Hexagon Transportation Consultants, Inc.

Memorandum

Date: April 22, 2022

To: Christy Cheung, City of San Jose

From: Robert Del Rio, T.E., Luis Descanzo

Subject: Apollo Mixed-Use Development (H21-048)(3-25911) Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed Apollo residential/retail development in Downtown San Jose. The project site is located at 32 and 60 Stockton Avenue. The mixed-use development is proposed to consist of 497 residential units and 7,684 square feet (s.f.) of ground floor commercial space. Vehicular access to a 398-space three level parking garage (basement, ground, and mezzanine levels) would be provided via a proposed two-way driveway located on Stockton Avenue. Figure 1 shows the project site location.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. The project, however, must perform an LTA to identify operational issues. The project site also is located within the *Diridon Station Area Plan* boundary, as shown on Figure 1.

Scope of Study

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

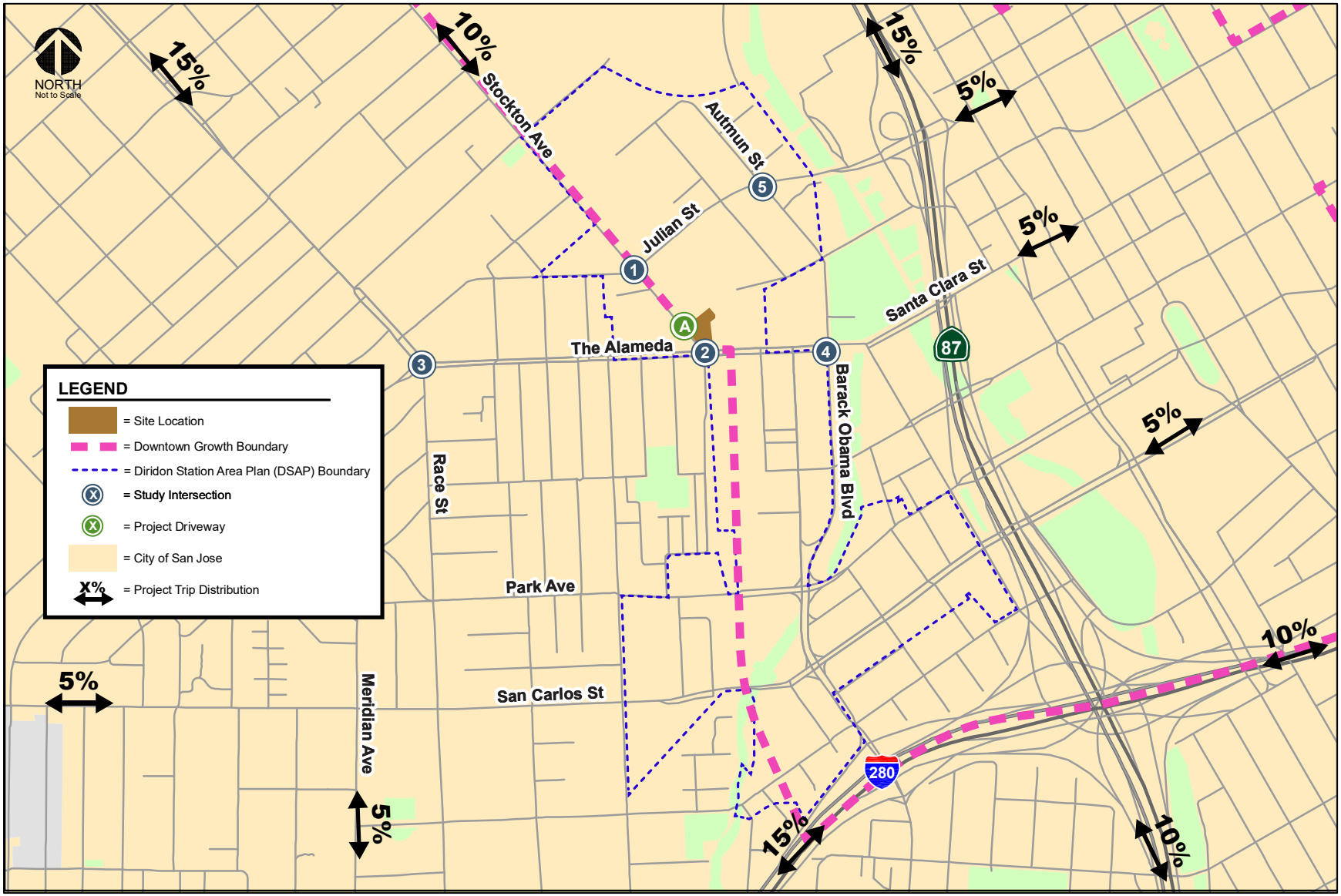
Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided by State Route 87 and the Interstate 280/680 freeway. Local site access is provided by Santa Clara Street, Stockton Avenue, The Alameda, Julian Street, Barack Obama Boulevard, Montgomery Street, and Race Street. The freeways and local roadways are described below.

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



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

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to the project site are provided via its junction with SR 87 and full interchange at Bird Avenue.

Santa Clara Street is an east-west four-lane street, designated as a Grand Boulevard in the General Plan, located along the south frontage of the project site. It extends as West Santa Clara Street from First Street westward to Stockton Avenue where it transitions into The Alameda. East of First Street, it extends eastward as East Santa Clara Street to US-101 where it transitions into Alum Rock Avenue. Bike lanes are provided between Stockton Avenue and Almaden Boulevard. Site access is provided via Stockton Avenue. Parking is prohibited along the project's Santa Clara Street frontage.

Stockton Avenue is generally a two-lane north-south local roadway that runs between the College Park Caltrain Station and Santa Clara Street/The Alameda. Bike lanes are provided along both sides of Stockton Avenue along its entire extent. Stockton Avenue runs along the west project frontage and provides direct access to the project site. Parking is prohibited along a portion of the project's Stockton Street frontage, between Santa Clara Street and 100 feet north of Santa Clara Street. On-street parking is currently allowed along the remaining site frontage.

The Alameda (State Route 82) is generally a four-lane north-south roadway, designated as a Grand Boulevard in the General Plan, that runs from Santa Clara University to Stockton Avenue where it becomes Santa Clara Street. Site access is provided via Julian Street and Stockton Avenue.

Julian Street is a two-lane east-west roadway between The Alameda and Montgomery Street (as a designated Local Connector Street in the General Plan) then transitions to a four-lane street east of Montgomery Street (designated as a City Connector Street). An interchange with SR-87 is located between Almaden Boulevard and Notre Dame Avenue. Bike lanes are provided between Stockton Avenue and The Alameda. Project site access is provided via Stockton Avenue.

Barack Obama Boulevard is a north-south roadway, designated as a City Connector Street in the General Plan, that runs between Auzerais Avenue and St. John Street. South of Auzerais Avenue, Barack Obama Boulevard transitions to Bird Avenue while north of St. John Street, Barack Obama Boulevard transitions to Autumn Street. Between Auzerais Avenue and Park Avenue, Barack Obama Boulevard consists of two northbound travel lanes and three southbound travel lanes. Between Park Avenue and Santa Clara Street, Barack Obama Boulevard is a two-lane, one-way (northbound) roadway that works as a couplet with Montgomery Street. North of Santa Clara Street, Barack Obama Boulevard is a two-lane two-way roadway. Bike lanes are provided along the entire length of the roadway. Barack Obama Boulevard would provide access to the project site via Santa Clara Street and Stockton Avenue.

Montgomery Street is a north-south roadway that extends between Santa Clara Street and Park Avenue. Montgomery Street is a two-lane, one-way (southbound), General Plan-designated Main Street that works as a couplet with Barack Obama Boulevard. Access to the project site would be provided via Santa Clara Street and Stockton Avenue.

Race Street is a north-south roadway that extends from The Alameda to Fruitdale Avenue. Race Street is designated as an On-Street Primary Bicycle Facility in the General Plan north of San Carlos Street,

with bike lanes on both sides of the street between The Alameda and Park Avenue, and between San Carlos Street and Parkmoor Avenue. It is generally a two-lane roadway, with the exception of a four-lane segment between Saddle Rack Street and I-280 Off-Ramp. Race Street provides access to the project site via The Alameda and Stockton Avenue.

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 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:

- Stockton Avenue, along its entire extent
- The Alameda/Santa Clara Street, between Stockton Avenue and Almaden Boulevard
- Julian Street, between The Alameda and Stockton Avenue
- Race Street, between The Alameda and Park Avenue; San Carlos Street and Parkmoor Avenue
- Barack Obama Boulevard, between Santa Clara Street and Auzerais Avenue

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes:

- Sunol Street, between The Alameda and Auzerais Avenue
- Montgomery Street, between Julian Street and St. John Street
- St. John Street, along its entire extent

Class IV Bikeway (Protected Bike Lane). Class IV bicycle facilities are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

- San Fernando Street, between Cahill Street and Tenth Street
- Cahill Street, between San Fernando Street and Santa Clara Street
- Barack Obama Boulevard, between Santa Clara Street and St. John Street
- Park Avenue, between Barack Obama Boulevard and Laurel Grove Lane

The existing bicycle facilities are shown on Figure 2.

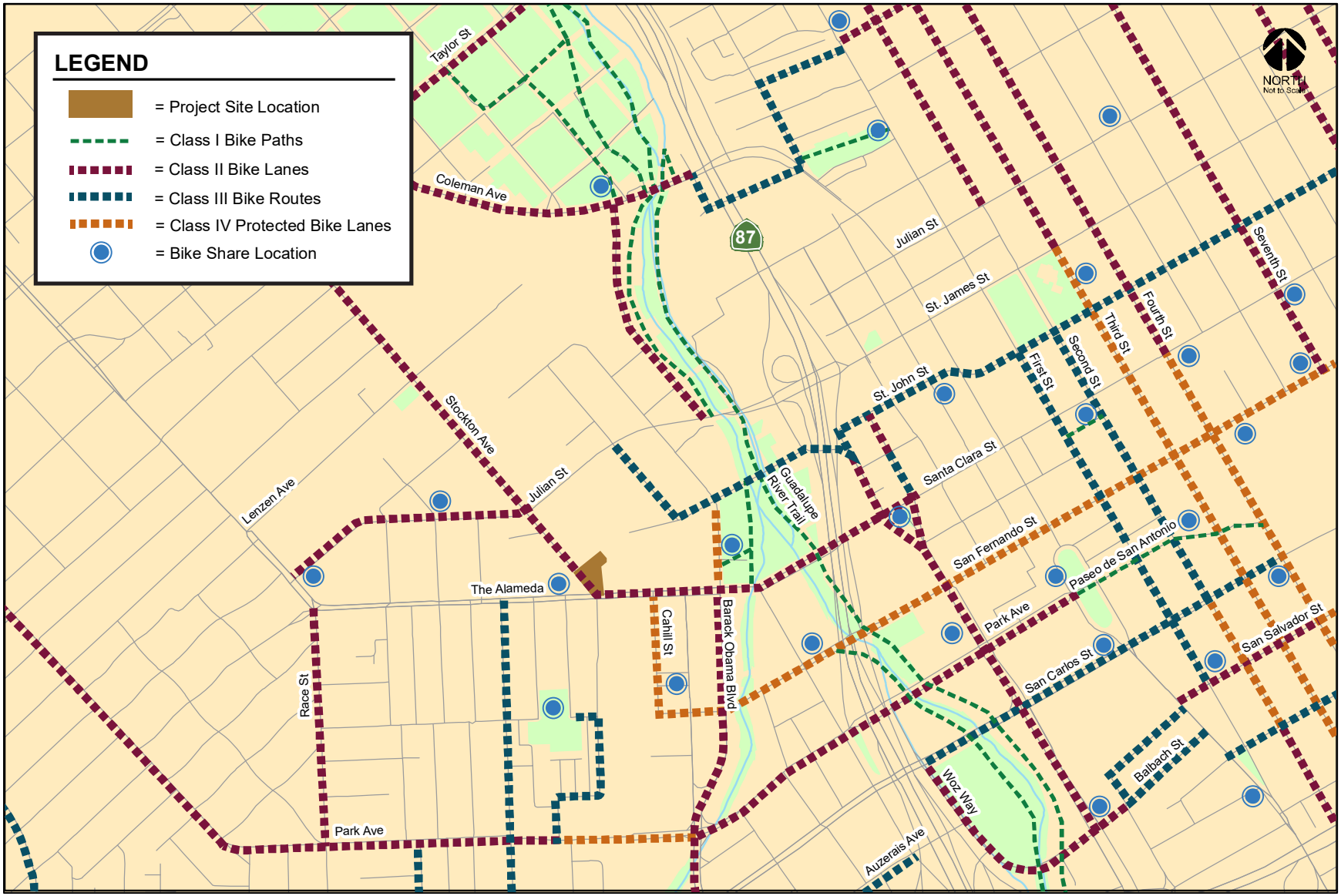
Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Santa Clara Street, located approximately 1,200 feet east of the project site.

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. The nearest bike share station is located less than 300 feet from the project site along the north side of The Alameda, just west of Stockton Avenue. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Figure 2
Existing Bicycle Facilities



Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. The majority of the crosswalks at signalized intersections in the vicinity of the project site except those at the Stockton Avenue and Julian Street intersection consist of high visibility crosswalks and countdown signal heads that enhance pedestrian visibility and safety while crossing the intersections. Additionally, there are pedestrian-activated mid-block crosswalks along The Alameda between Stockton Avenue and Race Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

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

- Autumn Street and Julian Street – northwest and southwest corners
- Montgomery Street and Julian Street – northwest, northeast, and southeast corners

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

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located less than 1,500 feet from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 3 shows the existing transit facilities.

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 500, 522, and 568 run along Santa Clara Street while Rapid Route 523 runs along San Carlos Street. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours.

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located at the intersection of The Alameda/Bush Street, less than 300 feet walking distance from the project site, and are served by Frequent Bus Routes 22 and 64B. Bus stops at Santa Clara Street/Cahill Street, less than 600 feet walking distance from the project site, are served by Rapid Route 522.

VTA Light Rail Transit (LRT) Service

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

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

Figure 3
Existing Transit Facilities

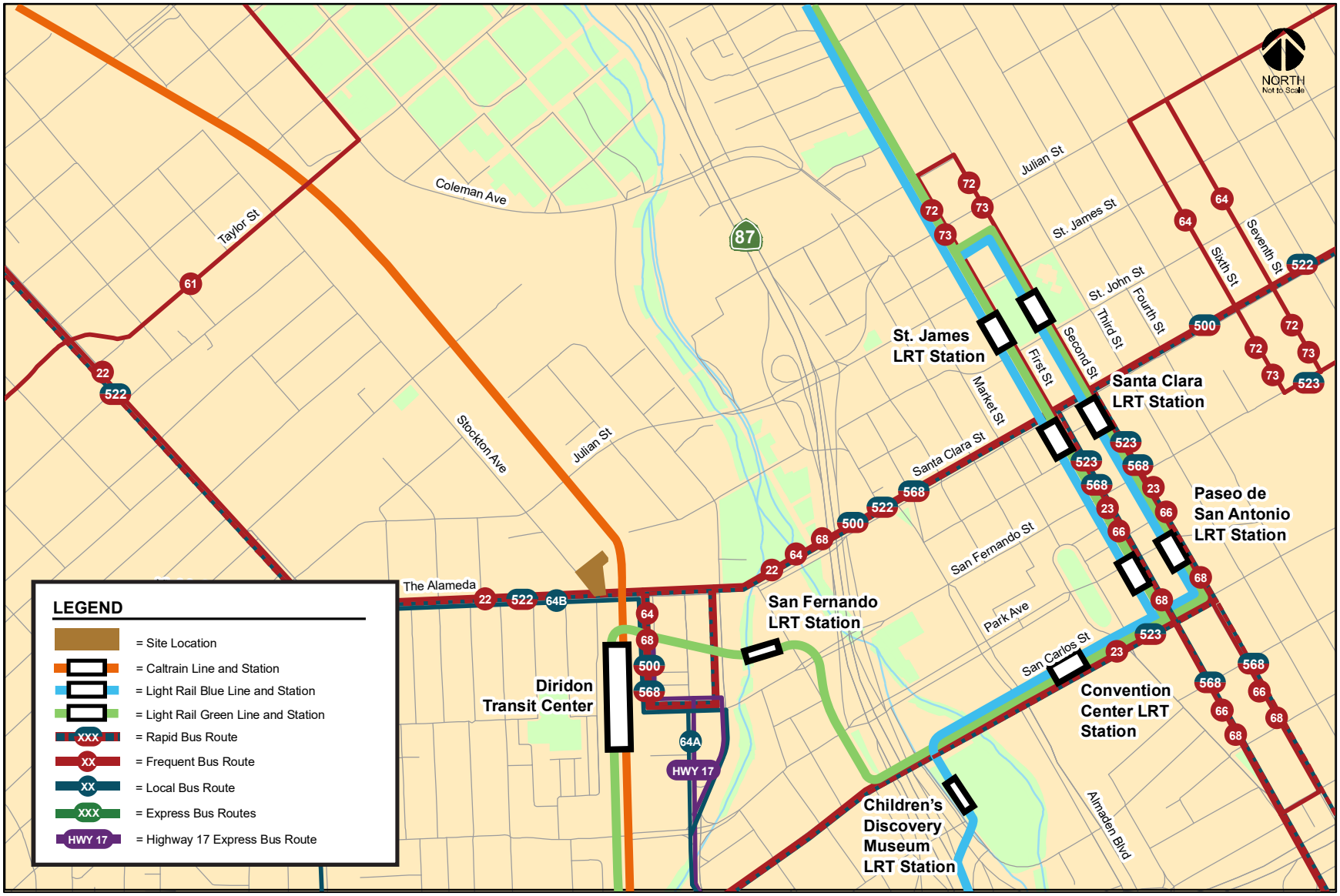


Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	The Alameda/Bush	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	San Carlos/Barack Obama	12 - 15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/Cahill	30 min [2]
Local Route 64B	McKee & White to Almaden Expressway & Camden	The Alameda/Bush	30 min [2]
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	Diridon Transit Center	15 - 20 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Diridon Transit Center	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Cahill	10 - 15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	San Carlos/Barack Obama	15 - 20 min
Rapid Route 568	Gilroy/Morgan Hill to San Jose Diridon Station	Diridon Transit Center	15 - 40 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Diridon Transit Center	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.

Caltrain Service

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

Altamont Commuter Express Service (ACE)

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

Amtrak Service

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

Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips that will be generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 11th Edition* (2021) for the Multifamily Housing-High Rise (Land Use 222) and Strip Retail Plaza (<40k) (Land Use 822). Although the project site is within ½-mile of rail transit (Diridon Transit Center), trip generation rates for the "Not Close to Rail Transit" land use subcategory were selected since multimodal trip reductions are already accounted for as part of the location-based adjustment, as described below. The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project based on its location and surrounding transportation system and land uses.

Internal Trip Reduction

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.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the VMT Tool, the project site is located within a designated urban high-transit area. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Residential and retail developments within urban low-transit areas have a vehicle mode share of 87%. Thus, a 13% reduction was applied to the trips generated by the proposed project.

VMT Reduction

Based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 8.27 VMT per-capita in an area that currently generates approximately 9.23 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 10.4 percent to reflect the reduction in peak hour trips.

Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed project would generate 2,019 daily trips, with 115 trips (43 inbound and 72 outbound) occurring during the AM peak hour and 154 trips (85 inbound and 69 outbound) occurring during the PM peak hour.

The trip generation estimates for the proposed project are shown in Table 2.

Table 2
Project Trip Generation Estimates

Land Use	Reduction %	Place Type	VMT Existing	VMT Project	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Split In	AM Split Out	AM Trip In	AM Trip Out	AM Trip Total	PM Peak Hour Rate	PM Split In	PM Split Out	PM Trip In	PM Trip Out	PM Trip Total
Proposed Land Uses																			
#222 - Multifamily Housing (High-Rise)					**497** Dwelling Units	4.540	2,256	0.270	34%	66%	46	88	134	0.320	56%	44%	89	70	159
Residential & Retail Reduction[3]	*15%*						*-63*				*-1*	*-2*	*-3*				*-4*	*-4*	*-8*
Location-Based Reduction[1]	*13%*	Urban Low-Transit					*-285*				*-6*	*-11*	*-17*				*-11*	*-9*	*-20*
VMT-Based Reduction[2]	*10.40%*		9.23	8.27			*-198*				*-4*	*-8*	*-12*				*-8*	*-6*	*-14*
#822 - Strip Retail Plaza (<40k)					**7,684** Square Feet	54.450	418	2.360	60%	40%	11	7	18	6.590	50%	50%	26	25	51
Residential & Retail Reduction[3]	*15%*						*-63*				*-2*	*-1*	*-3*				*-4*	*-4*	*-8*
Location-Based Reduction[1]	*13%*	Urban Low-Transit					*-46*				*-1*	*-1*	*-2*				*-3*	*-3*	*-6*
Baseline Vehicle Trips (Before Reductions)							*2,674*				*57*	*95*	*152*				*115*	*95*	*210*
Project Trips After Reductions							**2,019**				**43**	**72**	**115**				**85**	**69**	**154**

Source: ITE Trip Generation Manual, 11th Edition 2021.

[1] The place type for the project site is obtained from 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 2020). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[2] 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-employee is equivalent to one percent reduction in peak-hour vehicle trips.

[3] The following trip reductions are prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014).
Mixed-Used Development Project
with residential and retail components - 15% off the smaller trip generator

Project Trip Distribution and Trip Assignment

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

The project trip assignment is shown on Figure 4. As discussed below, access to the project driveway may be limited during the peak-hours due to existing queues along southbound Stockton Avenue. Figure 5 shows the project trip assignment assuming limited right-in and right-out only access at the project driveway.

Vehicular Site Access

A review of the project site plan was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on the site plan dated January 21, 2022 prepared by Aedis Architects, and in accordance with generally accepted traffic engineering standards and City of San Jose design standards. The street level site plan is shown on Figure 6.

Project Driveway/Site Access Design

Parking Garage Access

One two-way driveway on Stockton Avenue will provide access to the parking levels. The site plan shows a proposed driveway width of 26 feet, which will meet the City's maximum width of 26 feet for two-way multi-family residential driveways.

The City also typically requires parking entrances to be located at least 50 feet from the back of the sidewalk in order to provide adequate stacking space for at least two inbound vehicles. This requirement, however, may not always be achievable in the downtown area due to the zero setback requirements for buildings located in downtown.

Recommendation: Entry gates are shown on the site plan to be directly adjacent to the frontage sidewalk. It is recommended that the gates be placed a minimum of 25 feet within the entrance (if 50 feet is not feasible) to accommodate one entering vehicle without blocking the sidewalk. If providing queuing space would not be feasible, the inbound gate could be kept open during peak inbound traffic.

Recommendation: Additionally, appropriate visible and/or audible warning signals should be provided at the project driveway to alert pedestrians and bicyclists of vehicles exiting the project driveway.

Sight Distance at the Driveway Serving the Project

The project access points should be designed to be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Stockton Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. The project driveway should be constructed at-grade to allow exiting vehicles to see pedestrians and bicycles crossing the driveway.

