27	77	103	94	526	145	225	153	37	2975
ATI	7	212	17	2	74	18	74	84	16	67	42	7	620
699 W. San Carlos Street	0	14	0	2	0	0	0	22	0	0	0	0	38
Background Conditions	35	1700	103	31	151	121	168	632	161	292	195	44	3633
Proposed Project Trips	0	36	2	5	0	0	0	55	0	0	0	0	98
Background Plus Project Conditions	35	1736	105	36	151	121	168	687	161	292	195	44	3731

Intersection Number: 7
 Trafix Node Number: 3032
 Intersection Name: Bird Avenue and I-280 (N)*
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	571	1299	0	437	48	460	0	342	139	0	0	0	3296
ATI	103	184	0	60	0	22	0	87	13	0	0	0	469
699 W. San Carlos Street	9	5	0	6	0	0	0	17	0	0	0	0	37
Background Conditions	683	1488	0	503	48	482	0	446	152	0	0	0	3802
Proposed Project Trips	23	14	0	14	0	0	0	41	0	0	0	0	92
Background Plus Project Conditions	706	1502	0	517	48	482	0	487	152	0	0	0	3894

Intersection Number: 8
 Trafix Node Number: 3033
 Intersection Name: Bird Avenue and I-280 (S)*
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1310	435	0	0	0	317	410	0	155	7	83	2717
ATI	0	85	63	0	0	0	12	36	0	17	0	47	260
699 W. San Carlos Street	0	2	4	0	0	0	0	3	0	0	0	14	23
Background Conditions	0	1397	502	0	0	0	329	449	0	172	7	144	3000
Proposed Project Trips	0	5	9	0	0	0	0	7	0	0	0	34	55
Background Plus Project Conditions	0	1402	511	0	0	0	329	456	0	172	7	178	3055

Intersection Number: 9
 Trafix Node Number: 3445
 Intersection Name: Delmas Avenue/SR-87 SB Off-Ramp and Park Avenue
 Peak Hour: PM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	16	313	64	0	276	121	101	70	64	92	298	0	1415
ATI	13	27	5	0	73	7	116	29	24	8	51	0	353
699 W. San Carlos Street	0	0	0	0	2	0	0	0	11	3	9	0	25
Background Conditions	29	340	69	0	351	128	217	99	99	103	358	0	1793
Proposed Project Trips	0	0	0	0	4	0	0	0	27	5	21	0	57
Background Plus Project Conditions	29	340	69	0	355	128	217	99	126	108	379	0	1850

Intersection Number: 10
 Trafix Node Number: 3731
 Intersection Name: Woz Way/SR-87 NB On-Ramp and Park Avenue
 Peak Hour: PM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	286	364	144	83	300	35	26	292	148	1678
ATI	0	0	0	20	101	41	11	120	17	18	87	39	454
699 W. San Carlos Street	0	0	0	0	2	0	0	0	0	0	2	7	11
Background Conditions	0	0	0	306	467	185	94	420	52	44	381	194	2143
Proposed Project Trips	0	0	0	0	4	0	0	0	0	0	3	18	25
Background Plus Project Conditions	0	0	0	306	471	185	94	420	52	44	384	212	2168

Intersection Number: 11
 Trafix Node Number: 3446
 Intersection Name: Delmas Avenue and San Carlos Street
 Peak Hour: PM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	104	462	32	0	382	63	0	0	0	126	633	0	1802
ATI	4	62	31	0	85	134	0	0	0	41	74	0	431
699 W. San Carlos Street	0	3	0	0	4	0	0	0	0	0	0	0	7
Background Conditions	108	527	63	0	471	197	0	0	0	167	707	0	2240
Proposed Project Trips	0	5	0	0	10	0	0	0	0	0	3	0	18
Background Plus Project Conditions	108	532	63	0	481	197	0	0	0	167	710	0	2258

Intersection Number: 12
 Trafix Node Number: 3763
 Intersection Name: Woz Way and San Carlos Street
 Peak Hour: PM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	75	112	48	92	295	18	74	95	68	45	553	83	1558
ATI	1	7	4	59	179	1	7	3	4	0	46	12	323
699 W. San Carlos Street	0	0	0	0	2	0	0	0	2	0	0	0	4
Background Conditions	76	119	52	151	476	19	81	98	74	45	599	95	1885
Proposed Project Trips	0	0	0	0	4	0	0	0	5	0	3	0	12
Background Plus Project Conditions	76	119	52	151	480	19	81	98	79	45	602	95	1897

Intersection Number: 13
 Trafix Node Number: 3267
 Intersection Name: Delmas Avenue/SR-87 SB On-Ramp and Auzerais Avenue
 Peak Hour: PM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	31	519	95	0	127	68	0	0	0	205	194	0	1239
ATI	22	173	55	0	44	14	0	0	0	19	32	0	359
699 W. San Carlos Street	0	3	0	0	2	0	0	0	0	0	0	0	5
Background Conditions	53	695	150	0	173	82	0	0	0	224	226	0	1603
Proposed Project Trips	0	5	0	0	5	0	0	0	0	2	0	0	12
Background Plus Project Conditions	53	700	150	0	178	82	0	0	0	226	226	0	1615

Intersection Number: 14
 Trafix Node Number: 3271
 Intersection Name: Woz Way and Auzerais Avenue
 Peak Hour: PM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	47	127	0	0	7	4	0	182	140	244	0	48	799
ATI	17	43	2	1	2	0	3	89	70	43	2	26	298
699 W. San Carlos Street	0	0	0	0	0	0	0	2	2	0	0	0	4
Background Conditions	64	170	2	1	9	4	3	273	212	287	2	74	1101
Proposed Project Trips	0	0	0	0	0	0	0	5	5	0	0	0	10
Background Plus Project Conditions	64	170	2	1	9	4	3	278	217	287	2	74	1111

Intersection Number: 15
 Trafix Node Number: 3209
 Intersection Name: Woz Way and SR-87 NB Off-Ramp
 Peak Hour: PM
 Count Date: 2/6/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	377	0	0	0	0	0	125	0	159	0	195	856
ATI	0	91	0	0	0	0	0	42	0	26	0	79	238
699 W. San Carlos Street	0	0	0	0	0	0	0	0	0	0	0	4	4
Background Conditions	0	468	0	0	0	0	0	167	0	185	0	278	1098
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	0	11	11
Background Plus Project Conditions	0	468	0	0	0	0	0	167	0	185	0	289	1109

Intersection Number: 16
 Traffix Node Number: 3732
 Intersection Name: Race Street and Park Avenue
 Peak Hour: PM
 Count Date: 11/7/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	50	485	92	43	265	31	23	288	27	41	563	99	2007
ATI	9	34	3	0	18	-2	-10	6	-1	0	20	6	83
699 W. San Carlos Street	0	0	2	1	1	0	0	0	0	0	6	0	10
Background Conditions	59	519	97	44	284	29	13	294	26	41	589	105	2100
Proposed Project Trips	0	0	4	3	2	0	0	0	0	0	8	0	17
Background Plus Project Conditions	59	519	101	47	286	29	13	294	26	41	597	105	2117

Intersection Number: 17
 Traffix Node Number: 3693
 Intersection Name: Meridian Avenue and San Carlos Street
 Peak Hour: PM
 Count Date: 12/3/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	36	490	261	36	406	288	242	241	91	100	821	63	3075
ATI	18	54	10	6	91	45	68	51	24	48	187	29	631
699 W. San Carlos Street	0	0	0	0	2	2	0	3	0	0	2	2	11
Background Conditions	54	544	271	42	499	335	310	295	115	148	1010	94	3717
Proposed Project Trips	0	0	0	0	5	5	3	3	0	0	6	2	24
Background Plus Project Conditions	54	544	271	42	504	340	313	298	115	148	1016	96	3741

Intersection Number: 18
 Traffix Node Number: 9999
 Intersection Name: McEvoy Street and Park Avenue
 Peak Hour: PM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	386	32	17	0	9	19	623	0	1086
ATI	0	0	0	0	166	0	0	0	0	0	117	0	283
699 W. San Carlos Street	0	0	0	0	0	16	27	0	3	13	0	0	59
Background Conditions	0	0	0	0	552	48	44	0	12	32	740	0	1428
Proposed Project Trips	0	0	0	0	0	50	56	0	7	24	0	0	137
Background Plus Project Conditions	0	0	0	0	552	98	100	0	19	56	740	0	1565

Intersection Number: 19
 Trafix Node Number: 4
 Intersection Name: McEvoy Street and San Carlos Street
 Peak Hour: PM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	39	0	12	10	407	5	0	0	1	1	1014	17	1506
ATI	0	0	0	0	124	0	0	0	0	0	181	0	305
699 W. San Carlos Street	6	0	0	26	0	0	0	0	0	0	0	0	32
Background Conditions	45	0	12	36	531	5	0	0	1	1	1195	17	1843
Proposed Project Trips	15	0	0	54	0	0	14	0	0	9	0	0	92
Background Plus Project Conditions	60	0	12	90	531	5	14	0	1	10	1195	17	1935

Intersection Number: 20
 Trafix Node Number: 101
 Intersection Name: McEvoy Street and North Project Driveway
 Peak Hour: PM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	51	0	0	0	0	0	26	0	0	0	0	77
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
699 W. San Carlos Street	0	29	0	0	0	0	0	30	0	0	0	0	59
Background Conditions	0	80	0	0	0	0	0	56	0	0	0	0	136
Proposed Project Trips	0	26	47	41	0	18	41	22	0	0	0	0	195
Background Plus Project Conditions	0	106	47	41	0	18	41	78	0	0	0	0	331

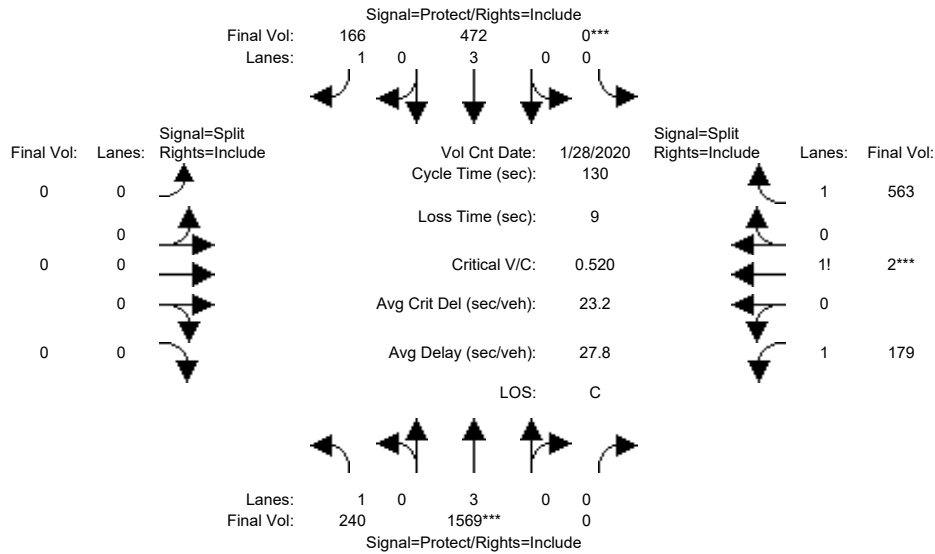
Intersection Number: 21
 Traffix Node Number: 102
 Intersection Name: McEvoy Street and South Project Driveway
 Peak Hour: PM
 Count Date: 1/28/20

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	51	0	0	0	0	0	26	0	0	0	0	77
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
699 W. San Carlos Street	0	29	0	0	0	0	0	30	0	0	0	0	59
Background Conditions	0	80	0	0	0	0	0	56	0	0	0	0	136
Proposed Project Trips	0	18	26	22	0	10	23	41	0	0	0	0	140
Background Plus Project Conditions	0	98	26	22	0	10	23	97	0	0	0	0	276

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 28 Jan 2020 <<											
Base Vol:	240	1569	0	0	472	166	0	0	0	179	2	563
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:	240	1569	0	0	472	166	0	0	0	179	2	563
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:	240	1569	0	0	472	166	0	0	0	179	2	563
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:	240	1569	0	0	472	166	0	0	0	179	2	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1569	0	0	472	166	0	0	0	179	2	563
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
Final Volume:	240	1569	0	0	472	166	0	0	0	179	2	563

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	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.24	0.01	1.75
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2179	10	3149

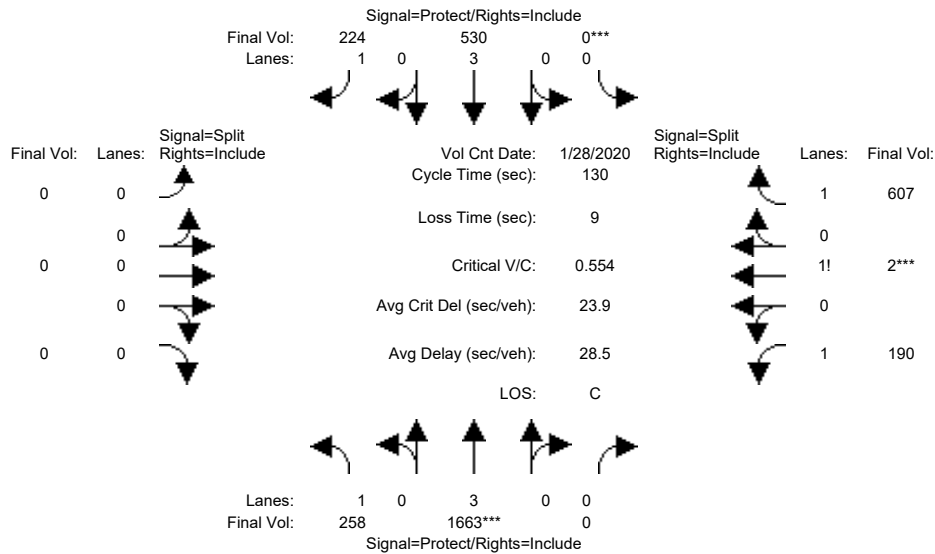
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.08	0.21	0.18
Crit Moves:	****			****						****		
Green Time:	40.7	68.8	0.0	0.0	28.1	28.1	0.0	0.0	0.0	52.2	52.2	52.2
Volume/Cap:	0.44	0.52	0.00	0.00	0.38	0.44	0.00	0.00	0.00	0.20	0.52	0.45
Delay/Veh:	36.1	20.0	0.0	0.0	43.7	44.9	0.0	0.0	0.0	25.4	29.8	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	20.0	0.0	0.0	43.7	44.9	0.0	0.0	0.0	25.4	29.8	28.6
LOS by Move:	D+	C+	A	A	D	D	A	A	A	C	C	C
HCM2kAvgQ:	8	13	0	0	5	6	0	0	0	4	12	10

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	28 Jan 2020	<<							
Base Vol:	240	1569	0	0	472	166	0	0	0	179	2	563
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:	240	1569	0	0	472	166	0	0	0	179	2	563
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	94	0	0	58	58	0	0	0	11	0	44
Initial Fut:	258	1663	0	0	530	224	0	0	0	190	2	607
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:	258	1663	0	0	530	224	0	0	0	190	2	607
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1663	0	0	530	224	0	0	0	190	2	607
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:	258	1663	0	0	530	224	0	0	0	190	2	607

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	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.24	0.01	1.75
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2174	9	3155

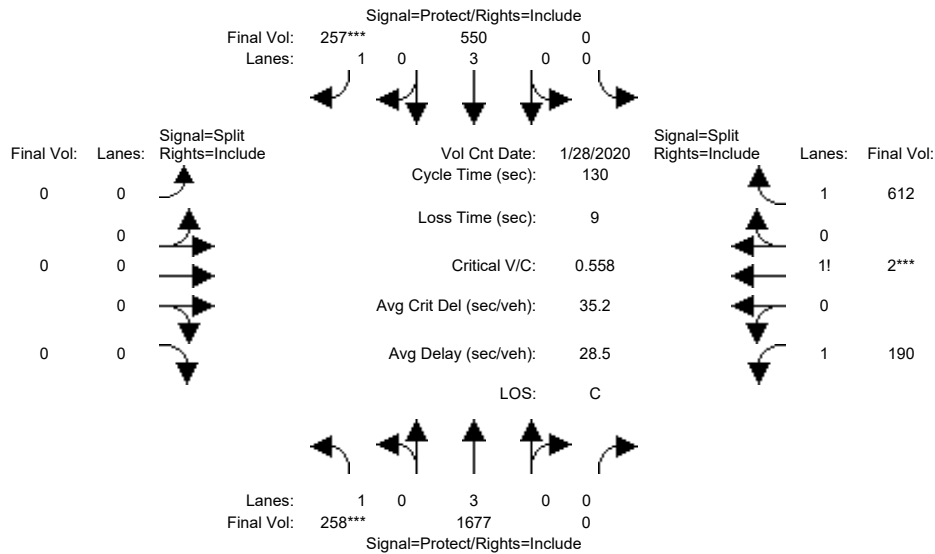
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.00	0.00	0.09	0.13	0.00	0.00	0.00	0.09	0.22	0.19
Crit Moves:	****			****						****		
Green Time:	36.6	68.4	0.0	0.0	31.8	31.8	0.0	0.0	0.0	52.6	52.6	52.6
Volume/Cap:	0.52	0.55	0.00	0.00	0.38	0.52	0.00	0.00	0.00	0.22	0.55	0.48
Delay/Veh:	40.3	20.8	0.0	0.0	41.1	43.7	0.0	0.0	0.0	25.3	30.2	28.8
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:	40.3	20.8	0.0	0.0	41.1	43.7	0.0	0.0	0.0	25.3	30.2	28.8
LOS by Move:	D	C+	A	A	D	D	A	A	A	C	C	C
HCM2kAvgQ:	9	14	0	0	6	8	0	0	0	4	13	11

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



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	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	28 Jan 2020	<<							
Base Vol:	240	1569	0	0	472	166	0	0	0	179	2	563
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:	240	1569	0	0	472	166	0	0	0	179	2	563
Added Vol:	0	14	0	0	20	33	0	0	0	0	0	5
PasserByVol:	18	94	0	0	58	58	0	0	0	11	0	44
Initial Fut:	258	1677	0	0	550	257	0	0	0	190	2	612
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:	258	1677	0	0	550	257	0	0	0	190	2	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1677	0	0	550	257	0	0	0	190	2	612
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:	258	1677	0	0	550	257	0	0	0	190	2	612

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	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.24	0.01	1.75
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2171	9	3158

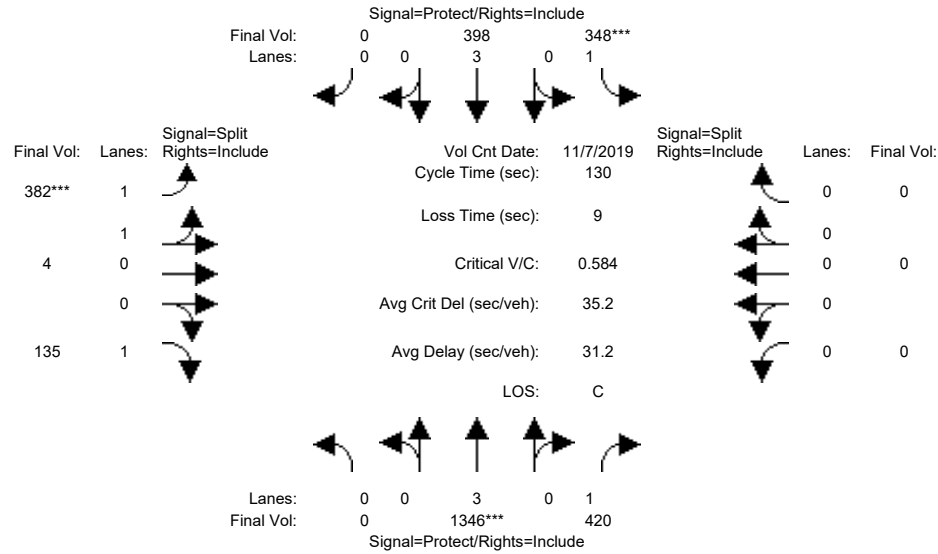
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.00	0.00	0.10	0.15	0.00	0.00	0.00	0.09	0.23	0.19
Crit Moves:	****				****					****		
Green Time:	34.3	68.5	0.0	0.0	34.2	34.2	0.0	0.0	0.0	52.5	52.5	52.5
Volume/Cap:	0.56	0.56	0.00	0.00	0.37	0.56	0.00	0.00	0.00	0.22	0.56	0.48
Delay/Veh:	42.8	20.8	0.0	0.0	39.2	42.9	0.0	0.0	0.0	25.4	30.3	28.9
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:	42.8	20.8	0.0	0.0	39.2	42.9	0.0	0.0	0.0	25.4	30.3	28.9
LOS by Move:	D	C+	A	A	D	D	A	A	A	C	C	C
HCM2kAvqQ:	9	14	0	0	6	9	0	0	0	4	13	11

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2019	<<							
Base Vol:	0	1346	420	348	398	0	382	4	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1346	420	348	398	0	382	4	135	0	0	0
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:	0	1346	420	348	398	0	382	4	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1346	420	348	398	0	382	4	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1346	420	348	398	0	382	4	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1346	420	348	398	0	382	4	135	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3513	37	1750	0	0	0

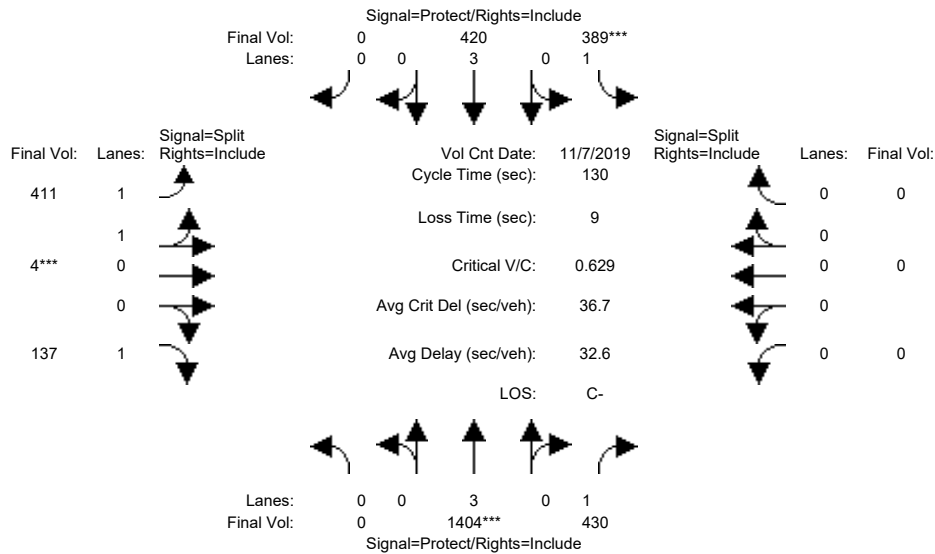
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.20	0.07	0.00	0.11	0.11	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	52.5	52.5	44.3	96.8	0.0	24.2	24.2	24.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.59	0.58	0.09	0.00	0.58	0.58	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	30.6	31.7	36.8	4.6	0.0	49.7	49.7	47.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.6	31.7	36.8	4.6	0.0	49.7	49.7	47.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D+	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	14	14	12	1	0	8	8	5	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2019	<<							
Base Vol:	0	1346	420	348	398	0	382	4	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1346	420	348	398	0	382	4	135	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	58	10	41	22	0	29	0	2	0	0	0
Initial Fut:	0	1404	430	389	420	0	411	4	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1404	430	389	420	0	411	4	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1404	430	389	420	0	411	4	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1404	430	389	420	0	411	4	137	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3516	34	1750	0	0	0

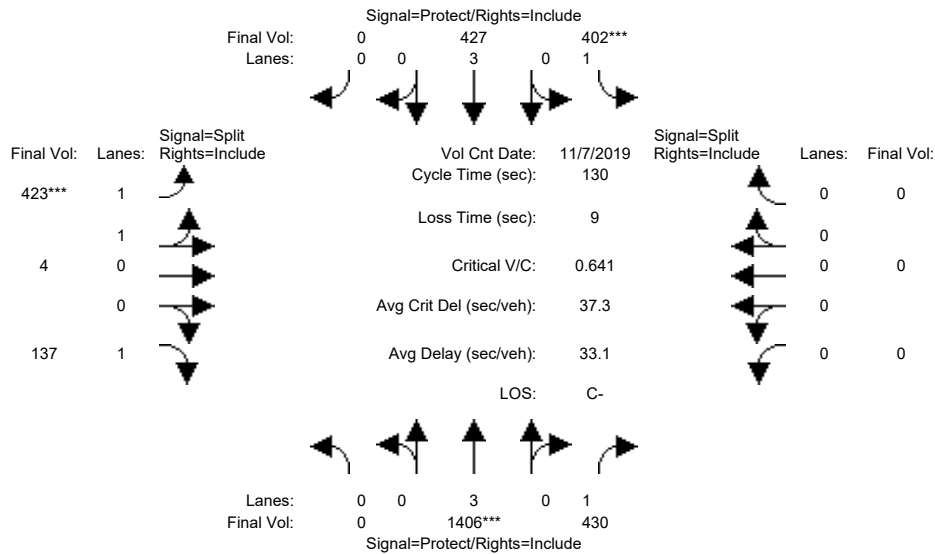
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.22	0.07	0.00	0.12	0.12	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	50.9	50.9	45.9	96.8	0.0	24.2	24.2	24.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.63	0.63	0.10	0.00	0.63	0.63	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	32.5	33.8	37.0	4.6	0.0	50.7	50.7	47.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.5	33.8	37.0	4.6	0.0	50.7	50.7	47.6	0.0	0.0	0.0
LOS by Move:	A	C-	C-	D+	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	15	15	14	2	0	9	9	5	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2019	<<							
Base Vol:	0	1346	420	348	398	0	382	4	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1346	420	348	398	0	382	4	135	0	0	0
Added Vol:	0	2	0	13	7	0	12	0	0	0	0	0
PasserByVol:	0	58	10	41	22	0	29	0	2	0	0	0
Initial Fut:	0	1406	430	402	427	0	423	4	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1406	430	402	427	0	423	4	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1406	430	402	427	0	423	4	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1406	430	402	427	0	423	4	137	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3517	33	1750	0	0	0

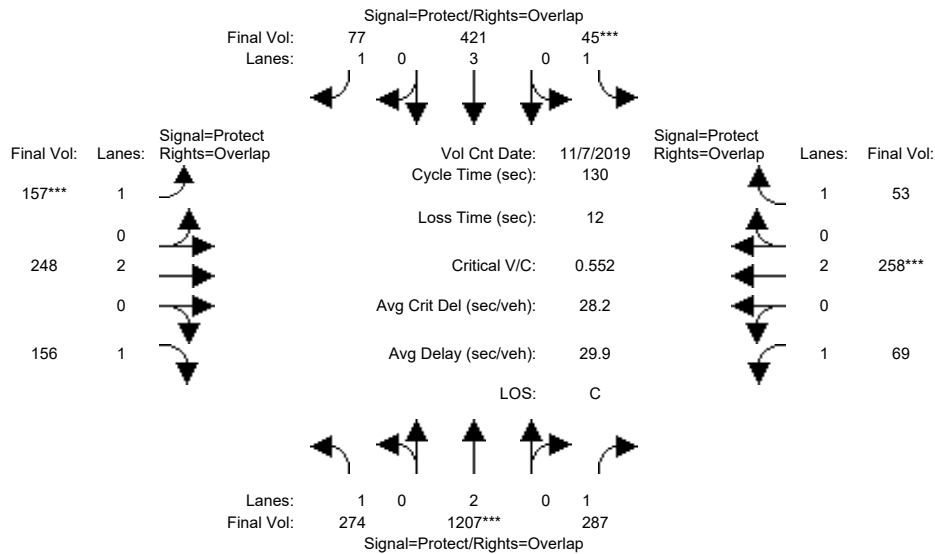
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.23	0.07	0.00	0.12	0.12	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	50.0	50.0	46.6	96.6	0.0	24.4	24.4	24.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.64	0.10	0.00	0.64	0.64	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	33.3	34.7	37.0	4.6	0.0	50.9	50.9	47.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.3	34.7	37.0	4.6	0.0	50.9	50.9	47.4	0.0	0.0	0.0
LOS by Move:	A	C-	C-	D+	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	16	15	14	2	0	9	9	5	0	0	0

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

Diridon Modular Housing Residential 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		
	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:	7 Nov 2019	<<							
Base Vol:	274	1207	287	45	421	77	157	248	156	69	258	53
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	1207	287	45	421	77	157	248	156	69	258	53
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	1207	287	45	421	77	157	248	156	69	258	53
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	1207	287	45	421	77	157	248	156	69	258	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1207	287	45	421	77	157	248	156	69	258	53
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	1207	287	45	421	77	157	248	156	69	258	53

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

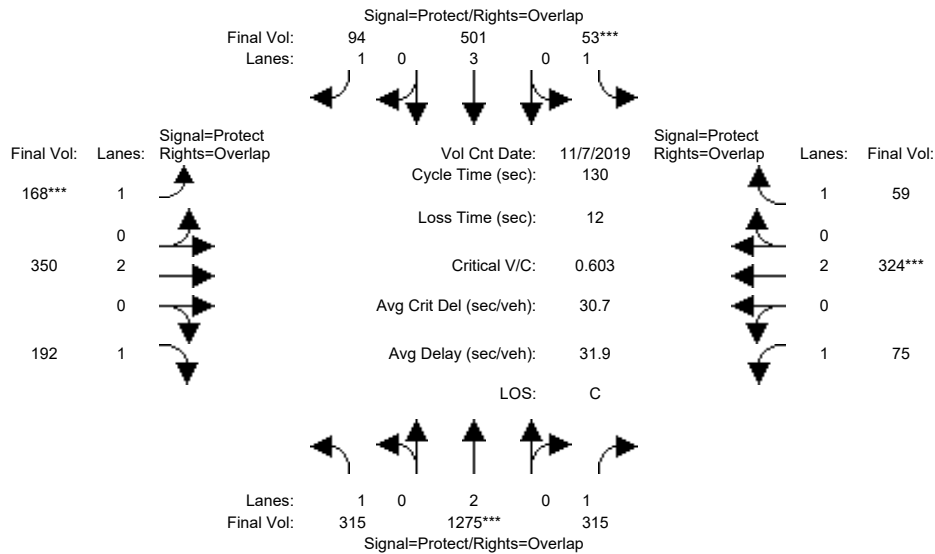
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.16	0.03	0.07	0.04	0.09	0.07	0.09	0.04	0.07	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	54.4	74.2	89.3	7.0	26.7	47.7	21.0	21.7	76.1	15.2	15.9	22.9
Volume/Cap:	0.37	0.56	0.24	0.48	0.36	0.12	0.56	0.39	0.15	0.34	0.56	0.17
Delay/Veh:	26.4	17.9	7.7	63.5	44.5	27.3	52.7	48.7	12.3	53.8	55.3	45.8
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:	26.4	17.9	7.7	63.5	44.5	27.3	52.7	48.7	12.3	53.8	55.3	45.8
LOS by Move:	C	B	A	E	D	C	D-	D	B	D-	E+	D
HCM2kAvgQ:	8	15	4	2	5	2	7	5	3	3	5	2

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

Diridon Modular Housing Residential 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		
	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:	7 Nov 2019	<<							
Base Vol:	274	1207	287	45	421	77	157	248	156	69	258	53
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	1207	287	45	421	77	157	248	156	69	258	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	41	68	28	8	80	17	11	102	36	6	66	6
Initial Fut:	315	1275	315	53	501	94	168	350	192	75	324	59
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:	315	1275	315	53	501	94	168	350	192	75	324	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1275	315	53	501	94	168	350	192	75	324	59
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
Final Volume:	315	1275	315	53	501	94	168	350	192	75	324	59

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

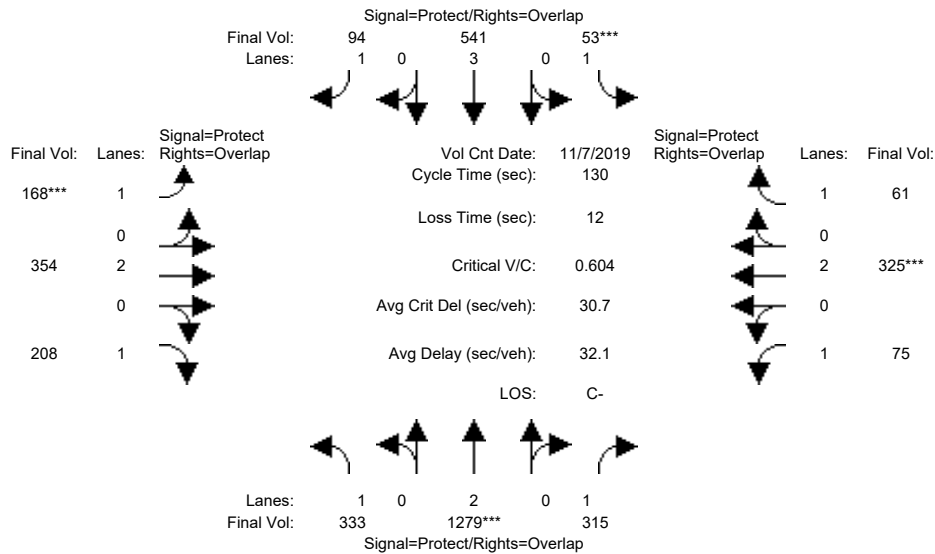
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.18	0.03	0.09	0.05	0.10	0.09	0.11	0.04	0.09	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	53.1	72.1	86.4	7.0	25.9	46.6	20.6	24.6	77.7	14.4	18.3	25.3
Volume/Cap:	0.44	0.61	0.27	0.56	0.44	0.15	0.61	0.49	0.18	0.39	0.61	0.17
Delay/Veh:	28.2	19.9	9.0	67.6	45.9	28.4	54.7	47.6	11.9	55.0	54.4	43.9
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:	28.2	19.9	9.0	67.6	45.9	28.4	54.7	47.6	11.9	55.0	54.4	43.9
LOS by Move:	C	B-	A	E	D	C	D-	D	B+	E+	D-	D
HCM2kAvgQ:	9	17	5	2	6	3	8	7	4	3	6	2

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

Diridon Modular Housing Residential 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		
	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: 7 Nov 2019 <<											
Base Vol:	274	1207	287	45	421	77	157	248	156	69	258	53
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	1207	287	45	421	77	157	248	156	69	258	53
Added Vol:	18	4	0	0	40	0	0	4	16	0	1	2
PasserByVol:	41	68	28	8	80	17	11	102	36	6	66	6
Initial Fut:	333	1279	315	53	541	94	168	354	208	75	325	61
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:	333	1279	315	53	541	94	168	354	208	75	325	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1279	315	53	541	94	168	354	208	75	325	61
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:	333	1279	315	53	541	94	168	354	208	75	325	61

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

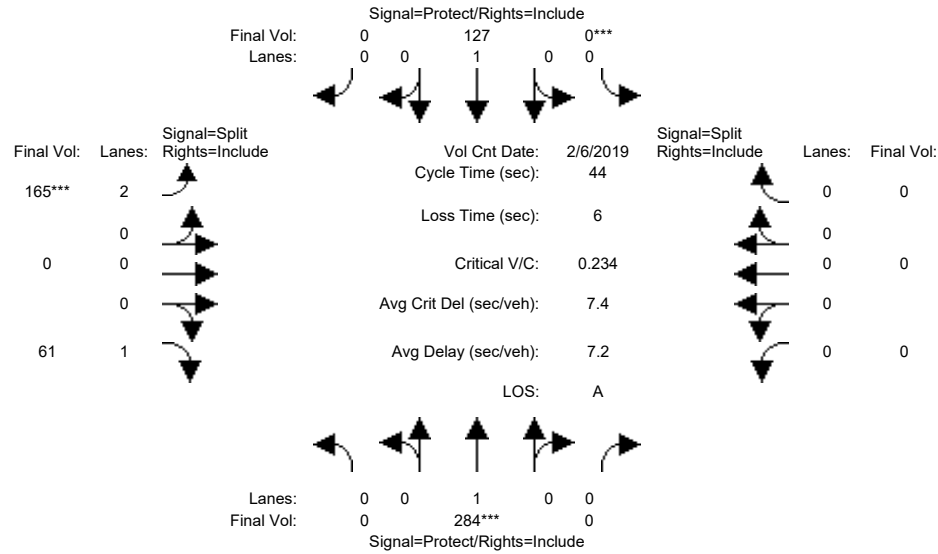
Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.18	0.03	0.09	0.05	0.10	0.09	0.12	0.04	0.09	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	52.8	72.1	86.4	7.0	26.3	46.9	20.6	24.6	77.4	14.2	18.3	25.3
Volume/Cap:	0.47	0.61	0.27	0.56	0.47	0.15	0.61	0.49	0.20	0.39	0.61	0.18
Delay/Veh:	28.8	19.9	9.1	67.6	46.0	28.2	54.8	47.6	12.2	55.2	54.5	43.9
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:	28.8	19.9	9.1	67.6	46.0	28.2	54.8	47.6	12.2	55.2	54.5	43.9
LOS by Move:	C	B-	A	E	D	C	D-	D	B	E+	D-	D
HCM2kAvgQ:	10	17	5	2	6	3	8	7	4	3	6	2

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3209: 87/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	7:45-8:45AM						
Base Vol:	0	284	0	0	127	0	165	0	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	0	0	127	0	165	0	61	0	0	0
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:	0	284	0	0	127	0	165	0	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	0	0	127	0	165	0	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	0	0	127	0	165	0	61	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	284	0	0	127	0	165	0	61	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0

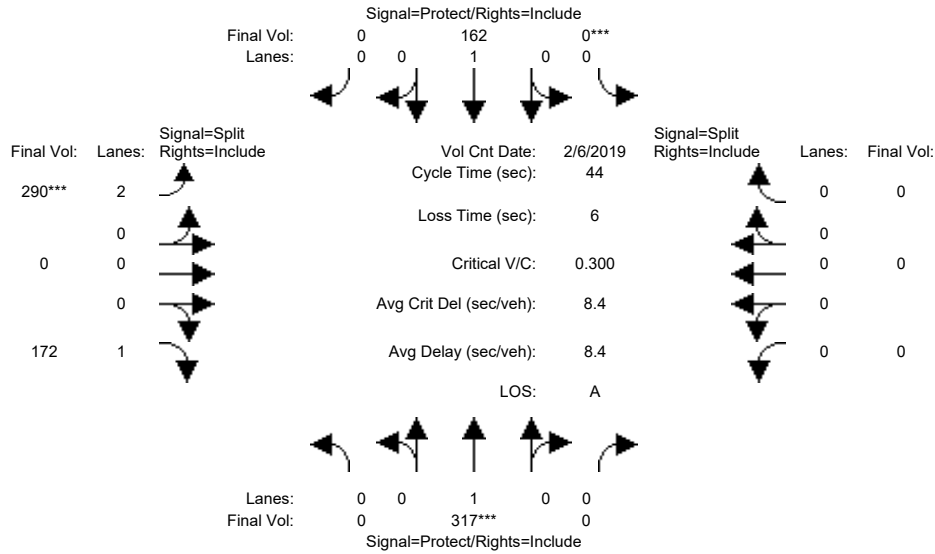
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.07	0.00	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	28.0	0.0	0.0	28.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.00	0.00	0.11	0.00	0.23	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	0.0	0.0	3.2	0.0	14.0	0.0	13.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	0.0	3.2	0.0	14.0	0.0	13.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	2	0	0	1	0	1	0	1	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3209: 87/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	7:45-8:45AM						
Base Vol:	0	284	0	0	127	0	165	0	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	0	0	127	0	165	0	61	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	33	0	0	35	0	125	0	111	0	0	0
Initial Fut:	0	317	0	0	162	0	290	0	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	317	0	0	162	0	290	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	0	0	162	0	290	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	317	0	0	162	0	290	0	172	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0

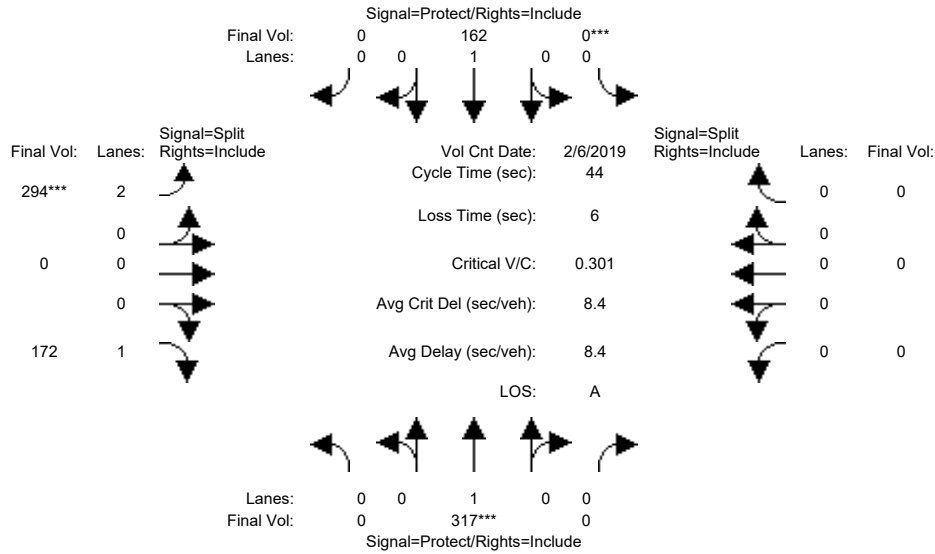
Capacity Analysis Module:	Vol/Sat:	0.00	0.17	0.00	0.00	0.09	0.00	0.09	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	23.9	0.0	0.0	23.9	0.0	14.1	0.0	14.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.00	0.16	0.00	0.29	0.00	0.31	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	5.1	0.0	11.4	0.0	11.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	5.1	0.0	11.4	0.0	11.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	A	B+	A	A	A	A
HCM2kAvgQ:	0	2	0	0	1	0	2	0	2	0	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3209: 87/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	7:45-8:45AM						
Base Vol:	0	284	0	0	127	0	165	0	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	0	0	127	0	165	0	61	0	0	0
Added Vol:	0	0	0	0	0	0	4	0	0	0	0	0
PasserByVol:	0	33	0	0	35	0	125	0	111	0	0	0
Initial Fut:	0	317	0	0	162	0	294	0	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	317	0	0	162	0	294	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	0	0	162	0	294	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	317	0	0	162	0	294	0	172	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0