There are no existing trees or visual obstructions along the project frontage that would obscure sight distance at the project driveway. Existing street parking is present on Stockton Avenue in the vicinity of the proposed driveway. It is recommended that new red curb be installed equal to a car length east and

Figure 4
Project Trip Assignment (Full Access Project Driveway)

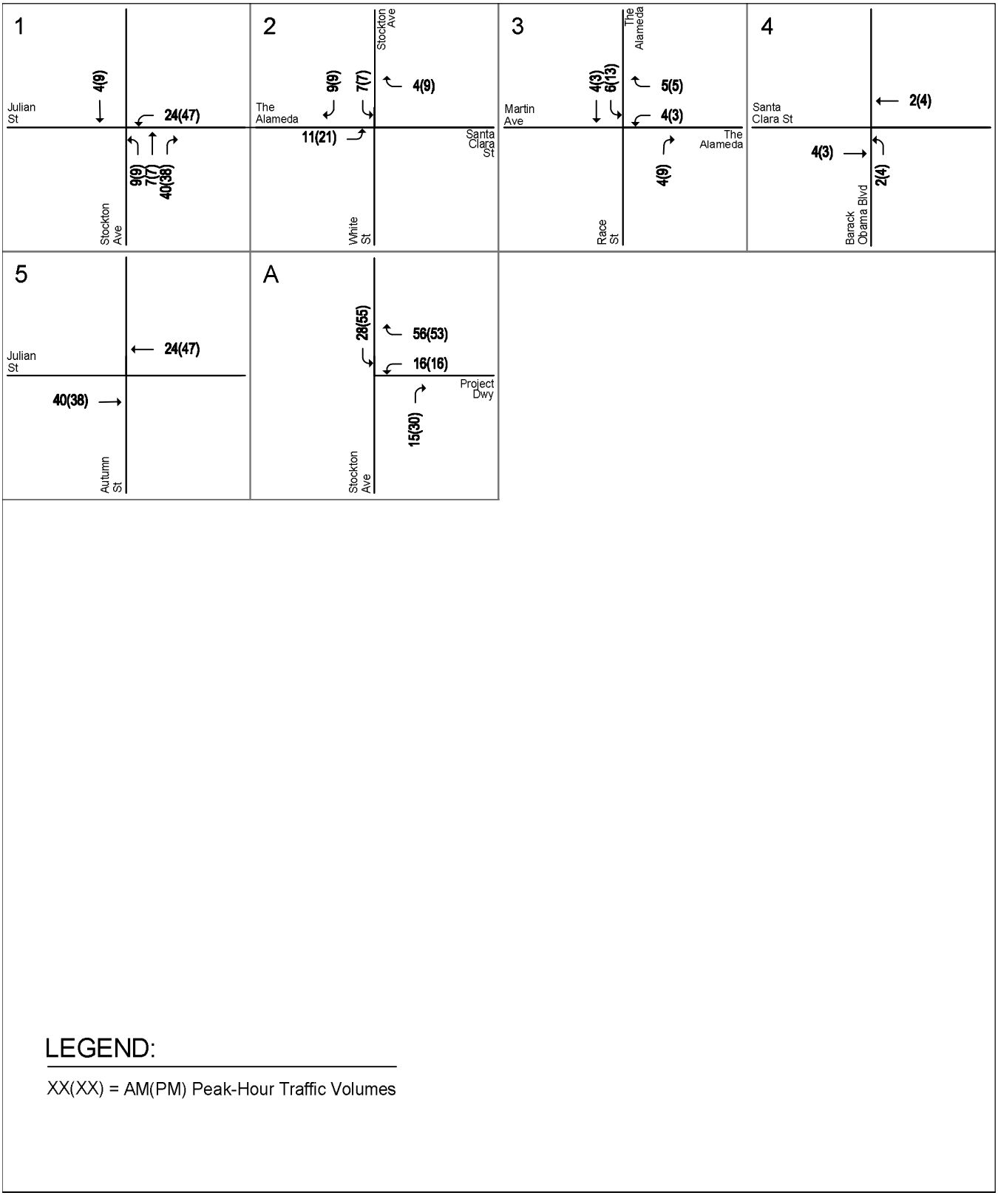
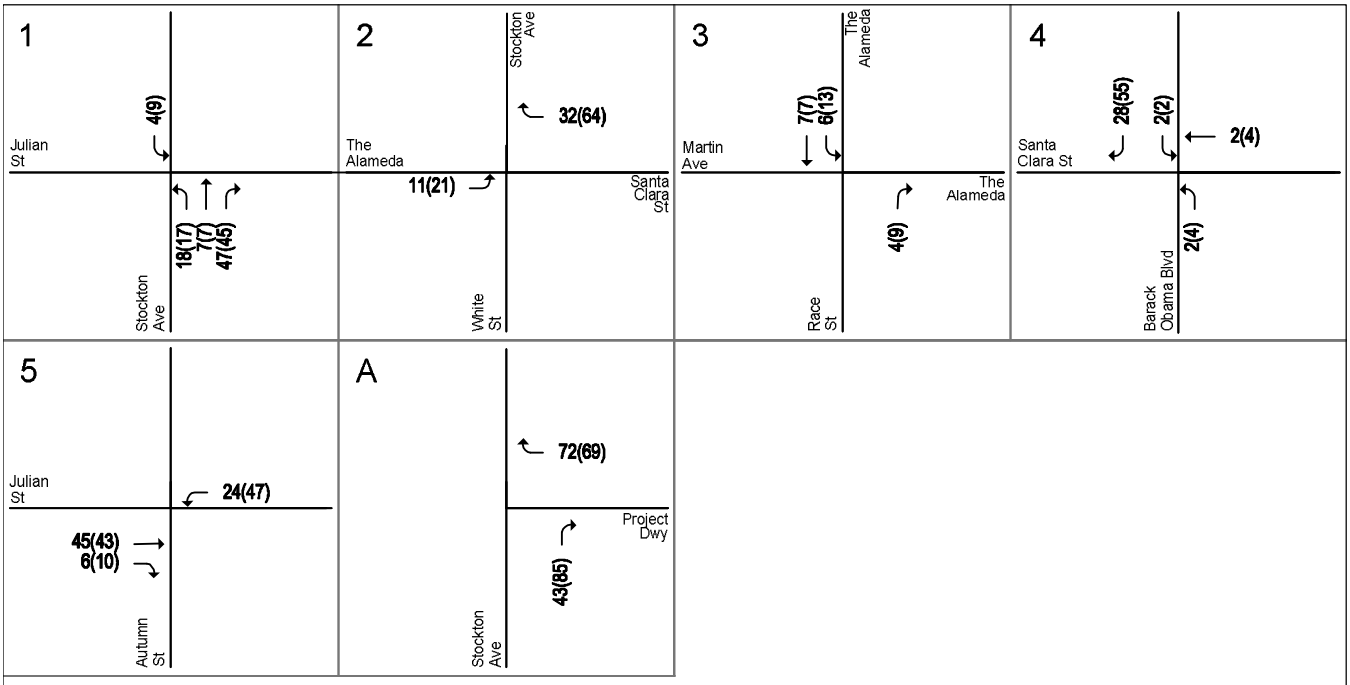


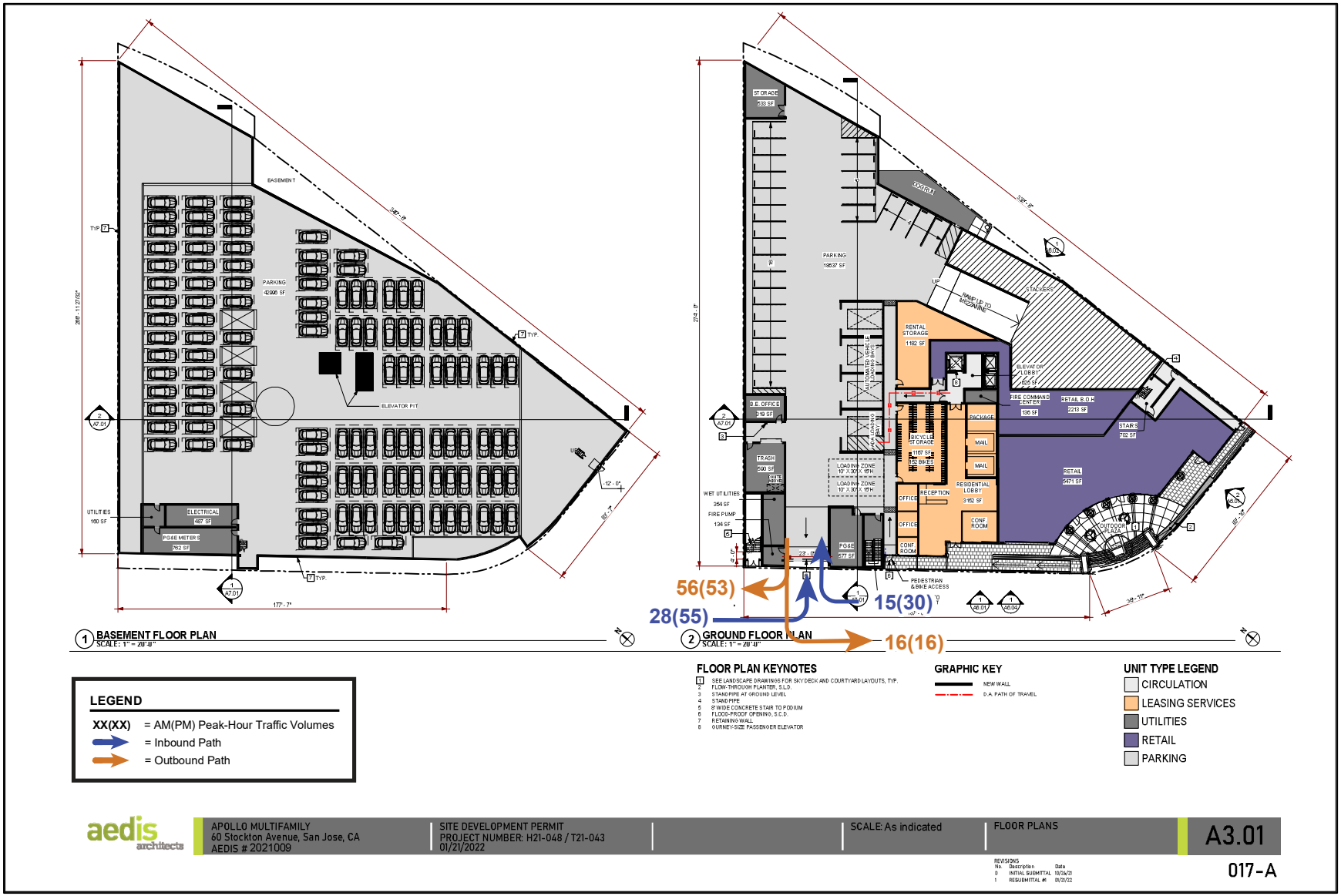
Figure 5
Project Trip Assignment (Right-in/Right-out Limited Access at Project Driveway)



LEGEND:

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

Figure 6
Ground-Level and Basement Site Plan and Trips at Project Driveway (Full Access)



west of the project driveway to ensure exiting vehicles will have clear vision of oncoming traffic on Stockton Avenue.

Adequate sight distance (sight distance triangles) should be provided at the project driveways in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Stockton Avenue has a posted speed limit of 30 miles per hour (mph). The AASHTO stopping sight distance for facilities with a posted speed limit of 30 mph is 200 feet. Thus, drivers exiting the project driveway must be able to see 200 feet to the north and south along Stockton Avenue.

Based on the project site plan and observations in the field, vehicles exiting the proposed driveway would be able to see approaching southbound traffic at least 200 feet from the driveway. Drivers would have a clear view of northbound traffic approaching from the Stockton Avenue/Santa Clara Street intersection located approximately 150 feet to the south. Since all vehicles on northbound Stockton Avenue would perform right- or left-turns from Santa Clara Street/The Alameda, speeds along the project driveway would be significantly less than the 30-mph speed limit. Assuming a speed of less than 25 mph, the 150-foot sight distance is adequate. There is no roadway curve on Stockton Avenue that would obstruct the vision of drivers exiting the project driveway. Therefore, it can be concluded that the project driveway would meet the AASHTO minimum stopping sight distance standards, and sight distance would be adequate at the project driveway.

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

Project Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a maximum of 85 inbound trips (during the PM peak hour) and 72 outbound trips (during the AM peak hour) would enter and exit the site at the project driveway. The estimated project trips at the project driveway (assuming full access) are shown on Figure 6.

Access to the project driveway is constrained due to its proximity to the Stockton Avenue/Santa Clara Street intersection, located only 150 feet south of the proposed driveway. There are currently no turn restrictions preventing left-turns from southbound Stockton Avenue into the project driveway. Based on the results of the intersection queueing analysis (presented later in the report), the queues for the southbound movement (two lanes) on Stockton Avenue are projected to extend 175 feet and 450 feet back from the intersection during the AM and PM peak-hours, respectively, under background conditions. Since the southbound queue would extend past the proposed project driveway, inbound vehicles from southbound Stockton Avenue would have to join the existing southbound left-turn queue before making a left-turn into the project driveway. Therefore, inbound project traffic would contribute to additional delay to non-project traffic utilizing the southbound left-turn lanes.

As described above, the estimated southbound queues extending back from the Stockton Avenue/Santa Clara Street intersection will result in limited access to the proposed project driveway during peak-hours. Inbound residents of the proposed development likely will utilize alternative routes to avoid entering from southbound Stockton Avenue during the peak-hours, and would instead approach the site via northbound Stockton Avenue. Outbound residents likely will prefer to make right-turns from the project driveway to avoid waiting for a gap in the queue on southbound Stockton Avenue. Figures 4 and 5 show the resulting project trip assignment assuming full access and limited access at the project driveway, respectively.

Recommendation: The project should work with the City to determine if turn restrictions should be enforced at the project driveway to allow only inbound and outbound right-turns.

Vehicular On-Site Circulation

Ground-Floor and Basement Levels

The ground-floor parking level consists of a two-way drive aisle that provides access to four automated vehicle lifts. Tenants would park their vehicle on the vehicle lift; the vehicle lift will automatically park the vehicle below-ground and retrieve vehicles when requested. The below-ground parking level is entirely automated. Vehicles are parked and retrieved mechanically via the proposed vehicle shelving system. Therefore, no drivers or valets will enter the below-ground parking levels.

The efficiency of the vehicle lift will be dependent on the user's ability to exit from or retrieve their vehicle in a timely manner. The proposed location of the vehicle lifts, approximately 75 feet from the garage entrance, could result in vehicles spilling out onto the sidewalk and possibly onto Stockton Avenue should three or more vehicles arrive simultaneously or within a minute or two of each other.

In addition to the parking lift, there are 90-degree parking stalls at the ground-floor level. Adequate space will be needed to allow vehicles accessing either the vehicle lifts or parking spaces to reverse out of the lift/parking spaces. The drive aisle, shown to be approximately 26 feet wide along the parking spaces and parking lifts, will meet the City's minimum 26-foot width for two-way drive aisles. It should be noted that the drive aisle measures only 23 feet between the garage entrance and approximately 40 feet into the parking garage. The proposed width is sufficient to accommodate an SU-30 truck, as shown on truck turning templates (Figures 8 and 9).

The entrance aisle terminates as a dead-end. Dead-end aisles are undesirable because vehicles must park at a parking space or perform a U-turn to exit the parking structure. However, the dead-end aisle should not be problematic, given that the aisle is short (approximately 50 feet long) and would only serve residents. Therefore, drivers will be familiar with the layout of the parking level and will not be circulating the garage searching for available spaces.

Recommendation: The project should work with the City to determine if additional requirements are needed to accommodate ingress and egress from the proposed automated parking system. Specifically, staging areas for each of the parking lifts should be provided.

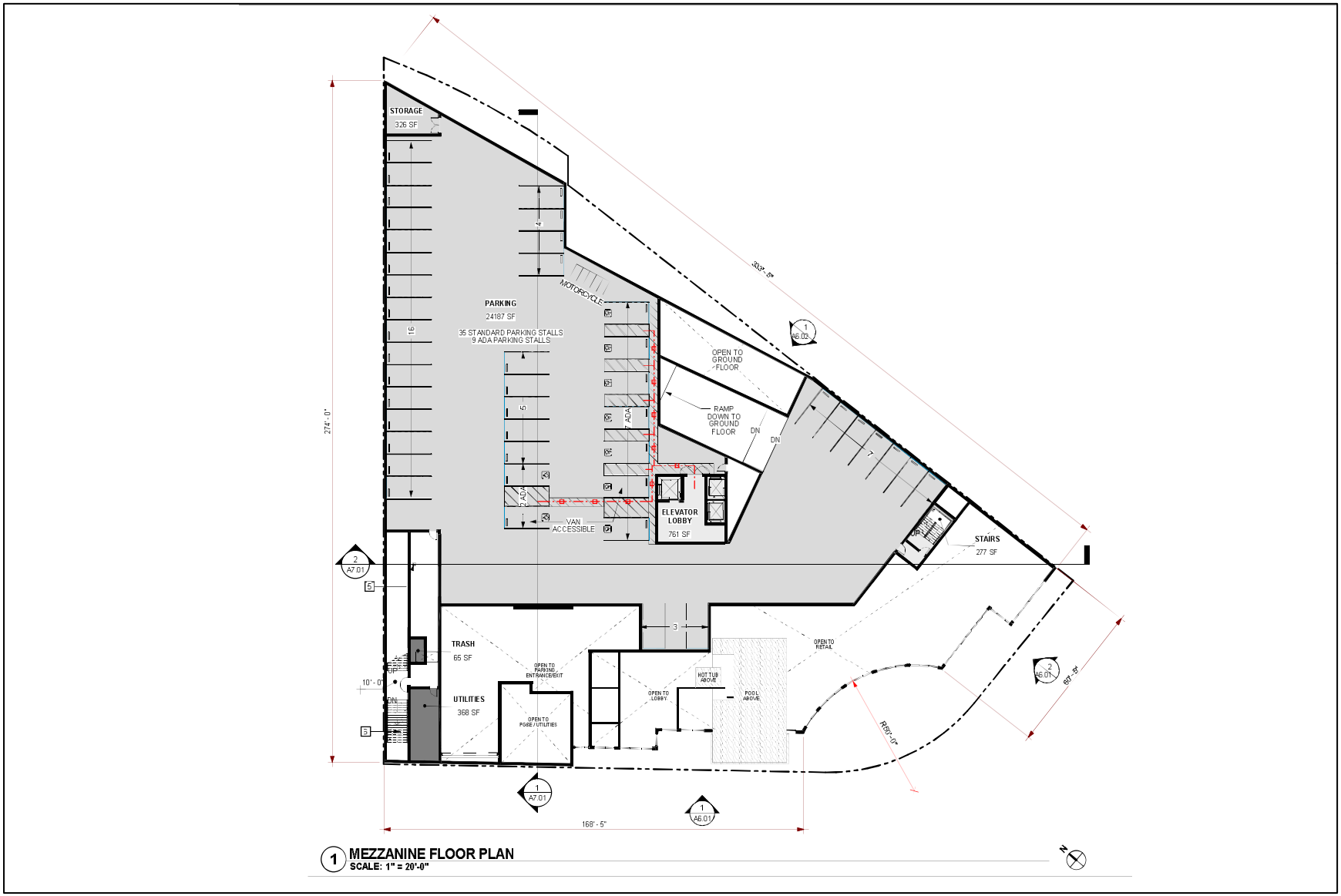
Mezzanine Level

The mezzanine level site plan is shown on Figure 7. Access to the mezzanine level is provided via a ramp located past the vehicle lifts at the ground-floor level. There are 90-degree parking stalls along two-way drive aisles at the mezzanine level. The drive aisles are shown to be at least 26 feet wide and would meet the City's minimum 26-foot width for two-way drive aisles. The drive aisle loops around, thus providing continuous circulation at the mezzanine level. A dead-end drive aisle, approximately 50 feet long, should not be problematic.

Truck Site Access

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.430 and 20.70.435), residential uses of greater than two hundred units and less than five hundred units are required to provide at least two off-street loading spaces. Retail and commercial stores and shops less than 10,000 gross floor area (GFA) are not required to provide an off-street loading space.

Figure 7
Mezzanine Site Plan



The mixed-use project is proposing a total of 497 residential units and 7,684 square feet of retail space. Therefore, the project is required to provide two off-street loading spaces for the residential use. Off-street loading is not required for the proposed retail space. The project site plan indicates two designated off-street loading zones located within the ground-floor parking level, approximately 50 feet past the parking garage entrance. The loading zones are shown to measure 10 feet in width, 30 feet in length, and 15 feet in height, and would therefore meet City standards for off-street loading zones. Truck turning templates are shown on Figures 8 and 9. As shown on Figure 8, the proposed driveway width is sufficient to accommodate an SU-30 truck.

The site plan indicates a trash enclosure will be located at ground level, along the entry drive aisle across from the two on-site loading zones. Garbage trucks will not enter the building. Therefore, waste bins will be wheeled out to Stockton Avenue for garbage truck pickup. The proposed trash staging area is shown on Figure 10.

Emergency vehicles would have adequate access to the project site along the Santa Clara Street and Stockton Avenue frontages and will not enter the parking structure. No on-site fire lanes are proposed.

Pedestrian and Bicycle Access and Circulation

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 proposed project site is located within the Diridon Station Area Plan and fronts Santa Clara Street, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Sites located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

Pedestrian Circulation

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 11, there are many designated Downtown Pedestrian Network Streets (DPNS) in the vicinity of the project site, which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages along Stockton Avenue and Santa Clara Street. The project proposes to widen the project frontage sidewalks to a width of approximately 20 to 22 feet wide. The proposed width would exceed the minimum 16-foot width for sidewalks along Grand Boulevard roadways (such as Santa Clara Street) and minimum 10-foot width for local roadways (such as Stockton Avenue), as recommended in the City's *Complete Streets Design Standards and Guidelines*. Additionally, the project proposes a public plaza located at the southwest corner of the project site.

Figure 8
Truck Turning Templates

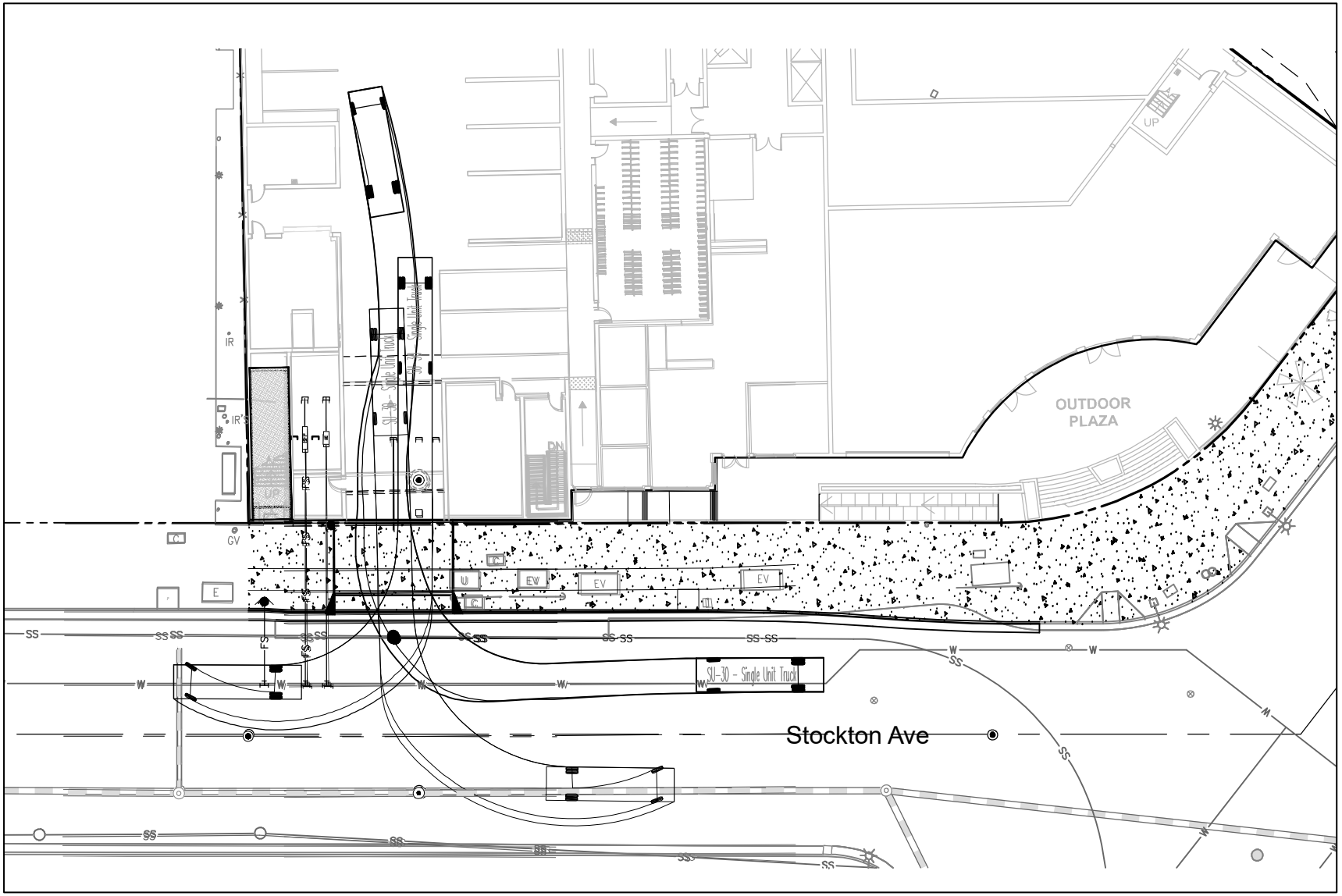


Figure 9
Truck Turning Templates

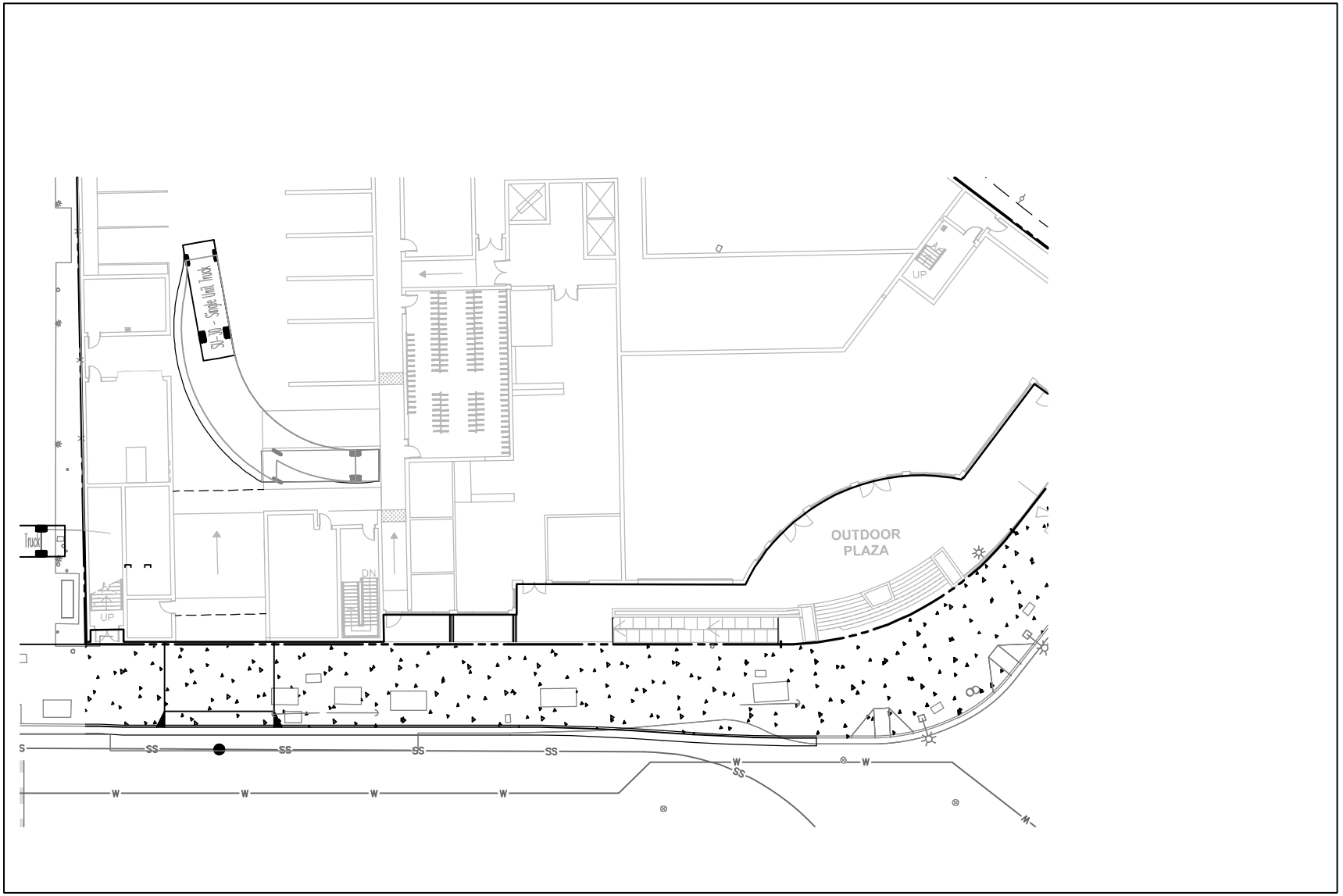


Figure 10
Trash Staging Area

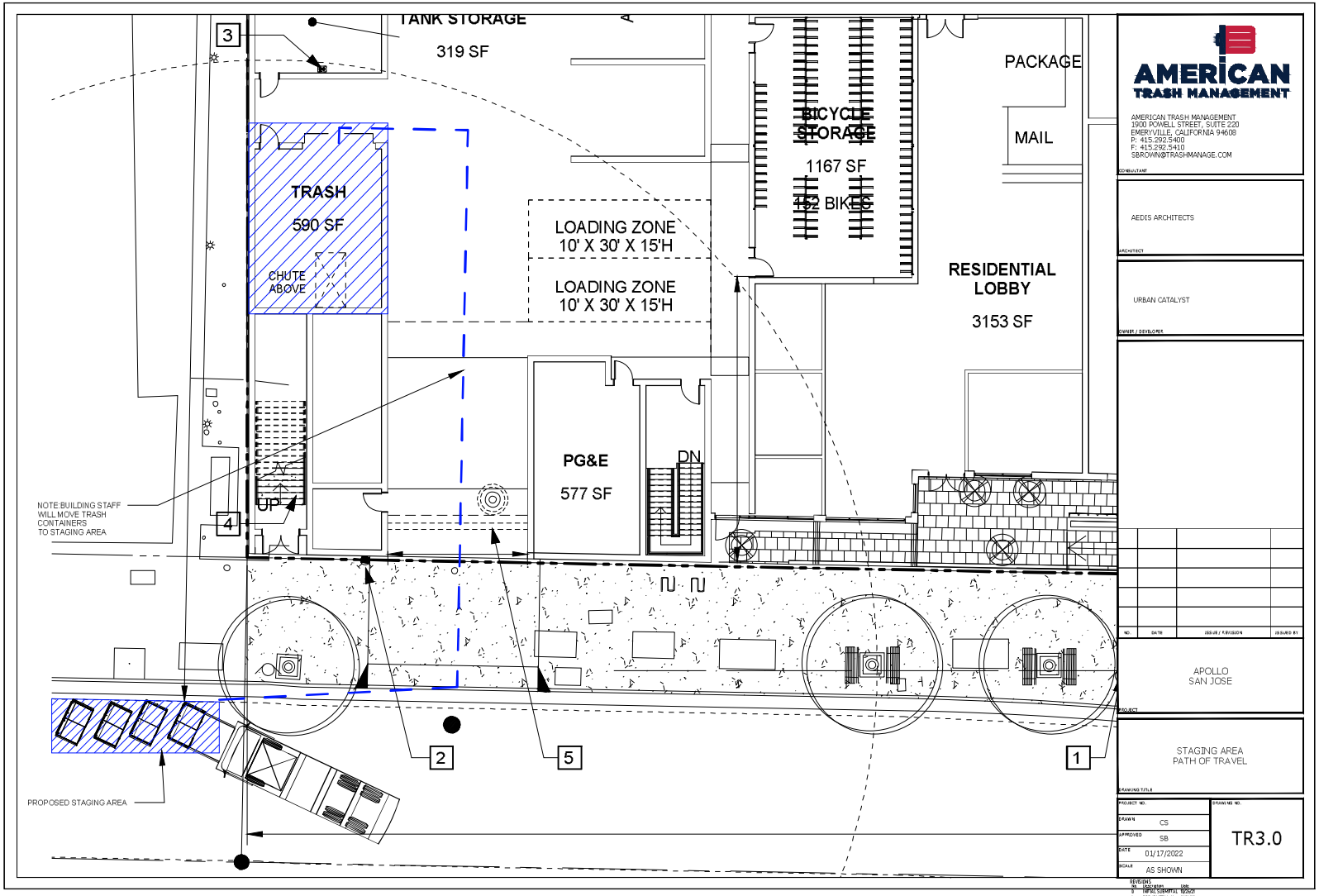
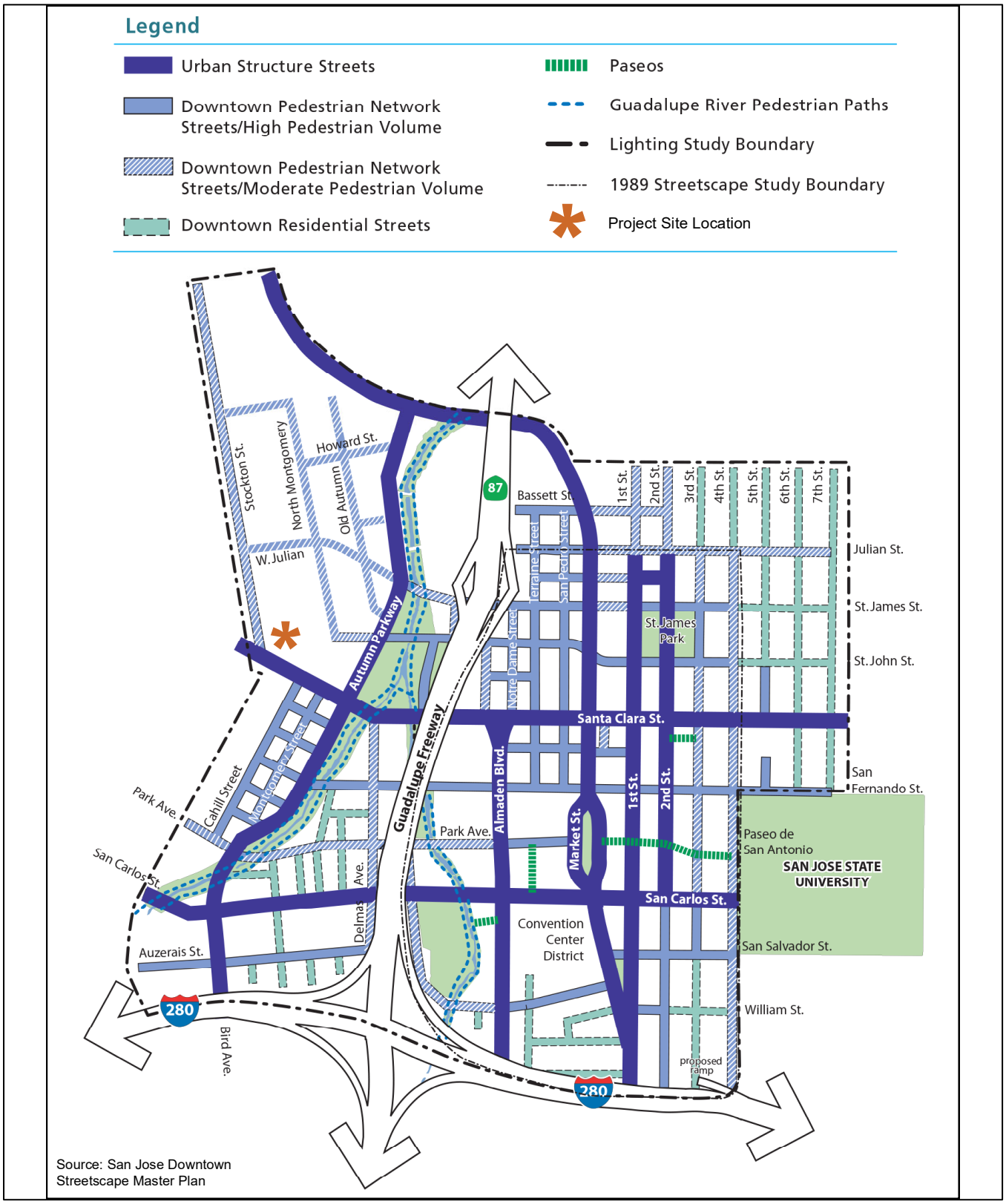


Figure 11
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

Crosswalks, ADA ramps, and pedestrian signal heads are available on all four approaches at all study intersections, with the exception of Stockton Avenue and Julian Street. At the signalized intersection of Stockton Avenue and Julian Street, marked crosswalks are located along the west, north, and east legs of the intersection. There are only a few pedestrian destinations located west of Stockton Avenue, therefore the addition of a crosswalk across the south leg of the intersection would be of limited benefit to the project.

Additionally, there are pedestrian-activated mid-block crosswalks along The Alameda between Stockton Avenue and Race Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

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

- Autumn Street and Julian Street – northwest and southwest corners
- Montgomery Street and Julian Street – northwest, northeast, and southeast corners

Bicycle Circulation

The project is located adjacent to existing Class II bicycle facilities (striped bike lanes) along Santa Clara Street and Stockton Avenue. Many additional bicycle facilities are located along surrounding roadways in the vicinity of the project site.

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Santa Clara Street, located approximately 1,200 feet east of the project site.

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. The nearest bike share station is located less than 300 feet from the project site along the north side of The Alameda, just west of Stockton Avenue. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Project Pedestrian and Bicycle Facility Improvements

- The project will be required to construct a half bulb-out at the northeast corner of the Stockton Avenue/Santa Clara Street intersection (will require signal modification).
- The project proposes to replace the existing Class II bike lanes along the Stockton Avenue and Santa Clara Street frontages with a Class IV raised protected bikeway. The proposed facility would be consistent with planned improvements along Stockton Avenue and Santa Clara Street per the City of San Jose Better Bike Plan 2025.

Transit Facilities

The project is in close proximity to major transit services that will provide the opportunity for multi-modal travel to and from the project site. The project site is located less than 1,500 feet from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, the Mountain View–Winchester LRT line, and commuter rail lines (Caltrain, ACE, and Amtrak services) are provided within the Diridon Transit Center.

The nearest bus stops are located at the intersection of The Alameda/Bush Street, less than 300 feet walking distance from the project site, and are served by Frequent Bus Routes 22 and 64B. Bus stops at Santa Clara Street/Cahill Street, less than 600 feet walking distance from the project site, are served by Rapid Route 522.

Grand Boulevards

The Envision 2040 General Plan identifies the following goals in regard to public transit:

- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.
- Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops.

Santa Clara Street is designated as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project fronts Santa Clara Street, the project shall be required to implement the following Grand Boulevard design principles:

- Provide a minimum 16 foot sidewalk width along its frontage on Santa Clara Street
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

Diridon Station Area Plan (DSAP)

The project site is located within the *Diridon Station Area Plan* boundary, as shown on Figure 1. In 2014, the City adopted the Diridon Station Area Plan (2014 Plan) to guide development in an approximately 250-acre area around Diridon Station. The 2014 Plan envisioned the transformation of the station area into a mixed-use urban neighborhood anchored by a major transportation hub and the SAP Center. In 2021, the Plan was amended to reflect the City's goals of advancing equity as development and investment occurs in the area. Major changes include expanding the 2014 Plan boundary, adding development capacity, increasing building height limits, and updating sections on land use, urban design, open space, and mobility.

Diridon Integrated Station Concept Plan (DISC)

Diridon Station is the most significant component of the area's transportation system. The Diridon Integrated Station Concept Plan (Concept Plan) is the design effort for a new and expanded station developed by partner agencies which include the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), Santa Clara Valley Transportation Authority (VTA), the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC). The partner agencies have developed a Concept Layout that provides a vision regarding functionality and layout of the proposed new station. The following elements of the Concept Layout have been adopted by the City Council:

- Elevated Station Platforms
- Station Entrances at Santa Clara Street and San Fernando Street
- Existing Track Approaches into the Future Station

The Concept Layout, as proposed, would require acquisition of land surrounding the station to accommodate expanded future rail services. The proposed project site, located directly adjacent to the existing rail corridor, would conflict with the DISC Conceptual Transit Boundary Line. Impacts to the DISC footprint include viaduct structures, tracks, foundations, and temporary construction easements along the northern track approach.

California High-Speed Rail (CAHSR)

The project site also would conflict with the following elements of the planned alignment of the California High-Speed Rail:

- Displaces parking
- Displaces viaduct column/bents, foundations, ATC, utilities, and stairs
- Locates stormwater filtration and dog run on rail corridor right-of-way

Due to conflicts with the DISC layout and CAHSR alignment, the proposed development may be subject to future eminent domain for rail.

Bay Area Rapid Transit (BART) Phase II Project

Phase II of VTA's BART Silicon Valley Extension project will include a 6-mile-long subway tunnel through downtown San Jose and will extend the BART system from the current terminus at the Berryessa/North San Jose station. The Phase II project includes the addition of four BART stations including the Alum Rock, Downtown San Jose, Diridon, and Santa Clara stations. The BART extension will travel through downtown beneath Santa Clara Street, and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Passenger service for the Phase II Project is planned to begin in 2025.

The Diridon BART Station would be located in the area of the Diridon Transit Center. The Diridon BART Station would be located underground between Los Gatos Creek (to the east) and the Diridon Transit Center (to the west) and south of/parallel to West Santa Clara Street. The existing VTA bus transit center at the Diridon Station would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. A kiss-and-ride facility would be located at the Diridon Transit Center along Cahill Street.

Access to the Diridon BART Station would be provided from W. Santa Clara Street at Cahill Street (less than 500 feet walking distance from the project site) and Autumn Street from the north. Access from the south would be provided via W. San Fernando Street. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center

Parking

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

Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide one off-street vehicle parking space per unit. The project is not required to provide additional off-street parking for the retail component of the project. Based on the City's off-street parking requirements, the project would be required to provide a total of 497 off-street parking spaces before any reductions.

Reduction in Required Off-Street Parking Spaces

The project is proposing a total of 398 parking spaces. The proposed number of parking spaces represent a 19.9% reduction from the standard required number of spaces.

Based on City Code 20.90.220.A.1, the project may receive up to a 50 percent reduction in the required off-street parking spaces with a development permit or a development exception if no development permit is required. For an off-street parking reduction of up to 20 percent, the following provisions must be met:

1. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220.G; and
2. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

The project site is located within the Downtown Core and is located less than 1,500 feet from the Diridon Transit Center. Additionally, as described later in the Bicycle Parking section, bicycle parking as proposed by the project will meet City Bicycle Parking requirements per Table 20-90. Therefore, the project will conform to Code 20.90.220.A.1 Subsections A and B and will be granted a 20 percent parking reduction in required off-street parking. Therefore, the proposed 398 on-site parking spaces would meet the City's reduced parking requirements.

ADA Compliance

Per the 2016 California Building Code (CBC) Table 11B-208.2, 8 ADA accessible spaces are required for projects providing 301 to 400 parking spaces. Of the required accessible parking spaces, two van-accessible spaces are required. The site plan indicates 7 standard accessible spaces and 2 van-accessible spaces located at the mezzanine level, less than 50 feet walking distance of elevators. Additionally, one of the automated vehicle lifts at the ground-floor level is designated an ADA accessible loading bay. The loading bay is approximately 100 feet walking distance to the elevator lobby.

Electric Vehicle (EV) Charging

Based on City Code 24.10.200 (Table 4.106.4.3.1), multifamily residential developments which provide on-site parking must include a minimum of 70% EV Capable spaces, 20% EV Ready spaces, and 10% EVSE spaces. Since a majority of on-site parking (approximately 329 spaces or 83% of total on-site spaces) is provided via automated parking lifts, the project should ensure that the vehicle storage system will comply with City requirements for electric vehicle charging.

Bicycle Parking

The City Municipal Code (Table 20-190) requires one bicycle parking space per four living units. Bicycle parking spaces shall consist of at least sixty percent long-term and at most forty percent short-term spaces. The retail component is not required to provide any off-street parking for motorized vehicles and will thus be required to provide only two short-term bicycle parking spaces and one long-term parking space. Thus, the proposed project is required to provide a total of 128 bicycle parking spaces: 76 long-term bicycle parking spaces and 52 short-term bicycle parking spaces to meet the City standards (shown on Table 3).

Table 3
Bicycle Parking Summary

Proposed Project		City of San Jose Parking Code[1]		Required Parking		
Land Use	Size	Land Use	Parking Ratio	Short Term	Long Term	Total
Residential	497 units	Multiple dwelling residential	1.00 space per 4 residential units	50	75	125
Retail	7,684 s.f.	Retail sales, goods and merchandise	1.00 space per 3,000 s.f. of floor area[2]	2	1	3
Total				**52**	**76**	**128**

Notes:
[1]City of San Jose Zoning Ordinance: Parking Spaces Required by Land Use
[2]City code requires a minimum of two short-term bicycle parking spaces and one long-term bicycle parking space

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

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

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

- A covered, access-controlled enclosure such as a fenced and gated area with 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,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The project would provide a total of 176 bicycle parking spaces within a bicycle storage room on-site, consisting of 152 long-term spaces and 24 short-term parking spaces. The bicycle storage room is accessible via an entryway from the Stockton Avenue frontage. Bicycle racks would be located along project frontage sidewalks.

Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections, shown on Table 4. The study locations were selected based on the number of projected project trips at utilizing left-turning lanes at surrounding intersections. The vehicle queuing analysis was estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Table 4
Intersection Queueing Analysis Summary

Measurement	Stockton/ Julian				Stockton (White)/ The Alameda (Santa Clara)				Autumn/ Julian	
	WBL/T AM	WBL/T PM	NBL AM	NBL PM	SBL/T/R AM	SBL/T/R PM	EBL AM	EBL PM	WBL AM	WBL PM
Existing Conditions										
Cycle/Delay[1] (sec)	95	95	95	95	120	120	120	120	56	56
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	153	220	26	31	149	469	175	150	42	74
Volume (vphpl)	153	220	26	31	75	235	175	150	42	74
Avg. Queue (veh/ln.)	4	6	1	1	2	8	6	5	1	1
Avg. Queue[2] (ft./ln)	101	145	17	20	62	195	146	125	16	29
95th %. Queue (veh/ln.)	8	10	2	3	5	13	10	9	2	3
95th %. Queue (ft./ln)	200	250	50	75	125	325	250	225	50	75
Storage (ft./ ln.)	850	850	75	75	250	250	150	150	125	125
Adequate (Y/N)	YES	YES	YES	YES	YES	**NO**	**NO**	**NO**	YES	YES
Background Conditions										
Cycle/Delay[1] (sec)	95	95	95	95	120	120	120	120	56	56
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	169	264	32	37	211	712	201	175	42	76
Volume (vphpl)	169	264	32	37	106	356	201	175	42	76
Avg. Queue (veh/ln.)	4	7	1	1	4	12	7	6	1	1
Avg. Queue[2] (ft./ln)	111	174	21	24	88	297	168	146	16	30
95th %. Queue (veh/ln.)	8	12	3	3	7	18	11	10	2	3
95th %. Queue (ft./ln)	200	300	75	75	175	450	275	250	50	75
Storage (ft./ ln.)	850	850	75	75	250	250	150	150	125	125
Adequate (Y/N)	YES	YES	YES	YES	YES	**NO**	**NO**	**NO**	YES	YES
Background Plus Project Conditions (Full Access Driveway)										
Cycle/Delay[1] (sec)	95	95	95	95	120	120	120	120	56	56
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	193	311	41	46	227	728	212	196	42	76
Volume (vphpl)	193	311	41	46	114	364	212	196	42	76
Avg. Queue (veh/ln.)	5	8	1	1	4	12	7	7	1	1
Avg. Queue[2] (ft./ln)	127	205	27	30	95	303	177	163	16	30
95th %. Queue (veh/ln.)	9	13	3	3	7	18	12	11	2	3
95th %. Queue (ft./ln)	225	325	75	75	175	450	300	275	50	75
Storage (ft./ ln.)	850	850	75	75	250	250	150	150	125	125
Adequate (Y/N)	YES	YES	YES	YES	YES	**NO**	**NO**	**NO**	YES	YES
Background Plus Project Conditions (With Driveway Restrictions)										
Cycle/Delay[1] (sec)	95	95	95	95	120	120	120	120	56	56
Lanes	1	1	1	1	2	2	1	1	1	1
Volume (vph)	169	264	50	51	211	712	212	196	66	123
Volume (vphpl)	169	264	50	51	106	356	212	196	66	123
Avg. Queue (veh/ln.)	4	7	1	1	4	12	7	7	1	2
Avg. Queue[2] (ft./ln)	111	174	33	34	88	297	177	163	26	48
95th %. Queue (veh/ln.)	8	12	3	3	7	18	12	11	3	4
95th %. Queue (ft./ln)	200	300	75	75	175	450	300	275	75	100
Storage (ft./ ln.)	850	850	75	75	250	250	150	150	125	125
Adequate (Y/N)	YES	YES	YES	YES	YES	**NO**	**NO**	**NO**	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.

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. The results of the queue analysis are summarized in Table 4. Project conditions are evaluated assuming full access and limited access (right-in and right-out only) at the project driveway.

Stockton Avenue (White Street) and The Alameda (Santa Clara Street)

The southbound movement consists of one left-turn only lane and one shared left/through/right-turn lane. Analysis of this movement assumes that the two lanes would be utilized equally (i.e. the maximum queues would be about the same length during each signal cycle). The results of the analysis show that the southbound movement at the Stockton Avenue and The Alameda intersection already exceeds the existing storage capacity during the PM peak hour and would continue to do so under background conditions. However, the addition of project traffic is not projected to lengthen the queue during the PM peak hour.

The queuing analysis also shows that the eastbound left-turn movement at the Stockton Avenue and The Alameda intersection currently experiences vehicular queue lengths that exceed the existing storage capacity during the AM and PM peak hours and would continue to do so under background conditions. However, the addition of project traffic would only increase the projected queue by one vehicle during the AM and PM peak hours.

The proposed project is not required to improve the identified projected deficiencies at the Stockton Avenue and The Alameda intersection since it would not create nor lengthen the projected queues by more than one vehicle.

Conclusions

The mixed-use development is proposed to consist of 497 residential units and 7,684 square feet (s.f.) of ground floor commercial space. Vehicular access to a 398-space three level parking garage (basement, ground, and mezzanine levels) would be provided via a proposed two-way driveway located on Stockton Avenue.

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

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

trips ultimately generated by the project would be less and the identified operational issues reduced with the use of the multi-modal transportation system within the Downtown area.

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

Recommendations

- Entry gates are shown on the site plan to be directly adjacent to the frontage sidewalk. It is recommended that the gates be placed a minimum of 25 feet within the entrance (if 50 feet is not feasible) to accommodate one entering vehicle without blocking the sidewalk. If providing queuing space would not be feasible, the inbound gate could be kept open during peak inbound traffic.
- Appropriate visible and/or audible warning signals should be provided at the project driveway to alert pedestrians and bicyclists of vehicles exiting the project driveway.
- Red curb equal to a minimum of one car length north of the proposed project garage driveway should be implemented to provide adequate sight distance.
- The project should work with the City to determine if turn restrictions should be enforced at the project driveway to allow only inbound and outbound right-turns.
- The project should work with the City to determine if additional requirements are needed to accommodate ingress and egress from the proposed automated parking system. Specifically, staging areas for each of the parking lifts should be provided.

Apollo Mixed-Use Development LTA

Technical Appendices

April 22, 2022

Appendix A

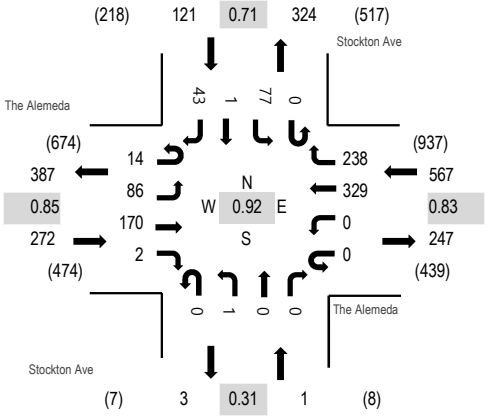
Turning Movement Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

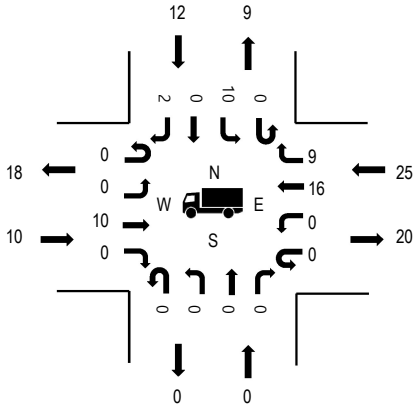
Location: 1 Stockton Ave & The Alemeda AM
Date: Tuesday, January 18, 2022
Peak Hour: 07:40 AM - 08:40 AM
Peak 15-Minutes: 08:20 AM - 08:35 AM

Peak Hour

Motorized Vehicles



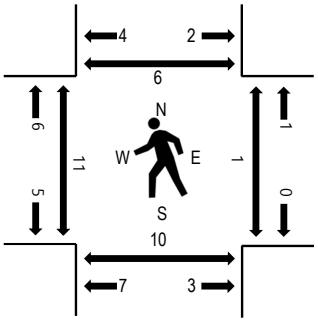
Heavy Vehicles



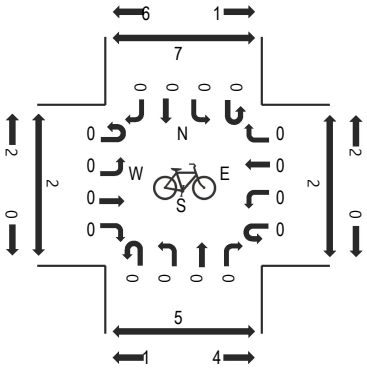
	HV%	PHF
EB	3.7%	0.85
WB	4.4%	0.83
NB	0.0%	0.31
SB	9.9%	0.71
All	4.9%	0.92

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Location: 1 Stockton Ave & The Alemeda AM

Traffic Counts - Motorized Vehicles

Interval Start Time	Stockton Ave Northbound				The Alemeda Eastbound				Stockton Ave Southbound				The Alemeda Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	3	1	7	1	0	7	0	2	0	0	11	11	43	718
7:05 AM	0	0	0	0	1	1	10	0	0	4	0	5	0	0	10	8	39	753
7:10 AM	0	1	0	1	2	3	15	1	0	7	0	2	0	0	19	7	58	799
7:15 AM	0	0	0	2	1	2	8	1	0	2	0	1	0	0	18	9	44	821
7:20 AM	0	0	0	0	1	4	8	0	0	2	0	3	0	0	22	12	52	862
7:25 AM	0	0	0	0	2	2	15	0	0	0	0	2	0	0	18	16	55	875
7:30 AM	0	0	0	0	2	5	6	0	0	7	0	7	0	0	17	11	55	900
7:35 AM	0	0	0	1	1	2	13	0	0	6	0	2	0	0	23	10	58	960
7:40 AM	0	0	0	0	0	9	17	0	0	5	0	4	0	0	18	13	66	961
7:45 AM	0	0	0	0	2	5	18	0	0	2	0	1	0	0	35	19	82	951
7:50 AM	0	0	0	0	0	7	10	0	0	4	0	4	0	0	19	27	71	941
7:55 AM	0	0	0	0	3	6	10	0	0	5	0	0	0	0	43	28	95	950
8:00 AM	0	0	0	0	2	7	11	0	0	3	0	2	0	0	33	20	78	919
8:05 AM	0	0	0	0	0	8	13	0	0	7	0	10	0	0	26	21	85	
8:10 AM	0	0	0	0	1	6	13	0	0	10	0	0	0	0	31	19	80	
8:15 AM	0	0	0	0	1	11	13	0	0	5	0	5	0	0	36	14	85	
8:20 AM	0	0	0	0	1	11	14	0	0	4	0	7	0	0	15	13	65	
8:25 AM	0	0	0	0	1	3	23	0	0	7	0	3	0	0	20	23	80	
8:30 AM	0	0	0	0	3	6	18	1	0	21	0	5	0	0	32	29	115	
8:35 AM	0	1	0	0	0	7	10	1	0	4	1	2	0	0	21	12	59	
8:40 AM	0	0	0	1	1	9	11	0	0	4	0	5	0	0	12	13	56	
8:45 AM	0	0	0	0	0	6	16	1	0	3	0	8	0	0	24	14	72	
8:50 AM	0	0	0	0	2	10	14	0	0	8	0	5	0	0	23	18	80	
8:55 AM	0	0	1	0	1	1	12	0	0	2	0	3	0	0	27	17	64	
Count Total	0	2	1	5	31	132	305	6	0	129	1	88	0	0	553	384	1,637	
Peak Hour	0	1	0	0	14	86	170	2	0	77	1	43	0	0	329	238	961	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	2	2	2	6	7:00 AM	0	0	0	0	0	7:00 AM	1	1	0	0	2
7:05 AM	0	1	1	1	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	2	1	4	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	4	4	7:15 AM	0	0	0	0	0	7:15 AM	1	0	1	0	2
7:20 AM	0	0	2	2	4	7:20 AM	0	0	0	0	0	7:20 AM	1	1	1	0	3
7:25 AM	0	2	0	1	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	1	1
7:30 AM	0	0	1	2	3	7:30 AM	0	0	0	0	0	7:30 AM	2	1	1	0	4
7:35 AM	0	1	1	4	6	7:35 AM	0	0	0	0	0	7:35 AM	2	0	0	0	2
7:40 AM	0	1	1	1	3	7:40 AM	0	0	0	0	0	7:40 AM	3	2	0	0	5
7:45 AM	0	1	0	3	4	7:45 AM	0	0	0	0	0	7:45 AM	0	1	1	1	3
7:50 AM	0	2	0	2	4	7:50 AM	0	0	0	0	0	7:50 AM	2	1	0	0	3
7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0	7:55 AM	0	1	1	2	4
8:00 AM	0	1	1	5	7	8:00 AM	0	0	0	0	0	8:00 AM	2	1	2	0	5
8:05 AM	0	0	0	2	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	3	0	3
8:10 AM	0	0	2	2	4	8:10 AM	0	0	0	0	0	8:10 AM	3	3	0	0	6
8:15 AM	0	1	0	3	4	8:15 AM	0	0	0	0	0	8:15 AM	1	0	1	0	2
8:20 AM	0	1	3	1	5	8:20 AM	0	0	0	0	0	8:20 AM	0	1	2	0	3
8:25 AM	0	2	0	1	3	8:25 AM	0	0	0	0	0	8:25 AM	1	1	2	0	4
8:30 AM	0	1	4	3	8	8:30 AM	0	0	0	0	0	8:30 AM	1	2	0	0	3
8:35 AM	0	0	1	1	2	8:35 AM	0	0	0	0	0	8:35 AM	2	0	1	0	3
8:40 AM	0	1	0	1	2	8:40 AM	0	0	0	0	0	8:40 AM	4	2	3	0	9
8:45 AM	0	2	0	2	4	8:45 AM	0	0	0	0	0	8:45 AM	0	2	3	2	7
8:50 AM	0	3	1	4	8	8:50 AM	0	0	0	0	0	8:50 AM	1	0	2	0	3
8:55 AM	1	1	0	4	6	8:55 AM	0	0	0	0	0	8:55 AM	0	0	3	0	3

Location: 1 Stockton Ave & The Alemeda AM

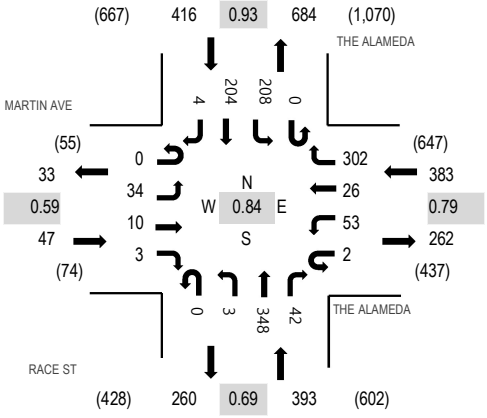
Count Total	1	24	22	53	100	Count Total	0	0	0	0	0	Count Total	27	20	27	6	80
Peak Hour	0	10	12	25	47	Peak Hour	0	0	0	0	0	Peak Hour	15	13	13	3	44

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

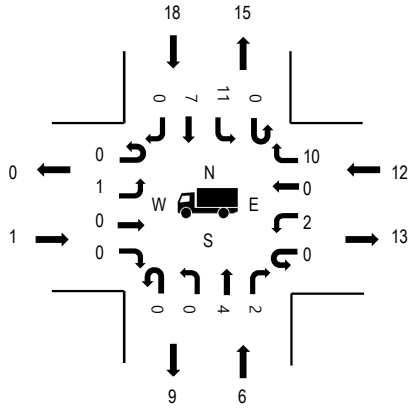
Location: 2 RACE ST & THE ALAMEDA AM
Date: Tuesday, January 18, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

Peak Hour

Motorized Vehicles



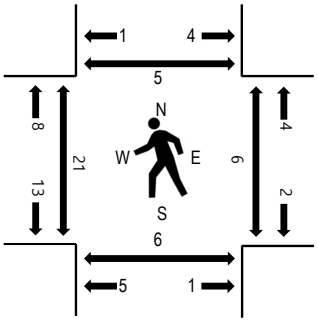
Heavy Vehicles



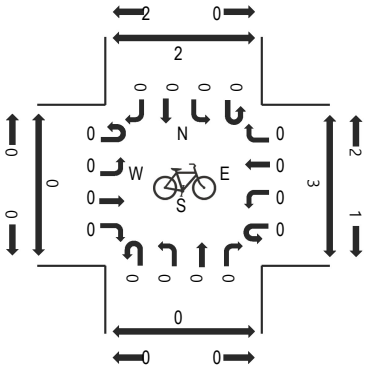
	HV%	PHF
EB	2.1%	0.59
WB	3.1%	0.79
NB	1.5%	0.69
SB	4.3%	0.93
All	3.0%	0.84

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Location: 2 RACE ST & THE ALAMEDA AM

Traffic Counts - Motorized Vehicles

Interval Start Time	RACE ST Northbound				MARTIN AVE Eastbound				THE ALAMEDA Southbound				THE ALAMEDA Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	7	2	0	2	0	0	0	12	7	0	0	2	1	16	49	802
7:05 AM	0	0	4	2	0	1	1	0	0	9	5	0	1	5	2	14	44	863
7:10 AM	0	0	17	2	0	1	1	1	0	3	8	0	1	0	0	3	37	941
7:15 AM	0	0	13	1	0	2	1	0	0	12	7	0	1	4	2	20	63	1,007
7:20 AM	0	0	16	1	0	1	1	0	0	6	12	0	0	3	1	10	51	1,087
7:25 AM	0	0	13	1	0	1	0	0	0	14	9	0	1	7	1	18	65	1,145
7:30 AM	0	0	22	1	0	1	0	0	0	11	10	0	0	1	0	19	65	1,180
7:35 AM	0	0	13	4	0	2	1	0	0	6	10	1	1	5	2	24	69	1,191
7:40 AM	0	0	14	0	0	0	2	0	1	12	9	3	1	5	0	18	65	1,215
7:45 AM	0	0	23	1	0	4	0	0	0	15	19	0	0	2	1	30	95	1,239
7:50 AM	0	0	29	2	0	3	2	0	0	17	15	0	0	3	1	19	91	1,222
7:55 AM	0	0	25	1	0	1	0	0	0	18	20	2	0	7	3	31	108	1,212
8:00 AM	0	0	33	4	0	1	1	1	0	15	12	0	1	3	5	34	110	1,188
8:05 AM	0	1	31	2	0	5	1	0	0	18	22	0	0	4	5	33	122	
8:10 AM	0	0	32	4	0	5	2	0	0	18	16	1	0	5	3	17	103	
8:15 AM	0	1	66	7	0	4	2	1	0	13	20	0	0	5	3	21	143	
8:20 AM	0	0	24	2	0	2	0	0	0	29	15	0	1	4	3	29	109	
8:25 AM	0	1	20	6	0	1	0	1	0	13	19	1	0	5	1	32	100	
8:30 AM	0	0	18	4	0	1	1	0	0	9	14	0	0	7	1	21	76	
8:35 AM	0	0	29	6	0	4	1	0	0	20	16	0	0	3	0	14	93	
8:40 AM	0	0	18	3	0	3	0	0	0	23	16	0	0	5	0	21	89	
8:45 AM	0	0	24	7	0	1	2	0	0	12	8	1	0	5	1	17	78	
8:50 AM	0	1	15	5	0	1	1	1	0	16	18	2	1	6	0	14	81	
8:55 AM	0	1	18	5	0	1	1	0	0	13	13	1	0	7	2	22	84	
Count Total	0	5	524	73	0	48	21	5	1	334	320	12	9	103	38	497	1,990	
Peak Hour	0	3	348	42	0	34	10	3	0	208	204	4	2	53	26	302	1,239	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	0	2	1	5	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	2	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	2	0	1	0	3	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	0	0	2	3	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	1	2
7:20 AM	1	0	1	1	3	7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1
7:25 AM	1	0	2	3	6	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	1	1
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	1	2	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	1	1
7:40 AM	0	0	4	2	6	7:40 AM	0	0	0	0	0	7:40 AM	2	3	2	0	7
7:45 AM	1	1	2	0	4	7:45 AM	0	0	0	0	0	7:45 AM	0	3	0	0	3
7:50 AM	1	0	1	2	4	7:50 AM	0	0	0	0	0	7:50 AM	1	2	0	0	3
7:55 AM	0	0	3	3	6	7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1
8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1
8:05 AM	1	0	2	2	5	8:05 AM	0	0	0	0	0	8:05 AM	1	2	0	3	6
8:10 AM	1	0	2	0	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1
8:15 AM	0	0	0	2	2	8:15 AM	0	0	0	0	0	8:15 AM	0	2	0	2	4
8:20 AM	0	0	2	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	2	1	0	3
8:25 AM	0	0	2	1	3	8:25 AM	0	0	0	0	0	8:25 AM	1	3	2	1	7
8:30 AM	1	0	1	2	4	8:30 AM	0	0	0	0	0	8:30 AM	0	4	1	2	7
8:35 AM	0	0	3	0	3	8:35 AM	0	0	0	0	0	8:35 AM	0	1	0	0	1
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	2	1	2	1	6
8:45 AM	0	0	0	2	2	8:45 AM	0	0	0	0	0	8:45 AM	0	1	1	3	5
8:50 AM	0	0	2	1	3	8:50 AM	0	0	0	0	0	8:50 AM	1	2	0	0	3
8:55 AM	1	0	0	1	2	8:55 AM	0	0	0	0	0	8:55 AM	0	2	0	2	4

Location: 2 RACE ST & THE ALAMEDA AM

Count Total	15	1	32	29	77	Count Total	0	0	0	0	0	Count Total	11	29	10	17	67
Peak Hour	6	1	18	12	37	Peak Hour	0	0	0	0	0	Peak Hour	6	21	7	9	43

ALL TRAFFIC DATA SERVICES
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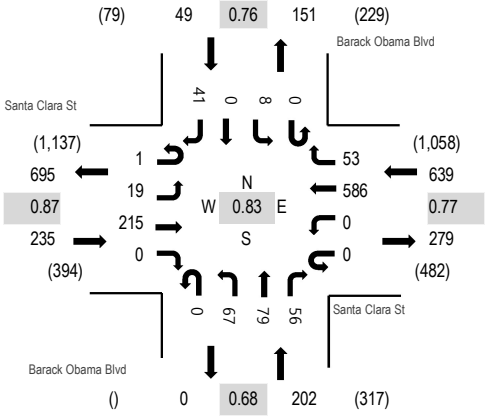
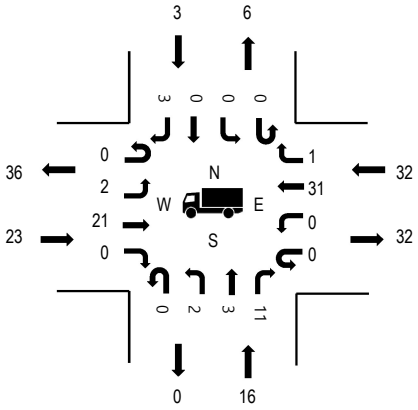
Location: 3 Barack Obama Blvd & Santa Clara St AM
Date: Tuesday, January 18, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:55 AM - 08:10 AM

Peak Hour

Motorized Vehicles



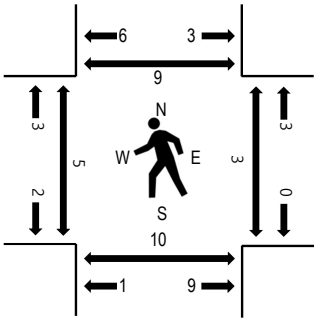
Heavy Vehicles



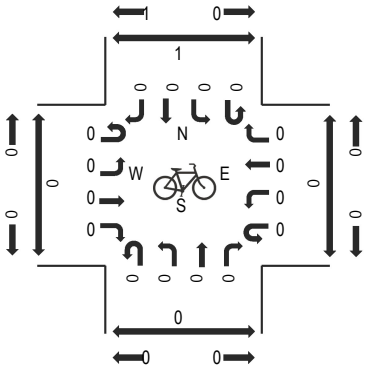
	HV%	PHF
EB	9.8%	0.87
WB	5.0%	0.77
NB	7.9%	0.68
SB	6.1%	0.76
All	6.6%	0.83

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Location: 3 Barack Obama Blvd & Santa Clara St AM