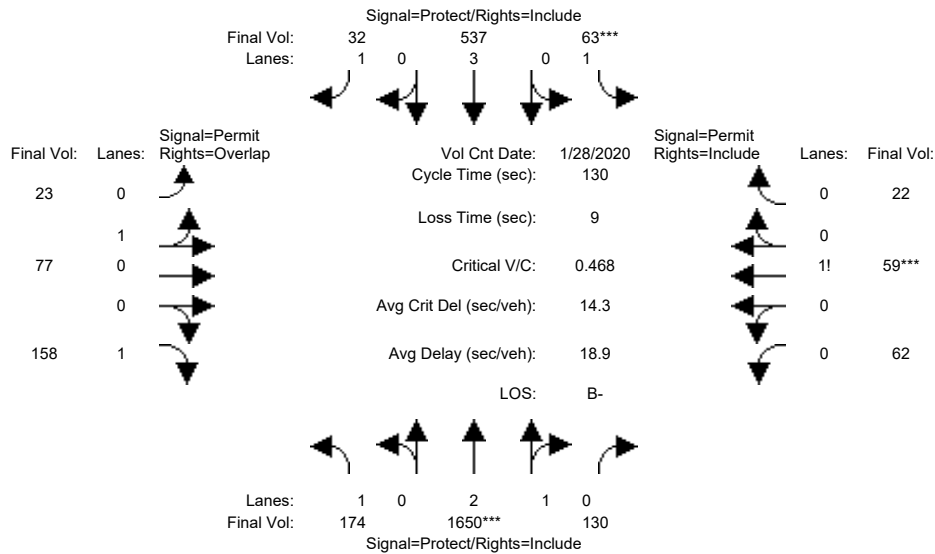
Capacity Analysis Module:	Vol/Sat:	0.00	0.17	0.00	0.00	0.09	0.00	0.09	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	23.9	0.0	0.0	23.9	0.0	14.1	0.0	14.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.00	0.16	0.00	0.29	0.00	0.31	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	5.1	0.0	11.4	0.0	11.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	5.1	0.0	11.4	0.0	11.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	A	B+	A	A	A	A
HCM2kAvgQ:	0	2	0	0	1	0	2	0	2	0	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD [Updated 08/14/2019]



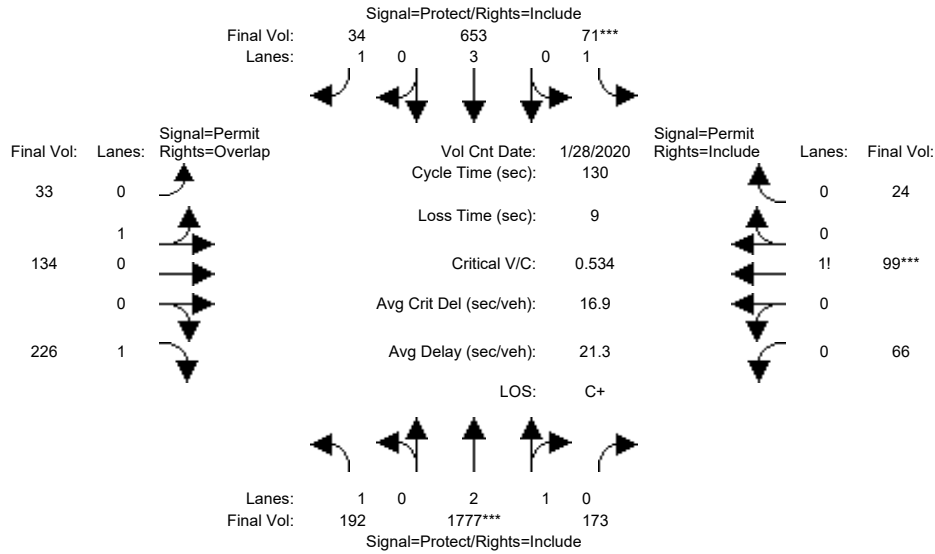
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	174	1650	130	63	537	32	23	77	158	62	59	22
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:	174	1650	130	63	537	32	23	77	158	62	59	22
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:	174	1650	130	63	537	32	23	77	158	62	59	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1650	130	63	537	32	23	77	158	62	59	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1650	130	63	537	32	23	77	158	62	59	22
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:	174	1650	130	63	537	32	23	77	158	62	59	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	3.00	1.00	0.23	0.77	1.00	0.44	0.41	0.15
Final Sat.:	1750	5190	409	1750	5700	1750	414	1386	1750	759	722	269
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.04	0.09	0.02	0.06	0.06	0.09	0.08	0.08	0.08
Crit Moves:	****			****						****		
Green Time:	50.5	88.3	88.3	10.0	47.8	47.8	22.7	22.7	73.2	22.7	22.7	22.7
Volume/Cap:	0.26	0.47	0.47	0.47	0.26	0.05	0.32	0.32	0.16	0.47	0.47	0.47
Delay/Veh:	27.2	9.9	9.9	60.0	28.7	26.5	47.5	47.5	13.7	49.4	49.4	49.4
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:	27.2	9.9	9.9	60.0	28.7	26.5	47.5	47.5	13.7	49.4	49.4	49.4
LOS by Move:	C	A	A	E	C	C	D	D	B	D	D	D
HCM2kAvgQ:	5	11	11	3	5	1	4	4	3	5	5	5

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	174	1650	130	63	537	32	23	77	158	62	59	22
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:	174	1650	130	63	537	32	23	77	158	62	59	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	127	43	8	116	2	10	57	68	4	40	2
Initial Fut:	192	1777	173	71	653	34	33	134	226	66	99	24
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:	192	1777	173	71	653	34	33	134	226	66	99	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1777	173	71	653	34	33	134	226	66	99	24
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:	192	1777	173	71	653	34	33	134	226	66	99	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.72	0.28	1.00	3.00	1.00	0.20	0.80	1.00	0.35	0.52	0.13
Final Sat.:	1750	5103	497	1750	5700	1750	356	1444	1750	611	917	222

Capacity Analysis Module:

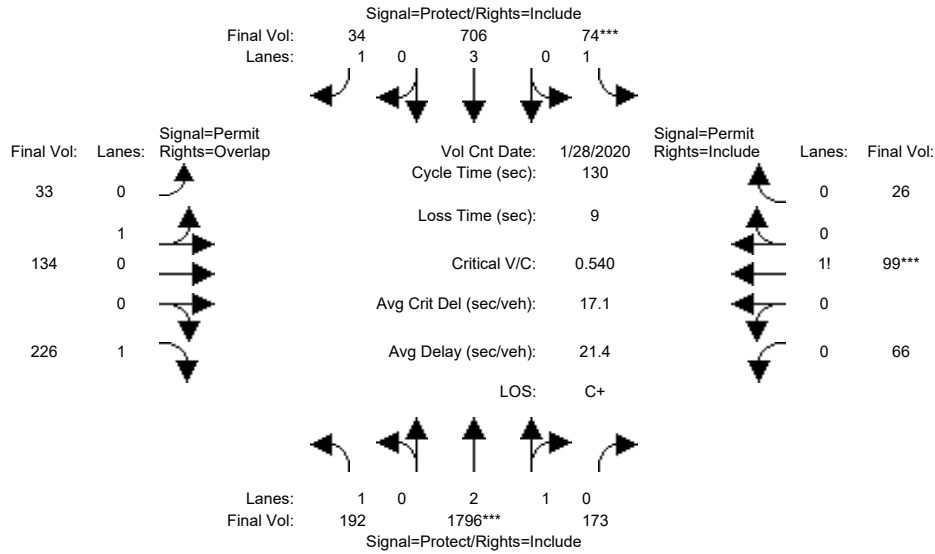
Vol/Sat:	0.11	0.35	0.35	0.04	0.11	0.02	0.09	0.09	0.13	0.11	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	46.3	84.8	84.8	9.9	48.4	48.4	26.3	26.3	72.6	26.3	26.3	26.3
Volume/Cap:	0.31	0.53	0.53	0.53	0.31	0.05	0.46	0.46	0.23	0.53	0.53	0.53
Delay/Veh:	30.5	12.2	12.2	62.0	29.0	26.2	46.5	46.5	14.7	47.9	47.9	47.9
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:	30.5	12.2	12.2	62.0	29.0	26.2	46.5	46.5	14.7	47.9	47.9	47.9
LOS by Move:	C	B	B	E	C	C	D	D	B	D	D	D
HCM2kAvgQ:	6	14	14	3	6	1	6	6	5	7	7	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	174	1650	130	63	537	32	23	77	158	62	59	22
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:	174	1650	130	63	537	32	23	77	158	62	59	22
Added Vol:	0	19	0	3	53	0	0	0	0	0	0	2
PasserByVol:	18	127	43	8	116	2	10	57	68	4	40	2
Initial Fut:	192	1796	173	74	706	34	33	134	226	66	99	26
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:	192	1796	173	74	706	34	33	134	226	66	99	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1796	173	74	706	34	33	134	226	66	99	26
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:	192	1796	173	74	706	34	33	134	226	66	99	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.73	0.27	1.00	3.00	1.00	0.20	0.80	1.00	0.34	0.52	0.14
Final Sat.:	1750	5107	492	1750	5700	1750	356	1444	1750	605	907	238

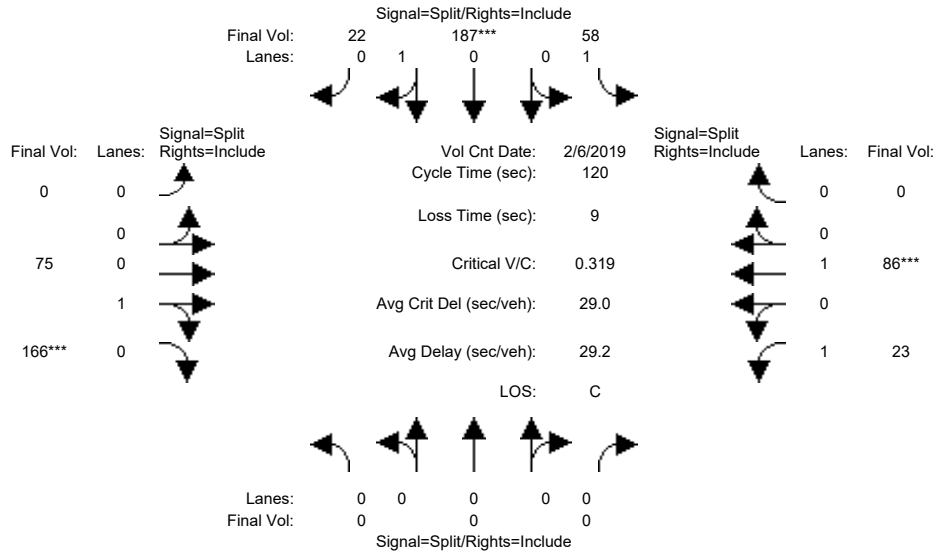
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.04	0.12	0.02	0.09	0.09	0.13	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	44.5	84.6	84.6	10.2	50.2	50.2	26.3	26.3	70.8	26.3	26.3	26.3
Volume/Cap:	0.32	0.54	0.54	0.54	0.32	0.05	0.46	0.46	0.24	0.54	0.54	0.54
Delay/Veh:	31.9	12.4	12.4	62.0	28.0	25.0	46.6	46.6	15.6	48.2	48.2	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	12.4	12.4	62.0	28.0	25.0	46.6	46.6	15.6	48.2	48.2	48.2
LOS by Move:	C	B	B	E	C	C	D	D	B	D	D	D
HCM2kAvgQ:	6	14	14	3	6	1	6	6	5	7	7	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	7:45-8:45AM						
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	187	22	0	75	166	23	86	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	187	22	0	75	166	23	86	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	187	22	0	75	166	23	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	187	22	0	75	166	23	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	187	22	0	75	166	23	86	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.31	0.69	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1611	189	0	560	1240	1750	1900	0

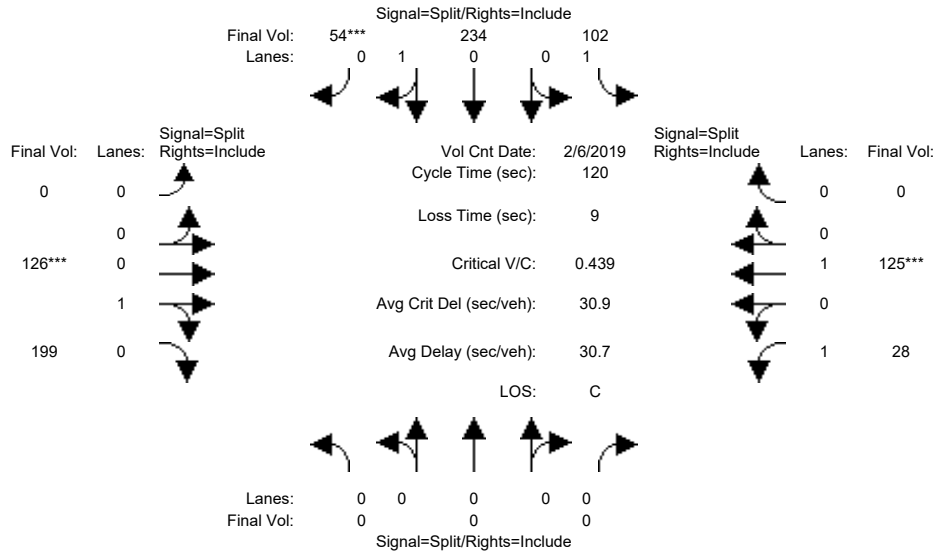
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.12	0.12	0.00	0.13	0.13	0.01	0.05	0.00
Crit Moves:				****					****		****	
Green Time:	0.0	0.0	0.0	43.7	43.7	43.7	0.0	50.3	50.3	17.0	17.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.09	0.32	0.32	0.00	0.32	0.32	0.09	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	25.2	27.8	27.8	0.0	23.6	23.6	44.9	47.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	27.8	27.8	0.0	23.6	23.6	44.9	47.0	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	1	6	6	0	6	6	1	3	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	7:45-8:45AM						
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	187	22	0	75	166	23	86	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	44	47	32	0	51	33	5	39	0
Initial Fut:	0	0	0	102	234	54	0	126	199	28	125	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	102	234	54	0	126	199	28	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	234	54	0	126	199	28	125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	234	54	0	126	199	28	125	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.81	0.19	0.00	0.39	0.61	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1462	337	0	698	1102	1750	1900	0

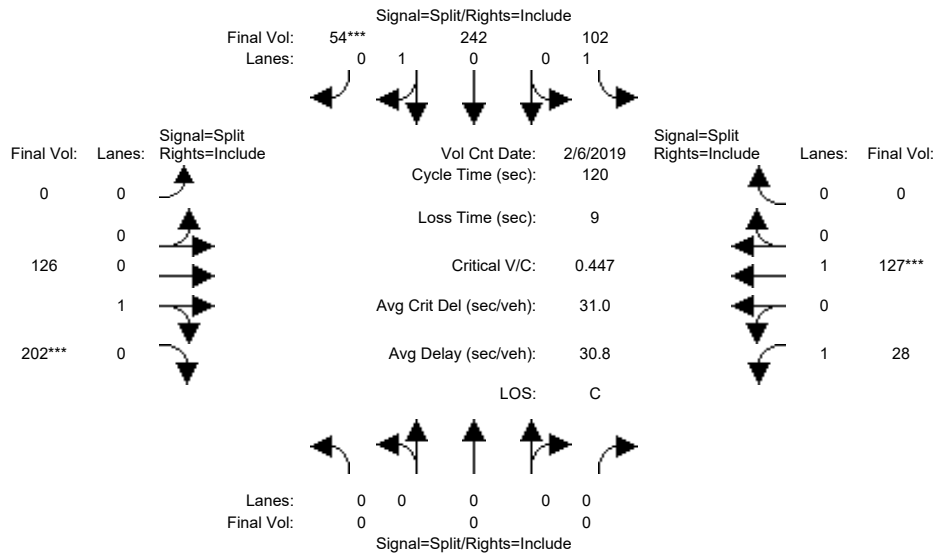
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.16	0.16	0.00	0.18	0.18	0.02	0.07	0.00
Crit Moves:							****	****		****		
Green Time:	0.0	0.0	0.0	43.7	43.7	43.7	0.0	49.3	49.3	18.0	18.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.44	0.44	0.00	0.44	0.44	0.11	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	25.9	29.3	29.3	0.0	25.8	25.8	44.3	47.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.9	29.3	29.3	0.0	25.8	25.8	44.3	47.5	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	3	8	8	0	9	9	1	4	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	7:45-8:45AM						
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	187	22	0	75	166	23	86	0
Added Vol:	0	0	0	0	8	0	0	0	3	0	2	0
PasserByVol:	0	0	0	44	47	32	0	51	33	5	39	0
Initial Fut:	0	0	0	102	242	54	0	126	202	28	127	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	102	242	54	0	126	202	28	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	242	54	0	126	202	28	127	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	242	54	0	126	202	28	127	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.82	0.18	0.00	0.38	0.62	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1472	328	0	691	1109	1750	1900	0

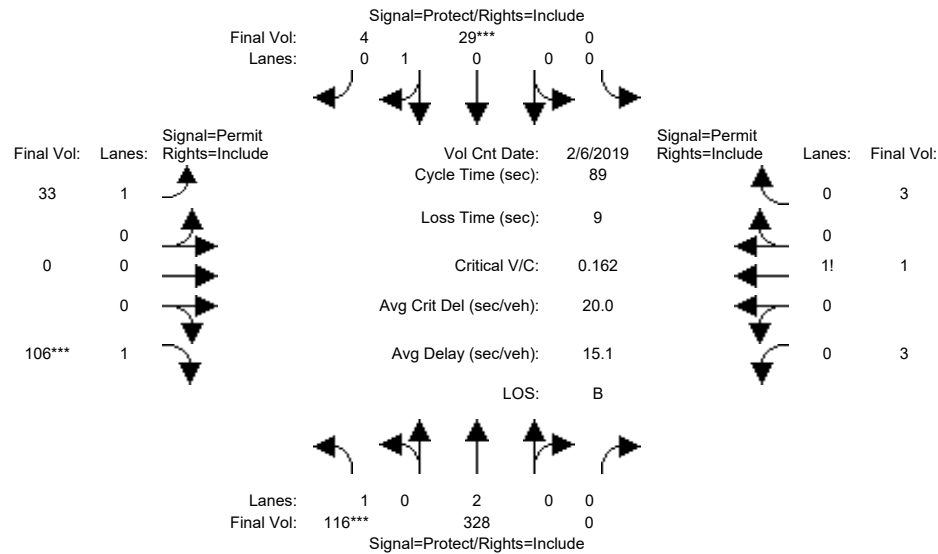
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.16	0.16	0.00	0.18	0.18	0.02	0.07	0.00
Crit Moves:						****			****		****	
Green Time:	0.0	0.0	0.0	44.1	44.1	44.1	0.0	48.9	48.9	17.9	17.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.45	0.45	0.00	0.45	0.45	0.11	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	25.6	29.2	29.2	0.0	26.2	26.2	44.3	47.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.6	29.2	29.2	0.0	26.2	26.2	44.3	47.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	3	8	8	0	9	9	1	4	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	6 Feb 2019	<<	8:00-9:00AM						
Base Vol:	116	328	0	0	29	4	33	0	106	3	1	3
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:	116	328	0	0	29	4	33	0	106	3	1	3
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:	116	328	0	0	29	4	33	0	106	3	1	3
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:	116	328	0	0	29	4	33	0	106	3	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	328	0	0	29	4	33	0	106	3	1	3
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
Final Volume:	116	328	0	0	29	4	33	0	106	3	1	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	0.88	0.12	1.00	0.00	1.00	0.43	0.14	0.43
Final Sat.:	1750	3800	0	0	1582	218	1750	0	1750	750	250	750

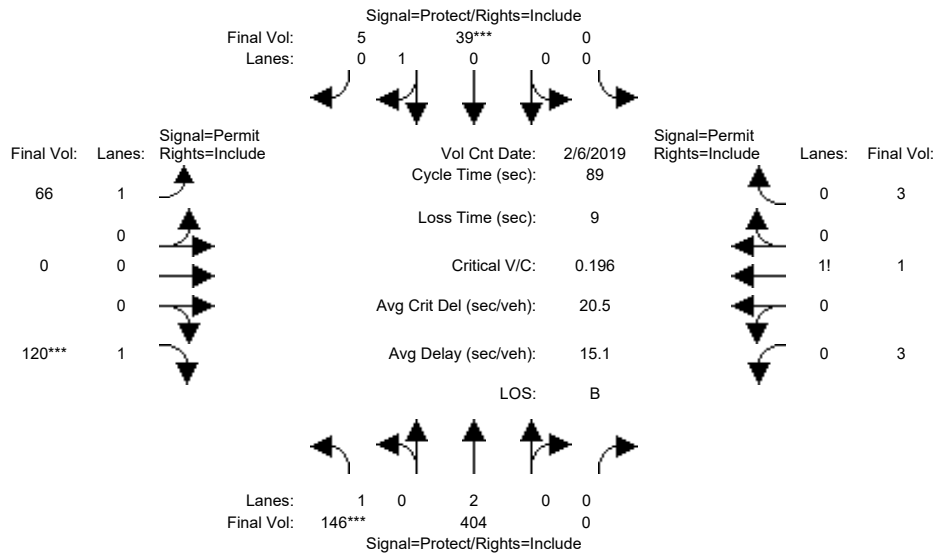
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.00	0.00	0.02	0.02	0.02	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	36.5	46.6	0.0	0.0	10.1	10.1	33.4	0.0	33.4	33.4	33.4	33.4
Volume/Cap:	0.16	0.16	0.00	0.00	0.16	0.16	0.05	0.00	0.16	0.01	0.01	0.01
Delay/Veh:	16.7	11.1	0.0	0.0	36.0	36.0	17.7	0.0	18.6	17.5	17.5	17.5
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:	16.7	11.1	0.0	0.0	36.0	36.0	17.7	0.0	18.6	17.5	17.5	17.5
LOS by Move:	B	B+	A	A	D+	D+	B	A	B-	B	B	B
HCM2kAvqQ:	2	2	0	0	1	1	1	0	2	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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: 6 Feb 2019 << 8:00-9:00AM											
Base Vol:	116	328	0	0	29	4	33	0	106	3	1	3
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:	116	328	0	0	29	4	33	0	106	3	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	76	0	0	10	1	33	0	14	0	0	0
Initial Fut:	146	404	0	0	39	5	66	0	120	3	1	3
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:	146	404	0	0	39	5	66	0	120	3	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	404	0	0	39	5	66	0	120	3	1	3
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
Final Volume:	146	404	0	0	39	5	66	0	120	3	1	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.43	0.14	0.43
Final Sat.:	1750	3800	0	0	1595	205	1750	0	1750	750	250	750

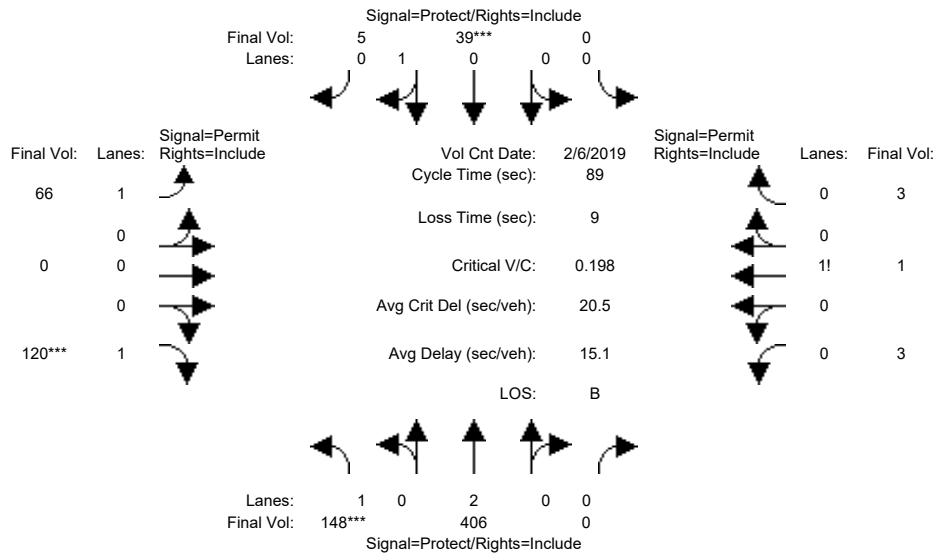
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.00	0.00	0.02	0.02	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	37.8	48.9	0.0	0.0	11.1	11.1	31.1	0.0	31.1	31.1	31.1	31.1
Volume/Cap:	0.20	0.19	0.00	0.00	0.20	0.20	0.11	0.00	0.20	0.01	0.01	0.01
Delay/Veh:	16.2	10.1	0.0	0.0	35.4	35.4	19.7	0.0	20.4	18.9	18.9	18.9
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:	16.2	10.1	0.0	0.0	35.4	35.4	19.7	0.0	20.4	18.9	18.9	18.9
LOS by Move:	B	B+	A	A	D+	D+	B-	A	C+	B-	B-	B-
HCM2kAvgQ:	3	3	0	0	1	1	1	0	2	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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: 6 Feb 2019 << 8:00-9:00AM											
Base Vol:	116	328	0	0	29	4	33	0	106	3	1	3
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:	116	328	0	0	29	4	33	0	106	3	1	3
Added Vol:	2	2	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	76	0	0	10	1	33	0	14	0	0	0
Initial Fut:	148	406	0	0	39	5	66	0	120	3	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	406	0	0	39	5	66	0	120	3	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	406	0	0	39	5	66	0	120	3	1	3
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
Final Volume:	148	406	0	0	39	5	66	0	120	3	1	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.43	0.14	0.43
Final Sat.:	1750	3800	0	0	1595	205	1750	0	1750	750	250	750

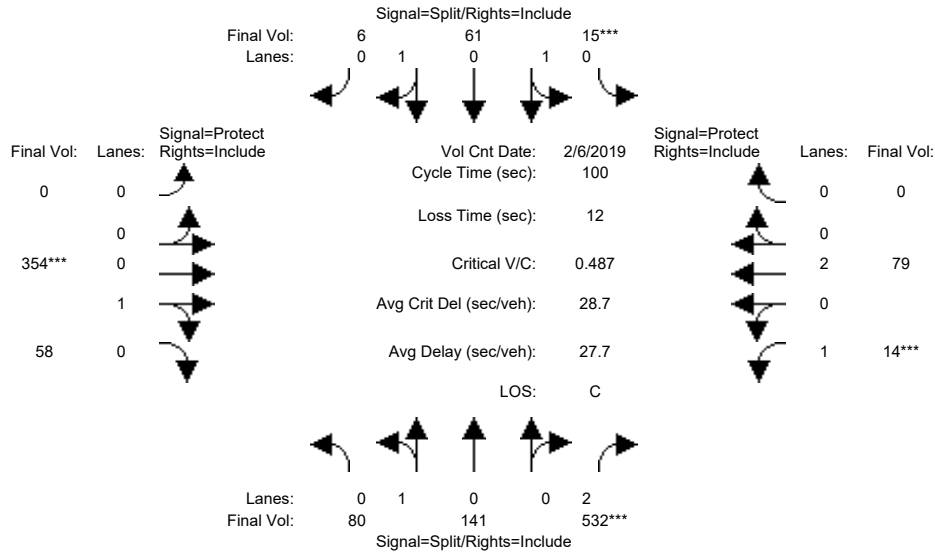
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.00	0.00	0.02	0.02	0.04	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	38.1	49.1	0.0	0.0	11.0	11.0	30.9	0.0	30.9	30.9	30.9	30.9
Volume/Cap:	0.20	0.19	0.00	0.00	0.20	0.20	0.11	0.00	0.20	0.01	0.01	0.01
Delay/Veh:	16.0	10.1	0.0	0.0	35.5	35.5	19.8	0.0	20.5	19.1	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	10.1	0.0	0.0	35.5	35.5	19.8	0.0	20.5	19.1	19.1	19.1
LOS by Move:	B	B+	A	A	D+	D+	B-	A	C+	B-	B-	B-
HCM2kAvgQ:	3	3	0	0	1	1	1	0	2	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3445: DELMAS/PARK *



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Feb 2019 << 8:00-9:00AM

Base Vol:	80	141	532	15	61	6	0	354	58	14	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	141	532	15	61	6	0	354	58	14	79	0
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:	80	141	532	15	61	6	0	354	58	14	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	141	532	15	61	6	0	354	58	14	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	141	532	15	61	6	0	354	58	14	79	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	141	532	15	61	6	0	354	58	14	79	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.36	0.64	2.00	0.36	1.49	0.15	0.00	0.86	0.14	1.00	2.00	0.00
Final Sat.:	652	1148	3150	659	2678	263	0	1547	253	1750	3800	0

Capacity Analysis Module:

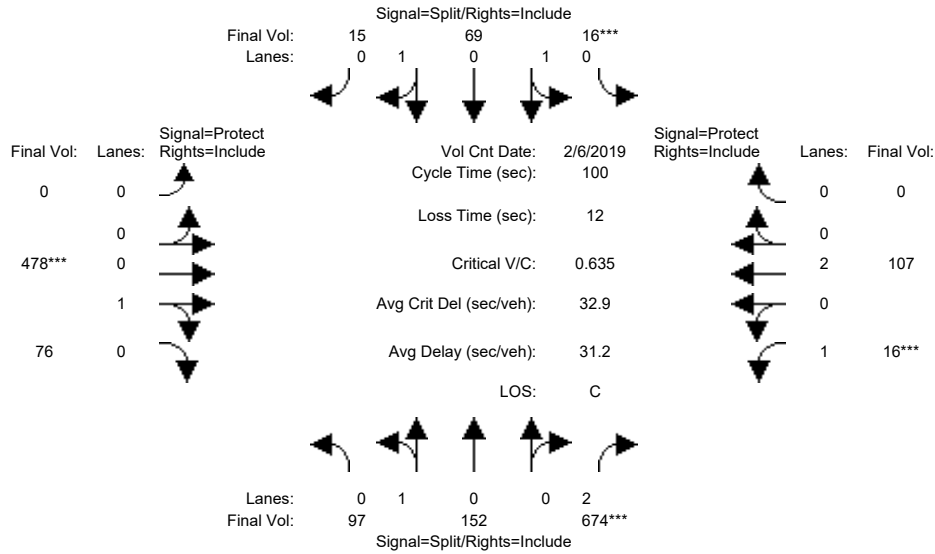
Vol/Sat:	0.12	0.12	0.17	0.02	0.02	0.02	0.00	0.23	0.23	0.01	0.02	0.00
Crit Moves:			****	****				****		****		
Green Time:	30.1	30.1	30.1	10.0	10.0	10.0	0.0	40.9	40.9	7.0	47.9	0.0
Volume/Cap:	0.41	0.41	0.56	0.23	0.23	0.23	0.00	0.56	0.56	0.11	0.04	0.00
Delay/Veh:	28.3	28.3	30.1	41.8	41.8	41.8	0.0	23.7	23.7	44.0	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.3	30.1	41.8	41.8	41.8	0.0	23.7	23.7	44.0	13.9	0.0
LOS by Move:	C	C	C	D	D	D	A	C	C	D	B	A
HCM2kAvgQ:	6	6	8	1	1	1	0	10	10	0	1	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3445: DELMAS/PARK *



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Feb 2019 << 8:00-9:00AM											
Base Vol:	80	141	532	15	61	6	0	354	58	14	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	141	532	15	61	6	0	354	58	14	79	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	11	142	1	8	9	0	124	18	2	28	0
Initial Fut:	97	152	674	16	69	15	0	478	76	16	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	152	674	16	69	15	0	478	76	16	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	152	674	16	69	15	0	478	76	16	107	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	152	674	16	69	15	0	478	76	16	107	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.39	0.61	2.00	0.32	1.38	0.30	0.00	0.86	0.14	1.00	2.00	0.00
Final Sat.:	701	1099	3150	576	2484	540	0	1553	247	1750	3800	0

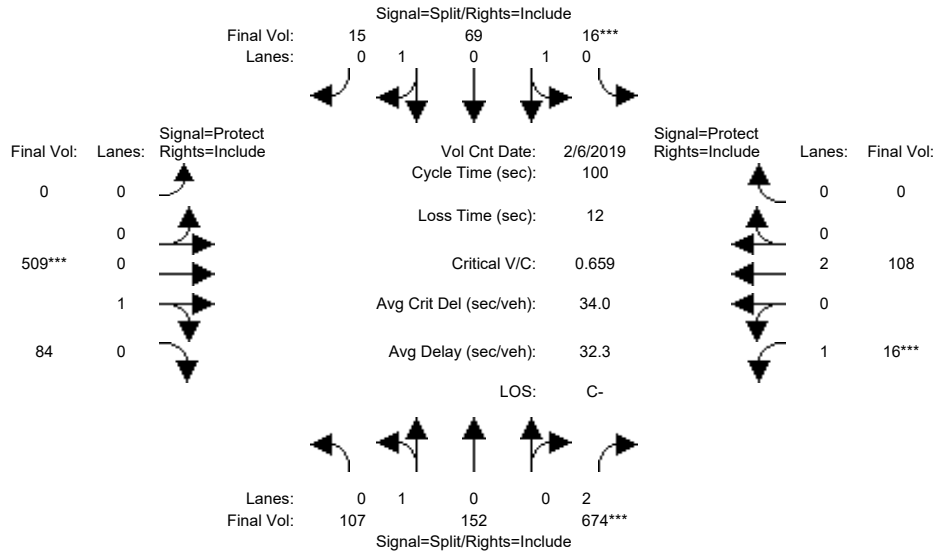
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.21	0.03	0.03	0.03	0.00	0.31	0.31	0.01	0.03	0.00
Crit Moves:			****	****				****		****		
Green Time:	29.1	29.1	29.1	10.0	10.0	10.0	0.0	41.9	41.9	7.0	48.9	0.0
Volume/Cap:	0.48	0.48	0.73	0.28	0.28	0.28	0.00	0.73	0.73	0.13	0.06	0.00
Delay/Veh:	29.8	29.8	35.1	42.1	42.1	42.1	0.0	28.2	28.2	44.1	13.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	35.1	42.1	42.1	42.1	0.0	28.2	28.2	44.1	13.5	0.0
LOS by Move:	C	C	D+	D	D	D	A	C	C	D	B	A
HCM2kAvgQ:	6	6	12	1	1	1	0	15	15	0	1	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3445: DELMAS/PARK *



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Feb 2019 << 8:00-9:00AM

Base Vol:	80	141	532	15	61	6	0	354	58	14	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	141	532	15	61	6	0	354	58	14	79	0
Added Vol:	10	0	0	0	0	0	0	31	8	0	1	0
PasserByVol:	17	11	142	1	8	9	0	124	18	2	28	0
Initial Fut:	107	152	674	16	69	15	0	509	84	16	108	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	152	674	16	69	15	0	509	84	16	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	152	674	16	69	15	0	509	84	16	108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	152	674	16	69	15	0	509	84	16	108	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.41	0.59	2.00	0.32	1.38	0.30	0.00	0.86	0.14	1.00	2.00	0.00
Final Sat.:	744	1056	3150	576	2484	540	0	1545	255	1750	3800	0

Capacity Analysis Module:

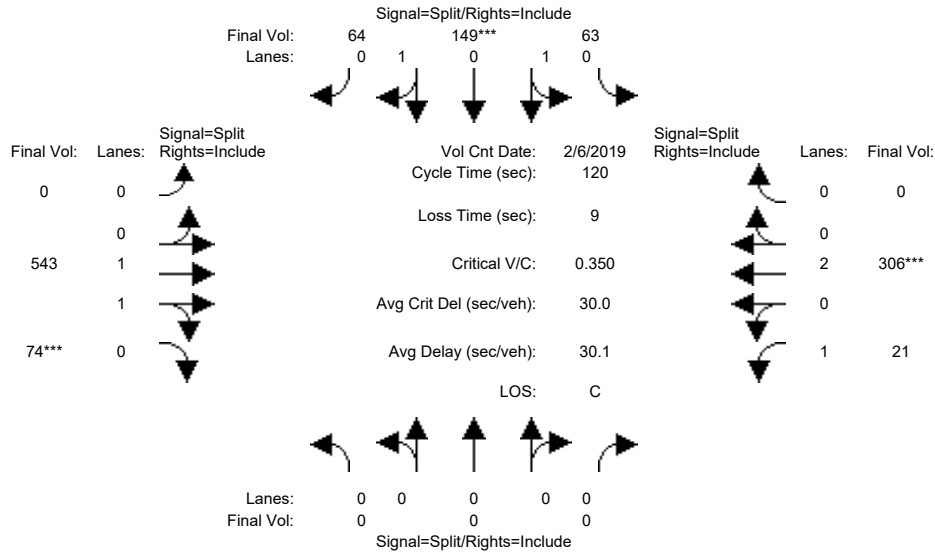
Vol/Sat:	0.14	0.14	0.21	0.03	0.03	0.03	0.00	0.33	0.33	0.01	0.03	0.00
Crit Moves:			****	****	****	****		****	****	****	****	****
Green Time:	28.0	28.0	28.0	10.0	10.0	10.0	0.0	43.0	43.0	7.0	50.0	0.0
Volume/Cap:	0.51	0.51	0.77	0.28	0.28	0.28	0.00	0.77	0.77	0.13	0.06	0.00
Delay/Veh:	31.2	31.2	37.1	42.1	42.1	42.1	0.0	28.8	28.8	44.1	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	31.2	37.1	42.1	42.1	42.1	0.0	28.8	28.8	44.1	12.9	0.0
LOS by Move:	C	C	D+	D	D	D	A	C	C	D	B	A
HCM2kAvgQ:	7	7	12	1	1	1	0	16	16	0	1	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Feb 2019 << 8:00-0:00AM											
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	149	64	0	543	74	21	306	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	149	64	0	543	74	21	306	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	149	64	0	543	74	21	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	149	64	0	543	74	21	306	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	149	64	0	543	74	21	306	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	1.08	0.46	0.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	0	0	0	822	1943	835	0	3256	444	1750	3800	0

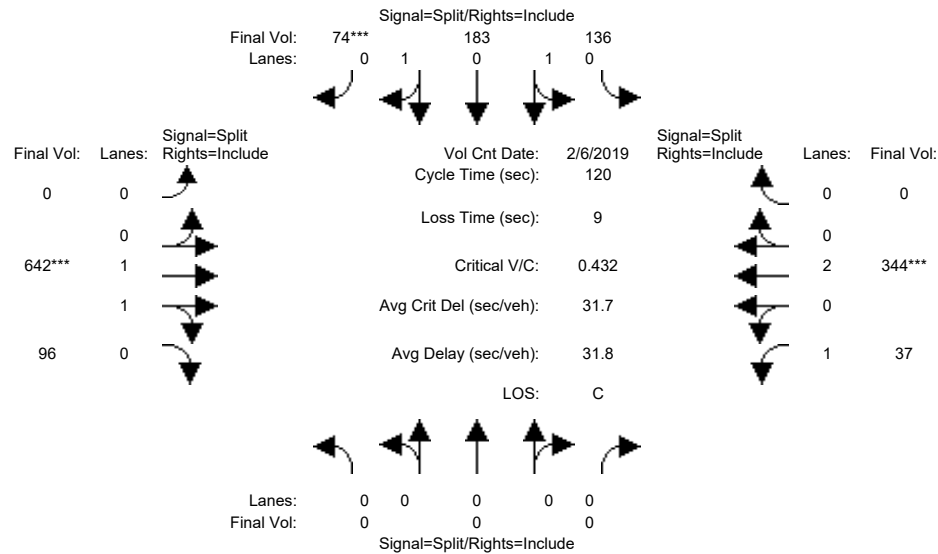
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.17	0.17	0.01	0.08	0.00
Crit Moves:				****					****		****	
Green Time:	0.0	0.0	0.0	26.3	26.3	26.3	0.0	57.1	57.1	27.6	27.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.35	0.35	0.05	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	40.9	40.9	40.9	0.0	20.3	20.3	36.3	39.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.9	40.9	40.9	0.0	20.3	20.3	36.3	39.8	0.0
LOS by Move:	A	A	A	D	D	D	A	C+	C+	D+	D	A
HCM2kAvgQ:	0	0	0	5	5	5	0	7	7	1	5	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Feb 2019 << 8:00-0:00AM											
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	149	64	0	543	74	21	306	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	73	34	10	0	99	22	16	38	0
Initial Fut:	0	0	0	136	183	74	0	642	96	37	344	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	136	183	74	0	642	96	37	344	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	183	74	0	642	96	37	344	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	183	74	0	642	96	37	344	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.69	0.93	0.38	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	0	0	0	1246	1676	678	0	3218	481	1750	3800	0

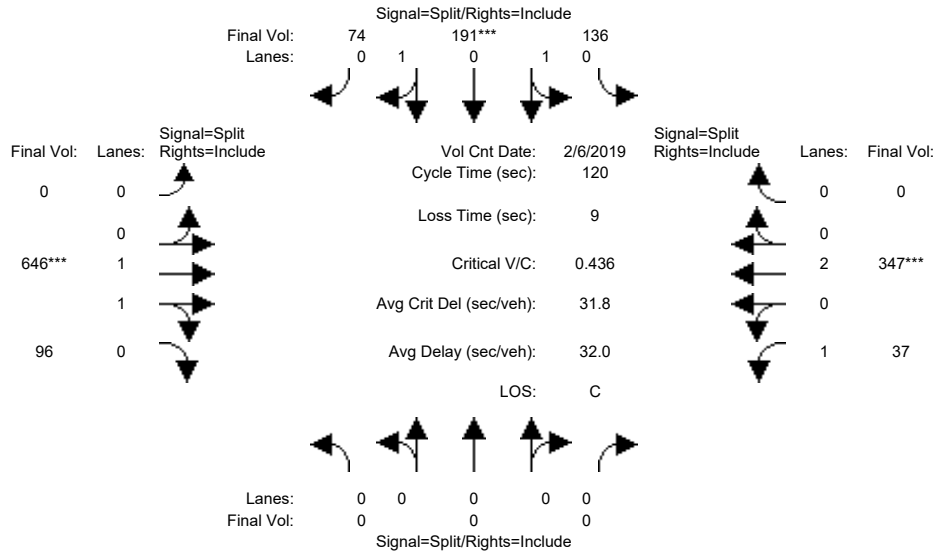
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.20	0.20	0.02	0.09	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	30.4	30.4	30.4	0.0	55.5	55.5	25.2	25.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.43	0.43	0.10	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	39.1	39.1	39.1	0.0	22.5	22.5	38.8	42.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.1	39.1	39.1	0.0	22.5	22.5	38.8	42.9	0.0
LOS by Move:	A	A	A	D	D	D	A	C+	C+	D+	D	A
HCM2kAvgQ:	0	0	0	6	6	6	0	9	9	1	5	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Feb 2019 << 8:00-0:00AM											
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	149	64	0	543	74	21	306	0
Added Vol:	0	0	0	0	8	0	0	4	0	0	3	0
PasserByVol:	0	0	0	73	34	10	0	99	22	16	38	0
Initial Fut:	0	0	0	136	191	74	0	646	96	37	347	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	136	191	74	0	646	96	37	347	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	191	74	0	646	96	37	347	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	191	74	0	646	96	37	347	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.68	0.95	0.37	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	0	0	0	1221	1715	664	0	3221	479	1750	3800	0

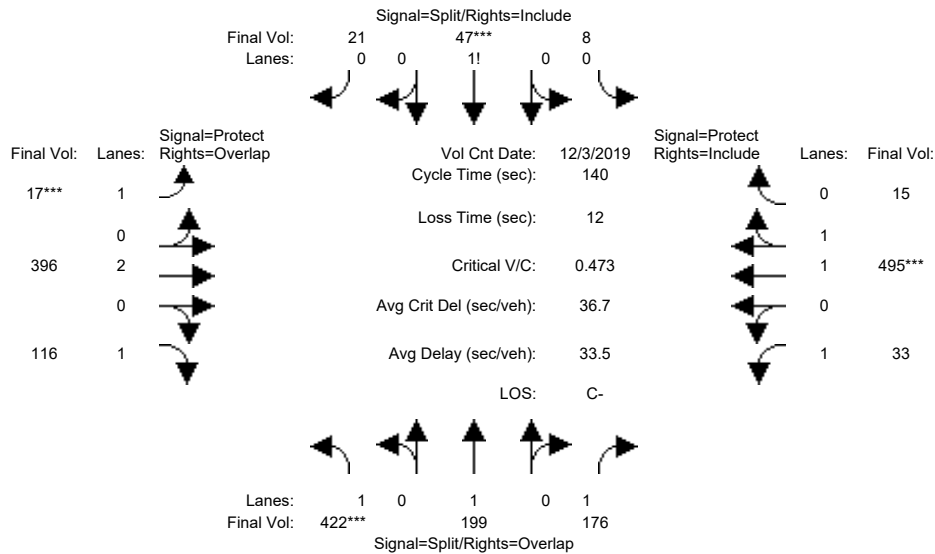
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.20	0.20	0.02	0.09	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	30.7	30.7	30.7	0.0	55.2	55.2	25.1	25.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.44	0.44	0.10	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	38.9	38.9	38.9	0.0	22.7	22.7	38.9	43.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.9	38.9	38.9	0.0	22.7	22.7	38.9	43.0	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	C+	C+	D+	D	A
HCM2kAvgQ:	0	0	0	7	7	7	0	9	9	1	6	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	422	199	176	8	47	21	17	396	116	33	495	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	199	176	8	47	21	17	396	116	33	495	15
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:	422	199	176	8	47	21	17	396	116	33	495	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	199	176	8	47	21	17	396	116	33	495	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	199	176	8	47	21	17	396	116	33	495	15
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:	422	199	176	8	47	21	17	396	116	33	495	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.10	0.62	0.28	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	184	1082	484	1750	3800	1750	1750	3591	109

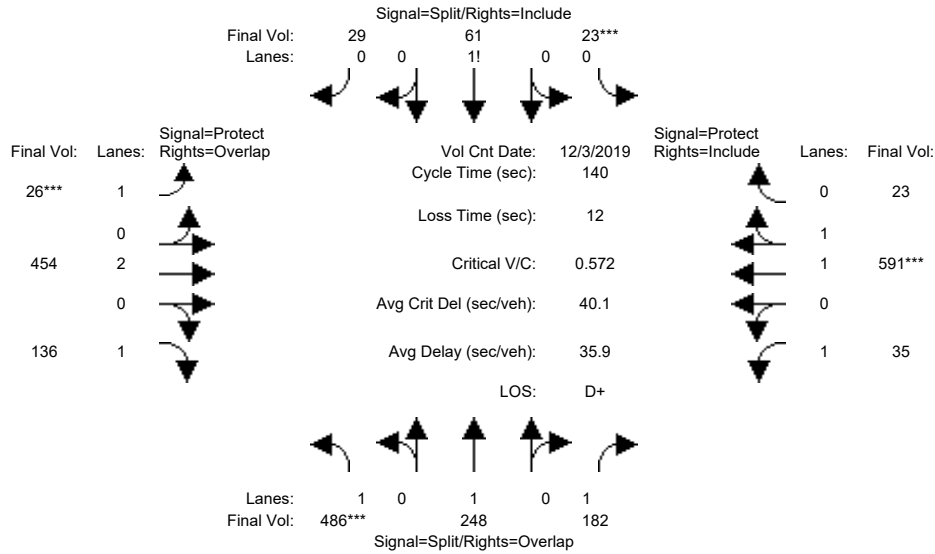
Capacity Analysis Module:												
Vol/Sat:	0.24	0.10	0.10	0.04	0.04	0.04	0.01	0.10	0.07	0.02	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	69.1	69.1	84.1	12.4	12.4	12.4	7.0	31.4	100.5	15.1	39.5	39.5
Volume/Cap:	0.49	0.21	0.17	0.49	0.49	0.49	0.19	0.46	0.09	0.18	0.49	0.49
Delay/Veh:	24.1	20.2	12.5	63.2	63.2	63.2	64.9	47.4	6.0	57.3	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	20.2	12.5	63.2	63.2	63.2	64.9	47.4	6.0	57.3	42.2	42.2
LOS by Move:	C	C+	B	E	E	E	E	D	A	E+	D	D
HCM2kAvgQ:	13	5	3	4	4	4	1	8	2	1	9	9

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	422	199	176	8	47	21	17	396	116	33	495	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	199	176	8	47	21	17	396	116	33	495	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	64	49	6	15	14	8	9	58	20	2	96	8
Initial Fut:	486	248	182	23	61	29	26	454	136	35	591	23
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:	486	248	182	23	61	29	26	454	136	35	591	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	248	182	23	61	29	26	454	136	35	591	23
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:	486	248	182	23	61	29	26	454	136	35	591	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.54	0.26	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	356	945	449	1750	3800	1750	1750	3561	139

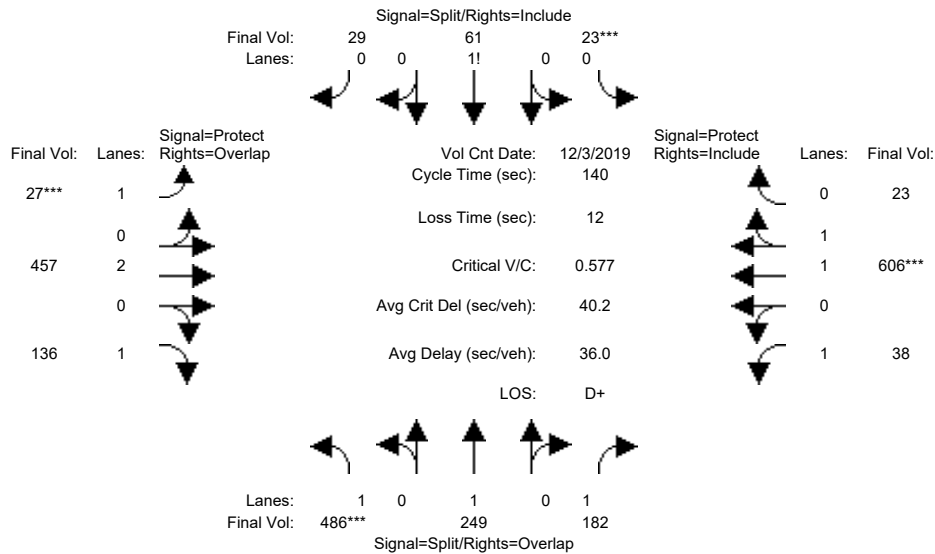
Capacity Analysis Module:												
Vol/Sat:	0.28	0.13	0.10	0.06	0.06	0.06	0.01	0.12	0.08	0.02	0.17	0.17
Crit Moves:	****			****			****				****	
Green Time:	66.1	66.1	79.8	15.4	15.4	15.4	7.0	32.8	98.9	13.7	39.5	39.5
Volume/Cap:	0.59	0.28	0.18	0.59	0.59	0.59	0.30	0.51	0.11	0.20	0.59	0.59
Delay/Veh:	28.1	22.6	14.5	64.0	64.0	64.0	66.0	47.1	6.6	58.7	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	22.6	14.5	64.0	64.0	64.0	66.0	47.1	6.6	58.7	44.1	44.1
LOS by Move:	C	C+	B	E	E	E	E	D	A	E+	D	D
HCM2kAvgQ:	16	6	4	6	6	6	1	9	2	2	12	12

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	422	199	176	8	47	21	17	396	116	33	495	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	199	176	8	47	21	17	396	116	33	495	15
Added Vol:	0	1	0	0	0	0	1	3	0	3	15	0
PasserByVol:	64	49	6	15	14	8	9	58	20	2	96	8
Initial Fut:	486	249	182	23	61	29	27	457	136	38	606	23
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:	486	249	182	23	61	29	27	457	136	38	606	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	249	182	23	61	29	27	457	136	38	606	23
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:	486	249	182	23	61	29	27	457	136	38	606	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.54	0.26	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	356	945	449	1750	3800	1750	1750	3565	135

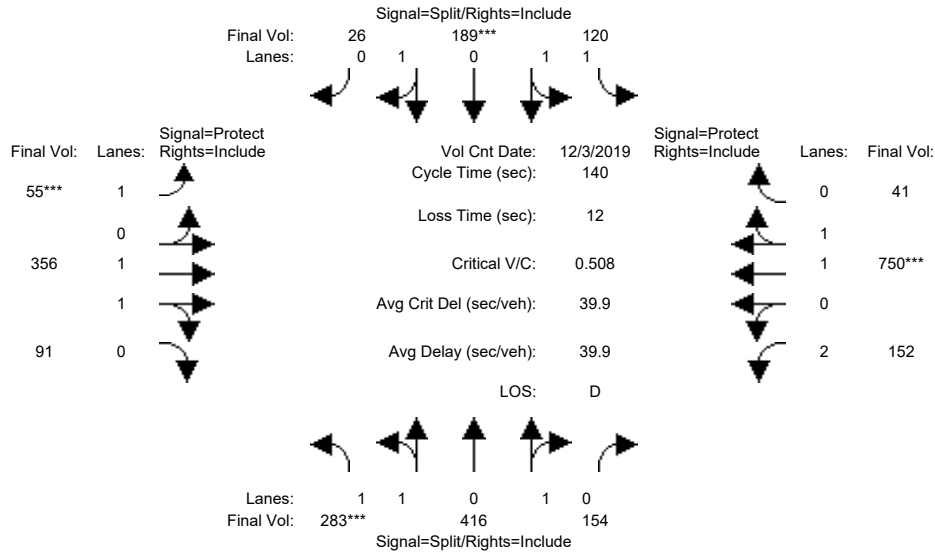
Capacity Analysis Module:												
Vol/Sat:	0.28	0.13	0.10	0.06	0.06	0.06	0.02	0.12	0.08	0.02	0.17	0.17
Crit Moves:	****			****			****				****	
Green Time:	65.6	65.6	79.4	15.3	15.3	15.3	7.0	33.3	98.9	13.8	40.2	40.2
Volume/Cap:	0.59	0.28	0.18	0.59	0.59	0.59	0.31	0.51	0.11	0.22	0.59	0.59
Delay/Veh:	28.5	22.9	14.7	64.3	64.3	64.3	66.2	46.7	6.6	58.7	43.8	43.8
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:	28.5	22.9	14.7	64.3	64.3	64.3	66.2	46.7	6.6	58.7	43.8	43.8
LOS by Move:	C	C+	B	E	E	E	E	D	A	E+	D	D
HCM2kAvgQ:	17	6	4	6	6	6	2	9	2	2	12	12

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3693: MERIDIAN/SAN CARLOS [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<

Base Vol:	283	416	154	120	189	26	55	356	91	152	750	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:	283	416	154	120	189	26	55	356	91	152	750	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:	283	416	154	120	189	26	55	356	91	152	750	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:	283	416	154	120	189	26	55	356	91	152	750	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	416	154	120	189	26	55	356	91	152	750	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:	283	416	154	120	189	26	55	356	91	152	750	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.03	1.42	0.55	1.09	1.68	0.23	1.00	1.58	0.42	2.00	1.89	0.11
Final Sat.:	1807	2656	983	1916	3018	415	1750	2946	753	3150	3508	192

Capacity Analysis Module:

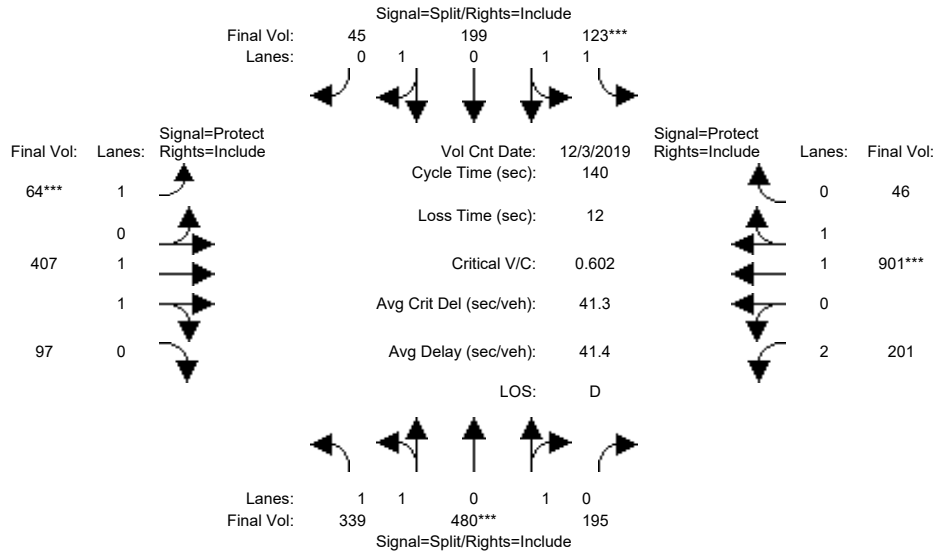
Vol/Sat:	0.16	0.16	0.16	0.06	0.06	0.06	0.03	0.12	0.12	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	43.2	43.2	43.2	17.3	17.3	17.3	8.7	47.8	47.8	19.8	58.9	58.9
Volume/Cap:	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.35	0.35	0.34	0.51	0.51
Delay/Veh:	40.0	40.0	40.0	58.1	58.1	58.1	67.5	34.7	34.7	54.7	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	40.0	40.0	58.1	58.1	58.1	67.5	34.7	34.7	54.7	30.1	30.1
LOS by Move:	D	D	D	E+	E+	E+	E	C-	C-	D-	C	C
HCM2kAvgQ:	10	10	10	5	5	5	2	7	7	3	12	12

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3693: MERIDIAN/SAN CARLOS [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	283	416	154	120	189	26	55	356	91	152	750	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:	283	416	154	120	189	26	55	356	91	152	750	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	56	64	41	3	10	19	9	51	6	49	151	5
Initial Fut:	339	480	195	123	199	45	64	407	97	201	901	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:	339	480	195	123	199	45	64	407	97	201	901	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	480	195	123	199	45	64	407	97	201	901	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
Final Volume:	339	480	195	123	199	45	64	407	97	201	901	46

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.02	1.41	0.57	1.02	1.62	0.36	1.00	1.60	0.40	2.00	1.90	0.10
Final Sat.:	1788	2532	1029	1793	2900	656	1750	2987	712	3150	3520	180

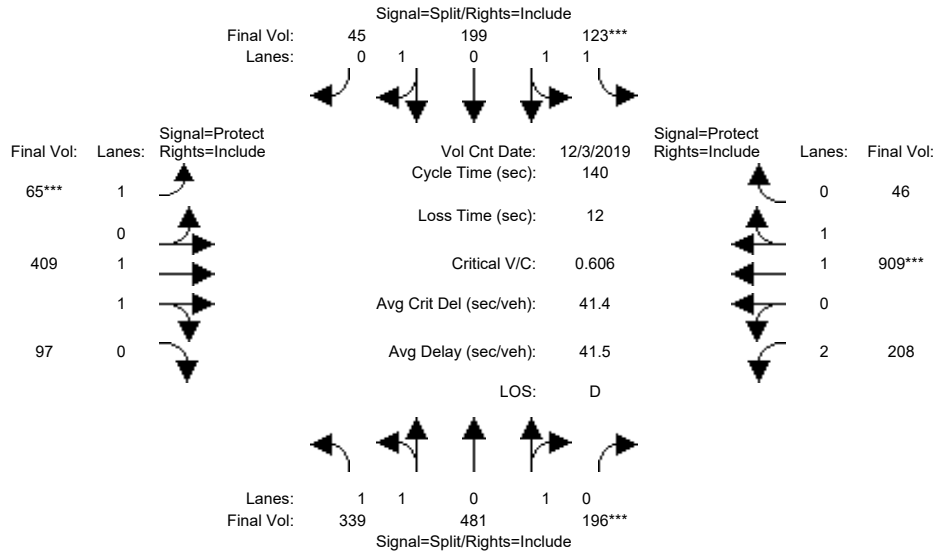
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.07	0.07	0.07	0.04	0.14	0.14	0.06	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	44.1	44.1	44.1	15.9	15.9	15.9	8.5	46.3	46.3	21.7	59.5	59.5
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.41	0.41	0.41	0.60	0.60
Delay/Veh:	41.2	41.2	41.2	60.7	60.7	60.7	73.5	36.5	36.5	54.0	31.8	31.8
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:	41.2	41.2	41.2	60.7	60.7	60.7	73.5	36.5	36.5	54.0	31.8	31.8
LOS by Move:	D	D	D	E	E	E	E	D+	D+	D-	C	C
HCM2kAvgQ:	13	13	13	5	5	5	3	8	8	4	15	15

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3693: MERIDIAN/SAN CARLOS [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	283	416	154	120	189	26	55	356	91	152	750	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:	283	416	154	120	189	26	55	356	91	152	750	41
Added Vol:	0	1	1	0	0	0	1	2	0	7	8	0
PasserByVol:	56	64	41	3	10	19	9	51	6	49	151	5
Initial Fut:	339	481	196	123	199	45	65	409	97	208	909	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:	339	481	196	123	199	45	65	409	97	208	909	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	481	196	123	199	45	65	409	97	208	909	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:	339	481	196	123	199	45	65	409	97	208	909	46

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.02	1.41	0.57	1.02	1.62	0.36	1.00	1.61	0.39	2.00	1.90	0.10
Final Sat.:	1785	2532	1032	1793	2900	656	1750	2990	709	3150	3522	178

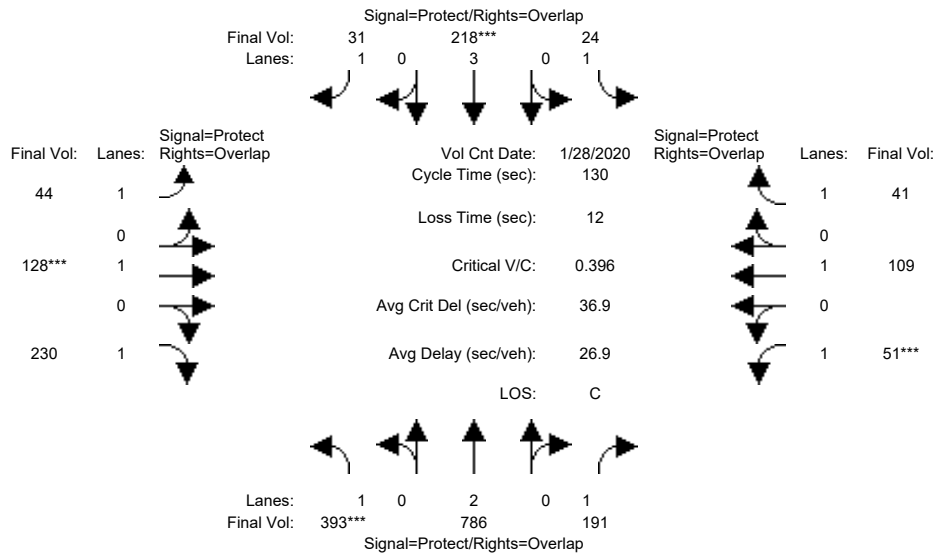
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.07	0.07	0.07	0.04	0.14	0.14	0.07	0.26	0.26
Crit Moves:			****	****			****			****		
Green Time:	43.9	43.9	43.9	15.9	15.9	15.9	8.6	46.0	46.0	22.2	59.7	59.7
Volume/Cap:	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.42	0.42	0.42	0.61	0.61
Delay/Veh:	41.4	41.4	41.4	60.9	60.9	60.9	73.6	36.8	36.8	53.6	31.8	31.8
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:	41.4	41.4	41.4	60.9	60.9	60.9	73.6	36.8	36.8	53.6	31.8	31.8
LOS by Move:	D	D	D	E	E	E	E	D+	D+	D-	C	C
HCM2kAvgQ:	13	13	13	5	5	5	3	8	8	5	16	16

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

Diridon Modular Housing Residential 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		
	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

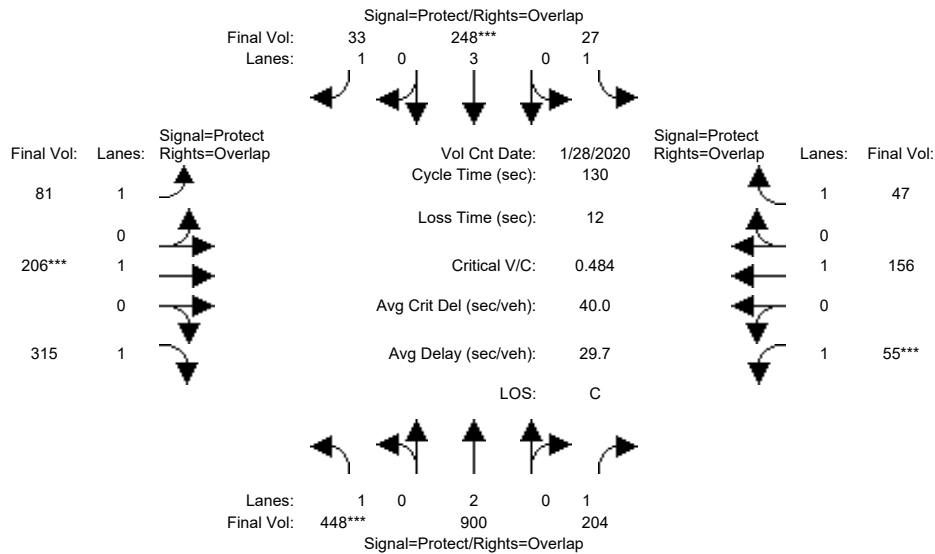
Vol/Sat:	0.22	0.21	0.11	0.01	0.04	0.02	0.03	0.07	0.13	0.03	0.06	0.02
Crit Moves:	****				****			****		****		
Green Time:	73.5	68.2	78.2	17.8	12.5	28.5	16.0	22.0	95.5	10.0	16.0	33.8
Volume/Cap:	0.40	0.39	0.18	0.10	0.40	0.08	0.20	0.40	0.18	0.38	0.47	0.09
Delay/Veh:	17.1	19.1	12.0	50.0	57.4	40.7	53.4	51.7	5.6	65.0	59.5	36.9
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:	17.1	19.1	12.0	50.0	57.4	40.7	53.4	51.7	5.6	65.0	59.5	36.9
LOS by Move:	B	B-	B+	D	E+	D	D-	D-	A	E	E+	D+
HCM2kAvgQ:	9	9	4	1	3	1	2	5	3	2	4	1

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

Diridon Modular Housing Residential 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		
	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:	55	114	13	3	30	2	37	78	85	4	47	6
Initial Fut:	448	900	204	27	248	33	81	206	315	55	156	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:	448	900	204	27	248	33	81	206	315	55	156	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	900	204	27	248	33	81	206	315	55	156	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:	448	900	204	27	248	33	81	206	315	55	156	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

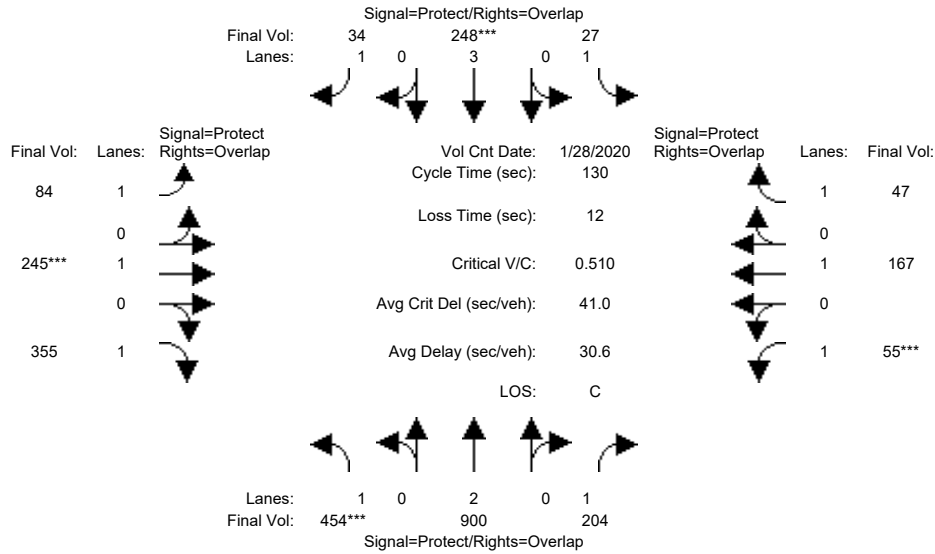
Vol/Sat:	0.26	0.24	0.12	0.02	0.04	0.02	0.05	0.11	0.18	0.03	0.08	0.03
Crit Moves:	****				****			****			****	
Green Time:	67.8	64.6	74.6	14.7	11.5	30.2	18.7	28.7	96.5	10.0	20.0	34.7
Volume/Cap:	0.49	0.48	0.20	0.14	0.49	0.08	0.32	0.49	0.24	0.41	0.53	0.10
Delay/Veh:	21.9	22.4	13.8	53.4	59.8	39.4	53.3	48.3	5.7	66.1	57.6	36.3
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:	21.9	22.4	13.8	53.4	59.8	39.4	53.3	48.3	5.7	66.1	57.6	36.3
LOS by Move:	C+	C+	B	D-	E+	D	D-	D	A	E	E+	D+
HCM2kAvgQ:	12	12	4	1	4	1	3	7	4	2	6	1

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

Diridon Modular Housing Residential 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		
	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:	6	0	0	0	0	1	3	39	40	0	11	0
PasserByVol:	55	114	13	3	30	2	37	78	85	4	47	6
Initial Fut:	454	900	204	27	248	34	84	245	355	55	167	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:	454	900	204	27	248	34	84	245	355	55	167	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	900	204	27	248	34	84	245	355	55	167	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:	454	900	204	27	248	34	84	245	355	55	167	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

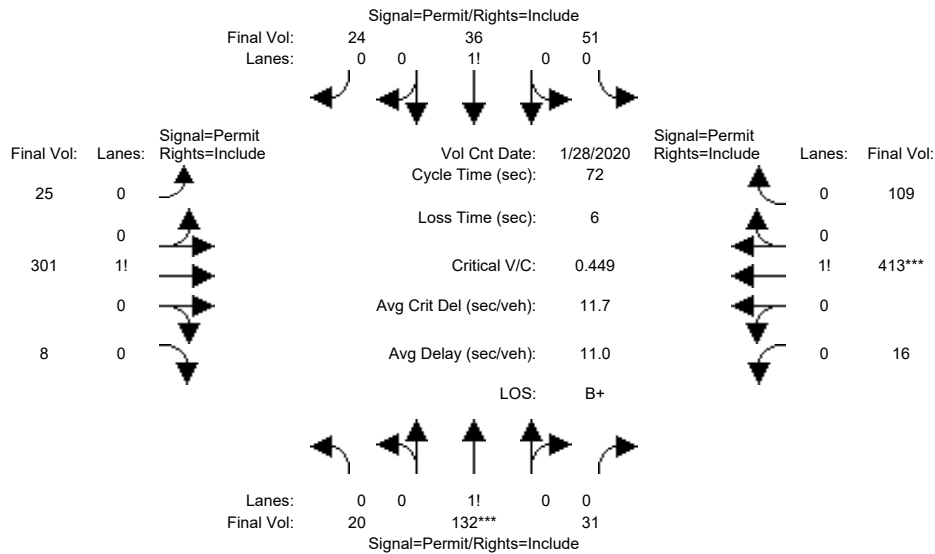
Vol/Sat:	0.26	0.24	0.12	0.02	0.04	0.02	0.05	0.13	0.20	0.03	0.09	0.03
Crit Moves:	****				****			****		****		
Green Time:	64.9	61.7	71.7	14.0	10.9	30.6	19.7	32.2	97.1	10.0	22.5	36.6
Volume/Cap:	0.52	0.50	0.21	0.14	0.52	0.08	0.32	0.52	0.27	0.41	0.51	0.10
Delay/Veh:	24.2	24.5	15.3	54.1	61.1	39.1	52.2	46.3	5.7	66.1	54.2	34.9
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:	24.2	24.5	15.3	54.1	61.1	39.1	52.2	46.3	5.7	66.1	54.2	34.9
LOS by Move:	C	C	B	D-	E	D	D-	D	A	E	D-	C-
HCM2kAvgQ:	13	12	4	1	4	1	3	9	5	2	6	1

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	20	132	31	51	36	24	25	301	8	16	413	109
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:	20	132	31	51	36	24	25	301	8	16	413	109
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:	20	132	31	51	36	24	25	301	8	16	413	109
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:	20	132	31	51	36	24	25	301	8	16	413	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	132	31	51	36	24	25	301	8	16	413	109
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:	20	132	31	51	36	24	25	301	8	16	413	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.11	0.72	0.17	0.46	0.32	0.22	0.07	0.91	0.02	0.03	0.77	0.20
Final Sat.:	191	1262	296	804	568	378	131	1577	42	52	1343	355

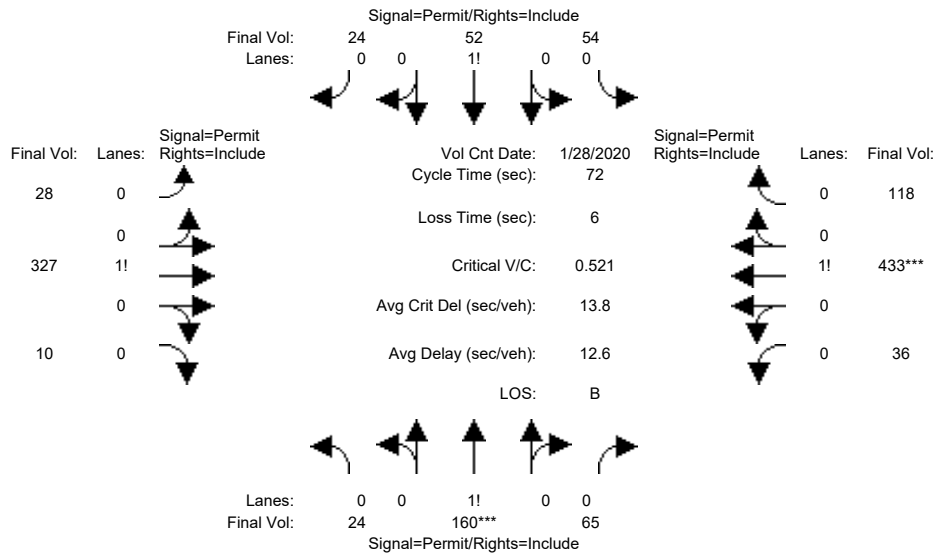
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	0.06	0.19	0.19	0.19	0.31	0.31	0.31
Crit Moves:	****											
Green Time:	16.8	16.8	16.8	16.8	16.8	16.8	49.2	49.2	49.2	49.2	49.2	49.2
Volume/Cap:	0.45	0.45	0.45	0.27	0.27	0.27	0.28	0.28	0.28	0.45	0.45	0.45
Delay/Veh:	27.2	27.2	27.2	24.3	24.3	24.3	5.0	5.0	5.0	6.4	6.4	6.4
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:	27.2	27.2	27.2	24.3	24.3	24.3	5.0	5.0	5.0	6.4	6.4	6.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvqQ:	4	4	4	2	2	2	3	3	3	6	6	6

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



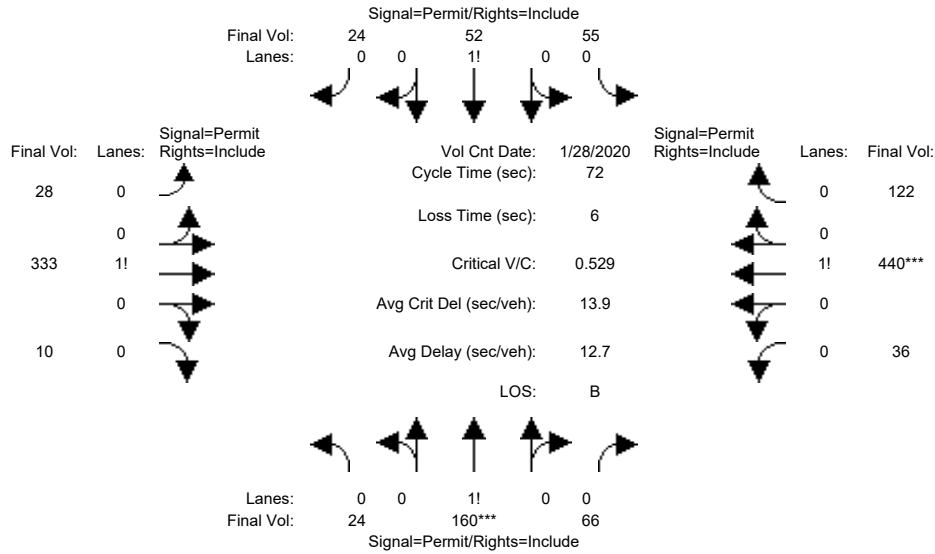
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	20	132	31	51	36	24	25	301	8	16	413	109
Growth 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:	20	132	31	51	36	24	25	301	8	16	413	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	28	34	3	16	0	3	26	2	20	20	9
Initial Fut:	24	160	65	54	52	24	28	327	10	36	433	118
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:	24	160	65	54	52	24	28	327	10	36	433	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	160	65	54	52	24	28	327	10	36	433	118
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
Final Volume:	24	160	65	54	52	24	28	327	10	36	433	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.10	0.64	0.26	0.42	0.40	0.18	0.08	0.89	0.03	0.06	0.74	0.20
Final Sat.:	169	1124	457	727	700	323	134	1568	48	107	1291	352
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.07	0.07	0.07	0.21	0.21	0.21	0.34	0.34	0.34
Crit Moves:	****											
Green Time:	19.7	19.7	19.7	19.7	19.7	19.7	46.3	46.3	46.3	46.3	46.3	46.3
Volume/Cap:	0.52	0.52	0.52	0.27	0.27	0.27	0.32	0.32	0.32	0.52	0.52	0.52
Delay/Veh:	26.2	26.2	26.2	22.0	22.0	22.0	6.5	6.5	6.5	8.6	8.6	8.6
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:	26.2	26.2	26.2	22.0	22.0	22.0	6.5	6.5	6.5	8.6	8.6	8.6
LOS by Move:	C	C	C	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	6	6	6	3	3	3	4	4	4	8	8	8

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



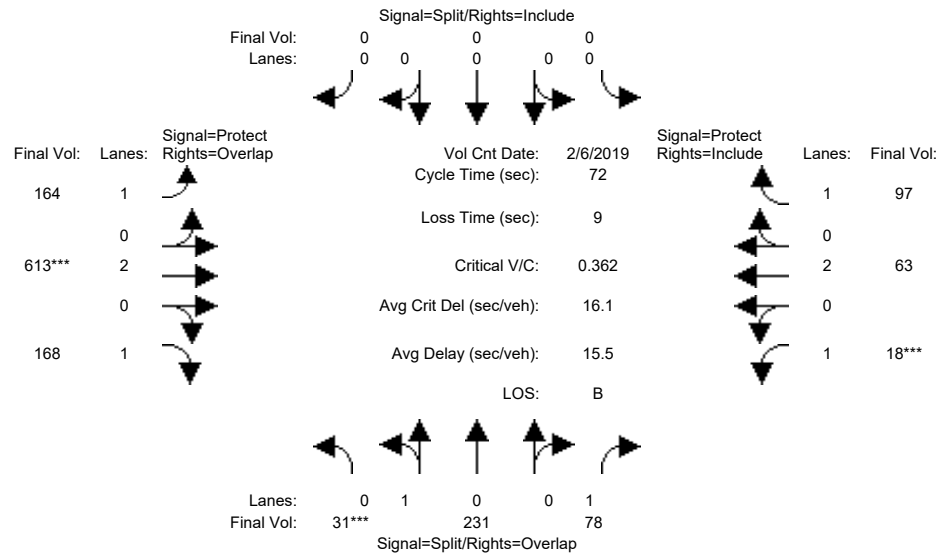
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 <<												
Base Vol:	20	132	31	51	36	24	25	301	8	16	413	109
Growth 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:	20	132	31	51	36	24	25	301	8	16	413	109
Added Vol:	0	0	1	1	0	0	0	6	0	0	7	4
PasserByVol:	4	28	34	3	16	0	3	26	2	20	20	9
Initial Fut:	24	160	66	55	52	24	28	333	10	36	440	122
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:	24	160	66	55	52	24	28	333	10	36	440	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	160	66	55	52	24	28	333	10	36	440	122
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:	24	160	66	55	52	24	28	333	10	36	440	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.10	0.64	0.26	0.42	0.40	0.18	0.07	0.90	0.03	0.06	0.74	0.20
Final Sat.:	168	1120	462	735	695	321	132	1571	47	105	1288	357
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.07	0.07	0.07	0.21	0.21	0.21	0.34	0.34	0.34
Crit Moves:	****											
Green Time:	19.5	19.5	19.5	19.5	19.5	19.5	46.5	46.5	46.5	46.5	46.5	46.5
Volume/Cap:	0.53	0.53	0.53	0.28	0.28	0.28	0.33	0.33	0.33	0.53	0.53	0.53
Delay/Veh:	26.6	26.6	26.6	22.2	22.2	22.2	6.5	6.5	6.5	8.6	8.6	8.6
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:	26.6	26.6	26.6	22.2	22.2	22.2	6.5	6.5	6.5	8.6	8.6	8.6
LOS by Move:	C	C	C	C+	C+	C+	A	A	A	A	A	A
HCM2kAvqQ:	6	6	6	3	3	3	4	4	4	8	8	8

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3731: PARK/WOZ [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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: 6 Feb 2019 << 8:00-9:00AM											
Base Vol:	31	231	78	0	0	0	164	613	168	18	63	97
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:	31	231	78	0	0	0	164	613	168	18	63	97
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:	31	231	78	0	0	0	164	613	168	18	63	97
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:	31	231	78	0	0	0	164	613	168	18	63	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	231	78	0	0	0	164	613	168	18	63	97
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:	31	231	78	0	0	0	164	613	168	18	63	97

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	213	1587	1750	0	0	0	1750	3800	1750	1750	3800	1750

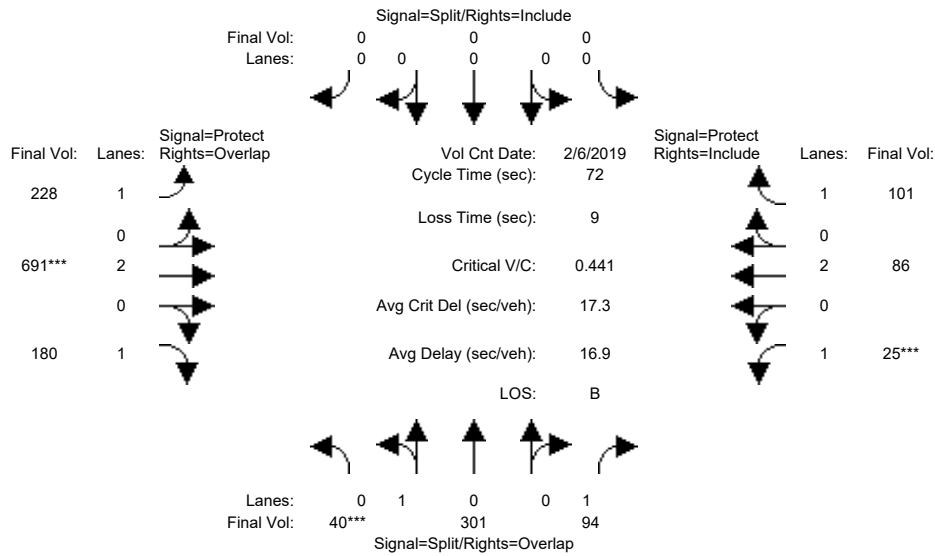
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.04	0.00	0.00	0.00	0.09	0.16	0.10	0.01	0.02	0.06
Crit Moves:	****							****		****		
Green Time:	26.6	26.6	33.6	0.0	0.0	0.0	15.0	29.4	56.0	7.0	21.4	21.4
Volume/Cap:	0.39	0.39	0.10	0.00	0.00	0.00	0.45	0.39	0.12	0.11	0.06	0.19
Delay/Veh:	17.2	17.2	10.8	0.0	0.0	0.0	25.8	15.2	2.0	29.9	18.1	19.0
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:	17.2	17.2	10.8	0.0	0.0	0.0	25.8	15.2	2.0	29.9	18.1	19.0
LOS by Move:	B	B	B+	A	A	A	C	B	A	C	B-	B-
HCM2kAvgQ:	4	4	1	0	0	0	3	5	1	0	0	2