Traffic Counts - Motorized Vehicles

Interval Start Time	Barack Obama Blvd Northbound				Santa Clara St Eastbound				Barack Obama Blvd Southbound				Santa Clara St Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	4	8	0	1	7	0	0	0	0	2	0	0	17	3	43	768
7:05 AM	0	2	1	1	0	1	8	0	0	1	0	2	0	0	19	7	42	848
7:10 AM	0	1	0	4	0	0	10	0	0	0	0	2	0	0	32	2	51	905
7:15 AM	0	6	1	4	0	0	11	0	0	2	0	0	0	0	21	4	49	936
7:20 AM	0	2	0	2	0	1	5	0	0	0	0	1	0	0	36	1	48	989
7:25 AM	0	3	2	4	0	0	9	0	0	1	0	1	0	0	31	1	52	1,041
7:30 AM	0	5	2	5	0	2	12	0	0	0	0	5	0	0	27	2	60	1,087
7:35 AM	0	0	1	2	0	0	16	0	0	0	0	0	0	0	44	2	65	1,105
7:40 AM	0	3	8	6	0	0	11	0	0	1	0	1	0	0	38	8	76	1,107
7:45 AM	0	5	6	6	0	0	17	0	0	2	0	1	0	0	46	3	86	1,125
7:50 AM	0	6	7	2	0	1	14	0	0	1	0	2	0	0	42	5	80	1,120
7:55 AM	0	5	5	3	1	0	17	0	0	0	0	3	0	0	75	7	116	1,110
8:00 AM	0	10	14	10	0	1	9	0	0	1	0	4	0	0	69	5	123	1,080
8:05 AM	0	4	10	2	0	2	19	0	0	0	0	4	0	0	56	2	99	
8:10 AM	0	7	9	8	0	2	11	0	0	0	0	2	0	0	42	1	82	
8:15 AM	0	2	7	4	0	2	27	0	0	0	0	3	0	0	55	2	102	
8:20 AM	0	5	7	7	0	0	24	0	0	2	0	6	0	0	44	5	100	
8:25 AM	0	3	4	5	0	3	16	0	0	0	0	4	0	0	56	7	98	
8:30 AM	0	6	1	3	0	2	17	0	0	0	0	5	0	0	36	8	78	
8:35 AM	0	4	3	2	0	1	19	0	0	1	0	2	0	0	31	4	67	
8:40 AM	0	10	6	4	0	5	25	0	0	1	0	5	0	0	34	4	94	
8:45 AM	0	7	1	4	0	1	21	0	0	1	0	3	0	0	38	5	81	
8:50 AM	0	8	4	1	0	1	16	0	0	2	0	3	0	0	32	3	70	
8:55 AM	0	5	3	4	0	2	24	0	0	0	0	2	0	0	42	4	86	
Count Total	0	110	106	101	1	28	365	0	0	16	0	63	0	0	963	95	1,848	
Peak Hour	0	67	79	56	1	19	215	0	0	8	0	41	0	0	586	53	1,125	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	4	0	3	9	7:00 AM	0	0	0	0	0	7:00 AM	0	0	2	0	2
7:05 AM	0	1	0	2	3	7:05 AM	0	0	0	0	0	7:05 AM	2	0	2	0	4
7:10 AM	0	0	1	1	2	7:10 AM	0	0	0	0	0	7:10 AM	1	0	0	0	1
7:15 AM	3	2	0	1	6	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	4	5	7:20 AM	0	0	0	0	0	7:20 AM	0	0	1	0	1
7:25 AM	2	2	1	3	8	7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	0	1
7:30 AM	2	1	1	2	6	7:30 AM	0	0	0	0	0	7:30 AM	0	0	1	0	1
7:35 AM	0	1	0	7	8	7:35 AM	0	0	0	0	0	7:35 AM	2	0	2	0	4
7:40 AM	0	0	0	1	1	7:40 AM	0	0	0	0	0	7:40 AM	1	3	2	0	6
7:45 AM	1	2	0	3	6	7:45 AM	0	0	0	0	0	7:45 AM	1	0	1	0	2
7:50 AM	1	1	0	3	5	7:50 AM	0	0	0	0	0	7:50 AM	0	1	1	0	2
7:55 AM	2	1	0	2	5	7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1
8:00 AM	2	1	2	4	9	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	1	2
8:05 AM	1	2	0	2	5	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	1	0	0	2	3	8:10 AM	0	0	0	0	0	8:10 AM	0	1	3	0	4
8:15 AM	2	4	0	4	10	8:15 AM	0	0	0	0	0	8:15 AM	3	0	1	1	5
8:20 AM	2	3	1	2	8	8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	0	1
8:25 AM	1	1	0	4	6	8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	0	1
8:30 AM	0	3	0	1	4	8:30 AM	0	0	0	0	0	8:30 AM	2	2	1	1	6
8:35 AM	1	3	0	3	7	8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	0	1
8:40 AM	2	2	0	2	6	8:40 AM	0	0	0	0	0	8:40 AM	0	0	2	0	2
8:45 AM	0	1	0	4	5	8:45 AM	0	0	0	0	0	8:45 AM	0	0	1	1	2
8:50 AM	0	1	0	2	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	2	0	2
8:55 AM	2	1	0	3	6	8:55 AM	0	0	0	0	0	8:55 AM	1	0	1	0	2

Location: 3 Barack Obama Blvd & Santa Clara St AM

Count Total	27	38	6	65	136	Count Total	0	0	0	0	0	Count Total	17	8	25	4	54
Peak Hour	16	23	3	32	74	Peak Hour	0	0	0	0	0	Peak Hour	10	5	10	3	28

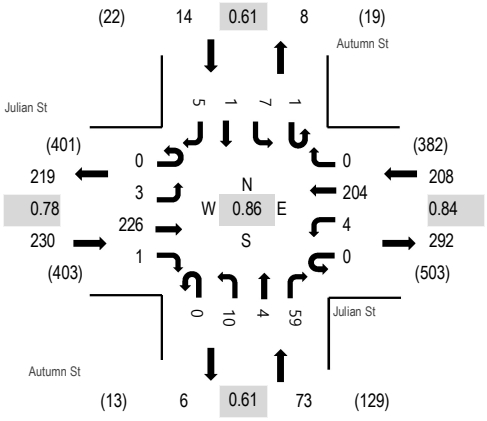
Location: 4 Autumn St & Julian St AM

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

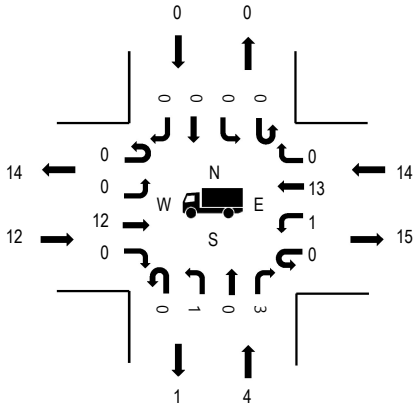
Location: 4 Autumn St & Julian St AM
Date: Tuesday, January 18, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

Motorized Vehicles



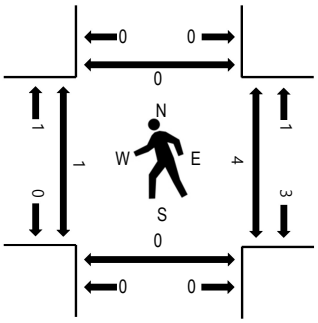
Heavy Vehicles



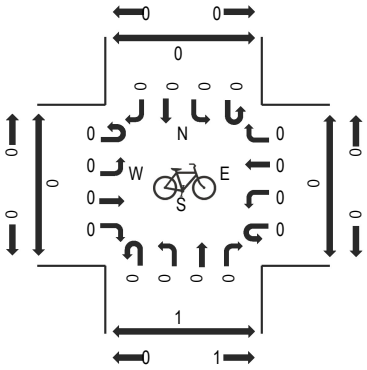
	HV%	PHF
EB	5.2%	0.78
WB	6.7%	0.84
NB	5.5%	0.61
SB	0.0%	0.61
All	5.7%	0.86

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Location: 4 Autumn St & Julian St AM

Traffic Counts - Motorized Vehicles

Interval Start Time	Autumn St Northbound				Julian St Eastbound				Autumn St Southbound				Julian St Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	0	4	0	0	7	0	0	2	0	0	0	1	7	0	22	411
7:05 AM	0	0	0	1	0	1	13	0	0	0	0	0	0	1	13	1	30	423
7:10 AM	0	0	0	0	0	0	12	1	0	0	0	0	0	0	13	1	27	434
7:15 AM	0	0	1	5	0	0	15	0	0	0	0	0	0	0	14	0	35	441
7:20 AM	0	1	0	2	0	2	17	0	0	0	0	0	0	2	14	0	38	460
7:25 AM	0	1	0	4	0	0	9	0	0	0	1	0	0	0	9	0	24	477
7:30 AM	0	0	0	0	0	1	24	0	0	0	0	0	0	1	24	0	50	496
7:35 AM	0	2	1	3	0	0	7	0	0	0	0	0	0	0	9	0	22	483
7:40 AM	0	2	0	2	0	0	18	0	0	0	0	0	0	0	18	0	40	518
7:45 AM	0	2	2	2	0	0	18	0	0	0	0	0	0	0	18	0	42	512
7:50 AM	0	1	0	5	0	0	17	0	0	1	0	1	0	0	17	0	42	508
7:55 AM	0	4	1	9	0	0	11	0	0	3	0	0	0	0	11	0	39	512
8:00 AM	0	2	1	5	0	0	11	1	0	2	0	0	0	1	11	0	34	525
8:05 AM	0	0	0	0	0	0	21	0	0	0	1	1	0	1	17	0	41	
8:10 AM	0	0	0	0	0	0	19	0	0	0	0	1	0	0	14	0	34	
8:15 AM	0	0	0	0	0	0	29	0	0	1	0	0	0	0	24	0	54	
8:20 AM	0	1	0	3	0	0	26	0	0	1	0	0	0	0	24	0	55	
8:25 AM	0	1	2	8	0	0	16	0	0	1	0	0	0	0	15	0	43	
8:30 AM	0	0	0	2	0	1	16	0	0	0	0	0	0	1	17	0	37	
8:35 AM	0	2	1	6	0	1	24	0	0	1	0	0	0	1	21	0	57	
8:40 AM	0	1	0	7	0	0	14	0	0	0	0	0	0	0	12	0	34	
8:45 AM	0	0	0	11	0	0	12	0	1	1	0	1	0	0	12	0	38	
8:50 AM	0	0	0	9	0	0	19	0	0	0	0	1	0	0	17	0	46	
8:55 AM	0	3	0	8	0	1	19	0	0	0	0	1	0	0	20	0	52	
Count Total	0	24	9	96	0	7	394	2	1	13	2	6	0	9	371	2	936	
Peak Hour	0	10	4	59	0	3	226	1	1	7	1	5	0	4	204	0	525	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	1	0	1	3	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	2	0	2	4	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	2	0	2	4	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	1	1	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	5	0	5	10	7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1
7:35 AM	2	0	0	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	1	0	2	4	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	1	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	2	0	2	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1
8:05 AM	0	1	0	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1
8:10 AM	0	1	0	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	3	0	3	6	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	2	0	2	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	1	2	0	2	5	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	0	0	3	4	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	2	2
8:45 AM	0	1	0	1	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	1	0	1	2	8:50 AM	0	0	0	0	0	8:50 AM	1	0	0	1	2
8:55 AM	1	1	0	1	3	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0

Location: 4 Autumn St & Julian St AM

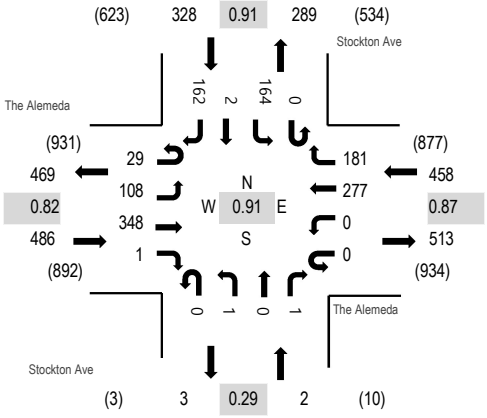
Count Total	8	28	1	32	69	Count Total	0	0	0	0	0	Count Total	2	1	0	4	7
Peak Hour	4	12	0	14	30	Peak Hour	0	0	0	0	0	Peak Hour	1	1	0	4	6

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

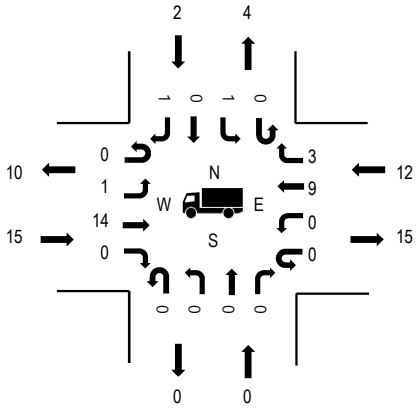
Location: 1 Stockton Ave & The Alemeda PM
Date: Tuesday, January 18, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour

Motorized Vehicles



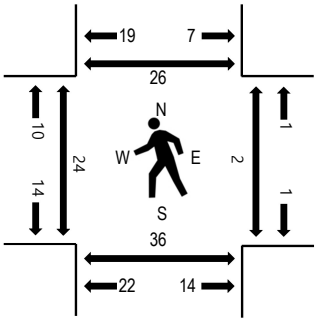
Heavy Vehicles



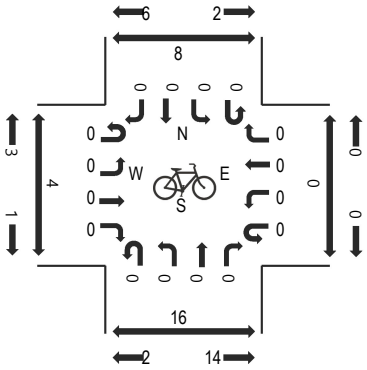
	HV%	PHF
EB	3.1%	0.82
WB	2.6%	0.87
NB	0.0%	0.29
SB	0.6%	0.91
All	2.3%	0.91

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Location: 1 Stockton Ave & The Alemeda PM

Traffic Counts - Motorized Vehicles

Interval Start Time	Stockton Ave Northbound				The Alemeda Eastbound				Stockton Ave Southbound				The Alemeda Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	2	0	2	1	10	19	0	0	12	0	11	0	0	29	18	104	1,179
4:05 PM	0	0	0	0	1	12	18	0	0	12	0	15	0	0	20	9	87	1,180
4:10 PM	0	0	1	1	1	12	29	0	0	7	0	8	0	0	34	7	100	1,185
4:15 PM	0	0	0	0	0	8	18	0	0	16	0	13	0	0	17	8	80	1,192
4:20 PM	0	0	1	0	3	5	29	0	0	12	0	15	0	0	27	16	108	1,214
4:25 PM	0	0	0	0	2	8	15	0	0	17	0	7	0	0	22	8	79	1,236
4:30 PM	0	0	0	0	5	9	25	0	0	14	0	10	0	0	26	19	108	1,274
4:35 PM	0	0	0	0	0	8	28	0	0	12	0	11	0	0	15	16	90	1,267
4:40 PM	0	0	0	0	2	6	29	0	0	16	0	16	0	0	30	9	108	1,272
4:45 PM	0	0	0	0	3	7	25	0	0	19	0	15	0	0	17	12	98	1,268
4:50 PM	0	0	0	0	5	8	28	0	0	7	0	19	0	0	22	18	107	1,267
4:55 PM	0	0	0	0	2	12	30	0	0	16	0	12	0	0	22	16	110	1,248
5:00 PM	0	0	0	0	3	9	22	0	0	21	0	18	0	0	21	11	105	1,223
5:05 PM	0	0	0	0	0	8	28	0	0	13	0	7	0	0	23	13	92	
5:10 PM	0	0	0	0	3	16	27	0	0	8	0	12	0	0	28	13	107	
5:15 PM	0	1	0	0	1	3	32	0	0	15	1	14	0	0	20	15	102	
5:20 PM	0	0	0	0	4	15	46	1	0	8	0	13	0	0	22	21	130	
5:25 PM	0	0	0	1	1	7	28	0	0	15	1	15	0	0	31	18	117	
5:30 PM	0	1	0	0	1	9	24	0	0	12	0	14	0	0	23	17	101	
5:35 PM	0	0	0	0	1	2	24	0	0	20	0	18	0	0	24	6	95	
5:40 PM	0	0	0	0	3	14	28	0	0	10	0	12	0	0	24	13	104	
5:45 PM	0	0	0	0	1	7	24	0	0	15	0	12	0	0	28	10	97	
5:50 PM	0	0	0	0	5	14	27	0	0	4	0	10	0	0	22	6	88	
5:55 PM	0	0	0	0	0	10	21	0	0	5	0	18	0	0	17	14	85	
Count Total	0	4	2	4	48	219	624	1	0	306	2	315	0	0	564	313	2,402	
Peak Hour	0	1	0	1	29	108	348	1	0	164	2	162	0	0	277	181	1,274	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	1	0	2	0	3
4:05 PM	0	2	0	1	3	4:05 PM	0	0	0	0	0	4:05 PM	4	2	0	0	6
4:10 PM	1	1	0	1	3	4:10 PM	0	0	0	0	0	4:10 PM	2	0	2	0	4
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	5	1	3	0	9
4:20 PM	0	1	1	1	3	4:20 PM	0	0	0	0	0	4:20 PM	5	2	1	0	8
4:25 PM	0	1	0	2	3	4:25 PM	0	0	0	0	0	4:25 PM	3	2	5	0	10
4:30 PM	0	2	0	1	3	4:30 PM	0	0	0	0	0	4:30 PM	2	0	4	0	6
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	3	2	4	1	10
4:40 PM	0	1	0	1	2	4:40 PM	0	0	0	0	0	4:40 PM	6	4	4	0	14
4:45 PM	0	1	1	2	4	4:45 PM	0	0	0	0	0	4:45 PM	2	4	2	0	8
4:50 PM	0	2	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	7	4	1	0	12
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	4	4	1	0	9
5:00 PM	0	1	0	1	2	5:00 PM	0	0	0	0	0	5:00 PM	4	3	3	0	10
5:05 PM	0	1	1	1	3	5:05 PM	0	0	0	0	0	5:05 PM	5	3	1	0	9
5:10 PM	0	1	0	1	2	5:10 PM	0	0	0	0	0	5:10 PM	3	1	5	0	9
5:15 PM	0	0	0	2	2	5:15 PM	0	0	0	0	0	5:15 PM	4	1	0	0	5
5:20 PM	0	4	0	1	5	5:20 PM	0	0	0	0	0	5:20 PM	8	0	7	1	16
5:25 PM	0	1	0	2	3	5:25 PM	0	0	0	0	0	5:25 PM	4	2	2	0	8
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	1	1	1	1	4
5:35 PM	0	0	1	1	2	5:35 PM	0	0	0	0	0	5:35 PM	3	3	3	1	10
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	2	0	9	2	13
5:45 PM	0	0	0	3	3	5:45 PM	0	0	0	0	0	5:45 PM	2	0	1	1	4
5:50 PM	0	1	1	0	2	5:50 PM	0	0	0	0	0	5:50 PM	1	0	6	0	7
5:55 PM	0	2	0	1	3	5:55 PM	0	0	0	0	0	5:55 PM	6	5	1	2	14

Location: 1 Stockton Ave & The Alemeda PM

Count Total	1	26	5	25	57	Count Total	0	0	0	0	0	Count Total	87	44	68	9	208
Peak Hour	0	15	2	12	29	Peak Hour	0	0	0	0	0	Peak Hour	52	28	34	2	116

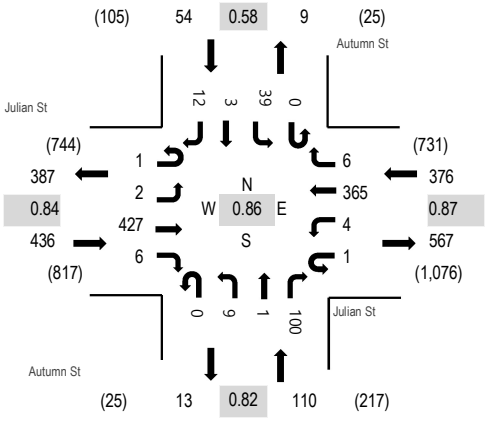
Location: 4 Autumn St & Julian St PM

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

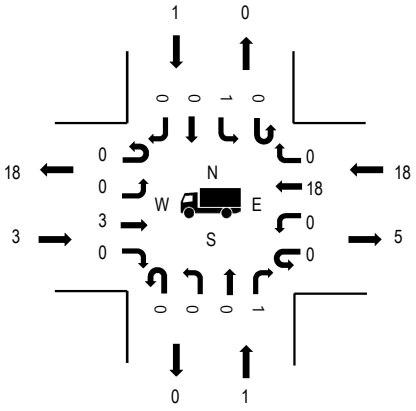
Location: 4 Autumn St & Julian St PM
Date: Tuesday, January 18, 2022
Peak Hour: 04:40 PM - 05:40 PM
Peak 15-Minutes: 04:55 PM - 05:10 PM

Peak Hour

Motorized Vehicles



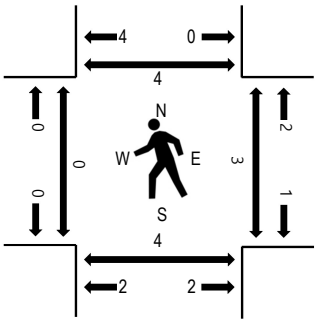
Heavy Vehicles



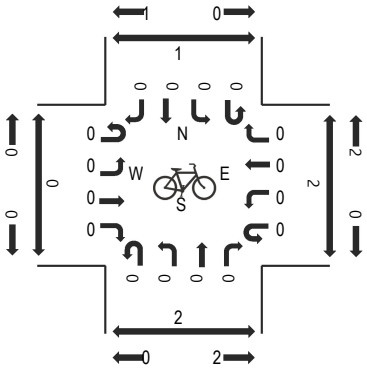
	HV%	PHF
EB	0.7%	0.84
WB	4.8%	0.87
NB	0.9%	0.82
SB	1.9%	0.58
All	2.4%	0.86

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Location: 4 Autumn St & Julian St PM