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3731: PARK/WOZ [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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: 6 Feb 2019 << 8:00-9:00AM

Base Vol:	31	231	78	0	0	0	164	613	168	18	63	97
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:	31	231	78	0	0	0	164	613	168	18	63	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	70	16	0	0	0	64	78	12	7	23	4
Initial Fut:	40	301	94	0	0	0	228	691	180	25	86	101
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:	40	301	94	0	0	0	228	691	180	25	86	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	301	94	0	0	0	228	691	180	25	86	101
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:	40	301	94	0	0	0	228	691	180	25	86	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	1589	1750	0	0	0	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

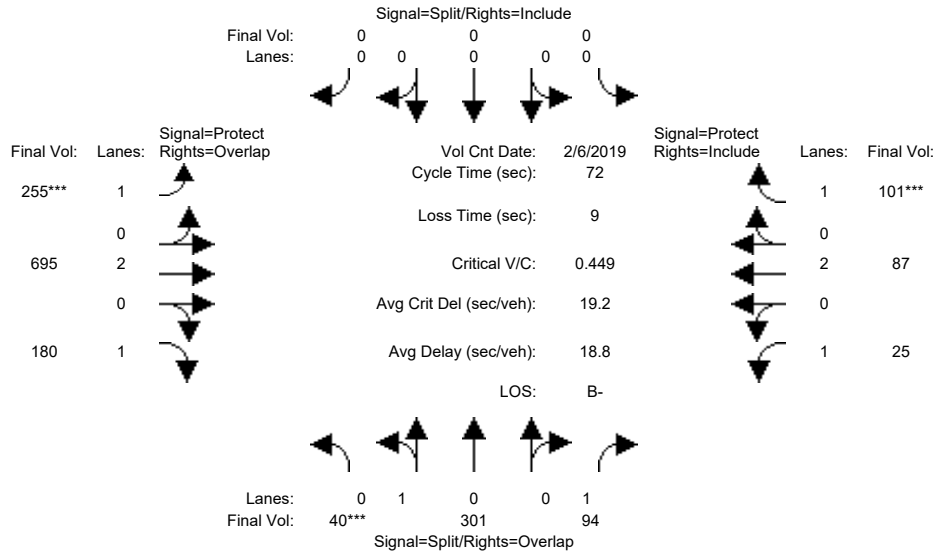
Vol/Sat:	0.19	0.19	0.05	0.00	0.00	0.00	0.13	0.18	0.10	0.01	0.02	0.06
Crit Moves:	****						****			****		
Green Time:	28.6	28.6	35.6	0.0	0.0	0.0	16.7	27.4	56.0	7.0	17.8	17.8
Volume/Cap:	0.48	0.48	0.11	0.00	0.00	0.00	0.56	0.48	0.13	0.15	0.09	0.23
Delay/Veh:	16.7	16.7	9.8	0.0	0.0	0.0	26.3	17.1	2.0	30.2	20.9	22.0
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:	16.7	16.7	9.8	0.0	0.0	0.0	26.3	17.1	2.0	30.2	20.9	22.0
LOS by Move:	B	B	A	A	A	A	C	B	A	C	C+	C+
HCM2kAvgQ:	6	6	1	0	0	0	5	6	1	1	1	2

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3731: PARK/WOZ [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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: 6 Feb 2019 << 8:00-9:00AM											
Base Vol:	31	231	78	0	0	0	164	613	168	18	63	97
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:	31	231	78	0	0	0	164	613	168	18	63	97
Added Vol:	0	0	0	0	0	0	27	4	0	0	1	0
PasserByVol:	9	70	16	0	0	0	64	78	12	7	23	4
Initial Fut:	40	301	94	0	0	0	255	695	180	25	87	101
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:	40	301	94	0	0	0	255	695	180	25	87	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	301	94	0	0	0	255	695	180	25	87	101
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:	40	301	94	0	0	0	255	695	180	25	87	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	1589	1750	0	0	0	1750	3800	1750	1750	3800	1750

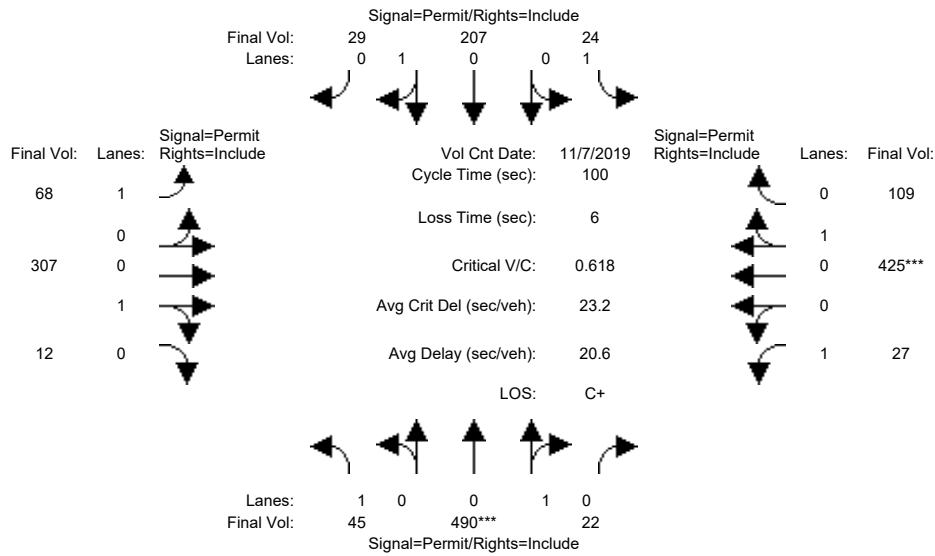
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.00	0.00	0.00	0.15	0.18	0.10	0.01	0.02	0.06
Crit Moves:	****						****					****
Green Time:	30.0	30.0	41.4	0.0	0.0	0.0	23.0	21.6	51.5	11.5	10.0	10.0
Volume/Cap:	0.46	0.46	0.09	0.00	0.00	0.00	0.46	0.61	0.14	0.09	0.16	0.42
Delay/Veh:	15.6	15.6	6.9	0.0	0.0	0.0	20.1	22.6	3.3	26.0	27.5	29.5
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:	15.6	15.6	6.9	0.0	0.0	0.0	20.1	22.6	3.3	26.0	27.5	29.5
LOS by Move:	B	B	A	A	A	A	C+	C+	A	C	C	C
HCM2kAvgQ:	6	6	1	0	0	0	5	6	1	0	1	2

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3732: PARK/RACE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 7 Nov 2019 <<											
Base Vol:	45	490	22	24	207	29	68	307	12	27	425	109
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:	45	490	22	24	207	29	68	307	12	27	425	109
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:	45	490	22	24	207	29	68	307	12	27	425	109
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:	45	490	22	24	207	29	68	307	12	27	425	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	490	22	24	207	29	68	307	12	27	425	109
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
Final Volume:	45	490	22	24	207	29	68	307	12	27	425	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.88	0.12	1.00	0.96	0.04	1.00	0.80	0.20
Final Sat.:	1750	1723	77	1750	1579	221	1750	1732	68	1750	1433	367

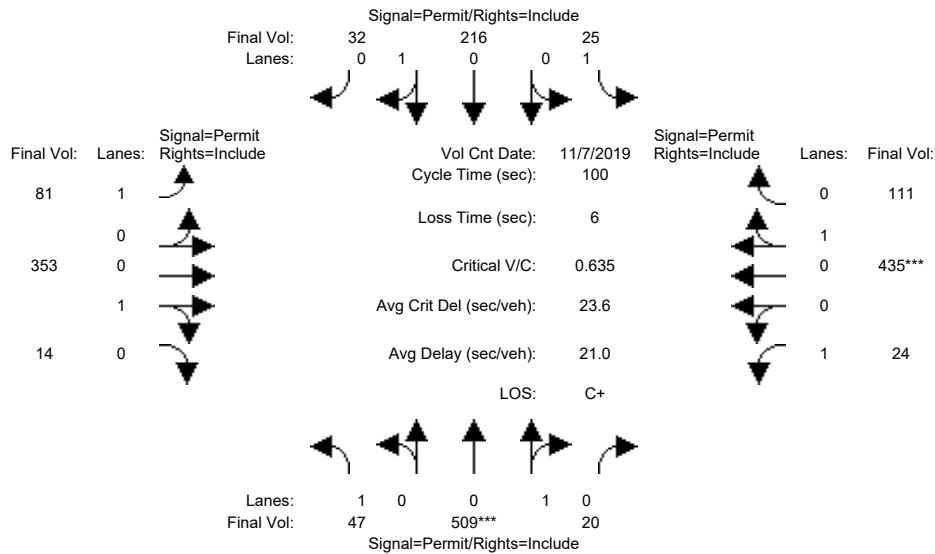
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.01	0.13	0.13	0.04	0.18	0.18	0.02	0.30	0.30
Crit Moves:	****									****		
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	48.0	48.0	48.0	48.0	48.0	48.0
Volume/Cap:	0.06	0.62	0.62	0.03	0.28	0.28	0.08	0.37	0.37	0.03	0.62	0.62
Delay/Veh:	15.1	23.8	23.8	14.8	17.6	17.6	14.3	17.7	17.7	13.8	22.5	22.5
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	23.8	23.8	14.8	17.6	17.6	14.3	17.7	17.7	13.8	22.5	22.5
LOS by Move:	B	C	C	B	B	B	B	B	B	B	C+	C+
HCM2kAvqQ:	1	13	13	0	5	5	1	7	7	0	13	13

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3732: PARK/RACE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 7 Nov 2019 <<											
Base Vol:	45	490	22	24	207	29	68	307	12	27	425	109
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:	45	490	22	24	207	29	68	307	12	27	425	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	19	-2	1	9	3	13	46	2	-3	10	2
Initial Fut:	47	509	20	25	216	32	81	353	14	24	435	111
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:	47	509	20	25	216	32	81	353	14	24	435	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	509	20	25	216	32	81	353	14	24	435	111
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:	47	509	20	25	216	32	81	353	14	24	435	111

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.87	0.13	1.00	0.96	0.04	1.00	0.80	0.20
Final Sat.:	1750	1732	68	1750	1568	232	1750	1731	69	1750	1434	366

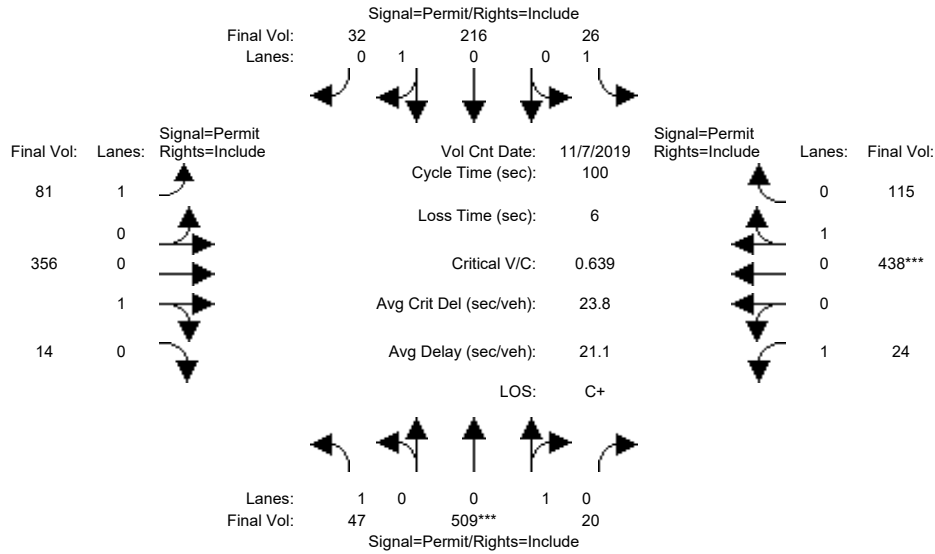
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.01	0.14	0.14	0.05	0.20	0.20	0.01	0.30	0.30
Crit Moves:	****											
Green Time:	46.3	46.3	46.3	46.3	46.3	46.3	47.7	47.7	47.7	47.7	47.7	47.7
Volume/Cap:	0.06	0.64	0.64	0.03	0.30	0.30	0.10	0.43	0.43	0.03	0.64	0.64
Delay/Veh:	15.0	24.1	24.1	14.7	17.7	17.7	14.5	18.7	18.7	13.9	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	24.1	24.1	14.7	17.7	17.7	14.5	18.7	18.7	13.9	23.2	23.2
LOS by Move:	B	C	C	B	B	B	B	B-	B-	B	C	C
HCM2kAvgQ:	1	13	13	0	5	5	1	8	8	0	14	14

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3732: PARK/RACE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 7 Nov 2019 <<											
Base Vol:	45	490	22	24	207	29	68	307	12	27	425	109
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:	45	490	22	24	207	29	68	307	12	27	425	109
Added Vol:	0	0	0	1	0	0	0	3	0	0	3	4
PasserByVol:	2	19	-2	1	9	3	13	46	2	-3	10	2
Initial Fut:	47	509	20	26	216	32	81	356	14	24	438	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	509	20	26	216	32	81	356	14	24	438	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	509	20	26	216	32	81	356	14	24	438	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	509	20	26	216	32	81	356	14	24	438	115

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.87	0.13	1.00	0.96	0.04	1.00	0.79	0.21
Final Sat.:	1750	1732	68	1750	1568	232	1750	1732	68	1750	1426	374

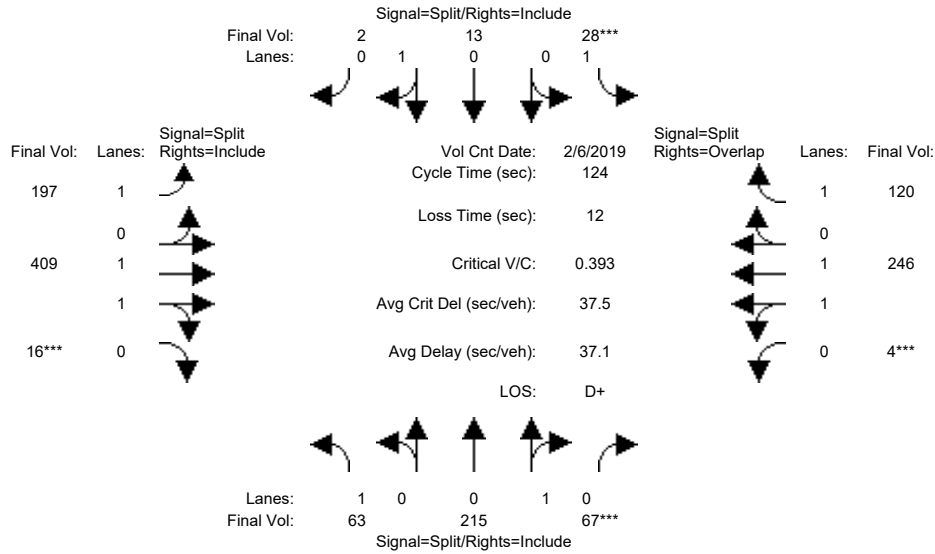
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.01	0.14	0.14	0.05	0.21	0.21	0.01	0.31	0.31
Crit Moves:	****									****		
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	48.0	48.0	48.0	48.0	48.0	48.0
Volume/Cap:	0.06	0.64	0.64	0.03	0.30	0.30	0.10	0.43	0.43	0.03	0.64	0.64
Delay/Veh:	15.1	24.5	24.5	14.9	17.9	17.9	14.4	18.5	18.5	13.7	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	24.5	24.5	14.9	17.9	17.9	14.4	18.5	18.5	13.7	23.1	23.1
LOS by Move:	B	C	C	B	B	B	B	B-	B-	B	C	C
HCM2kAvgQ:	1	13	13	0	5	5	1	8	8	0	14	14

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 6 Feb 2019 << 8:00-9:00AM											
Base Vol:	63	215	67	28	13	2	197	409	16	4	246	120
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:	63	215	67	28	13	2	197	409	16	4	246	120
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:	63	215	67	28	13	2	197	409	16	4	246	120
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:	63	215	67	28	13	2	197	409	16	4	246	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	215	67	28	13	2	197	409	16	4	246	120
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:	63	215	67	28	13	2	197	409	16	4	246	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.76	0.24	1.00	0.87	0.13	1.00	1.92	0.08	0.03	1.97	1.00
Final Sat.:	1750	1372	428	1750	1560	240	1750	3561	139	59	3641	1750

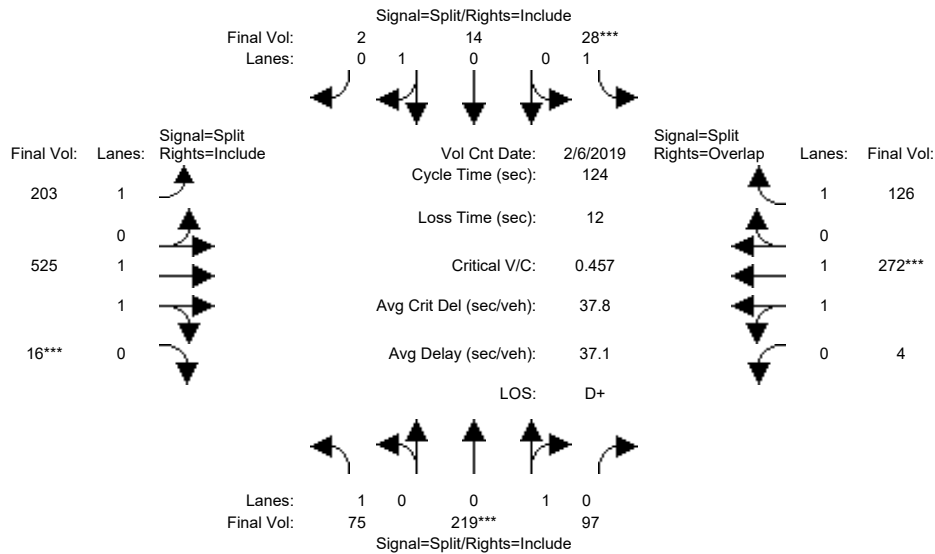
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.02	0.01	0.01	0.11	0.11	0.11	0.07	0.07	0.07
Crit Moves:			****	****					****	****		
Green Time:	47.1	47.1	47.1	10.0	10.0	10.0	34.6	34.6	34.6	20.3	20.3	30.3
Volume/Cap:	0.09	0.41	0.41	0.20	0.10	0.10	0.40	0.41	0.41	0.41	0.41	0.28
Delay/Veh:	24.8	28.7	28.7	53.9	53.2	53.2	36.9	36.7	36.7	46.9	46.9	38.3
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:	24.8	28.7	28.7	53.9	53.2	53.2	36.9	36.7	36.7	46.9	46.9	38.3
LOS by Move:	C	C	C	D-	D-	D-	D+	D+	D+	D	D	D+
HCM2kAvgQ:	2	8	8	1	1	1	6	7	7	4	4	4

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 6 Feb 2019 << 8:00-9:00AM

Base Vol:	63	215	67	28	13	2	197	409	16	4	246	120
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:	63	215	67	28	13	2	197	409	16	4	246	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	12	4	30	0	1	0	6	116	0	0	26	6
Initial Fut:	75	219	97	28	14	2	203	525	16	4	272	126
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:	75	219	97	28	14	2	203	525	16	4	272	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	219	97	28	14	2	203	525	16	4	272	126
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
Final Volume:	75	219	97	28	14	2	203	525	16	4	272	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.69	0.31	1.00	0.87	0.13	1.00	1.94	0.06	0.03	1.97	1.00
Final Sat.:	1750	1247	553	1750	1575	225	1750	3590	109	54	3646	1750

Capacity Analysis Module:

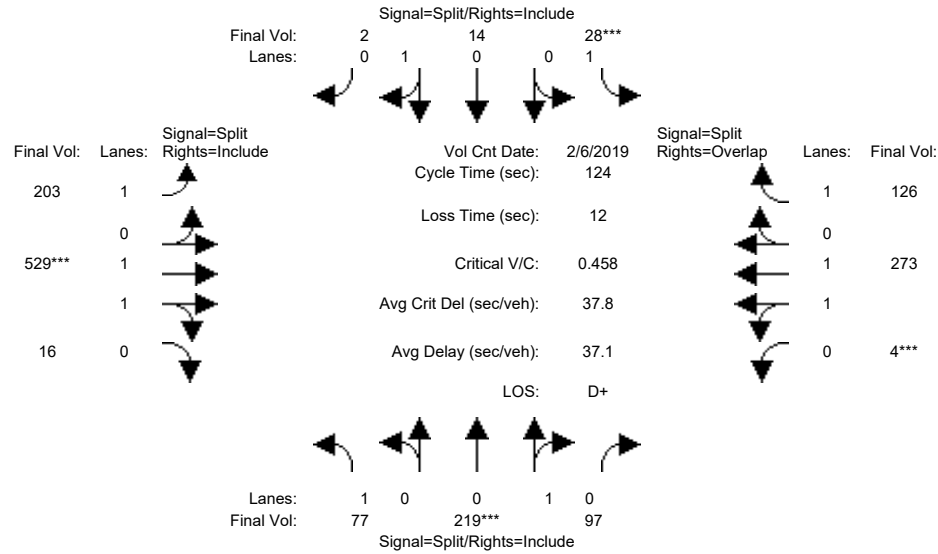
Vol/Sat:	0.04	0.18	0.18	0.02	0.01	0.01	0.12	0.15	0.15	0.07	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	45.2	45.2	45.2	10.0	10.0	10.0	37.6	37.6	37.6	19.2	19.2	29.2
Volume/Cap:	0.12	0.48	0.48	0.20	0.11	0.11	0.38	0.48	0.48	0.48	0.48	0.31
Delay/Veh:	26.3	30.9	30.9	53.9	53.2	53.2	34.5	35.6	35.6	48.5	48.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	30.9	30.9	53.9	53.2	53.2	34.5	35.6	35.6	48.5	48.5	39.5
LOS by Move:	C	C	C	D-	D-	D-	C-	D+	D+	D	D	D
HCM2kAvgQ:	2	9	9	1	1	1	6	8	8	5	5	4

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 6 Feb 2019 << 8:00-9:00AM

Base Vol:	63	215	67	28	13	2	197	409	16	4	246	120
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:	63	215	67	28	13	2	197	409	16	4	246	120
Added Vol:	2	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	12	4	30	0	1	0	6	116	0	0	26	6
Initial Fut:	77	219	97	28	14	2	203	529	16	4	273	126
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:	77	219	97	28	14	2	203	529	16	4	273	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	219	97	28	14	2	203	529	16	4	273	126
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:	77	219	97	28	14	2	203	529	16	4	273	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.69	0.31	1.00	0.87	0.13	1.00	1.94	0.06	0.03	1.97	1.00
Final Sat.:	1750	1247	553	1750	1575	225	1750	3591	109	53	3647	1750

Capacity Analysis Module:

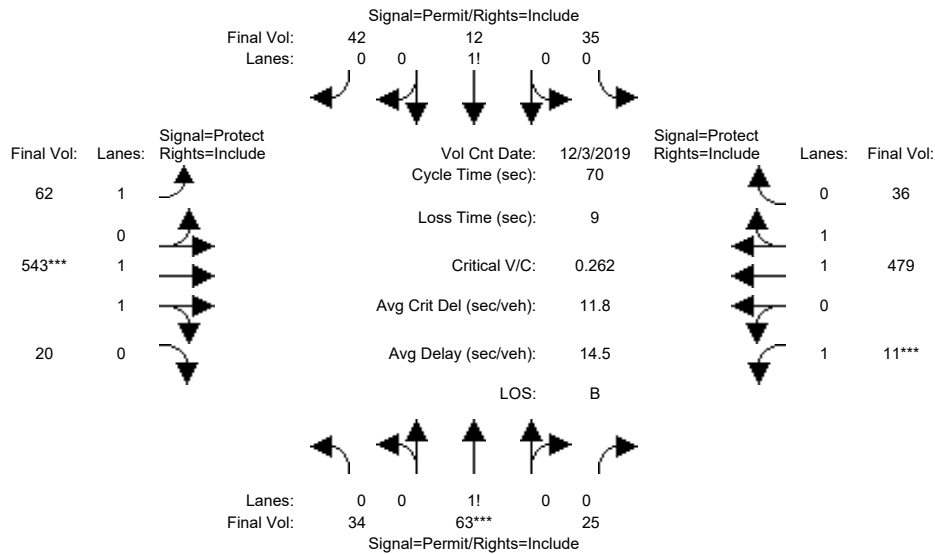
Vol/Sat:	0.04	0.18	0.18	0.02	0.01	0.01	0.12	0.15	0.15	0.07	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	45.0	45.0	45.0	10.0	10.0	10.0	37.8	37.8	37.8	19.2	19.2	29.2
Volume/Cap:	0.12	0.48	0.48	0.20	0.11	0.11	0.38	0.48	0.48	0.48	0.48	0.31
Delay/Veh:	26.4	31.1	31.1	53.9	53.2	53.2	34.4	35.5	35.5	48.5	48.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	31.1	31.1	53.9	53.2	53.2	34.4	35.5	35.5	48.5	48.5	39.5
LOS by Move:	C	C	C	D-	D-	D-	C-	D+	D+	D	D	D
HCM2kAvgQ:	2	9	9	1	1	1	6	8	8	5	5	4

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<

Base Vol:	34	63	25	35	12	42	62	543	20	11	479	36
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:	34	63	25	35	12	42	62	543	20	11	479	36
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:	34	63	25	35	12	42	62	543	20	11	479	36
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:	34	63	25	35	12	42	62	543	20	11	479	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	63	25	35	12	42	62	543	20	11	479	36
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:	34	63	25	35	12	42	62	543	20	11	479	36

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.28	0.52	0.20	0.39	0.13	0.48	1.00	1.93	0.07	1.00	1.86	0.14
Final Sat.:	488	904	359	688	236	826	1750	3568	131	1750	3441	259

Capacity Analysis Module:

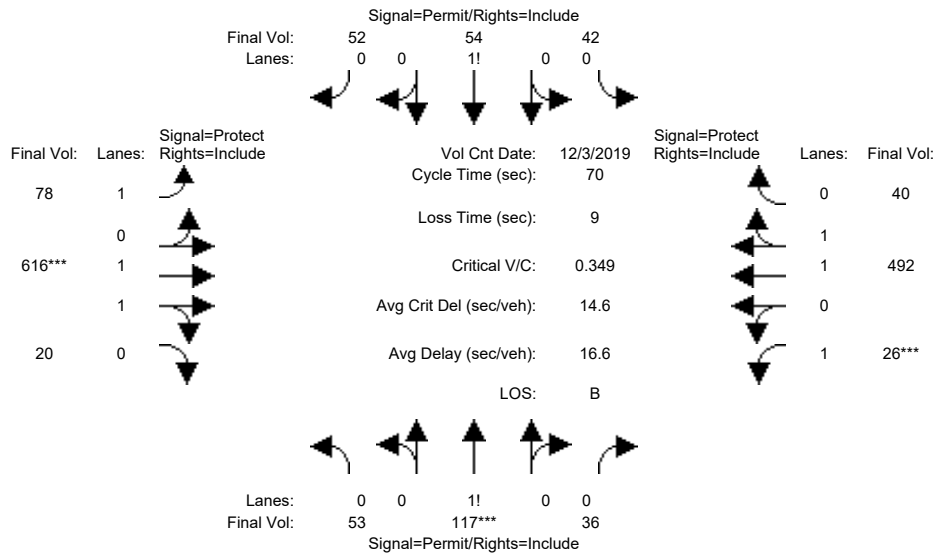
Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.05	0.04	0.15	0.15	0.01	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	18.1	37.0	37.0	7.0	25.9	25.9
Volume/Cap:	0.29	0.29	0.29	0.21	0.21	0.21	0.14	0.29	0.29	0.06	0.38	0.38
Delay/Veh:	22.0	22.0	22.0	21.4	21.4	21.4	20.1	9.2	9.2	28.7	16.3	16.3
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:	22.0	22.0	22.0	21.4	21.4	21.4	20.1	9.2	9.2	28.7	16.3	16.3
LOS by Move:	C+	C+	C+	C+	C+	C+	C+	A	A	C	B	B
HCM2kAvgQ:	2	2	2	2	2	2	1	4	4	0	4	4

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	34	63	25	35	12	42	62	543	20	11	479	36
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:	34	63	25	35	12	42	62	543	20	11	479	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	19	54	11	7	42	10	16	73	0	15	13	4
Initial Fut:	53	117	36	42	54	52	78	616	20	26	492	40
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:	53	117	36	42	54	52	78	616	20	26	492	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	117	36	42	54	52	78	616	20	26	492	40
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:	53	117	36	42	54	52	78	616	20	26	492	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.26	0.57	0.17	0.28	0.37	0.35	1.00	1.94	0.06	1.00	1.85	0.15
Final Sat.:	450	994	306	497	639	615	1750	3584	116	1750	3422	278

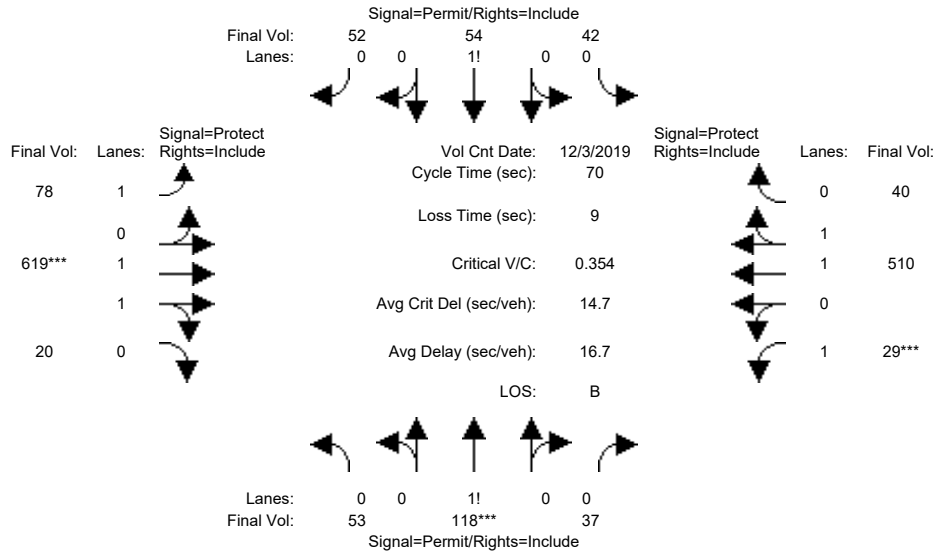
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.08	0.04	0.17	0.17	0.01	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	16.0	32.1	32.1	7.0	23.0	23.0
Volume/Cap:	0.38	0.38	0.38	0.27	0.27	0.27	0.19	0.38	0.38	0.15	0.44	0.44
Delay/Veh:	19.1	19.1	19.1	18.3	18.3	18.3	22.0	12.6	12.6	29.2	18.7	18.7
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:	19.1	19.1	19.1	18.3	18.3	18.3	22.0	12.6	12.6	29.2	18.7	18.7
LOS by Move:	B-	B-	B-	B-	B-	B-	C+	B	B	C	B-	B-
HCM2kAvgQ:	4	4	4	3	3	3	2	5	5	1	5	5

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	34	63	25	35	12	42	62	543	20	11	479	36
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:	34	63	25	35	12	42	62	543	20	11	479	36
Added Vol:	0	1	1	0	0	0	0	3	0	3	18	0
PasserByVol:	19	54	11	7	42	10	16	73	0	15	13	4
Initial Fut:	53	118	37	42	54	52	78	619	20	29	510	40
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:	53	118	37	42	54	52	78	619	20	29	510	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	118	37	42	54	52	78	619	20	29	510	40
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:	53	118	37	42	54	52	78	619	20	29	510	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.25	0.57	0.18	0.28	0.37	0.35	1.00	1.94	0.06	1.00	1.85	0.15
Final Sat.:	446	993	311	497	639	615	1750	3584	116	1750	3431	269

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.08	0.04	0.17	0.17	0.02	0.15	0.15
Crit Moves:	****									****		
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	15.7	32.0	32.0	7.0	23.3	23.3
Volume/Cap:	0.38	0.38	0.38	0.27	0.27	0.27	0.20	0.38	0.38	0.17	0.45	0.45
Delay/Veh:	19.1	19.1	19.1	18.2	18.2	18.2	22.3	12.6	12.6	29.3	18.6	18.6
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:	19.1	19.1	19.1	18.2	18.2	18.2	22.3	12.6	12.6	29.3	18.6	18.6
LOS by Move:	B-	B-	B-	B-	B-	B-	C+	B	B	C	B-	B-
HCM2kAvgQ:	4	4	4	3	3	3	2	5	5	1	5	5

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)

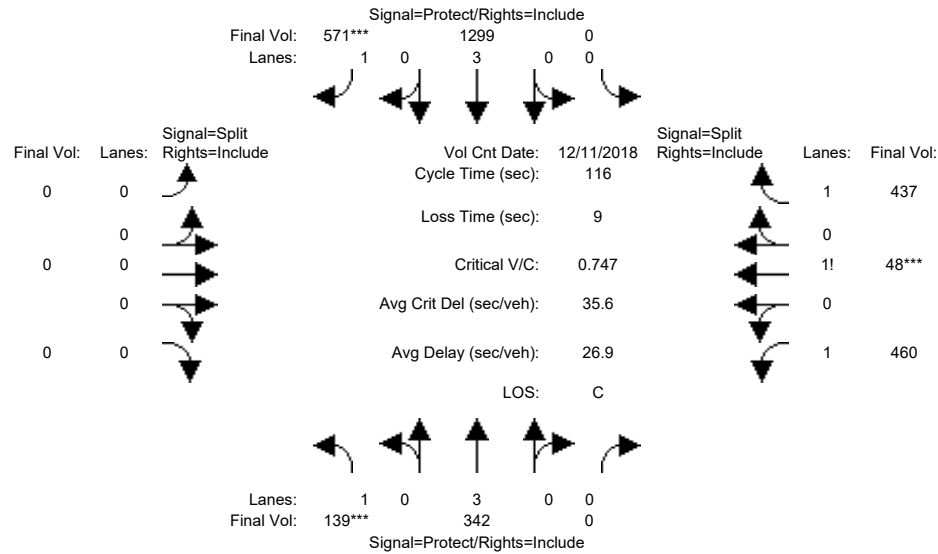


Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Min. Green, and Y+R.

Volume Module table showing traffic volume data for 11 Dec 2018 at 5:15 - 6:15 PM. Columns include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table showing saturation flow data. Columns include Sat/Lane, Adjustment, Lanes, and Final Sat.

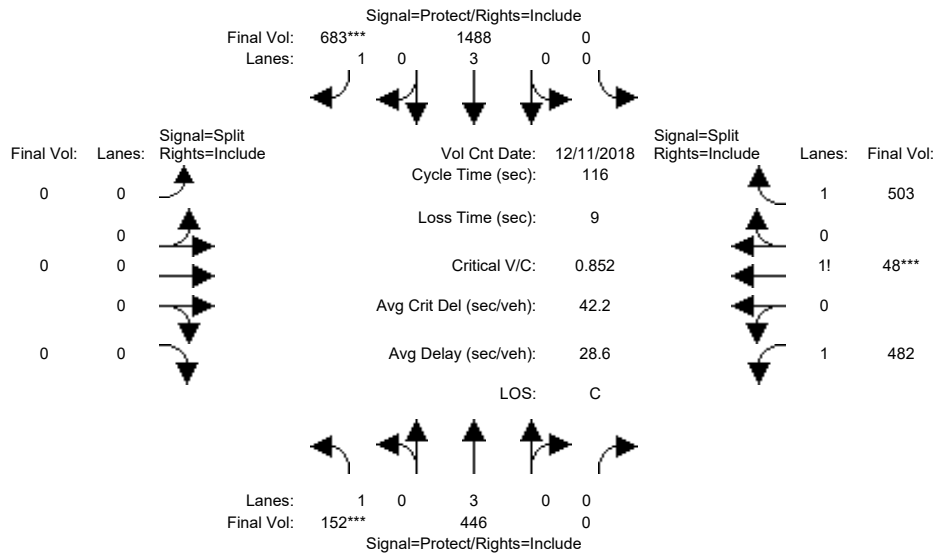
Capacity Analysis Module table showing capacity analysis data. Columns include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	5:15 - 6:15 PM						
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
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:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	13	104	0	0	189	112	0	0	0	22	0	66
Initial Fut:	152	446	0	0	1488	683	0	0	0	482	48	503
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:	152	446	0	0	1488	683	0	0	0	482	48	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	446	0	0	1488	683	0	0	0	482	48	503
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:	152	446	0	0	1488	683	0	0	0	482	48	503

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	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.45	0.09	1.46
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2530	155	2564

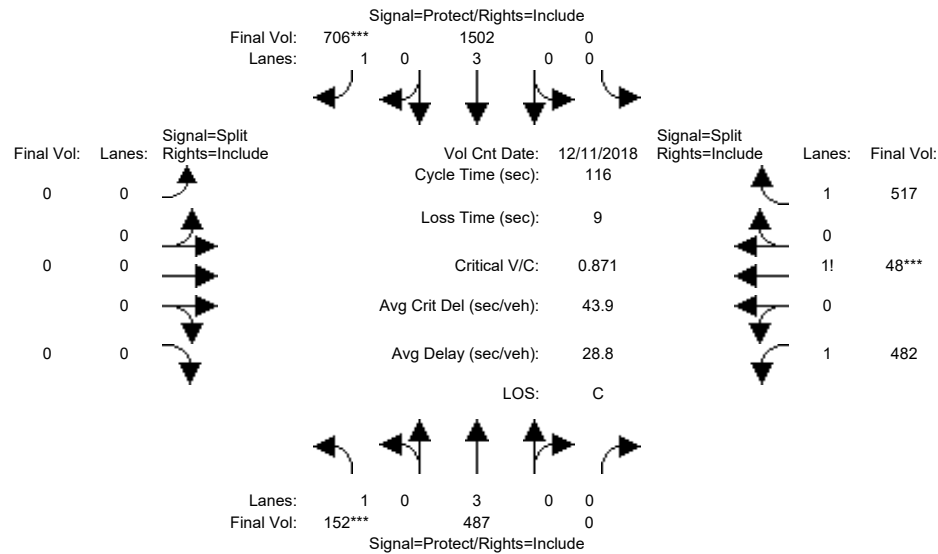
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.26	0.39	0.00	0.00	0.00	0.19	0.31	0.20
Crit Moves:	****					****					****	
Green Time:	11.8	65.0	0.0	0.0	53.1	53.1	0.0	0.0	0.0	42.0	42.0	42.0
Volume/Cap:	0.85	0.14	0.00	0.00	0.57	0.85	0.00	0.00	0.00	0.53	0.85	0.54
Delay/Veh:	81.7	12.2	0.0	0.0	23.4	36.7	0.0	0.0	0.0	29.4	40.1	29.6
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:	81.7	12.2	0.0	0.0	23.4	36.7	0.0	0.0	0.0	29.4	40.1	29.6
LOS by Move:	F	B	A	A	C	D+	A	A	A	C	D	C
HCM2kAvqQ:	6	2	0	0	12	24	0	0	0	10	22	11

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3032: 280/BIRD (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	5:15 - 6:15 PM						
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
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:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	41	0	0	14	23	0	0	0	0	0	14
PasserByVol:	13	104	0	0	189	112	0	0	0	22	0	66
Initial Fut:	152	487	0	0	1502	706	0	0	0	482	48	517
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:	152	487	0	0	1502	706	0	0	0	482	48	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	487	0	0	1502	706	0	0	0	482	48	517
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:	152	487	0	0	1502	706	0	0	0	482	48	517

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	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.44	0.09	1.47
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2520	153	2576

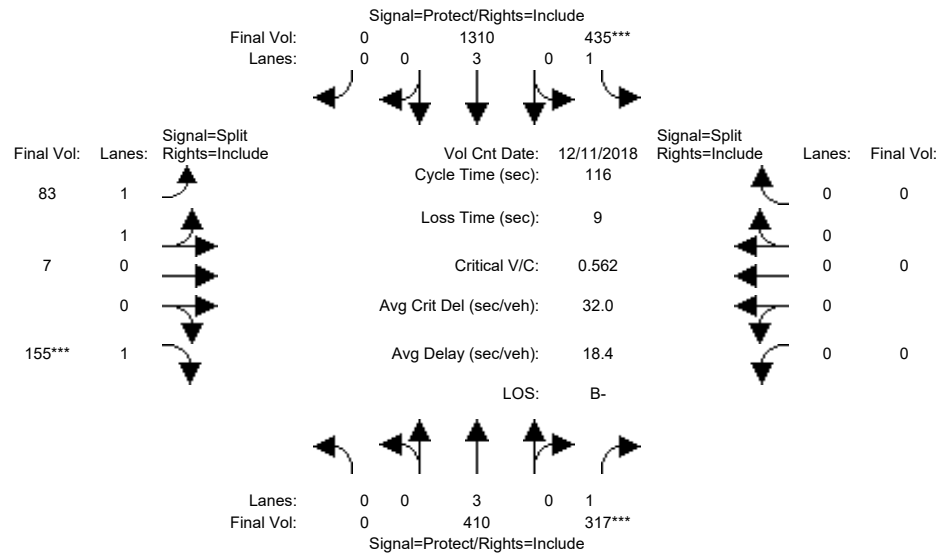
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.00	0.26	0.40	0.00	0.00	0.00	0.19	0.31	0.20
Crit Moves:	****					****					****	
Green Time:	11.6	65.3	0.0	0.0	53.7	53.7	0.0	0.0	0.0	41.7	41.7	41.7
Volume/Cap:	0.87	0.15	0.00	0.00	0.57	0.87	0.00	0.00	0.00	0.53	0.87	0.56
Delay/Veh:	86.0	12.1	0.0	0.0	23.0	38.1	0.0	0.0	0.0	29.7	41.8	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	12.1	0.0	0.0	23.0	38.1	0.0	0.0	0.0	29.7	41.8	30.2
LOS by Move:	F	B	A	A	C+	D+	A	A	A	C	D	C
HCM2kAvgQ:	7	3	0	0	12	25	0	0	0	10	23	11

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	5:00 - 6:00 PM						
Base Vol:	0	410	317	435	1310	0	83	7	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	317	435	1310	0	83	7	155	0	0	0
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:	0	410	317	435	1310	0	83	7	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	317	435	1310	0	83	7	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	317	435	1310	0	83	7	155	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	317	435	1310	0	83	7	155	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.85	0.15	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3274	276	1750	0	0	0

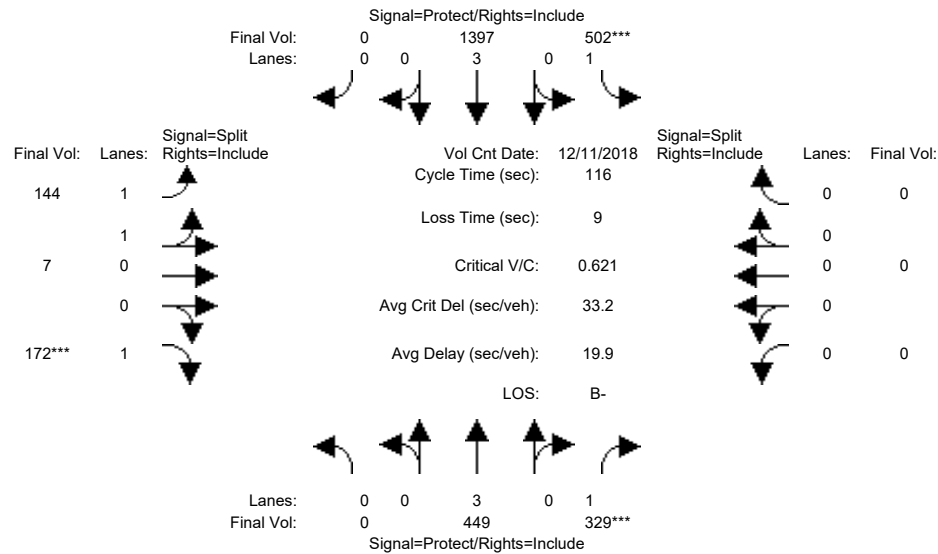
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.18	0.25	0.23	0.00	0.03	0.03	0.09	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	37.4	37.4	51.3	88.7	0.0	18.3	18.3	18.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.56	0.56	0.30	0.00	0.16	0.16	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	28.8	33.8	24.9	4.2	0.0	42.4	42.4	47.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	33.8	24.9	4.2	0.0	42.4	42.4	47.8	0.0	0.0	0.0
LOS by Move:	A	C	C-	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	4	10	12	5	0	2	2	6	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	5:00 - 6:00 PM						
Base Vol:	0	410	317	435	1310	0	83	7	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	39	12	67	87	0	61	0	17	0	0	0
Initial Fut:	0	449	329	502	1397	0	144	7	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	449	329	502	1397	0	144	7	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	449	329	502	1397	0	144	7	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	449	329	502	1397	0	144	7	172	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.91	0.09	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3385	165	1750	0	0	0

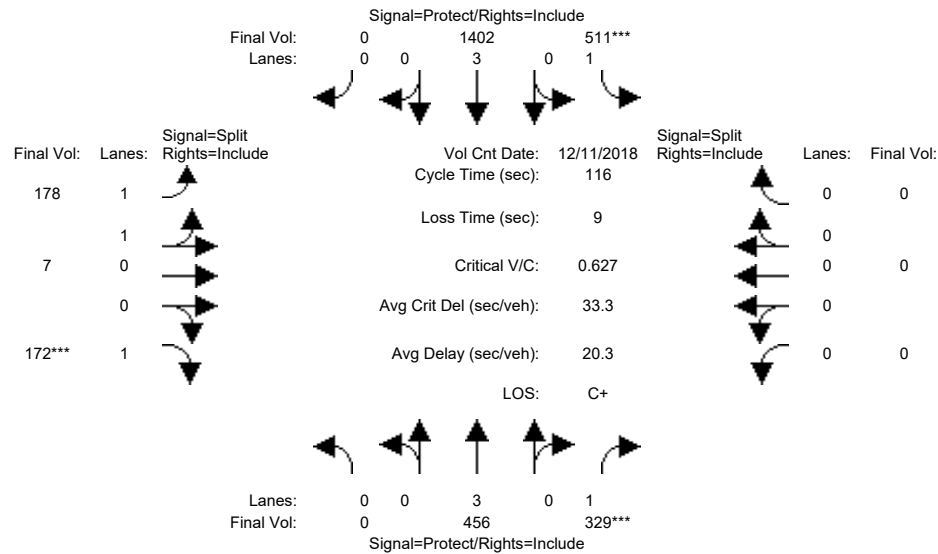
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.19	0.29	0.25	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	35.1	35.1	53.6	88.7	0.0	18.3	18.3	18.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.26	0.62	0.62	0.32	0.00	0.27	0.27	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	30.7	37.0	25.1	4.3	0.0	43.2	43.2	49.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.7	37.0	25.1	4.3	0.0	43.2	43.2	49.9	0.0	0.0	0.0
LOS by Move:	A	C	D+	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	4	11	14	5	0	3	3	7	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3033: 280/BIRD (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM											
Base Vol:	0	410	317	435	1310	0	83	7	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	7	0	9	5	0	34	0	0	0	0	0
PasserByVol:	0	39	12	67	87	0	61	0	17	0	0	0
Initial Fut:	0	456	329	511	1402	0	178	7	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	456	329	511	1402	0	178	7	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	456	329	511	1402	0	178	7	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	456	329	511	1402	0	178	7	172	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3416	134	1750	0	0	0

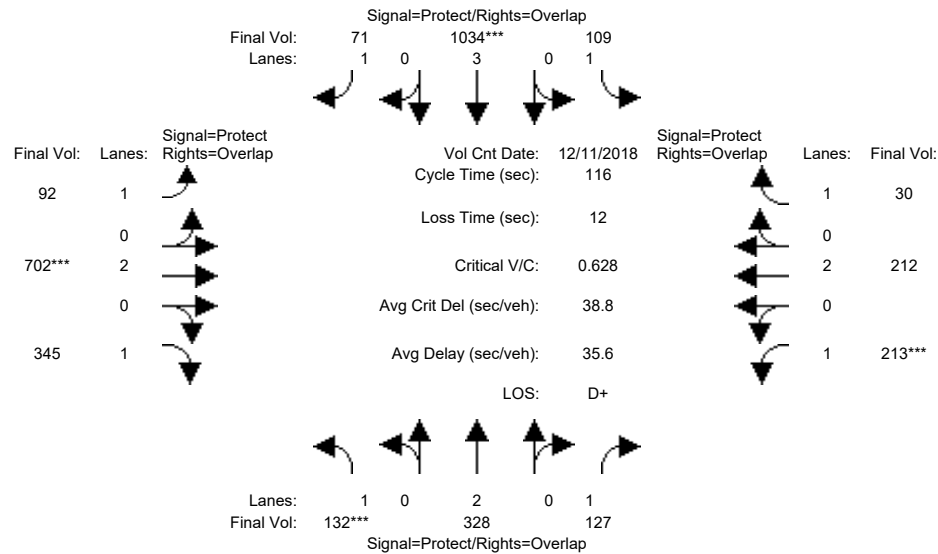
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.19	0.29	0.25	0.00	0.05	0.05	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	34.8	34.8	54.0	88.8	0.0	18.2	18.2	18.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.27	0.63	0.63	0.32	0.00	0.33	0.33	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	31.0	37.4	24.9	4.3	0.0	43.9	43.9	50.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	37.4	24.9	4.3	0.0	43.9	43.9	50.3	0.0	0.0	0.0
LOS by Move:	A	C	D+	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	4	12	14	5	0	3	3	7	0	0	0

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

Diridon Modular Housing Residential 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		
	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	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

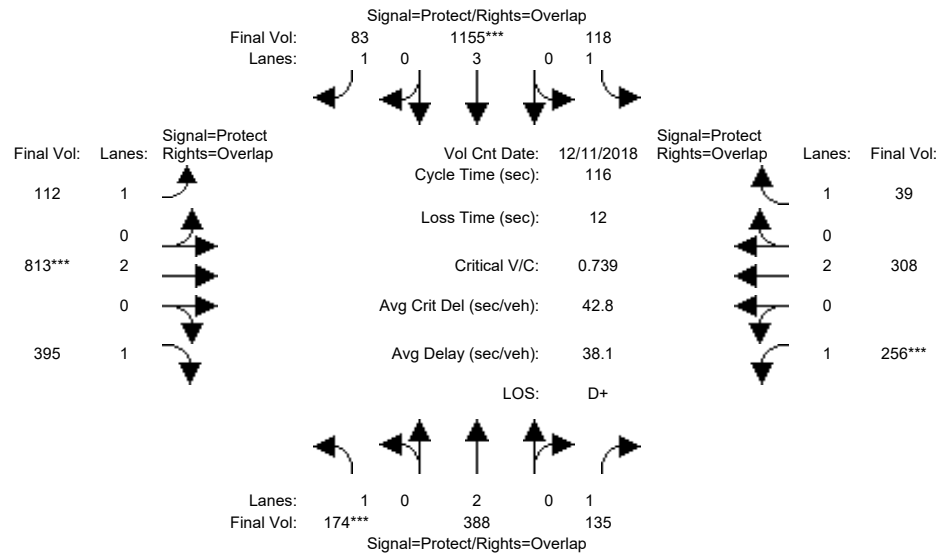
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.07	0.06	0.18	0.04	0.05	0.18	0.20	0.12	0.06	0.02
Crit Moves:	****				****			****		****		
Green Time:	13.9	27.5	50.0	19.9	33.5	56.8	23.3	34.1	48.0	22.5	33.3	53.2
Volume/Cap:	0.63	0.36	0.17	0.36	0.63	0.08	0.26	0.63	0.48	0.63	0.19	0.04
Delay/Veh:	54.5	37.2	20.3	43.2	36.6	15.8	39.5	36.6	25.3	46.7	31.3	17.3
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:	54.5	37.2	20.3	43.2	36.6	15.8	39.5	36.6	25.3	46.7	31.3	17.3
LOS by Move:	D-	D+	C+	D	D+	B	D	D+	C	D	C	B
HCM2kAvgQ:	5	5	3	4	10	1	3	11	10	7	3	1

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

Diridon Modular Housing Residential 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		
	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
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71
Added Vol:	0	0	0	0	0	0
PasserByVol:	42	60	8	9	121	12
Initial Fut:	174	388	135	118	1155	83
User Adj:	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
PHF Volume:	174	388	135	118	1155	83
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	174	388	135	118	1155	83
PCE Adj:	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
FinalVolume:	174	388	135	118	1155	83

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	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	
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	

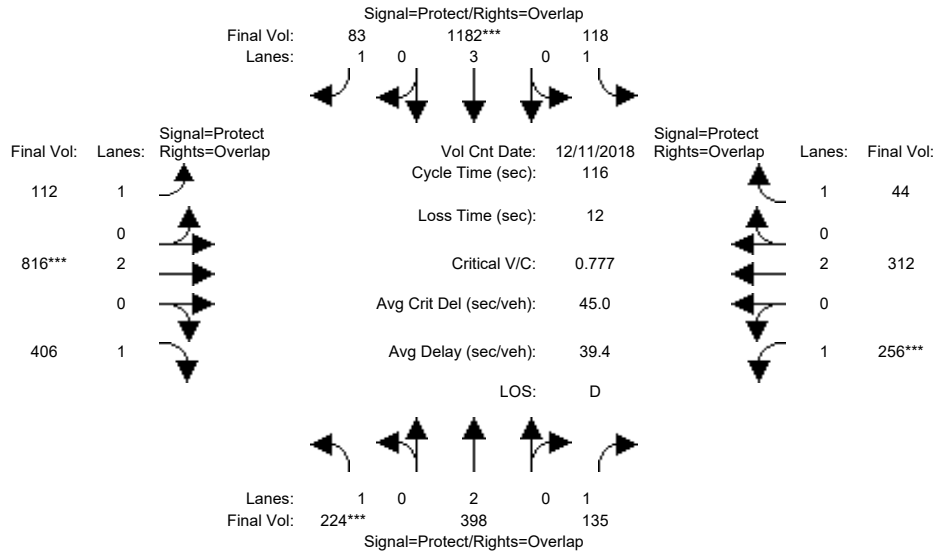
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.10	0.08	0.07	0.20	0.05	0.06	0.21	0.23	0.15	0.08	0.02
Crit Moves:	****			****			****			****		
Green Time:	15.6	28.6	51.5	18.9	31.8	55.9	24.1	33.6	49.2	23.0	32.5	51.3
Volume/Cap:	0.74	0.41	0.17	0.41	0.74	0.10	0.31	0.74	0.53	0.74	0.29	0.05
Delay/Veh:	59.9	37.0	19.5	44.6	40.2	16.4	39.4	39.9	25.6	51.9	32.9	18.5
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:	59.9	37.0	19.5	44.6	40.2	16.4	39.4	39.9	25.6	51.9	32.9	18.5
LOS by Move:	E+	D+	B-	D	D	B	D	D	C	D-	C-	B-
HCM2kAvgQ:	7	6	3	4	12	2	4	14	11	9	4	1

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

Diridon Modular Housing Residential 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		
	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
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71
Added Vol:	50	10	0	0	27	0
PasserByVol:	42	60	8	9	121	12
Initial Fut:	224	398	135	118	1182	83
User Adj:	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
PHF Volume:	224	398	135	118	1182	83
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	224	398	135	118	1182	83
PCE Adj:	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
FinalVolume:	224	398	135	118	1182	83

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	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	
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	

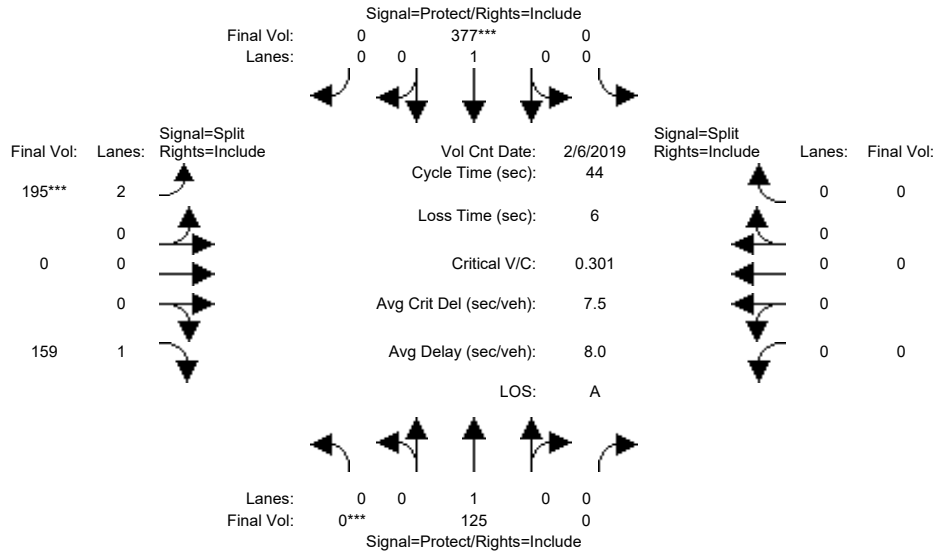
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.10	0.08	0.07	0.21	0.05	0.06	0.21	0.23	0.15	0.08	0.03
Crit Moves:	****			****			****			****		
Green Time:	19.1	30.5	52.3	19.6	31.0	53.9	23.0	32.1	51.2	21.8	30.9	50.6
Volume/Cap:	0.78	0.40	0.17	0.40	0.78	0.10	0.32	0.78	0.53	0.78	0.31	0.06
Delay/Veh:	58.9	35.5	19.0	43.8	41.9	17.5	40.4	42.4	24.3	55.8	34.1	19.0
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:	58.9	35.5	19.0	43.8	41.9	17.5	40.4	42.4	24.3	55.8	34.1	19.0
LOS by Move:	E+	D+	B-	D	D	B	D	D	C	E+	C-	B-
HCM2kAvgQ:	9	6	3	4	13	2	4	15	11	10	4	1

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3209: 87/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	5:00-6:00PM						
Base Vol:	0	125	0	0	377	0	195	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	125	0	0	377	0	195	0	159	0	0	0
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:	0	125	0	0	377	0	195	0	159	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	125	0	0	377	0	195	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	125	0	0	377	0	195	0	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	125	0	0	377	0	195	0	159	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0

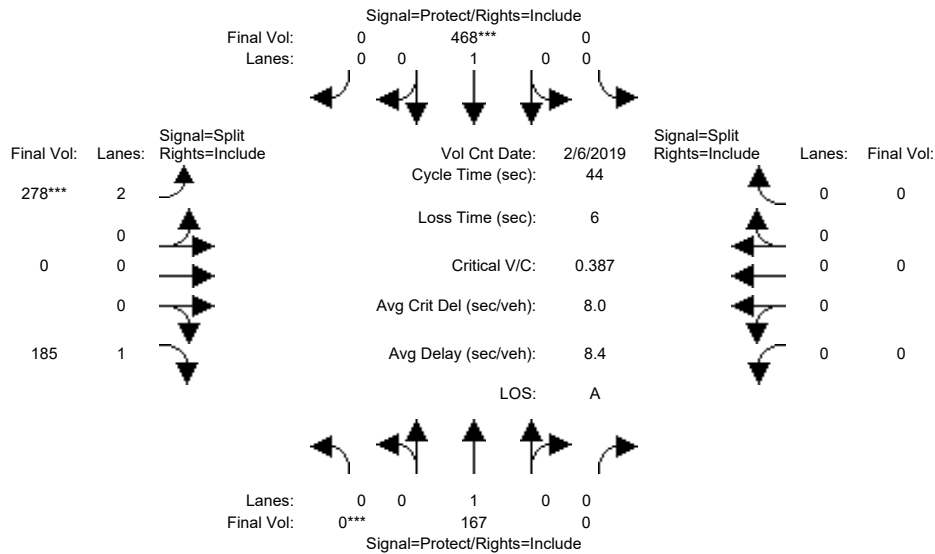
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.20	0.00	0.06	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	24.7	0.0	0.0	24.7	0.0	13.3	0.0	13.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.00	0.00	0.35	0.00	0.21	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	0.0	4.6	0.0	0.0	5.5	0.0	11.6	0.0	12.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.6	0.0	0.0	5.5	0.0	11.6	0.0	12.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	3	0	1	0	2	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3209: 87/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	5:00-6:00PM						
Base Vol:	0	125	0	0	377	0	195	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	125	0	0	377	0	195	0	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	42	0	0	91	0	83	0	26	0	0	0
Initial Fut:	0	167	0	0	468	0	278	0	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	167	0	0	468	0	278	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	167	0	0	468	0	278	0	185	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	167	0	0	468	0	278	0	185	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0

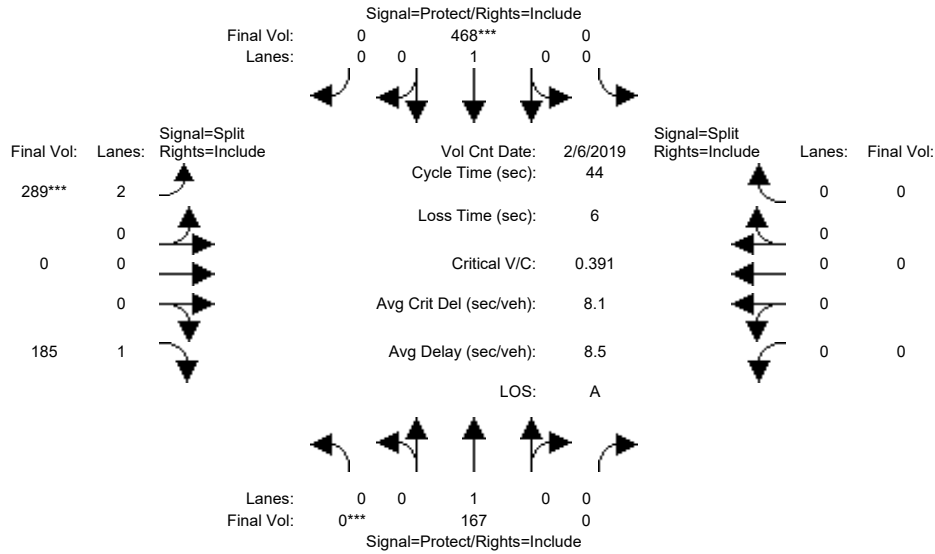
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.25	0.00	0.09	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	26.6	0.0	0.0	26.6	0.0	11.4	0.0	11.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.15	0.00	0.00	0.41	0.00	0.34	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	3.8	0.0	0.0	4.8	0.0	13.5	0.0	14.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.8	0.0	0.0	4.8	0.0	13.5	0.0	14.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	3	0	2	0	3	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3209: 87/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	5:00-6:00PM						
Base Vol:	0	125	0	0	377	0	195	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	125	0	0	377	0	195	0	159	0	0	0
Added Vol:	0	0	0	0	0	0	11	0	0	0	0	0
PasserByVol:	0	42	0	0	91	0	83	0	26	0	0	0
Initial Fut:	0	167	0	0	468	0	289	0	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	167	0	0	468	0	289	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	167	0	0	468	0	289	0	185	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	167	0	0	468	0	289	0	185	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0

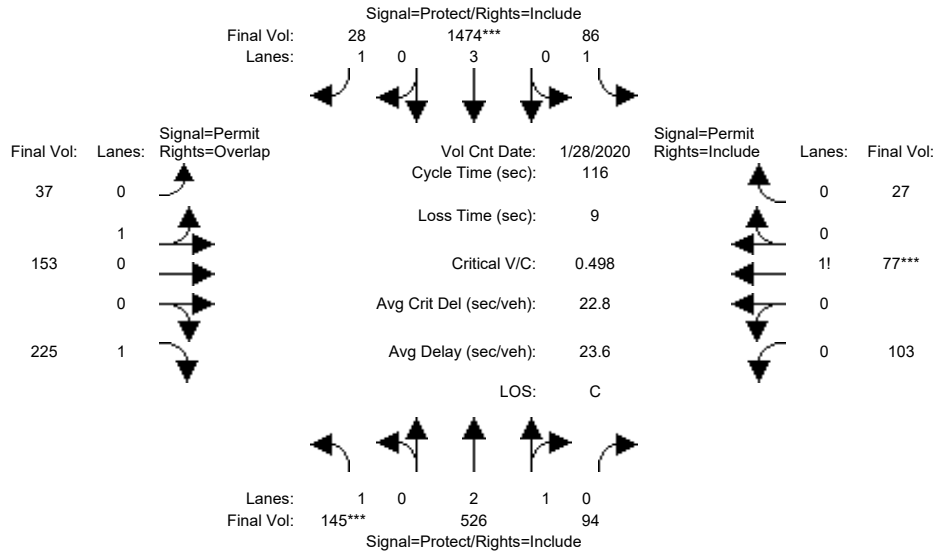
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.25	0.00	0.09	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	26.6	0.0	0.0	26.6	0.0	11.4	0.0	11.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.15	0.00	0.00	0.41	0.00	0.35	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	3.8	0.0	0.0	4.8	0.0	13.6	0.0	14.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.8	0.0	0.0	4.8	0.0	13.6	0.0	14.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	3	0	2	0	3	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	145	526	94	86	1474	28	37	153	225	103	77	27
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:	145	526	94	86	1474	28	37	153	225	103	77	27
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:	145	526	94	86	1474	28	37	153	225	103	77	27
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:	145	526	94	86	1474	28	37	153	225	103	77	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	526	94	86	1474	28	37	153	225	103	77	27
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:	145	526	94	86	1474	28	37	153	225	103	77	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.53	0.47	1.00	3.00	1.00	0.19	0.81	1.00	0.50	0.37	0.13
Final Sat.:	1750	4750	849	1750	5700	1750	351	1449	1750	871	651	228

Capacity Analysis Module:

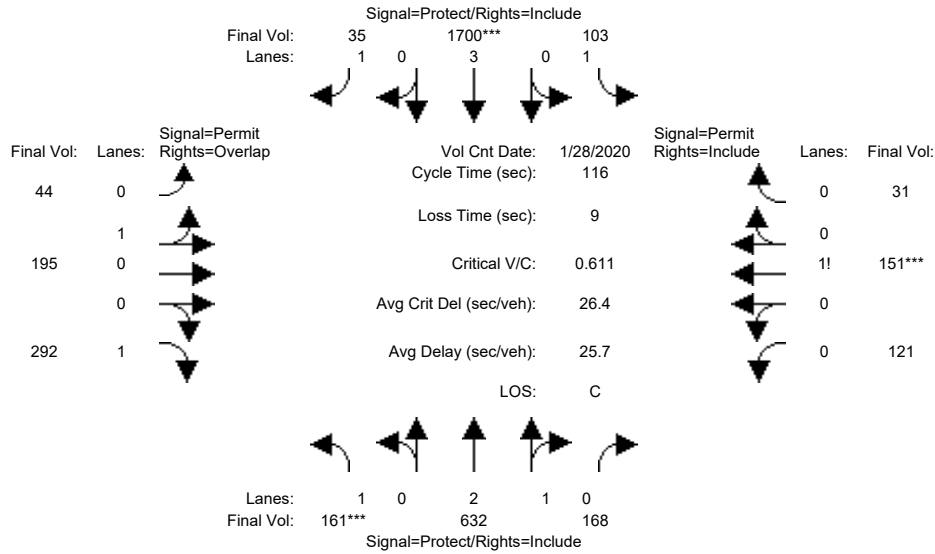
Vol/Sat:	0.08	0.11	0.11	0.05	0.26	0.02	0.11	0.11	0.13	0.12	0.12	0.12
Crit Moves:	****				****						****	
Green Time:	19.3	51.4	51.4	28.0	60.2	60.2	27.5	27.5	46.8	27.5	27.5	27.5
Volume/Cap:	0.50	0.25	0.25	0.20	0.50	0.03	0.44	0.44	0.32	0.50	0.50	0.50
Delay/Veh:	45.3	20.3	20.3	35.3	18.2	13.7	38.5	38.5	23.9	39.2	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	20.3	20.3	35.3	18.2	13.7	38.5	38.5	23.9	39.2	39.2	39.2
LOS by Move:	D	C+	C+	D+	B-	B	D+	D+	C	D	D	D
HCM2kAvgQ:	5	4	4	2	11	0	6	6	6	7	7	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	145	526	94	86	1474	28	37	153	225	103	77	27
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:	145	526	94	86	1474	28	37	153	225	103	77	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	16	106	74	17	226	7	7	42	67	18	74	4
Initial Fut:	161	632	168	103	1700	35	44	195	292	121	151	31
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:	161	632	168	103	1700	35	44	195	292	121	151	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	632	168	103	1700	35	44	195	292	121	151	31
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:	161	632	168	103	1700	35	44	195	292	121	151	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.35	0.65	1.00	3.00	1.00	0.18	0.82	1.00	0.40	0.50	0.10
Final Sat.:	1750	4422	1176	1750	5700	1750	331	1469	1750	699	872	179

Capacity Analysis Module:

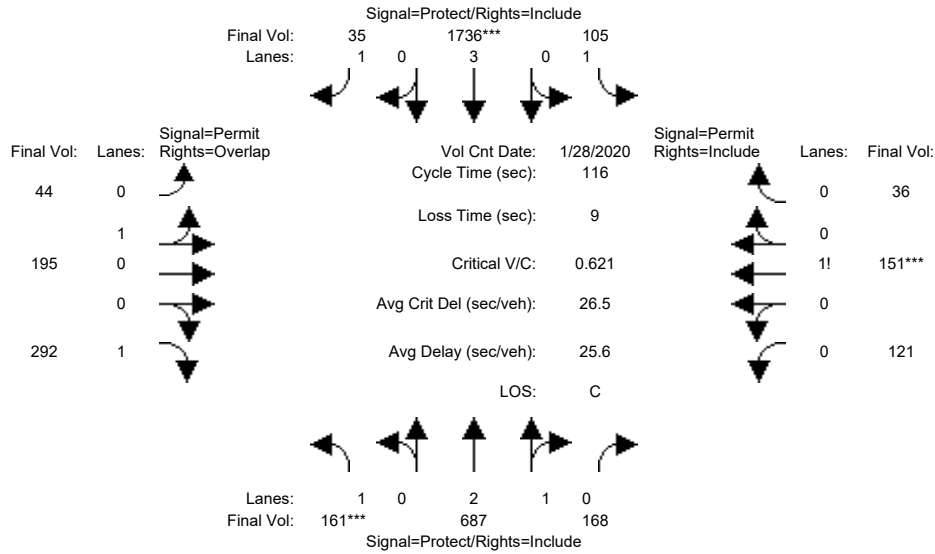
Vol/Sat:	0.09	0.14	0.14	0.06	0.30	0.02	0.13	0.13	0.17	0.17	0.17	0.17
Crit Moves:	****				****							****
Green Time:	17.5	52.1	52.1	22.0	56.6	56.6	32.9	32.9	50.4	32.9	32.9	32.9
Volume/Cap:	0.61	0.32	0.32	0.31	0.61	0.04	0.47	0.47	0.38	0.61	0.61	0.61
Delay/Veh:	50.2	20.6	20.6	41.0	22.0	15.5	35.0	35.0	22.6	38.2	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	20.6	20.6	41.0	22.0	15.5	35.0	35.0	22.6	38.2	38.2	38.2
LOS by Move:	D	C+	C+	D	C+	B	D+	D+	C+	D+	D+	D+
HCM2kAvgQ:	6	6	6	3	14	1	8	8	8	10	10	10

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3266: AUZERAIS/BIRD [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	145	526	94	86	1474	28	37	153	225	103	77	27
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:	145	526	94	86	1474	28	37	153	225	103	77	27
Added Vol:	0	55	0	2	36	0	0	0	0	0	0	5
PasserByVol:	16	106	74	17	226	7	7	42	67	18	74	4
Initial Fut:	161	687	168	105	1736	35	44	195	292	121	151	36
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:	161	687	168	105	1736	35	44	195	292	121	151	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	687	168	105	1736	35	44	195	292	121	151	36
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:	161	687	168	105	1736	35	44	195	292	121	151	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.39	0.61	1.00	3.00	1.00	0.18	0.82	1.00	0.39	0.49	0.12
Final Sat.:	1750	4498	1100	1750	5700	1750	331	1469	1750	688	858	205

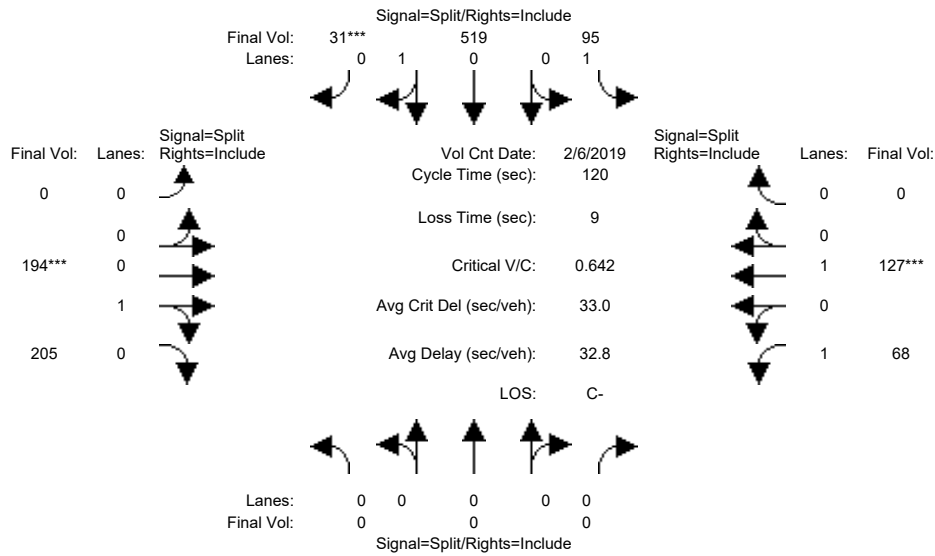
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.06	0.30	0.02	0.13	0.13	0.17	0.18	0.18	0.18
Crit Moves:	****				****						****	
Green Time:	17.2	53.1	53.1	21.0	56.9	56.9	32.9	32.9	50.1	32.9	32.9	32.9
Volume/Cap:	0.62	0.33	0.33	0.33	0.62	0.04	0.47	0.47	0.39	0.62	0.62	0.62
Delay/Veh:	50.9	20.2	20.2	42.0	22.1	15.4	35.0	35.0	22.8	38.5	38.5	38.5
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:	50.9	20.2	20.2	42.0	22.1	15.4	35.0	35.0	22.8	38.5	38.5	38.5
LOS by Move:	D	C+	C+	D	C+	B	D+	D+	C+	D+	D+	D+
HCM2kAvgQ:	6	6	6	3	14	1	8	8	8	10	10	10

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	0	0	0	95	519	31	0	194	205	68	127	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	519	31	0	194	205	68	127	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	519	31	0	194	205	68	127	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	519	31	0	194	205	68	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	519	31	0	194	205	68	127	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	519	31	0	194	205	68	127	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.94	0.06	0.00	0.49	0.51	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1699	101	0	875	925	1750	1900	0

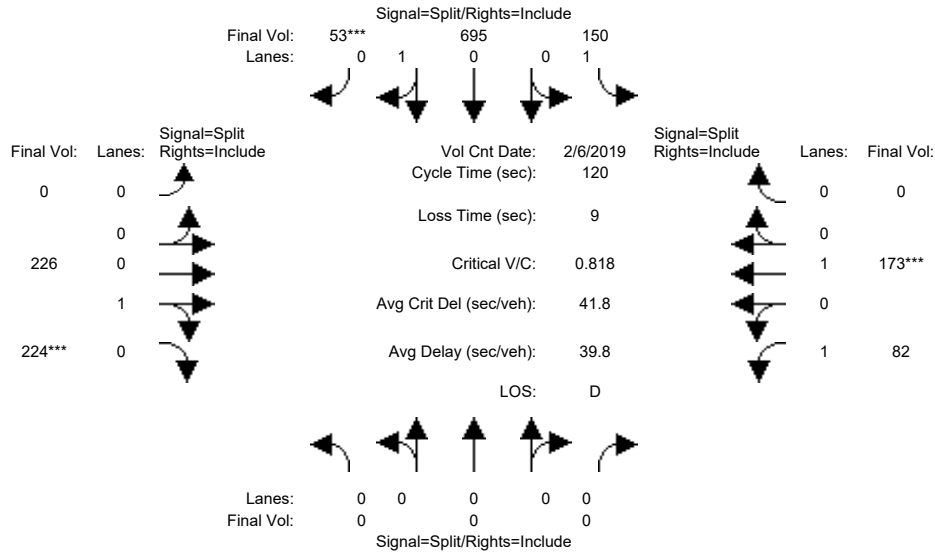
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.31	0.31	0.00	0.22	0.22	0.04	0.07	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	57.1	57.1	57.1	0.0	41.4	41.4	12.5	12.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.64	0.64	0.00	0.64	0.64	0.37	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	25.4	25.4	0.0	35.4	35.4	51.4	58.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	25.4	25.4	0.0	35.4	35.4	51.4	58.6	0.0
LOS by Move:	A	A	A	B	C	C	A	D+	D+	D-	E+	A
HCM2kAvgQ:	0	0	0	2	16	16	0	13	13	2	5	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	5:00-6:00PM
Base Vol:	0	0	0	95	519	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	519	31
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	55	176	22
Initial Fut:	0	0	0	150	695	53
User Adj:	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
PHF Volume:	0	0	0	150	695	53
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	695	53
PCE Adj:	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
FinalVolume:	0	0	0	150	695	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.93	0.07	0.00	0.50	0.50	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1672	128	0	904	896	1750	1900	0

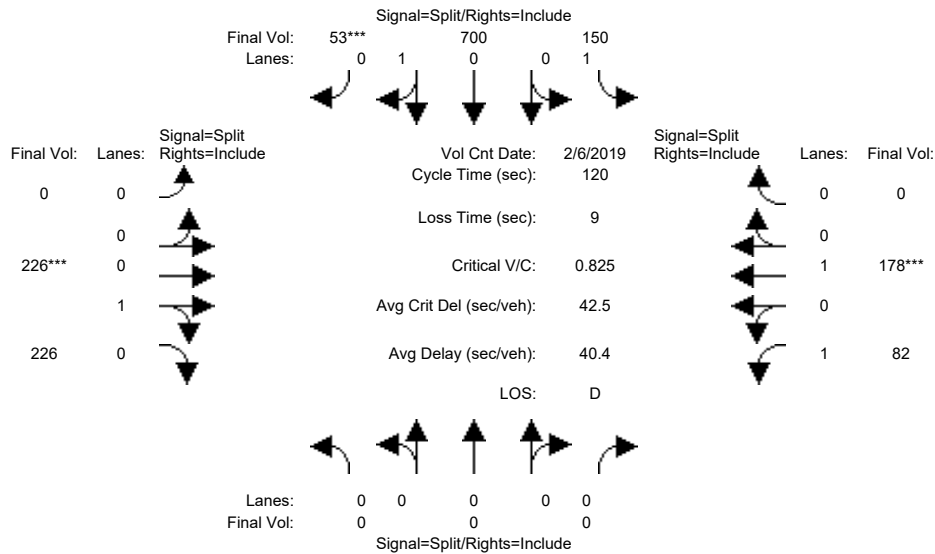
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.42	0.42	0.00	0.25	0.25	0.05	0.09	0.00
Crit Moves:						****			****		****	
Green Time:	0.0	0.0	0.0	61.0	61.0	61.0	0.0	36.7	36.7	13.4	13.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.82	0.82	0.00	0.82	0.82	0.42	0.82	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	30.7	30.7	0.0	47.9	47.9	51.2	73.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.0	30.7	30.7	0.0	47.9	47.9	51.2	73.6	0.0
LOS by Move:	A	A	A	B	C	C	A	D	D	D-	E	A
HCM2kAvgQ:	0	0	0	3	25	25	0	17	17	3	7	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	0	0	0	95	519	31	0	194	205	68	127	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	519	31	0	194	205	68	127	0
Added Vol:	0	0	0	0	5	0	0	0	2	0	5	0
PasserByVol:	0	0	0	55	176	22	0	32	19	14	46	0
Initial Fut:	0	0	0	150	700	53	0	226	226	82	178	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	700	53	0	226	226	82	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	700	53	0	226	226	82	178	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	700	53	0	226	226	82	178	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.93	0.07	0.00	0.50	0.50	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1673	127	0	900	900	1750	1900	0

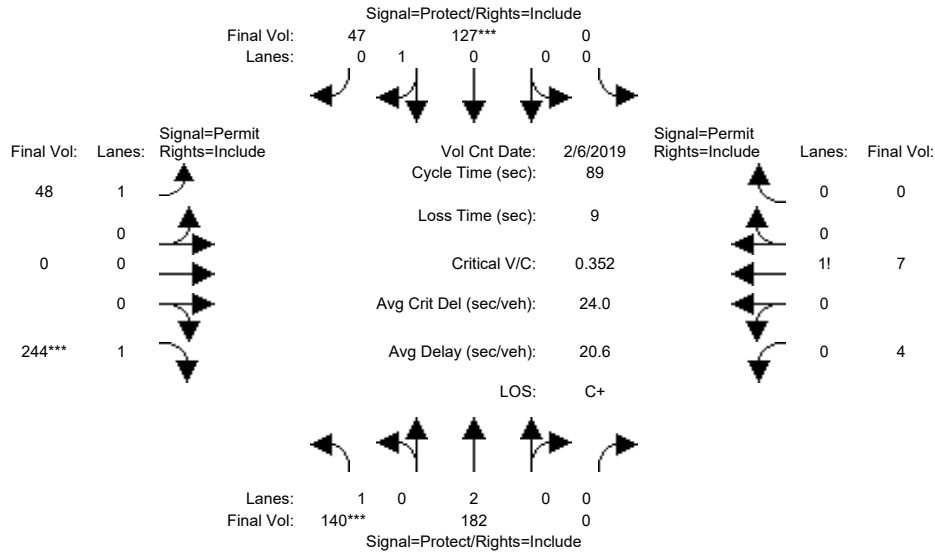
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.42	0.42	0.00	0.25	0.25	0.05	0.09	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	60.8	60.8	60.8	0.0	36.5	36.5	13.6	13.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.83	0.83	0.00	0.83	0.83	0.41	0.83	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	31.3	31.3	0.0	48.7	48.7	50.9	74.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.0	31.3	31.3	0.0	48.7	48.7	50.9	74.1	0.0
LOS by Move:	A	A	A	B	C	C	A	D	D	D	E	A
HCM2kAvgQ:	0	0	0	3	25	25	0	17	17	3	7	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	6 Feb 2019	<<	5:00-6:00PM
Base Vol:	140	182	0	0	127	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	182	0	0	127	47
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	140	182	0	0	127	47
User Adj:	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
PHF Volume:	140	182	0	0	127	47
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	140	182	0	0	127	47
PCE Adj:	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
Final Volume:	140	182	0	0	127	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	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	0.73	0.27	1.00	0.00	1.00	0.36	0.64	0.00
Final Sat.:	1750	3800	0	0	1314	486	1750	0	1750	655	1145	0