Traffic Counts - Motorized Vehicles

Interval Start Time	Autumn St Northbound				Julian St Eastbound				Autumn St Southbound				Julian St Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	1	1	1	6	1	0	40	0	0	0	0	1	0	0	38	0	89	907
4:05 PM	0	0	0	16	0	0	47	0	0	5	0	1	1	1	41	0	112	916
4:10 PM	0	0	0	6	0	0	28	0	0	1	0	2	0	1	25	2	65	910
4:15 PM	0	0	0	11	0	1	17	0	0	2	0	1	0	1	19	0	52	925
4:20 PM	0	1	1	10	0	0	20	0	0	0	0	1	0	0	17	2	52	962
4:25 PM	0	2	1	4	0	2	23	2	0	2	0	0	0	2	23	2	63	968
4:30 PM	0	0	0	9	0	0	26	0	0	14	0	1	1	0	25	0	76	967
4:35 PM	0	1	0	4	0	0	36	0	0	8	0	1	0	0	32	0	82	960
4:40 PM	0	0	0	8	0	0	35	0	0	5	1	2	0	1	32	0	84	976
4:45 PM	0	0	0	6	0	0	31	0	0	6	0	2	0	0	33	0	78	958
4:50 PM	0	1	0	8	0	0	30	0	0	1	1	1	0	1	30	1	74	968
4:55 PM	0	0	0	13	0	0	30	0	0	5	1	1	0	0	30	0	80	971
5:00 PM	0	0	0	9	0	0	48	1	0	4	0	1	0	0	34	1	98	963
5:05 PM	0	1	0	6	1	0	45	2	0	6	0	2	1	0	40	2	106	
5:10 PM	0	1	0	9	0	1	35	0	0	4	0	1	0	1	28	0	80	
5:15 PM	0	0	0	17	0	0	38	1	0	1	0	0	0	0	32	0	89	
5:20 PM	0	2	0	5	0	0	27	0	0	2	0	1	0	0	21	0	58	
5:25 PM	0	3	1	5	0	0	29	1	0	2	0	0	0	0	20	1	62	
5:30 PM	0	1	0	4	0	0	34	1	0	2	0	1	0	0	25	1	69	
5:35 PM	0	0	0	10	0	1	45	0	0	1	0	0	0	1	40	0	98	
5:40 PM	0	0	0	7	0	0	32	1	0	0	0	0	0	0	25	1	66	
5:45 PM	0	1	0	6	0	0	43	0	0	3	0	0	0	0	35	0	88	
5:50 PM	0	1	0	6	0	0	32	1	0	4	0	0	0	0	32	1	77	
5:55 PM	0	1	0	10	0	1	27	1	0	2	0	2	0	1	26	1	72	
Count Total	1	17	4	195	2	6	798	11	0	80	3	22	3	10	703	15	1,870	
Peak Hour	0	9	1	100	1	2	427	6	0	39	3	12	1	4	365	6	976	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	1	0	4	6	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	1	2
4:05 PM	1	0	1	2	4	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	1	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:20 PM	0	0	0	2	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	2	0	2
4:25 PM	0	1	0	2	3	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	1	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	0	0	1	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	1	0	1	2	4	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	2	0	2
4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	1	2
5:00 PM	0	0	0	3	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	2	2	5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	1	2
5:10 PM	0	0	0	1	1	5:10 PM	0	0	0	0	0	5:10 PM	2	0	1	1	4
5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	1	2
5:20 PM	0	1	0	2	3	5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	0	1
5:25 PM	0	1	0	2	3	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	1	1
5:30 PM	0	1	0	2	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	2	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1
5:40 PM	0	0	0	2	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	3	1	4
5:45 PM	0	0	0	2	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	2	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	1	1
5:55 PM	0	0	0	1	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	0	1

Location: 4 Autumn St & Julian St PM

Count Total	4	6	2	38	50	Count Total	0	0	0	0	0	Count Total	6	0	16	8	30
Peak Hour	1	3	1	18	23	Peak Hour	0	0	0	0	0	Peak Hour	6	0	5	5	16

Appendix B

Volumes Summary

Intersection Number: 1
Traffix Node Number: 3608
Intersection Name: Stockton Avenue and Julian Street
Peak Hour: AM
Count Date: 2/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**25**	**108**	**117**	**218**	**114**	**39**	**44**	**375**	**26**	**33**	**163**	**33**	**1295**
Approved Trips	**0**	**8**	**0**	**2**	**1**	**15**	**23**	**12**	**6**	**5**	**7**	**1**	**80**
Background Conditions	**25**	**116**	**117**	**220**	**115**	**54**	**67**	**387**	**32**	**38**	**170**	**34**	**1375**
Project Trips (Full Access)	**0**	**4**	**0**	**0**	**0**	**24**	**40**	**7**	**9**	**0**	**0**	**0**	**84**
Background Plus Conditions (Full Access)	**25**	**120**	**117**	**220**	**115**	**78**	**107**	**394**	**41**	**38**	**170**	**34**	**1459**
Project Trips (Limited Access)	**0**	**0**	**4**	**0**	**0**	**0**	**47**	**7**	**18**	**0**	**0**	**0**	**76**
Background Plus Conditions (Limited Access)	**25**	**116**	**121**	**220**	**115**	**54**	**114**	**394**	**50**	**38**	**170**	**34**	**1451**

Intersection Number: 2
Traffix Node Number: 3230
Intersection Name: Stockton Avenue/White Street and The Alameda/Santa Clara Street
Peak Hour: AM
Count Date: 2/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**63**	**1**	**85**	**344**	**701**	**0**	**3**	**1**	**1**	**3**	**359**	**175**	**1736**
Approved Trips	**44**	**0**	**18**	**90**	**201**	**0**	**0**	**0**	**0**	**0**	**38**	**26**	**417**
Background Conditions	**107**	**1**	**103**	**434**	**902**	**0**	**3**	**1**	**1**	**3**	**397**	**201**	**2153**
Project Trips (Full Access)	**9**	**0**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**31**
Background Plus Conditions (Full Access)	**116**	**1**	**110**	**438**	**902**	**0**	**3**	**1**	**1**	**3**	**397**	**212**	**2184**
Project Trips (Limited Access)	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**43**
Background Plus Conditions (Limited Access)	**107**	**1**	**103**	**466**	**902**	**0**	**3**	**1**	**1**	**3**	**397**	**212**	**2196**

Intersection Number: 3
Traffix Node Number: 3059
Intersection Name: Race Street and The Alameda*
Peak Hour: AM
Count Date: 10/13/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**2**	**31**	**41**	**0**	**732**	**147**	**67**	**752**	**5**	**185**	**359**	**0**	**2321**
Approved Trips	**11**	**11**	**0**	**0**	**13**	**19**	**4**	**38**	**18**	**2**	**23**	**0**	**139**
Background Conditions	**13**	**42**	**41**	**0**	**745**	**166**	**71**	**790**	**23**	**187**	**382**	**0**	**2460**
Project Trips (Full Access)	**0**	**4**	**6**	**5**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**23**
Background Plus Conditions (Full Access)	**13**	**46**	**47**	**5**	**745**	**170**	**75**	**790**	**23**	**187**	**382**	**0**	**2483**
Project Trips (Limited Access)	**0**	**7**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**17**
Background Plus Conditions (Limited Access)	**13**	**49**	**47**	**0**	**745**	**166**	**75**	**790**	**23**	**187**	**382**	**0**	**2477**

Intersection Number: 4
Traffix Node Number: 3066
Intersection Name: Barack Obama Boulevard and Santa Clara Street*
Peak Hour: AM
Count Date: 10/13/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**65**	**0**	**10**	**81**	**1096**	**0**	**144**	**196**	**285**	**0**	**374**	**11**	**2262**
Approved Trips	**9**	**0**	**0**	**1**	**50**	**0**	**16**	**5**	**173**	**0**	**52**	**4**	**310**
Background Conditions	**74**	**0**	**10**	**82**	**1146**	**0**	**160**	**201**	**458**	**0**	**426**	**15**	**2572**
Project Trips (Full Access)	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**8**
Background Plus Conditions (Full Access)	**74**	**0**	**10**	**82**	**1148**	**0**	**160**	**201**	**460**	**0**	**430**	**15**	**2580**
Project Trips (Limited Access)	**28**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**34**
Background Plus Conditions (Limited Access)	**102**	**0**	**12**	**82**	**1148**	**0**	**160**	**201**	**460**	**0**	**426**	**15**	**2606**

Intersection Number: 5
Traffix Node Number: 3263
Intersection Name: Autumn Street and Julian Street
Peak Hour: AM
Count Date: 10/5/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**4**	**2**	**15**	**42**	**270**	**42**	**131**	**13**	**51**	**9**	**291**	**6**	**876**
Approved Trips	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**12**
Background Conditions	**4**	**2**	**15**	**42**	**273**	**42**	**131**	**13**	**51**	**9**	**300**	**6**	**888**
Project Trips (Full Access)	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**40**	**0**	**64**
Background Plus Conditions (Full Access)	**4**	**2**	**15**	**42**	**297**	**42**	**131**	**13**	**51**	**9**	**340**	**6**	**952**
Project Trips (Limited Access)	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**6**	**45**	**0**	**75**
Background Plus Conditions (Limited Access)	**4**	**2**	**15**	**42**	**273**	**66**	**131**	**13**	**51**	**15**	**345**	**6**	**963**

Intersection Number: 6
Traffix Node Number: 100
Intersection Name: Stockton Avenue and Project Driveway
Peak Hour: AM
Count Date: 2/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**149**	**0**	**0**	**0**	**0**	**0**	**520**	**0**	**0**	**0**	**0**	**669**
Approved Trips	**0**	**62**	**0**	**0**	**0**	**0**	**0**	**116**	**0**	**0**	**0**	**0**	**178**
Background Conditions	**0**	**211**	**0**	**0**	**0**	**0**	**0**	**636**	**0**	**0**	**0**	**0**	**847**
Project Trips (Full Access)	**0**	**0**	**28**	**56**	**0**	**16**	**15**	**0**	**0**	**0**	**0**	**0**	**115**
Background Plus Conditions (Full Access)	**0**	**211**	**28**	**56**	**0**	**16**	**15**	**636**	**0**	**0**	**0**	**0**	**962**
Project Trips (Limited Access)	**0**	**0**	**0**	**72**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**115**
Background Plus Conditions (Limited Access)	**0**	**211**	**0**	**72**	**0**	**0**	**43**	**636**	**0**	**0**	**0**	**0**	**962**

Intersection Number: 1
Traffix Node Number: 3608
Intersection Name: Stockton Avenue and Julian Street
Peak Hour: PM
Count Date: 2/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**61**	**328**	**221**	**103**	**145**	**75**	**111**	**201**	**31**	**36**	**235**	**27**	**1574**
Approved Trips	**0**	**14**	**0**	**8**	**13**	**31**	**24**	**11**	**6**	**9**	**0**	**0**	**116**
Background Conditions	**61**	**342**	**221**	**111**	**158**	**106**	**135**	**212**	**37**	**45**	**235**	**27**	**1690**
Project Trips (Full Access)	**0**	**9**	**0**	**0**	**0**	**47**	**38**	**7**	**9**	**0**	**0**	**0**	**110**
Background Plus Conditions (Full Access)	**61**	**351**	**221**	**111**	**158**	**153**	**173**	**219**	**46**	**45**	**235**	**27**	**1800**
Project Trips (Limited Access)	**0**	**0**	**9**	**0**	**0**	**0**	**45**	**7**	**17**	**0**	**0**	**0**	**78**
Background Plus Conditions (Limited Access)	**61**	**342**	**230**	**111**	**158**	**106**	**180**	**219**	**54**	**45**	**235**	**27**	**1768**

Intersection Number: 2
Traffix Node Number: 3230
Intersection Name: Stockton Avenue/White Street and The Alameda/Santa Clara Street
Peak Hour: PM
Count Date: 2/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**195**	**0**	**274**	**221**	**522**	**0**	**3**	**1**	**3**	**4**	**596**	**150**	**1969**
Approved Trips	**202**	**0**	**41**	**68**	**84**	**0**	**0**	**0**	**0**	**0**	**122**	**25**	**542**
Background Conditions	**397**	**0**	**315**	**289**	**606**	**0**	**3**	**1**	**3**	**4**	**718**	**175**	**2511**
Project Trips (Full Access)	**9**	**0**	**7**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**46**
Background Plus Conditions (Full Access)	**406**	**0**	**322**	**298**	**606**	**0**	**3**	**1**	**3**	**4**	**718**	**196**	**2557**
Project Trips (Limited Access)	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**85**
Background Plus Conditions (Limited Access)	**397**	**0**	**315**	**353**	**606**	**0**	**3**	**1**	**3**	**4**	**718**	**196**	**2596**

Intersection Number: 3
Traffix Node Number: 3059
Intersection Name: Race Street and The Alameda*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**16**	**497**	**781**	**369**	**44**	**183**	**111**	**249**	**9**	**19**	**76**	**45**	**2399**
Approved Trips	**26**	**21**	**7**	**0**	**46**	**23**	**5**	**15**	**11**	**33**	**49**	**0**	**236**
Background Conditions	**42**	**518**	**788**	**369**	**90**	**206**	**116**	**264**	**20**	**52**	**125**	**45**	**2635**
Project Trips (Full Access)	**0**	**3**	**13**	**5**	**0**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**33**
Background Plus Conditions (Full Access)	**42**	**521**	**801**	**374**	**90**	**209**	**125**	**264**	**20**	**52**	**125**	**45**	**2668**
Project Trips (Limited Access)	**0**	**7**	**13**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**29**
Background Plus Conditions (Limited Access)	**42**	**525**	**801**	**369**	**90**	**206**	**125**	**264**	**20**	**52**	**125**	**45**	**2664**

Intersection Number: 4
Traffix Node Number: 3066
Intersection Name: Barack Obama Boulevard and Santa Clara Street*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**131**	**0**	**32**	**42**	**742**	**0**	**89**	**93**	**79**	**0**	**714**	**23**	**1945**
Approved Trips	**17**	**0**	**0**	**3**	**120**	**0**	**11**	**10**	**35**	**0**	**79**	**9**	**284**
Background Conditions	**148**	**0**	**32**	**45**	**862**	**0**	**100**	**103**	**114**	**0**	**793**	**32**	**2229**
Project Trips (Full Access)	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**11**
Background Plus Conditions (Full Access)	**148**	**0**	**32**	**45**	**866**	**0**	**100**	**103**	**118**	**0**	**796**	**32**	**2240**
Project Trips (Limited Access)	**55**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**65**
Background Plus Conditions (Limited Access)	**203**	**0**	**34**	**45**	**866**	**0**	**100**	**103**	**118**	**0**	**793**	**32**	**2294**

Intersection Number: 5
Traffix Node Number: 3263
Intersection Name: Autumn Street and Julian Street
Peak Hour: PM
Count Date: 10/5/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**10**	**8**	**66**	**13**	**264**	**74**	**104**	**4**	**14**	**18**	**586**	**4**	**1165**
Approved Trips	**0**	**0**	**0**	**4**	**20**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**28**
Background Conditions	**10**	**8**	**66**	**17**	**284**	**76**	**104**	**4**	**14**	**18**	**588**	**4**	**1193**
Project Trips (Full Access)	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**85**
Background Plus Conditions (Full Access)	**10**	**8**	**66**	**17**	**331**	**76**	**104**	**4**	**14**	**18**	**626**	**4**	**1278**
Project Trips (Limited Access)	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**10**	**43**	**0**	**100**
Background Plus Conditions (Limited Access)	**10**	**8**	**66**	**17**	**284**	**123**	**104**	**4**	**14**	**28**	**631**	**4**	**1293**

Intersection Number: 6
Traffix Node Number: 100
Intersection Name: Stockton Avenue and Project Driveway
Peak Hour: PM
Count Date: 2/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**469**	**0**	**0**	**0**	**0**	**0**	**372**	**0**	**0**	**0**	**0**	**841**
Approved Trips	**0**	**243**	**0**	**0**	**0**	**0**	**0**	**93**	**0**	**0**	**0**	**0**	**336**
Background Conditions	**0**	**712**	**0**	**0**	**0**	**0**	**0**	**465**	**0**	**0**	**0**	**0**	**1177**
Project Trips (Full Access)	**0**	**0**	**55**	**53**	**0**	**16**	**30**	**0**	**0**	**0**	**0**	**0**	**154**
Background Plus Conditions (Full Access)	**0**	**712**	**55**	**53**	**0**	**16**	**30**	**465**	**0**	**0**	**0**	**0**	**1331**
Project Trips (Limited Access)	**0**	**0**	**0**	**69**	**0**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**154**
Background Plus Conditions (Limited Access)	**0**	**712**	**0**	**69**	**0**	**0**	**85**	**465**	**0**	**0**	**0**	**0**	**1331**

Appendix C

Intersection Vehicle Queue Analysis

Stockton/Julian
WBL/T
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0176	0.0176	0
0.0712	0.0889	1
0.1438	0.2327	2
0.1935	0.4262	3
0.1953	0.6215	4
0.1577	0.7792	5
0.1061	0.8854	6
0.0612	0.9466	7
0.0309	0.9775	8
0.0139	0.9914	9
0.0056	0.9970	10
0.0021	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
WBL/T
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0116	0.0116	0
0.0516	0.0631	1
0.1150	0.1782	2
0.1710	0.3491	3
0.1906	0.5398	4
0.1700	0.7098	5
0.1264	0.8362	6
0.0805	0.9167	7
0.0449	0.9616	8
0.0222	0.9838	9
0.0099	0.9937	10
0.0040	0.9978	11
0.0015	0.9993	12
0.0005	0.9998	13
0.0002	0.9999	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

Stockton/Julian
WBL/T
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 5.1
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0061	0.0061	0
0.0313	0.0374	1
0.0796	0.1170	2
0.1352	0.2522	3
0.1721	0.4243	4
0.1753	0.5996	5
0.1488	0.7485	6
0.1083	0.8567	7
0.0689	0.9257	8
0.0390	0.9647	9
0.0199	0.9845	10
0.0092	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

Stockton/Julian
WBL/T
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0116	0.0116	0
0.0516	0.0631	1
0.1150	0.1782	2
0.1710	0.3491	3
0.1906	0.5398	4
0.1700	0.7098	5
0.1264	0.8362	6
0.0805	0.9167	7
0.0449	0.9616	8
0.0222	0.9838	9
0.0099	0.9937	10
0.0040	0.9978	11
0.0015	0.9993	12
0.0005	0.9998	13
0.0002	0.9999	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

Stockton/Julian
WBL/T
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0030	0.0030	0
0.0175	0.0205	1
0.0507	0.0712	2
0.0982	0.1694	3
0.1425	0.3119	4
0.1655	0.4774	5
0.1601	0.6375	6
0.1328	0.7703	7
0.0964	0.8667	8
0.0622	0.9288	9
0.0361	0.9649	10
0.0190	0.9839	11
0.0092	0.9932	12
0.0041	0.9973	13
0.0017	0.9990	14
0.0007	0.9996	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

Stockton/Julian
WBL/T
PM
Background Conditions
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0066	0.0075	1
0.0229	0.0304	2
0.0531	0.0835	3
0.0925	0.1761	4
0.1289	0.3050	5
0.1497	0.4547	6
0.1490	0.6037	7
0.1297	0.7334	8
0.1004	0.8339	9
0.0700	0.9038	10
0.0443	0.9481	11
0.0257	0.9739	12
0.0138	0.9877	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

Stockton/Julian
WBL/T
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 8.2
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0022	0.0025	1
0.0092	0.0117	2
0.0251	0.0368	3
0.0516	0.0884	4
0.0846	0.1730	5
0.1158	0.2888	6
0.1357	0.4245	7
0.1392	0.5637	8
0.1270	0.6906	9
0.1042	0.7948	10
0.0777	0.8726	11
0.0532	0.9257	12
0.0336	0.9593	13
0.0197	0.9790	14
0.0108	0.9897	15
0.0055	0.9952	16
0.0027	0.9979	17
0.0012	0.9991	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	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

Stockton/Julian
WBL/T
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0066	0.0075	1
0.0229	0.0304	2
0.0531	0.0835	3
0.0925	0.1761	4
0.1289	0.3050	5
0.1497	0.4547	6
0.1490	0.6037	7
0.1297	0.7334	8
0.1004	0.8339	9
0.0700	0.9038	10
0.0443	0.9481	11
0.0257	0.9739	12
0.0138	0.9877	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

Stockton/Julian
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5035	0.5035	0
0.3455	0.8490	1
0.1185	0.9675	2
0.0271	0.9946	3
0.0046	0.9993	4
0.0006	0.9999	5
0.0001	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

Stockton/Julian
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4298	0.4298	0
0.3629	0.7927	1
0.1532	0.9460	2
0.0431	0.9891	3
0.0091	0.9982	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

Stockton/Julian
NBL
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3389	0.3389	0
0.3667	0.7056	1
0.1984	0.9040	2
0.0715	0.9756	3
0.0194	0.9949	4
0.0042	0.9991	5
0.0008	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

Stockton/Julian
NBL
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2673	0.2673	0
0.3527	0.6199	1
0.2327	0.8526	2
0.1023	0.9549	3
0.0338	0.9887	4
0.0089	0.9976	5
0.0020	0.9996	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4413	0.4413	0
0.3610	0.8023	1
0.1477	0.9499	2
0.0403	0.9902	3
0.0082	0.9984	4
0.0013	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

Stockton/Julian
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3767	0.3767	0
0.3678	0.7444	1
0.1795	0.9240	2
0.0584	0.9824	3
0.0143	0.9967	4
0.0028	0.9995	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

Stockton/Julian
NBL
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2970	0.2970	0
0.3606	0.6576	1
0.2188	0.8765	2
0.0886	0.9650	3
0.0269	0.9919	4
0.0065	0.9984	5
0.0013	0.9997	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

Stockton/Julian
NBL
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2405	0.2405	0
0.3427	0.5832	1
0.2442	0.8274	2
0.1160	0.9434	3
0.0413	0.9847	4
0.0118	0.9965	5
0.0028	0.9993	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

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0835	0.0835	0
0.2073	0.2907	1
0.2574	0.5481	2
0.2130	0.7611	3
0.1323	0.8934	4
0.0657	0.9591	5
0.0272	0.9863	6
0.0096	0.9959	7
0.0030	0.9989	8
0.0008	0.9997	9
0.0002	0.9999	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

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0297	0.0297	0
0.1044	0.1341	1
0.1836	0.3178	2
0.2153	0.5330	3
0.1893	0.7223	4
0.1331	0.8554	5
0.0780	0.9334	6
0.0392	0.9726	7
0.0172	0.9898	8
0.0067	0.9966	9
0.0024	0.9989	10
0.0008	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0227	0.0227	0
0.0861	0.1088	1
0.1628	0.2716	2
0.2053	0.4769	3
0.1942	0.6711	4
0.1469	0.8180	5
0.0926	0.9107	6
0.0501	0.9607	7
0.0237	0.9844	8
0.0100	0.9944	9
0.0038	0.9981	10
0.0013	0.9994	11
0.0004	0.9998	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

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0297	0.0297	0
0.1044	0.1341	1
0.1836	0.3178	2
0.2153	0.5330	3
0.1893	0.7223	4
0.1331	0.8554	5
0.0780	0.9334	6
0.0392	0.9726	7
0.0172	0.9898	8
0.0067	0.9966	9
0.0024	0.9989	10
0.0008	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.8
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0031	0.0036	1
0.0123	0.0159	2
0.0321	0.0479	3
0.0627	0.1106	4
0.0980	0.2086	5
0.1277	0.3363	6
0.1426	0.4788	7
0.1393	0.6181	8
0.1210	0.7391	9
0.0946	0.8337	10
0.0672	0.9009	11
0.0438	0.9446	12
0.0263	0.9709	13
0.0147	0.9856	14
0.0077	0.9933	15
0.0037	0.9970	16
0.0017	0.9988	17
0.0007	0.9995	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

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 11.9
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0020	0.0025	3
0.0058	0.0083	4
0.0138	0.0221	5
0.0272	0.0493	6
0.0462	0.0955	7
0.0685	0.1640	8
0.0903	0.2542	9
0.1071	0.3614	10
0.1156	0.4769	11
0.1143	0.5912	12
0.1043	0.6955	13
0.0884	0.7840	14
0.0700	0.8539	15
0.0519	0.9058	16
0.0362	0.9420	17
0.0239	0.9659	18
0.0149	0.9808	19
0.0088	0.9896	20
0.0050	0.9946	21
0.0027	0.9973	22
0.0014	0.9987	23
0.0007	0.9994	24
0.0003	0.9997	25
0.0001	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 12.1
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0016	0.0021	3
0.0049	0.0069	4
0.0118	0.0187	5
0.0238	0.0425	6
0.0413	0.0838	7
0.0626	0.1465	8
0.0845	0.2309	9
0.1025	0.3334	10
0.1130	0.4464	11
0.1143	0.5607	12
0.1067	0.6674	13
0.0924	0.7598	14
0.0748	0.8346	15
0.0567	0.8913	16
0.0405	0.9318	17
0.0273	0.9591	18
0.0174	0.9765	19
0.0106	0.9871	20
0.0061	0.9932	21
0.0034	0.9965	22
0.0018	0.9983	23
0.0009	0.9992	24
0.0004	0.9996	25
0.0002	0.9998	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