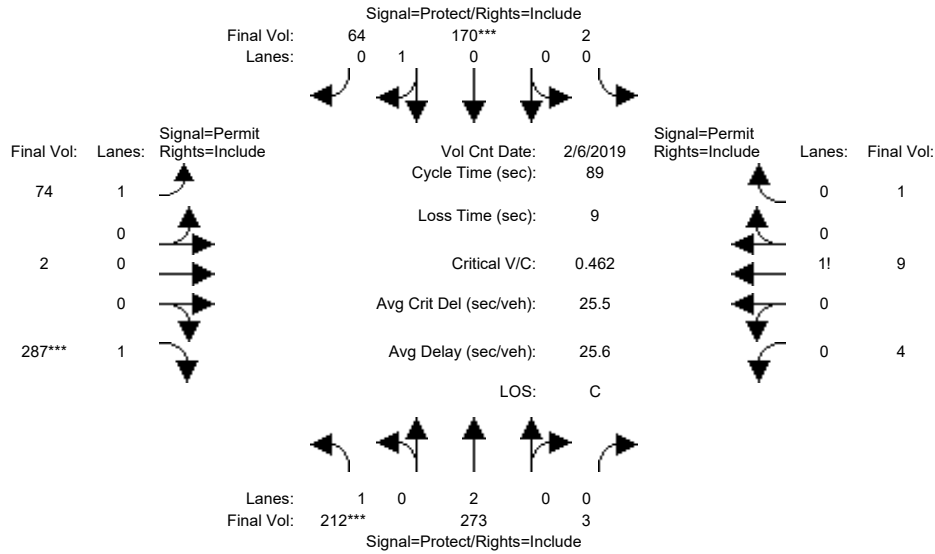
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.00	0.00	0.10	0.10	0.03	0.00	0.14	0.01	0.01	0.00
Crit Moves:	****				****				****			
Green Time:	20.2	44.7	0.0	0.0	24.5	24.5	35.3	0.0	35.3	35.3	35.3	0.0
Volume/Cap:	0.35	0.10	0.00	0.00	0.35	0.35	0.07	0.00	0.35	0.02	0.02	0.00
Delay/Veh:	29.4	11.6	0.0	0.0	26.3	26.3	16.7	0.0	19.1	16.3	16.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	11.6	0.0	0.0	26.3	26.3	16.7	0.0	19.1	16.3	16.3	0.0
LOS by Move:	C	B+	A	A	C	C	B	A	B-	B	B	A
HCM2kAvqQ:	3	1	0	0	4	4	1	0	5	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	140	182	0	0	127	47	48	0	244	4	7	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	182	0	0	127	47	48	0	244	4	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	72	91	3	2	43	17	26	2	43	0	2	1
Initial Fut:	212	273	3	2	170	64	74	2	287	4	9	1
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:	212	273	3	2	170	64	74	2	287	4	9	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	273	3	2	170	64	74	2	287	4	9	1
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
Final Volume:	212	273	3	2	170	64	74	2	287	4	9	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	0.01	0.72	0.27	0.97	0.03	1.00	0.29	0.64	0.07
Final Sat.:	1750	3660	40	15	1261	475	1753	47	1800	500	1125	125

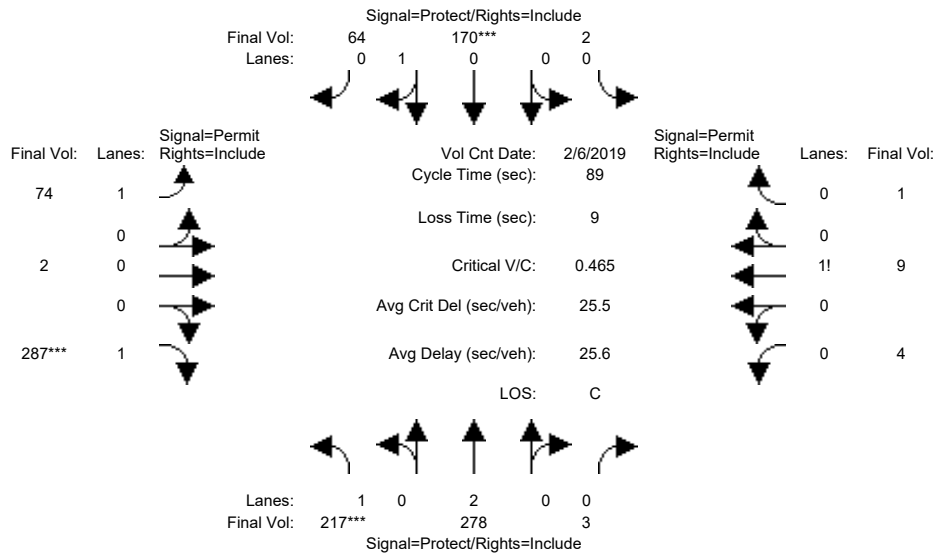
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.13	0.13	0.13	0.04	0.04	0.16	0.01	0.01	0.01
Crit Moves:	****				****				****			
Green Time:	23.3	22.4	22.4	26.9	26.0	26.0	30.7	30.7	30.7	30.7	30.7	30.7
Volume/Cap:	0.46	0.30	0.30	0.45	0.46	0.46	0.12	0.12	0.46	0.02	0.02	0.02
Delay/Veh:	28.3	27.1	27.1	25.7	26.5	26.5	20.0	20.0	23.1	19.3	19.3	19.3
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:	28.3	27.1	27.1	25.7	26.5	26.5	20.0	20.0	23.1	19.3	19.3	19.3
LOS by Move:	C	C	C	C	C	C	B-	B-	C	B-	B-	B-
HCM2kAvgQ:	5	3	3	5	6	6	1	1	6	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	140	182	0	0	127	47	48	0	244	4	7	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	182	0	0	127	47	48	0	244	4	7	0
Added Vol:	5	5	0	0	0	0	0	0	0	0	0	0
PasserByVol:	72	91	3	2	43	17	26	2	43	0	2	1
Initial Fut:	217	278	3	2	170	64	74	2	287	4	9	1
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:	217	278	3	2	170	64	74	2	287	4	9	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	278	3	2	170	64	74	2	287	4	9	1
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
Final Volume:	217	278	3	2	170	64	74	2	287	4	9	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	0.01	0.72	0.27	0.97	0.03	1.00	0.29	0.64	0.07
Final Sat.:	1750	3660	40	15	1261	475	1753	47	1800	500	1125	125

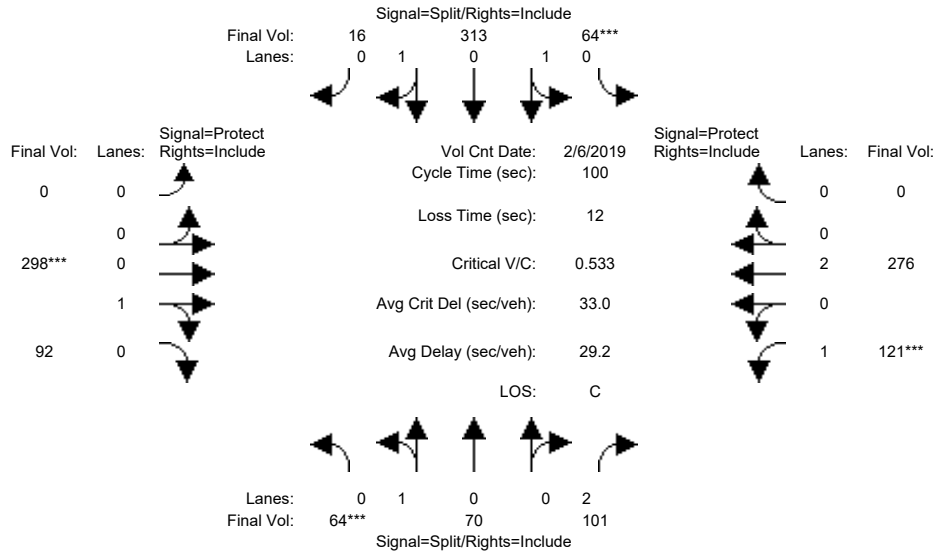
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.13	0.13	0.13	0.04	0.04	0.16	0.01	0.01	0.01
Crit Moves:	****				****				****			
Green Time:	23.7	22.5	22.5	27.0	25.8	25.8	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.47	0.30	0.30	0.44	0.47	0.47	0.12	0.12	0.47	0.02	0.02	0.02
Delay/Veh:	28.1	27.1	27.1	25.6	26.6	26.6	20.1	20.1	23.3	19.4	19.4	19.4
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:	28.1	27.1	27.1	25.6	26.6	26.6	20.1	20.1	23.3	19.4	19.4	19.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	B-	B-	B-
HCM2kAvgQ:	5	3	3	5	6	6	1	1	6	0	0	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3445: DELMAS/PARK *



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM

Base Vol:	64	70	101	64	313	16	0	298	92	121	276	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	70	101	64	313	16	0	298	92	121	276	0
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:	64	70	101	64	313	16	0	298	92	121	276	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	70	101	64	313	16	0	298	92	121	276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	70	101	64	313	16	0	298	92	121	276	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	70	101	64	313	16	0	298	92	121	276	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.48	0.52	2.00	0.33	1.59	0.08	0.00	0.76	0.24	1.00	2.00	0.00
Final Sat.:	860	940	3150	586	2867	147	0	1375	425	1750	3800	0

Capacity Analysis Module:

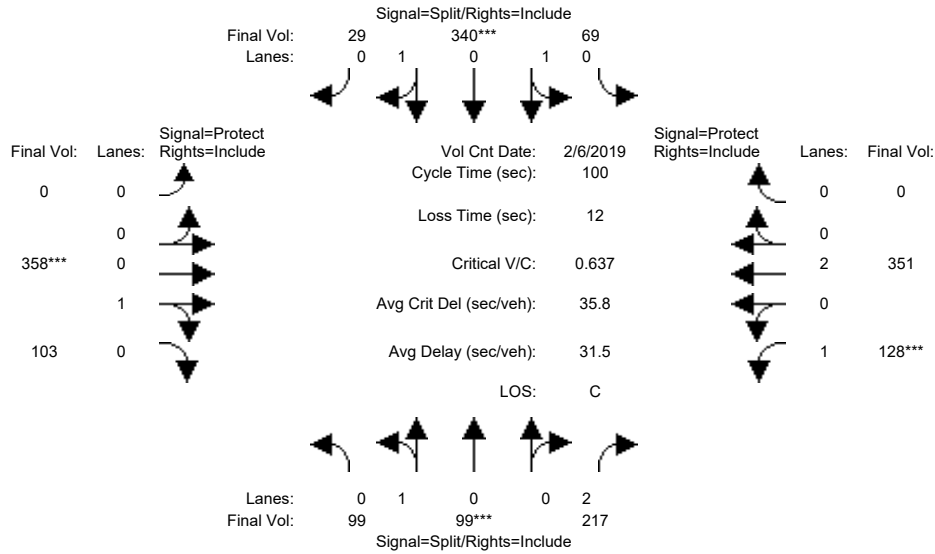
Vol/Sat:	0.07	0.07	0.03	0.11	0.11	0.11	0.00	0.22	0.22	0.07	0.07	0.00
Crit Moves:	****			****			****			****		
Green Time:	14.0	14.0	14.0	20.5	20.5	20.5	0.0	40.6	40.6	13.0	53.6	0.0
Volume/Cap:	0.53	0.53	0.23	0.53	0.53	0.53	0.00	0.53	0.53	0.53	0.14	0.00
Delay/Veh:	42.2	42.2	38.5	36.3	36.3	36.3	0.0	23.3	23.3	43.1	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	42.2	38.5	36.3	36.3	36.3	0.0	23.3	23.3	43.1	11.6	0.0
LOS by Move:	D	D	D+	D+	D+	D+	A	C	C	D	B+	A
HCM2kAvgQ:	4	4	2	6	6	6	0	9	9	4	2	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3445: DELMAS/PARK *



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM

Base Vol:	64	70	101	64	313	16	0	298	92	121	276	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	70	101	64	313	16	0	298	92	121	276	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	35	29	116	5	27	13	0	60	11	7	75	0
Initial Fut:	99	99	217	69	340	29	0	358	103	128	351	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	99	217	69	340	29	0	358	103	128	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	99	217	69	340	29	0	358	103	128	351	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	99	217	69	340	29	0	358	103	128	351	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.50	0.50	2.00	0.32	1.55	0.13	0.00	0.78	0.22	1.00	2.00	0.00
Final Sat.:	900	900	3150	567	2795	238	0	1398	402	1750	3800	0

Capacity Analysis Module:

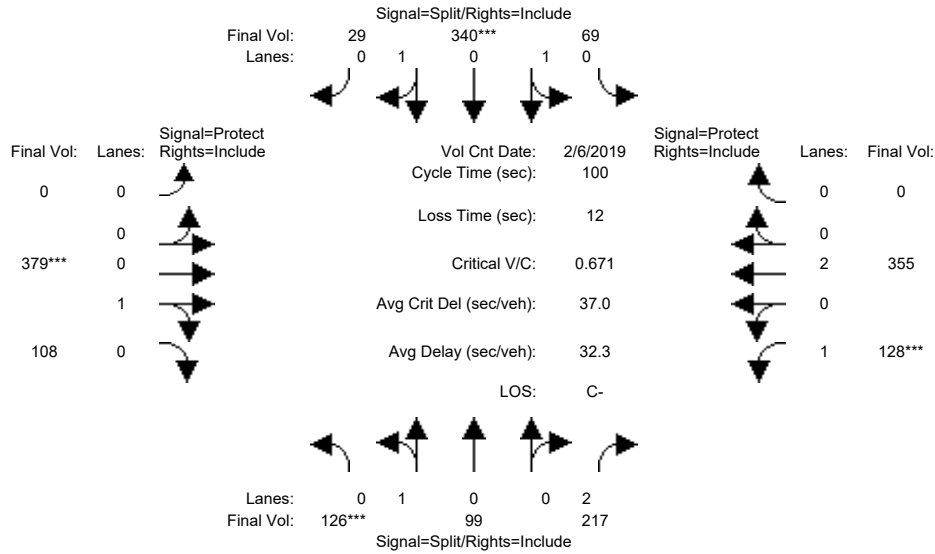
Vol/Sat:	0.11	0.11	0.07	0.12	0.12	0.12	0.00	0.26	0.26	0.07	0.09	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.3	17.3	17.3	19.1	19.1	19.1	0.0	40.2	40.2	11.5	51.7	0.0
Volume/Cap:	0.64	0.64	0.40	0.64	0.64	0.64	0.00	0.64	0.64	0.64	0.18	0.00
Delay/Veh:	42.8	42.8	37.2	39.3	39.3	39.3	0.0	26.0	26.0	48.9	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.8	37.2	39.3	39.3	39.3	0.0	26.0	26.0	48.9	12.9	0.0
LOS by Move:	D	D	D+	D	D	D	A	C	C	D	B	A
HCM2kAvgQ:	6	6	3	7	7	7	0	12	12	4	3	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3445: DELMAS/PARK *



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM

Base Vol:	64	70	101	64	313	16	0	298	92	121	276	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	70	101	64	313	16	0	298	92	121	276	0
Added Vol:	27	0	0	0	0	0	0	21	5	0	4	0
PasserByVol:	35	29	116	5	27	13	0	60	11	7	75	0
Initial Fut:	126	99	217	69	340	29	0	379	108	128	355	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	99	217	69	340	29	0	379	108	128	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	99	217	69	340	29	0	379	108	128	355	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	99	217	69	340	29	0	379	108	128	355	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.56	0.44	2.00	0.32	1.55	0.13	0.00	0.78	0.22	1.00	2.00	0.00
Final Sat.:	1008	792	3150	567	2795	238	0	1401	399	1750	3800	0

Capacity Analysis Module:

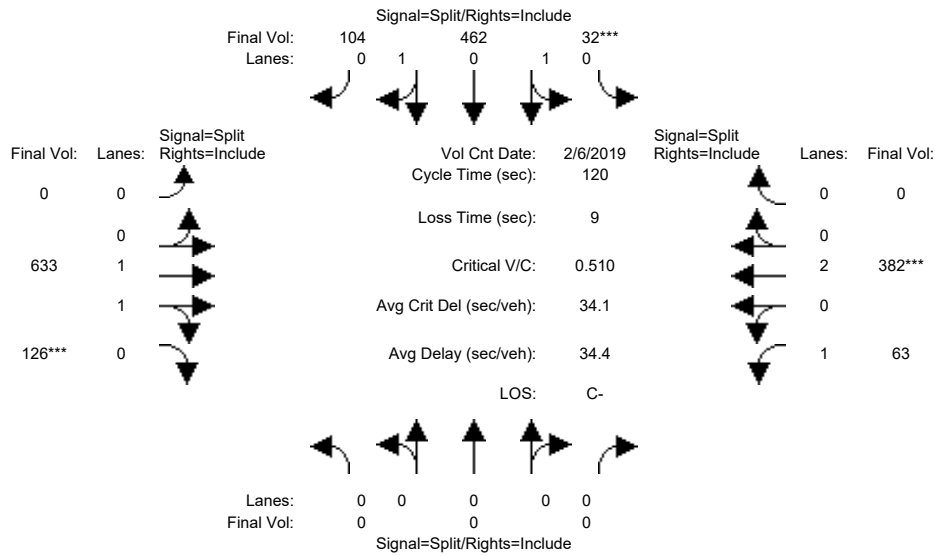
Vol/Sat:	0.13	0.13	0.07	0.12	0.12	0.12	0.00	0.27	0.27	0.07	0.09	0.00
Crit Moves:	****			****			****			****		
Green Time:	18.6	18.6	18.6	18.1	18.1	18.1	0.0	40.3	40.3	10.9	51.2	0.0
Volume/Cap:	0.67	0.67	0.37	0.67	0.67	0.67	0.00	0.67	0.67	0.67	0.18	0.00
Delay/Veh:	43.0	43.0	35.9	40.9	40.9	40.9	0.0	26.9	26.9	51.8	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	43.0	35.9	40.9	40.9	40.9	0.0	26.9	26.9	51.8	13.2	0.0
LOS by Move:	D	D	D+	D	D	D	A	C	C	D-	B	A
HCM2kAvgQ:	7	7	3	7	7	7	0	13	13	4	3	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Feb 2019 << 5:00-6:00PM

Base Vol:	0	0	0	32	462	104	0	633	126	63	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	462	104	0	633	126	63	382	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	462	104	0	633	126	63	382	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	462	104	0	633	126	63	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	462	104	0	633	126	63	382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	462	104	0	633	126	63	382	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.11	1.54	0.35	0.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	0	0	0	193	2781	626	0	3085	614	1750	3800	0

Capacity Analysis Module:

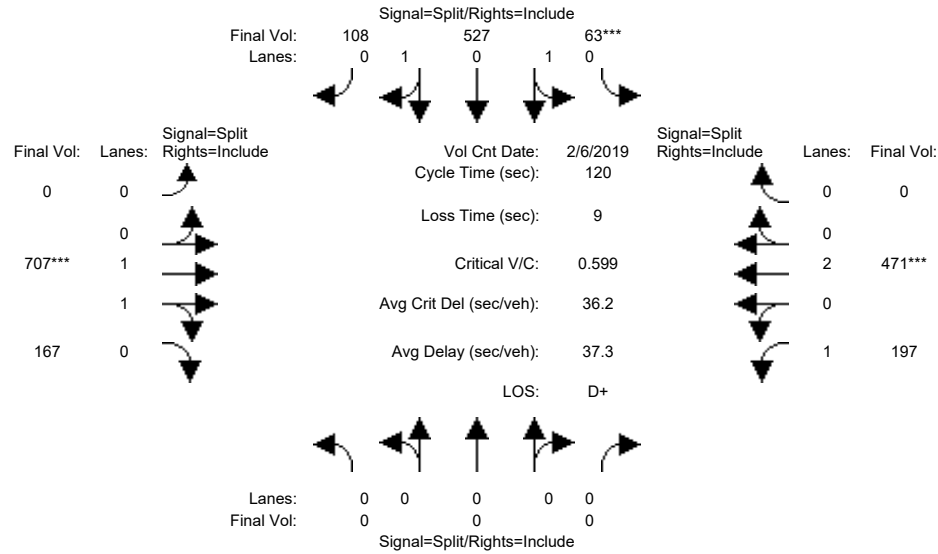
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.21	0.21	0.04	0.10	0.00
Crit Moves:				****					****		****	
Green Time:	0.0	0.0	0.0	39.1	39.1	39.1	0.0	48.3	48.3	23.7	23.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.51	0.00	0.51	0.51	0.18	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	34.3	34.3	34.3	0.0	28.2	28.2	41.3	45.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.3	34.3	34.3	0.0	28.2	28.2	41.3	45.5	0.0
LOS by Move:	A	A	A	C-	C-	C-	A	C	C	D	D	A
HCM2kAvqQ:	0	0	0	9	9	9	0	11	11	2	6	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	0	0	0	32	462	104	0	633	126	63	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	462	104	0	633	126	63	382	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	31	65	4	0	74	41	134	89	0
Initial Fut:	0	0	0	63	527	108	0	707	167	197	471	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	527	108	0	707	167	197	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	527	108	0	707	167	197	471	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	527	108	0	707	167	197	471	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	1.51	0.31	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	325	2718	557	0	2992	707	1750	3800	0

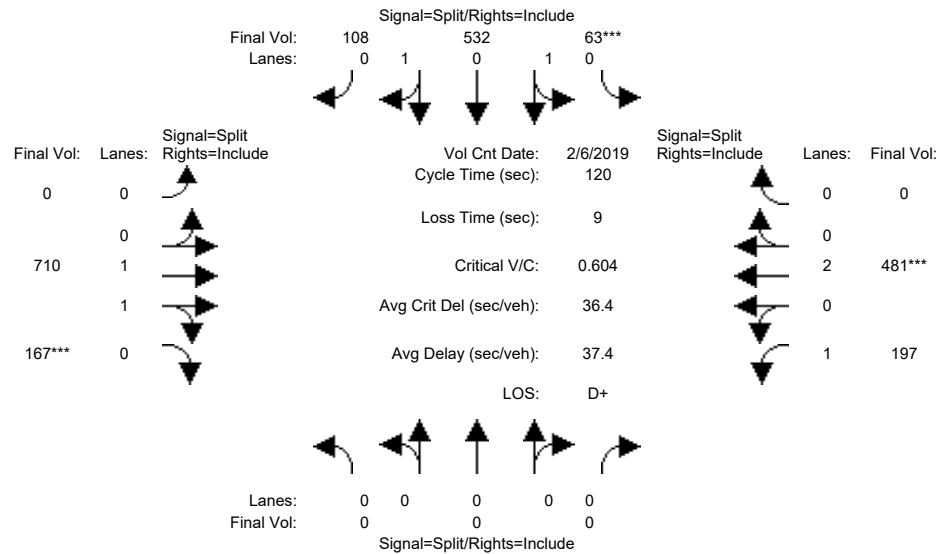
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.24	0.24	0.11	0.12	0.00
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	38.8	38.8	38.8	0.0	47.3	47.3	24.8	24.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.60	0.54	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	36.3	36.3	36.3	0.0	30.6	30.6	48.3	46.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.3	36.3	36.3	0.0	30.6	30.6	48.3	46.4	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	11	11	11	0	13	13	7	8	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Feb 2019	<<	5:00-6:00PM						
Base Vol:	0	0	0	32	462	104	0	633	126	63	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	462	104	0	633	126	63	382	0
Added Vol:	0	0	0	0	5	0	0	3	0	0	10	0
PasserByVol:	0	0	0	31	65	4	0	74	41	134	89	0
Initial Fut:	0	0	0	63	532	108	0	710	167	197	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	532	108	0	710	167	197	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	532	108	0	710	167	197	481	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	532	108	0	710	167	197	481	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	1.51	0.31	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	323	2724	553	0	2995	704	1750	3800	0

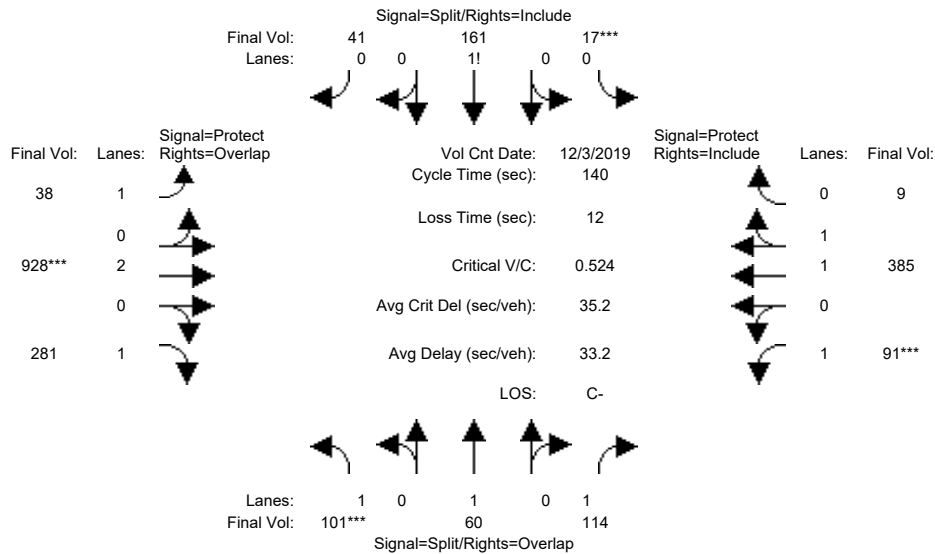
Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.00	0.24	0.24	0.11	0.13	0.00
Crit Moves:				****					****		****	
Green Time:	0.0	0.0	0.0	38.8	38.8	38.8	0.0	47.1	47.1	25.1	25.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.60	0.54	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	36.5	36.5	0.0	30.9	30.9	47.8	46.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	36.5	36.5	0.0	30.9	30.9	47.8	46.3	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	11	11	11	0	13	13	7	8	0

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	3 Dec 2019	<<							
Base Vol:	101	60	114	17	161	41	38	928	281	91	385	9
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:	101	60	114	17	161	41	38	928	281	91	385	9
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:	101	60	114	17	161	41	38	928	281	91	385	9
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:	101	60	114	17	161	41	38	928	281	91	385	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	60	114	17	161	41	38	928	281	91	385	9
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:	101	60	114	17	161	41	38	928	281	91	385	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.08	0.73	0.19	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1750	1900	1750	136	1287	328	1750	3800	1750	1750	3615	85

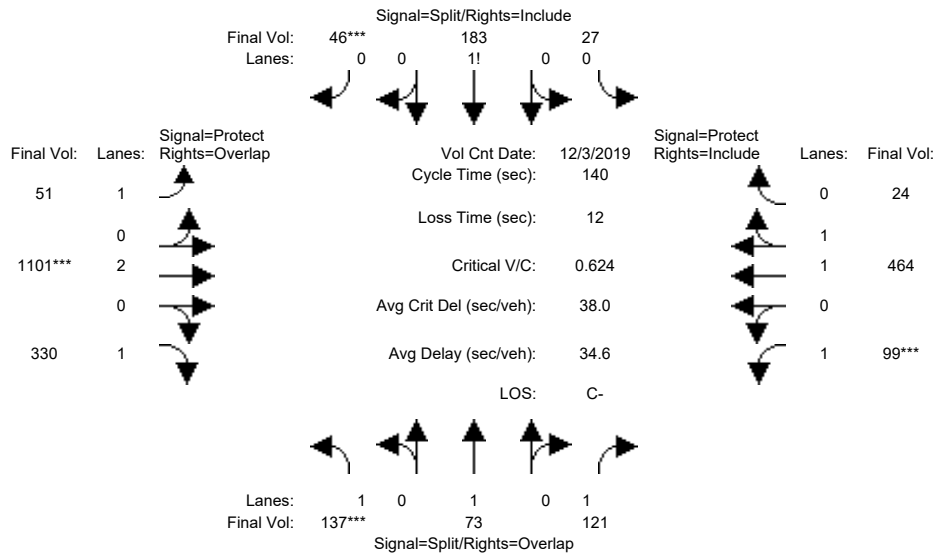
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.07	0.13	0.13	0.13	0.02	0.24	0.16	0.05	0.11	0.11
Crit Moves:	****			****				****		****		
Green Time:	15.4	15.4	29.3	33.4	33.4	33.4	25.3	65.2	80.7	13.9	53.9	53.9
Volume/Cap:	0.52	0.29	0.31	0.52	0.52	0.52	0.12	0.52	0.28	0.52	0.28	0.28
Delay/Veh:	61.4	58.0	47.3	47.6	47.6	47.6	48.2	26.7	15.1	62.8	29.8	29.8
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:	61.4	58.0	47.3	47.6	47.6	47.6	48.2	26.7	15.1	62.8	29.8	29.8
LOS by Move:	E	E+	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	5	3	5	9	9	9	1	14	6	5	6	6

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	101	60	114	17	161	41	38	928	281	91	385	9
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:	101	60	114	17	161	41	38	928	281	91	385	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	36	13	7	10	22	5	13	173	49	8	79	15
Initial Fut:	137	73	121	27	183	46	51	1101	330	99	464	24
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:	137	73	121	27	183	46	51	1101	330	99	464	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	73	121	27	183	46	51	1101	330	99	464	24
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:	137	73	121	27	183	46	51	1101	330	99	464	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.11	0.71	0.18	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1750	1900	1750	185	1251	314	1750	3800	1750	1750	3518	182

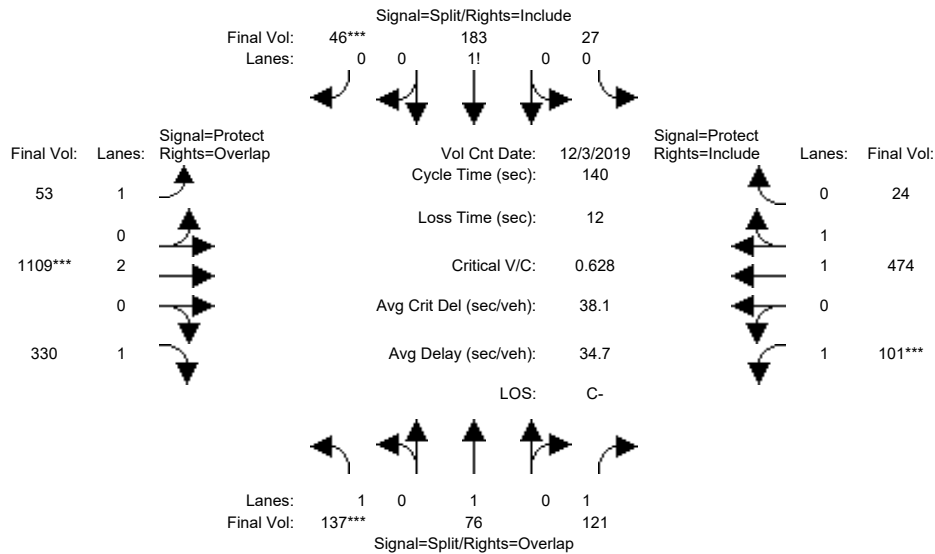
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.15	0.15	0.15	0.03	0.29	0.19	0.06	0.13	0.13
Crit Moves:	****					****		****		****		
Green Time:	17.6	17.6	30.2	32.8	32.8	32.8	21.3	65.0	82.5	12.7	56.3	56.3
Volume/Cap:	0.62	0.31	0.32	0.62	0.62	0.62	0.19	0.62	0.32	0.62	0.33	0.33
Delay/Veh:	63.6	56.4	46.7	51.1	51.1	51.1	52.1	29.0	14.7	68.9	28.9	28.9
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:	63.6	56.4	46.7	51.1	51.1	51.1	52.1	29.0	14.7	68.9	28.9	28.9
LOS by Move:	E	E+	D	D-	D-	D-	D-	C	B	E	C	C
HCM2kAvgQ:	7	3	5	11	11	11	2	18	8	5	7	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3653: LINCOLN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	101	60	114	17	161	41	38	928	281	91	385	9
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:	101	60	114	17	161	41	38	928	281	91	385	9
Added Vol:	0	3	0	0	0	0	2	8	0	2	10	0
PasserByVol:	36	13	7	10	22	5	13	173	49	8	79	15
Initial Fut:	137	76	121	27	183	46	53	1109	330	101	474	24
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:	137	76	121	27	183	46	53	1109	330	101	474	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	76	121	27	183	46	53	1109	330	101	474	24
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:	137	76	121	27	183	46	53	1109	330	101	474	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.11	0.71	0.18	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1750	1900	1750	185	1251	314	1750	3800	1750	1750	3522	178

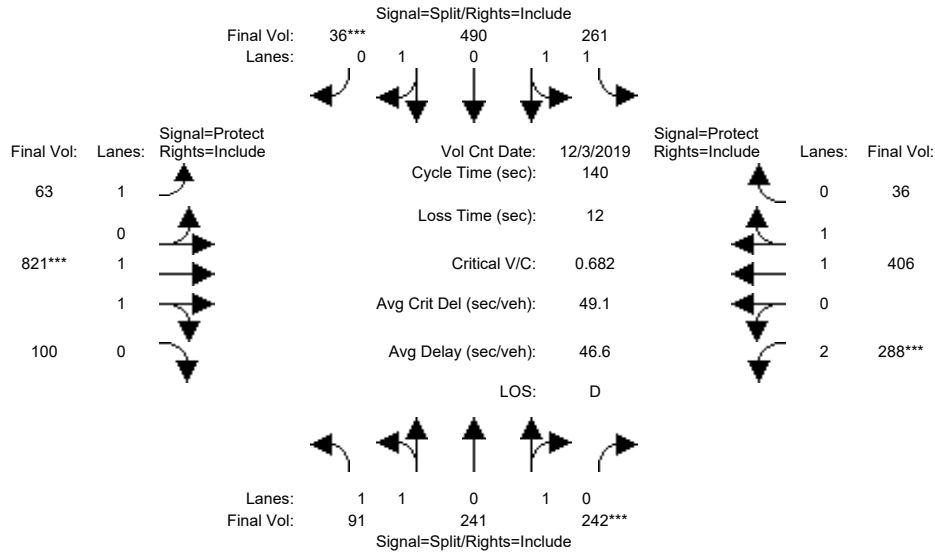
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.15	0.15	0.15	0.03	0.29	0.19	0.06	0.13	0.13
Crit Moves:	****					****		****		****		
Green Time:	17.5	17.5	30.3	32.6	32.6	32.6	21.1	65.1	82.5	12.9	56.8	56.8
Volume/Cap:	0.63	0.32	0.32	0.63	0.63	0.63	0.20	0.63	0.32	0.63	0.33	0.33
Delay/Veh:	63.9	56.7	46.6	51.3	51.3	51.3	52.4	29.0	14.7	68.9	28.7	28.7
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:	63.9	56.7	46.6	51.3	51.3	51.3	52.4	29.0	14.7	68.9	28.7	28.7
LOS by Move:	E	E+	D	D-	D-	D-	D-	C	B	E	C	C
HCM2kAvgQ:	7	3	5	11	11	11	2	18	8	6	7	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3693: MERIDIAN/SAN CARLOS [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	3 Dec 2019	<<							
Base Vol:	91	241	242	261	490	36	63	821	100	288	406	36
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:	91	241	242	261	490	36	63	821	100	288	406	36
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:	91	241	242	261	490	36	63	821	100	288	406	36
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:	91	241	242	261	490	36	63	821	100	288	406	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	241	242	261	490	36	63	821	100	288	406	36
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:	91	241	242	261	490	36	63	821	100	288	406	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.03	1.83	0.14	1.00	1.78	0.22	2.00	1.83	0.17
Final Sat.:	1750	1900	1750	1806	3391	249	1750	3298	402	3150	3398	301

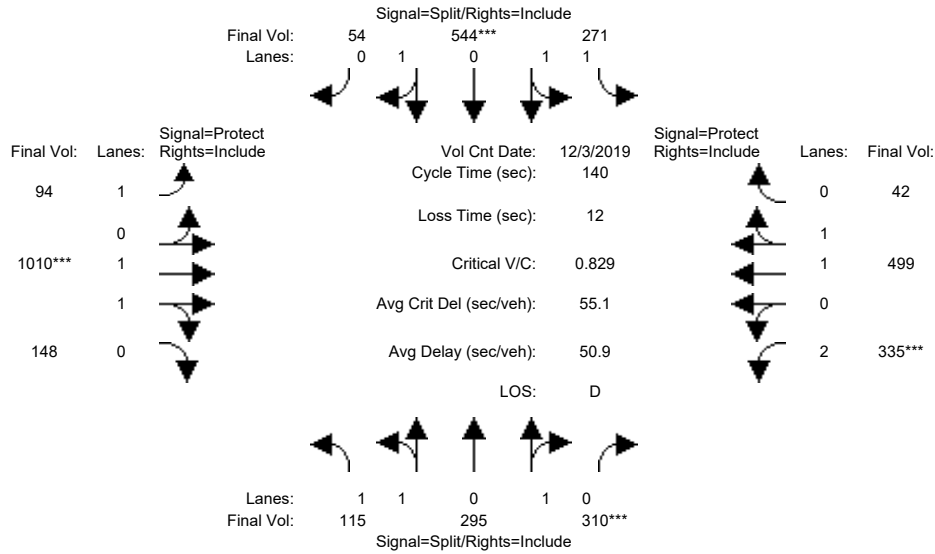
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.14	0.14	0.14	0.14	0.04	0.25	0.25	0.09	0.12	0.12
Crit Moves:			****			****		****		****		
Green Time:	28.4	28.4	28.4	29.7	29.7	29.7	20.6	51.1	51.1	18.8	49.3	49.3
Volume/Cap:	0.26	0.63	0.68	0.68	0.68	0.68	0.24	0.68	0.68	0.68	0.34	0.34
Delay/Veh:	47.0	52.3	53.9	52.5	52.5	52.5	53.3	39.0	39.0	62.3	33.5	33.5
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:	47.0	52.3	53.9	52.5	52.5	52.5	53.3	39.0	39.0	62.3	33.5	33.5
LOS by Move:	D	D-	D-	D-	D-	D-	D-	D+	D+	E	C-	C-
HCM2kAvgQ:	3	9	10	11	11	11	2	17	17	7	7	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3693: MERIDIAN/SAN CARLOS [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<

Base Vol:	91	241	242	261	490	36	63	821	100	288	406	36
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:	91	241	242	261	490	36	63	821	100	288	406	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	24	54	68	10	54	18	31	189	48	47	93	6
Initial Fut:	115	295	310	271	544	54	94	1010	148	335	499	42
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:	115	295	310	271	544	54	94	1010	148	335	499	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	295	310	271	544	54	94	1010	148	335	499	42
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:	115	295	310	271	544	54	94	1010	148	335	499	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.74	0.26	2.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	3366	334	1750	3227	473	3150	3413	287

Capacity Analysis Module:

Vol/Sat:	0.07	0.16	0.18	0.15	0.16	0.16	0.05	0.31	0.31	0.11	0.15	0.15
Crit Moves:			****		****			****		****		
Green Time:	29.9	29.9	29.9	27.3	27.3	27.3	19.0	52.8	52.8	18.0	51.8	51.8
Volume/Cap:	0.31	0.73	0.83	0.79	0.83	0.83	0.40	0.83	0.83	0.83	0.40	0.40
Delay/Veh:	46.4	54.0	59.3	57.8	59.8	59.8	56.3	43.8	43.8	72.9	32.7	32.7
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:	46.4	54.0	59.3	57.8	59.8	59.8	56.3	43.8	43.8	72.9	32.7	32.7
LOS by Move:	D	D-	E+	E+	E+	E+	E+	D	D	E	C-	C-
HCM2kAvgQ:	4	12	15	13	13	13	4	24	24	9	8	8

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3693: MERIDIAN/SAN CARLOS [Updated 08/14/2019]

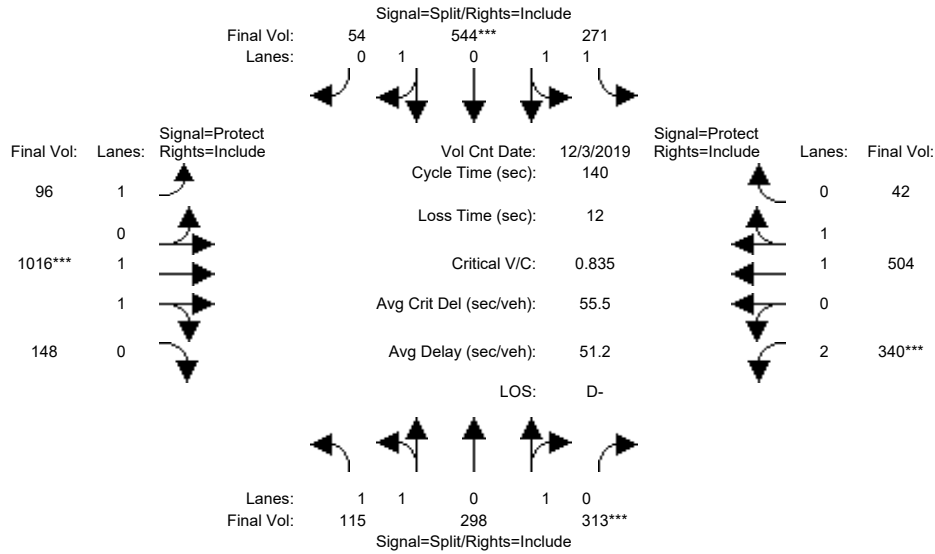


Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 columns for Movements (L, T, R). Rows include Min. Green and Y+R values.

Volume Module table with columns: Count, Date (3 Dec 2019), and 12 columns for volume data across different approaches and movements.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, and Final Sat. values for 12 different approaches/movements.

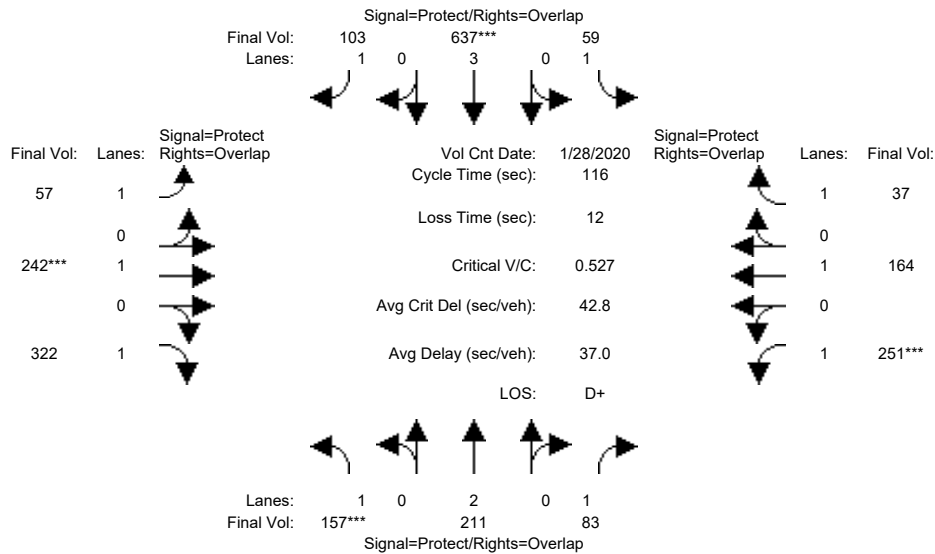
Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ values.

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

Diridon Modular Housing Residential 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		
	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

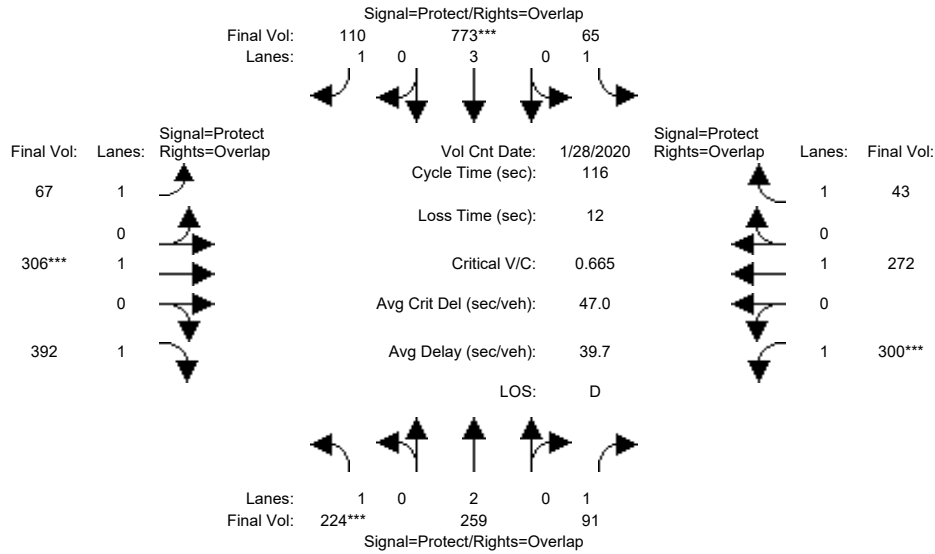
Vol/Sat:	0.09	0.06	0.05	0.03	0.11	0.06	0.03	0.13	0.18	0.14	0.09	0.02
Crit Moves:	****				****			****		****		
Green Time:	19.8	26.1	57.7	18.3	24.6	54.4	29.8	28.0	47.8	31.6	29.8	48.1
Volume/Cap:	0.53	0.25	0.10	0.21	0.53	0.13	0.13	0.53	0.45	0.53	0.34	0.05
Delay/Veh:	50.4	37.6	15.6	44.4	42.2	17.7	33.7	42.5	26.6	40.0	36.9	20.4
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:	50.4	37.6	15.6	44.4	42.2	17.7	33.7	42.5	26.6	40.0	36.9	20.4
LOS by Move:	D	D+	B	D	D	B	C-	D	C	D	D+	C+
HCM2kAvgQ:	6	3	2	2	7	2	2	7	9	8	5	1

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

Diridon Modular Housing Residential 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		
	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:	67	48	8	6	136	7	10	64	70	49	108	6
Initial Fut:	224	259	91	65	773	110	67	306	392	300	272	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:	224	259	91	65	773	110	67	306	392	300	272	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	259	91	65	773	110	67	306	392	300	272	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:	224	259	91	65	773	110	67	306	392	300	272	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

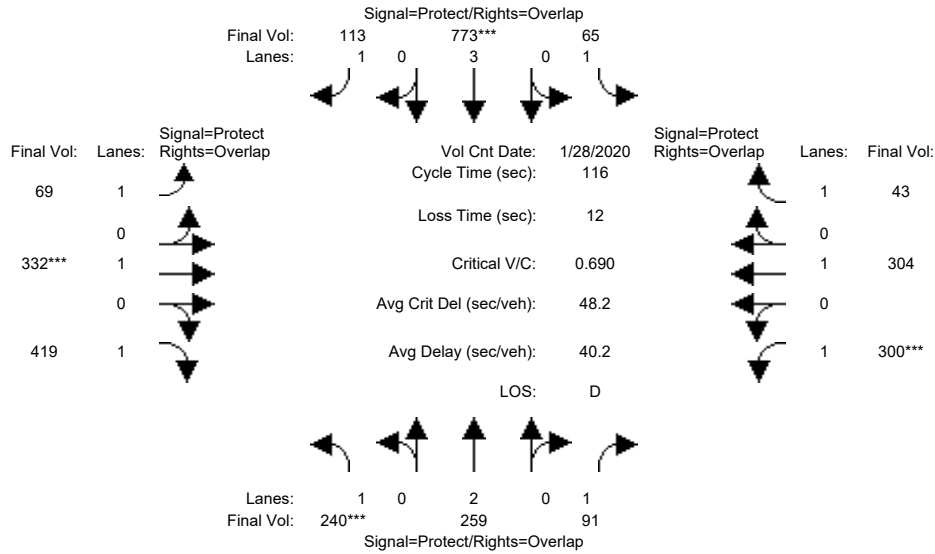
Vol/Sat:	0.13	0.07	0.05	0.04	0.14	0.06	0.04	0.16	0.22	0.17	0.14	0.02
Crit Moves:	****				****			****		****		
Green Time:	22.3	27.1	57.0	18.9	23.7	45.5	21.8	28.1	50.4	29.9	36.2	55.1
Volume/Cap:	0.66	0.29	0.11	0.23	0.66	0.16	0.20	0.66	0.52	0.66	0.46	0.05
Delay/Veh:	53.3	37.4	16.1	44.0	45.5	23.4	41.2	47.1	26.4	46.1	34.6	16.5
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:	53.3	37.4	16.1	44.0	45.5	23.4	41.2	47.1	26.4	46.1	34.6	16.5
LOS by Move:	D-	D+	B	D	D	C	D	D	C	D	C-	B
HCM2kAvgQ:	8	4	2	2	9	3	2	10	11	11	8	1

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

Diridon Modular Housing Residential 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		
	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:	16	0	0	0	0	3	2	26	27	0	32	0
PasserByVol:	67	48	8	6	136	7	10	64	70	49	108	6
Initial Fut:	240	259	91	65	773	113	69	332	419	300	304	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:	240	259	91	65	773	113	69	332	419	300	304	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	259	91	65	773	113	69	332	419	300	304	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:	240	259	91	65	773	113	69	332	419	300	304	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750

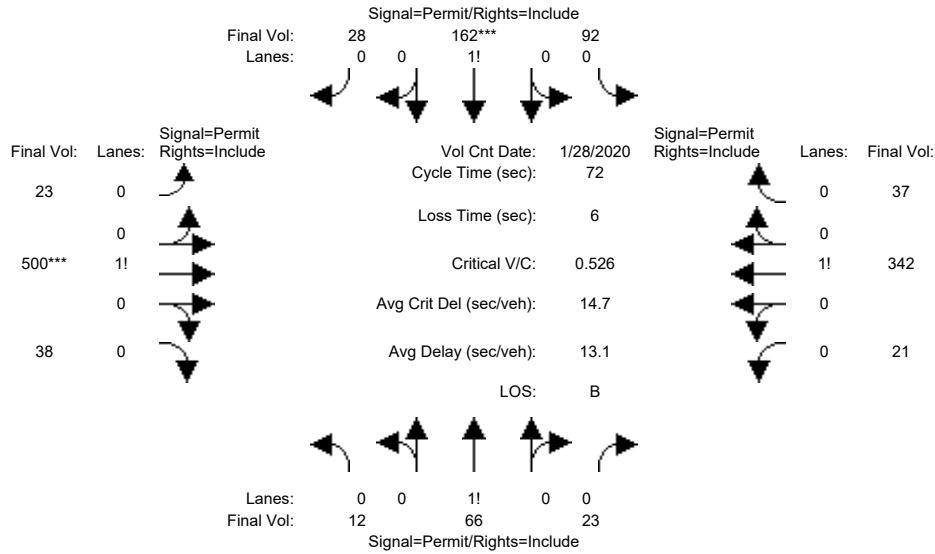
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.05	0.04	0.14	0.06	0.04	0.17	0.24	0.17	0.16	0.02
Crit Moves:	****				****			****		****		
Green Time:	23.0	27.0	55.8	18.9	22.8	43.2	20.4	29.4	52.4	28.8	37.8	56.7
Volume/Cap:	0.69	0.29	0.11	0.23	0.69	0.17	0.22	0.69	0.53	0.69	0.49	0.05
Delay/Veh:	53.9	37.5	16.8	44.1	46.8	25.0	42.7	47.1	25.5	48.2	34.1	15.7
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:	53.9	37.5	16.8	44.1	46.8	25.0	42.7	47.1	25.5	48.2	34.1	15.7
LOS by Move:	D-	D+	B	D	D	C	D	D	C	D	C-	B
HCM2kAvgQ:	9	4	2	2	10	3	2	11	12	11	9	1

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	12	66	23	92	162	28	23	500	38	21	342	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:	12	66	23	92	162	28	23	500	38	21	342	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:	12	66	23	92	162	28	23	500	38	21	342	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:	12	66	23	92	162	28	23	500	38	21	342	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	66	23	92	162	28	23	500	38	21	342	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:	12	66	23	92	162	28	23	500	38	21	342	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.12	0.65	0.23	0.33	0.57	0.10	0.04	0.89	0.07	0.05	0.86	0.09
Final Sat.:	208	1144	399	571	1005	174	72	1560	119	92	1496	162

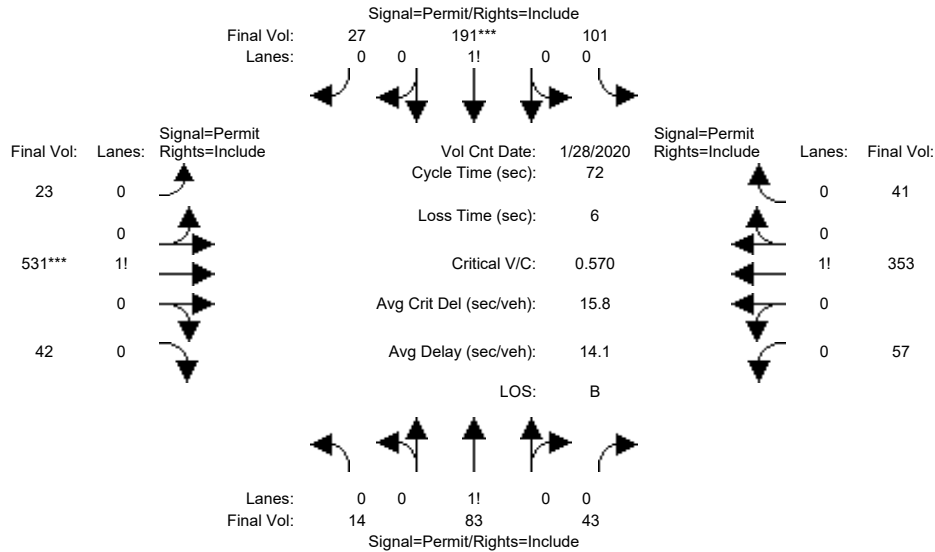
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.16	0.16	0.16	0.32	0.32	0.32	0.23	0.23	0.23
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	22.1	22.1	22.1	22.1	22.1	22.1	43.9	43.9	43.9	43.9	43.9	43.9
Volume/Cap:	0.19	0.19	0.19	0.53	0.53	0.53	0.53	0.53	0.53	0.37	0.37	0.37
Delay/Veh:	19.1	19.1	19.1	24.3	24.3	24.3	9.9	9.9	9.9	8.1	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	19.1	24.3	24.3	24.3	9.9	9.9	9.9	8.1	8.1	8.1
LOS by Move:	B-	B-	B-	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	6	6	6	8	8	8	5	5	5

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	12	66	23	92	162	28	23	500	38	21	342	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:	12	66	23	92	162	28	23	500	38	21	342	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	17	20	9	29	-1	0	31	4	36	11	4
Initial Fut:	14	83	43	101	191	27	23	531	42	57	353	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:	14	83	43	101	191	27	23	531	42	57	353	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	83	43	101	191	27	23	531	42	57	353	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:	14	83	43	101	191	27	23	531	42	57	353	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.10	0.59	0.31	0.32	0.60	0.08	0.04	0.89	0.07	0.13	0.78	0.09
Final Sat.:	175	1038	538	554	1048	148	68	1559	123	221	1370	159

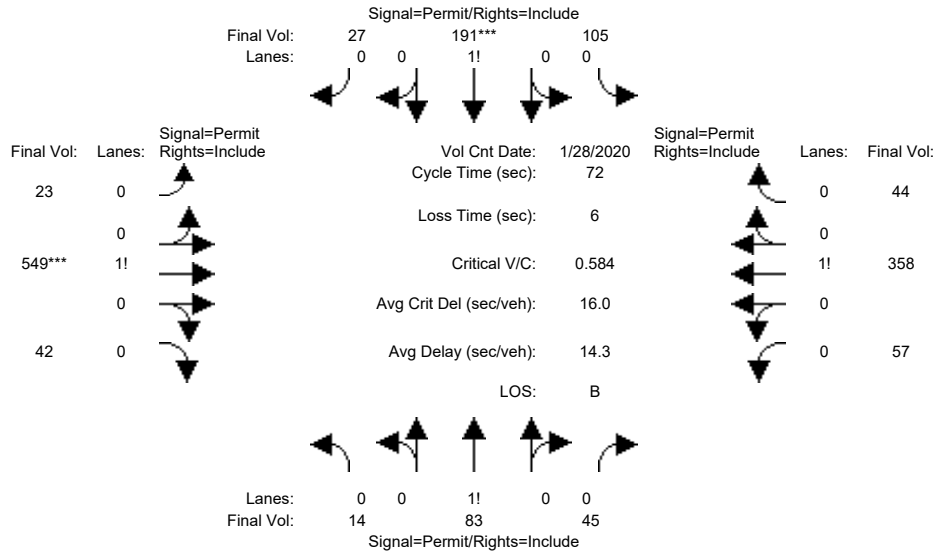
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.18	0.18	0.18	0.34	0.34	0.34	0.26	0.26	0.26
Crit Moves:				****	****	****	****	****	****			
Green Time:	23.0	23.0	23.0	23.0	23.0	23.0	43.0	43.0	43.0	43.0	43.0	43.0
Volume/Cap:	0.25	0.25	0.25	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43
Delay/Veh:	19.2	19.2	19.2	24.6	24.6	24.6	11.1	11.1	11.1	9.2	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.2	19.2	24.6	24.6	24.6	11.1	11.1	11.1	9.2	9.2	9.2
LOS by Move:	B-	B-	B-	C	C	C	B+	B+	B+	A	A	A
HCM2kAvgQ:	3	3	3	7	7	7	9	9	9	6	6	6

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3730: PARK/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	12	66	23	92	162	28	23	500	38	21	342	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:	12	66	23	92	162	28	23	500	38	21	342	37
Added Vol:	0	0	2	4	0	0	0	18	0	0	5	3
PasserByVol:	2	17	20	9	29	-1	0	31	4	36	11	4
Initial Fut:	14	83	45	105	191	27	23	549	42	57	358	44
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:	14	83	45	105	191	27	23	549	42	57	358	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	83	45	105	191	27	23	549	42	57	358	44
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:	14	83	45	105	191	27	23	549	42	57	358	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.10	0.58	0.32	0.33	0.59	0.08	0.04	0.89	0.07	0.12	0.78	0.10
Final Sat.:	173	1023	555	569	1035	146	66	1565	120	217	1365	168

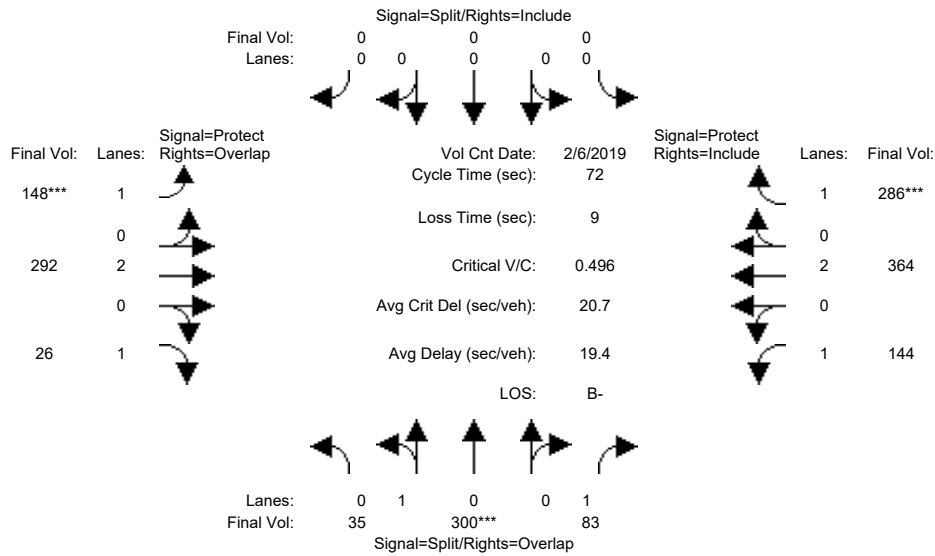
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.18	0.18	0.18	0.35	0.35	0.35	0.26	0.26	0.26
Crit Moves:				****	****	****	****	****	****			
Green Time:	22.8	22.8	22.8	22.8	22.8	22.8	43.2	43.2	43.2	43.2	43.2	43.2
Volume/Cap:	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58	0.44	0.44	0.44
Delay/Veh:	19.5	19.5	19.5	25.1	25.1	25.1	11.2	11.2	11.2	9.1	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	19.5	25.1	25.1	25.1	11.2	11.2	11.2	9.1	9.1	9.1
LOS by Move:	B-	B-	B-	C	C	C	B+	B+	B+	A	A	A
HCM2kAvgQ:	3	3	3	7	7	7	10	10	10	6	6	6

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3731: PARK/WOZ [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	35	300	83	0	0	0	148	292	26	144	364	286
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:	35	300	83	0	0	0	148	292	26	144	364	286
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:	35	300	83	0	0	0	148	292	26	144	364	286
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:	35	300	83	0	0	0	148	292	26	144	364	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	300	83	0	0	0	148	292	26	144	364	286
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:	35	300	83	0	0	0	148	292	26	144	364	286

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.90	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	188	1612	1750	0	0	0	1750	3800	1750	1750	3800	1750

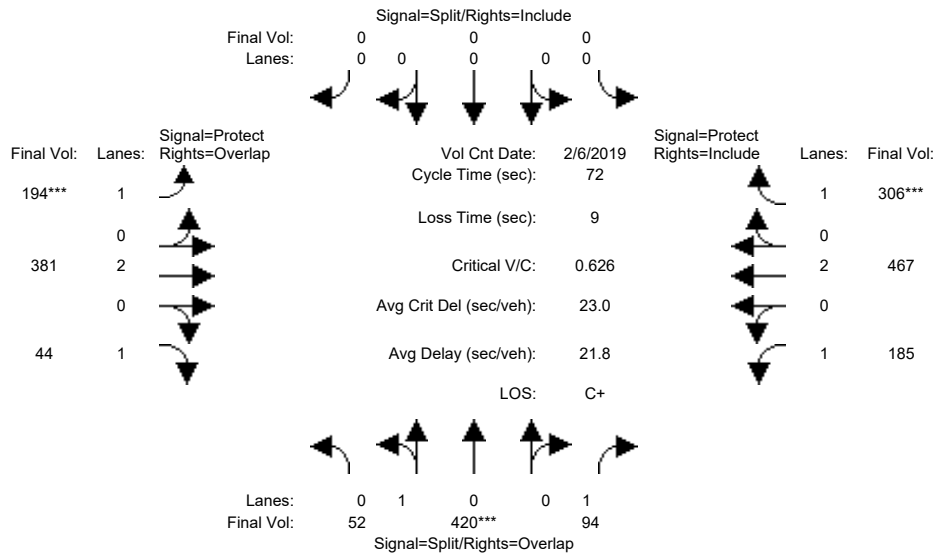
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.00	0.00	0.00	0.08	0.08	0.01	0.08	0.10	0.16
Crit Moves:	****						****			****		
Green Time:	27.0	27.0	41.8	0.0	0.0	0.0	12.3	21.2	48.2	14.8	23.7	23.7
Volume/Cap:	0.50	0.50	0.08	0.00	0.00	0.00	0.50	0.26	0.02	0.40	0.29	0.50
Delay/Veh:	17.8	17.8	6.7	0.0	0.0	0.0	28.4	19.6	4.0	25.5	18.0	20.0
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:	17.8	17.8	6.7	0.0	0.0	0.0	28.4	19.6	4.0	25.5	18.0	20.0
LOS by Move:	B	B	A	A	A	A	C	B-	A	C	B-	C+
HCM2kAvgQ:	6	6	1	0	0	0	3	2	0	3	3	5

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3731: PARK/WOZ [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	35	300	83	0	0	0	148	292	26	144	364	286
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:	35	300	83	0	0	0	148	292	26	144	364	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	120	11	0	0	0	46	89	18	41	103	20
Initial Fut:	52	420	94	0	0	0	194	381	44	185	467	306
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:	52	420	94	0	0	0	194	381	44	185	467	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	420	94	0	0	0	194	381	44	185	467	306
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:	52	420	94	0	0	0	194	381	44	185	467	306

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.89	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	198	1602	1750	0	0	0	1750	3800	1750	1750	3800	1750

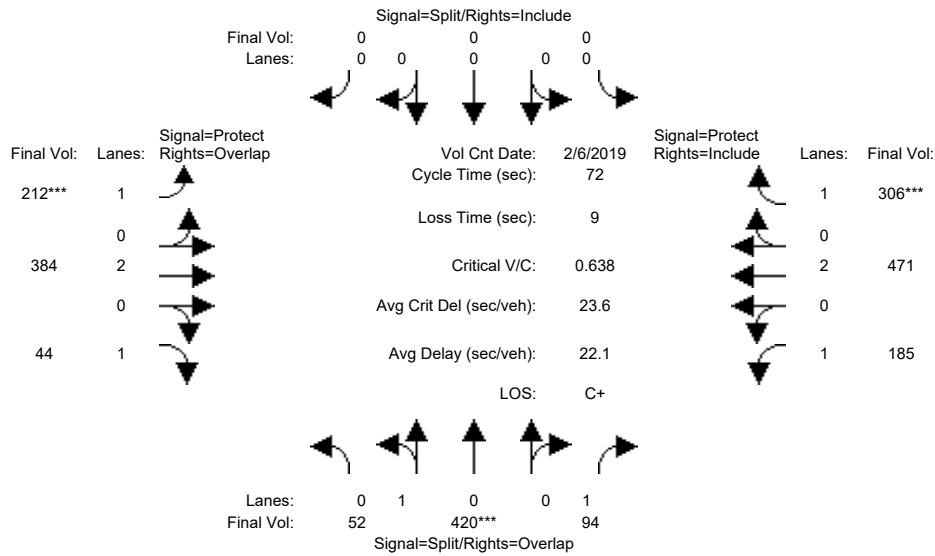
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.05	0.00	0.00	0.00	0.11	0.10	0.03	0.11	0.12	0.17
Crit Moves:	****						****			****		
Green Time:	30.1	30.1	44.3	0.0	0.0	0.0	12.7	18.7	48.8	14.2	20.1	20.1
Volume/Cap:	0.63	0.63	0.09	0.00	0.00	0.00	0.63	0.39	0.04	0.54	0.44	0.63
Delay/Veh:	18.2	18.2	5.6	0.0	0.0	0.0	31.4	22.2	3.8	27.6	21.6	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	5.6	0.0	0.0	0.0	31.4	22.2	3.8	27.6	21.6	25.2
LOS by Move:	B-	B-	A	A	A	A	C	C+	A	C	C+	C
HCM2kAvgQ:	9	9	1	0	0	0	4	3	0	4	4	6

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3731: PARK/WOZ [Updated 08/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	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: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	35	300	83	0	0	0	148	292	26	144	364	286
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:	35	300	83	0	0	0	148	292	26	144	364	286
Added Vol:	0	0	0	0	0	0	18	3	0	0	4	0
PasserByVol:	17	120	11	0	0	0	46	89	18	41	103	20
Initial Fut:	52	420	94	0	0	0	212	384	44	185	471	306
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:	52	420	94	0	0	0	212	384	44	185	471	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	420	94	0	0	0	212	384	44	185	471	306
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:	52	420	94	0	0	0	212	384	44	185	471	306

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.89	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	198	1602	1750	0	0	0	1750	3800	1750	1750	3800	1750

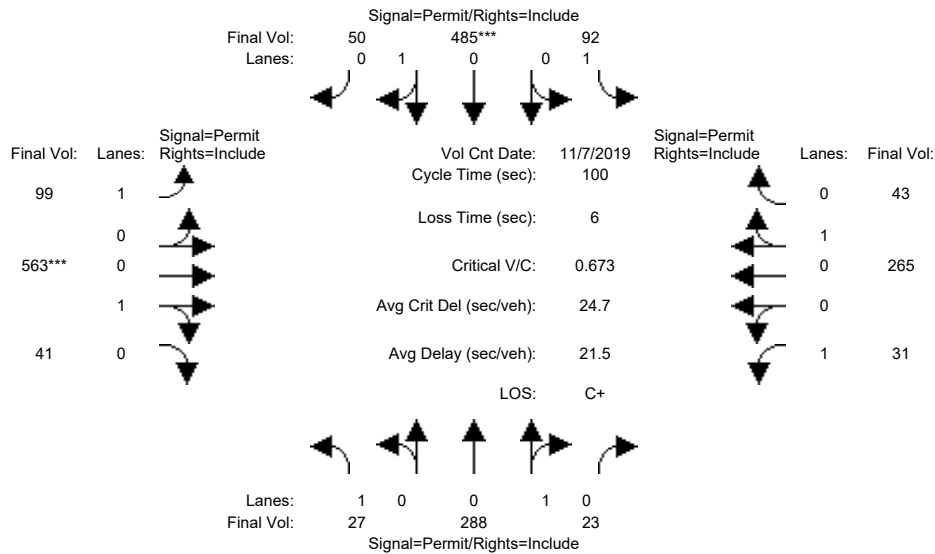
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.05	0.00	0.00	0.00	0.12	0.10	0.03	0.11	0.12	0.17
Crit Moves:	****						****			****		
Green Time:	29.6	29.6	44.0	0.0	0.0	0.0	13.7	19.0	48.6	14.4	19.7	19.7
Volume/Cap:	0.64	0.64	0.09	0.00	0.00	0.00	0.64	0.38	0.04	0.53	0.45	0.64
Delay/Veh:	18.8	18.8	5.8	0.0	0.0	0.0	31.0	22.0	3.9	27.2	22.0	25.9
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:	18.8	18.8	5.8	0.0	0.0	0.0	31.0	22.0	3.9	27.2	22.0	25.9
LOS by Move:	B-	B-	A	A	A	A	C	C+	A	C	C+	C
HCM2kAvgQ:	9	9	1	0	0	0	5	3	0	4	4	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3732: PARK/RACE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 7 Nov 2019 <<											
Base Vol:	27	288	23	92	485	50	99	563	41	31	265	43
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:	27	288	23	92	485	50	99	563	41	31	265	43
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:	27	288	23	92	485	50	99	563	41	31	265	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:	27	288	23	92	485	50	99	563	41	31	265	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	288	23	92	485	50	99	563	41	31	265	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:	27	288	23	92	485	50	99	563	41	31	265	43

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.91	0.09	1.00	0.93	0.07	1.00	0.86	0.14
Final Sat.:	1750	1667	133	1750	1632	168	1750	1678	122	1750	1549	251

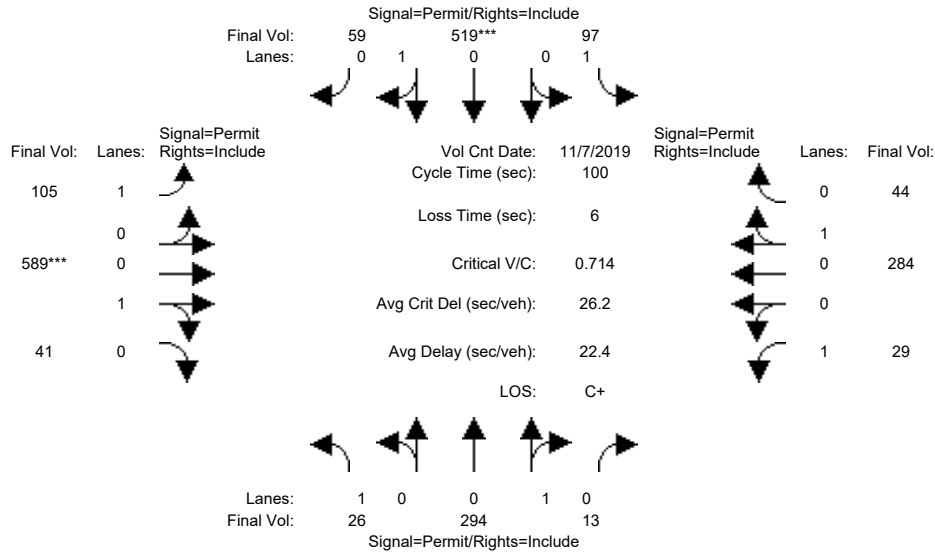
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.30	0.30	0.06	0.34	0.34	0.02	0.17	0.17
Crit Moves:					****			****				
Green Time:	44.2	44.2	44.2	44.2	44.2	44.2	49.8	49.8	49.8	49.8	49.8	49.8
Volume/Cap:	0.03	0.39	0.39	0.12	0.67	0.67	0.11	0.67	0.67	0.04	0.34	0.34
Delay/Veh:	15.9	20.3	20.3	16.8	26.7	26.7	13.6	22.9	22.9	12.9	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	20.3	20.3	16.8	26.7	26.7	13.6	22.9	22.9	12.9	16.2	16.2
LOS by Move:	B	C+	C+	B	C	C	B	C+	C+	B	B	B
HCM2kAvgQ:	0	7	7	2	15	15	2	15	15	1	6	6

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3732: PARK/RACE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 7 Nov 2019 <<											
Base Vol:	27	288	23	92	485	50	99	563	41	31	265	43
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:	27	288	23	92	485	50	99	563	41	31	265	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-1	6	-10	5	34	9	6	26	0	-2	19	1
Initial Fut:	26	294	13	97	519	59	105	589	41	29	284	44
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:	26	294	13	97	519	59	105	589	41	29	284	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	294	13	97	519	59	105	589	41	29	284	44
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:	26	294	13	97	519	59	105	589	41	29	284	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.90	0.10	1.00	0.93	0.07	1.00	0.87	0.13
Final Sat.:	1750	1724	76	1750	1616	184	1750	1683	117	1750	1559	241

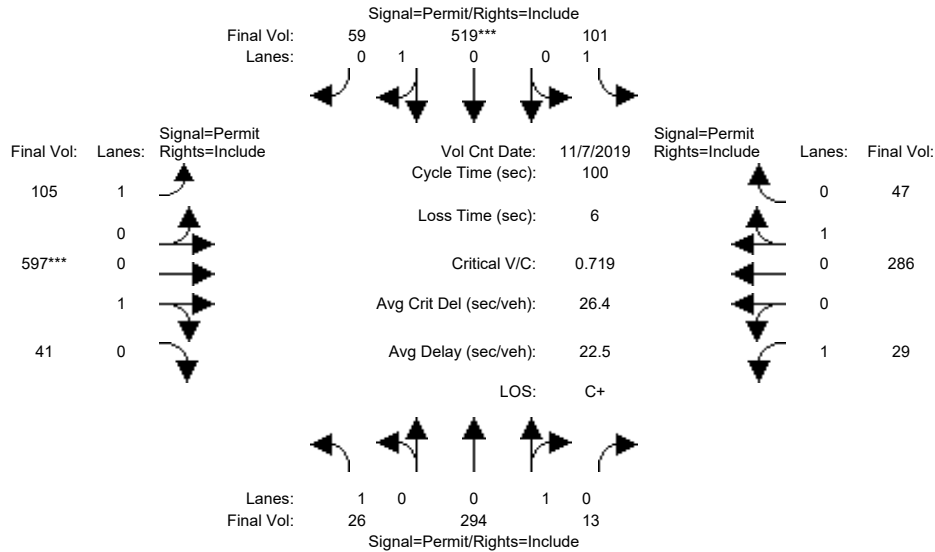
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.06	0.32	0.32	0.06	0.35	0.35	0.02	0.18	0.18
Crit Moves:				****			****					
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	49.0	49.0	49.0	49.0	49.0	49.0
Volume/Cap:	0.03	0.38	0.38	0.12	0.71	0.71	0.12	0.71	0.71	0.03	0.37	0.37
Delay/Veh:	15.4	19.6	19.6	16.3	27.6	27.6	14.1	24.9	24.9	13.3	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	19.6	19.6	16.3	27.6	27.6	14.1	24.9	24.9	13.3	17.1	17.1
LOS by Move:	B	B-	B-	B	C	C	B	C	C	B	B	B
HCM2kAvgQ:	0	7	7	2	16	16	2	17	17	0	7	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3732: PARK/RACE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 7 Nov 2019 <<											
Base Vol:	27	288	23	92	485	50	99	563	41	31	265	43
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:	27	288	23	92	485	50	99	563	41	31	265	43
Added Vol:	0	0	0	4	0	0	0	8	0	0	2	3
PasserByVol:	-1	6	-10	5	34	9	6	26	0	-2	19	1
Initial Fut:	26	294	13	101	519	59	105	597	41	29	286	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:	26	294	13	101	519	59	105	597	41	29	286	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	294	13	101	519	59	105	597	41	29	286	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
Final Volume:	26	294	13	101	519	59	105	597	41	29	286	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.90	0.10	1.00	0.94	0.06	1.00	0.86	0.14
Final Sat.:	1750	1724	76	1750	1616	184	1750	1684	116	1750	1546	254

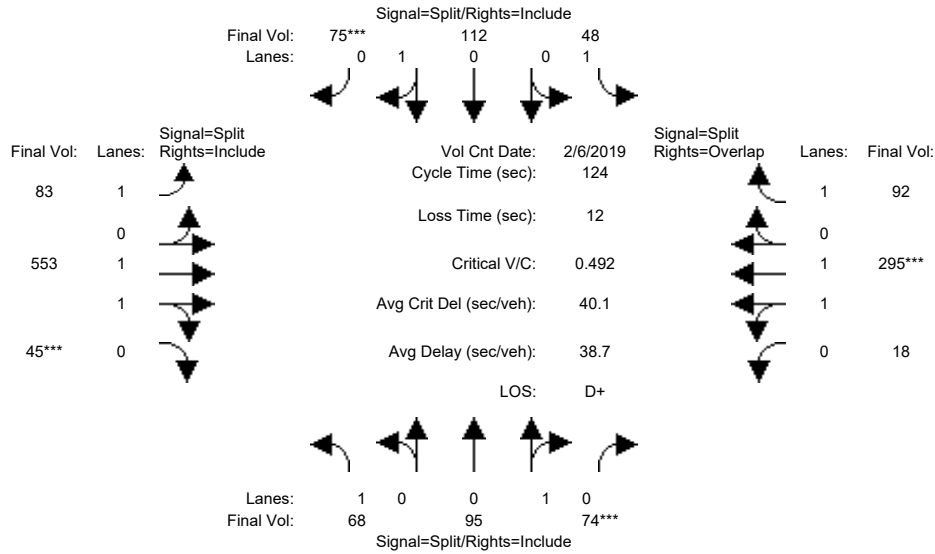
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.06	0.32	0.32	0.06	0.35	0.35	0.02	0.19	0.19
Crit Moves:				****			****					
Green Time:	44.7	44.7	44.7	44.7	44.7	44.7	49.3	49.3	49.3	49.3	49.3	49.3
Volume/Cap:	0.03	0.38	0.38	0.13	0.72	0.72	0.12	0.72	0.72	0.03	0.38	0.38
Delay/Veh:	15.6	19.8	19.8	16.6	28.0	28.0	14.0	24.9	24.9	13.1	17.0	17.0
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:	15.6	19.8	19.8	16.6	28.0	28.0	14.0	24.9	24.9	13.1	17.0	17.0
LOS by Move:	B	B-	B-	B	C	C	B	C	C	B	B	B
HCM2kAvgQ:	0	7	7	2	16	16	2	17	17	0	7	7

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 6 Feb 2019 << 5:00-6:00PM

Base Vol:	68	95	74	48	112	75	83	553	45	18	295	92
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:	68	95	74	48	112	75	83	553	45	18	295	92
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:	68	95	74	48	112	75	83	553	45	18	295	92
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:	68	95	74	48	112	75	83	553	45	18	295	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	95	74	48	112	75	83	553	45	18	295	92
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:	68	95	74	48	112	75	83	553	45	18	295	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.98	0.92
Lanes:	1.00	0.56	0.44	1.00	0.60	0.40	1.00	1.85	0.15	0.12	1.88	1.00
Final Sat.:	1750	1012	788	1750	1078	722	1750	3421	278	213	3487	1750

Capacity Analysis Module:

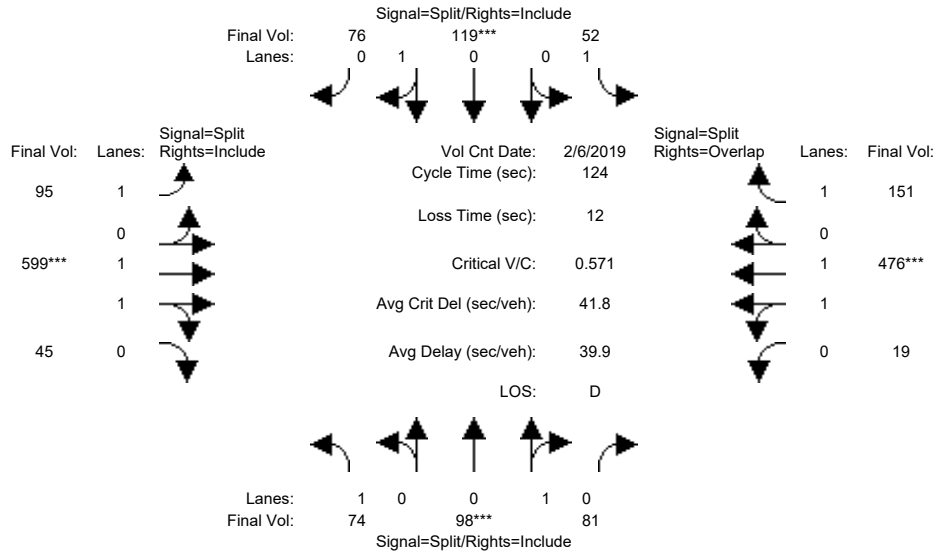
Vol/Sat:	0.04	0.09	0.09	0.03	0.10	0.10	0.05	0.16	0.16	0.08	0.08	0.05
Crit Moves:			****			****			****		****	
Green Time:	23.7	23.7	23.7	26.2	26.2	26.2	40.8	40.8	40.8	21.3	21.3	47.5
Volume/Cap:	0.20	0.49	0.49	0.13	0.49	0.49	0.14	0.49	0.49	0.49	0.49	0.14
Delay/Veh:	42.5	45.9	45.9	39.8	44.0	44.0	29.4	33.6	33.6	47.0	47.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	45.9	45.9	39.8	44.0	44.0	29.4	33.6	33.6	47.0	47.0	25.0
LOS by Move:	D	D	D	D	D	D	C	C-	C-	D	D	C
HCM2kAvgQ:	2	6	6	2	6	6	2	9	9	5	5	2

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 6 Feb 2019 << 5:00-6:00PM

Base Vol:	68	95	74	48	112	75	83	553	45	18	295	92
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:	68	95	74	48	112	75	83	553	45	18	295	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	6	3	7	4	7	1	12	46	0	1	181	59
Initial Fut:	74	98	81	52	119	76	95	599	45	19	476	151
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:	74	98	81	52	119	76	95	599	45	19	476	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	98	81	52	119	76	95	599	45	19	476	151
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:	74	98	81	52	119	76	95	599	45	19	476	151

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	1.00	0.55	0.45	1.00	0.61	0.39	1.00	1.86	0.14	0.08	1.92	1.00
Final Sat.:	1750	985	815	1750	1098	702	1750	3441	259	142	3558	1750

Capacity Analysis Module:

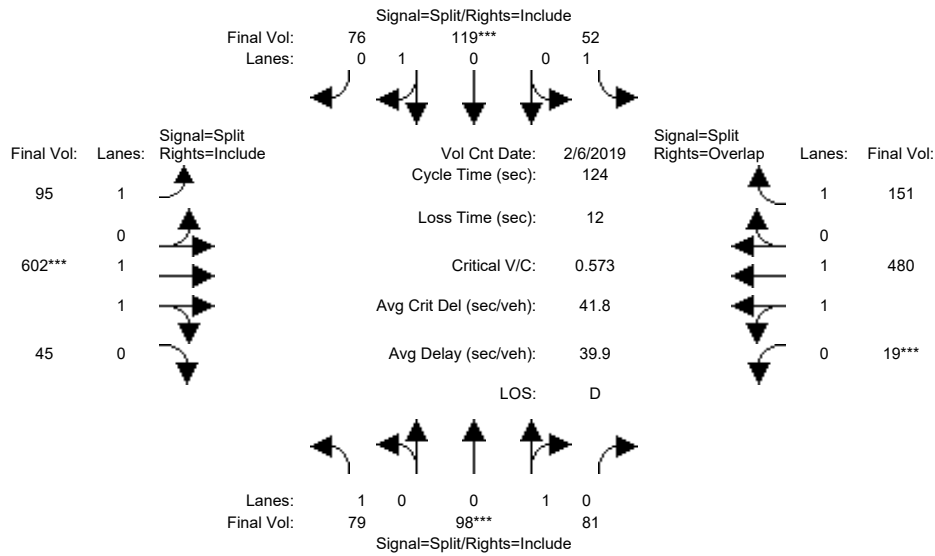
Vol/Sat:	0.04	0.10	0.10	0.03	0.11	0.11	0.05	0.17	0.17	0.13	0.13	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.6	21.6	21.6	23.5	23.5	23.5	37.8	37.8	37.8	29.1	29.1	52.6
Volume/Cap:	0.24	0.57	0.57	0.16	0.57	0.57	0.18	0.57	0.57	0.57	0.57	0.20
Delay/Veh:	44.6	49.5	49.5	42.2	48.0	48.0	31.8	37.0	37.0	42.9	42.9	22.6
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:	44.6	49.5	49.5	42.2	48.0	48.0	31.8	37.0	37.0	42.9	42.9	22.6
LOS by Move:	D	D	D	D	D	D	C	D+	D+	D	D	C+
HCM2kAvgQ:	3	7	7	2	7	7	3	10	10	8	8	4

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 6 Feb 2019 << 5:00-6:00PM											
Base Vol:	68	95	74	48	112	75	83	553	45	18	295	92
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:	68	95	74	48	112	75	83	553	45	18	295	92
Added Vol:	5	0	0	0	0	0	0	3	0	0	4	0
PasserByVol:	6	3	7	4	7	1	12	46	0	1	181	59
Initial Fut:	79	98	81	52	119	76	95	602	45	19	480	151
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:	79	98	81	52	119	76	95	602	45	19	480	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	98	81	52	119	76	95	602	45	19	480	151
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:	79	98	81	52	119	76	95	602	45	19	480	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	1.00	0.55	0.45	1.00	0.61	0.39	1.00	1.86	0.14	0.08	1.92	1.00
Final Sat.:	1750	985	815	1750	1098	702	1750	3442	257	141	3559	1750

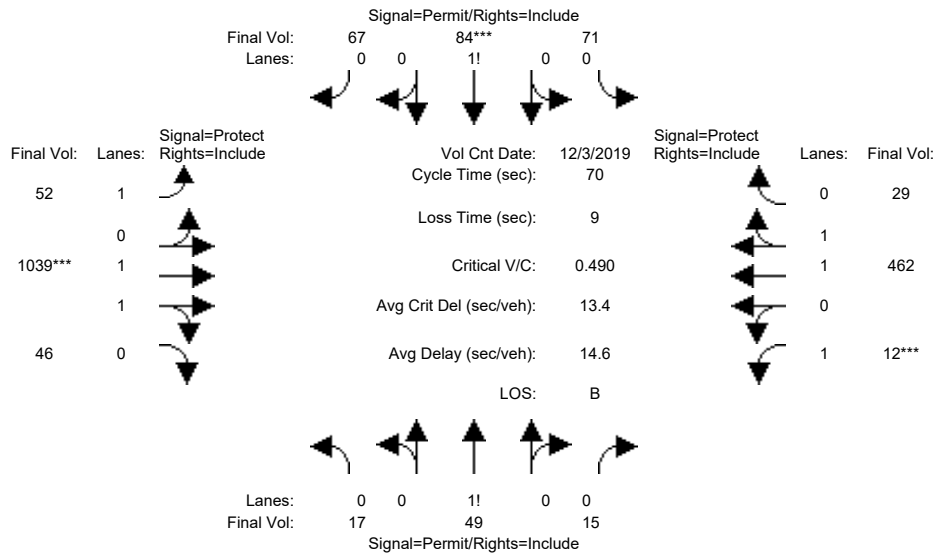
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.03	0.11	0.11	0.05	0.17	0.17	0.13	0.13	0.09
Crit Moves:	****			****			****			****		
Green Time:	21.5	21.5	21.5	23.4	23.4	23.4	37.8	37.8	37.8	29.2	29.2	52.6
Volume/Cap:	0.26	0.57	0.57	0.16	0.57	0.57	0.18	0.57	0.57	0.57	0.57	0.20
Delay/Veh:	44.8	49.6	49.6	42.2	48.1	48.1	31.8	37.0	37.0	42.8	42.8	22.6
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:	44.8	49.6	49.6	42.2	48.1	48.1	31.8	37.0	37.0	42.8	42.8	22.6
LOS by Move:	D	D	D	D	D	D	C	D+	D+	D	D	C+
HCM2kAvgQ:	3	7	7	2	7	7	3	10	10	8	8	4

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	17	49	15	71	84	67	52	1039	46	12	462	29
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:	17	49	15	71	84	67	52	1039	46	12	462	29
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:	17	49	15	71	84	67	52	1039	46	12	462	29
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:	17	49	15	71	84	67	52	1039	46	12	462	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	49	15	71	84	67	52	1039	46	12	462	29
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:	17	49	15	71	84	67	52	1039	46	12	462	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.21	0.60	0.19	0.32	0.38	0.30	1.00	1.91	0.09	1.00	1.88	0.12
Final Sat.:	367	1059	324	560	662	528	1750	3543	157	1750	3481	219

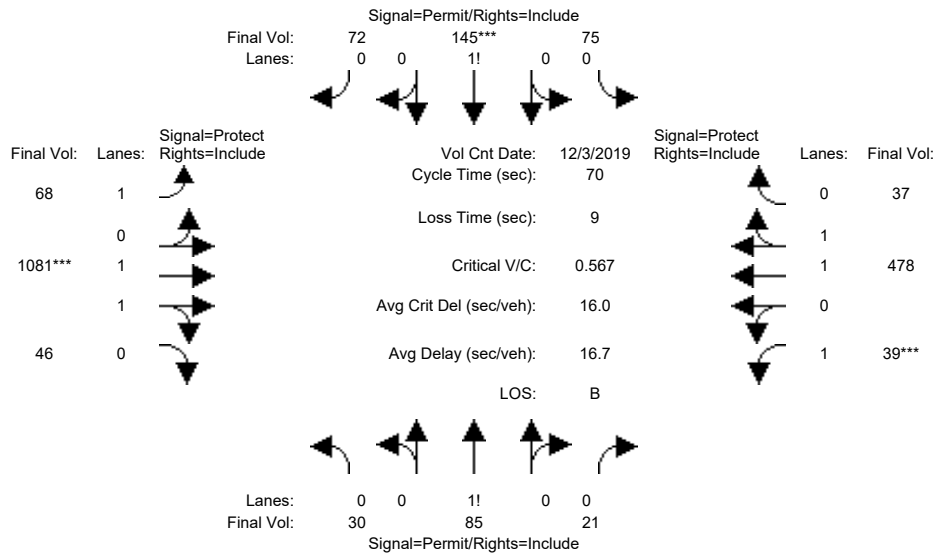
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.13	0.13	0.13	0.03	0.29	0.29	0.01	0.13	0.13
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	16.3	16.3	16.3	16.3	16.3	16.3	18.4	37.7	37.7	7.0	26.3	26.3
Volume/Cap:	0.20	0.20	0.20	0.54	0.54	0.54	0.11	0.54	0.54	0.07	0.35	0.35
Delay/Veh:	21.8	21.8	21.8	25.1	25.1	25.1	19.7	10.9	10.9	28.7	15.9	15.9
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:	21.8	21.8	21.8	25.1	25.1	25.1	19.7	10.9	10.9	28.7	15.9	15.9
LOS by Move:	C+	C+	C+	C	C	C	B-	B+	B+	C	B	B
HCM2kAvgQ:	2	2	2	5	5	5	1	8	8	0	4	4

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<											
Base Vol:	17	49	15	71	84	67	52	1039	46	12	462	29
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:	17	49	15	71	84	67	52	1039	46	12	462	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	13	36	6	4	61	5	16	42	0	27	16	8
Initial Fut:	30	85	21	75	145	72	68	1081	46	39	478	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:	30	85	21	75	145	72	68	1081	46	39	478	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	85	21	75	145	72	68	1081	46	39	478	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:	30	85	21	75	145	72	68	1081	46	39	478	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.22	0.63	0.15	0.26	0.49	0.25	1.00	1.92	0.08	1.00	1.85	0.15
Final Sat.:	386	1094	270	449	869	432	1750	3549	151	1750	3434	266

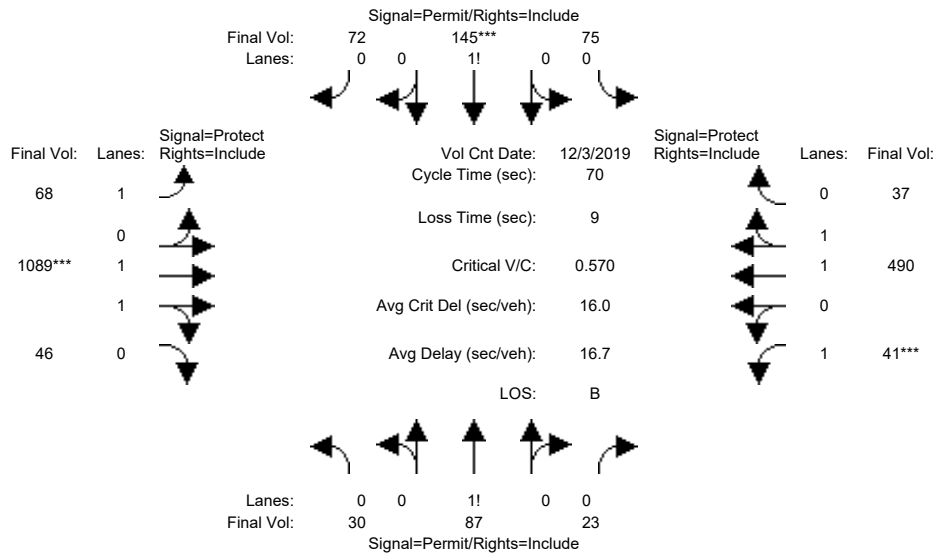
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.17	0.17	0.17	0.04	0.30	0.30	0.02	0.14	0.14
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	19.1	19.1	19.1	19.1	19.1	19.1	17.2	34.9	34.9	7.0	24.6	24.6
Volume/Cap:	0.28	0.28	0.28	0.61	0.61	0.61	0.16	0.61	0.61	0.22	0.40	0.40
Delay/Veh:	20.4	20.4	20.4	24.5	24.5	24.5	20.9	13.3	13.3	29.6	17.3	17.3
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:	20.4	20.4	20.4	24.5	24.5	24.5	20.9	13.3	13.3	29.6	17.3	17.3
LOS by Move:	C+	C+	C+	C	C	C	C+	B	B	C	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	10	10	1	5	5

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

Diridon Modular Housing Residential Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3906: SAN CARLOS/SUNOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 3 Dec 2019 <<

Base Vol:	17	49	15	71	84	67	52	1039	46	12	462	29
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:	17	49	15	71	84	67	52	1039	46	12	462	29
Added Vol:	0	2	2	0	0	0	0	8	0	2	12	0
PasserByVol:	13	36	6	4	61	5	16	42	0	27	16	8
Initial Fut:	30	87	23	75	145	72	68	1089	46	41	490	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:	30	87	23	75	145	72	68	1089	46	41	490	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	87	23	75	145	72	68	1089	46	41	490	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:	30	87	23	75	145	72	68	1089	46	41	490	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.21	0.63	0.16	0.26	0.49	0.25	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	375	1088	288	449	869	432	1750	3550	150	1750	3440	260

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.17	0.17	0.17	0.04	0.31	0.31	0.02	0.14	0.14
Crit Moves:				****				****		****		
Green Time:	19.0	19.0	19.0	19.0	19.0	19.0	17.3	35.0	35.0	7.0	24.7	24.7
Volume/Cap:	0.29	0.29	0.29	0.61	0.61	0.61	0.16	0.61	0.61	0.23	0.40	0.40
Delay/Veh:	20.5	20.5	20.5	24.7	24.7	24.7	20.8	13.3	13.3	29.7	17.3	17.3
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:	20.5	20.5	20.5	24.7	24.7	24.7	20.8	13.3	13.3	29.7	17.3	17.3
LOS by Move:	C+	C+	C+	C	C	C	C+	B	B	C	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	10	10	1	5	5

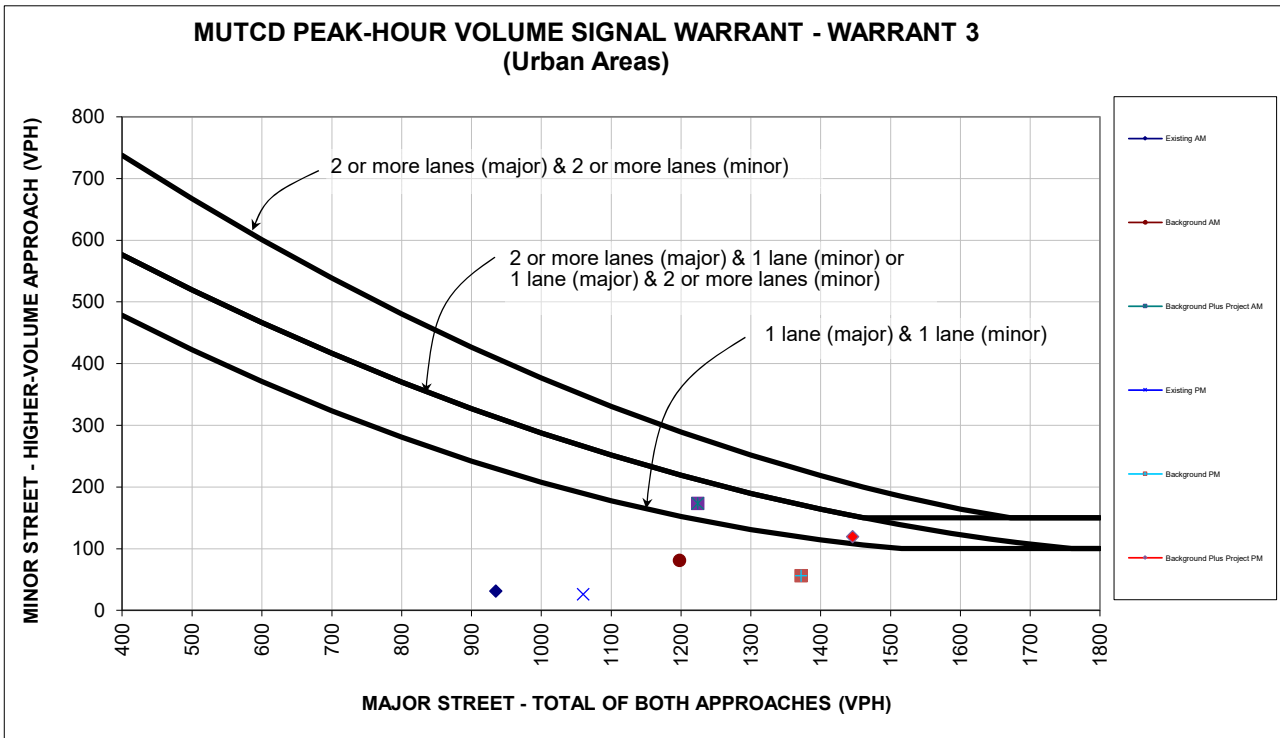
Note: Queue reported is the number of cars per lane.

Appendix E
Intersection Level of Service Calculations

Appendix F
Signal Warrant Analysis

Diridon Modular Housing Residential Development

18 . McEvoy Street & Park Avenue



Source: Figure 4C-3 of the Manual on Uniform 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	Existing AM	Background AM	Background Plus Project AM
		2 or One More			
Major Street - Both Approaches	Park Avenue	X	935	1198	1224
Minor Street - Highest Approach	McEvoy Street	X	31	81	173
Maximum warrant threshold for minor street volume			230	153	147
Difference between warrant threshold & minor street volume			199	72	26
Warrant Met?			No	No	Yes

		PM Peak Hour			
		Existing Approach Lanes	Existing PM	Background PM	Background Plus Project PM
		2 or One More			
Major Street - Both Approaches	Park Avenue	X	1060	1372	1446
Minor Street - Highest Approach	McEvoy Street	X	26	56	119
Maximum warrant threshold for minor street volume			189	118	108
Difference between warrant threshold & minor street volume			163	62	11
Warrant Met?			No	No	Yes

Appendix G

Queue Length Calculations

3. Bird/San Carlos

NBL

AM

Existing Conditions

Avg. Queue Per Lane in Veh= 9.9

Percentile = 0.95 15

3. Bird/San Carlos

NBL

AM

Background Conditions

Avg. Queue Per Lane in Veh= 11.4

Percentile = 0.95 17

3. Bird/San Carlos

NBL

AM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 12.0

Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0005	1
0.0025	0.0030	2
0.0081	0.0112	3
0.0201	0.0313	4
0.0399	0.0712	5
0.0658	0.1369	6
0.0929	0.2299	7
0.1149	0.3448	8
0.1264	0.4712	9
0.1250	0.5962	10
0.1125	0.7087	11
0.0927	0.8015	12
0.0706	0.8720	13
0.0499	0.9219	14
0.0329	0.9548	15
0.0203	0.9752	16
0.0118	0.9870	17
0.0065	0.9935	18
0.0034	0.9969	19
0.0017	0.9986	20
0.0008	0.9994	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0007	0.0009	2
0.0028	0.0037	3
0.0080	0.0117	4
0.0182	0.0299	5
0.0345	0.0645	6
0.0561	0.1206	7
0.0798	0.2004	8
0.1009	0.3012	9
0.1147	0.4160	10
0.1186	0.5346	11
0.1125	0.6470	12
0.0984	0.7454	13
0.0799	0.8254	14
0.0606	0.8860	15
0.0431	0.9291	16
0.0288	0.9580	17
0.0182	0.9762	18
0.0109	0.9871	19
0.0062	0.9933	20
0.0034	0.9967	21
0.0017	0.9984	22
0.0009	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0017	0.0022	3
0.0052	0.0075	4
0.0126	0.0200	5
0.0252	0.0452	6
0.0432	0.0884	7
0.0650	0.1534	8
0.0868	0.2402	9
0.1044	0.3446	10
0.1141	0.4587	11
0.1144	0.5731	12
0.1058	0.6789	13
0.0909	0.7698	14
0.0728	0.8426	15
0.0547	0.8973	16
0.0387	0.9361	17
0.0259	0.9619	18
0.0164	0.9783	19
0.0098	0.9882	20
0.0056	0.9938	21
0.0031	0.9969	22
0.0016	0.9985	23
0.0008	0.9993	24
0.0004	0.9997	25
0.0002	0.9999	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Bird/San Carlos

NBL

PM

Existing Conditions

Avg. Queue Per Lane in Veh= 4.3

Percentile = 0.95 8

3. Bird/San Carlos

NBL

PM

Background Conditions

Avg. Queue Per Lane in Veh= 5.6

Percentile = 0.95 10

3. Bird/San Carlos

NBL

PM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 7.2

Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0142	0.0142	0
0.0605	0.0747	1
0.1286	0.2033	2
0.1823	0.3856	3
0.1939	0.5795	4
0.1649	0.7444	5
0.1169	0.8613	6
0.0710	0.9323	7
0.0378	0.9701	8
0.0178	0.9879	9
0.0076	0.9955	10
0.0029	0.9985	11
0.0010	0.9995	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0037	0.0037	0
0.0206	0.0243	1
0.0577	0.0820	2
0.1079	0.1899	3
0.1512	0.3411	4
0.1696	0.5107	5
0.1585	0.6692	6
0.1269	0.7961	7
0.0890	0.8851	8
0.0554	0.9405	9
0.0311	0.9716	10
0.0158	0.9874	11
0.0074	0.9948	12
0.0032	0.9980	13
0.0013	0.9993	14
0.0005	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0053	0.0060	1
0.0191	0.0251	2
0.0460	0.0711	3
0.0829	0.1540	4
0.1197	0.2738	5
0.1440	0.4178	6
0.1485	0.5663	7
0.1340	0.7003	8
0.1075	0.8077	9
0.0776	0.8853	10
0.0509	0.9362	11
0.0306	0.9668	12
0.0170	0.9838	13
0.0088	0.9926	14
0.0042	0.9968	15
0.0019	0.9987	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	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. 28th/Santa Clara

WBL

AM

Existing Conditions

Avg. Queue Per Lane in Veh= #N/A

Percentile = 0.95 1

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

3. 28th/Santa Clara

WBL

AM

Background Conditions

Avg. Queue Per Lane in Veh= #N/A

Percentile = 0.95 1

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

3. 28th/Santa Clara

WBL

AM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= #N/A

Percentile = 0.95 1

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

3. 28th/Santa Clara

WBL

PM

Existing Conditions

Avg. Queue Per Lane in Veh= #N/A

Percentile = 0.95 1

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

3. 28th/Santa Clara

WBL

PM

Background Conditions

Avg. Queue Per Lane in Veh= #N/A

Percentile = 0.95 1

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

3. 28th/Santa Clara

WBL

PM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= #N/A

Percentile = 0.95 1

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

8. Bird/I-280 (S)

SBL

AM

Existing Conditions

Avg. Queue Per Lane in Veh= 12.6

Percentile = 0.95 19

8. Bird/I-280 (S)

SBL

AM

Background Conditions

Avg. Queue Per Lane in Veh= 14.0

Percentile = 0.95 20

8. Bird/I-280 (S)

SBL

AM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 14.5

Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0003	0.0003	2
0.0012	0.0015	3
0.0036	0.0051	4
0.0091	0.0142	5
0.0191	0.0333	6
0.0342	0.0675	7
0.0538	0.1213	8
0.0751	0.1964	9
0.0944	0.2907	10
0.1078	0.3985	11
0.1129	0.5114	12
0.1091	0.6206	13
0.0980	0.7185	14
0.0821	0.8006	15
0.0645	0.8651	16
0.0476	0.9127	17
0.0333	0.9460	18
0.0220	0.9680	19
0.0138	0.9818	20
0.0083	0.9901	21
0.0047	0.9948	22
0.0026	0.9974	23
0.0014	0.9987	24
0.0007	0.9994	25
0.0003	0.9997	26
0.0002	0.9999	27
0.0001	0.9999	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0005	3
0.0013	0.0017	4
0.0036	0.0054	5
0.0085	0.0138	6
0.0170	0.0308	7
0.0298	0.0606	8
0.0466	0.1072	9
0.0654	0.1726	10
0.0835	0.2561	11
0.0978	0.3538	12
0.1056	0.4595	13
0.1060	0.5654	14
0.0992	0.6647	15
0.0871	0.7518	16
0.0720	0.8238	17
0.0562	0.8800	18
0.0415	0.9215	19
0.0292	0.9507	20
0.0195	0.9702	21
0.0125	0.9827	22
0.0076	0.9903	23
0.0045	0.9948	24
0.0025	0.9973	25
0.0014	0.9986	26
0.0007	0.9993	27
0.0004	0.9997	28
0.0002	0.9999	29
0.0001	0.9999	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0003	3
0.0009	0.0012	4
0.0027	0.0039	5
0.0064	0.0103	6
0.0134	0.0237	7
0.0243	0.0480	8
0.0391	0.0871	9
0.0568	0.1439	10
0.0750	0.2189	11
0.0907	0.3096	12
0.1013	0.4108	13
0.1050	0.5158	14
0.1016	0.6175	15
0.0922	0.7097	16
0.0787	0.7884	17
0.0635	0.8519	18
0.0485	0.9004	19
0.0352	0.9356	20
0.0243	0.9600	21
0.0161	0.9760	22
0.0101	0.9862	23
0.0061	0.9923	24
0.0036	0.9959	25
0.0020	0.9979	26
0.0011	0.9989	27
0.0006	0.9995	28
0.0003	0.9998	29
0.0001	0.9999	30
0.0001	0.9999	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

8. Bird/I-280 (S)

SBL

PM

Existing Conditions

Avg. Queue Per Lane in Veh= 14.0

Percentile = 0.95 20

8. Bird/I-280 (S)

SBL

PM

Background Conditions

Avg. Queue Per Lane in Veh= 16.2

Percentile = 0.95 23

8. Bird/I-280 (S)

SBL

PM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 16.5

Percentile = 0.95 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0005	3
0.0013	0.0018	4
0.0037	0.0055	5
0.0086	0.0141	6
0.0172	0.0313	7
0.0302	0.0615	8
0.0471	0.1086	9
0.0660	0.1746	10
0.0841	0.2586	11
0.0982	0.3568	12
0.1059	0.4627	13
0.1060	0.5687	14
0.0990	0.6677	15
0.0868	0.7545	16
0.0715	0.8260	17
0.0557	0.8817	18
0.0411	0.9228	19
0.0288	0.9516	20
0.0192	0.9708	21
0.0122	0.9831	22
0.0075	0.9905	23
0.0044	0.9949	24
0.0024	0.9974	25
0.0013	0.9987	26
0.0007	0.9994	27
0.0003	0.9997	28
0.0002	0.9999	29
0.0001	0.9999	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0003	0.0003	4
0.0009	0.0012	5
0.0023	0.0036	6
0.0054	0.0090	7
0.0110	0.0200	8
0.0197	0.0397	9
0.0319	0.0716	10
0.0469	0.1185	11
0.0632	0.1818	12
0.0787	0.2605	13
0.0909	0.3514	14
0.0980	0.4494	15
0.0991	0.5485	16
0.0943	0.6429	17
0.0848	0.7276	18
0.0722	0.7998	19
0.0584	0.8581	20
0.0450	0.9031	21
0.0331	0.9361	22
0.0232	0.9594	23
0.0157	0.9750	24
0.0101	0.9852	25
0.0063	0.9915	26
0.0038	0.9953	27
0.0022	0.9975	28
0.0012	0.9987	29
0.0007	0.9993	30
0.0003	0.9997	31
0.0002	0.9998	32
0.0001	0.9999	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0002	0.0003	4
0.0007	0.0010	5
0.0020	0.0029	6
0.0046	0.0075	7
0.0095	0.0170	8
0.0173	0.0343	9
0.0285	0.0628	10
0.0427	0.1055	11
0.0586	0.1641	12
0.0742	0.2383	13
0.0872	0.3255	14
0.0958	0.4213	15
0.0986	0.5199	16
0.0955	0.6153	17
0.0873	0.7027	18
0.0757	0.7783	19
0.0623	0.8406	20
0.0488	0.8895	21
0.0366	0.9260	22
0.0262	0.9522	23
0.0180	0.9702	24
0.0118	0.9820	25
0.0075	0.9895	26
0.0046	0.9941	27
0.0027	0.9967	28
0.0015	0.9983	29
0.0008	0.9991	30
0.0004	0.9996	31
0.0002	0.9998	32
0.0001	0.9999	33
0.0001	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

8. Bird/I-280 (S)
 EBL/T
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 7.0
 Percentile = 0.95 12

8. Bird/I-280 (S)
 EBL/T
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 7.5
 Percentile = 0.95 12

8. Bird/I-280 (S)
 EBL/T
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 7.7
 Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0066	0.0075	1
0.0228	0.0303	2
0.0530	0.0834	3
0.0924	0.1758	4
0.1288	0.3046	5
0.1496	0.4543	6
0.1490	0.6033	7
0.1298	0.7331	8
0.1005	0.8336	9
0.0701	0.9036	10
0.0444	0.9480	11
0.0258	0.9738	12
0.0138	0.9876	13
0.0069	0.9945	14
0.0032	0.9977	15
0.0014	0.9991	16
0.0006	0.9997	17
0.0002	0.9999	18
0.0001	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0042	0.0047	1
0.0156	0.0204	2
0.0391	0.0594	3
0.0732	0.1326	4
0.1096	0.2422	5
0.1369	0.3791	6
0.1466	0.5257	7
0.1373	0.6629	8
0.1143	0.7772	9
0.0856	0.8628	10
0.0583	0.9212	11
0.0364	0.9576	12
0.0210	0.9786	13
0.0112	0.9898	14
0.0056	0.9954	15
0.0026	0.9981	16
0.0012	0.9992	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0035	0.0039	1
0.0133	0.0172	2
0.0343	0.0515	3
0.0660	0.1175	4
0.1018	0.2193	5
0.1308	0.3501	6
0.1441	0.4942	7
0.1388	0.6330	8
0.1189	0.7519	9
0.0917	0.8436	10
0.0643	0.9079	11
0.0413	0.9492	12
0.0245	0.9737	13
0.0135	0.9871	14
0.0069	0.9941	15
0.0033	0.9974	16
0.0015	0.9989	17
0.0006	0.9996	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Bird/I-280 (S)
 EBL/T
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 1.5
 Percentile = 0.95 4

8. Bird/I-280 (S)
 EBL/T
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 2.4
 Percentile = 0.95 5

8. Bird/I-280 (S)
 EBL/T
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 3.0
 Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2346	0.2346	0
0.3401	0.5747	1
0.2466	0.8213	2
0.1192	0.9405	3
0.0432	0.9837	4
0.0125	0.9962	5
0.0030	0.9992	6
0.0006	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0878	0.0878	0
0.2136	0.3014	1
0.2598	0.5612	2
0.2107	0.7718	3
0.1281	0.9000	4
0.0623	0.9623	5
0.0253	0.9876	6
0.0088	0.9964	7
0.0027	0.9991	8
0.0007	0.9998	9
0.0002	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0508	0.0508	0
0.1513	0.2021	1
0.2255	0.4276	2
0.2240	0.6516	3
0.1669	0.8185	4
0.0995	0.9180	5
0.0494	0.9675	6
0.0210	0.9885	7
0.0078	0.9964	8
0.0026	0.9989	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Delmas (SR-87 SB Off-Ramp)/Park

SBT/R

AM

Existing Conditions

Avg. Queue Per Lane in Veh= 6.1

Percentile = 0.95 10

9. Delmas (SR-87 SB Off-Ramp)/Park

SBT/R

AM

Background Conditions

Avg. Queue Per Lane in Veh= 6.9

Percentile = 0.95 11

9. Delmas (SR-87 SB Off-Ramp)/Park

SBT/R

AM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 7.2

Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0022	0.0022	0
0.0132	0.0154	1
0.0407	0.0561	2
0.0832	0.1392	3
0.1277	0.2669	4
0.1567	0.4236	5
0.1604	0.5840	6
0.1406	0.7246	7
0.1079	0.8326	8
0.0736	0.9062	9
0.0452	0.9514	10
0.0252	0.9766	11
0.0129	0.9895	12
0.0061	0.9956	13
0.0027	0.9983	14
0.0011	0.9994	15
0.0004	0.9998	16
0.0002	0.9999	17
0.0001	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0069	0.0078	1
0.0237	0.0316	2
0.0547	0.0862	3
0.0945	0.1807	4
0.1307	0.3115	5
0.1507	0.4622	6
0.1489	0.6111	7
0.1288	0.7399	8
0.0990	0.8388	9
0.0684	0.9073	10
0.0430	0.9503	11
0.0248	0.9751	12
0.0132	0.9883	13
0.0065	0.9948	14
0.0030	0.9979	15
0.0013	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0054	0.0062	1
0.0194	0.0256	2
0.0466	0.0722	3
0.0838	0.1560	4
0.1206	0.2766	5
0.1446	0.4212	6
0.1486	0.5698	7
0.1336	0.7034	8
0.1068	0.8102	9
0.0769	0.8871	10
0.0503	0.9374	11
0.0301	0.9675	12
0.0167	0.9842	13
0.0086	0.9928	14
0.0041	0.9969	15
0.0018	0.9987	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	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

9. Delmas (SR-87 SB Off-Ramp)/Park
 SBT/R
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 3.7
 Percentile = 0.95 7

9. Delmas (SR-87 SB Off-Ramp)/Park
 SBT/R
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 5.5
 Percentile = 0.95 10

9. Delmas (SR-87 SB Off-Ramp)/Park
 SBT/R
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 6.3
 Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0242	0.0242	0
0.0900	0.1142	1
0.1675	0.2817	2
0.2078	0.4895	3
0.1934	0.6829	4
0.1440	0.8269	5
0.0893	0.9162	6
0.0475	0.9637	7
0.0221	0.9858	8
0.0091	0.9950	9
0.0034	0.9984	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0041	0.0041	0
0.0225	0.0266	1
0.0618	0.0884	2
0.1133	0.2017	3
0.1558	0.3575	4
0.1714	0.5289	5
0.1571	0.6860	6
0.1234	0.8095	7
0.0849	0.8944	8
0.0519	0.9462	9
0.0285	0.9747	10
0.0143	0.9890	11
0.0065	0.9955	12
0.0028	0.9983	13
0.0011	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0019	0.0019	0
0.0121	0.0140	1
0.0377	0.0517	2
0.0786	0.1303	3
0.1227	0.2530	4
0.1534	0.4064	5
0.1598	0.5662	6
0.1427	0.7089	7
0.1115	0.8204	8
0.0774	0.8978	9
0.0484	0.9462	10
0.0275	0.9737	11
0.0143	0.9880	12
0.0069	0.9949	13
0.0031	0.9979	14
0.0013	0.9992	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	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

10. Woz (SR-87 NB On-Ramp)/Park
 EBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 3.3
 Percentile = 0.95 6

10. Woz (SR-87 NB On-Ramp)/Park
 EBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 4.6
 Percentile = 0.95 8

10. Woz (SR-87 NB On-Ramp)/Park
 EBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 5.1
 Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0376	0.0376	0
0.1234	0.1610	1
0.2024	0.3635	2
0.2213	0.5848	3
0.1815	0.7662	4
0.1190	0.8853	5
0.0651	0.9503	6
0.0305	0.9808	7
0.0125	0.9933	8
0.0046	0.9979	9
0.0015	0.9994	10
0.0004	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0105	0.0105	0
0.0477	0.0582	1
0.1088	0.1669	2
0.1653	0.3323	3
0.1885	0.5208	4
0.1719	0.6926	5
0.1306	0.8233	6
0.0851	0.9084	7
0.0485	0.9569	8
0.0246	0.9815	9
0.0112	0.9927	10
0.0046	0.9973	11
0.0018	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0061	0.0061	0
0.0311	0.0372	1
0.0793	0.1165	2
0.1348	0.2513	3
0.1719	0.4231	4
0.1753	0.5984	5
0.1490	0.7474	6
0.1086	0.8560	7
0.0692	0.9252	8
0.0392	0.9644	9
0.0200	0.9844	10
0.0093	0.9937	11
0.0039	0.9976	12
0.0015	0.9992	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. Woz (SR-87 NB On-Ramp)/Park
 EBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 3.0
 Percentile = 0.95 6

10. Woz (SR-87 NB On-Ramp)/Park
 EBL
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 3.9
 Percentile = 0.95 7

10. Woz (SR-87 NB On-Ramp)/Park
 EBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 4.2
 Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0518	0.0518	0
0.1534	0.2052	1
0.2270	0.4322	2
0.2240	0.6562	3
0.1657	0.8219	4
0.0981	0.9201	5
0.0484	0.9685	6
0.0205	0.9889	7
0.0076	0.9965	8
0.0025	0.9990	9
0.0007	0.9997	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0207	0.0207	0
0.0801	0.1008	1
0.1554	0.2562	2
0.2010	0.4573	3
0.1950	0.6523	4
0.1513	0.8036	5
0.0979	0.9015	6
0.0542	0.9557	7
0.0263	0.9820	8
0.0113	0.9933	9
0.0044	0.9977	10
0.0016	0.9993	11
0.0005	0.9998	12
0.0001	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0144	0.0144	0
0.0611	0.0755	1
0.1295	0.2050	2
0.1830	0.3880	3
0.1940	0.5821	4
0.1645	0.7466	5
0.1163	0.8629	6
0.0704	0.9333	7
0.0373	0.9706	8
0.0176	0.9882	9
0.0075	0.9956	10
0.0029	0.9985	11
0.0010	0.9995	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Woz/SR-87 NB Off-Ramp
 EBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 1.0
 Percentile = 0.95 3

15. Woz/SR-87 NB Off-Ramp
 EBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 1.8
 Percentile = 0.95 4

15. Woz/SR-87 NB Off-Ramp
 EBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 1.8
 Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3648	0.3648	0
0.3679	0.7327	1
0.1855	0.9182	2
0.0623	0.9805	3
0.0157	0.9962	4
0.0032	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1700	0.1700	0
0.3012	0.4712	1
0.2669	0.7380	2
0.1577	0.8957	3
0.0699	0.9656	4
0.0248	0.9903	5
0.0073	0.9976	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1659	0.1659	0
0.2980	0.4638	1
0.2677	0.7315	2
0.1603	0.8918	3
0.0720	0.9638	4
0.0259	0.9897	5
0.0077	0.9975	6
0.0020	0.9994	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

15. Woz/SR-87 NB Off-Ramp
 EBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 1.2
 Percentile = 0.95 3

15. Woz/SR-87 NB Off-Ramp
 EBL
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 1.7
 Percentile = 0.95 4

15. Woz/SR-87 NB Off-Ramp
 EBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 1.8
 Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3037	0.3037	0
0.3619	0.6656	1
0.2156	0.8813	2
0.0857	0.9669	3
0.0255	0.9925	4
0.0061	0.9986	5
0.0012	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1829	0.1829	0
0.3107	0.4936	1
0.2639	0.7575	2
0.1495	0.9070	3
0.0635	0.9705	4
0.0216	0.9920	5
0.0061	0.9981	6
0.0015	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1710	0.1710	0
0.3020	0.4730	1
0.2667	0.7397	2
0.1570	0.8967	3
0.0693	0.9660	4
0.0245	0.9905	5
0.0072	0.9977	6
0.0018	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

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

18. McEvoy/Park
 NBL/T/R
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 0.4
 Percentile = 0.95 2

18. McEvoy/Park
 NBL/T/R
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 1.0
 Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8895	0.8895	0
0.1042	0.9937	1
0.0061	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6930	0.6930	0
0.2542	0.9471	1
0.0466	0.9937	2
0.0057	0.9994	3
0.0005	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3806	0.3806	0
0.3677	0.7483	1
0.1776	0.9259	2
0.0572	0.9830	3
0.0138	0.9968	4
0.0027	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

18. McEvoy/Park
 NBL/T/R
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 0.1
 Percentile = 0.95 1

18. McEvoy/Park
 NBL/T/R
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 0.3
 Percentile = 0.95 1

18. McEvoy/Park
 NBL/T/R
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 0.8
 Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8915	0.8915	0
0.1024	0.9939	1
0.0059	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7349	0.7349	0
0.2264	0.9613	1
0.0349	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4333	0.4333	0
0.3624	0.7957	1
0.1515	0.9472	2
0.0422	0.9895	3
0.0088	0.9983	4
0.0015	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

18. McEvoy/Park
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

18. McEvoy/Park
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

18. McEvoy/Park
WBL
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
0.9511	0.9511	0
0.0477	0.9988	1
0.0012	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9375	0.9375	0
0.0605	0.9980	1
0.0020	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8970	0.8970	0
0.0975	0.9945	1
0.0053	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

18. McEvoy/Park
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

18. McEvoy/Park
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

18. McEvoy/Park
WBL
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
0.9239	0.9239	0
0.0731	0.9970	1
0.0029	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8810	0.8810	0
0.1116	0.9926	1
0.0071	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7638	0.7638	0
0.2058	0.9696	1
0.0277	0.9973	2
0.0025	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. McEvoy/North Project Access
 SBL/T
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 0.0
 Percentile = 0.95 171

A. McEvoy/North Project Access
 SBL/T
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 0.0
 Percentile = 0.95 171

A. McEvoy/North Project Access
 SBL/T
 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
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8697	0.8697	0
0.1214	0.9911	1
0.0085	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

A. McEvoy/North Project Access
 SBL/T
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 0.0
 Percentile = 0.95 171

A. McEvoy/North Project Access
 SBL/T
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 0.0
 Percentile = 0.95 171

A. McEvoy/North Project Access
 SBL/T
 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
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7271	0.7271	0
0.2317	0.9588	1
0.0369	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

B. McEvoy/South Project Access
 SBL/T
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 0.0
 Percentile = 0.95 171

B. McEvoy/South Project Access
 SBL/T
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 0.0
 Percentile = 0.95 171

B. McEvoy/South Project Access
 SBL/T
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 0.2
 Percentile = 0.95 1

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

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

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.8554	0.8554	0
0.1336	0.9890	1
0.0104	0.9994	2
0.0005	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

B. McEvoy/South Project Access
 SBL/T
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 0.0
 Percentile = 0.95 171

B. McEvoy/South Project Access
 SBL/T
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 0.0
 Percentile = 0.95 171

B. McEvoy/South Project Access
 SBL/T
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 0.3
 Percentile = 0.95 1

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

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

Individual ProbaBQlity	Cumulative ProbaBQlity	Number of Queued Vehicles
0.7723	0.7723	0
0.1995	0.9719	1
0.0258	0.9976	2
0.0022	0.9998	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