Stockton (White)/The Alameda (Santa Clara)
SBL/T/R
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 11.9
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0020	0.0025	3
0.0058	0.0083	4
0.0138	0.0221	5
0.0272	0.0493	6
0.0462	0.0955	7
0.0685	0.1640	8
0.0903	0.2542	9
0.1071	0.3614	10
0.1156	0.4769	11
0.1143	0.5912	12
0.1043	0.6955	13
0.0884	0.7840	14
0.0700	0.8539	15
0.0519	0.9058	16
0.0362	0.9420	17
0.0239	0.9659	18
0.0149	0.9808	19
0.0088	0.9896	20
0.0050	0.9946	21
0.0027	0.9973	22
0.0014	0.9987	23
0.0007	0.9994	24
0.0003	0.9997	25
0.0001	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton (White)/The Alameda (Santa Clara)
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0029	0.0029	0
0.0171	0.0200	1
0.0498	0.0698	2
0.0969	0.1667	3
0.1413	0.3080	4
0.1648	0.4728	5
0.1602	0.6331	6
0.1335	0.7666	7
0.0974	0.8640	8
0.0631	0.9271	9
0.0368	0.9639	10
0.0195	0.9834	11
0.0095	0.9929	12
0.0043	0.9972	13
0.0018	0.9989	14
0.0007	0.9996	15
0.0003	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

Stockton (White)/The Alameda (Santa Clara)
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 6.7
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0082	0.0095	1
0.0276	0.0371	2
0.0617	0.0988	3
0.1034	0.2022	4
0.1385	0.3406	5
0.1546	0.4953	6
0.1480	0.6433	7
0.1240	0.7673	8
0.0923	0.8596	9
0.0618	0.9214	10
0.0377	0.9591	11
0.0210	0.9801	12
0.0108	0.9909	13
0.0052	0.9961	14
0.0023	0.9984	15
0.0010	0.9994	16
0.0004	0.9998	17
0.0001	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

Stockton (White)/The Alameda (Santa Clara)
EBL
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 7.1
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0060	0.0069	1
0.0213	0.0282	2
0.0502	0.0784	3
0.0886	0.1670	4
0.1253	0.2923	5
0.1476	0.4398	6
0.1490	0.5888	7
0.1316	0.7204	8
0.1033	0.8237	9
0.0730	0.8967	10
0.0469	0.9436	11
0.0276	0.9712	12
0.0150	0.9862	13
0.0076	0.9938	14
0.0036	0.9974	15
0.0016	0.9989	16
0.0007	0.9996	17
0.0003	0.9999	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

Stockton (White)/The Alameda (Santa Clara)
EBL
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 7.1
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0060	0.0069	1
0.0213	0.0282	2
0.0502	0.0784	3
0.0886	0.1670	4
0.1253	0.2923	5
0.1476	0.4398	6
0.1490	0.5888	7
0.1316	0.7204	8
0.1033	0.8237	9
0.0730	0.8967	10
0.0469	0.9436	11
0.0276	0.9712	12
0.0150	0.9862	13
0.0076	0.9938	14
0.0036	0.9974	15
0.0016	0.9989	16
0.0007	0.9996	17
0.0003	0.9999	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

Stockton (White)/The Alameda (Santa Clara)
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.0
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0067	0.0067	0
0.0337	0.0404	1
0.0842	0.1247	2
0.1404	0.2650	3
0.1755	0.4405	4
0.1755	0.6160	5
0.1462	0.7622	6
0.1044	0.8666	7
0.0653	0.9319	8
0.0363	0.9682	9
0.0181	0.9863	10
0.0082	0.9945	11
0.0034	0.9980	12
0.0013	0.9993	13
0.0005	0.9998	14
0.0002	0.9999	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

Stockton (White)/The Alameda (Santa Clara)
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0029	0.0029	0
0.0171	0.0200	1
0.0498	0.0698	2
0.0969	0.1667	3
0.1413	0.3080	4
0.1648	0.4728	5
0.1602	0.6331	6
0.1335	0.7666	7
0.0974	0.8640	8
0.0631	0.9271	9
0.0368	0.9639	10
0.0195	0.9834	11
0.0095	0.9929	12
0.0043	0.9972	13
0.0018	0.9989	14
0.0007	0.9996	15
0.0003	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

Stockton (White)/The Alameda (Santa Clara)
EBL
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 6.5
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0095	0.0110	1
0.0310	0.0420	2
0.0676	0.1096	3
0.1104	0.2200	4
0.1442	0.3642	5
0.1571	0.5213	6
0.1466	0.6679	7
0.1197	0.7876	8
0.0869	0.8745	9
0.0568	0.9313	10
0.0337	0.9650	11
0.0184	0.9834	12
0.0092	0.9926	13
0.0043	0.9969	14
0.0019	0.9988	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	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

Stockton (White)/The Alameda (Santa Clara)
EBL
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 6.5
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0095	0.0110	1
0.0310	0.0420	2
0.0676	0.1096	3
0.1104	0.2200	4
0.1442	0.3642	5
0.1571	0.5213	6
0.1466	0.6679	7
0.1197	0.7876	8
0.0869	0.8745	9
0.0568	0.9313	10
0.0337	0.9650	11
0.0184	0.9834	12
0.0092	0.9926	13
0.0043	0.9969	14
0.0019	0.9988	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	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

Autumn/Julian
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5203	0.5203	0
0.3399	0.8602	1
0.1110	0.9713	2
0.0242	0.9955	3
0.0039	0.9994	4
0.0005	0.9999	5
0.0001	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

Autumn/Julian
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5203	0.5203	0
0.3399	0.8602	1
0.1110	0.9713	2
0.0242	0.9955	3
0.0039	0.9994	4
0.0005	0.9999	5
0.0001	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

Autumn/Julian
WBL
AM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5203	0.5203	0
0.3399	0.8602	1
0.1110	0.9713	2
0.0242	0.9955	3
0.0039	0.9994	4
0.0005	0.9999	5
0.0001	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

Autumn/Julian
WBL
AM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3582	0.3582	0
0.3678	0.7259	1
0.1888	0.9147	2
0.0646	0.9793	3
0.0166	0.9959	4
0.0034	0.9993	5
0.0006	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

Autumn/Julian
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3163	0.3163	0
0.3641	0.6804	1
0.2095	0.8899	2
0.0804	0.9703	3
0.0231	0.9935	4
0.0053	0.9988	5
0.0010	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

Autumn/Julian
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3066	0.3066	0
0.3625	0.6691	1
0.2143	0.8833	2
0.0844	0.9678	3
0.0250	0.9927	4
0.0059	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

Autumn/Julian
WBL
PM
Background Plus Project Conditions (Full Access Driv
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3066	0.3066	0
0.3625	0.6691	1
0.2143	0.8833	2
0.0844	0.9678	3
0.0250	0.9927	4
0.0059	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

Autumn/Julian
WBL
PM
Background Plus Project Conditions (With Driveway F
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1476	0.1476	0
0.2824	0.4300	1
0.2701	0.7001	2
0.1723	0.8724	3
0.0824	0.9548	4
0.0315	0.9864	5
0.0101	0.9964	6
0.0027	0.9992	7
0.0007	0.9998	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
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0.0000	1.0000	42
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Appendix D

VMT Evaluation

Tool Output

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Apollo Mixed-Use Development
Location: 32 and 60 Stockton Avenue, San Jose, CA
Parcel: 25928001 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 2/2/2022

Proposed Parking Spaces Vehicles: 376 Bicycles: 128

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	497	DU
Subtotal	497	DU
Office:	0	KSF
Retail:	7.68	KSF
Industrial:	0	KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0	% Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0	% Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0	% Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	10
With Project Density (DU/Residential Acres in half-mile buffer)	13

Increase Development Diversity

Existing Activity Mix Index	0.91
With Project Activity Mix Index	0.88

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	36
With Project Density (Jobs/Commercial Acres in half-mile buffer)	36

Tier 2 - Multimodal Infrastructure

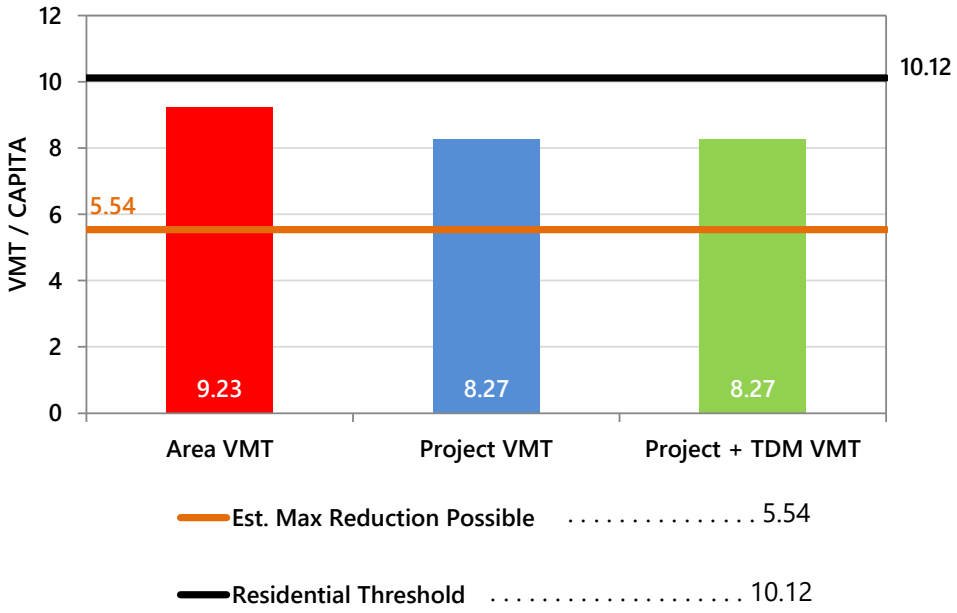
Tier 3 - Parking

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.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Apollo Mixed-Use Development

Draft Transportation Demand Management (TDM) Plan

Prepared for:
Urban Catalyst

April 22, 2022

Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
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Table of Contents

List of Figures

1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single–occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purpose of TDM is to (1) reduce the amount of trips generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for sustainable transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

This TDM plan has been prepared for the proposed Apollo Mixed-use development located at 32 and 60 Stockton Avenue to satisfy the requirements outlined in Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, and to qualify for a proposed 23.9 percent reduction in required off-street parking.

This TDM Plan addresses all the requirements of the City's ordinance and includes TDM measures designed to reduce the proposed project's parking demand and trips by residents and retail tenants. The TDM plan includes providing VTA SmartPasses to residential and commercial tenants, implementing public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options, providing 100 percent unbundled parking, and providing adequate on-site bicycle storage.

Project Description

The project site is located at the northeast corner of the intersection of Stockton Avenue and Santa Clara Street/The Alameda. The project site is located within the Downtown Growth Area Boundary.

The mixed-use development is proposed to consist of 472 residential units and 7,661 square feet (s.f.) of ground floor commercial space. Vehicular access to a 359-space four level parking garage (one level below grade and three levels above grade) would be provided via a proposed two-way driveway located on Stockton Avenue.

The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Location and Proximity to Transit

The location of a project within or adjacent to a central business district promotes pedestrian and bicycle travel in a high-density area of complementary land uses. The project site is located in the downtown growth area and is a short walk or bicycle ride from numerous complementary land uses and

transit services. The project location effectively renders it part of a large-scale mixed-use development in a pedestrian- and bike-friendly environment with a significant share of trips internal to the downtown area. The project also is located less than 1,500 feet walking distance of the Diridon Transit Center entrance on Cahill Street. The Diridon Station provides Caltrain, LRT, ACE, and Amtrak rail services. This project clearly could benefit from the nearby rail services. The project site also is located a short walk or bike ride from the Guadalupe River multi-use trail system.

Parking Requirements

Based on the City's parking requirements, the project would be required to provide a total of 472 vehicle parking spaces, before any reductions. The project site plan indicates a total of 359 on-site vehicle parking spaces. This equates to an approximately 23.9% reduction from the baseline required number of off-street vehicle parking spaces.

Due to the project site being located within 2,000 feet of an existing rail station and assuming that the required number of bicycle parking spaces is provided, the project would conform to Subsections 20.90.220.A.1.a and b and would be granted a vehicle parking reduction of 20 percent. Since the project is requesting a reduction in required parking of greater than 20%, the project is required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain an additional 3.9% reduction allowed under Code 20.90.220.A.

Proposed TDM Measures

The proposed TDM Plan includes the following measures:

1. Transit Use Incentive Program (20.90.220.A.1.c.ii)
2. On-Site TDM Coordinator (20.90.220.A.1.d.vii)
3. Unbundled Parking (20.90.220.A.1.d.xiv)

Report Organization

The remainder of this report is divided into two chapters. Chapter 2 describes the transportation facilities and services in the vicinity of the project site. Chapter 3 describes the TDM measures that would be implemented for the proposed project, including the program for implementing and monitoring the TDM plan.

Figure 1
Project Site Location

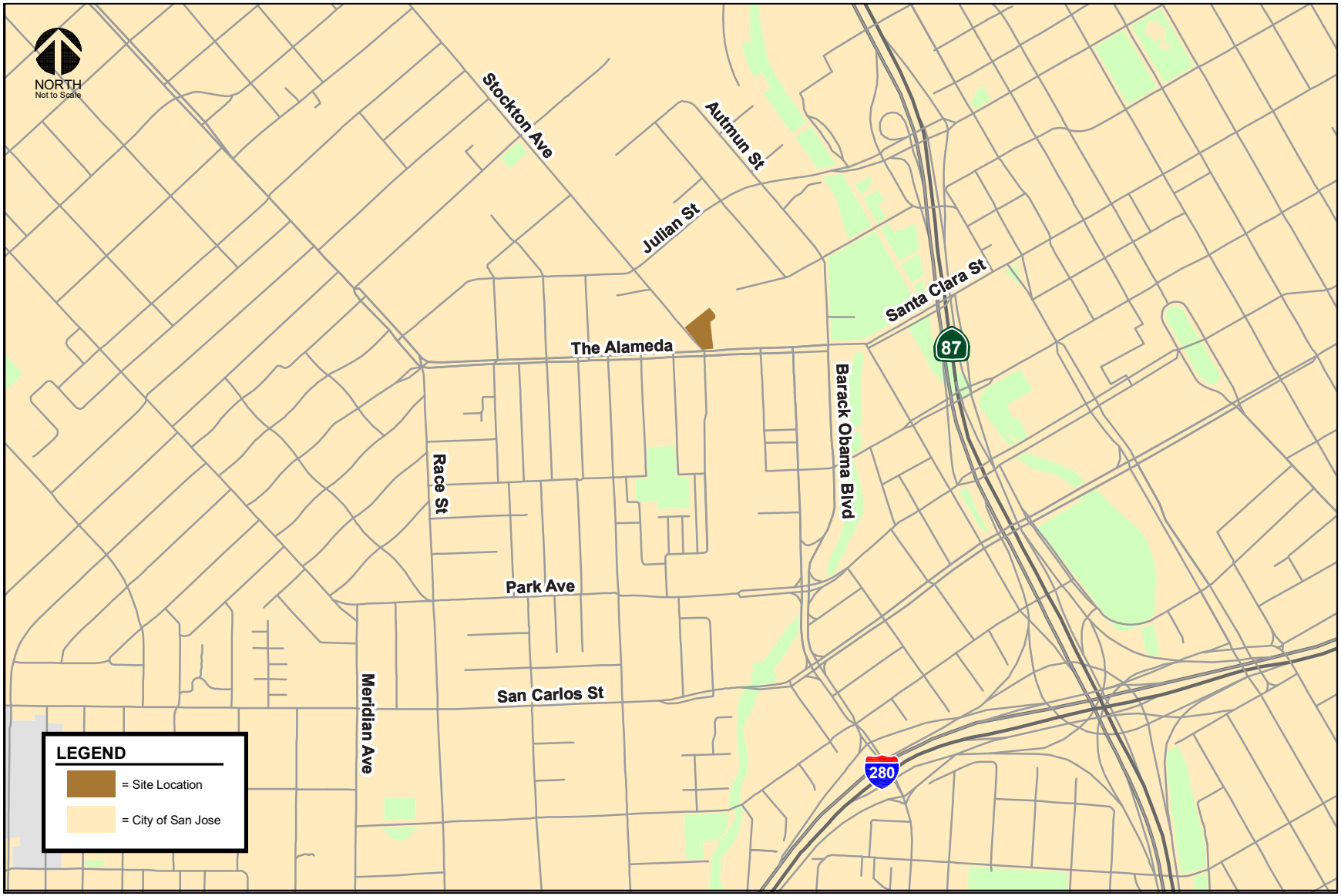
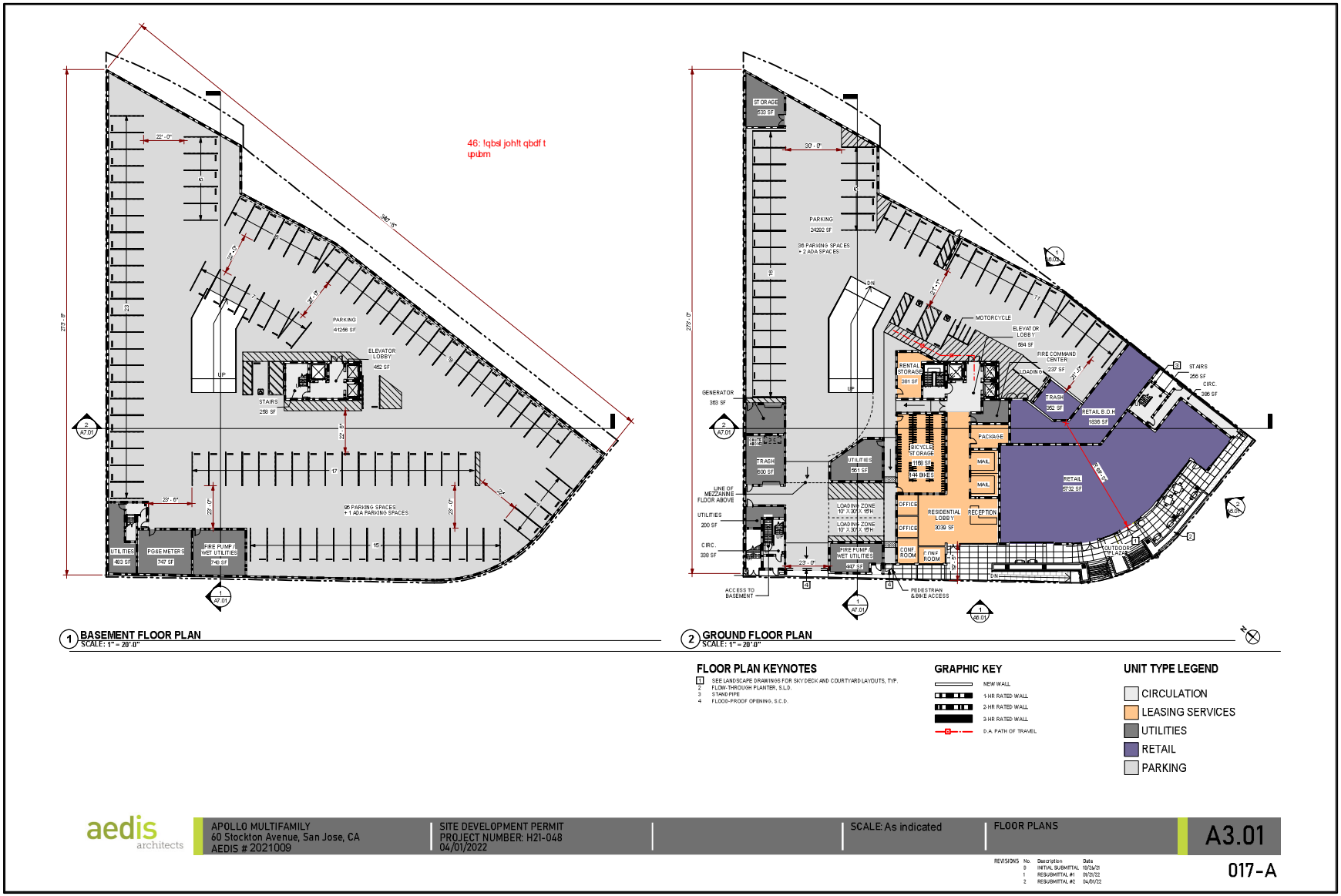


Figure 2
Project Site Plan



2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing and future transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

Existing Roadway Network

Regional access to the project site is provided via SR 87 and I-280. These facilities are described below.

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

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to the project site are provided via its junction with SR 87 and full interchange at Bird Avenue.

Local access to the site is provided by Santa Clara Street, Stockton Avenue, The Alameda, Julian Street, Barack Obama Boulevard, Montgomery Street, and Race Street. These roadways are described below.

Santa Clara Street is an east-west four-lane street, designated as a Grand Boulevard in the General Plan, located south of the project site. It extends as West Santa Clara Street from First Street westward to Stockton Avenue where it transitions into The Alameda. East of First Street, it extends eastward as East Santa Clara Street to US-101 where it transitions into Alum Rock Avenue. Bike lanes are provided between Stockton Avenue and Almaden Boulevard. Site access is provided via Stockton Avenue. Parking is prohibited along the project's Santa Clara Street frontage.

Stockton Avenue is generally a two-lane north-south street that runs between the College Park Caltrain Station and The Alameda. Bike lanes are provided along both sides of Stockton Avenue along its entire extent. Stockton Avenue runs along the west project frontage and provides direct access to the project site. Parking is prohibited along the project's Stockton Street frontage.

The Alameda (State Route 82) is generally a four-lane north-south roadway, designated as a Grand Boulevard in the General Plan, that runs from Santa Clara University to Stockton Avenue where it becomes Santa Clara Street. Site access is provided via Julian Street and Stockton Avenue.

Julian Street is a two-lane east-west roadway between The Alameda and Montgomery Street (as a designated Local Connector Street in the General Plan) then transitions to a four-lane street east of Montgomery Street (designated as a City Connector Street). An interchange with SR-87 is located between Almaden Boulevard and Notre Dame Avenue. Bike lanes are provided between Stockton Avenue and The Alameda. Project site access is provided via Stockton Avenue.

Barack Obama Boulevard is a north-south roadway, designated as a City Connector Street in the General Plan, that runs between Auzerais Avenue and St. John Street. South of Auzerais Avenue, Barack Obama Boulevard transitions to Bird Avenue while north of St. John Street, Barack Obama Boulevard transitions to Autumn Street. Between Auzerais Avenue and Park Avenue, Barack Obama Boulevard consists of two northbound travel lanes and three southbound travel lanes. Between Park Avenue and Santa Clara Street, Barack Obama Boulevard is a two-lane, one-way (northbound) roadway that works as a couplet with Montgomery Street. North of Santa Clara Street, Barack Obama Boulevard is a two-lane two-way roadway. Bike lanes are provided along the entire length of the roadway. Barack Obama Boulevard would provide access to the project site via Santa Clara Street and Stockton Avenue.

Montgomery Street is a north-south roadway that extends between Santa Clara Street and Park Avenue. Montgomery Street is a two-lane, one-way (southbound), General Plan-designated Main Street that works as a couplet with Barack Obama Boulevard. Access to the project site would be provided via Santa Clara Street and Stockton Avenue.

Race Street is a north-south roadway that extends from The Alameda to Fruitdale Avenue. Race Street is designated as an On-Street Primary Bicycle Facility in the General Plan north of San Carlos Street, with bike lanes on both sides of the street between The Alameda and Park Avenue. It is generally a two-lane roadway, with the exception of a four-lane segment between Saddle Rack Street and I-280 Off-Ramp. Race Street provides access to the project site via The Alameda and Stockton Avenue.

Existing Bicycle and Pedestrian Facilities

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.

- Stockton Avenue, along its entire extent
- Julian Street, between The Alameda and Stockton Avenue
- Race Street, between The Alameda and Park Avenue
- Barack Obama Boulevard, between Santa Clara Street and Auzerais Avenue
- The Alameda/Santa Clara Street, between Stockton Avenue and Almaden Boulevard

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Sunol Street, between The Alameda and Auzerais Avenue
- Montgomery Street, between Julian Street and St. John Street
- St. John Street, along its entire extent

Class IV Bikeway (Protected Bike Lane). Class IV bicycle facilities are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

- San Fernando Street, between Cahill Street and Tenth Street
- Cahill Street, between San Fernando Street and Santa Clara Street
- Autumn Street, between Santa Clara Street and St. John Street
- Park Avenue, between Barack Obama Boulevard and Laurel Grove Lane

The existing bicycle facilities are shown in Figure 3.

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile mostly continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads along Santa Clara Street, located approximately 1,200 feet east of the project site.

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. The nearest bike share station is located less than 300 feet from the project site along the north side of The Alameda, just west of Stockton Avenue. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Controlled crosswalks are provided at all nearby signalized intersections and continuous sidewalks are provided in the project vicinity. Additionally, there are pedestrian-activated mid-block crosswalks along The Alameda between Stockton Avenue and Race Street. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Transit Service

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located less than 1,500 feet from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 4 shows the existing transit facilities.

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 500, 522, and 568 run along Santa Clara Street while Rapid Route 523 runs along San Carlos Street. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours.

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located at the intersection of The Alameda/Bush Street, less than 300 feet walking distance from the project site,

Figure 3
Existing Bicycle Facilities

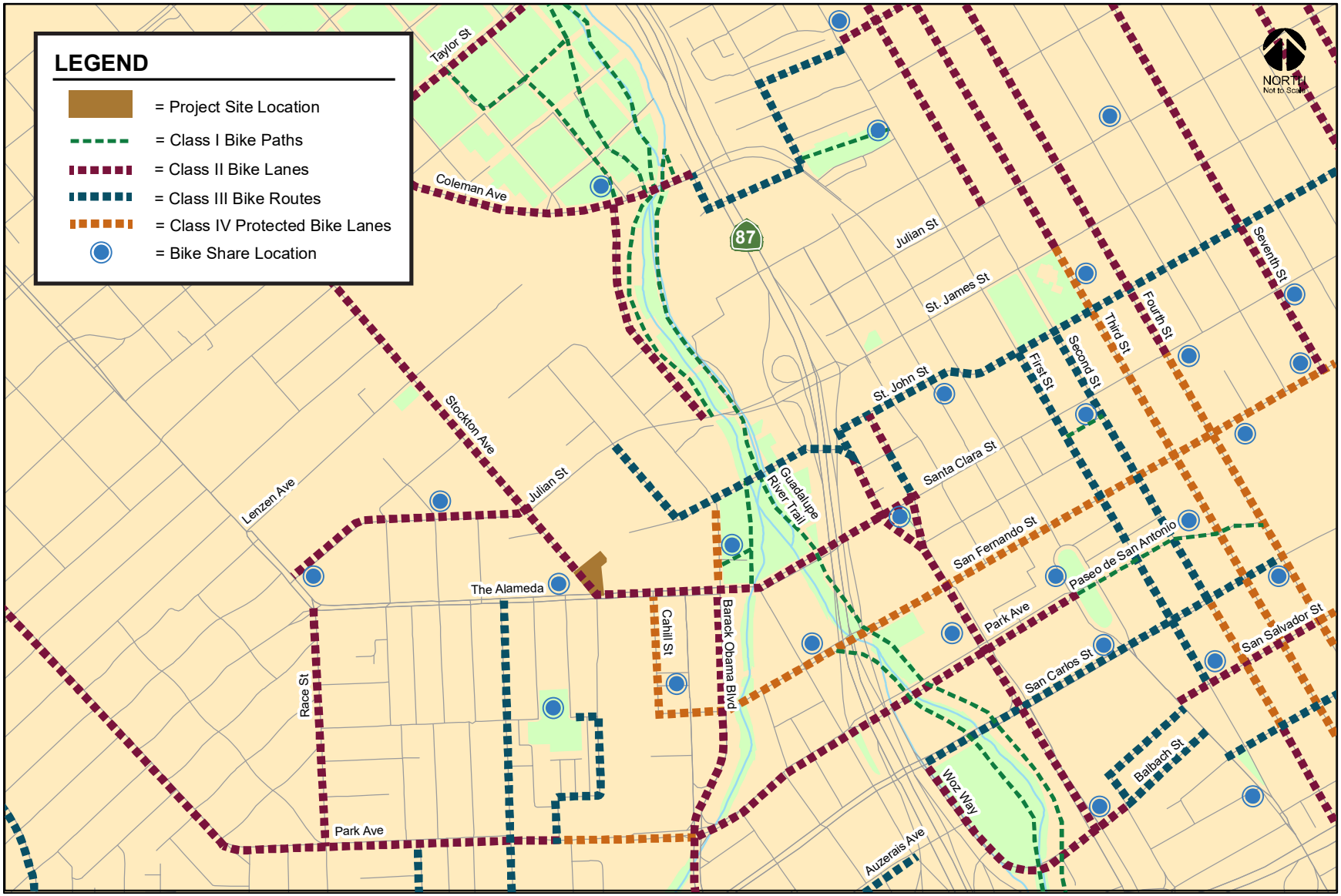


Figure 4
Existing Transit Facilities

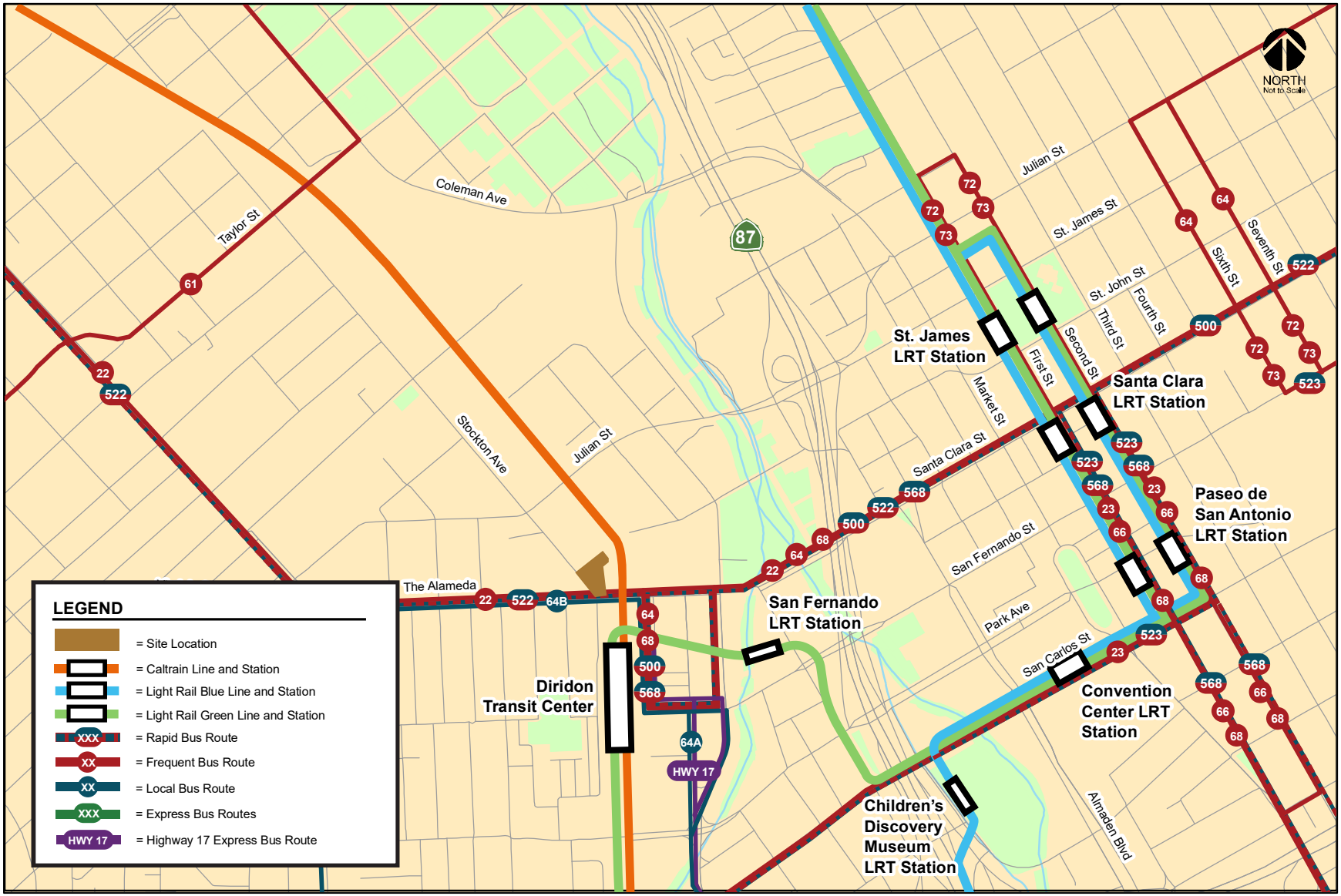


Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	The Alameda/Bush	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	San Carlos/Barack Obama	12 - 15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/Cahill	30 min [2]
Local Route 64B	McKee & White to Almaden Expressway & Camden	The Alameda/Bush	30 min [2]
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	Diridon Transit Center	15 - 20 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Diridon Transit Center	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Cahill	10 - 15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	San Carlos/Barack Obama	15 - 20 min
Rapid Route 568	Gilroy/Morgan Hill to San Jose Diridon Station	Diridon Transit Center	15 - 40 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Diridon Transit Center	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.

and are served by Frequent Bus Routes 22 and 64B. Bus stops at Santa Clara Street/Cahill Street, less than 600 feet walking distance from the project site, are served by Rapid Route 522.

VTA Light Rail Transit (LRT) Service

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

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

Caltrain Service

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

Altamont Commuter Express Service (ACE)

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

Amtrak Service

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

Future Transit Services

Future transit services in the project vicinity will be provided by the VTA and BART. The future transit services are described below.

Bay Area Rapid Transit (BART) Phase II Project

Phase II of VTA's BART Silicon Valley Extension project will include a 6-mile-long subway tunnel through downtown San Jose and will extend the BART system from the current terminus at the Berryessa/North San Jose station. The Phase II project includes the addition of four BART stations including the Alum Rock, Downtown San Jose, Diridon, and Santa Clara stations. The BART extension will travel through downtown beneath Santa Clara Street, and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Passenger service for the Phase II Project is planned to begin in 2025.

The Diridon BART Station would be located in the area of the Diridon Transit Center. The Diridon BART Station would be located underground between Los Gatos Creek (to the east) and the Diridon Transit Center (to the west) and south of/parallel to West Santa Clara Street. The existing VTA bus transit center at the Diridon Station would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. A kiss-and-ride facility would be located at the Diridon Transit Center along Cahill Street.

Access to the Diridon BART Station would be provided from W. Santa Clara Street at Cahill Street (less than 500 feet walking distance from the project site) and Autumn Street from the north. Access from the south would be provided via W. San Fernando Street. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center.

3. Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Section 20.90.220 and 20.70.330 of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

City of San Jose Parking Code

According to Section 20.90.220.A.1 of the San Jose Parking Code, a reduction in the required off-street vehicle parking spaces of up to 20 percent is automatically allowed if the provisions of Subsections a and b are met. A reduction of up to 50 percent may be authorized if the project conforms to the requirements specified in Subsections a and b, and implements at least three TDM measures specified in Subsections c and d. Section 20.90.220.A.1 is outlined below.

Section 20.90.220.A.1 – Reduction in Required Off-street Parking Spaces

A. Alternative transportation.

1. *A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all of the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:*
    a. *The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and*
    b. *The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.*
    c. *For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:*
        i. *Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-*

share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or

ii. *Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).*

d. *In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:*

i. *Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or*

ii. *Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement); or*

iii. *Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or*

iv. *Provide a guaranteed ride home program; or*

v. *Implement telecommuting and flexible work schedules; or*

vi. *Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or*

vii. *Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or*

viii. *Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or*

ix. *Provide shuttle access to Caltrain stations; or*

x. *Provide or contract for on-site or nearby child-care services; or*

xi. *Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or*

xii. *Provide on-site showers and lockers; or*

xiii. *Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or*

xiv. *Unbundled parking; and*

e. *For any project that requires a TDM program:*

i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

Further reductions in the required off-street parking spaces may be granted to development projects located within the Downtown area, as described under Section 20.70.330 of the City code:

Section 20.70.330 – Reduction of Requirement (Downtown)

In addition to exceptions provided for under Section 20.90.200 and Section 20.90.220, the following reductions in parking requirements may be made by the director:

A. The director may grant up to a fifteen percent reduction in the number of spaces required as part of the issuance of a development permit where the reduced number of spaces will be adequate to meet the parking demand generated by the project when the following findings are made:

1. The project has developed a travel demand management (TDM) program that provides evidence that a TDM program will reduce parking demand and identifies the percentage of parking demand that will be reduced through the TDM program. The TDM program will incorporate one or more elements of TDM including, but not limited to measures such as Smartpass, parking cash-out, alternate work schedules, ride sharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures; and

2. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

B. For mixed-use projects, the director may reduce the required parking spaces by up to fifty percent, including any other exceptions or reductions as allowed under Title 20*, upon making the following findings:*

1. That the reduction in parking will not adversely affect surrounding projects;

2. That the reduction in parking will not be dependent upon public parking supply; or reduce the surrounding public parking supply; and

3. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

C. The total parking required for a project may be reduced by up to one hundred percent as part of a development permit where public parking is provided on-site as part of a public or private development project. Public parking spaces may be applied toward the parking requirements for the use, applying no more than a one-for-one standard. The finding shall be made in the development permit by the director and be based on an alternate peak use, shared parking or parking demand analysis.

D. The project will provide replacement parking either on site, off-site within reasonable walking distance or pay the current in-lieu fee for the parking required if the project fails to maintain a TDM program.

Compliance with the City Parking Code

Vehicle Parking Requirement

The project as proposed would construct 472 residential units and 7,661 s.f. of ground floor commercial space. According to the City of San Jose Downtown Zoning Regulations (Chapter 20.70, Table 20-140), multiple dwelling residential uses are required to provide one parking space per residential unit. The project is not required to provide additional off-street parking spaces for the commercial use component. Based on the City's parking requirements and the current project description, the project would be required to provide a total of 472 off-street parking spaces before any reductions.

The project is proposing a total of 359 parking spaces, which would not meet the City's baseline parking requirements.The proposed number of parking spaces represent a 23.9% reduction from the standard required number of spaces.

Reduction Due to Location near Transit and Bicycle Parking

As stated under Section 20.90.220.A.1, Subsections a and b, a 20 percent reduction in required off-street vehicle parking spaces is allowed for projects that meet the City's bicycle parking requirements and are located within 2,000 feet of an existing rail station. The project will meet these requirements as described below:

Location and Proximity to Transit (Subsection A)

The project is located less than 1,500 feet walking distance of the Diridon Transit Center entrance on Cahill Street and less than 1,500 feet from the future Downtown San Jose BART Station. Therefore, the project would conform to Subsection 20.90.220.A.1.a.

Bicycle Parking Requirement (Subsection B)

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide one bicycle parking space per four residential units and one bicycle parking space per 3,000 s.f. of commercial floor area. This equates to a total requirement of 128 bicycle parking spaces, of which 125 bicycle parking spaces would serve the residential component and 3 bicycle parking spaces would serve the retail component. Of the required bicycle parking, City standards require that 40 and 80 percent be short-term bicycle spaces with 60 and 20 percent be secured long-term bicycle spaces for residential and commercial uses, respectively. Based on these requirements, the project would need to provide 52 short-term and 76 long-term bicycle parking spaces.

The project site plan indicates that a bicycle storage area to accommodate 128 bicycles will be located at ground-floor level. Therefore, the proposed bicycle parking on-site will meet the City's requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking. Therefore, the project would comply with Subsection 20.90.220.A.1.b.

Due to the project site being located within 2,000 feet of an existing rail station and assuming that the required number of bicycle parking spaces is provided, the project would conform to Subsections 20.90.220.A.1.a and b and would be granted a vehicle parking reduction of 20 percent.

With the 20% reduction discussed above, the project would still require an additional 3.9% reduction in on-site parking spaces. Since the project is requesting a reduction in required parking of greater than 20%, the project also would be required to implement a minimum of three TDM measures as described

under Code 20.90.220.A.1, Subsections c and d, to obtain the maximum 50% reduction allowed under Code 20.90.220.A. The project's proposed TDM measures are described in the following chapter.

4. Recommended TDM Measures

This chapter describes TDM measures recommended for the proposed project, including services that promote sustainable modes of transportation. The recommended TDM measures are intended to encourage residents and retail use employees to utilize alternative transportation modes available in the area to reduce single occupancy vehicle trips and parking demand generated by the project. The specific TDM measures that are recommended for the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c and d of the San Jose Code of Ordinances, which will achieve a 23.9 percent parking reduction with implementation of a comprehensive TDM plan. Additionally, the project needs to ensure that the TDM plan will be maintained for the life of the project, which is in compliance with Subsection 20.90.220.A.1.e.

Proposed TDM Measures

Transit Use Incentive Program (20.90.220.A.1.c.ii)

Subsidized transit passes are an extremely effective means of encouraging residents and employees to use transit rather than drive. Transit passes allow residents and employees to save money, as well as help them to avoid the stress of driving during commute periods. One way of doing this is to provide VTA SmartPasses to all residential tenants. SmartPasses will give tenants unlimited rides on VTA Bus, LRT and Express Bus service seven days a week. SmartPass is deeply discounted below the standard fares, making it an attractive low-cost benefit to residential communities.

On-Site TDM Coordinator and Services (Subsection 20.90.220.A.1.d.vii)

Experience with other TDM programs indicates that having a transportation coordinator who focuses on transportation issues and is responsible for implementing the TDM program is key to its success. The management would need to appoint an individual as the Transportation Coordinator or TDM contact person, and that person's name and contact information would be provided to the City.

The TDM coordinator will be a point of contact for employees should TDM-related questions arise and will be responsible for ensuring that employees are aware of all transportation options and how to fully utilize the TDM plan. The TDM coordinator will provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide information packets at the time of move-in (for residents) and on-boarding (for commercial use employees). The welcome packets would include information about public transit services, bicycle maps, and ride-matching services.
- Set up and maintain an on-site information board and/or the online kiosk with information of non-auto transportation alternatives.
- Provide trip planning assistance and/or ride-matching assistance to residents and employees who are considering an alternative mode.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed (e.g., use of public parking).

The Transportation Coordinator should maintain a supply of up-to-date transit schedules and route maps for VTA and Caltrain and be knowledgeable enough to answer residents' and employees' TDM program related questions.

Unbundled Parking (Subsection 20.90.220.A.1.d.xiv)

The project will provide 100 percent unbundled parking for all on-site parking spaces. Unbundled parking means separating the cost of parking from residential leases and allowing residents to choose whether or not to lease a parking space. With this approach those tenants without a vehicle would not be required to pay for parking that they do not want or need. This is the most equitable approach and would free up parking for those tenants that require a space and are willing to pay for it. The parking spaces will be priced to avoid tenants parking on the streets or in nearby parking lots. Unbundling residential parking costs from the cost of housing can reduce tenant vehicle ownership and parking demand and can be implemented on a month-to-month lease basis. With a lease, residents receive a monthly bill showing how much they are spending on a parking space and have the option to give up the space if they no longer need it.

Note that Policy TR-8.8 of the Envision San Jose 2040 General Plan calls for San Jose to "Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage." In addition, Policy TR-10.1 states: "Explore development of a program… to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage."

Bicycle Programs

The project will provide adequate bicycle parking spaces for both the residential and commercial uses, per the City of San Jose Parking Code.

Summary of TDM Measures

The specific TDM measures recommended for the project are summarized below and are based on the measures specified in Subsections 20.90.220.A.1.c and d of the San Jose Code of Ordinances, which will achieve a 23.9 percent parking reduction that can be granted by the City with implementation of a comprehensive TDM Plan. The proposed TDM Plan includes the following measures:

1. Transit Use Incentive Program (20.90.220.A.1.c.ii)
2. On-Site TDM Coordinator (20.90.220.A.1.d.vii)
3. Unbundled Parking (20.90.220.A.1.d.xiv)

5. TDM Implementation and Monitoring

The primary purpose of the TDM plan is to reduce the project parking demand by up to 23.9 percent. Per Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

Implementation

The project applicant needs to submit this TDM Plan to the City of San Jose and would be responsible for ensuring that the TDM elements are incorporated into the project. After the development is constructed and occupied, the project applicant needs to identify a TDM coordinator. It is assumed that the property manager for the project would be responsible for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City and tenants should be notified of the name and contact information of the new designated TDM coordinator.

Monitoring and Reporting

The TDM plan will need to be re-evaluated annually for the life of the project. If it is determined that the 23.9 percent parking reduction is not being achieved (i.e., the on-site parking garage reaches full capacity), additional TDM measures would need to be introduced to ensure that the parking demand is being addressed by the project without the burden being placed on outside entities.

The designated TDM coordinator will consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring will include the following components:

- Annual Vehicle Parking Counts
- Annual Mode Share Survey
- Annual Monitoring Report

Annual Vehicle Parking Counts

Annual parking counts should be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant spaces should be conducted between 12:00 AM and 5:00 AM. The goal of the TDM Plan is to avoid parking spillover. Thus, if the counts show that parking spaces are less than fully occupied (i.e., counts show one or more vacant spaces), it can be assumed that all parking demand is being accommodated on site, and the

TDM Plan is effective. If parking spaces are 100 percent occupied, then spillover is likely occurring and the TDM Plan may need to be enhanced.

Annual Mode Share Survey

The annual survey would provide qualitative data regarding resident perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey would also provide quantitative data regarding the number of residents who utilize alternative modes of transportation (e.g., bike-to-work) to commute to work, including the frequency of use. The mode share survey results would measure the relative effectiveness of individual program components and facilitate the design of possible program enhancements.

Annual Monitoring Report

The property manager should submit annual reports to the City of San Jose for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Findings of the vehicle parking counts and mode share surveys, including the reduction in parking demand.
- Effectiveness of individual program components from the annual mode share survey.
- A description of the TDM programs and services that were offered to tenants in the preceding year, with an explanation of any changes or new programs offered or planned.